



## Development Permit Panel

Council Chambers, City Hall  
6911 No. 3 Road

Wednesday, July 15, 2015  
3:30 p.m.

### Minutes

*Motion to adopt the minutes of the Development Permit Panel meeting held on June 24, 2015.*



1. **Development Permit 14-669686**  
(REDMS No. 4549394 v. 2)

APPLICANT: Buttjes Architecture on behalf of 0737974 B.C. Ltd.

PROPERTY LOCATION: 5580 Parkwood Crescent

### Director's Recommendations

*That a Development Permit be issued which would:*

1. *permit the construction of an automobile dealership and service centre at 5580 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and*
2. *waive the requirement for an on-site large size loading space.*



2. **Development Permit 14-676613**  
(REDMS No. 4601574 v. 3)

APPLICANT: Ryan Cowell on behalf of 0737974 B.C. Ltd.

PROPERTY LOCATION: 5600 Parkwood Crescent

ITEM

**Director's Recommendations**

*That a Development Permit be issued which would:*

- 1. permit the construction of two (2) car dealerships at 5600 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and*
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) waive the requirement for on-site large size loading spaces; and*
  - (b) increase the maximum permitted height for a building from 12.0 m to 14.5 m.*



**3. New Business**

**4. Date of Next Meeting: July 29, 2015**

**5. Adjournment**



**Development Permit Panel  
Wednesday, June 24, 2015**

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
Cathryn Volkering Carlile, General Manager, Community Services  
John Irving, Director, Engineering

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

**Minutes**

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, June 10, 2015, be adopted.*

**CARRIED**

**1. Development Variance Permit 15-694988**  
(File Ref. No.: DV 15-694988) (REDMS No. 4588527)

APPLICANT: Maybog Farms Ltd.

PROPERTY LOCATION: 2620 No. 6 Road

INTENT OF PERMIT:

Vary the provision of Richmond Zoning Bylaw 8500 to increase the maximum setback from a constructed public road abutting the property to the rear of a single detached housing building permitted in the "Agriculture (AG1)" from 50 m (164 ft.) to 130 m (426.5 ft.) in order to allow construction of a new house at 2620 No. 6 Road.

## **Development Permit Panel**

### **Wednesday, June 24, 2015**

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

Todd May, Maybog Farms Ltd., briefed Committee on the proposed variance and spoke on the history of farming on the subject site. He noted that the proposed variance would facilitate the construction of the primary dwelling on-site, and added that the current dwelling on-site would be used for farm employees.

Mr. May referred to a map of the subject site, (attached to and forming part of these minutes as Schedule 1) and provided information on the different farm service areas that are critical to the farming operations. He noted that the proposed dwelling would be located south of the crop loading area and north of the gravel storage area, where soil conditions are poor. He added that the layout of the different farm service areas are critical to farm operations and must remain intact in order to maintain functionality, and as a result, Mr. May has advised that the proposed area for the dwelling is the optimal location within the farm.

#### **Panel Discussion**

Discussion ensued with regard to protecting farmland in the city and the potential to set precedence should the proposed variance proceed.

In reply to queries from the Panel, Mr. May noted that keeping the relationship of the farm service areas intact is critical to farm operations and as a possible consequence, relocating said areas could encroach onto the farmed areas and displace cranberry fields. He added that all possible alternatives were examined when deciding on the location for the proposed dwelling and that the proposed location minimizes the impact on farming operations and farmed land.

Discussion ensued regarding other possible options for the proposed dwelling, and in reply to queries from the Panel, Mr. May noted that the western portion of the farm that includes the farm services areas have relatively poor soil conditions for cranberries.

In reply to queries from the Panel, Dave Melnychuk, Agrologist for Maybog Farms Ltd., noted that the farm service areas and proposed house location are located in areas of less productive soil, where impact to cranberry production is minimized.

#### **Staff Comments**

In reply to queries from Committee, Wayne Craig, Director, Development, noted that should the proposed application proceed, a covenant on title will be secured to restrict the construction of the dwelling to the proposed location. He added that the City's Agricultural Advisory Committee reviewed and endorsed the proposed variance.

#### **Correspondence**

None.



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#### Gallery Comments

Anne Lerner, 12633 No. 2 Road, inquired on the location of the current and proposed dwellings and expressed satisfaction with the 50 metre setback requirement. Also, she expressed satisfaction with the farm operations and that the proposed dwelling would not displace farmed fields.

#### Panel Discussion

Discussion ensued with respect to the precedent setting nature of the proposed application and protecting farmland.

#### Panel Decision

It was moved and seconded

*That a Development Variance Permit be issued which would vary the provision of Richmond Zoning Bylaw 8500 to increase the maximum setback from a constructed public road abutting the property to the rear of a single detached housing building permitted in the "Agriculture (AG1)" from 50 m (164 ft.) to 130 m (426.5 ft.) in order to allow construction of a new house at 2620 No. 6 Road.*

**CARRIED**

## 2. Development Variance Permit 14-658670

(File Ref. No.: DV 14-658670) (REDMS No. 4590741 v. 2)

APPLICANT: Habitat for Humanity Society of Greater Vancouver Inc.

PROPERTY LOCATION: 8180 Ash Street

#### INTENT OF PERMIT:

1. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
  - b) vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6; and
2. Permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing single-family dwellings.

#### Applicant's Comments

Aaron Urion, Abbarch Architecture Inc., briefed the Panel on the proposed application and the design modifications proceeding the March 25, 2015 Development Permit Panel meeting, and highlighted the following:

- there is space on-site for vehicles to turn around;
- one visitor vehicle parking space was added for the lots fronting Dayton Court;
- vehicles may enter and exit the lots fronting Dayton Court in a forward direction;

3.

## **Development Permit Panel**

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- architectural elements in the surrounding neighbourhood were incorporated into the proposed design;
- the project will use high quality building materials;
- roofs will be triangulated to match the architectural character of adjacent homes;
- the height of the proposed buildings will be below permitted levels; and
- the lot's grading was lowered; however, will meet the City's flood protection standards.

David O'Sheehan, Abbarch Architecture Inc., advised that the applicant has made adjustments to the proposed development in response to feedback from the community.

Stephani Samaridis, Habitat for Humanity Society of Greater Vancouver Inc., noted that the applicant has made an effort to address vehicle parking concerns by adding marked visitor vehicle parking on-site. Also, she advised that based on experience with Habitat for Humanity's other properties, it is anticipated that partner families with multiple vehicles will be unlikely. She added that the proposed development is not a duplex and is considered to be single-family homes with secondary suites.

#### **Staff Comments**

In reply to queries from the Panel, Mr. Craig noted that staff have reviewed the proposed application and are satisfied with the proposed modifications to the proposed development. He added that should the application proceed, a registration of a covenant on title will be secured at the subdivision stage to ensure that the future buildings will comply with the architectural designs presented to the Panel.

#### **Gallery Comments**

Harvey Schwarzbauer, 8426 Dayton Court, expressed concern with regard to the proposed development. He read from his submission and submitted a petition from neighbourhood residents opposing the proposed development (attached to and forming part of these minutes as Schedule 2).

Joseph Yang, 8440 Dayton Court, expressed concern regarding the proposed development and was of the opinion that the proposed development does not comply the zoning bylaw and that the number of proposed dwellings will negatively impact the neighbourhood.

Anna Mcalpine, 8415 Dayton Court, expressed concern with respect to garbage collection and emergency vehicle access to the proposed development.

In reply to queries from the Panel, Mr. Urion noted that there are designated areas to store garbage and recycling carts in each unit. Mr. Craig added that Environmental Programs staff are satisfied with the proposed garbage and recycling collection plans. Also, Mr. Craig noted that there is a secondary emergency access to Dayton Court from Ash Street.

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Teresa Wong, 8471 Dayton Court, expressed her concern regarding the proposed development with respect to the potential increase in traffic and the community consultation process.

Sunny Shum, 8320 Dayton Court, expressed his concern regarding the proposed development with respect to the (i) the potential for an increase in traffic, (ii) the need for visitor parking on-site, (iii) the projected number of resident vehicles on-site, and (iv) the dimensions of the visitor parking spaces.

Bradley Dowdall, 8455 Dayton Court, expressed his opposition to the proposed development and commented on the potential impact to traffic in the area. Also, he was of the opinion that the proposed development is too cramped and does not integrate well with the neighbourhood.

Marshall Ching, 8466 Dayton Court, expressed his opposition to the proposed development and was of the opinion that the potential increase in traffic would be a safety hazard for neighbourhood residents.

Doug Hamming, Habitat for Humanity Society of Greater Vancouver Inc., noted that vehicles will be able to enter and exit the site in a forward direction. Also, he was of the opinion that the architectural form and character of the proposed development was revised to be consistent with the neighbourhood.

Judy Rea, 8435 Dayton Court, expressed her opposition to the proposed development and was of the opinion that the proposed development would increase traffic in the area.

Candice Chan, 8080 Ash Street, expressed concern that the proposed development would negatively impact pedestrian safety and traffic. Also, she made a suggestion that flashing lights at the entrance of the site be added to alert pedestrians of vehicles entering and exiting.

Kenny Wong, 8380 Dayton Court, expressed concern with regard to the potential negative effect of additional traffic on the safety of children in the neighbourhood.

Brian Dagneault, 8435 Dayton Court, spoke in opposition to the proposed development and expressed concern with regard to the interpretation of the zoning bylaw to define the proposed development as single-family dwellings.

Ms. Lerner spoke on the proposed secondary suites, noting that the proposed secondary suites may have a similar effect to a duplex-type of development.

In reply to queries from the Panel, Mr. Craig advised that staff have reviewed the proposed development and they are considered to be single-family dwellings with a secondary suite. He added that the City's zoning bylaw provisions for secondary suites include measures such as, limiting the area to a maximum of 90 m<sup>2</sup> and 40% of the total floor area of the dwelling. Also, secondary suites cannot be subdivided or stratified. He further noted that the proposed development's secondary suites comply with all zoning bylaw requirements and this would be reconfirmed at the Building Permit stage.

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Harikrishna Upath, 8360 Dayton Court, expressed his opposition to the proposed development and commented on the current lack of street parking in the neighbourhood and possible traffic from the proposed development.

Janet Yeung, 8211 McBurney Court, expressed her opposition to the proposed development and was of the opinion that the proposed development should exceed the minimum technical requirements.

Mei Au, 8160 Ash Street, expressed concern with regard to the parking and emergency vehicle access requirements of the proposed development.

Mr. Dagneault, further expressed concern with regard to the interpretation of the proposed development as single-family dwellings and the potential impact of the proposed development on street parking in the neighbourhood.

#### Correspondence

Harikrishna Upath, 8360 Dayton Court (Schedule 3)

Orest and Shelly Smysnuik, 8226 Ash Street (Schedule 4)

Shawn Hawkins, 9260 McBurney Drive (Schedule 5)

Joseph Yang and Tina Yen, 8440 Dayton Court (Schedule 6)

Benjamin Lin and Beverly Chang, 8040 Ash Street (Schedule 7)

Doug and Catherine Clark, 8200 McBurney Court (Schedule 8)

Eddie and Nazneed Parakh, Jenangir and Rita Parakh, 8491 Dayton Court (Schedule 9)

#### Panel Discussion

Discussion ensued with regard to (i) the fact that the same variance was previously granted to the site, (ii) historical ownership of the subject site, (iii) design improvements to the proposed development, (iv) access to the site, (v) visitor vehicle parking, (vi) the potential to further enhance the neighbourhood by adding more families, (vii) encouraging the applicant to continue discussions with their neighbours, and (viii) the limited impact the proposed development would have on traffic in the neighbourhood.

#### Panel Decision

It was moved and seconded

1. *That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - (a) *vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and*
  - (b) *vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6; and*

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2. *To permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing single-family dwellings.*

**CARRIED**

**3. New Business**

**4. Date of Next Meeting: Wednesday, July 15, 2015**

**5. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 5:27 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 24, 2015.

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Joe Erceg  
Chair

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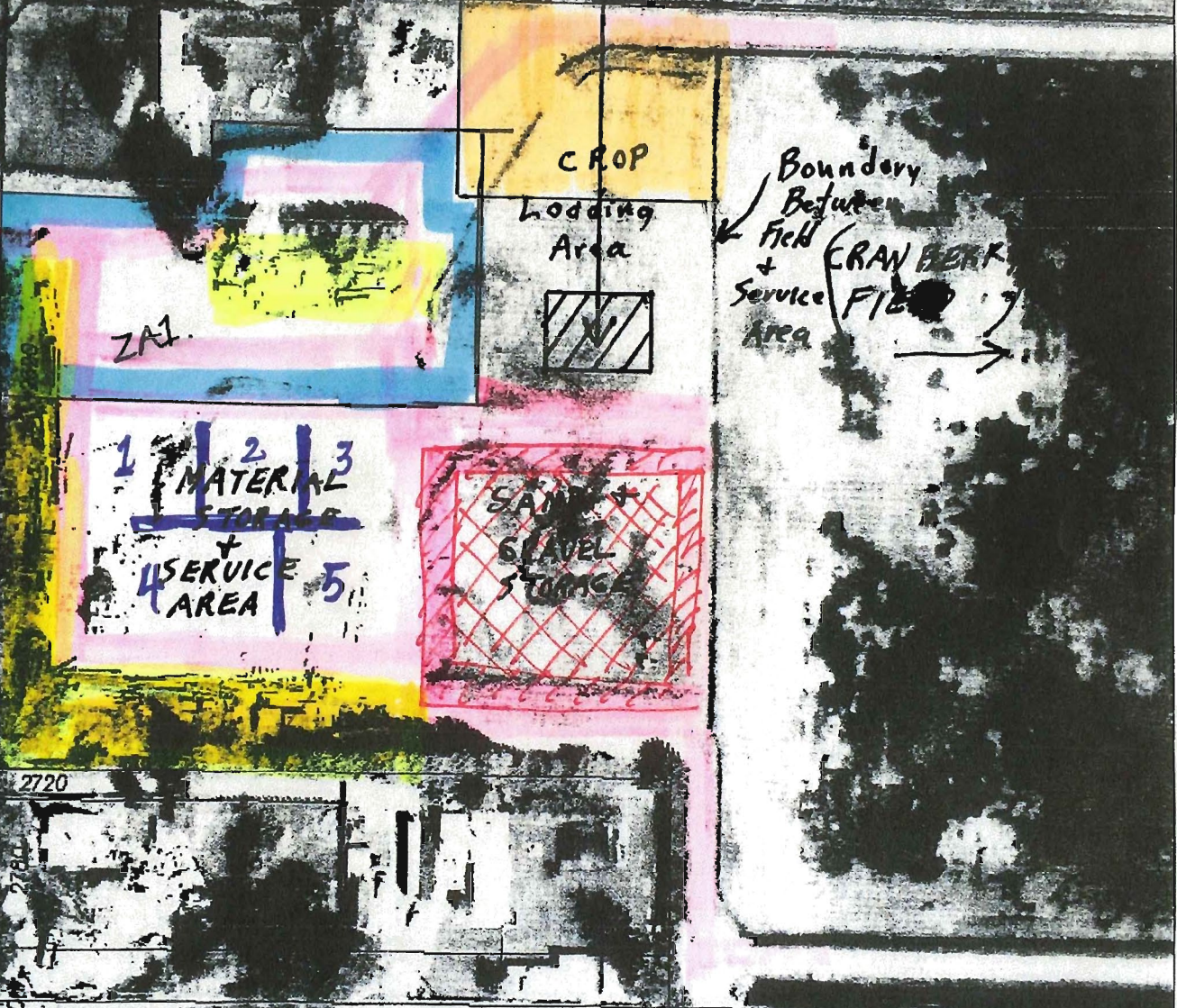
Evangel Biason  
Auxiliary Committee Clerk



# City of Richmond Interactive Map

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, June 24, 2015.

*Proposed Residential Site*



67.7 0 33.85 67.7Meters

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



June 20, 2015

Development Permit Panel  
City of Richmond  
6911 No. 3 Road  
Richmond, B.C.  
V6Y 2C1

~ PREVIOUS APPROVAL

ATT: DEVELOPMENT PERMIT PANEL

RE: 8180 ASH STREET, HABITAT FOR HUMANITY SOCIETY OF GREATER VANCOUVER

The Habitat for Humanity Society of Greater Vancouver is requesting to vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and to vary the minimum lot frontage from 6 m (19.7feet) to 0.38 m (1.25 feet) for proposed Lot 4, to 2.7 m (8.9 feet) for proposed Lot 5 and 0.60 m (2 feet) for proposed Lot 6. These are not minor variances - they are virtually eliminating the need for a residential lot to have any kind of frontage. These massive reductions by variance will not be minor to the residents of Dayton Court who will be most negatively affected by the variances, subsequent subdivision and construction of the proposed homes.

Section 922 of the Local Government Act requires that persons deemed affected by a Development Permit application be advised of the particulars of that application and have the opportunity to make any concerns known to the Development Permit Panel. We would expect that when such a process is required that the opinions and concerns of the local residents would be carefully considered and play a significant role in the review and approval – or denial - of the application.

The updated report presented here today does not include the copies of the comment sheets completed by the residents who attended the May 14, 2015 meeting as did the original report with the comment sheets from the October 1, 2014 meeting. We believe that the Panel should have the opportunity to review all of the unedited comment sheets submitted by the residents and not just the sanitized version of those comments presented in the report in front of you today.

It is the expressed opinion of by far and away the majority of residents in the surrounding neighbourhood (as witnessed by the number of signatures attached hereto) that this proposed variance will result in the inappropriate development of the site and will have a significant negative affect on the use and enjoyment of the adjacent land and the properties well beyond the subject property.

We also believe that the proposed variance is at odds with the City's normal and articulated policy against variances that would vary the lot width of a property.

Upon inquiry of City staff we received a response regarding the City's normal policy for variances related to lot width and were advised that:

*"City staff will only consider an application for a Development Variance Permit in very unique site-specific circumstances. For example, if significant trees must be retained on a site and the zoning needs to be varied to accommodate redevelopment of the site to enable tree retention. Another example might be where a site is next to an existing undeveloped road and there are no plans to open the road, so we would consider a variance to allow a regular side yard setback instead of a road setback. These are some examples that I'm familiar with where a Development Variance Permit has been considered by City Council.*

*City staff will not consider an application for a Development Variance Permit to vary the required lot width for subdivision so that additional lots can be achieved beyond what the zoning would allow outright."*

It would appear that while the permitted density of the property is not being altered by the variance the number of lots being permitted is as there is no way this property could be developed into six lots outright without the proposed variance of lot width.

It is also the opinion of the undersigned residents that the applicant has not really seriously addressed the issue of form and character of the buildings. While the elevation of the buildings have been altered slightly this has been accomplished by tacking on elements that don't significantly change the appearance of the buildings or address the concerns expressed earlier by the neighbourhood. The applicants have been dismissive and the residents do not feel their concerns have been taken seriously by the applicant as no other element of the project has been altered to address other concerns.

The materials used remain dramatically different from the existing neighbourhood and the entire concept of the homes is at odds with the existing neighbourhood. The new buildings are not new homes with a secondary suite they are purpose designed to be a duplex pretending to be a single family home.

It is also our firm belief that that not only do these homes look like duplexes they are duplexes according to the City of Richmond Zoning Bylaw. The bylaw defines a duplex as:

***"Housing, two-unit means a building commonly referred to as a duplex designed exclusively to accommodate two separate dwelling units living independently above, below or beside each other, designed and constructed as two dwelling units at initial construction, and where each dwelling unit in the two-unit housing may include one room that, due to its design plumbing, equipment and furnishings, may be used as a secondary kitchen (e.g., a wok kitchen), provided that no more than two kitchens are located in one dwelling unit in the two-unit housing, but does not include a secondary suite."***

A secondary suite is defined as:

***"Secondary Suite means an accessory, self-contained dwelling within a single detached housing, exclusively used for occupancy by one household."***

By purposely misdesignating these buildings as a single family home with a secondary suite instead of more accurately and appropriately as a duplex the applicant has purposely abused the Zoning Bylaw to avoid providing the parking that would be required under Section 7.7 Table 7.7.2.1 of the Zoning Bylaw which would normally require two parking stalls per housing unit.

We also believe the bylaw was purposely misinterpreted to allow the development. The proposed buildings are being characterized as single family homes with a secondary suite. In fact, these are duplexes – designed as two separate units and constructed as two dwelling units at initial construction, which the City Zoning Bylaw defines as a duplex. Duplexes are not allowed in the R1B residential zone that is designated for this property and all of the surrounding properties. Duplexes are required to provide 2 parking stalls per unit for a total of 4 stalls. This development would be required to provide 12 parking stalls instead of the 6 being proposed. Since parking is a major concern of the residents we believe that Habitat for Humanity has purposely identified these buildings as single family homes with a secondary suite to circumvent the parking requirement and the need to rezone the property for the proposed use.

As a result of these duplex homes being proposed the two parking stalls per home the parking is going to be woefully inadequate. The design of the homes and site plan does not allow for parking in the driveway if the carport is being used for other uses (which is quite likely to be the case as the housing units are very small) as is the case in a typical single family home. The driveway will be shared with six units. With the potential for at least twelve cars (as supported by Zoning Bylaw standard for duplex parking) in this incredibly confined space the vehicles will have no place to go but onto the street. And, since these units are located at the end of a cul-de-sac where there is no opportunity for street parking the vehicles will be spread down the length of Dayton Court imposing on the existing home owners forever.

The study to determine that cars within the development off Dayton can turn around to drive out of the driveway was never a concern of the residents. The concern as clearly stated on a number of occasions



is the number of cars likely to occupy a vary restricted space, the likely overflow of those vehicles onto Dayton for parking and the additional traffic that will use Dayton seriously impacting the quiet enjoyment of the street and safety of the many young children who regularly play on this quiet cul-de-sac.

The residents signed below oppose this variance application in the strongest possible manner because of the following reasons:

- The proposed buildings have been misrepresented as single family homes with a secondary suite when in fact they are, by the City of Richmond's Zoning Bylaw definition, a duplex or more accurately "Two Unit Housing";
- In order to develop the buildings as proposed the City needs to require the applicant to rezone the property to RD1, RD2 which is the appropriate zone for a duplex;
- The proposed variance is at odds with the City's stated policy of not supporting variances to lot frontages that would vary the required lot width for subdivision so that additional lots can be achieved beyond what the zoning would allow outright;
- The form and character of the proposed buildings do not conform to the typical architectural standard that exists within the surrounding neighbourhood;
- Because of the erroneous designation of the type of building unit, the parking proposed is legally and practically inadequate and will create significant problems for the surrounding residents

The undersigned local residents respectfully request that the application by the Habitat for Humanity Society of Greater Vancouver for the said variances be denied.

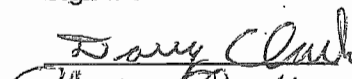
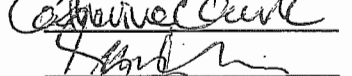
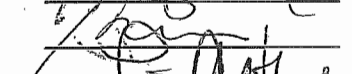
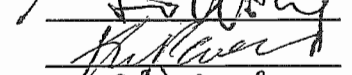
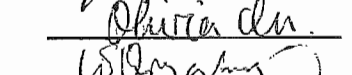
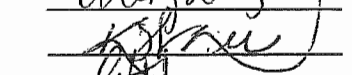
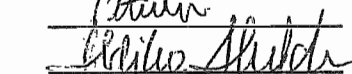

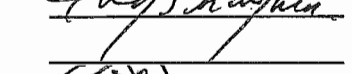
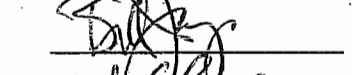
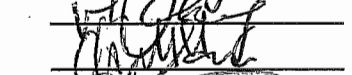

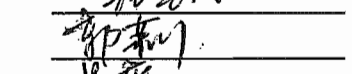

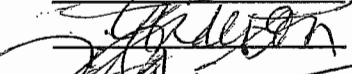
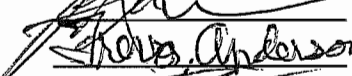

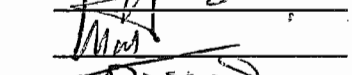

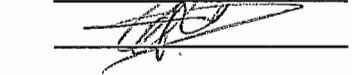



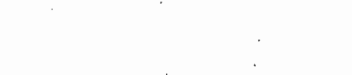
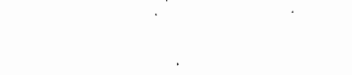



Thank you for considering the concerns of existing residents in the neighbourhood.

Signature	Print Name	Address
	KANG LAI	8420 Dayton Court Richmond
	DANKY LAI	8406 DAYTON COURT, Richmond BC
	ZANUL WALJI	8391 DAYTON COURT, Rmd, BC
	LEUNG SZE WAN	8386 DAYTON CRT
	Henry Leung	8386 Dayton Court Richmond BC
	IRVING LEUNG	8386 Dayton Ct. Rmd. B.C.
	FONG YUET WAH	8386 Dayton Ct. Rmd BC
	JERRY MYSADCHI	8326 DAYTON COURT RICHMOND
	ELYNNE CHAVAS	8346 DAYTON CRT, Richmond
	SHE NENG KUANG	8371 DAYTON CRT. Richmond
	NAZNEEN BARAKH	8491 DAYTON CRT RICHMOND
	EDDIE BARAKH	8491 DAYTON CRT RICHMOND
	Hai Yip Leung	8288 Ash St Richmond
	Linda Yuen	8271 Ash street, Rmd. BC
	Pui Tak So	8138 Ash street
	Beverly	8040 Ash St.

Signature

Print Name

Address

	DOUG CLARK	8200 McBurney Court
	Catherine Clark	8200 McBurney Court Richmond
	SANNY CHAN	8160 McBurney Court Rmd. Be
	STEVEN MA	8160 McBurney Court Rmd
	CHUI HING LAI	8351 Ash St Rmd
	KU PEO CHUA	8351 Ash St RMD
	Olivia Ou	8377 Ash st
	Li Qing Wang	8377 Ash St
	K.W. LEE	8411 ASH ST RICHMOND BE
	Peter Lee	8451 Ash St Richmond
	Eldiko Skeldon	8380 Ash St. Richmond Be
	HARVEY SCHWARTZBLATT	8426 Dayton Court
	T.A. SCHWARZBART	8426 DAYTON COURT
	Hsu Jung	8460 DAYTON CRT.
	Hsiu-Chuan Chang	8446 Dayton CRT.
	Chia-Yu Yen	8440 Dayton CRT.
	Songting Lu	8480 Dayton CRT.
	Henry Han	8480 Dayton CRT.
	Guo Li	8480 Dayton CRT.
	Xiang Lu	8480 Dayton CRT.
	MAKLON BECKER	8444 DAYTON COURT
	JOANNE ANDERSON	8395 Dayton CRT.
	JAMES ANDERSON	8395 DAYTON CRT.
	TREVOR ANDERSON	8366 DAYTON CRT.
	Christine Chen	8366 Dayton CRT
	HO KIM WAI	8366 Dayton CRT.
	HARIKRISHNA UPATH	8360 DAYTON COURT.
	PETER VOETMANN	9266 McBurney Drive
	Eric Boycott	8306 Dayton Court
	Sunny Shum	8320 Dayton Court.

SIGNATURE  
~~FENG LI~~  
 WPS  
 Lisa Liu  
~~[Signature]~~  
 Eric  
~~[Signature]~~  
 NO  
 Michael  
 Carrie

PRINT NAME  
~~DANNY CHAI~~  
 FENG LI  
 Zeng Ying Liu  
 Midor Geo  
 Emily Geo  
 Yoichi Geo  
 Peter Xie  
 Millie Ang  
 PAK KI CHAN (Carice)

ADDRESS  
~~8406 DAYTON COURT, Richmond~~  
 8606 Dayton Court, Richmond  
 8371 Ash St.  
 8431 Ash St  
 " " "  
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 9571 Dayton AV  
 9571 Dayton Ave  
 8080 Ash St.

m

Dayton	Ash
8400	8120
8600	8080

## 8. Residential Zones

### 8.1 Single Detached (RS1/A-H, J-K; RS2/A-H, J-K) [Bylaw 8672, Jan 24/11]

#### 8.1.1 Purpose

The zone provides for **single detached housing** with a range of compatible **secondary uses**. **Subdivision** standards vary by sub-categories (A-H; J-K). The zone is divided into sub-zones: RS1 for traditional **single detached housing**; RS2 which provides for a **density bonus** that would be used for rezoning applications in order to help achieve the City's affordable housing objectives [Bylaw 8672, Jan 24/11].

#### 8.1.2 Permitted Uses

- **housing, single detached**

#### 8.1.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**
- **secondary suite**
- **bed and breakfast**

#### 8.1.4 Permitted Density

1. The maximum **density** is one **principal dwelling unit** per lot.
2. For **single detached housing** zoned RS1/A-H, J-K [Bylaw 8672, Jan 24/11], the maximum **floor area ratio** is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>.
3. For **single detached housing** zoned RS2/A-H, J-K, the maximum **floor area ratio** is 0.40 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>.
4. Notwithstanding Section 8.1.4.3, the reference to "0.4" is increased to a higher **density** of "0.55" if:
  - a) the **building** contains a **secondary suite**; or
  - b) the **owner**, at the time **Council** adopts a zoning amendment bylaw to include the **owner's lot** in the RS2/A-H, J-K zone, pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw.
5. Further to Section 8.1.4.4, the reference to "0.4" in Section 8.1.4.3 is increased to a higher **density** of "0.55" if:
  - a) an **owner** subdivides bare land to create new lots for **single detached housing**; and
  - b) at least 50% of the **lots** contain **secondary suites**.

#### 8.1.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
  2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surface**.
-

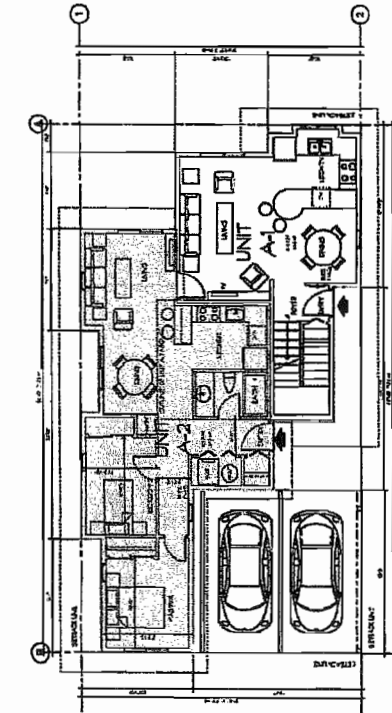
K.C.L. 2012

<b>Housing agreement</b>	means an agreement in a form satisfactory to the City that limits the occupancy of the <b>dwelling unit</b> that is subject to the agreement to persons, families and <b>households</b> that qualify for affordable housing based on their <b>household</b> income level, that restricts the occupancy of the <b>dwelling unit</b> to rental tenure, and that prescribes a maximum rental rate and rate of increase of rental rate for the <b>dwelling unit</b> .
<b>Housing, apartment</b>	means a <b>building</b> consisting of two or more <b>dwellings</b> in which the <b>dwellings</b> are arranged in any horizontal or vertical configuration and have <b>access</b> from a common interior corridor.
<b>Housing, manufactured</b>	means a detached <b>building</b> containing only one <b>dwelling</b> exclusively for occupancy by one <b>household</b> , whether ordinarily equipped with wheels or not, and may be moved from one place to another by being towed or carried.
<b>Housing, single detached</b>	means a detached <b>building</b> containing only one <b>dwelling unit</b> , designed exclusively for occupancy by one <b>household</b> , and may include one room that, due to its design, plumbing, equipment and furnishings, may be used as a secondary <b>kitchen</b> (e.g., a wok <b>kitchen</b> ) provided that no more than two <b>kitchens</b> are located in one <b>single detached housing dwelling unit</b> , and includes modular homes that conform to the CSA A277 standards, but does not include a <b>manufactured home</b> designed to CSA Z240 standards or <b>town housing</b> .
<b>Housing, town</b>	means a <b>building</b> or group of <b>buildings</b> containing three or more ground-oriented <b>dwelling units</b> with a separate exterior entrance directly accessible (i.e. without passing through a common lobby or corridor) from a <b>road</b> or an open space or a common roof deck landscaped as an <b>amenity space</b> , and which may share walls with <b>adjacent dwelling units</b> , may be arranged two deep, either horizontally so that <b>dwellings</b> may be attached at the rear as well as the side, or vertically so that <b>dwellings</b> may be placed over each other, and may also contain detached <b>town housing</b> with individual <b>dwelling units</b> on the <b>strata lot</b> .
<b>Housing, two-unit</b>	means a <b>building</b> commonly referred to as a duplex designed exclusively to accommodate two separate <b>dwelling units</b> living independently above, below or beside each other, designed and constructed as two <b>dwelling units</b> at initial construction, and where each <b>dwelling unit</b> in the <b>two-unit housing</b> may include one room that, due to its design, plumbing, equipment and furnishings, may be used as a secondary <b>kitchen</b> (e.g., a wok <b>kitchen</b> ), provided that no more than two <b>kitchens</b> are located in one <b>dwelling unit</b> in the <b>two-unit housing</b> , but does not include a <b>secondary suite</b> .
<b>Housing, waterborne</b>	means <b>single-detached housing</b> that floats on water.

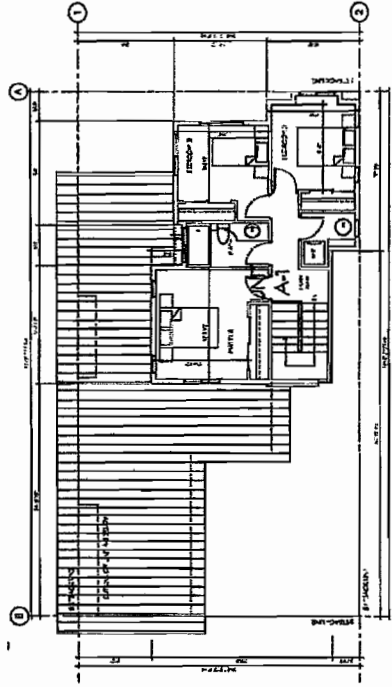
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<b>Secondary suite</b>	means an accessory, self-contained dwelling within a single detached housing, exclusively used for occupancy by one household.
<b>Service, business support</b>	means a facility that provides services to businesses and which are characterized by one or more of the use of minor mechanical equipment for printing, duplicating, binding or photographic processing, secretarial services, the provision of office maintenance or custodial services, the provision of office security, and the sale, rental, repair or servicing of office equipment, office furniture and office machines, which includes but is not limited to printing establishments, testing laboratories, film processing establishments, janitorial firms and office equipment sales, repair establishments and sign shops.
<b>Service, financial</b>	means the provision of financial and investment services by a bank, trust company, investment dealer, credit union, mortgage broker or related business.
<b>Service, funeral</b>	means the preparation of dead people for burial or cremation and the holding of memorial services, which includes funeral homes and undertaking establishments, but does not include a cemetery and interment facility.
<b>Service, household repair</b>	means the repair of goods, equipment and small appliances normally found within the home which includes but is not limited to radio, television, computer and appliance repair, chainsaws, lawnmowers, furniture refinishing, and upholstery shops, but does not include personal services.
<b>Service, massage</b>	means the providing or furnishing of a massage involving application of physical external manipulation of the soft tissues of the human body by another person, but does not include a body rub studio, body painting studio, massages administered as part of a skin care treatment by an aesthetician (where the massage is for the purpose of product application and is a minor or incidental part of the treatment) or minor health service.
<b>Service, personal</b>	means services to an individual that are related to the care and appearance of the body or the cleaning and repair of personal effects, which includes but is not limited to services provided by barber shops, hairdressers, manicurists, acupuncture clinics, tailors, dress makers, shoe repair shops, dry cleaning establishments and laundries, and includes service, massage but does not include body rub studio or body painting studio. <small>[Bylaw 8684, Jan 17/11]</small>
<b>Service station</b>	means the servicing or repair of vehicles (excluding vehicle body repair or paint shop) within a building and the sale of batteries, tires and automotive products, but does not include the sale of gasoline and is distinct from vehicle repair.

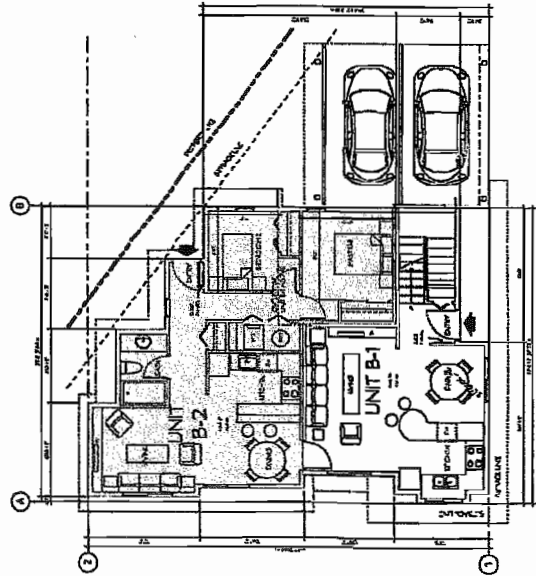
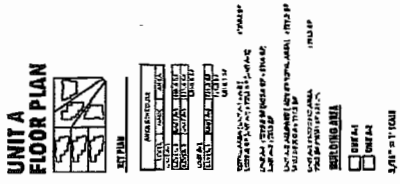
PLAN #5.a UNIT PLANS



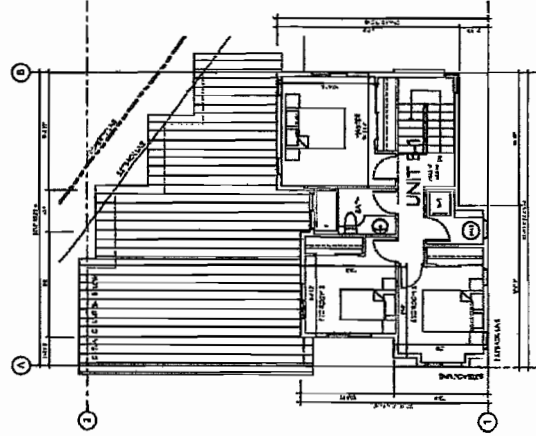
UNIT A FLOOR PLAN - LEVEL 1



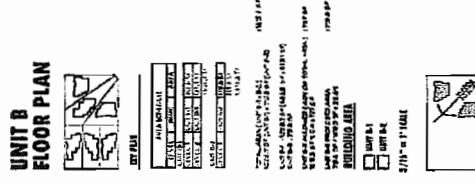
UNIT A FLOOR PLAN - LEVEL 2



UNIT B FLOOR PLAN - LEVEL 1



UNIT B FLOOR PLAN - LEVEL 2



Dear Neighbour,

You recently received in the mail from the City of Richmond a notification about the Development Permit Panel meeting regarding the application by Habitat for Humanity to develop the vacant property that has access from Ash Street and the end of Dayton Court.

The application previously went to the Development Permit Panel for review on March 25, 2015. At that time a group of your neighbours attended the meeting and presented a petition and a number of letters opposing the application. Those neighbours felt that the development of this property as proposed will result in the land being overbuilt and with the very poor limited access on Dayton Court will create significant parking and traffic problems. In addition the architecture of the buildings was considered jarring and completely out of place for our existing neighbourhood. The neighbourhood group was successful in having the application tabled and Habitat was requested to amend their development to satisfy the local concerns.

After several months Habitat for Humanity held an information meeting on May 14, 2015 which was unfortunately poorly attended by local residents. In that time period only minor changes were made to the buildings by tacking on a few exterior elements which did nothing to address the concerns expressed by the local residents. Nothing else on the plan was changed.

We also believe the bylaw was purposely misinterpreted to allow the development. The proposed buildings are being characterized as single family homes with a secondary suite. In fact, these are duplexes – designed as two separate units which the City Zoning Bylaw defines as a duplex. Duplexes are not allowed in the residential zone that is designated for this property or any of the surrounding properties. Duplexes are required to provide 2 parking stalls per unit for a total of 4 stalls. This development would be required to provide 12 parking stalls instead of the 6 being proposed. Since parking is a major concern of the residents we believe that Habitat for Humanity has purposely identified these buildings as single family homes with a secondary suite to circumvent the parking requirement and the need to rezone the property for the proposed use.

The application is again going to the Development Permit Panel this coming Wednesday June 24<sup>th</sup> at 3:30 pm at the Richmond City Hall. If approved at this meeting and constructed as planned this development will cause significant parking problems on Dayton Court and possibly on Ash Street as well. In addition because of the density and horrible architecture it will affect your property values and ability to sell your home.

If this application is to be stopped we will need the help and participation of all the residents in the neighbourhood. You can write letters or emails to the City objecting to the application in the strongest possible way. Most importantly we would like you to attend the meeting on Wednesday June 24<sup>th</sup> at 3:30 at the City hall to voice your objections in person.

For more information or help with your comments to Richmond please call

Joseph:  
Sunny:  
Brian:

We will not defeat this application and horrible development without your help.





Out



Pan



Full



Back

MCBURNEY DR

BR

ASH ST

DAYTON CRT

ON AVE

Zone 10N



ASH ST

DEBEC

29

58

x=0 y=0

HARIKRISHNA UPATH N  
8360 DAYTON COURT  
RICHMOND BC V6Y3H6

Schedule 3 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday, June  
24, 2015.

June 16<sup>th</sup> 2015

THE DIRECTOR  
CITY CLERKS OFFICE, RICHMOND

<b>To Development Permit Panel</b>	
Date:	June 24/15
Item #	2
Re:	8180 Ash Street DV 14-658670

SUB: DV 14-658670 PROPERTY LOCATION 8180 ASH STREET

APPLICANT: HABITAT FOR HUMANITY SOCIETY OF GREATER VANCOUVER INC.

Since we may not be able to attend the proposed development permit panel meeting proposed for June 24, 2015 at 3.0pm at council chambers, Richmond, we are herewith submitting written response for consideration before proceeding with any permits on the property at 8180 Ash Street.

It has been quite disappointing to note that despite voicing serious concerns with the below issues earlier, there have been no efforts to address them other than to state clarifications of a traffic study and a reference to onsite parking.

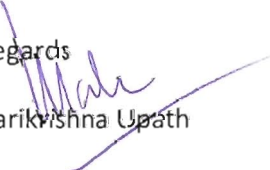
First concern is that with the proposed 6 lots – each being sublet with a tenant, there will be total 12 families residing at the property. This would mean at least 12 cars @ 1 car/family as a minimum. We have seen from experience and normal practice that even with a garage and an open car port, resident's park on the street in front of their respective homes. With 12 families packed into a lot with a very small frontage, it is obvious that there is going to be a lot of cars parked at the cul-de-sac on Dayton Court. Given peoples normal driving behaviour and attitude, it is a given that cars will be parked on the street, in this case at the cul-de-sac which has several pie shaped lots where even the existing cars are overflowing onto the street. It is just not possible to change people habits of parking on the street and walk into the homes – it is just sheer convenience and everyone does it. We completely object to the idea of having car access from Dayton court to this development on Ash Street, hence please remove proposed resident's car access from Dayton court.

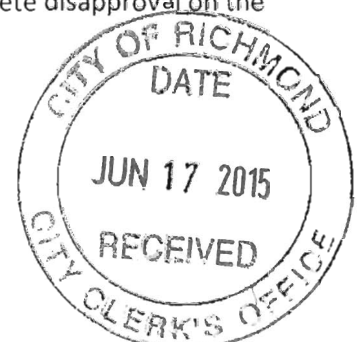
Secondly, the number of cars on Dayton court, is going to be too many with 12 families residing at the end on the cul-de-sac. This cul-de-sac and road has several small kids playing around and elderly people using it for daily walks. It is a serious safety concern if so many residents and thereby cars are added to this street. Again, we object to having any access to the property from Dayton Court and request to consider alternate access.

Thirdly, looking at the existing lot sub-divisions at the cul-de-sac, on Dayton Court it is very clear that there was no plan to have access to this property on Ash Street from Dayton court, given the small frontage that it has been left with. Please do not squeeze something, when it was not pre-planned. It will be a nightmare for everybody – new and existing. Simply put, it just does not make sense to have the access to the property fronting Ash Street, from a narrow width entry on Dayton Court.

While the cause of building affordable housing is understood and commended, it should not be at the cost of introducing concerns, discomfort and unsafe conditions to existing residents. We do not want any changes to the current character, traffic pattern and car parking in this neighbourhood and voice our complete disapproval on the current development plan.

Thanking you and hopeful of a positive change to this proposal.

Regards  
  
Harikrishna Upath



Schedule 4 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
June 24, 2015.

From: Shelley Smysnuik [mailto:shellor@me.com]  
Sent: Tuesday, 23 June 2015 09:54  
To: Nikolic, Diana  
Subject: Habitat for Humanity Development

<b>To Development Permit Panel</b>	
Date:	<u>June 24, 2015</u>
Item #	<u>2</u>
Re:	<u>8180 Ash Street</u> <u>DV14-658670</u>

Ms. Nikolic, we are homeowners on Ash Street, while we support the development, we are vehemently opposed to the size of the homes, specifically that they would be duplexes for all intents and purposes. Single family homes without income suites, we support, anything more than that we do not. Have you visited our neighbourhood? Neither Dayton Court nor Ash Street could support the added traffic.

We hope you take our comments into consideration.

Another point, we are a neighbourhood of families, mostly 2 income families, why is the Development Permit Panel meeting at 3:30 on a work day?

Regards

Orest and Shelley Smysnuik  
8226 Ash Street

Sent from my iPad



Schedule 5 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
June 24, 2015.

**From:** Shawn Hawkins [mailto:shawn.hawkins@me.com]  
**Sent:** Tuesday, 23 June 2015 11:10  
**To:** Nikolic, Diana  
**Subject:** Development Permit - Habitat for Humanity Ash St.

<b>To Development Permit Panel</b>	
Date:	June 24, 2015
Item #	2
Re:	B180 Ash Street
	DN14-658670

I will be travelling and unfortunately not able to attend the Permit Panel meeting on June 24. Although I am not familiar with the details of the Habitat plan, I am supportive of the concept. I was discouraged at the tenor of objections to the proposed development on that site several years ago, and based on the "Dear Neighbour" letter I received several days ago I am just as disappointed with the NIMBY-esque comments circulating today.

As a matter of interest, I am disappointed that despite the proximity of my residence to the development site, I have not received any notice prior to this "Dear Neighbour" letter that a proposal was being considered and there was community opposition. The fact of signage on the property in my view is not sufficient notice, particularly given signage has gone up and down several times over a period of years.

I can be reached today at 778/995-4336. Thanks.

Shawn Hawkins  
9260 McBurney Dr. Richmond



From: Shawn Hawkins [mailto:shawn.hawkins@me.com]  
Sent: Tuesday, 23 June 2015 21:17  
To: Nikolic, Diana  
Subject: Re: Habitat for Humanity Development Permit Panel

<b>To Development Permit Panel</b>
Date: <u>JUNE 24, 2015</u>
Item # <u>2</u>
Re: <u>2180 Ash Street</u>
<u>DV 14-058670</u>

I will be travelling and unfortunately not able to attend the Permit Panel meeting on June 24. Although I am not familiar with the details of the Habitat plan, I am supportive of the concept.

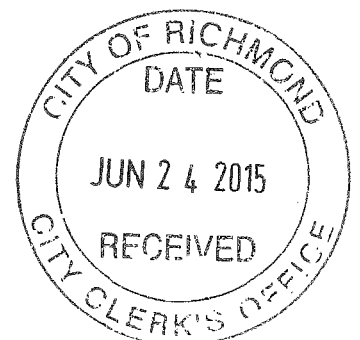
Thinking back, I was discouraged at the tenor of objections to the proposed development on that site several years past, and based on the "Dear Neighbour" letter I received several days ago I am just as disappointed with the NIMBY-esque comments circulating today.

If I was present at the meeting, I would strongly encourage incorporating enhanced sustainability measures into the design, landscape and construction. As with all projects with a social values component, there are likely to be financial constraints. Nevertheless, creative design and active solicitation of ideas and new approaches might serve to make this a showcase project. Solid communications could serve to educate by example a generation of students who will pass by.

On a separate matter, I suggest that McBurney Drive residences be acknowledged for being unique in that homes are not demolished to make way for new home construction. Instead the homes are well kept, both indoor and outdoor renovations are common, additional landscaping is planted, etc. This neighbourhood is a modest example of the kind of colourful and inclusive neighbourhood Richmond can and should aspire to.

Thank you for the opportunity to contribute to your deliberations.

Shawn Hawkins  
Executive Director  
pm-volunteers.org



Schedule 6 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday, June  
24, 2015.

**From:** Joseph Yang [mailto:josephyang0517@hotmail.com]  
**Sent:** Tuesday, 23 June 2015 22:42  
**To:** Nikolic, Diana  
**Subject:** RE: Objection to the Development at 8180 Ash St

<b>To Development Permit Panel</b>
Date: <u>June 24, 2015</u>
Item # <u>2</u>
Re: <u>8180 Ash Street</u>
<u>DV 14-1658670</u>

Hi Diana,

I am writing to the City today to express my concern towards the Habitat for Humanity development at 8180 Ash St. My family and I strongly **disagree** with the proposed plan and variance. It is the City's own policy that variances should not be granted for the sole purpose of creating more properties, but that is exactly what Habitat for Humanity is asking for.

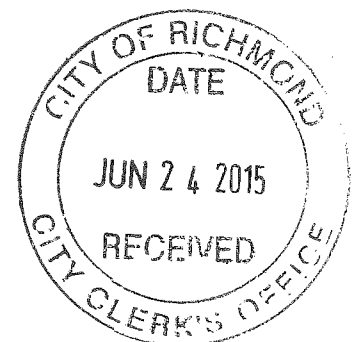
Habitat for Humanity has also clearly stated each house will house two separate families, which in reality means these single family dwellings are really duplexes in disguise. The current zoning for 8180 Ash St is strictly for single family dwellings. The City would be setting precedents if they allow this development to happen. The City should then allow all the properties nearby to be developed into duplexes.

Lastly, based on my experience in the last few information sessions with Habitat for Humanity, they do not appear the least interested in what the residents have to say. Instead, they are proceeding with their plan regardless of what we think. Does it make sense the existing residents have to make sacrifices and compromises to satisfy the need of Habitat? If children and family are what the City and Habitat truly cares about, they would not have proposed the type of development they have.

In conclusion, we strongly **OPPOSE** the proposed development and variance relating to 8180 Ash St. I hope the City will really listen to what the residents have to say and make the right decision.

Regards,

Joseph Yang  
Tina Yen





Schedule 7 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
June 24, 2015.

**From:** B [mailto:ben99ya@yahoo.ca]  
**Sent:** Tuesday, 23 June 2015 23:08  
**To:** Nikolic, Diana  
**Subject:** Objection to the Development at 8180 Ash St

<b>To Development Permit Panel</b>
<b>Date:</b> June 24, 2015
<b>Item #</b> 2
<b>Re:</b> 8180 Ash Street
DV 14-658670

Hi Diana,

I am writing to the City today to express my concern towards the Habitat for Humanity development at 8180 Ash St. My family and I strongly **disagree** with the proposed plan and the proposed variance. It is the City's own policy that variances should not be granted for the sole purpose of creating more properties, but that is exactly what Habitat for Humanity is asking for.

Habitat for Humanity has also clearly stated each house will house two separate families, which in reality means these single family dwellings are really duplexes in disguise. The current zoning for 8180 Ash St is strictly for single family dwellings. The City would be setting precedents if they allow this development to happen. The City should then allow all the properties nearby to be developed into duplexes.

Lastly, based on the last few information sessions with Habitat for Humanity, they do not appear the least interested in what the residents have to say. Instead, they are proceeding with their plan regardless of what we think. Does it make sense the existing residents have to make sacrifices and compromises to satisfy the need of Habitat? If children and family are what the City and Habitat truly cares about, they would not have proposed the type of development they have.

In conclusion, we strongly **OPPOSE** the proposed development and variance relating to 8180 Ash St. I hope the City will really listen to what the residents have to say and make the right decision.

Sincerely,

Benjamin Lin  
Beverly Chang



Schedule 8 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
June 24, 2015.

**From:** Doug and Catherine Clark [<mailto:drclark1@shaw.ca>]

**Sent:** Wednesday, 24 June 2015 08:56

**To:** Nikolic, Diana

**Subject:** Development Permit for vacant property at Ash Street/Dayton Court

<b>To Development Permit Panel</b>
Date: <u>June 24, 2015</u>
Item # <u>7</u>
Re: <u>8180 Ash Street</u>
<u>DV 14-658670</u>

Hi Diana:

In regards to the planning meeting scheduled for today, as concerned Richmond voting taxpayers, we believe this project should not be approved as presently proposed. The bylaws are not being followed with respect to the definition of duplexes versus single units with a secondary suite. Then of course the number of parking stalls are also negatively impacted by allowing too few (6 instead of 12). We have also signed the petition opposing this development as currently proposed. In addition the architecture is out of place for our neighbourhood.

Doug and Catherine Clark  
8200 McBurney Court





Schedule 9 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday, June  
24, 2015.

<b>To Development Permit Panel</b>
Date: <u>June 24, 2015</u>
Item # <u>2</u>
Re: <u>5180 Ash Street</u> <u>DV 14-658670</u>

From: Eddie [mailto:[eddieparakh@yahoo.ca](mailto:eddieparakh@yahoo.ca)]  
Sent: Wednesday, 24 June 2015 12:45  
To: Nikolic, Diana  
Subject: Safety concerns with Habitat for Humanity

June 23rd, 2015.

Ms. Diana Nikolic,  
Staff Planner,  
Richmond City Hall

Dear Diana,

I am writing to you to express my concerns and dissatisfaction with the proposed development of the Habitat for Humanity on Dayton Court and Ash Street.

As you are well aware by now, this development is being strongly and overwhelmingly opposed by the residents of the local area.

The increased car traffic, and inadequate parking will result in a serious parking problem on Dayton Court and Ash Street. This is a family-oriented neighbourhood with lots of kids who frequently play and recreate outdoors. Their safety will clearly be jeopardised by the unacceptable increase in traffic on an already small and confined street - Dayton Court. As parents and grandparents, we find it highly negligent on the part of City Hall to even entertain this development. The developers have clearly mischaracterised and misrepresented this project as "single family" to circumvent the issue of parking.

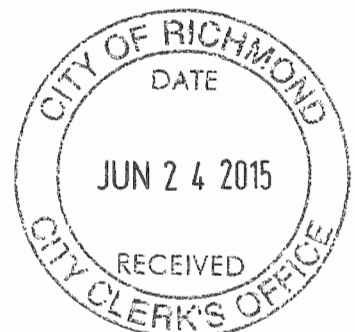
The proposed units are also completely out of place within the neighbourhood in terms of structure, architecture and looks, in comparison to the surrounding homes.

The City should not turn a blind eye to the safety and well being of its community for the sake of the profits of the developers. Without a doubt, this development should not be allowed to go ahead under the present circumstances. The local residents need to come first and their concerns need to be respected.

We would greatly appreciate your assistance in this regard.  
Thank you.

Eddie and Nazneen Parakh  
Jehangir and Rita Parakh

8491 Dayton Court  
Richmond, B.C. V6Y 3H6





# City of Richmond

## Report to Development Permit Panel

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**To:** Development Permit Panel

**Date:** June 18, 2015

**From:** Wayne Craig  
Director of Development

**File:** DP 14-669686

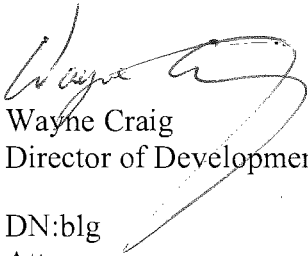
**Re:** Application by Buttjes Architecture on behalf of 0737974 B.C. Ltd. for a  
Development Permit at 5580 Parkwood Crescent

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### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of an automobile dealership and service centre at 5580 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and
2. Waive the requirement for an on-site large size loading space.



Wayne Craig  
Director of Development

DN:blg  
Att.

## **Staff Report**

### **Origin**

Buttjes Architecture on behalf of 0737974 B.C. Ltd. has applied to the City of Richmond for permission to develop an auto dealership at 5800 Parkwood Way on a site zoned "Vehicle Sales (CV)". The site currently contains a two-storey industrial office park building.

The property was rezoned from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" on February 23, 2015. A Servicing Agreement (SA) was required as a condition of rezoning bylaw adoption. The SA required utility upgrades as well as dedications to improve the road network and introduce Parkwood Crescent.

### **Development Information**

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

### **Surrounding Development**

The proposed development site is located at the periphery of the Richmond Auto Mall and abuts existing industrial business park and auto dealership uses.

Development surrounding the subject site is as follows:

- To the north, two-storey industrial business park buildings at 5500 Parkwood Way and 5388 Parkwood Place, zoned "Industrial Business Park (IB1)" and designated "Industrial" in the East Cambie Area Plan, and highway on/off loops.
- To the east, across Knight Street, two-storey industrial business park buildings, zoned "Industrial Business Park (IB1)" and designated "Industrial" in the East Cambie Area Plan.
- To the south, proposed redevelopment of 5600 Parkwood Way to accommodate an Audi and Jaguar car dealership and service centre on a site zoned "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.
- To the west, newly introduced Parkwood Crescent and vehicle sales and service dealerships within the Richmond Auto Mall on sites zoned "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.

### **Background**

The proposal includes redevelopment of the site to accommodate a two-storey auto dealership and service centre, associated surface parking, and perimeter landscaping. The property was rezoned from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" on February 23, 2015 (Bylaw 9054).

The proposed development is part of a more extensive expansion and redevelopment within the Richmond Auto Mall that involves shifting existing dealerships to newly created lots. In association with the rezoning process, a series of legal agreements were registered on title to ensure orderly coordination of the process of introducing a new road and services, changing

property lines, and relocating dealerships. The following legal documents will be become redundant after demolition of the existing building and should be released and discharged following demolition of the existing building: BP278368, BA110541, and BB548802. These documents become redundant once the existing building is demolished as they relate to the use of equivalent fire, building code and life safety measures associated with the existing building.

### **Related Policies & Studies**

#### ***Official Community Plan/East Cambie Area Plan***

The subject site is designated “Commercial” in both the Official Community Plan (OCP) and the East Cambie Area Plan. Redevelopment of the site as an auto dealership and service centre is supported by both plans and is compatible with adjacent land uses.

#### ***Flood Protection***

The site is located in the East Cambie Planning Area where the Flood Construction Level (FCL) requirement is 2.9 m GSC for habitable spaces. A flood plain covenant was registered on title as a condition of rezoning bylaw adoption.

#### ***Aircraft Noise***

The subject property is located within Aircraft Noise Policy “Area 1B – New Residential Land Uses Prohibited”. Residential use is not supported by the site’s existing zoning and no residential use is proposed. An aircraft noise indemnity covenant was registered on title as a condition of rezoning bylaw adoption.

#### ***Ministry of Transportation and Infrastructure (MOTI)***

The development proposal was referred to MOTI both at the time the associated rezoning (RZ 12-626430) was reviewed and again through the Development Permit review process. MOTI preliminary approval was granted conditional to all storm water being directed to a municipal storm drain system, ensuring no direct access to the site from Highway 91, and MOTI approval of the associated subdivision. MOTI also specified that any future buildings/structures are to be located at least 4.5 m from the highway right of way, or 3 m. where the structure has access from another street, and no future building may exceed 4,500 m<sup>2</sup> (48,437 ft<sup>2</sup>) without approval from MOTI. MOTI has confirmed that the accessory structures proposed along the rear property line could be removed and or relocated; therefore, MOTI has no objections to the proposed development.

#### ***Richmond Auto Mall Association Review***

As the site is located within the Richmond Auto Mall, the applicant has worked with the Richmond Auto Mall Association (RAMA) to ensure that the proposed development is consistent with their Design Guidelines that relates to aspects of the building appearance, landscaping and site layout. The applicant has provided a copy of a letter from the Richmond Auto Mall’s Board of Directors confirming support for the proposed building design (Attachment 2).

### **Urban Design Response**

The proposed auto dealership and service centre is a simple building with an industrial business park/commercial character that is responsive to its context. Design issues and other staff

comments identified as part of the Development Permit application review process have been addressed. Further, the proposal addresses OCP urban design objectives for commercial development and responds to the RAMA design guidelines, which were developed to ensure consistency and integration between auto dealerships within the Richmond Auto Mall.

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

The applicant requests waive the requirement for an on-site large size loading space.

*(Transportation staff support the proposed variance based on special operating characteristics within the Richmond Auto Mall.*

*The findings of a loading and access review report submitted by the applicant's traffic engineer substantiates that deliveries using large transport vehicles (BW-17) can be accommodated off-site without impacting traffic, safety or the operator's service needs.*

*The report advises that the site plan accommodates functional access and circulation for SU9 and large tanker trucks that transport oil on and off site. An on-site WB-17 loading space to accommodate an automobile transport truck is not provided; instead, curb side delivery is proposed, which is consistent with the current standard practice within the Richmond Auto Mall. The large delivery trucks are parked next to the curb and cones and four-way flashers are placed in the roadway to alert motorists of the unloading activity that is occurring. Deliveries would be coordinated by the RAMA and would occur after peak traffic times to minimize the impact on traffic flow.*

*Prior to issuance of a Development Permit, the applicant is required to submit a letter from the RAMA that substantiates support for off-site deliveries and confirms the RAMA's role in coordinating deliveries.)*

### **Advisory Design Panel Comments**

The subject application was considered by the Advisory Design Panel (ADP) on January 21, 2015. Members of the ADP provided design development suggestions. In response to comments from the Panel, the applicant has strengthened on-site pedestrian circulation, introduced more pavers to the surface parking area, introduced additional landscaping opportunities, and added an elevator to improve accessibility. A copy of the relevant excerpt from the ADP Minutes of January 21, 2015 is attached for reference (Attachment 3). The design response provided by the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

### **Analysis**

#### ***Conditions of Adjacency***

- The site is bordered by Parkwood Crescent, an existing two-storey industrial business park building, future redevelopment to introduce two (2) additional auto dealerships, and adjacent Highway 91 on/off loops. The proposed development will not cast shadows, obstruct views, or introduce overlook concerns to adjacencies.
- The visual impact of the proposed development from the adjacent Highway 91 on/off loops, including consideration of building material and form, surface parking, and roof treatment, was studied to ensure no significant impacts would result from the proposed development.

- The visibility of the site from the Highway 91 access loop is limited by the change in elevation that occurs at the loop and visibility being generally obscured by the outer loop that connects vehicles to Knight Street from Highway 91.
- Visibility of the building's "utilitarian" façade, which consists of concrete with horizontal and vertical reveal lines similar to the façade of the existing adjacent industrial office park building, is limited by the design of the curve of the access loop that connects vehicles to Knight Street from Highway 91, and existing trees and large shrubs that are planted adjacent to the property line and extend toward the highway.
- The site is located more than 350 m (1,150 ft.) from a residential area and the Richmond Auto Mall is separated from property within the Agriculture Land Reserve (ALR) by Jacombs Road and Westminster Highway. Operation of an auto dealership on the subject property will not impact residential or agricultural uses.

### ***Site and Functional Planning***

- Despite the vehicle oriented nature of an automobile sales centre, a pedestrian circulation system is established within the Richmond Auto Mall to encourage shoppers to walk between dealerships. The proposed development would contribute toward enhancement and expansion of the public realm by effectively establishing a double row of trees along the new Parkwood Crescent frontage and planting grass within the 3 m (10 ft.) setback between the property line and vehicle parking, which is interrupted by a single driveway access.
- The subject site is prominently located close to the new Parkwood Crescent roundabout. The building is centrally located on-site rather than pulled closer to the road frontage due to constraints associated with the building's functional layout, specifically circulation requirements occurring at the back of the lot. Although unable to move the building toward Parkwood Crescent, the proposed use of an extensive, transparent curtain wall on the building's west elevation, which wraps around the corners of the building to continue along the north and south building elevations, would support a relationship between activity within the building and the pedestrian realm.
- Associated service centre uses, including enclosed on-site car washes and service bays, are enclosed and screened from view.
- An outdoor storage structure and garbage/recycling collection enclosure are located in the northwest corner of the site where access is restricted by an aluminium sliding gate and the structures are screened from view by the perimeter wood fence.

### ***Parking & Loading***

- "Vehicle Sale/Rental" parking rates apply to the site; therefore, a total of 100 stalls are required, which includes 45 stalls for the 15 on-site service bays. The car wash is not available for use by the general public; therefore, no parking is required in association with the use. The applicant proposes 138 parking stalls on-site, which exceeds the 100 parking stalls required by the Zoning Bylaw.
- Two (2) SU9 parking stalls are accommodated on-site in accordance with the Zoning Bylaw.
- Class 1 and Class 2 bike parking is provided in accordance with the Zoning Bylaw.

### ***Architectural Form and Character***

- A contemporary, articulated rectangular building, consistent with the modern corporate image associated with the brand, is proposed.

- The building is characterized by the use of steel, glass and spandrel for the public areas and concrete with horizontal and vertical reveal lines for the car service portion of the building.
- The applicant proposes extensive use of showroom glazing and accent spandrel glass on the west building elevation, which wraps around the corners of the building and continues along the north and south building elevations for a third of the length of the building façade before transitioning to concrete for the portion of the building associated with service centre uses. Overhead vehicle access doors would consist of polycarbonate windows in aluminum frames. Roof top mechanical equipment would be screened using accent metal horizontal strips that are complimentary to the contemporary character of the building.
- The proposed building design makes a distinction between the showroom and service centre components of the building. The showroom and office use component is pulled diagonally forward toward the property line, the main entry to the showroom sits proud of the building face, and the glass tower extends vertically beyond the adjacent roof line, which introduces interest to the building's rectangular character.
- A simplified color scheme that is compatible with the contemporary character of the building is proposed and includes muted hues of gray.
- Signage will comply with the Sign Bylaw (No. 5560) and includes signs that are mounted on the exterior of the building, and a free standing pylon sign and directional sign.

### ***Tree Retention & Replacement***

- The City Tree Preservation Coordinator has reviewed an Arborist Report and associated tree plan submitted by the applicant, which analyzes tree retention/removal on-site and is summarized below:

Location of trees	# of trees	Condition and Recommendation	Compensation
Development site	3	Marginal condition	2:1 replacement
Adjacent site (5500 Parkwood Way)	2	Very good condition Sequoia trees	Retain and protect

- The Sequoia trees identified for retention and protection on an adjacent property (5500 Parkwood Way) are identified on both the architecture site plan and landscape plan attached to this report.
- The applicant intends to demolish the existing building in advance of the proposed Development Permit being issued. The applicant has provided a letter of undertaking with the project arborist that articulates measures to ensure retention of the off-site trees. To remove on-site trees, the applicant will apply separately for a T3 permit.
- The attached landscape plan confirms 24 replacement trees will be planted on-site.

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

- An auto dealership is typically associated with significant surface parking. The application proposes to minimize the visual impact of the proposed surface parking by undertaking the following:
  - Trees within a grass boulevard are proposed along the site's Parkwood Crescent frontage. When experienced in association with the boulevard improvements that will be undertaken offsite through the Servicing Agreement, which include

introducing a row of trees, sidewalk, and wide grass boulevard, an appealing pedestrian space, with a double row of trees, will be established.

- The proposed building's main western elevation is lined with low shrubs.
- A wood fence will be erected along the perimeter of the site and lined with planting including Boxwood Hedge, Emerald Green Cedar, Columnar Maple Trees, and wetland landscaping (Rush and variegated Sedge) for the bio-swale.
- Japanese Snowbell trees and shrubs are planted within islands between surface parking spaces on the southern side of the site.
- Permeable asphalt is proposed for parking stalls that line the south and east perimeter of the site.
- Permeable concrete pavers are used to differentiate parking stalls from the drive aisle along the building's main façade, to establish a pedestrian link between the side walk and the building's main entry, and to treat the outdoor car display area at the southwest corner of the site next to the Parkwood Crescent roundabout.
- The applicant has advised that an in-ground irrigation system will be installed.

### ***Sustainability***

- The applicant has provided a summary of sustainability features that will be included within the development, which include (Attachment 4):
  - Use of permeable asphalt, permeable pavers, and a bio-swale in the north east corner of the site. The applicant's civil consultant has advised that these provisions will reduce the amount of surface runoff between 24-33%;
  - Compliance with Ashrae 90.1 and the Nation Energy Code of Canada for Buildings. To achieve these ratings, the roof insulation has been increased to compensate for the large areas of proposed glazing;
  - Showroom glazing material will be insulated glass with low E coating;
  - The top two (2) panel sections in the showroom area and the top three (3) panel sections of the service area are opaque metal panels or spandrel panels, which will reduce solar gain during the summer;
  - The applicant has advised that the owner will install a rain water recapture system for the carwash and irrigation system;
  - Low energy LED fixtures;
  - Low flow water washroom fixtures; and
  - Oversize fans to increase ventilation and cooling.

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

- On-site wayfinding is clear and sightlines are unobstructed.
- Although the proposed use is automobile oriented, the introduction of pavers with a curb edge linking the sidewalk with the main building entry would contribute to defining the pedestrian public realm.
- Extensive use of showroom glazing on three (3) of the building elevations create opportunity for passive surveillance.
- On-site illumination would comply with design guidelines established by the RAMA. The guidelines articulate:
  - The maximum permitted illumination level;
  - Required use of 'down lighting' fixtures;



- The manufacturer and luminary type;
- Color (medium bronze, anodized aluminum finish);
- Height (6 m (20 ft.));
- Parameters to achieve consistency in the number of poles on any individual site; and
- Permission to install low level illumination in planting beds and to illuminate special display areas.

***Accessibility***

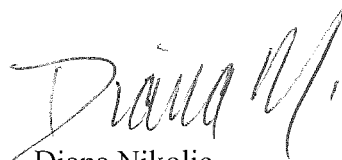
- The building will comply with Building Code accessibility conditions and provide barrier-free access from the street.
- An elevator is included in the proposed building design.

***Public Art***

In response to the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund at a rate of \$0.41 per buildable square foot (approximately \$13,677.00).

**Conclusions**

The proposed auto dealership and service centre responds to design objectives articulated in the East Cambie Area Plan and the OCP for commercial development. The character of the proposed auto dealership is consistent with existing development within the Richmond Auto Mall and is compatible with adjacent industrial business park uses. The proposed development effectively accommodates both sales centre and service centre uses within a building that has been designed to present a transparent façade along its public elevations while enclosing and concealing the service centre uses at the back of the building. The surface parking area incorporates a bio-swale, perimeter landscaping, permeable asphalt and concrete pavers, and small planting islands. Staff recommend support for the proposed Development Permit.



Diana Nikolic  
Planner II, Urban Design

DN:blg

Attachment 1: Data Sheet

Attachment 2: Letter of Support from the Richmond Auto Mall Association

Attachment 3: Advisory Design Panel Minutes & Applicant Responses (inserted in bold italics)

Attachment 4: Sustainability Provisions (provided by applicant)

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$78,062.00.

- City acceptance of the developer's offer to voluntarily contribute \$0.41/sq. ft. per buildable square foot (e.g. \$13,677.00) to the City's public art fund.
- Provision of a letter from the RAMA that substantiates support for off-site deliveries and confirms the RAMA's role in coordinating deliveries to minimize traffic interruption/disruption to businesses.
- Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition occurring on-site.

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).
- Following demolition of the existing building, the following should be released and discharged: BP278368, BA110541, and BB548802.



**DP 14-669686**

**Attachment 1**

Address: 5580 Parkwood Crescent

Applicant: Buttjes Architecture

0737974 B.C. Ltd., Inc. No.  
Owner: BC0737974

Planning Area(s): East Cambie Area Plan

Floor Area Gross: 3,099.15 m<sup>2</sup> (33,359 ft<sup>2</sup>) Floor Area Net: 3,099.15 m<sup>2</sup> (33,359 ft<sup>2</sup>)

	Existing	Proposed
<b>Site Area:</b>	9,326 m <sup>2</sup>	9,326 m <sup>2</sup>
<b>Land Uses:</b>	Two-storey office park building	Auto Dealership
<b>OCP Designation:</b>	Commercial	Commercial
<b>Zoning:</b>	Vehicle Sales (CV)	Vehicle Sales (CV)
<b>Number of Units:</b>	1 office building	1 auto dealership

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.50	0.332	none permitted
Lot Coverage:	Max. 50%	27.3%	
Setback – Front Yard:	Min. 3.0 m	18.4 m	
Setback – Interior Yard:	Min. 3.0 m	16.2 m	
Setback – Rear Yard:	Min. 3.0 m	13.4 m	
Height (m):	Max. 12.0 m	11.9 m	
Lot Size:	No minimum	9,326	
Off-street Parking Spaces – Regular/Commercial:	Vehicle Sale/Rental: 3/100 m <sup>2</sup> plus 3 spaces for each vehicle service bay  Showroom and office(1290.42 m2): 38.7 stalls  2 <sup>nd</sup> Floor (510.5 m2): 15.3  Service bays (15 bays): 45 stalls  Total: 100	138	

Off-street Parking Spaces – Accessible:	2% required: 3 stalls	3	
Total off-street Spaces:	100	138	
Loading:	SU9: 2 spaces WB-17: 1 space	SU9: 2 WB-17: off-site	Variance Waive the requirement for on-site large size loading space.
Bike Parking (General & Heavy Industrial Rate)	Class 1: 8 Class 2: 8	Class 1: 8 Class 2: 11	
Indoor Amenity Space	Min 70 m <sup>2</sup>	112 m <sup>2</sup>	



Friday, October 31, 2014

MEMO TO: Peter Brasso, Richmond Honda

FROM: RAMA Board of Directors

**RE: Richmond Acura Building Design Application**

Dear Peter,

This letter is to inform you that your building design application submitted on October 9, 2014 for the new Richmond Acura dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

If you have any questions, please don't hesitate to call.

On behalf of the Directors and myself, we wish you all the best with your new facility!

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', with a stylized, cursive script.

Gail Terry  
General Manager  
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval

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

Wednesday, January 21, 2015 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall

...

3. **DP 14-669686 - ACURA DEALERSHIP**

APPLICANT: Buttjes Architecture Inc.

PROPERTY LOCATION: 5580 Parkwood Crescent

**Applicant's Presentation**

Architects Dirk Buttjes and Brian Gee, Buttjes Architecture, Inc., Alan Martin, Operations Manager, Westec Construction and Project Management, and Landscape Architect Al Tanzer, LandSpace Design Inc., presented the project and answered queries from the Panel on behalf of the applicant.

**Panel Discussion**

*Comments from the Panel were as follows:*

- the project looks good; materials are nice; architectural renderings presented by the applicant show the intent of the project;
- well-designed building; applicant is encouraged to introduce public art to enhance the building design or make a contribution to the public art fund;  
***Our client will make a contribution to the public art fund.***
- understand that the vast paving is needed to meet the project's requirements for parking spaces and consistent with the character of an auto mall;
- agree with the applicant that there is no need to accent the back and roof of the building as the views from the loop that climbs in elevation to allow vehicles to merge onto Highway 91 and the loop that connects to Knight St. are screened by the existing adjacent vegetation;
- appreciate the design of the showroom;
- agree that the back of the building does not need further design development; tilt-up concrete speaks to the utilitarian nature of the rear end;
- the wood fence is visible from the roundabout; the small storage shed, gate and fence should read as a unit and the materials and colour for these buildings need to be consistent;

***The wooden fence will wrap around the garbage and recycling bins on three sides and the storage shed on two sides. The storage shed will have metal cladding to match the metal swing gates of the recycling area.***

- appreciate the treatment to the streetscape; understand that the provision of numerous parking spaces is warranted by the nature of the project; however, the pedestrian circulation within the site is not clear, particularly at the western corner; consider strengthening the pedestrian circulation within the site, perhaps by reducing the number of parking spaces;

***We have extended the concrete curb along the east face of the client centre around to the south face and tied it into the curb around the showroom. We have also shifted the car display parking area west to increase the paving in front of the main entry tower.***

- applicant has done a good job in introducing planting in the project; consider introducing a paved spine in front of the building;

***We have added permeable pavers to the front parking area to enhance the visual link between the parking area and the curb entry areas.***

- agree that the treatment to the back of building is not an issue; appreciate the bio-swale and stormwater retention; consider increasing the planting area;

***As noted above, the addition of permeable pavers to the car display parking area in front of the showroom will reduce runoff from the site.***

- appreciate the services provided to the customers on the ground floor, e.g. waiting spaces, washroom facilities, and sales offices; however, spaces and facilities for employees on the ground floor are inadequate; lack of alternative access to the second floor other than through the stairs would make access to offices and facilities, e.g. lunch and meeting/training rooms, difficult for employees who are seniors and those with disabilities; the applicant should consider providing access to the second floor without climbing the stairs; look at precedent in Dueck car dealership which provides an elevator lift for employees and officers with disabilities;

***An elevator has been included in the building design.***

- staff is encouraged to review the BC Building Code requirements for accessibility to working spaces;

***An elevator has been included in the building design.***

- will support the project contingent on the applicant providing elevator access to the second floor;

***An elevator has been included in the building design.***

- appreciate the design of the car dealership; however, sustainability features of the project are lacking; consider incorporating additional sustainability features other than a bioswale and permeable paving; consider a water recycling system for the car wash and a rainwater harvesting system;



See note above regarding additional permeable paving. We will review this with our mechanical consultant and carwash supplier to see if a water recycling system is feasible.

The owner has agreed to put in a rain water recapture system for the carwash and possible irrigation system.

- architectural renderings presented by the applicant do not indicate the use of low-e coating on the south façade; consider using exterior solar shading devices to minimize solar gain during summer;

*Low E coating noted on sheet A3.01. Refer to item G on the material and color legend. The top two panel sections in the showroom area and the top three panel sections in the client car center area are opaque metal panels or spandrel panels sections that are intended to reduce solar gain in the summer.*

- look at the potential for using heat recovery for ventilation;

*The owner will not pursue this option*

- try to retain the corner tree; understand the applicant's choice of trees as visibility of the site is critical; however, consider opportunities to plant broader canopy trees or bigger conifers at the back of the proposed development; and

*We agree and have located conifers (for this project and the adjacent site to the east) in the corner where there is ample room for the natural spread and character of conical shaped trees; however, along the narrow perimeter there is not sufficient room and columnar deciduous trees will survive much better.*

- look at the utility of the design of the outdoor car storage area off the roundabout; consider design development and introduce tree(s) in the area.

*We will add lighting to this area to highlight the display cars.*

*The alternating pattern of the onsite and offsite street trees is measured based on the location of the street light standards and the view of the car display area; however, we can add another tree as requested along the west property line beside the car display area to provide more 'volume' that will 'frame' the site nicely.*

#### **Panel Decision**

It was moved and seconded

*That DP 14-669686 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.*

**CARRIED**

Opposed: Tom Parker

June 11, 2015

Richmond Planning Department,  
City of Richmond  
6911 No. 3 Road,  
Richmond, B.C. V6Y 2C1

Re: Proposed New Acura Dealership  
5580 Parkwood Way,  
Richmond, B.C.

Att: Diana Nikolic

The design incorporates the following sustainable design features :

- 1) Permeable asphalt and permeable paving to increase site filtration.
- 2) Rainwater harvesting system for recycling rainwater for the carwash and irrigation system.
- 3) Adding trees, hedges and a bioswale to enhance the natural features and reduce runoff.
- 4) Low E coating and spandrel panels to reduce solar heat gain.
- 5) oversize fans to increase ventilation and cooling
- 6) High efficiency equipment ( ex Roof top units & Hot water tanks)
- 7) Building will use low flow water washroom fixtures
- 8) Building will also use Low energy LED fixtures made in North America.

Regards  
Brian Gee, Architect, AIBC



No. DP 14-669686

To the Holder: BUTTJES ARCHITECTURE  
ON BEHALF OF 0737074 B.C. LTD.

Property Address: 5580 PARKWOOD CRESCENT

Address: 13611 SMALLWOOD PLACE  
RICHMOND, BC V6V 1W8

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 waive the requirement for an on-site large size loading space.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #6 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 \$78,062.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

# Development Permit

No. DP 14-669686

To the Holder: BUTTJES ARCHITECTURE  
ON BEHALF OF 0737974 B.C. LTD.

Property Address: 5580 PARKWOOD CRESCENT

Address: 13611 SMALLWOOD PLACE  
RICHMOND, BC V6V 1W8

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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

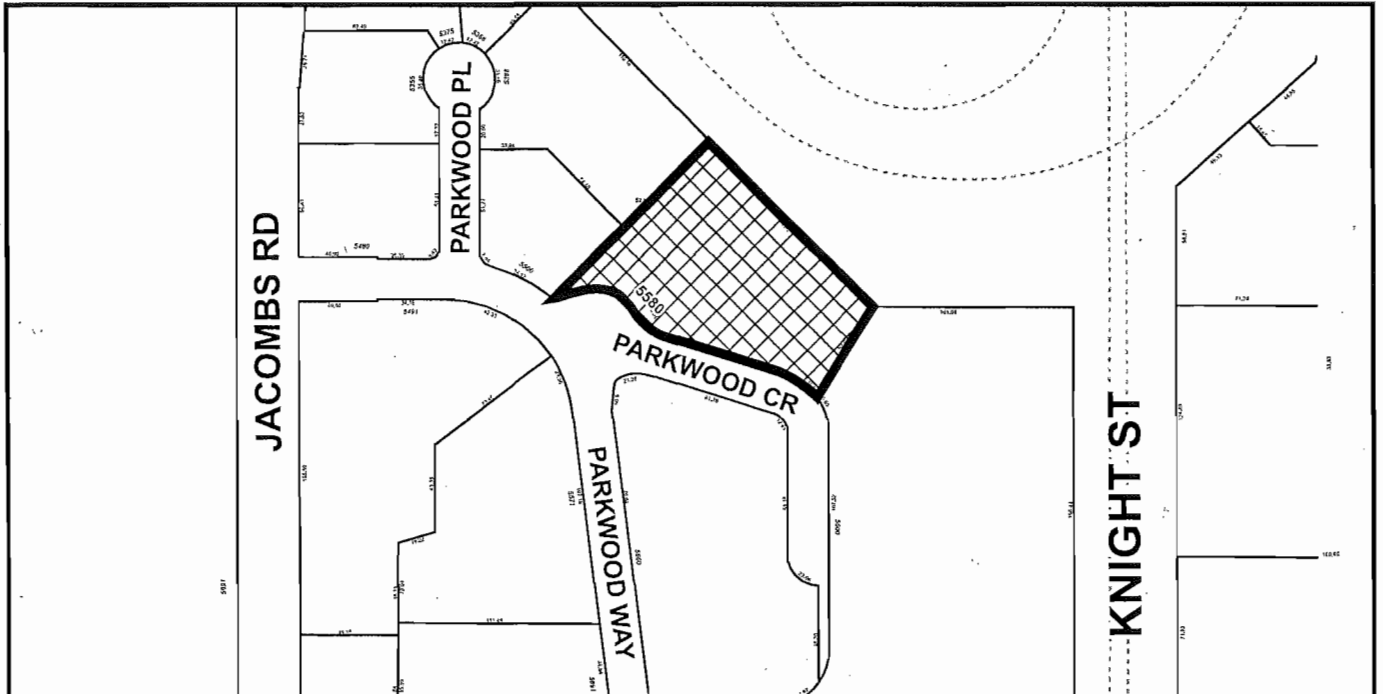
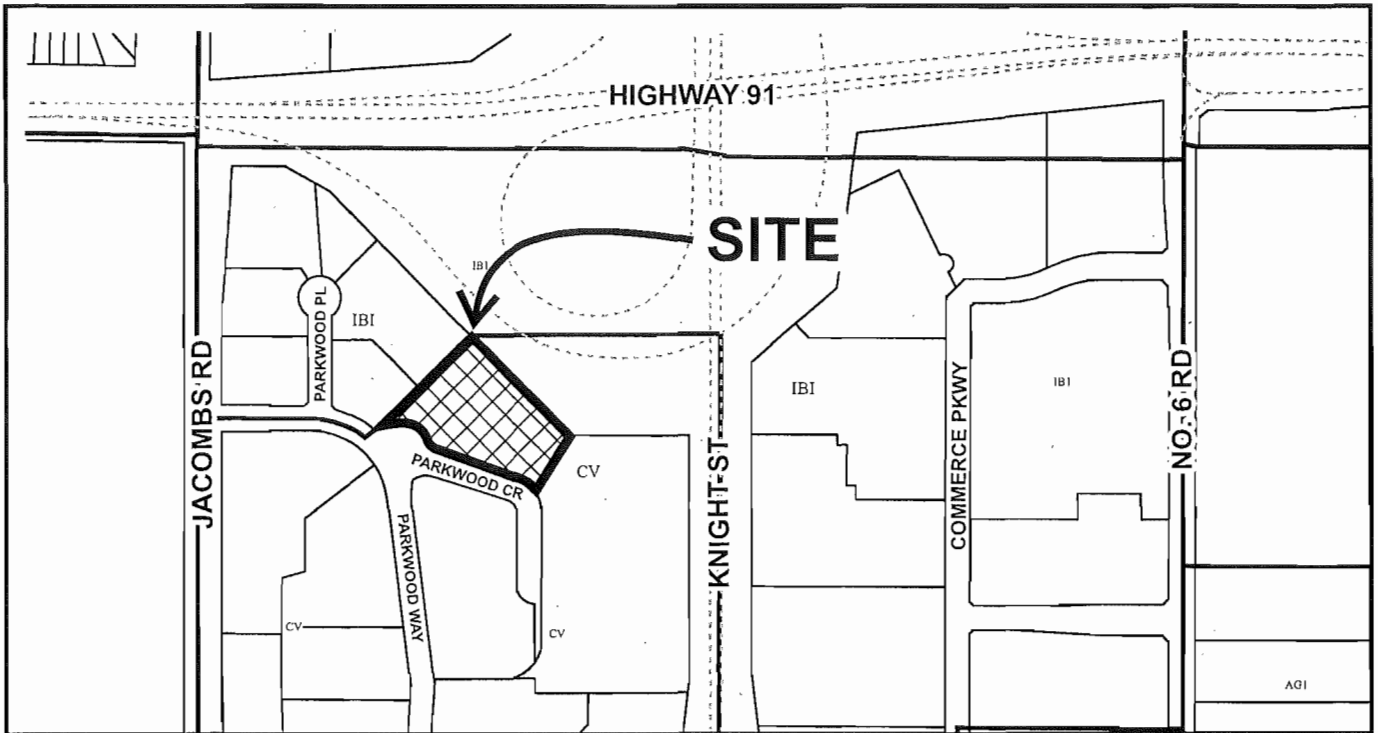
DELIVERED THIS DAY OF , .

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MAYOR



City of  
Richmond

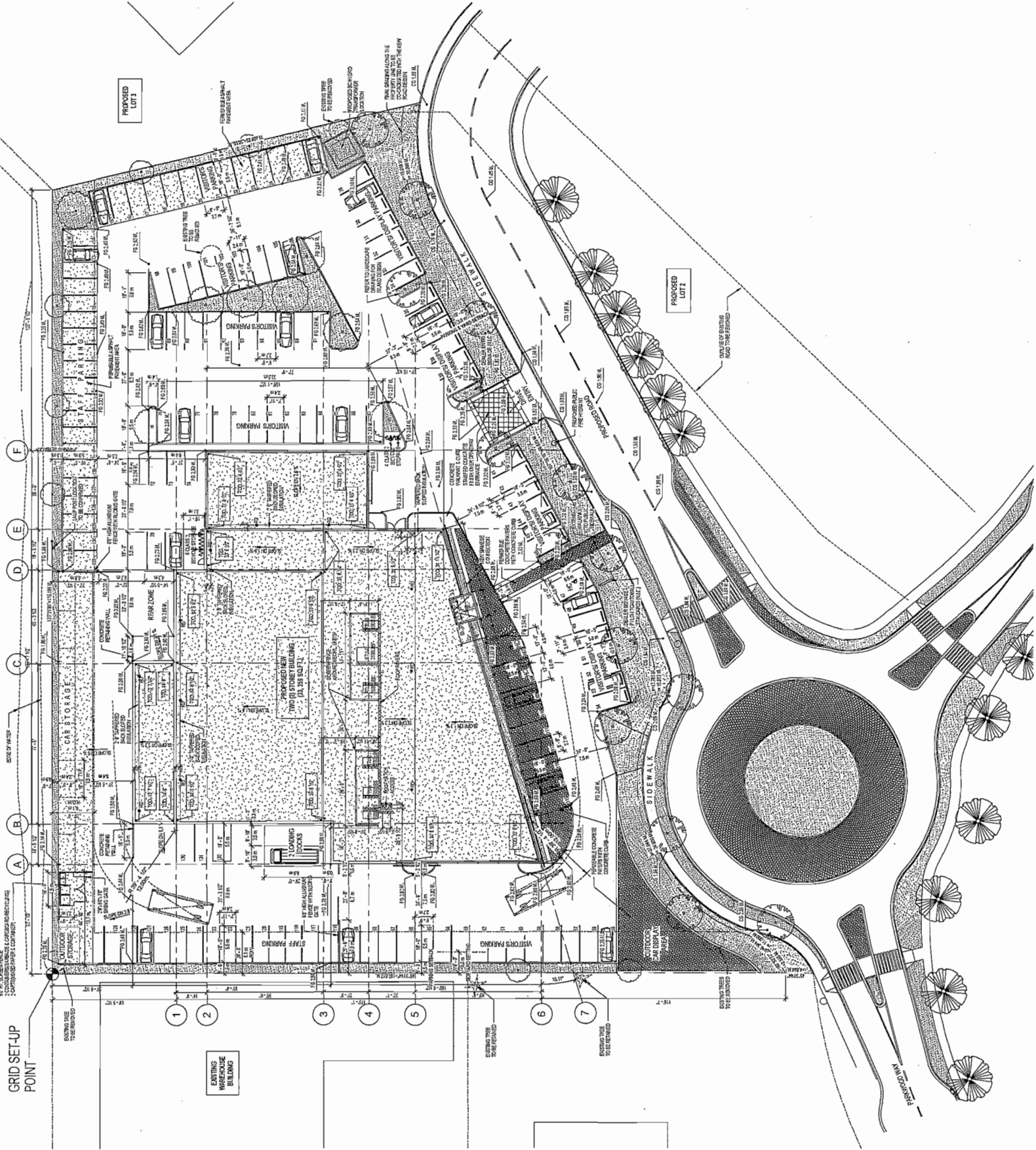


DP 14-669686  
SCHEDULE "A"

Original Date: 08/08/14

Revision Date: 05/04/15

Note: Dimensions are in METRES



**SITE ADDRESS:**  
5500 PARKWOOD WAY, RICHMOND, B.C. CANADA

**LEGAL DESCRIPTION:**  
SITE AREA - 100,388 SQ. FT. (9,265.28 SQ.M.)  
LOT 25, SECTION 5 BLOCK 4N R65W PL 66865

**ZONING:**  
CURRENT ZONING (BI - INDUSTRIAL BUSINESS PARK)  
PENDING ZONING (SUBDIVISION APPLICATION 2012-626430 000 00R2) CV - VEHICLE SALES

**BUILDING STATISTICS:**  
BUILDING AREA = 27,430 SQ. FT. (2,548.33 SQ.M.)

**FLOOR AREA:**  
GROUND FLOOR = 13,520 SQ. FT. (1,256 SQ.M.)  
SERVICE AREA = 13,860 SQ. FT. (1,290.42 SQ.M.)  
SUB-TOTAL = 27,410 SQ. FT. (2,546.47 SQ.M.)

SECOND FLOOR = 5,495 SQ. FT. (510.5 SQ.M.)  
MEZZANINE FLOOR = 454 SQ. FT. (42.17 SQ.M.)  
TOTAL FLOOR AREA = 33,359 SQ. FT. (3,099.15 SQ.M.)

FLOOR SPACE RATIO - 50% RATIO  
= 100,388 / 2 = 50,194 SQ. FT. 50% (ALLOWABLE FSR)  
33,359 SQ. FT. 33.23% (PROPOSED FSR)

**SITE COVERAGE - 50% PERMITTED - 100,388 / 2 = 50,194 SQ. FT.**  
- 27.33% (PROPOSED) = 27,430 / 100,388 SQ. FT.

**PARKING REQUIREMENTS:**  
3 STALLS PER 100 SQ.M. OFFICE/CAR SALES  
= 2,165 SQ.M. / 100 = 20.24 x 3 = 65 SPACES

3 STALLS PER SERVICE BAYS - 3 x 15 = 45 SPACES

**TOTAL PARKING REQUIRED (65+45) = 110 SPACES**  
**TOTAL PARKING PROPOSED = 138 SPACES**

**LOADING BAY REQUIREMENTS:**

1 DESIGNATED SPACE PER 1861 SQ.M. REQ.  
2 MEDIUM SIZE LOADING SPACE PROVIDED

**ON-SITE BICYCLE REQUIREMENTS:**

**OFFICE/ CAR SALES:**

0.27 SPACES PER 100 SQ.M. GREATER THAN 100 SQ.M.  
= 1,830 SQ.M. / 100 SQ.M. x 0.27 = 5 CLASS 1 SPACES

0.40 SPACES PER 100 SQ.M. GREATER THAN 100 SQ.M.  
= 1,830 SQ.M. / 100 SQ.M. x 0.40 = 7 CLASS 2 SPACES

**GENERAL INDUSTRIAL:**

0.27 SPACES PER 100 SQ.M. GREATER THAN 100 SQ.M.  
= 1,298 SQ.M. / 100 SQ.M. x 0.27 = 3 CLASS 2 SPACES

same calculation for class 1 spaces = 3 CLASS 1 SPACES

**TOTAL CLASS 1 REQUIRED = 8 SPACES**

**TOTAL CLASS 2 REQUIRED = 10 SPACES**

**NOTE:**  
1). REFER TO SUBDIVISION APPLICATION (2102-62643 00 00R2) FOR PROPOSED LOCATION OF NEW LOTS AND PROPERTY LINES.  
2). REFER TO CIVIL DRAWINGS BY MPT FOR INFORMATION ON THE DESIGN GRADES OF THE NEW ROAD AND SIDEWALKS.

**TABLE OF CONTENTS:**

A1.01 SITE PLAN  
A2.01 GROUND FLOOR PLAN  
A2.02 SECOND FLOOR PLAN  
A3.01 BUILDING ELEVATIONS  
A4.01 BUILDING SECTIONS

**LEGEND:**  
CG.00 CIVIL GRADES  
FG.00 FINISH GRADES  
EE.00 EXISTING GRADE  
TD.00 TOP OF STEEL DECK (ROOF)

1 Site Plan  
1" = 20'-0"



5	2015-06-05	PRELIMINARY	REVISED
4	2015-04-30	REVISED FOR PRELIMINARY	REVISED
3	2015-03-25	REVISED FOR PRELIMINARY	REVISED
2	2015-01-20	REVISED FOR PRELIMINARY	REVISED
1	2015-01-20	REVISED FOR PRELIMINARY	REVISED
NOT	DATE	REVISION	REVISION

Burphes Architecture Inc.

JUN 18 2015



Richmond Acura  
RICHMOND AUTOMALL

PROJECT	1204
DATE	AS INDICATED
ISSUE	Issue Date
REVISION	REV
BY	BS

A1.01

SITE PLAN

69686

#7

e inc.

Telephone: (604) 268-2700  
Facsimile: (604) 231-6791  
e-mail: [bulletin@chatham.com](mailto:bulletin@chatham.com)

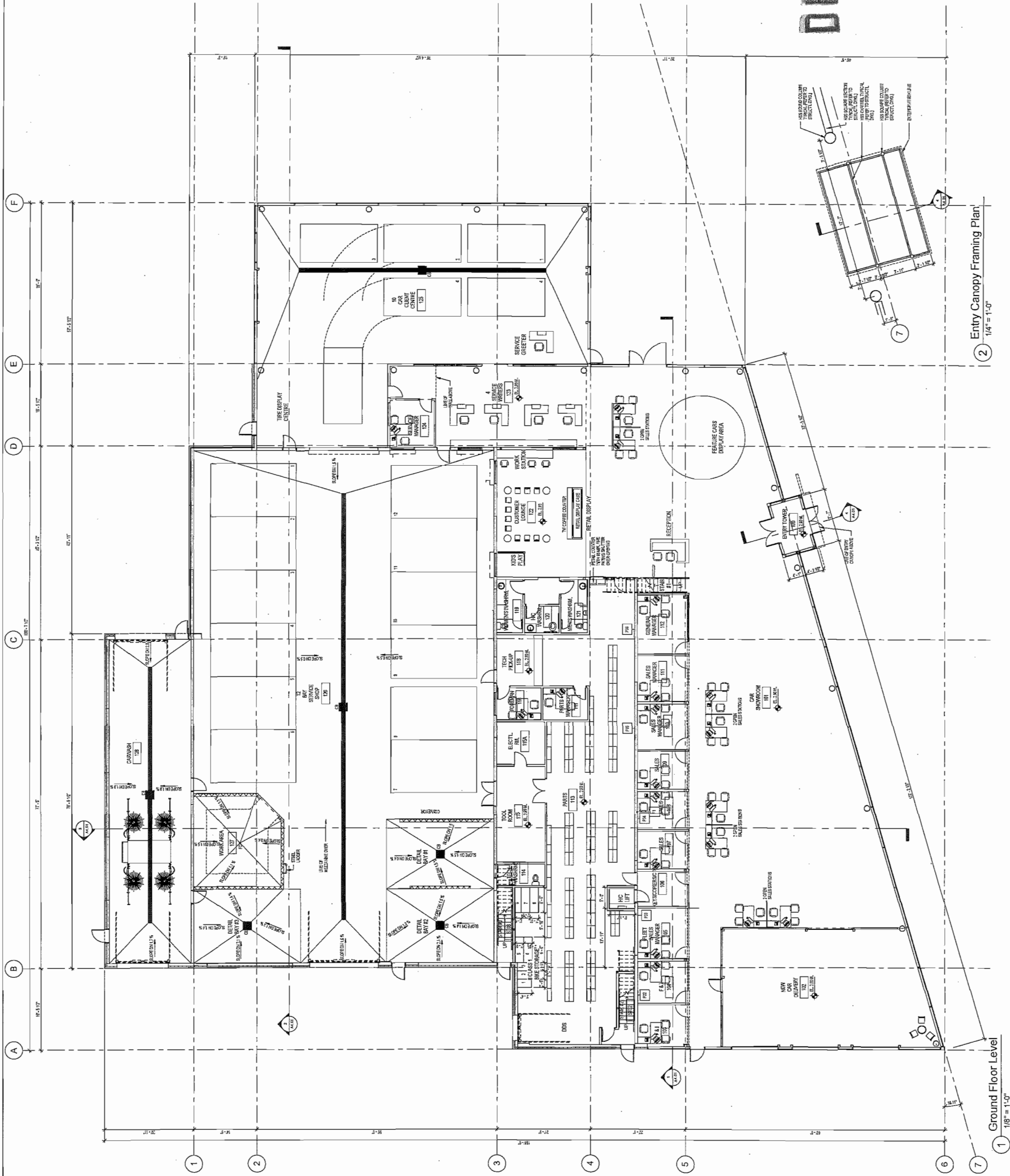


Richmond Acura  
RICHMOND AUTOMALL

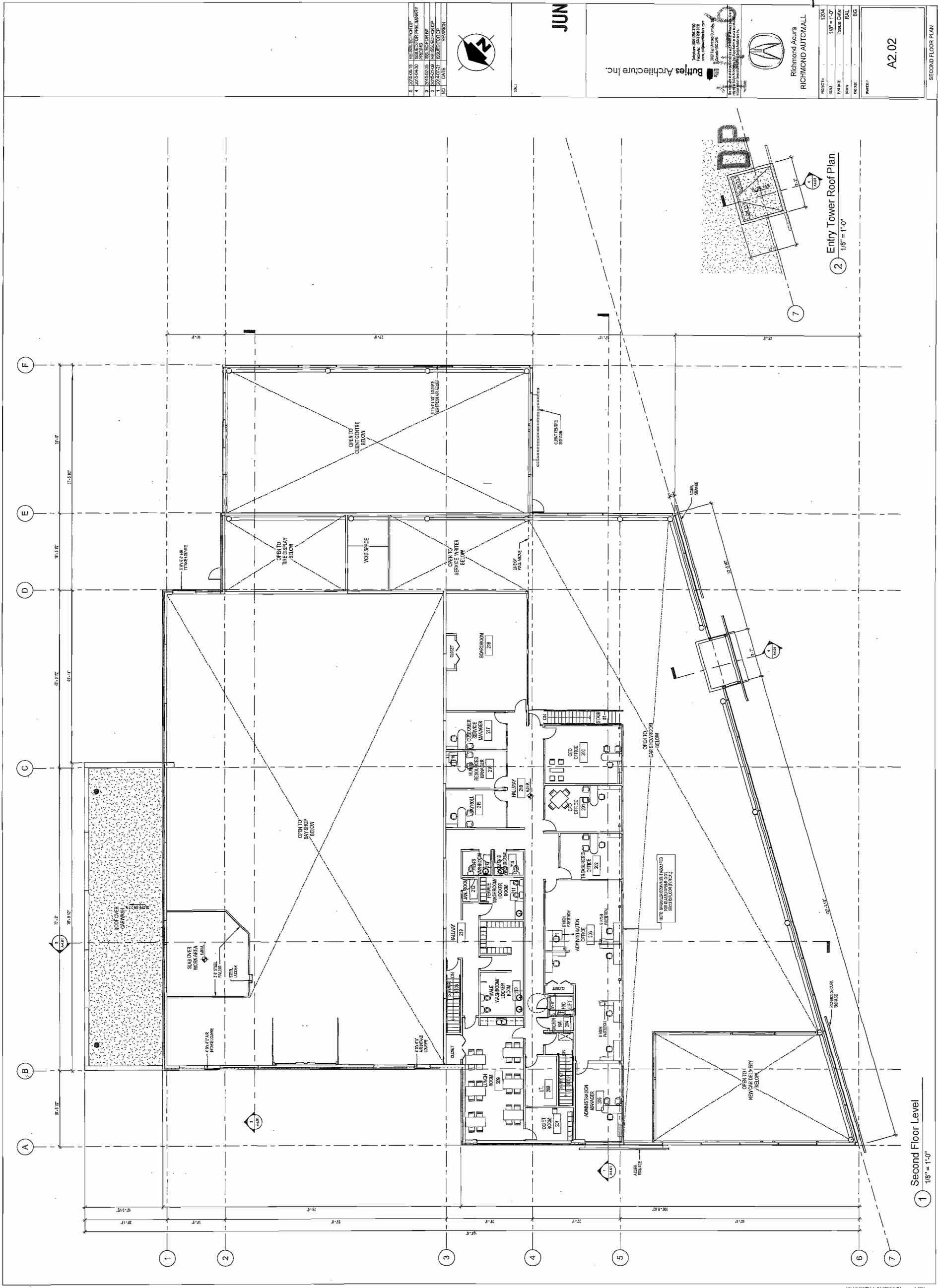
PROJECT #	.	1204
SQFT	.	As Indicated
FLAT DATE	.	Issue Date
SEAL	.	RAL
GRID	.	BG

A2.01

GROUND FLOOR PLAN





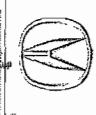


JUN 18 2015

5	2015.06.18	REVISIONS	FOR PRELIMINARY
4	2015.04.30	ISSUED FOR PERMIT	
3	2015.03.25	ISSUED FOR PERMIT	
2	2015.03.25	ISSUED FOR PERMIT	
1	2015.03.25	ISSUED FOR PERMIT	
NO	DATE	DESCRIPTION	



Butler's Architecture Inc.

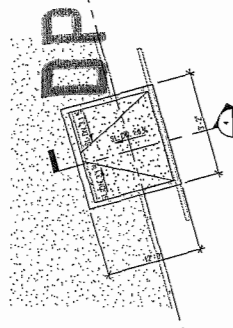


Richmond Acura  
RICHMOND AUTOMALL

PROJECT	1204
SCALE	1/8" = 1'-0"
DATE	ISSUED FOR PERMIT
BY	ALL
CHECKED	ALL
APPROVED	ALL

A2.02

SECOND FLOOR PLAN

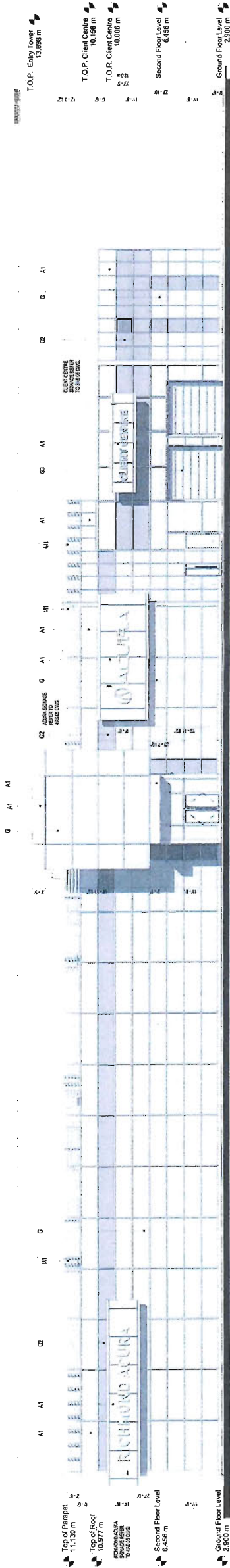


2 Entry Tower Roof Plan  
1/8" = 1'-0"

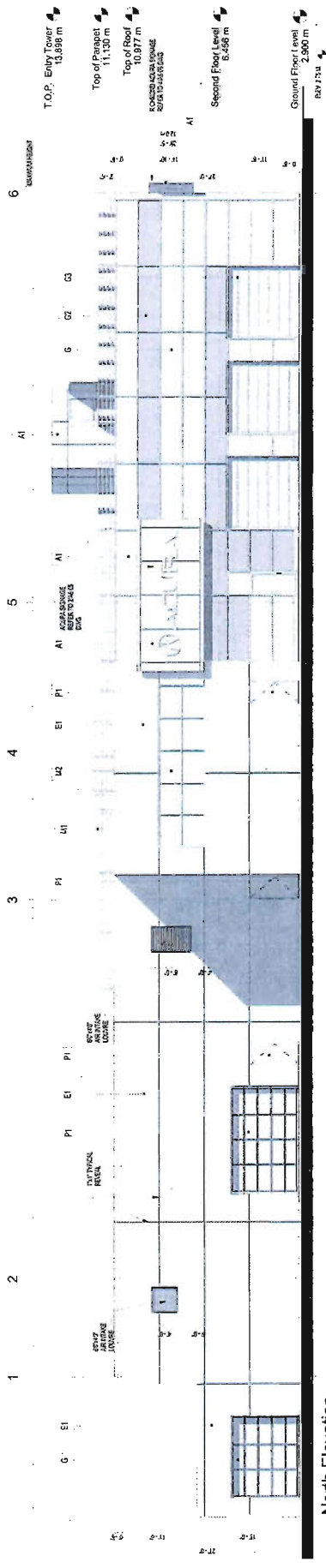
1 Second Floor Level  
1/8" = 1'-0"



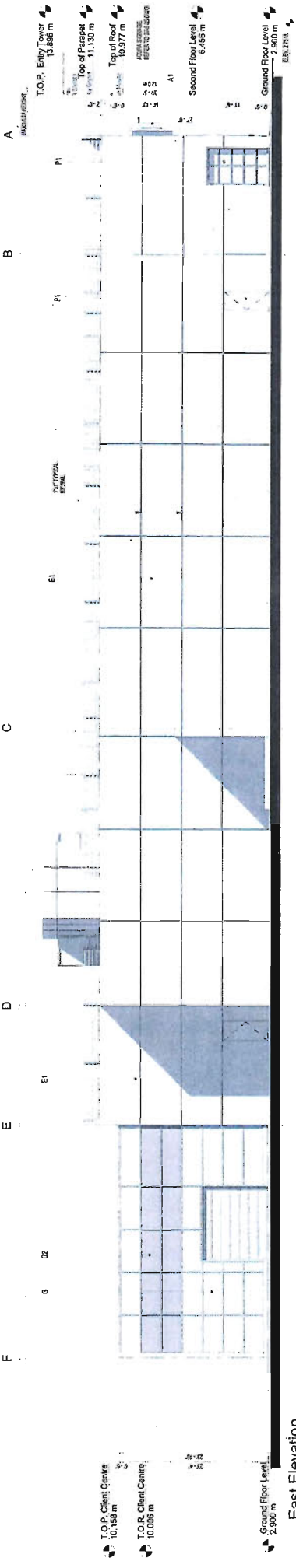




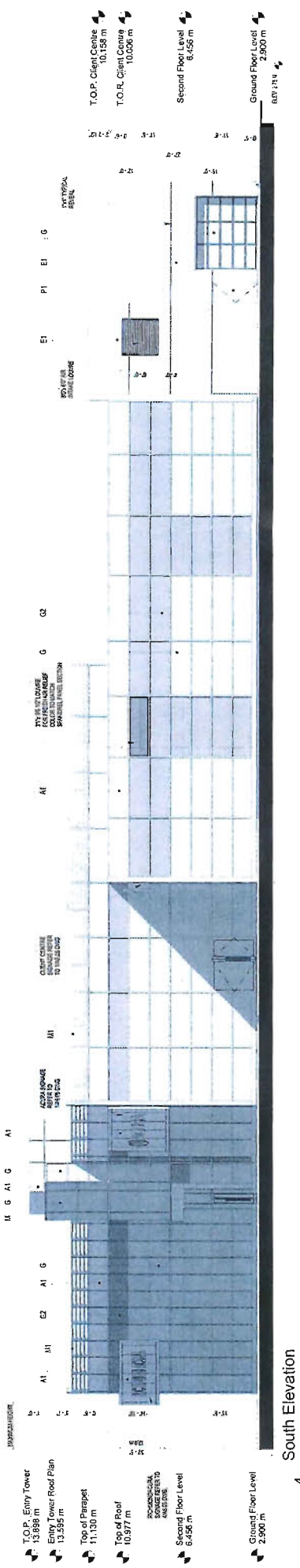
1 West Elevation  
1/8" = 1'-0"



2 North Elevation  
1/8" = 1'-0"



3 East Elevation  
1/8" = 1'-0"



4 South Elevation  
1/8" = 1'-0"

MATERIALS AND COLOURS LEGEND	
A1	PERFORMED ALUMINUM CLADDING
E1	CONCRETE TO FORMS
G	ROCKWELL Acura
G2	CLADDING GLASS
G3	CLADDING GLASS
M	CLADDING GLASS
M1	CLADDING GLASS
M2	CLADDING GLASS
P1	CLADDING GLASS

NO	DATE	REVISION
1	2014-01-21	ISSUED FOR PERMIT
2	2014-01-21	ISSUED FOR PERMIT
3	2014-01-21	ISSUED FOR PERMIT
4	2014-01-21	ISSUED FOR PERMIT
5	2014-01-21	ISSUED FOR PERMIT

JUN 18 2015

Butler's Architecture Inc.

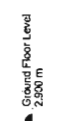
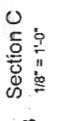
Butler's Architecture Inc.  
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Tel: 604-271-1111  
Fax: 604-271-1112  
www.buttersarchitecture.com

DP 14-669686

Richmond Acura  
RICHMOND AUTOMALL  
1204  
As indicated  
Issue Date  
RAL  
BG

A3.01

BUILDING ELEVATIONS



PROPOSED OUTDOOR STORAGE SHED  
PAINTED METAL CC-544  
OVERCOAT SEMI-GLOSS  
BY BENJAMIN MOORE

PROPOSED GATE FOR GARBAGE/ RECYCLING  
PAINTED METAL CC-544  
OVERCOAT SEMI-GLOSS  
BY BENJAMION MOORE





# City of Richmond

## Report to Development Permit Panel

**To:** Development Permit Panel

**Date:** June 23, 2015

**From:** Wayne Craig  
Director of Development

**File:** DP 14-676613

**Re:** Application by Ryan Cowell on behalf of 0737974 B.C. Ltd. for a Development Permit at 5600 Parkwood Crescent

### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of two (2) car dealerships at 5600 Parkwood Crescent on a site zoned "Vehicle Sales (CV)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Waive the requirement for on-site large size loading spaces; and
  - b) Increase the maximum permitted height for a building from 12.0 m to 14.5 m.

Wayne Craig  
Director of Development

DN:blg

Att.

## **Staff Report**

### **Origin**

Ryan Cowell, on behalf of 0737974 B.C. Ltd., has applied to the City of Richmond for permission to develop two (2) car dealerships at 5600 Parkwood Crescent on a site zoned "Vehicle Sales (CV)". The site formerly contained three two-storey industrial office park buildings which have recently been demolished clearing the property.

The property was rezoned from "Industrial Business Park (IB1)" to Vehicle Sales (CV)" on February 23, 2015. A Servicing Agreement (SA) was required as a condition of rezoning bylaw adoption. The SA required utility upgrades as well as dedications to improve the road network.

### **Development Information**

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

### **Surrounding Development**

The subject property is located within the Richmond Auto Mall. The following land uses surround the site:

- To the north, proposed redevelopment of an existing two-storey industrial business park building to a two-storey auto dealership (Acura) within the Richmond Auto Mall, zoned "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.
- To the east, across Knight Street, two-storey office buildings, zoned "Industrial Business Park (IB1)" and designated "Industrial" in the East Cambie Area Plan.
- To the south, existing vehicle sales and service dealerships within the Richmond Auto Mall on sites zoned, "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.
- To the west, vehicle sales and service dealerships within the Richmond Auto Mall on sites zoned "Vehicle Sales (CV)" and designated "Commercial" in the East Cambie Area Plan.

### **Background**

The proposal includes redevelopment of the site to accommodate two, (2) two-storey auto dealership and service centre buildings, associated surface parking, and perimeter landscaping.

The property was rezoned from "Industrial Business Park (IB1)" to "Vehicle Sales (CV)" on February 23, 2015 (Bylaw 9054) (RZ 12-626430). At the detailed design stage, it was recognized that the proposed buildings exceed the density permitted by the site's "CV" zoning. The applicant initiated a text amendment to the "CV" zone to increase the allowable Floor Area Ratio (FAR) on the subject site to 0.78 FAR based on consideration of the site specific context and the feasibility of accommodating the proposed density on the subject site (ZT 15-694669).

The Public Hearing for the rezoning of this site was held on June 15, 2015. There were no written submissions or speakers at the Public Hearing and the application was given second and third readings. The bylaw is scheduled to be adopted on July 13, 2015.

The proposed development is part of a more extensive expansion and redevelopment within the Richmond Auto Mall that involves shifting existing dealerships to newly created lots. In association with the rezoning process, a series of legal agreements were registered on title to ensure orderly coordination of the process of introducing a new road and services, changing property lines, and relocating dealerships. The following legal documents will be become redundant after demolition of the existing building and should be released and discharged following demolition of the existing building: BP278368, BA110541, and BB548802. These documents become redundant once the existing building is demolished as they relate to the use of equivalent fire, building code and life safety measures associated with the buildings that were previously on the site.

### **Related Policies & Studies**

#### ***Official Community Plan/East Cambie Area Plan***

The subject site is designated “Commercial” in both the Official Community Plan (OCP) and the East Cambie Area Plan. Redevelopment of the site as an auto dealership is supported by both plans and is compatible with adjacent land uses.

#### ***Flood Protection***

The site is located in the East Cambie Planning Area where the Flood Construction Level (FCL) requirement is 2.9 m (9.5 ft.) GSC for habitable spaces. A flood plain covenant was registered on Title as a condition of rezoning bylaw adoption.

#### ***Aircraft Noise***

The subject property is located within aircraft Noise Policy “Area 1B – New Residential Land Uses Prohibited”. Residential use is not supported by the site’s existing zoning and no residential use is proposed. An aircraft noise indemnity covenant was registered on Title as a condition of rezoning bylaw adoption.

#### ***Ministry of Transportation and Infrastructure (MOTI)***

The development proposal was referred to MOTI at the time the associated rezoning (RZ 12-626430) and zoning text amendment (ZT 15-694669) was reviewed. MOTI approval was granted conditional to all storm water being directed to a municipal storm drain system and no direct access to the site from Highway 91. MOTI has also specified that any future buildings/structures are to be located at least 4.5 m (15 ft.) from the highway right of way, or 3 m (10 ft.) where the structure has access from another street, and no future building may exceed 4,500 m<sup>2</sup> (48,437 ft<sup>2</sup>) without approval from MOTI. MOTI has confirmed that the accessory structures proposed along the rear property line could be removed and or relocated; therefore, MOTI has no objections to the proposed development.

#### ***Richmond Auto Mall Association Review***

As the site is located within the Richmond Auto Mall, the applicant has worked with the Richmond Auto Mall Association (RAMA) to ensure that the proposed development is



consistent with the RAMA Design Guidelines that relate to aspects of the building appearance, landscaping and site layout. The applicant has provided a copy of a letter from the Richmond Auto Mall's Board of Directors, confirming support for the proposed building design and building height variance (Attachment 2).

### Urban Design Response

The proposed auto dealership and service centre buildings are simple buildings with an industrial business park/commercial character that is responsive to the context. Design issues and other staff comments identified as part of the Development Permit application review process have been addressed. Further, the proposal addresses OCP urban design objectives for commercial development and responds to the RAMA design guidelines which were developed to ensure consistency and integration between auto dealerships within the Richmond Auto Mall.

### Zoning Compliance/Variations (staff comments in **bold**)

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

1. Waive the requirement for on-site large size loading spaces.

*(Transportation staff support the proposed variance based on special operating characteristics within the Richmond Auto Mall.*

*The findings of a loading and access review report submitted by the applicant's traffic engineer substantiates that deliveries using large transport vehicles (WB-17) can be accommodated off-site without impacting traffic, safety or the operator's service needs.*

*The report advises that the site plan accommodates functional access and circulation for SU9 and large tanker trucks that transport oil on and off site. An on-site WB-17 loading space to accommodate an automobile transport truck is not provided; instead, curb side delivery is proposed which is consistent with the current standard practice within the Richmond Auto Mall. The large delivery trucks are parked next to the curb and cones and four-way flashers are placed in the roadway to alert motorists of the unloading activity that is occurring. Deliveries would be coordinated by the RAMA and would occur after peak traffic times to minimize the impact on traffic flow.*

*Prior to issuance of a Development Permit, the applicant is required to submit a letter from the RAMA that substantiates support for off-site deliveries and confirms the RAMA's role in coordinating deliveries.)*

2. Increase the maximum permitted height for a building from 12.0 m (39.4 ft.) to 14.5 m (47.6 ft.).

*(Staff support the proposed variance. The building height is approximately 12.8 m (42 ft.) to the top of the parapet on the top floor of both buildings. The elevator run and stairway structure continue to height of approximately 14.32 m (47 ft.) in order to facilitate access to the rooftop. The proposed increased building height will not significantly affect adjacencies by casting shadows, obstructing views or introducing overlook concerns.*

*The applicant proposes to use a portion of the rooftop as vehicle storage parking which increases the building's functional efficiency and on-site densification. By maximizing the*

*functionality of the existing Auto Mall, commercial land that is located elsewhere within the City remains available for other uses. Provided the resulting building form and character respond to design guidelines and address adjacencies, staff support increasing building height as a means to improve on-site efficiency within the Auto Mall.*

*A building height variance has been supported within the Richmond Auto Mall in the past. A building height variance to accommodate an elevator run for the Lexus dealership (located at 5571 Parkwood Way) was supported. The applicant has provided a letter from the RAMA, confirming support for the proposed building height variance.).*

### **Advisory Design Panel Comments**

The subject application was considered by the Advisory Design Panel (ADP) on June 3, 2015. Members of the ADP provided design development suggestions. A copy of the relevant excerpt from the ADP Minutes of June 3, 2015 is attached for reference (Attachment 3). The design response provided by the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

### **Analysis**

#### ***Conditions of Adjacency***

- The site is bordered by Parkwood Crescent, a future two-storey Acura development, existing auto dealerships, and Knight Street. The proposed development will not cast shadow, obstruct views, or introduce overlook concerns to adjacencies.
- The site is located more than 350 m (1,150 ft.) from a residential area and is separated from land within the Agriculture Land Reserve (ALR) by Jacombs Road and Westminster Highway. Operation of a car dealership will not impact residential or agricultural uses.

#### ***Site and Functional Planning***

- Despite the vehicle oriented nature of the Richmond Auto Mall, a pedestrian circulation system is established within the Auto Mall to encourage shoppers to walk between dealerships. The proposed development would contribute toward enhancement and expansion of the public realm by effectively establishing a double row of trees along the Parkwood Crescent frontage and planting grass within the 3 m (10 ft.) setback between the property line and vehicle parking; which is interrupted by drive aisles that provide access to the site.
- The buildings are designed as independent, stand-alone establishments; therefore, the applicant has not included on-site pedestrian linkages between the proposed buildings.
- The proposed rectangular buildings are sited to minimize the visual prominence of the building mass by orienting the structures so that the shorter dimension of the rectangle face the Parkwood Crescent and Knight Street frontages.
- Internal drive aisles have been designed to accommodate on-site circulation and collection vehicles.
- Associated service centre uses, including enclosed on-site car washes, are screened from view.

- Free-standing bike storage structures and garbage/recycling enclosures are proposed for each building and are located at opposite corners of the site along the rear property line. The structures are screened from view from Knight Street by the perimeter wood fence.

### ***Parking & Loading***

- “Vehicle Sale/Rental” parking rates apply to the site. A total of 170 stalls are required for the Audi building; which includes 63 stalls for the on-site service bays. A total of 195 stalls are required for the Jaguar/Land Rover building; which includes 78 stalls for the on-site service bays. The applicant proposes a total of 407 parking stalls on-site; which exceeds the 365 parking stalls required by the Richmond Zoning Bylaw 8500.
- Two (2) SU9 parking stalls will be provided for both the Audi building and the Jaguar/Land Rover building in accordance with the Richmond Zoning Bylaw 8500 (total of 4 SU9 stalls provided).
- Class 1 and Class 2 bike parking is provided in accordance with the Richmond Zoning Bylaw 8500.
- Car charging stations are available for use by customers and the auto dealership operator.

### ***Architectural Form & Character***

- The form and character of the proposed buildings comply with strict design specifications from the associated corporate headquarters, RAMA design guidelines, and are compatible with existing recent redevelopment within the Richmond Auto Mall.
- Each building is a stand-alone structure, with building and material features that are specific to an associated brand.
- The buildings contain vehicle sales and service centre uses, as well as indoor car storage. Current corporate protocol requires car inventory to be accommodated within the interior of the building.
- Long rectangular buildings are proposed. To minimize the visual impact of the building mass:
  - The shorter width of the buildings is oriented toward the road frontages.
  - Building recesses introduce variation and articulation to the building façades and building mass.
  - Building height varies. The westerly portion of the buildings, oriented toward Parkwood Crescent, is three (3) storeys, while the easterly portion of the buildings, oriented toward Knight Street, is two (2) storeys.
  - Building material cladding varies. The three (3) storey portion of the building is treated with higher quality building cladding and supports a commercial presence along Parkwood Crescent. The simplified design and building materials proposed for the two (2) storey portion of the buildings reflects the internal auto service and warehouse uses enclosed within the buildings.
- Signage will comply with the Sign Bylaw (No. 5560). Signage will include mounted on the exterior of the buildings and pylon signs will be placed at the vehicle entry points to the site.

### ***Audi***

- The building proposed on the northern portion of the property is an Audi dealership and service centre.

- The west elevation of the building is characterized by the generous use of clear vision glass that facilitates views of the corresponding showroom area located within the building. The vision glass wraps around the building corners. Honeycomb silver perforated siding covers the remainder of the building facade.
- The corners of the east elevation of the building which is oriented toward Knight Street and functions as the service centre component of the building are treated with vision glass that wraps around the corner. Corrugated metal silver siding which is interrupted by long narrow windows at the second level and glazed overhead doors at ground level covers the remainder of the building elevation.
- The lower southern elevation of the building has been notched out to provide covered customer parking. The upper elevations are treated with silver metal corrugated metal siding and a vertical band of vision and spandrel glass to break up the length of the building façade.
- The north elevation has a warehouse character that features extensive use of corrugated metal siding on the north elevation, vision glass at the building corners, and perforated siding that extends along a third of the building elevation.
- Rooftop mechanical equipment is screened using corrugated metal siding and silver mesh screening.

#### *Jaguar/Land Rover*

- The building proposed on the southern portion of the lot is a Jaguar/Land Rover dealership and service centre.
- The west building elevation is characterized by the entry to the covered customer parking, an extensive window wall, and gray metal sandwich panels that are consistent with the Jaguar/Land Rover corporate image.
- The east building façade is primarily treated with silver metal corrugated panels that are interrupted by narrow, horizontal bands of windows, a vertical signage band and glazed overhead rolling doors at ground level.
- The metal panel and clear glass materials used on the west building elevation wrap around the south elevation of the building. The remainder of the building is treated with metal corrugated panel that is interrupted by narrow, horizontal windows. The southern building elevation includes an 8 m (25 ft.) wide building recess that breaks up the mass of the building at the elevation's midpoint where on-site medium size loading spaces are located.
- Metal sandwich panels and metal corrugated panel used on the west building elevation wrap around the north elevation of the building. The remainder of the building is treated with metal corrugated panel interrupted by narrow, horizontal glass bands and a vertical signage band.
- Rooftop mechanical equipment will be screen by the 1.2 m (4 ft.) high parapet on the building rooftop. The project Architect indicates that the rooftop equipment should not be visible from grade or the adjacent streets.

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

- The City Tree Preservation Coordinator has reviewed an Arborist Report and associated tree plan submitted by the applicant which analyzes tree retention/removal on-site and is summarized below:

Location of trees	# of trees	Condition and Recommendation	Compensation
Development site	21	14 trees not good candidates for retention	2:1 replacement
		7 Norway Maple trees (tag# 511, 512, 503, 522, 766, 605 and 623) good condition. All 7 trees are located along the east edge of the property.	Retain and integrate into the surface parking design

- The Norway Maple trees identified for retention and protection are identified on both the architecture site plan and landscape plan attached to this report. The application is required to submit a letter of undertaking from the project arborist that confirms a monitoring strategy during site preparation and construction and includes reference to specific considerations to ensure successful tree retention.
- The applicant will minimize changes to existing grades to maximize opportunity to successfully retain the trees.
- The attached landscape plan confirms that 7 existing trees will be retained on site and an additional 62 new trees will be planted. This exceeds the required replacement of 28 trees for the removal of 14 trees.
- An auto dealership is typically associated with ample surface parking. The applicant proposes to minimize the visual impact of the proposed surface parking by undertaking the following:
  - Trees within a grass boulevard are proposed along the site's Parkwood Crescent frontage. When experienced in association with the boulevard improvements that will be undertaken off-site through the Servicing Agreement which include introducing a row of trees, sidewalk, and wide grass boulevard, an appealing pedestrian space with a double row of trees will be established.
  - A wood fence will be erected along the perimeter of the site and lined with planting including Boxwood Hedge, Japanese Azalea, low Evergreen shrubs, and Columnar Maple Trees.
  - Honey Locust trees and shrubs are planted within islands between surface parking spaces that are planted along the central drive aisle.
  - Permeable asphalt is proposed for parking stalls that line the north, south and east perimeter of the site.
  - Pavers are used to establish a pedestrian link between the side walk and the main entry to the buildings. Vehicle entrances to the site are marked using scored, patterned concrete in accordance with the RAMA guidelines.
  - The applicant has confirmed that an in-ground irrigation system will be installed.

***Sustainability***

- The applicant has provided a summary of sustainability features that will be included within the development which include (Attachment 4):
  - Low-E glass
  - Low window to wall ratio
  - Energy efficient LED lights throughout
  - GVAC equipment with high efficiency
  - Energy recovery ventilators
  - High efficiency hot water heaters
  - Permeable asphalt for site perimeter parking to manage storm water/runoff
  - Automatic irrigation to maintain all the trees
  - Building designed to current ASHRAE standards
  - A water recovery design system will be used for the car wash facility
  - Reduced carbon footprint by keeping inventory on site and reducing vehicle shuttling/relocation

***Crime Prevention through Environmental Design***

- Extensive use of showroom glazing creates opportunity for passive surveillance.
- Covered customer parking remains unenclosed and adjacent building walls are transparent resulting in opportunity for light penetration and passive surveillance.
- On-site illumination would comply with design guidelines established by the RAMA. The guidelines articulate:
  - The maximum permitted illumination level
  - Required use of 'down lighting' fixtures
  - The manufacturer and luminary type
  - Color (medium bronze, anodized aluminum finish)
  - Height (6 m (20 ft.))
  - Parameters to achieve consistency in the number of poles on any individual site
  - Permission to install low level illumination in planting beds and to illuminate special display areas

***Accessibility***

- The building will comply with Building Code accessibility conditions and provide barrier-free access from the street.
- Both buildings include an elevator in the proposed design.

***Public Art***

In response to the City's Public Art Program (Policy 8703), the applicant will make a voluntary contribution to the City's Public Art Reserve fund at a rate of \$0.41 per buildable square foot (approximately \$87,525.16).

## Conclusions

The auto dealership buildings proposed on the site respond to design objectives articulated in the East Cambie Area Plan and the OCP for commercial development. The character of the proposed buildings is consistent with existing development within the Richmond Auto Mall and is compatible with nearby industrial business park uses. The building mass and height are well resolved and would not result in significant impacts on adjacencies. The densification of the site contributes to maximizing the function of the existing Richmond Auto Mall and supports Official Community Plan objectives for economic growth while preserving commercial land that is located elsewhere in the City.

Staff recommend support for the proposed Development Permit.



for Diana Nikolic  
Planner II (Urban Design)  
(604-276-4040)

DN:blg

Attachment 1: Data Sheet

Attachment 2: Letters of support from the Richmond Auto Mall Association

Attachment 3: Advisory Design Panel Minutes & Applicant Responses (inserted in bold italics)

Attachment 4: Sustainability Provisions (provided by applicant)

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$155,270.00.
- City acceptance of the developer's offer to voluntarily contribute \$0.41/sq. ft. per buildable square foot (e.g. \$87,525.16) to the City's Public Art fund.
- Provision of a letter from the RAMA that substantiates support for off-site deliveries and confirms the RAMA's role in coordinating deliveries to minimize traffic interruption/disruption to businesses.
- Submission of a letter of undertaking from the project arborist that confirms a monitoring strategy during site preparation and construction and includes reference to specific considerations to ensure successful tree retention (e.g. irrigation, covering exposed root zone with top soil, etc.)
- Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition occurring on-site.

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

- 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>).
- Following demolition of the existing building, the following should be released and discharged: BP278368, BA110541, and BB548802.





**DP 14-676613**

**Attachment 1**

Address: 5600 Parkwood Crescent

Applicant: 0737974 B.C. Ltd., Inc. No. BC0737974

Owner: 0737974 B.C. Ltd.,  
Inc. No. BC0737974

Planning Area(s): East Cambie Area Plan

Floor Area Gross: 21,234 m<sup>2</sup> (228,560 ft<sup>2</sup>)

Floor Area Net: 19,832 m<sup>2</sup> (213,476 ft<sup>2</sup>)

	Existing	Proposed
Site Area:	25,446 m <sup>2</sup> (273,898 ft <sup>2</sup> )	25,446 m <sup>2</sup> (273,898 ft <sup>2</sup> )
Land Uses:	Retail/warehouse	Auto service and dealership
OCP Designation:	Commercial	Commercial
East Cambie Area Plan Designation:	Commercial	Commercial
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV)
Number of Units:	3 existing buildings	2 auto dealership buildings with sales and service centres

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.78 (Amendment B/L 9245)	0.78	None permitted
Lot Coverage:	Max. 50%	33%	
Setback – Front Yard:	Min. 3.0 m	19.5 m	
Setback – Interior Side Yard & Rear Yard:	Min. 3.0 m	Interior side yard: 21.03 m Rear yard: 15.24 m	
Height (m):	Max. 12 m	14.33 m	Variance Increase the permitted building height from 12 m to 14.5 m.
Lot Size:	No requirement	25,446 m <sup>2</sup> (2.54 ha)	

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular/Commercial:	Audi: <ul style="list-style-type: none"> <li>Vehicle sales: 2,472 m<sup>2</sup> : 75 stalls</li> <li>Industrial parts/storage: 209 m<sup>2</sup>: 3 stalls</li> <li>Office: 913 m<sup>2</sup>: 28 stalls</li> <li>Service bays: 21: 63 stalls</li> <li>Carwash 1:1</li> </ul> Jaguar/Land Rover: <ul style="list-style-type: none"> <li>Vehicle sales: 2,739 m<sup>2</sup>: 83 stalls</li> <li>Industrial: 604 m<sup>2</sup>: 7 stalls</li> <li>Office: 842 m<sup>2</sup>: 26 stalls</li> <li>Service bays: 26: 78 stalls</li> <li>Carwash: 1:1</li> </ul> Total: 365	Audi: 203 Jaguar: 204 Total: 407	
Off-street Parking Spaces – Accessible:	Audi: 4 Jaguar/Land Rover: 4	Audi: 4 Jaguar/Land Rover: 4	
Total Off-street Spaces:	365	407	
Loading:	Audi SU9: 2 Jaguar/Land Rover SU9: 2	Audi SU9: 2 Jaguar/Land Rover SU9: 2	<b>Variance</b> Reduce the on-site large size loading space requirement from 4 (4) parking spaces to no parking space.
Bike Parking: (General & Heavy Industrial Rate)	Audi: Class 1: 26 Class 2: 26 Jaguar: Class 1: 28 Class 2: 28	Class 1: 54 Class 2: 54	
Amenity Space – Indoor:	Min. 70 m <sup>2</sup>	<ul style="list-style-type: none"> <li>Audi (lunch room, lounge and staff lockers): 201 m<sup>2</sup></li> <li>Jaguar (lunch room, lounge and staff lockers): 338 m<sup>2</sup></li> </ul> Total: 539 m <sup>2</sup>	



March 3, 2015

MEMO TO: Ryan Cowell, Cowell Auto Group

FROM: Richmond Auto Mall Association Board of Directors

RE: **Jaguar Land Rover Richmond Building Design  
Application – Height Variance**

Dear Ryan,

Thank you for the additional information you have provided to the Board regarding the height of the new Jaguar Land Rover Richmond dealership in the Richmond Auto Mall. We note the parapet height of 12.8 metres and the stairwell height of 14.32 metres.

Both items have been reviewed and the Directors have agreed unanimously to support a variance to the City height bylaw in this regard.

If you have any questions, please don't hesitate to contact me.

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', written in a cursive style.

Gail Terry  
General Manager  
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval



March 3, 2015

MEMO TO: Ryan Cowell, Cowell Auto Group

FROM: Richmond Auto Mall Association Board of Directors

**RE: Audi of Richmond Building Design Application – Height Variance**

Dear Ryan,

The Board has received the additional information you have provided regarding the height of the new Audi of Richmond dealership in the Richmond Auto Mall. We note the parapet height of 12.8 metres and the RTU screening height of 14.0 metres.

Both items have been reviewed and the Directors have agreed unanimously to support a variance to the City height bylaw in this regard.

If you have any questions, please don't hesitate to call.

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', written in a cursive style.

Gail Terry  
General Manager  
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval

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

Wednesday, June 3, 2015 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall

3. **DP 14-676613 - AUDI AND JAGUAR DEALERSHIP WITHIN THE RICHMOND AUTO MALL**

APPLICANT: Christopher Bozyk Architects

PROPERTY LOCATION: 5600 Parkwood Crescent

**Applicant's Presentation**

Christopher Bozyk, Christopher Bozyk Architects, Ltd., Ryan Cowell, Cowell Auto Group-Richmond, and Al Tanzer, LandSpace Design Inc., presented the project and answered queries from the Panel.

**Panel Discussion**

*Comments from the Panel were as follows:*

- the project is in the right direction from a sustainability perspective; appreciate the sustainability features of the project that were mentioned by the applicant during the presentation, not all of which are referenced in the package (including low E glass, high efficiency equipment, possible installation of solar panels, car wash gray water recapture system, and reuse of 80 to 90 per cent of building material and concrete);

*Thank you*

- appreciate the cantilevered structure on the south façade which protects the building from solar heat gain; however, the west façades of the two buildings have huge glazed areas that are exposed; consider introducing sustainability measures to mitigate solar heat gain, e.g. introducing vertical fins and using dynamic glass;

*Thank you, but addition of vertical fins is not in the vocabulary of either the Audi or Jaguar Land Rover corporate design of dealerships.*

- appreciate the accessibility features of the proposed development, e.g. access to common staff facilities/areas;

*Thank you*

- consider providing visual interest to the fence and introducing public art to enhance customer experience when coming to the proposed development;

*The perimeter fencing design is prescribed by the guidelines of the Richmond Auto Mall Association, and thus any revisions/accessorizing of the fence is not possible.*

- appreciate the high-quality finishes of the buildings;

*Thank you*

- understand the set of requirements prescribed for the project by the dealership's corporation and Richmond Auto Mall; however, look at the design of the covered parking entry of each building as it does not provide adequate transition from the outside to the inside of the building; also, fumes from cars could pose a potential health hazard;

*Regarding transition, the configuration of the Service Drive Thru is prescribed by the plans received from the Corporate designers of both Audi and Jaguar Land Rover.*

*Regarding fumes, we have reviewed with the Mechanical Engineer and the Service Drive Thrus and they confirm that, per British Columbia building Cod 2012-6.2.2.3, there is more than adequate ventilation provided by the free air flow through the open areas of the façade of Audi as designed, and so mechanical means of ventilation are not required. Thus there is no fumes build-up, no health hazard. The North Façade of Jaguar Land Rover will be redesigned similarly.*

- design moves in the Audi dealership better resolved than in the Jaguar Land Rover dealership;

*Thank you*

- consider additional row of planting at the centre of the proposed development to mitigate the harshness of the vast hard surface area of the proposed development;

*Please consider that the drawings and model did not fully convey the planting on this project. The species Honey Locust will reach a much more ample 'canopy' at maturity/within 10 years, and plantings along the new street and of the east-west lane will be a fully shaded coverage. The landscape plan has been updated with accurate canopy of approximately 33' diameter. This will create continuous massing of shade and green which will be a very lush effect. There is also a photograph included on that sheet of an actual mature honey locust of the current Automall plantings, as a visual example.*

- well-designed project; the applicant is encouraged to identify public art opportunities to enhance the project;

*Thank you. We understand that the Public Art aspect will be covered with the Owner contribution to the municipal program.*

- consider introducing solar panels or skylight to the flat roofs of the two buildings;

***Solar panel installation is in consideration by Owner and Electric Engineer.***

- the length of the buildings is not a concern; handled well by the applicant by accenting the verticality of the buildings, e.g. by using vertical claddings and vertical style windows;

***Thank you***

- appreciate the special cladding materials wrapping the front elevation (west side) of the buildings; consider extending the use of the material on the Jaguar Land Rover building to the side elevation (south side) of the buildings;

***Thank you, but the type and location of the exterior materials are prescribed in the vocabulary of the Jaguar Land Rover corporate design.***

- consider further articulation of the vertical windows, e.g. introducing a fin to provide more visual interest;

***Thank you, but additional of vertical fins is not in the vocabulary of either the Audi or Jaguar Land Rover corporate design of dealerships.***

- understand the “stand-alone” design of each building; however, the applicant should not ignore the quality of pedestrian experience of people moving from one building to another;

***The Richmond Auto Mall overall design and guidelines specifically intend that the pedestrian experience of the customers is to circulate via the sidewalks, not through the parking lots.***

- agree with the comment to add another row of tree planting at the centre of the proposed development to provide more shading and enhance the pedestrian experience;

***See our comments above regarding the true effect of the mature planting of all the site trees.***

- appreciate the proposed high quality materials on the buildings; consider introducing these materials in some areas on the ground plane, e.g. near the entrance to the covered walkway; and

***Thank you, but due to the very prescriptive design requirements from both the Audi and jaguar Land Rover corporations regarding design of their dealerships, the materials used and their locations are set by design by their Branding. Both wall and ground plane materials are already specified in their Design Criteria Documents.***

- understand the Richmond Automall guidelines regarding planting of street trees; however, consider other tree species that are more robust and have more street presence than the one currently proposed.

***We do not disagree there are many street tree possibilities but there is only one that has been extensively used in a successful manner in the existing automall and that is ‘sanctioned’ by all the dealership owners as it relates to compatibility to the direct impact on vehicles in the lots.***

**Panel Decision**

It was moved and seconded

*That DP 14-676613 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.*

**CARRIED**

...



**CHRISTOPHER  
BOZYK ARCHITECTS LTD.**

June 29, 2015

Hello Diana -

The project will include several actions towards the approach of Sustainability.

Siteworks:

- We have permeable asphalt to the site perimeter parking areas to manage storm water / runoff.
- We have retained 7 existing mature trees and incorporated these into the overall landscape design.
- We have provided automatic irrigation to maintain the trees, both existing mature and new plantings, to ensure an ongoing future green nature of the Site.

Building:

- The building design is fully compliant with the current requirement of the ASHRAE standards.
- Elevation design has an overall low window to wall ratio
- Systems design include HVAC equipment of high efficiency and energy recovery ventilators
- Lighting design includes energy efficient fixturing (LED throughout)
- Roof top solar panels to be installed.
- Hot water heater systems are to be high efficiency.
- Carwash facility will be of a water recovery design system (documentation of the product and its installation is included here attached)
- The overall design of the project's site and buildings reflects the Ownership's mandate to reduce their Carbon Footprint. The layout allows them to keep all inventory on Site, thereby reducing the need for vehicle shuttling and relocation from several off-site satellite properties. This will reduce vehicle Emissions.

The design team and the owner all are of the philosophy that the project's design mandate and future use is to be as sustainable and efficient, and have worked together to proffer these methods.

Regards,



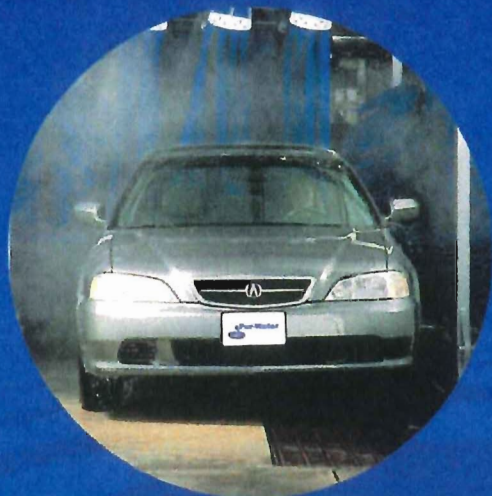
Lynda White, Architect AIBC, LEED A.P.



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Water Recovery Systems

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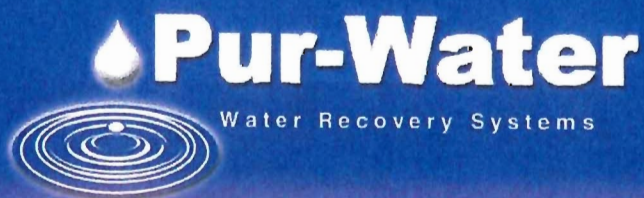


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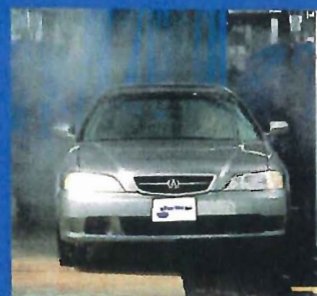
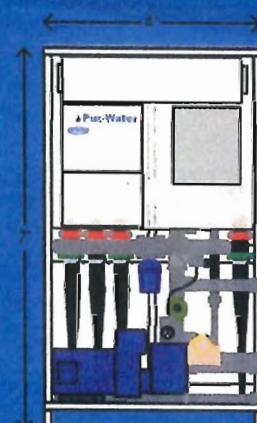
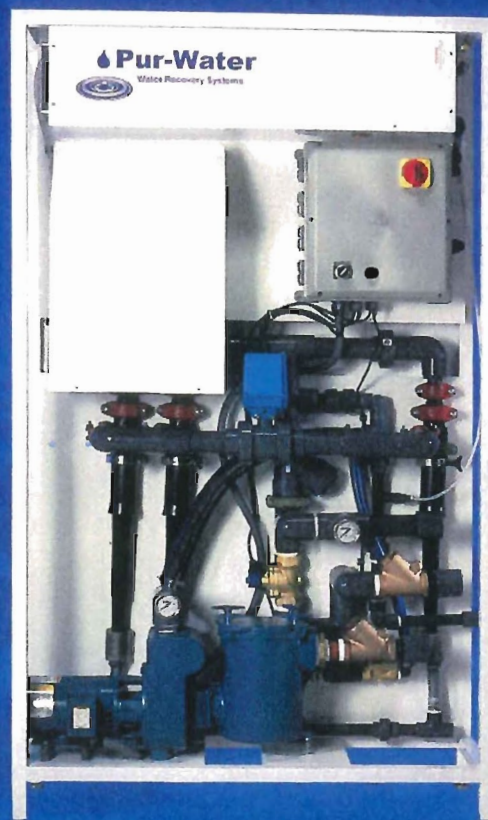




# Water Recovery Systems

## Features & Benefits

- Compact skid design minimizes required space
- Visual gauges and alarm indicators to assist Operator
- System pre-wired and pre-plumbed for easy and quick installation
- System designed for easy access, minimal maintenance required
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MUD PIT IN  
FLOOR OF CAR  
WASH

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[www.purwater.net](http://www.purwater.net)

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3315 Orange Grove Ave., North Highlands, CA 95660  
Phone: 800.882.8854 - Fax 916.978.9995  
e-mail: [cborchard@purwater.net](mailto:cborchard@purwater.net)







# City of Richmond

## Development Permit

**No. DP 14-676613**

To the Holder: RYAN COWELL ON BEHALF OF 0737974 B.C. LTD.  
Property Address: 5600 PARKWOOD CRESCENT  
Address: % COWELL AUTO GROUP  
13611 SMALLWOOD PLACE  
RICHMOND, BC V6V 1W8

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
  - a) Waive the requirement for on-site large size loading spaces; and
  - b) Increase the maximum permitted height for a building from 12.0 m to 14.5 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #28 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 \$155,270.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

# Development Permit

No. DP 14-676613

To the Holder: RYAN COWELL ON BEHALF OF 0737974 B.C. LTD.

Property Address: 5600 PARKWOOD CRESCENT

Address: % COWELL AUTO GROUP  
13611 SMALLWOOD PLACE  
RICHMOND, BC V6V 1W8

---

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

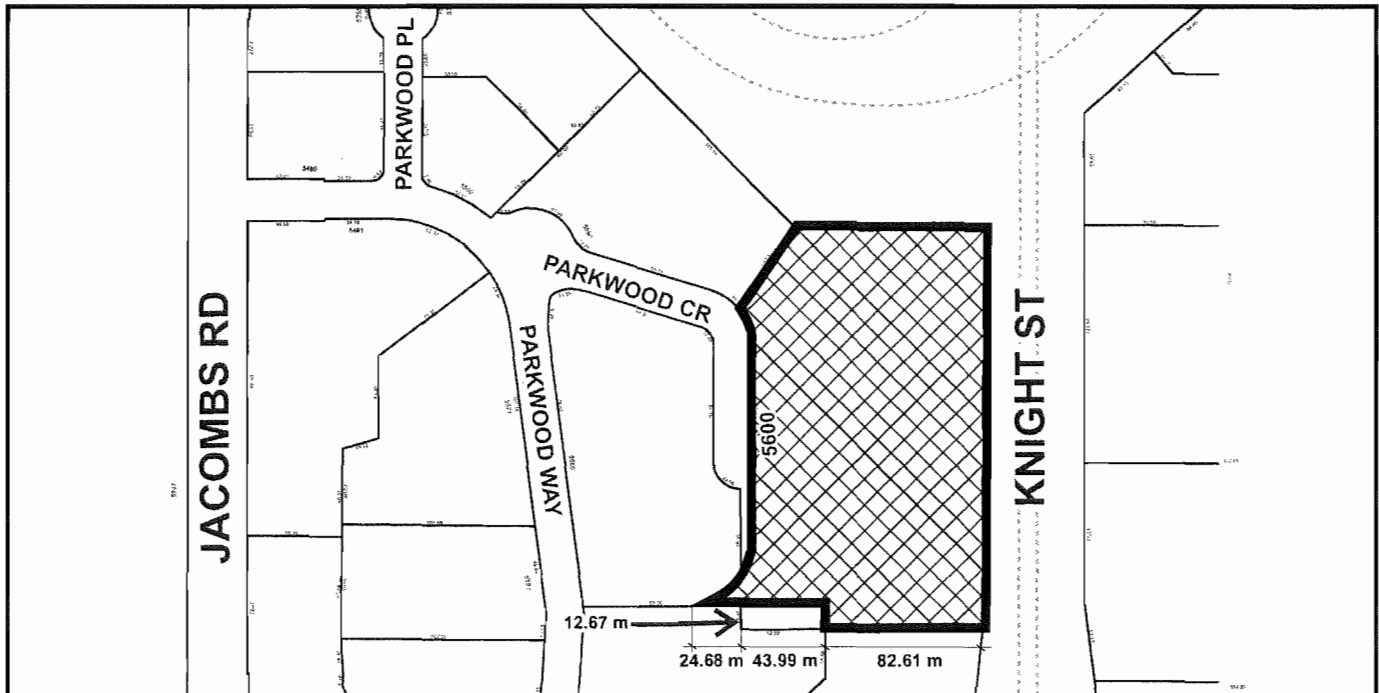
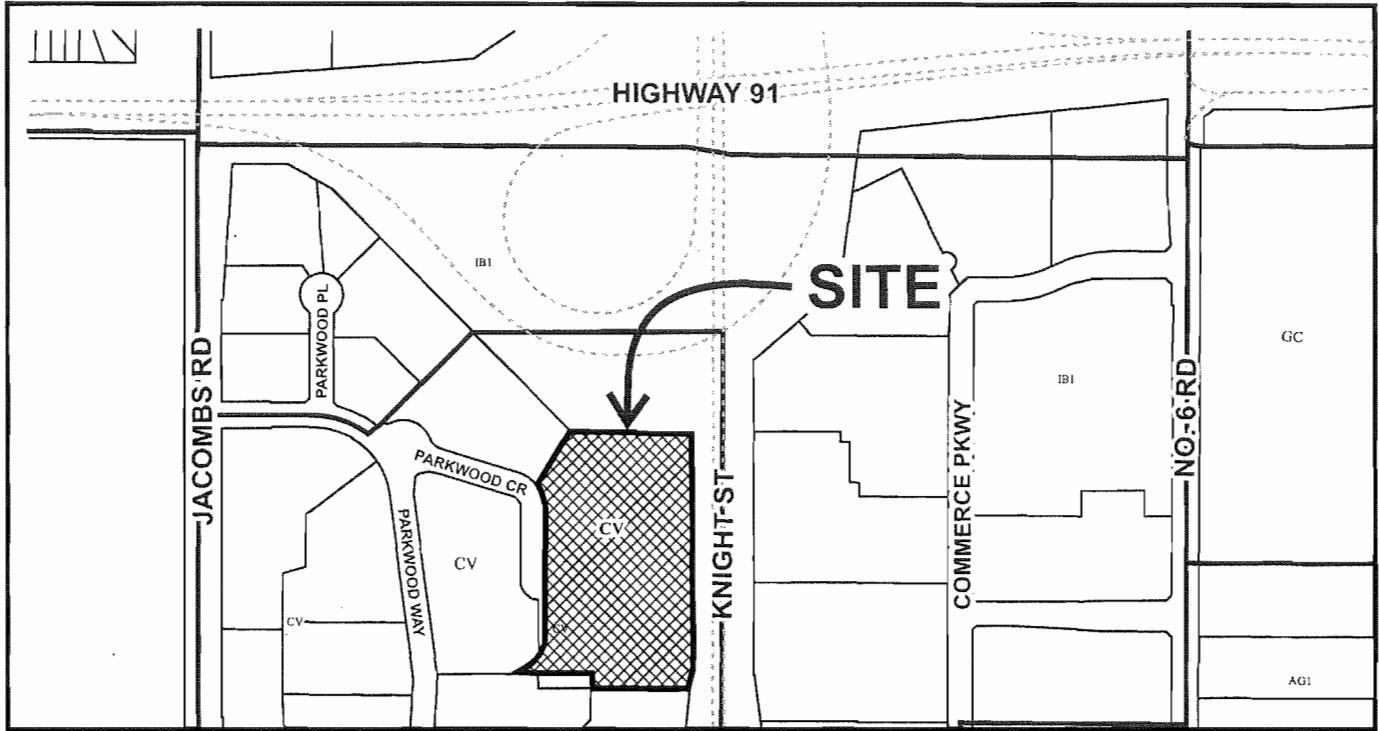
DELIVERED THIS DAY OF , .

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MAYOR



# City of Richmond



DP 14-676613  
SCHEDULE "A"

Original Date: 11/19/14

Revision Date: 06/29/15

Note: Dimensions are in METRES

**CHRISTOPHER  
BOZYK ARCHITECTS LTD**

DRAWING LIST:

A 01	COVER SHEET / KEY PLAN / STATISTICS
A 02	CONTEXT - PLAN AND PHOTOS

A03	AUDI - PERSPECTIVE	A15	JLR - PERSPECTIVES
A04	AUDI - SITE PLAN	A16	JLR - PERSPECTIVES
A05	AUDI - MAIN FLOOR PLAN	A17	JLR - AERIALS
A06	AUDI - SECOND FLOOR PLAN	A18	JLR - SITE PLAN
A07	AUDI - THIRD FLOOR PLAN	A19	JLR - MAIN FLOOR PLAN
A08	AUDI - ROOF PLAN	A20	JLR - SECOND FLOOR PLAN
A09	AUDI - BUILDING SECTIONS	A21	JLR - THIRD FLOOR PLAN
A10	AUDI - ELEVATIONS	A22	JLR - ROOF PLAN
A11	AUDI - SIGNAGE	A23	JLR - BUILDING SECTIONS
A12	AUDI - FAR OVERLAY - MAIN	A24	JLR - ELEVATIONS
A13	AUDI - FAR OVERLAY - SECOND	A25	JLR - SIGNAGE
A14	AUDI - FAR OVERLAY - THIRD	A26	JLR - FAR OVERLAY - MAIN
		A27	JLR - FAR OVERLAY - SECOND
		A28	JLR - FAR OVERLAY - THIRD



McLeod Automotive All-Model Sales Co., 879 Cedarhurst Road, Great Neck, NY 11046



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**COWELL RICHMOND**

**COVER SHEET /  
KEY PLAN / STATISTICS**

SCALE: 1" = 30'-0"  
DATE: JULY 4 2014  
DRAWN: LW

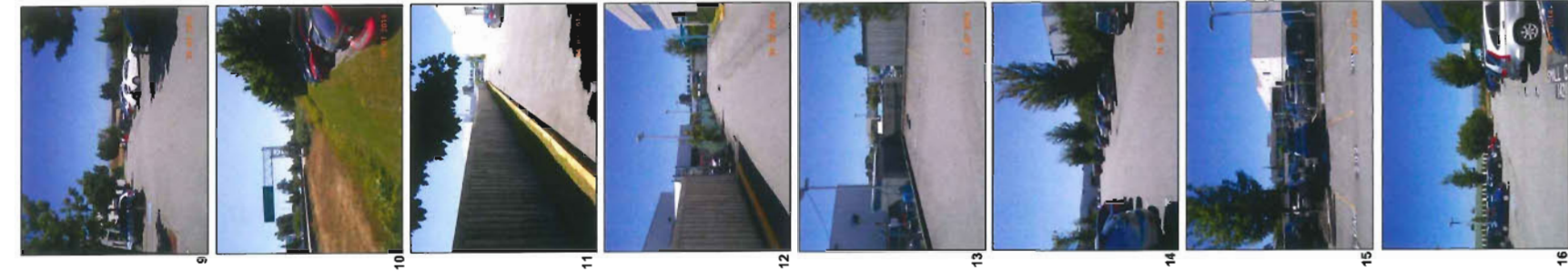
**KEY PLAN: 1" = 50'-0"**

Jul 15 2015

04-676613

#1





NOV 5 '14		ISSUED FOR DPA
REV	DATE	DESCRIPTION

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Where dimensions shall have precedence over verbal descriptions, Contractors shall only be responsible for all dimensions and conditions on the site, shall request clarification of errors, discrepancies, or omitted information contained in contract drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting discrepancies and the cost of rectification.

## COWELL RICHMOND

## CONTEXT

SCALE: NTS      DATE: AUG 18 2014      DRAWN: LW

# A02

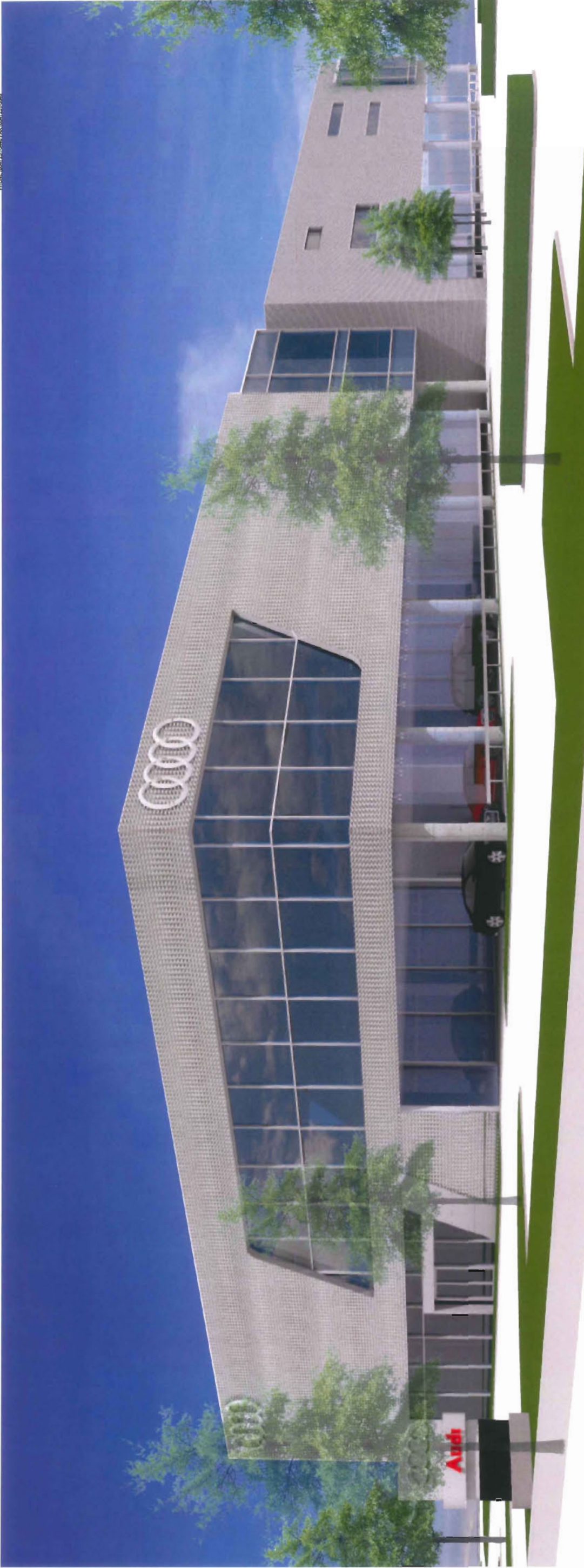


# Richmond Audi

CHRISTOPHER  
BOZYK ARCHITECTS LTD

514-511-ALEXANDER STREET VANCOUVER BC V6A 1E1

PHONE: (604) 251-3441 FAX: (604) 251-3504



VIEW FROM SOUTH-WEST

NOV 21/14	ISSUED FOR DPA
SEPT 8/14	ISSUED FOR RMAA APPLICATION

REV	DATE	DESCRIPTION
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## COWELL RICHMOND

### AUDI PERSPECTIVE

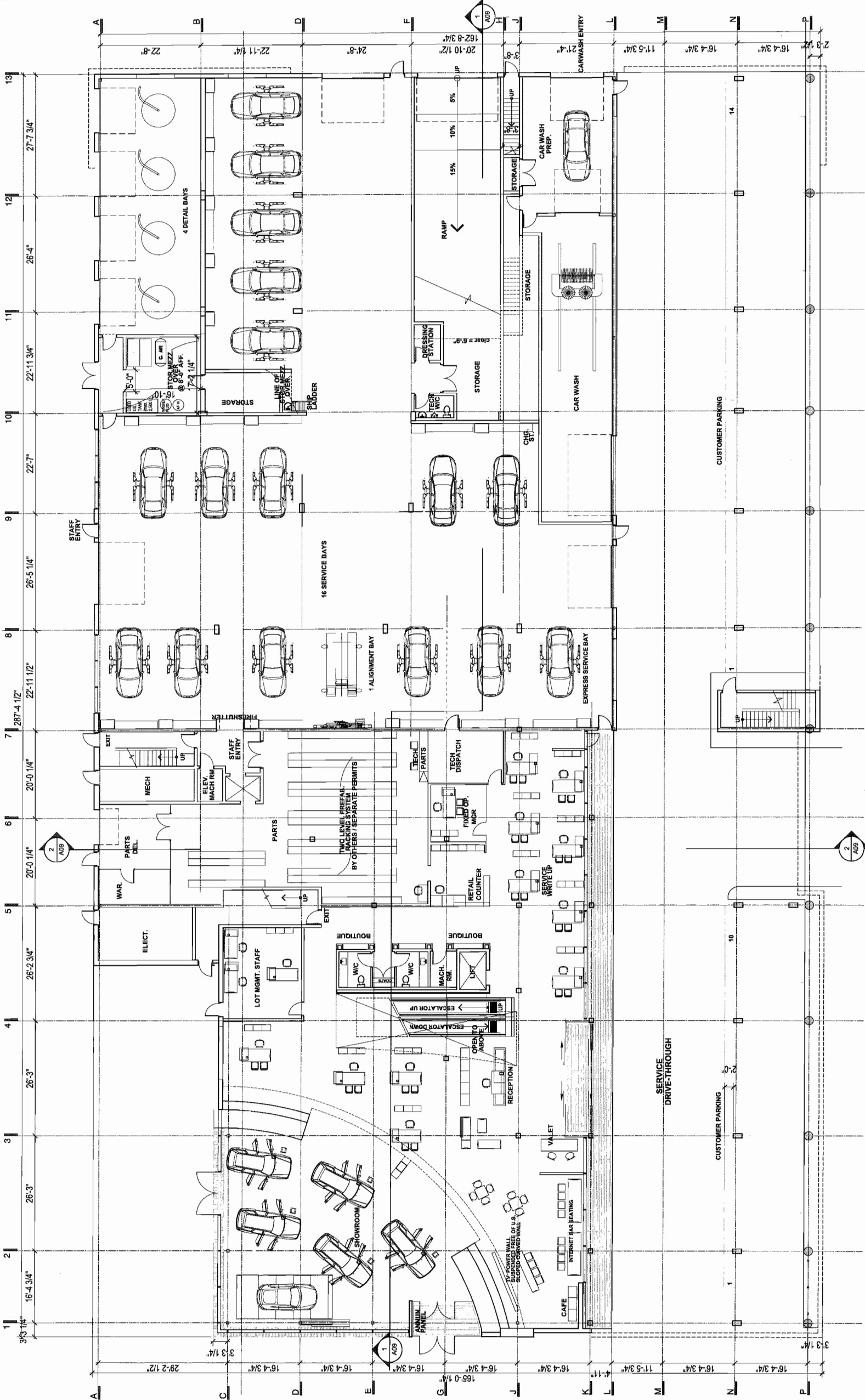
SCALE: NTS	DATE: JULY 4 2014	DRAWN: LWW
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A03

DP 14-676613 JUL 15 2015 Plan #2







JUNE 2015	REVISED FOR DPA	
NOV 5 '14	ISSUED FOR DPA	
SEPT 8 '14	ISSUED FOR RMA APPLICATION	
REV	DATE	DESCRIPTION

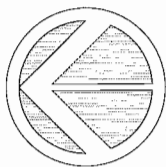
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Vendor dimensions shall have precedence over stated dimensions. Contractor shall verify and be responsible for all dimensions and conditions on the job, and request clarification of items, discrepancies, or omissions. Information contained in contract drawings and specifications shall be the responsibility of the Architect. The Contractor shall be responsible for any resulting discrepancies and the cost of modification.

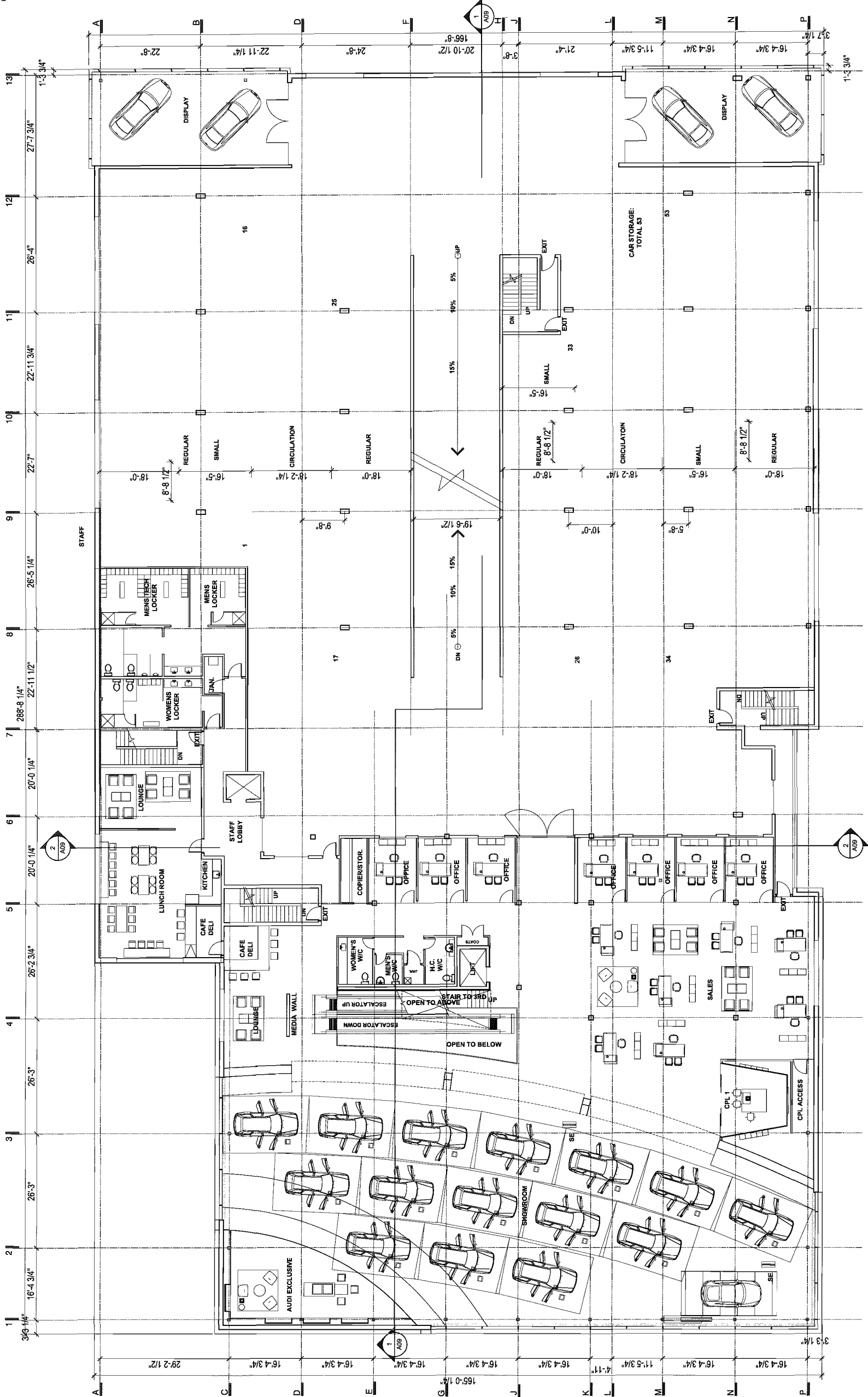
COWELL RICHMOND

AUDI  
MAIN FLOOR PLAN

SCALE: 3/32" = 1'-0" DATE: JULY 4, 2014 DRAWN: LW



A05



JUNE 28'15	RE-ISSUED FOR DPA	
NOV 5'14	ISSUED FOR DPA	
SEPT 8'14	ISSUED FOR RMA APPLICATION	
REV	DATE	DESCRIPTION

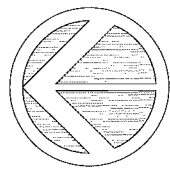
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## COWELL RICHMOND

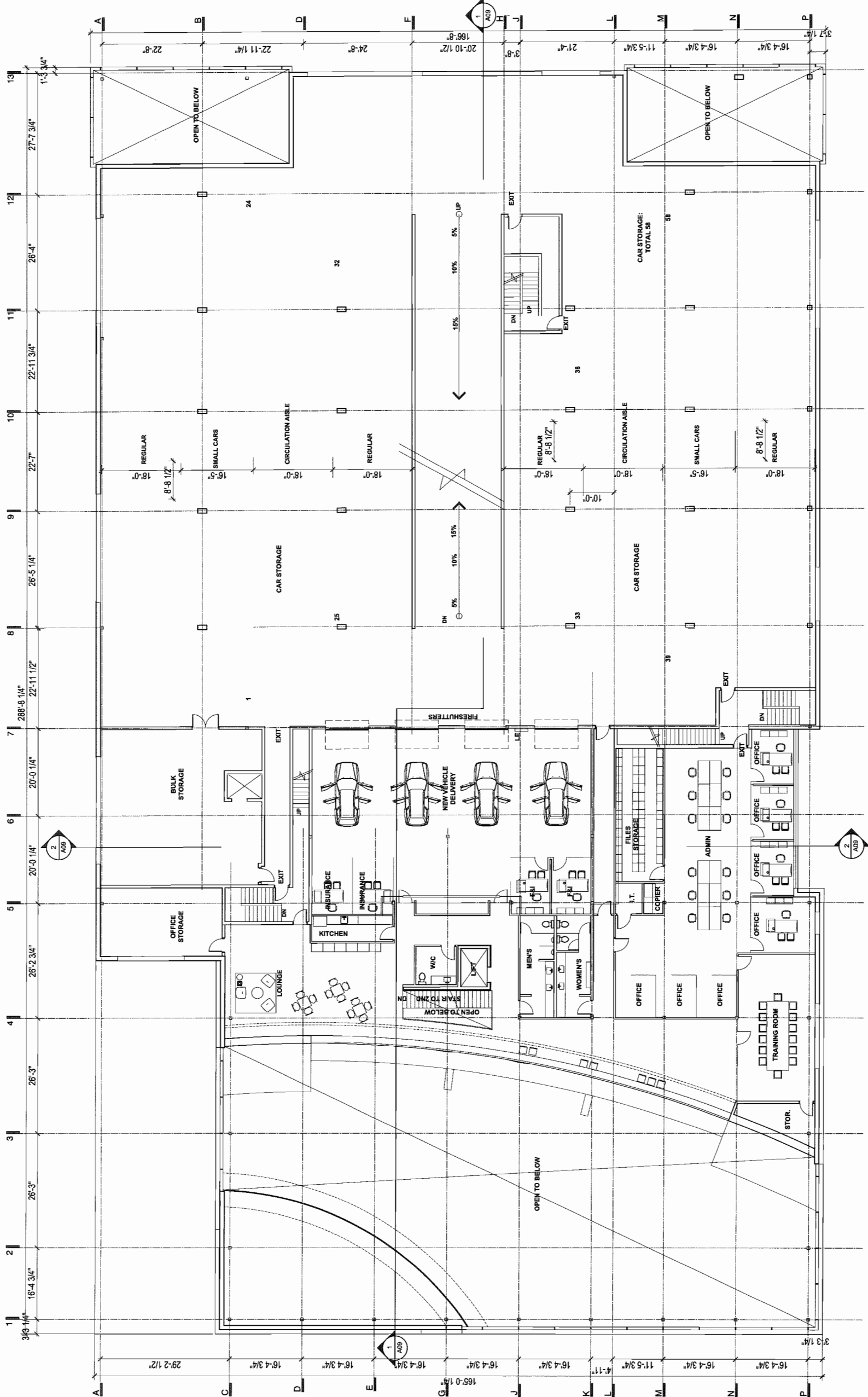
## AUDI SECOND FLOOR PLAN

SCALE: 20'2" = 1" 0" DATE: JULY 4 2014 DRAWN: LW



# A06





REV	DATE	DESCRIPTION
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	NOV 5 '14	ISSUED FOR OPA
	JUNE 28'15	RE-ISSUED FOR OPA

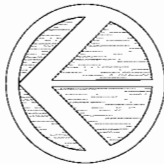
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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job; shall request clarifications and request corrections of errors, discrepancies, or doubtful information contained in contract drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of modification.

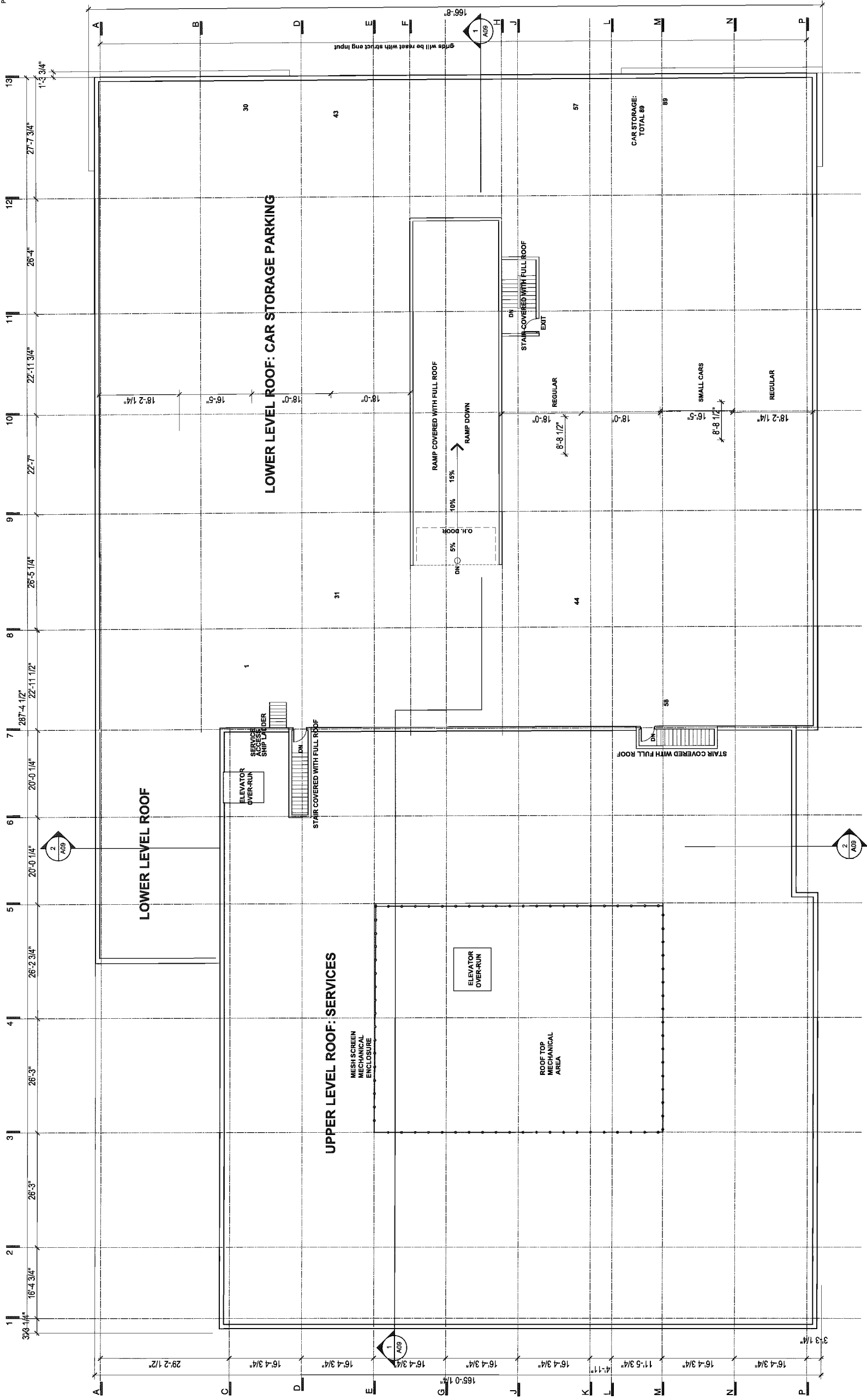
**COWELL RICHMOND**

### AUDI THIRD FLOOR PLAN

SCALE: 3/32" = 1'-0"      DATE: JULY 4 2014      DRAWN: LW



# A07



REV	DATE	DESCRIPTION
	NOV 5 '14	ISSUED FOR DPA
	SEPT 6 '14	ISSUED FOR RAMA APPLICATION
	JUNE 26 '15	RE-ISSUED FOR DPA

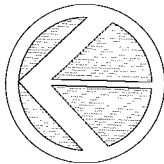
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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job; shall request clarification of errors, discrepancies, or doubtful information contained in contract drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any resulting improper work and the cost of rectification.

**COWELL RICHMOND**

# AUDI ROOF PLAN

SCALE: 3/32" = 1'-0"      DATE: JULY 4 2014      DRAWN: LW



# A08

on Command. Richard Allard, Manager of Investments, 5000000 file of phone 411-5500. Email: richard.allard@comcast.net. Address: 1000

DP 1-676613 JUL 15 2015

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3  
P







SIGNAGE:

ALL SIGNAGE MUST COMPLY WITH THE CITY OF RICHMOND SIGN BYLAW 5560.

SIGN PERMITS ISSUED BY THE CITY OF RICHMOND ARE REQUIRED FOR ALL SIGNS, PRIOR TO INSTALLATION.

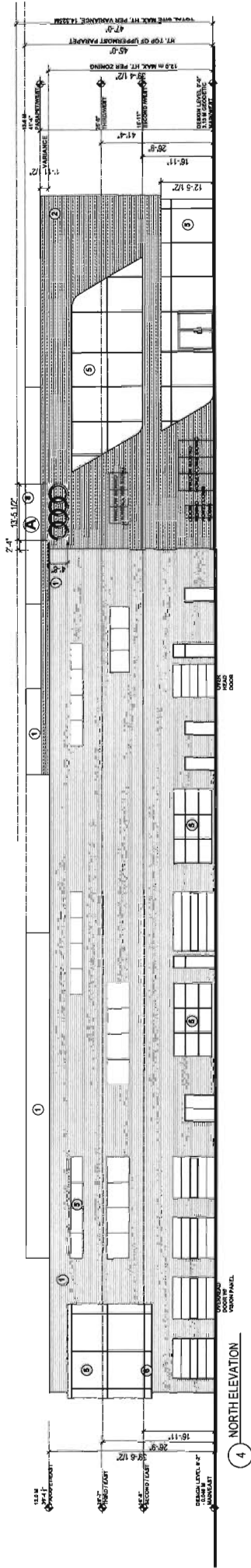
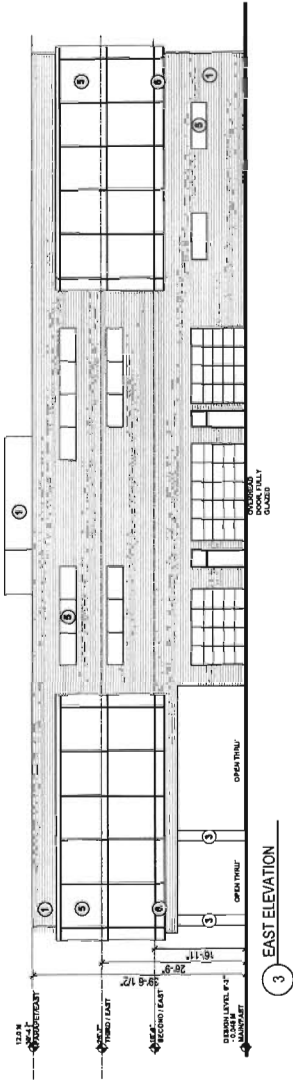
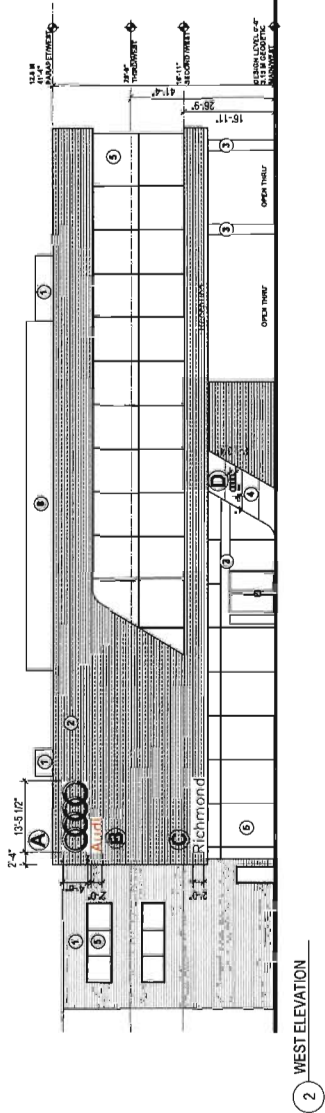
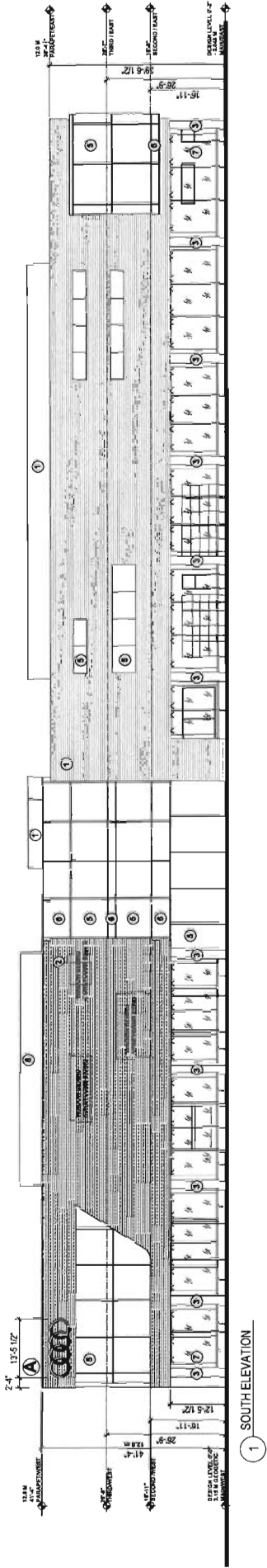
THE TYPE FACE AND COLOUR WILL ADHERE TO THE AUDI CORPORATE SCHEME.

SIGN TYPE ON BLDG:

- A AUDI RINGS: PER CORPORATE DESIGN REQUIREMENTS, SILVER DURING DAY, THRU' LIT AT NIGHT
- B AUDI NAME ELEMENT: PER CORPORATE DESIGN REQUIREMENTS, IN COLOUR RED.
- C DEALER NAME, PER CORPORATE DESIGN REQUIREMENTS, IN COLOUR BLACK DURING DAY, THRU' LIT AT NIGHT
- D ENTRANCE RINGS AND NAME, PER CORPORATE DESIGN REQUIREMENTS, SILVER RINGS AND AUDI LETTERS IN RED

FREESTANDING SIGNS:

SEE SITE PLAN:  
DEALER SIGN PYLON AND DIRECTIONAL SIGN: TO DESIGN REQUIREMENTS OF THE RICHMOND AUTO MALL.



	JUNE 2015	RE-ISSUED FOR DPA
	NOV 5 14	ISSUED FOR DPA
	SEPT 8 14	ISSUED FOR PAMA APPLICATION
REV	DATE	DESCRIPTION

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COWELL RICHMOND

AUDI  
SIGNAGE

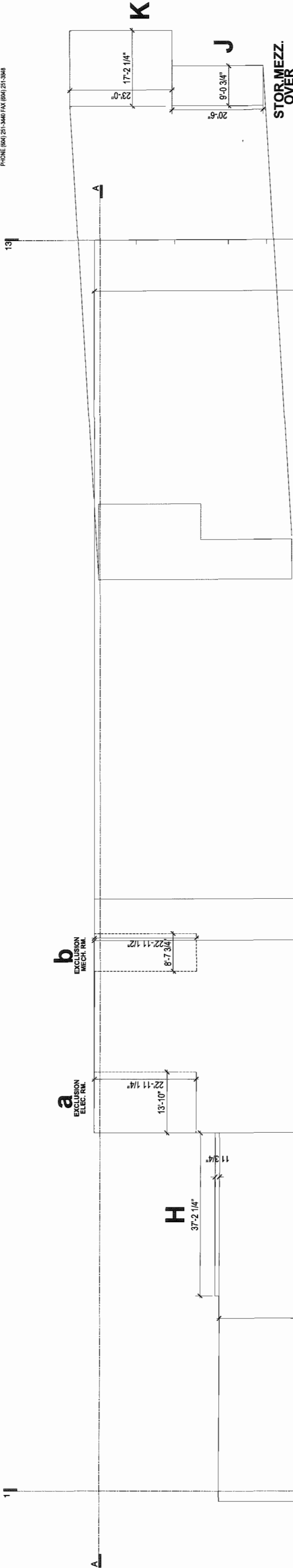
SCALE: 3/32" = 1'-0" DATE: JULY 4 2014 DRAWN: L.W.

A11

JUL 15 2015

DP 14-676613

Plan # 10



AREAS BY BLOCK:

A	17,628.78 SQ.FT.
B	5,936.15
C	2,987.42
D	3,642.53
E	61.02
F	217.37
G	2.55
H	36.06
J	185.73
K	395.14
L	119.20

31,211.95 SQ.FT

EXCLUSIONS:

a	317.12 SQ.FT.
b	198.28

515.4 SQ.FT.

FINAL:	30,696.55 SQ.FT.
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JUNE 1 '15	ISSUED FOR OCC
NOV 5 '14	ISSUED FOR OPA
REV	DATE DESCRIPTION

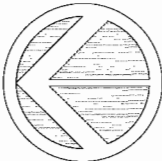
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Written permission shall be given in writing. Contractors shall verify all dimensions and areas. The Contractor shall be responsible for any errors, discrepancies, or omissions. The Contractor shall be responsible for any errors, discrepancies, or omissions. The Contractor shall be responsible for any errors, discrepancies, or omissions.

COWELL RICHMOND

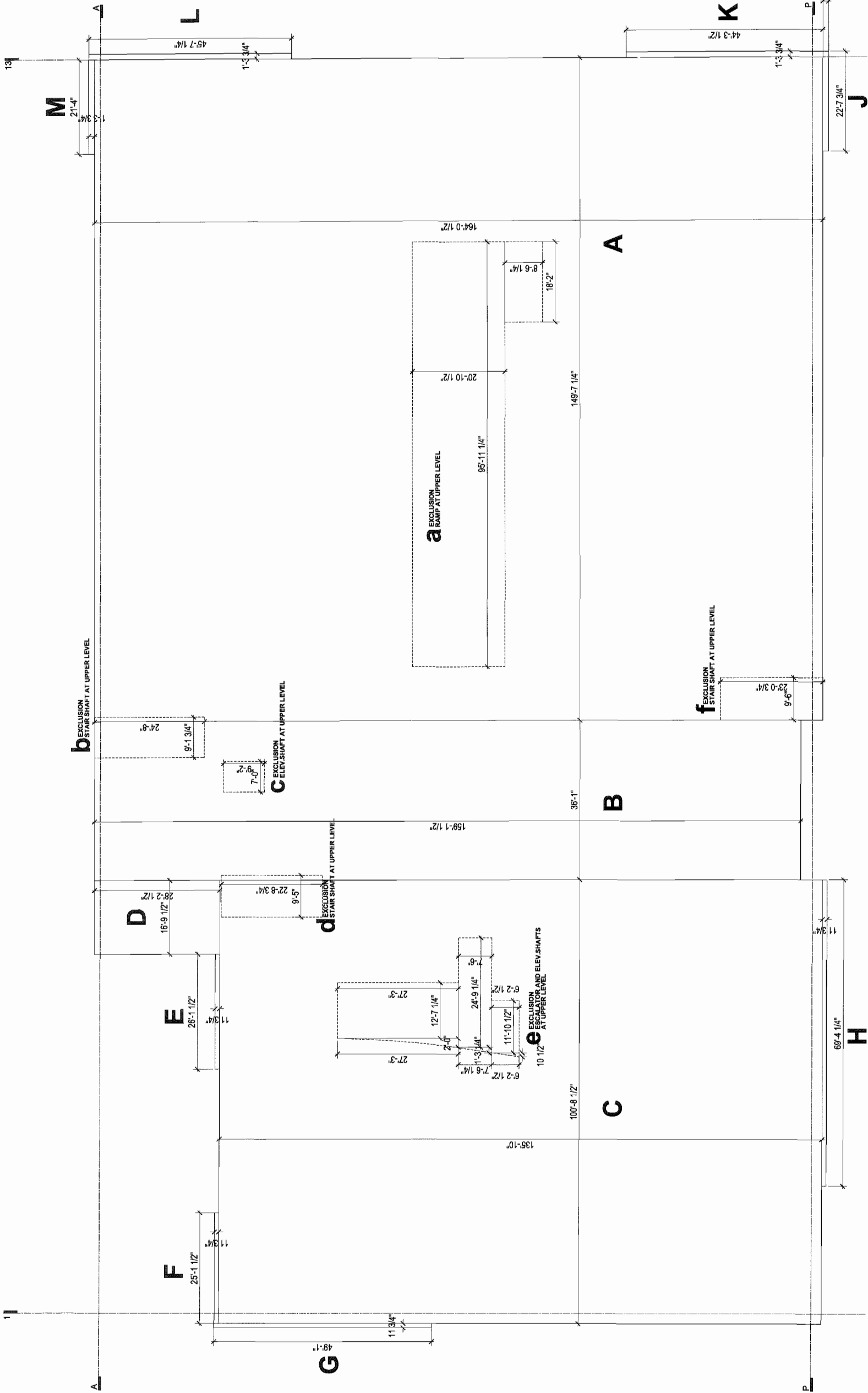
AUDI  
MAIN FLOOR PLAN  
FAR OVERLAY

SCALE: 3/32" = 1'-0" DATE: JULY 4, 2014 DRAWN: LW



OVERALL / TOTAL AREAS:	
MAIN	30,696.55 SQ.FT.
SECOND	41,256.57
THIRD	32,173.46
	104,126.58 SQ.FT
FAR CALCULATION:	
	104,126.58 SQ.FT. TOTAL FAR AREA OF AUDI BUILDING,
	9,673 M 2

A12



AREAS BY BLOCK:	
A	24,540.38 SQ.FT.
B	5,741.04
C	13,678.08
D	473.47
E	25.41
F	24.44
G	47.60
H	67.26
J	29.65
K	58.01
L	59.73
M	27.94

EXCLUSIONS:	
a	2,156.72 SQ.FT.
b	225.39
c	64.12
d	213.79
e	637.42
f	219.00

FINAL:	3,516.44 SQ.FT.
	41,256.57 SQ.FT.

REV	DATE	ISSUED FOR DPA	DESCRIPTION
-	NOV 5 '14		

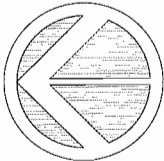
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Where Christopher shall have proceeded over scaled drawings, Contractor shall verify and be responsible for all dimensions and conditions on the job, shall request clarification of errors, discrepancies or omissions, information contained in contract drawings and specifications shall be used as the basis for construction. Contractor shall be responsible for any resulting improper work and the cost of rectification.

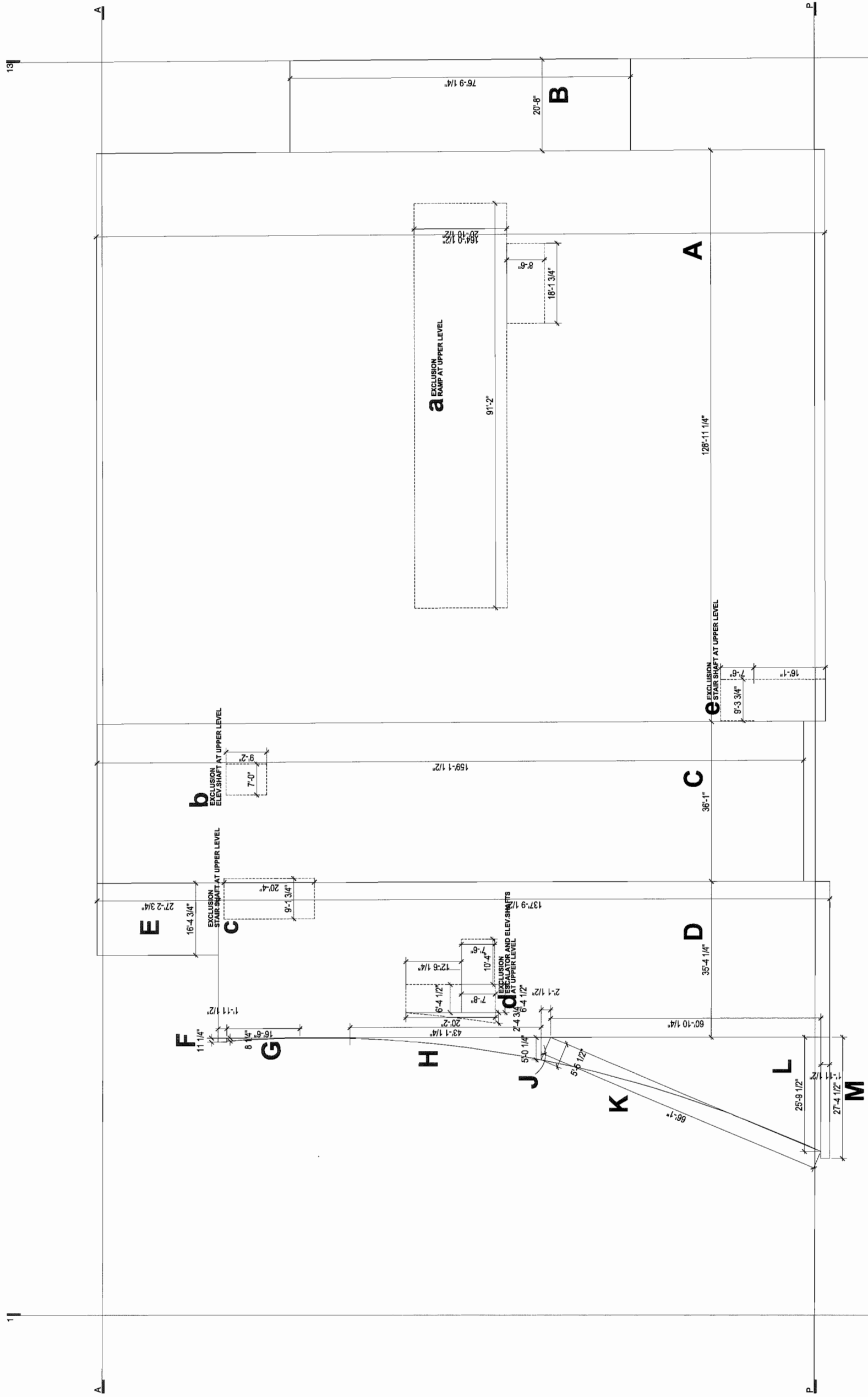
**COWELL RICHMOND**

**AUDI**  
**SECOND FLOOR PLAN**  
**FAR OVERLAY**

SCALE: 3/32" = 1'-0" DATE: XXX.XX DRAWN: XX



**A13**



**AREAS BY BLOCK:**  
A 21,149.67 SQ.FT.

B	1,586.06
C	5,741.04
D	4,870.87
E	446.13
F	1.81
G	5.61
H	108.18
J	5.32
K	108.06
L	784.66
M	53.37

**EXCLUSIONS:**  
a 2,056.69 SQ.FT.

b	64.12
c	185.81
d	230.12
e	222.58

**2,759.32 SQ.FT.**

**FINAL:**  
32,173.46 SQ.FT.

REV	DATE	DESCRIPTION	ISSUED FOR DPA
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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job; shall request clarification of errors, discrepancies, or doubtful information contained in contract drawings and documents. Failure to obtain such clarification renders the Contractor responsible for any additional masonry work and the cost of rectification.

**COWELL RICHMOND**

**AUDI  
THIRD FLOOR PLAN  
FEAR OVERLAY**

SCALE: 3/32" = 1'-0"      DATE: JULY 4 2014      DRAWN: LW



# A14





1	NOV/5 14	...
REVISION	DATE	DESCRIPTION

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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. shall request clarification of errors, discrepancies, or doubtful information contained in contract documents prior to construction. Contractors shall be responsible for obtaining all necessary permits and the cost of installation.

COWELL RICHMOND

JAGUAR LAND ROVER

Richmond BC

PERSPECTIVES

SCALE	DATE: OCT 9, 2014	DRAWN: J. J. J.
PROJECT NUMBER	214014	

A15

FILED IN: P:\Land Rover\Richmond\A15.dwg

PLOT DATE: 05/15/2015

PROJECT NUMBER: 214014

DRAWN: J. J. J.

CHECKED: J. J. J.

DATE: 05/15/2015

SCALE: 1/8" = 1'-0"

PROJECT: COWELL RICHMOND

SHEET: A15

TITLE: PERSPECTIVES

DATE: 05/15/2015

DRAWN: J. J. J.

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PROJECT: COWELL RICHMOND

SHEET: A15

TITLE: PERSPECTIVES

DATE: 05/15/2015

DRAWN: J. J. J.

CHECK



PERSON	DATE	DESCRIPTION
1	NOV 5 TH	--

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COWELL RICHMOND

JAGUAR LAND ROVER

Richmond BC

PERSPECTIVES

SCALE	DATE: OCT 9, 2014	DRAWN: JAWW
PROJECT NUMBER	214014	

A16

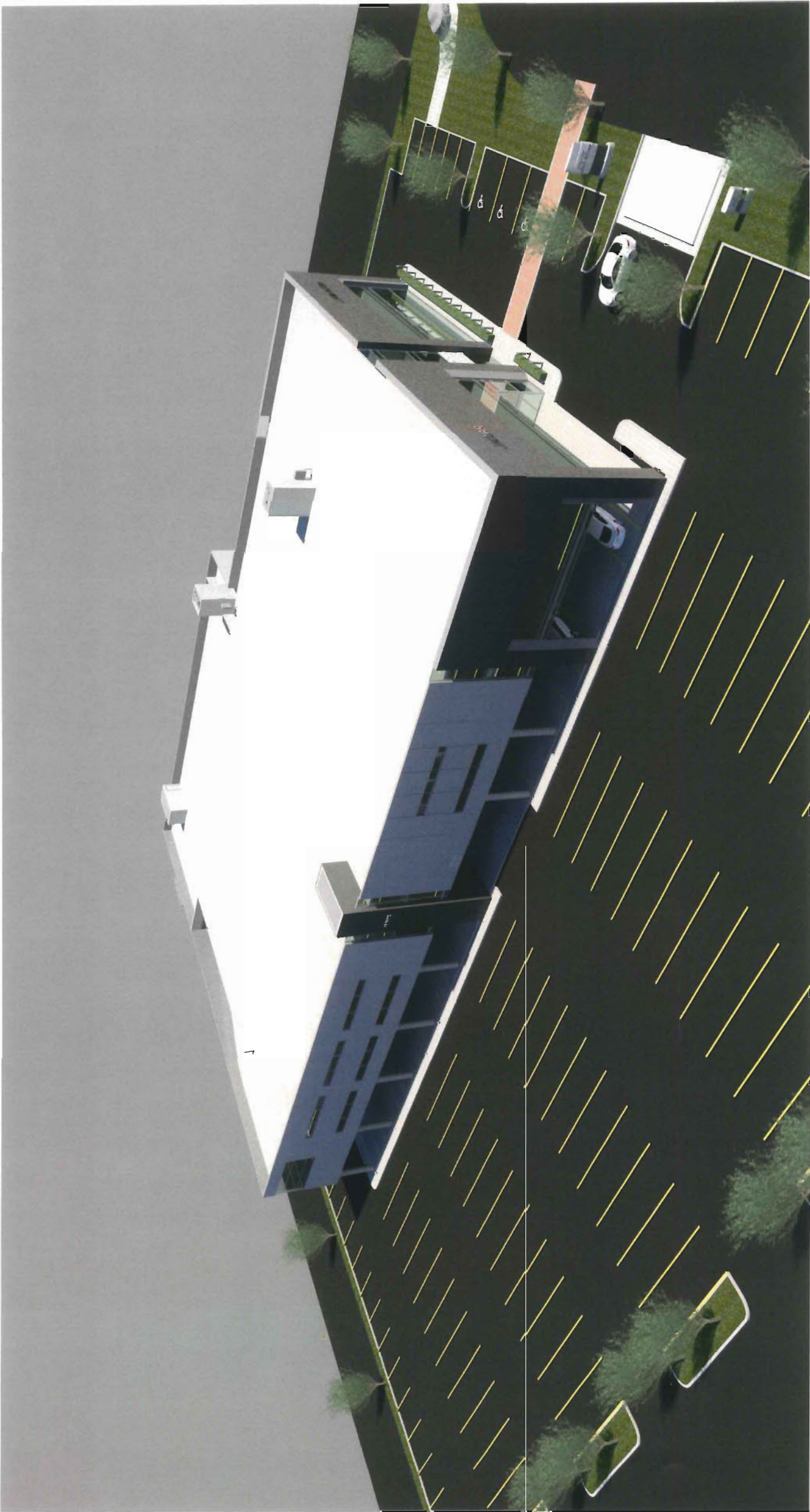
THE "PLAN" Printed Date: 14-676613/2015/07/15

JUL 15 2015

DP 14-676613

Plan # 15





REVISION	DATE	DESCRIPTION
1	NOV 5 '14	...

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When dimensions shall have precedence over scaled dimensions, Contractors shall verify and be responsible for all dimensions and conditions on the job shall impact the design and construction of the project. Christopher Bozyk Architects Ltd. shall not be responsible for any resulting impact work and the cost of rectification.

**COWELL RICHMOND  
JAGUAR LAND ROVER**

Richmond BC  
**AERIAL FROM NW**

SCALE \_\_\_\_\_ DATE: OCT 9, 2014 DRAWN: Author  
PROJECT NUMBER \_\_\_\_\_ 218014

**A17**

FILE: A17 - Plan - Aerial - Jaguar Land Rover - 2014.dwg PLOT DATE: 2015/07/15 14:33:00

**Plan #16**

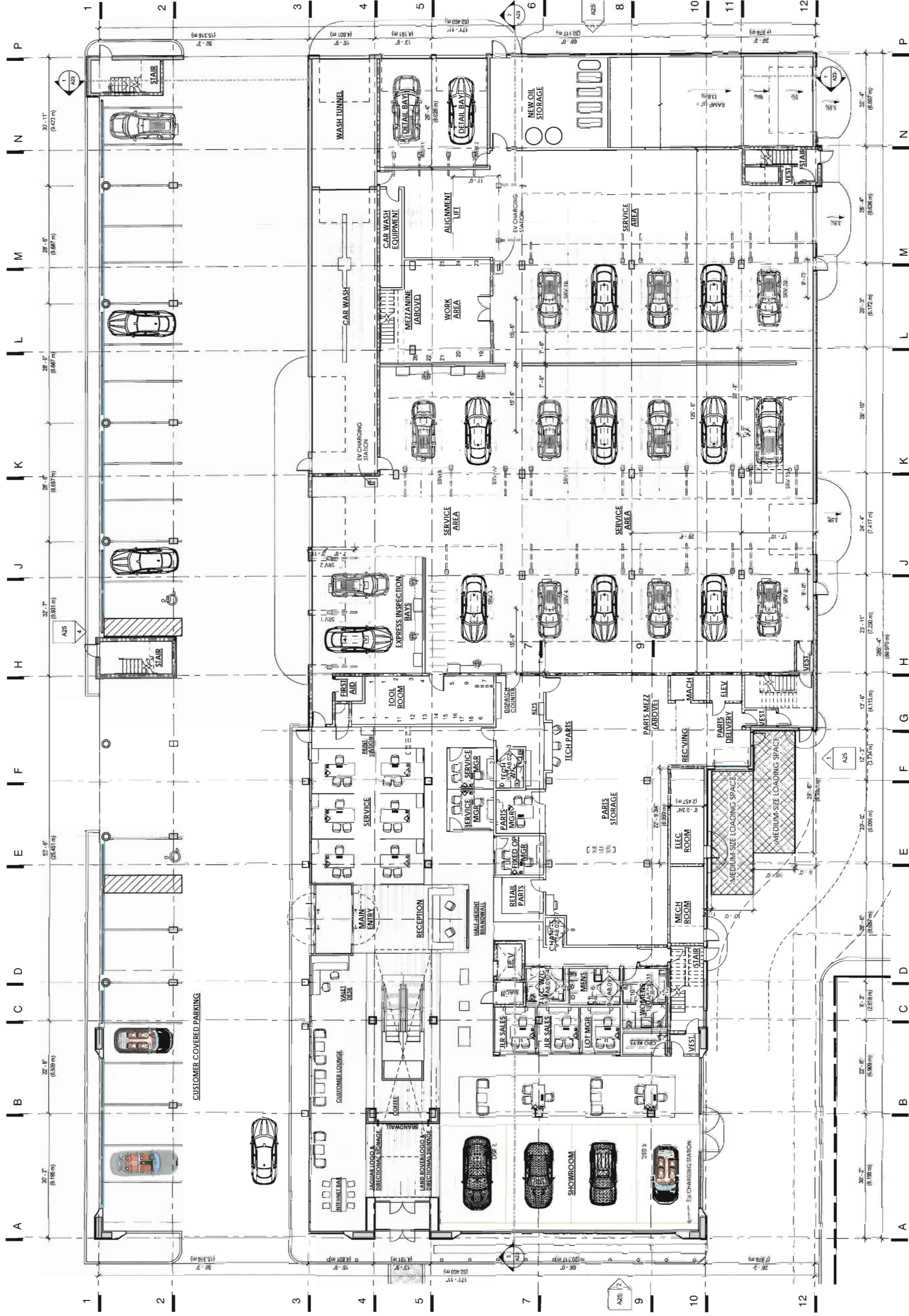
**JUL 15 2015**

**DP 14-676613**









3	JUN 26 '15	RE-ISSUE FOR DPA
2	MAR 20 '15	RE-ISSUE FOR DPA
1	NOV 5 '14	...
REVISION	DATE	DESCRIPTION

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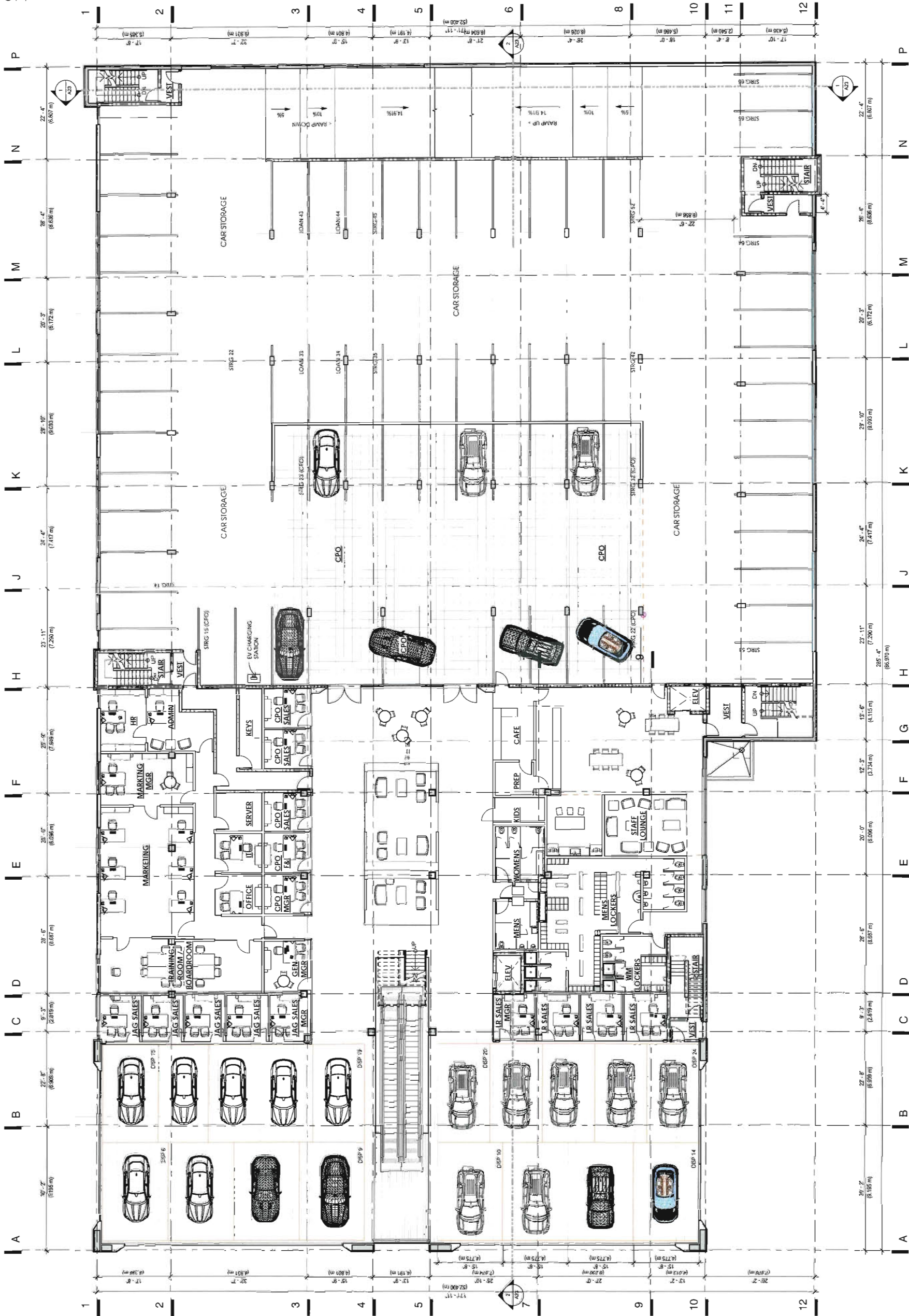
**COWELL RICHMOND  
JAGUAR LAND ROVER**

5680 Parkway Crescent Richmond, BC

## **MAIN FLOOR PLAN**

SCALE 3/32" = 1'-0" DATE: JUN 02, 2015 DRAWN: DR  
PROJECT NUMBER 214014





REVISION	DATE	DESCRIPTION
1	NOV 5 14	
2	MAR 20 15	RE-ISSUE FOR DPA
3	JUN 28 15	RE-ISSUE FOR DPA

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When dimensions shall have precedence over scaled dimensions, Contractors shall verify and be responsible for all dimensions and corrections on the job, shall request clarification of any dimensions or details from the Architect prior to construction, and shall be responsible for any resulting improper work and the cost of rectification.

## COWELL RICHMOND JAGUAR LAND ROVER

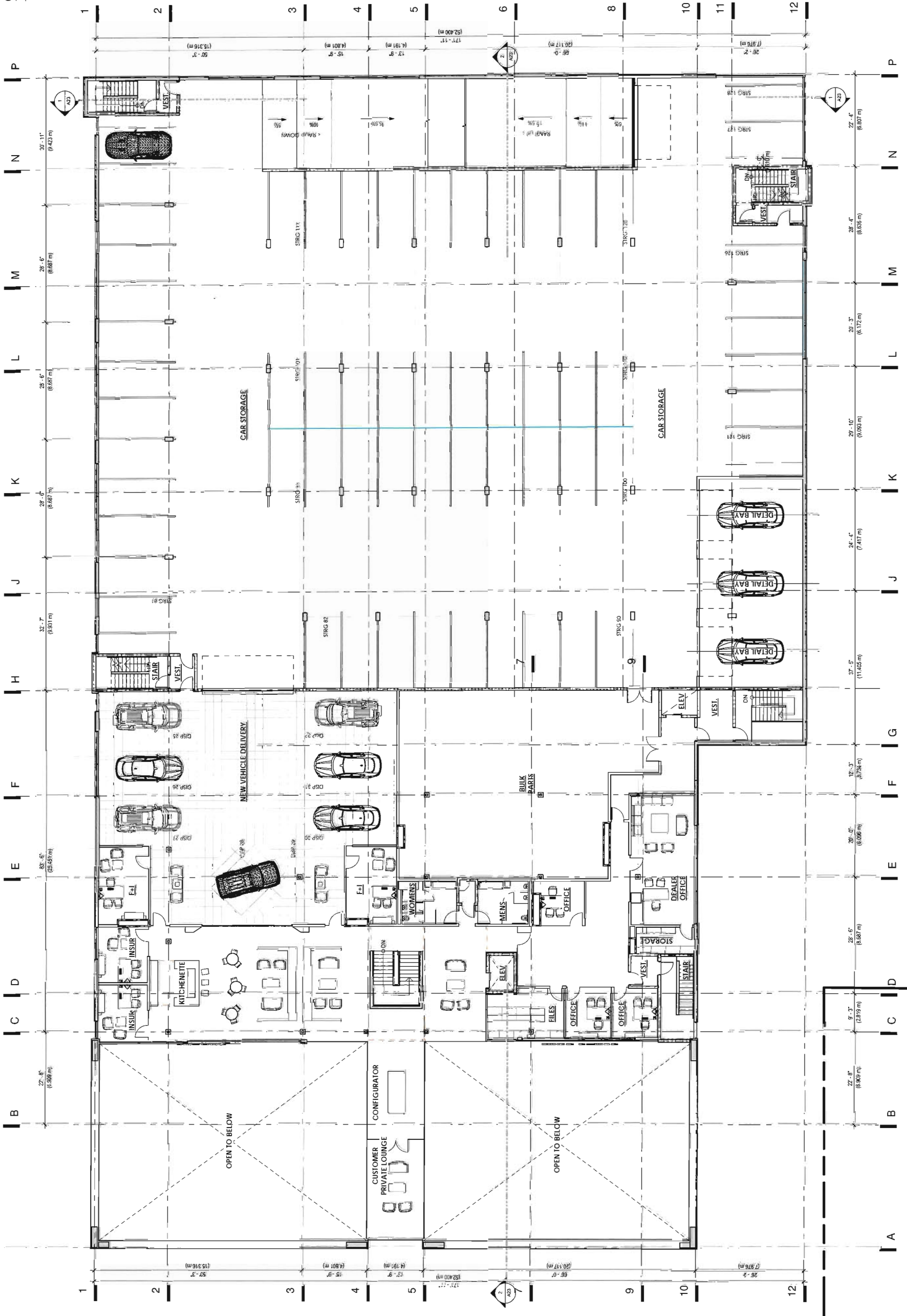
5680 Parkwood Crescent Richmond, BC  
**SECOND FLOOR PLAN**

SCALE 3/32" = 1'-0"  
DATE: JUN 02 2015  
DRAWN: DR  
PROJECT NUMBER 214014

# A20

Plan #19

JUL 15 2015  
DP 14-676613



3	JUN 26 '15	RE-ISSUE FOR DPA
2	MAR 20 '15	RE-ISSUE FOR DPA
1	NOV 5 '14	...
REVISION	DATE	DESCRIPTION

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## COWELL RICHMOND JAGUAR LAND ROVER

### THIRD FLOOR PLAN

SCALE: 3/32" = 1'-0"  
DATE: JUN 02, 2015  
PROJECT NUMBER: 214014

# A21

115 PARK CROWNMANAGEMENT.COM VANCOUVER

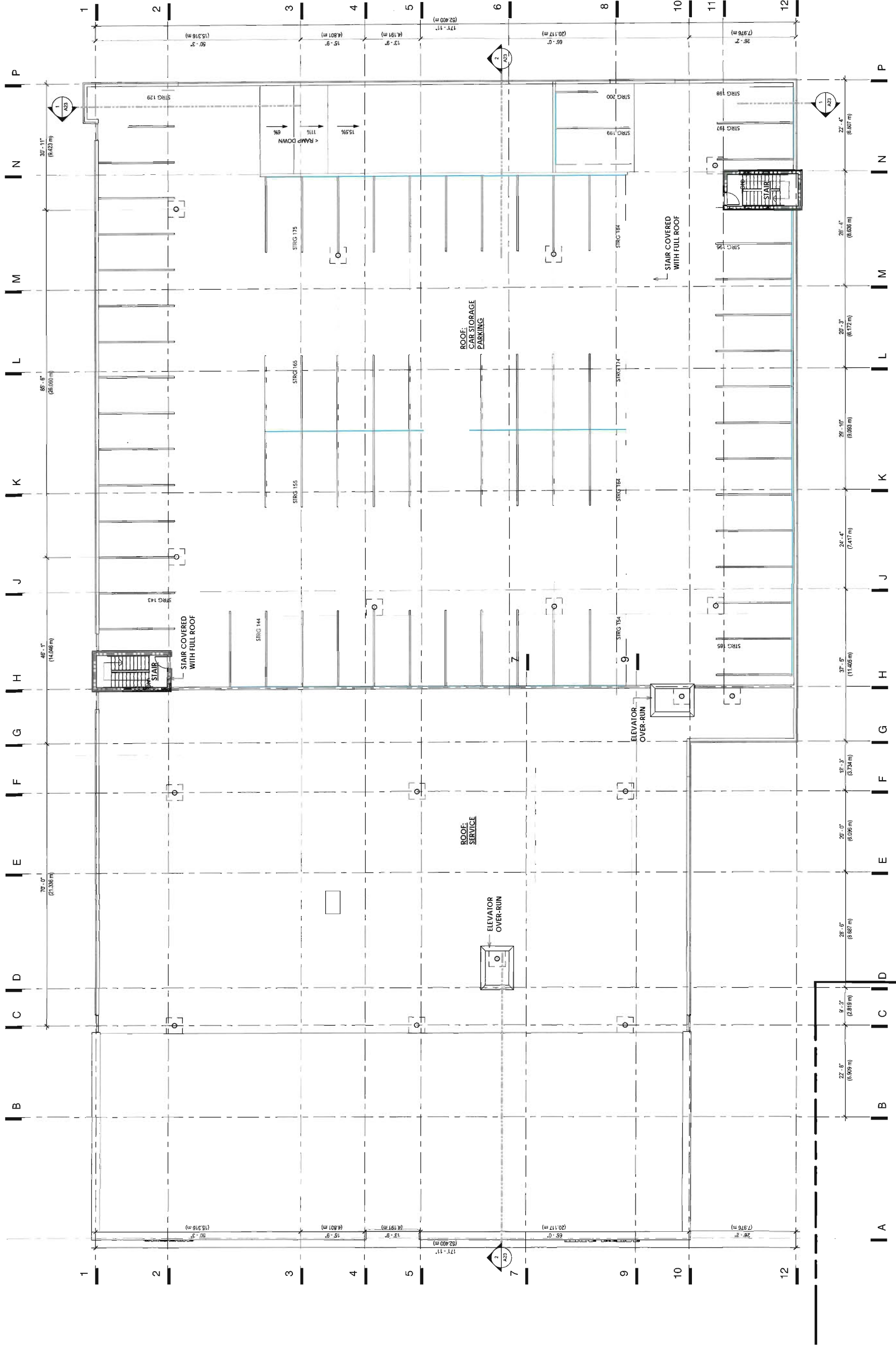
POST DATE: 07/05/2015

JUL 15 2015

DP 14-676613

Plan # 20





3	JUN 26 15	REISSUE FOR DPA
2	MAR 20 15	REISSUE FOR DPA
1	NOV 5 14	...
REVISION	DATE	DESCRIPTION

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Written dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. All requests for changes or modifications must be submitted in writing to Christopher Bozyk Architects Ltd. and approved in writing by the architect. Failure to obtain such verification renders the Contractor responsible for any existing improper work and the cost of rectification.

COWELL RICHMOND  
JAGUAR LAND ROVER

5860 Parkwood Crescent Richmond, BC

ROOF PLAN

SCALE: 3/32" = 1'-0" DATE: JAN 02, 2015 DRAWN: DR  
PROJECT NUMBER: 214014

A22

FILE NAME: C:\Projects\New\A22\A22.dwg USER: S.Bozyk

PLT FILE: C:\Projects\New\A22\A22.plt

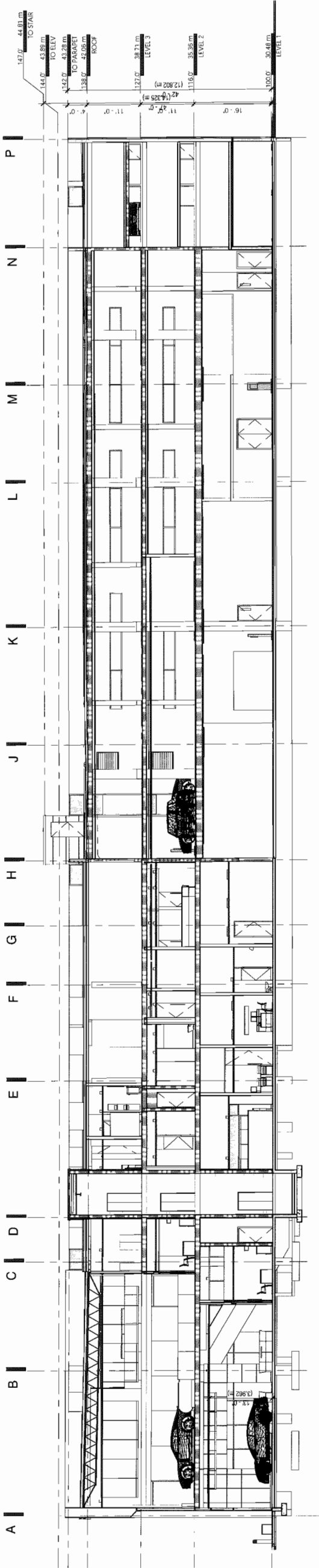
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DATE: 01/02/2015

PLAN # 21

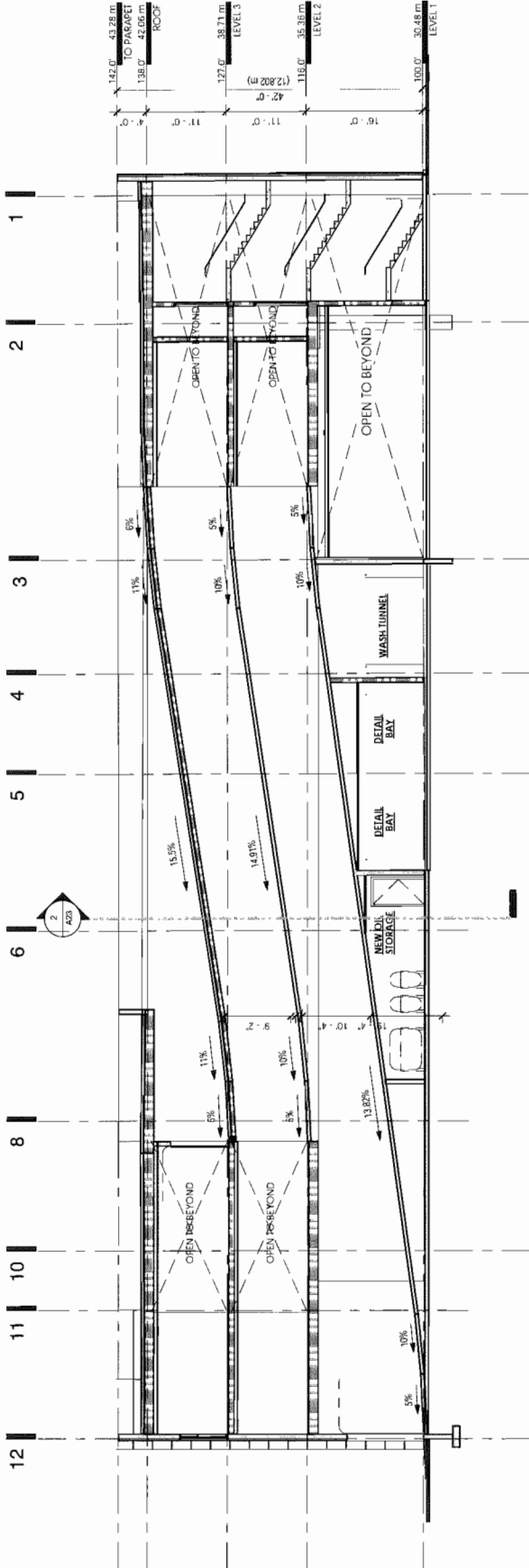
JUL 15 2015

DP 14-676613



2 LONGITUDINAL SECTION

3/32" = 1'-0"



1 RAMP SECTION

3/32" = 1'-0"

3	JUN 28 '15	RE-SUBMIT FOR DPA
2	MAY 20 '15	RE-SUBMIT FOR DPA
1	NOV 5 '14	---

REVISION DATE DESCRIPTION

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When dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the job. They request that the architect be notified immediately of any discrepancies between the drawings and documents. Failure to obtain such notification renders the Contractor responsible for any resulting improper work and the cost of rectification.

## COWELL RICHMOND JAGUAR LAND ROVER

5680 Parkwood Crescent Richmond, BC

### SECTIONS

SCALE 3/32" = 1'-0" DATE: JUN 02, 2015 DRAWN: DR  
PROJECT NUMBER 214014

A23

FILE PATH: C:\projects\5680 Parkwood Crescent\A23 - Sections.dwg

PLOT DATE: 06/29/2015 09:41

JUL 15 2015

DR 14-676613

Plan #22

- 1

ATM SANDWICH PANEL BY ALUCOBOND 4" 1/2" REVEALS 9743 LR GRAY METALLIC II DP OF
- 2

ACM SANDWICH PANEL BY ALUCOBOND 4" 1/2" REVEALS, SUNRISE SILVER METALLIC COOL 39
- 3

MTL CORRUGATED CLADDING PANEL RAL 5005
- 4

CAST IN PLACE CONCRETE 3/4" 1/2" REVEALS COOL GREY PAINT
- 5A

CLEAR DOUBLE GLAZING, LOW E, TEMPERED WHERE REQUIRED, CLEAR ANODIZED ALUMINUM CURTAIN WALL
- 5B

DOUBLE GLAZED SPANDREL GLASS, FRAMING COAT IN GREY TO MATCH SILVER METALLIC PANEL
- 6

CLEAR ANODIZED ALUMINUM CURTAIN WALL
- 7

INSULATED STEEL ON ROLLING DOORS MULTI-RIBBED PAINTED FINISH RAL 5006
- 8

INSULATED STEEL DOORS RAL 5005, SUNSHINE GREY FRAME
- 9

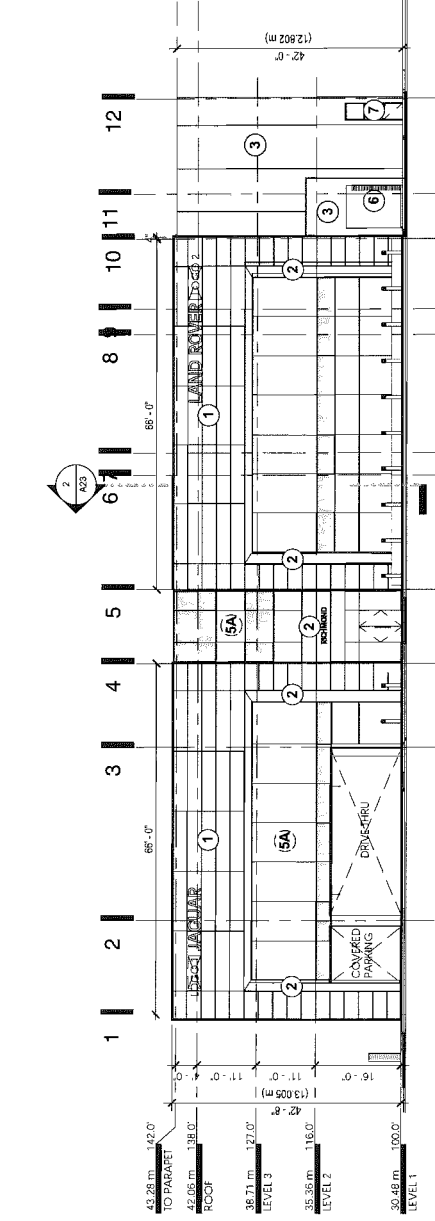
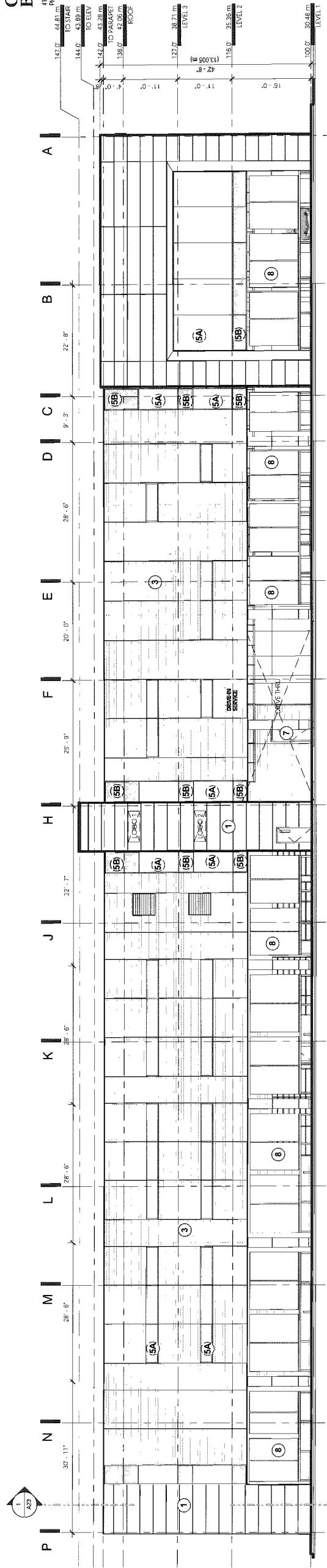
1/2" LAMINATED CLEAR GLAZING CLEAR ANODIZED ALUMINUM CONNECTIONS
- 10

PAINTED GALVANIZED HSS GIRT / POST, COLOUR TO MATCH WINDOW MULLION

4

NORTH ELEVATION

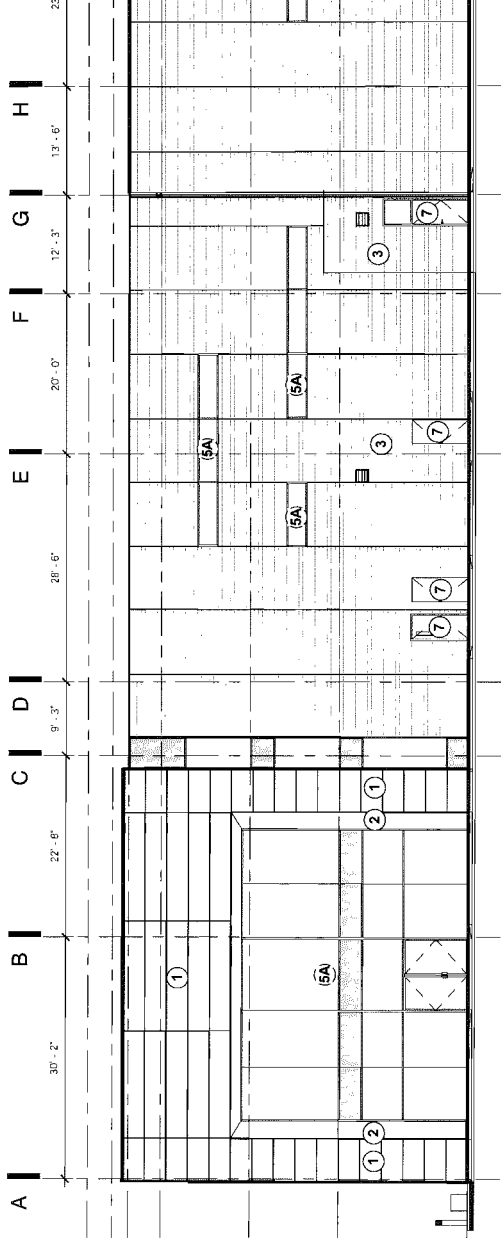
3/32" = 1'-0"



2

WEST ELEVATION

1/16" = 1'-0"



1

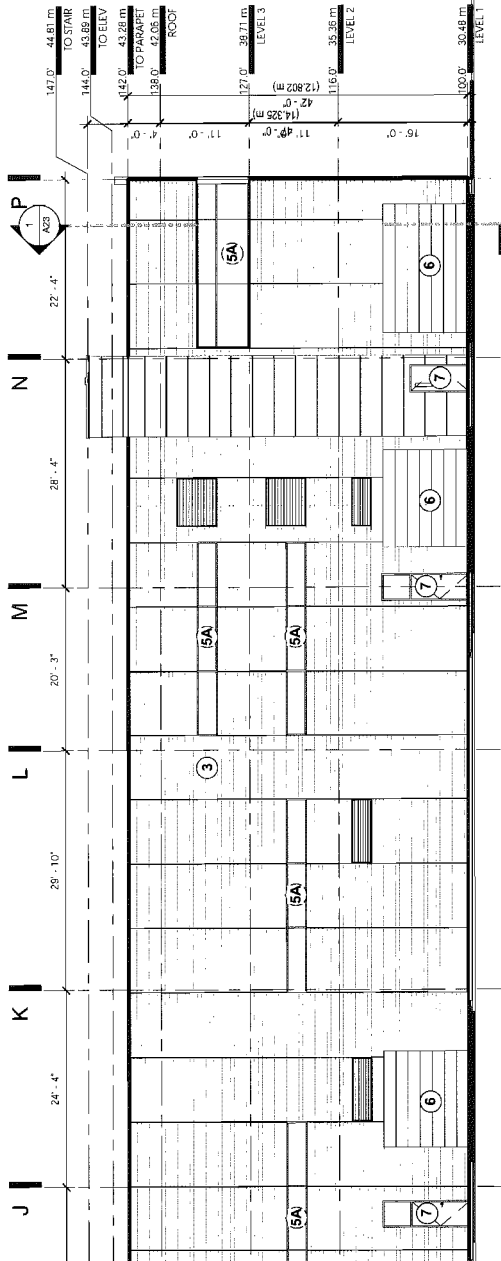
SOUTH ELEVATION

3/32" = 1'-0"

3

EAST ELEVATION

1/16" = 1'-0"



COWELL RICHMOND

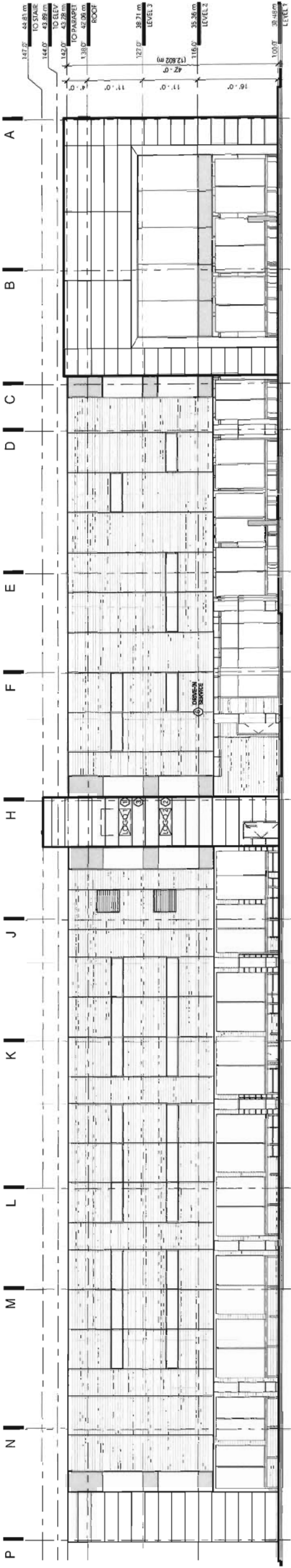
JAGUAR LAND ROVER

5680 Parkwood Crescent Richmond, BC

ELEVATIONS

SCALE: As Indicated DATE: JUN 02, 2015 DRAWN: DR PROJECT NUMBER: 714014





4 NORTH SIGNAGE  
3/32" = 1'-0"

- 1

CORPORATE LOGO 1 "JAGUAR"  
1400x700mm MOULDED CORPORATE LOGO  
LED EDGE ILLUMINATED
- 2

CORPORATE LOGO 2 "LAND ROVER"  
1400x700mm MOULDED CORPORATE LOGO  
LED EDGE ILLUMINATED
- 3

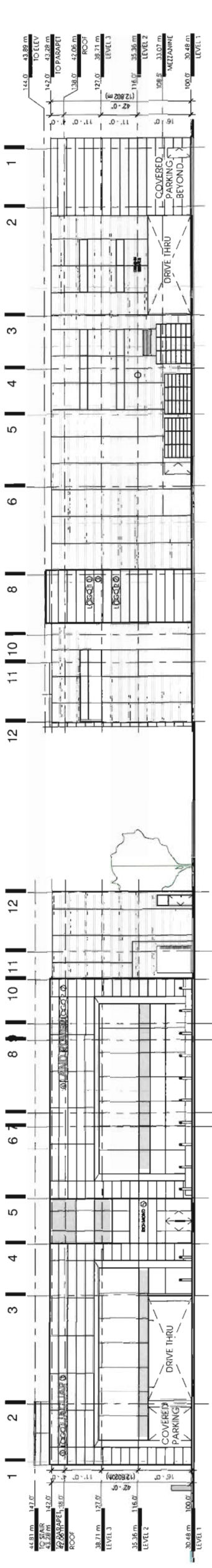
JAGUAR  
LOGO 1 WORDMARK "JAGUAR"  
700mm HIGH MOULDED CORPORATE WORDMARK  
LED EDGE ILLUMINATED
- 4

LAND ROVER  
LOGO 2 WORDMARK "LAND ROVER"  
700mm HIGH MOULDED CORPORATE WORDMARK  
LED EDGE ILLUMINATED
- 5

COWELL RICHMOND  
DEALER SIGNAGE "COWELL RICHMOND"  
ALUMINUM CHANNEL LETTERS w/  
OPAL ACRYLIC FACED IN GLOSS BLACK  
LED EDGE ILLUMINATED
- 6

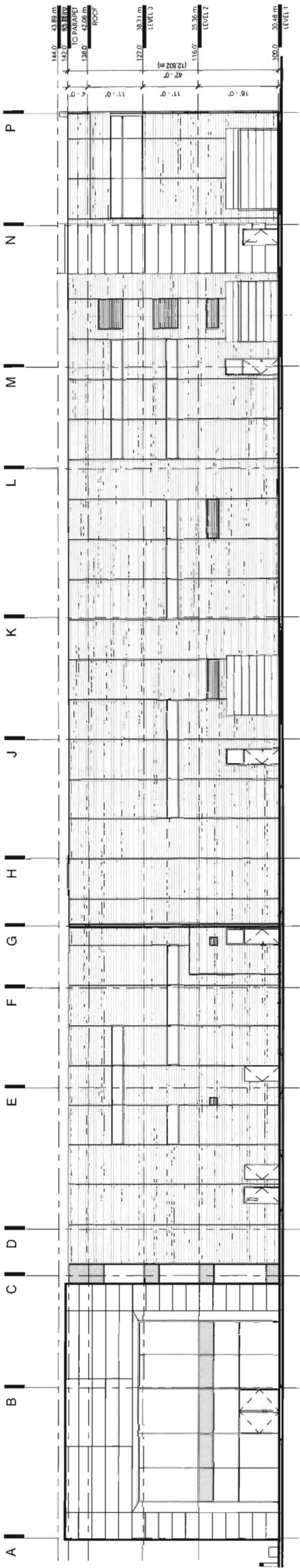
FACILITY SIGN  
FACILITY SIGN "DRIVE-IN SERVICE"  
SILVER VINYL TEXT
- 7

PYLON SIGN  
PYLON SIGN "JAGUAR / LAND ROVER"  
2100x6300mm MOULDED CORPORATE  
LOGO & WORDMARK FOR EACH BRAND  
LED EDGE ILLUMINATED  
LOCATED ON SW CORNER @ DRIVE LEDDOWN  
(SEE SITE PLAN)



2 WEST SIGNAGE  
1/16" = 1'-0"

3 EAST SIGNAGE  
1/16" = 1'-0"



1 SOUTH SIGNAGE  
3/32" = 1'-0"

COWELL RICHMOND  
JAGUAR LAND ROVER

5880 Parkwood Crescent Richmond, BC

SIGNAGE ELEVATIONS

SCALE: As Indicated      DATE: JUN 02, 2015      DRAWN: Author

PROJECT NUMBER: 214014

A25

Plan # 24





Vertical dimensions shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and/or offsets on the job. See the general clarification of errors, discrepancies, or conflicting information contained in contract drawings and documents. Failure to obtain and clarification render the Contractor responsible for any resulting incorrect work and/or the cost of rectification.

5680 Parkwood Crescent Richmond, BC

SCALE: 3/32" = 1'-0" DATE: JUN 02, 2015 DRAWN: AUBREY  
PROJECT NUMBER 214014

FROM: (202) 635-2333

1111 1 E 2015

02-4-676613











