City of Richmond

Agenda

Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, July 24, 2019
3:30 p.m.

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on July 10, 2019.

1. DEVELOPMENT PERMIT 17-775868
(REDMS No. 6203255)

APPLICANT: McDonald's Restaurant of Canada Ltd.

PROPERTY LOCATION: 8140 No. 2 Road

Director's Recommendations

That a Development Permit be issued which would:

1. ***permit the construction of minor building additions, exterior renovations, and the installation of a dual drive-through lane system at the existing McDonald's restaurant at 8140 No. 2 Road on a site zoned "Community Commercial (CC)"; and***
2. ***vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior (south) side yard from 6.0 m to 2.0 m for a detached accessory building containing garbage and recycling facilities.***

2. New Business

ITEM

3. Date of Next Meeting: August 14, 2019

ADJOURNMENT

City of Richmond

Minutes

Development Permit Panel
Wednesday, July 10, 2019

Time:	3:30 p.m.
Place:	Council Chambers Richmond City Hall
Present:	John Irving, Chair Cecilia Achiam, General Manager, Community Safety Peter Russell, Director, Sustainability and District Energy

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

Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on June 26, 2019 be adopted.

CARRIED

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

APPLICANT:	IBI Architects (Canada) Inc. on behalf of South Coast British Columbia Transportation Authority (TransLink)
PROPERTY LOCATION:	6302 No. 3 Road and 6411 Buswell Street

INTENT OF PERMIT:

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

Applicant's Comments

Salim Narayanan, IBI Group Architects, with the aid of a visual presentation (attached to and forming part of these Minutes as Schedule 1) briefed the Panel regarding the features of the proposed acoustic screen adjacent to the townhouses within the Emporio Building located on the northeast of the proposed Bus Mall and highlighted the following:

- the proposed acoustic screen will be 12 feet high and approximately 90 feet long;
- noise within the line of sight to buses in the Bus Mall through the proposed acoustic barrier would be reduced by 5 to 10 decibels (dB); and
- the expected noise level of the fourth floor rooftop patios of townhouses within the Emporio Building will be from 55db to 60db which is similar to the typical noise levels for a townhouse facing the street.

Engineer Aaron Peterson, Brown Strachan Associates, noted that the estimated noise level of the fourth floor rooftop patios is 55dB and will not be reduced by the proposed acoustic screen; however, the existing balustrade around the rooftop patios provides a noise buffer.

Mr. Peterson further noted that the City's Official Community Plan (OCP) requirements for interior noise level for the Emporio townhouses could be met without the proposed acoustical screen which provides an additional noise buffer for interior spaces beyond the City's requirements.

Staff Comments

Wayne Craig, Director, Development, noted that (i) staff have verified the acoustical measures for the Emporio Building, and (ii) staff support the use of the subject site for the construction of a Bus Mall which is consistent with the City Centre Area Plan (CCAP).

Panel Discussion

In reply to queries from the Panel regarding the provision of washroom facilities for the proposed Bus Mall, Mr. Craig advised that (i) temporary washroom facilities for transit operators are provided within the Mandarin development directly to the north of the Bus Mall, (ii) permanent washroom facilities for transit operators and the public are planned to be incorporated into the future redevelopment of the Translink-owned property at 6411 Buswell Street, located directly to the east of the Bus Mall, (iii) the existing employee washroom at the Canada Line Brighouse Station is made available to the public upon request to Translink employees, and (iii) Translink is currently reviewing how public washrooms could be integrated into all major transit facilities.

In reply to a query from the Panel, Mr. Craig noted that there is no clear timeline for the redevelopment of the Translink-owned property at 6411 Buswell Street.

In reply to a query from the Panel, Mr. Narayanan confirmed that the temporary washroom facilities within the Mandarin development are exclusively for the use Translink employees and additional washroom facilities will be provided in the future redevelopment of 6411 Buswell Street.

As a result of the discussion, staff were directed to discuss the timeline for the future redevelopment of 6411 Buswell Street with Translink staff.

In reply to a query from the Panel regarding the determination of Bus Mall noise levels, Mr. Peterson confirmed that their acoustical study referenced the interior design criteria of the Canada Home Mortgage Corporation (CHMC) and that actual bus noise measurements were conducted in a Translink bus exchange in North Vancouver. In addition, Mr. Peterson noted that the determination of the expected bus noise level in the proposed Bus Mall was based on a worst case scenario with all diesel buses.

In reply to further queries from the Panel, Mr. Peterson noted that (i) the proposed acoustic screen was intended to provide an acoustic buffer to possible Bus Mall noise, e.g. noise from bus tires and diesel engines, for the lower levels of the Emporio townhouses directly facing the Bus Mall and not for the townhouses' rooftop patios, and (ii) the original design of the Emporio Building was intended to achieve the City's interior design criteria.

In reply to a query from the Panel, Mr. Narayanan acknowledged that further improvements to the design of the proposed acoustic screen, e.g., adding another layer for the acoustic screen, could be considered by Translink should the expected noise reduction not be achieved by the current design of the acoustic screen.

In reply to queries from the Panel, Chit Vyas, Translink, confirmed that mechanisms are currently in place, such as the conduct of regular inspections by Translink supervisors, to ensure bus operators' compliance with Translink's vehicle idling policy that limits vehicle idling for three minutes. In addition, Mr. Vyas acknowledged that complaints from the public are fully attended to by Translink, and Translink would address the design of the acoustic screen if it did not perform to the acoustic standards outlined by the acoustic engineer.

In reply to a query from the Panel regarding Translink's initiatives to address noise concerns of Emporio Building residents, Mr. Vyas confirmed that (i) Translink organized a meeting with the Strata Council of Emporio Building prior to the June 26, 2019 meeting of the Development Permit Panel; however, some residents were not able to attend, (ii) Translink offered to organize another meeting but was deemed not necessary by the Strata Council, and (iii) Translink directly contacted Mr. Jett Tung, an Emporio Building resident, and exchanged email messages with him to address his concerns regarding possible Bus Mall noise impacts on townhouses.

Gallery Comments

None.

Correspondence

Jett Tung, 6351 Buswell Street, including email responses from Drew Ferrari and Chit Vyas, Translink, and Aaron Peterson, Brown Strachan Associates (Schedule 2)

Mr. Craig advised that staff circulated the subject correspondence to the City Clerk's Office to form part of the record of the July 10, 2019 meeting of the Panel.

In reply to a query from the Panel, Mr. Craig acknowledged that Mr. Tung's concerns were responded to by the applicant.

Panel Discussion

The Panel expressed support for the project and appreciated the applicant's provision of additional information regarding the proposed acoustical measures to mitigate noise in the Bus Mall, willingness to introduce additional noise mitigation measures if necessary, and efforts to address neighbouring residents' concerns identified at the Panel's previous meeting.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

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

CARRIED

2. Date of Next Meeting: July 24, 2019

3. Adjournment

It was moved and seconded
That the meeting be adjourned at 3:55 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, July 10, 2019.

John Irving
Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, July 10, 2019.

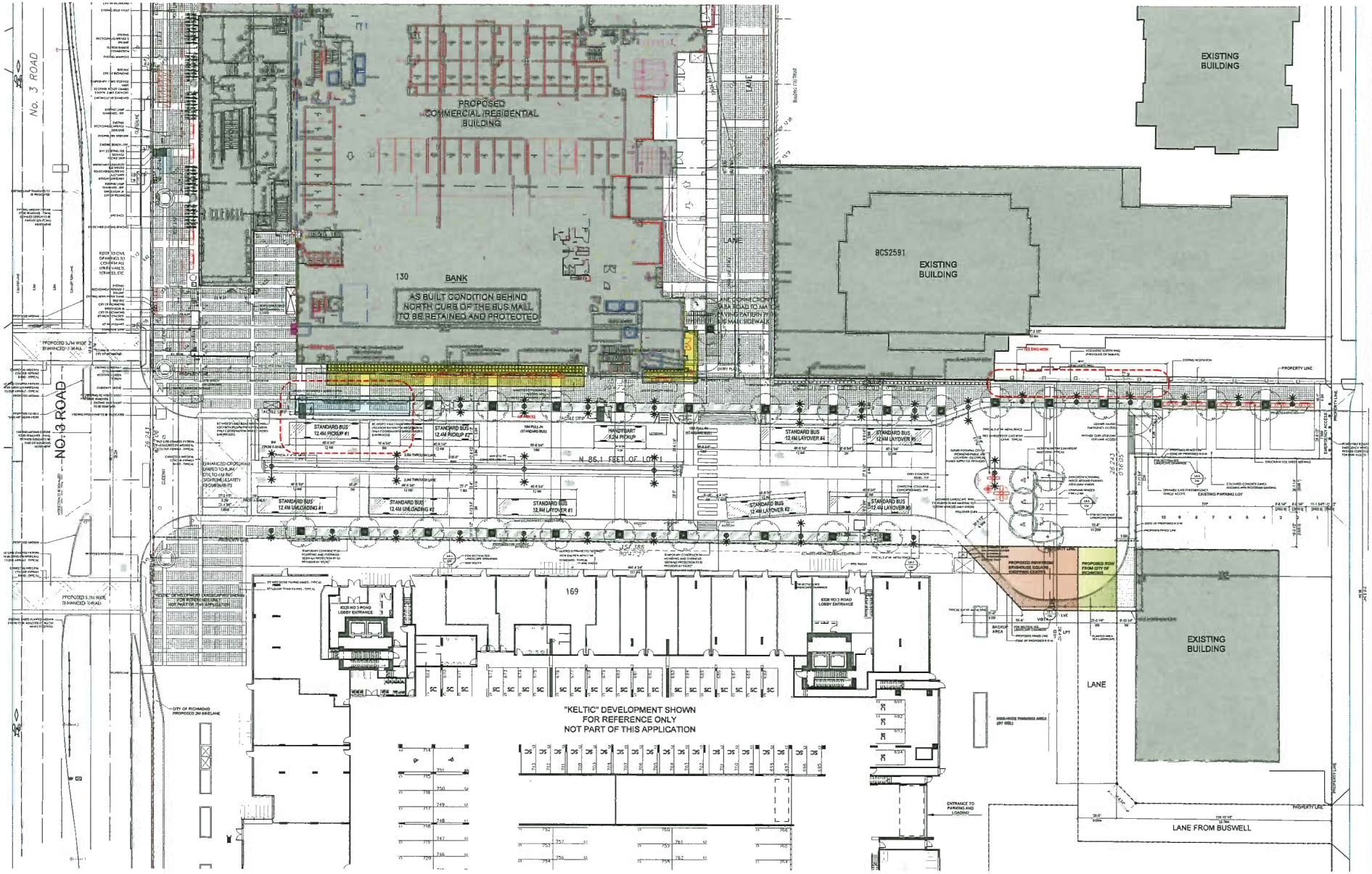
RICHMOND-BRIGHOUSE BUS MALL

6302 No 3 Road, Richmond

DEVELOPMENT PANEL MEETING

JULY 10, 2019

Westminster Hwy
Westminster Hwy
Westminster Hwy
Minoru Blvd
No 3 Rd
No 3 Rd
No 3 Rd
Cambie Rd
Cambie Rd
Sexsmith Rd
Garden City Rd
Garden City Rd
Gilbert Rd
Gilbert Rd
Lansdowne Rd
Lansdowne Rd
Alderbridge Way
Alderbridge Way
Capstan Way
Capstan Way
Sexsmith Rd
Sexsmith Rd
Cedar Dr
Cedar Dr
Cedar Dr
Cedar Dr
Park Rd
Park Rd
Park Rd



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ibigroup.com

TRANSLINK

BUS MALL LAYOUT

SCALE: 3/64"=1'-0"

6302 No 3 ROAD, RICHMOND
DEVELOPMENT PERMIT RE-SUBMISSION
July 10, 2019

A0004

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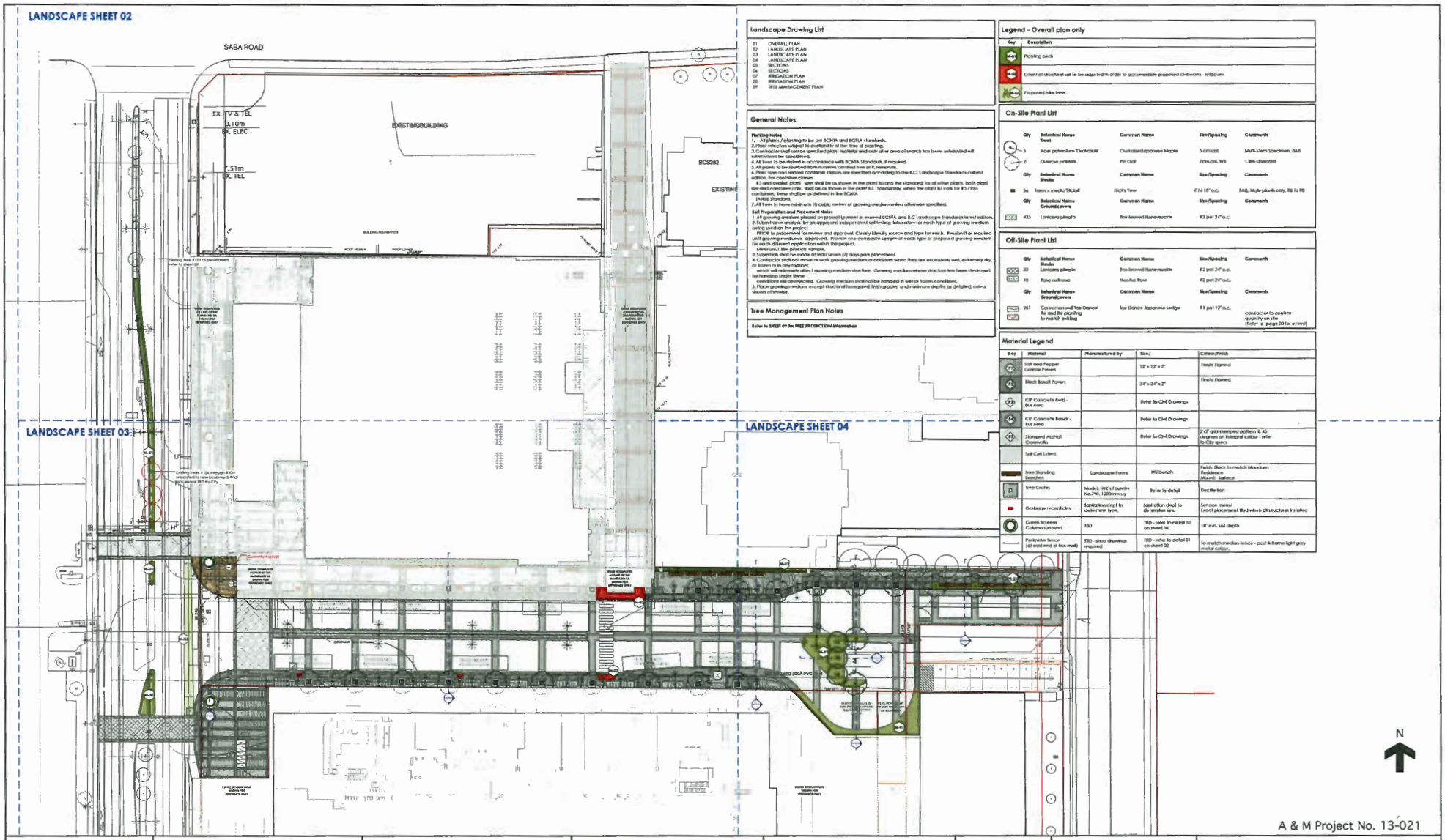
TRANSLINK

BUS MALL

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



Landscape Drawing List

01	OVERALL PLAN
02	LANDSCAPE PLAN
03	LANDSCAPE PLAN
04	LANDSCAPE PLAN
05	SECTIONS
06	SECTIONS
07	IRRIGATION PLAN
08	IRRIGATION PLAN
09	TREE MANAGEMENT PLAN

General Notes

Planting Notes

1. All plant / planting to be per BCNA and BCSLA standards.
2. Plant selection subject to availability at the time of planting.
3. Contractor shall source specified plant material and only offer area of search has been exhausted will substitutions be considered.
4. All trees to be staked in accordance with BCNA Standards, if required.
5. All plants to be sourced from nurseries certified free of P. ramorum.
6. Plant sizes and related container classes are specified according to the B.C. Landscape Standards current edition. For container classes

#3 and smaller, plant sizes shall be as shown in the plant list and the standard; for all other plants, both plant size and container code shall be as shown in the plant list. Specifically, when the plant list calls for #3 class containers, these shall be as defined in the BCNA (2002) Standard.

7. All trees to have minimum 10 cubic metres of growing medium unless otherwise specified.

Soil Preparation and Placement Notes

1. All growing medium placed on project to meet or exceed BCNA and B.C Landscape Standards latest edition.
2. Submit sieve analysis by an approved independent soil testing laboratory for each type of growing medium being used on the project

PRIOR to placement for review and approval. Clearly identify source and type for each. Resubmit as required until growing medium is approved. Provide one composite sample of each type of proposed growing medium for each different application within the project.

Minimum 1 litre physical sample.

3. Submittals shall be made at least seven (7) days prior placement.
4. Contractor shall not move or work growing medium or additives when they are excessively wet, extremely dry, or frozen or in any manner

which will adversely affect growing medium structure. Growing medium whose structure has been destroyed by handling under these

conditions will be rejected. Growing medium shall not be handled in wet or frozen conditions.

5. Place growing medium, except structural to required finish grades and minimum depths as detailed, unless shown otherwise.

Tree Management Plan Notes

Refer to SHEET 09 for TREE PROTECTION information

Legend - Overall plan only

Key	Description
	Planting beds
	Extent of structural soil to be adjusted in order to accomodate proposed civil works - linkdown
	Proposed bike lane

On-Site Plant List

Qty	Botanical Name Trees	Common Name	Size/Spacing	Comments
3	Acer palmatum 'Osakazuki'	Osakazuki Japanese Maple	5 cm cal.	Multi-Stem Specimen, B&B
21	Quercus palustris	Pin Oak	7cm cal. WB	1.8m standard
Qty	**Botanical Name Shrubs**	**Common Name**	**Size/Spacing**	**Comments**
56	Ilex x meserva 'Blue Prince'	Blue Prince Holly	4' ht/ 18" o.c.	B&B, Male plants only, fill to fill
Qty	**Botanical Name Groundcovers**	**Common Name**	**Size/Spacing**	**Comments**
433	Lonicera pileata	Box-leaved Honeysuckle	#2 pot 24" o.c.	

Off-Site Plant List

Qty	Botanical Name Shrubs	Common Name	Size/Spacing	Comments
32	Lonicera pileata	Box-leaved Honeysuckle	#2 pot 24" o.c.	
18	Rosa nutkana	Nootka Rose	#2 pot 24" o.c.	
Qty	**Botanical Name Groundcovers**	**Common Name**	**Size/Spacing**	**Comments**
261	Carex morrowii 'Ice Dance' fte and fte planting to match existing	Ice Dance Japanese sedge	#1 pot 12" o.c.	contractor to confirm quantity on site (Refer to page 03 for extent)

Material Legend

Key	Material	Manufactured by	Size /	Colour/Finish
	Salt and Pepper Granite Pavers		12" x 12" x 2"	Finish: Flamed
	Black Basalt Pavers		24" x 24" x 2"	Finish: Flamed
	CIP Concrete Field - Bus Area		Refer to Civil Drawings	
	CIP Concrete Bands - Bus Area		Refer to Civil Drawings	
	Stamped Asphalt Crosswalks		Refer to Civil Drawings	2'x2' grid stamped pattern @ 45 degrees on integral colour - refer to City specs
	Soft Cell Edging			
	Free Standing Benches	Landscape Forms	M2 bench	Finish: Black to match Mondiam Residence Mount: Surface
	Tree Grates	Model: 1916 Foundry No.798, 1200mm sq.	Refer to detail	Ductile iron
	Garbage receptacles	Sanitation dept to determine type.	Sanitation dept to determine size.	Surface mount Exact placement TBD when all structures installed
	Green Screens Column surround	TBD	TBD - refer to detail 02 on sheet 06	18" min. soil depth
	Perimeter fence (at east end at bus mall)	TBD - shop drawings required	TBD - refer to detail 01 on sheet 02	To match median fence - post & frame light grey metal colour.

A & M Project No. 13-021

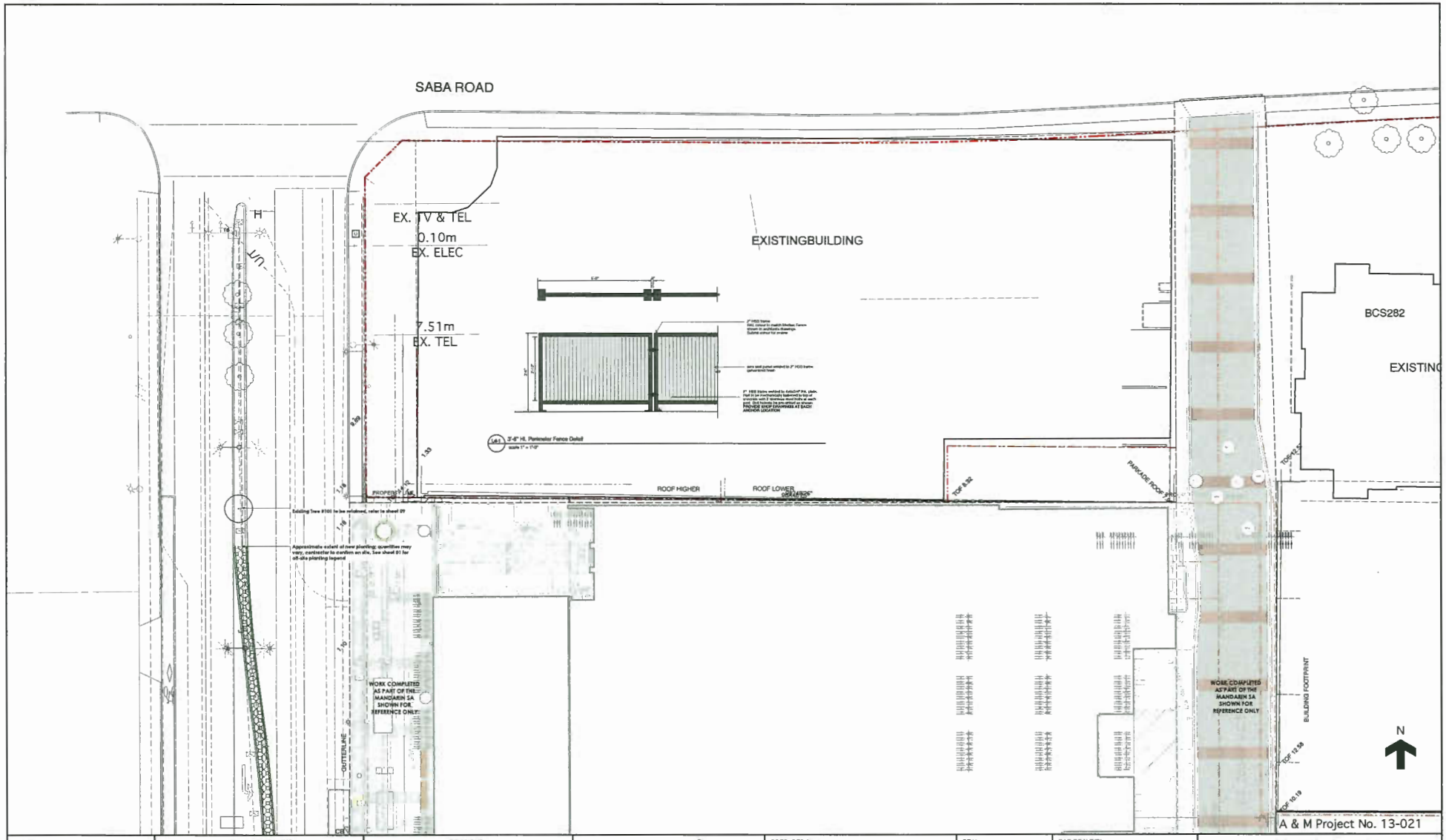
DESIGNED	JK		DATE
DRAWN	MTB		DATE
CHECKED	PK		DATE
APPROVED			DATE

REFERENCE DRAWING

No	DWG No	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION	REV
MAR 01, 2019	AB	RE-ISSUE FOR DP	04
MAY 07, 2019	AB	RE-ISSUE FOR DP	05
JUNE 03, 2019	AB	RE-ISSUE FOR DP	06



A & M Project No. 13-021

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CHECKED	RE	DATE
APPROVED		DATE

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REVISIONS

DATE	BY	DESCRIPTION	REV
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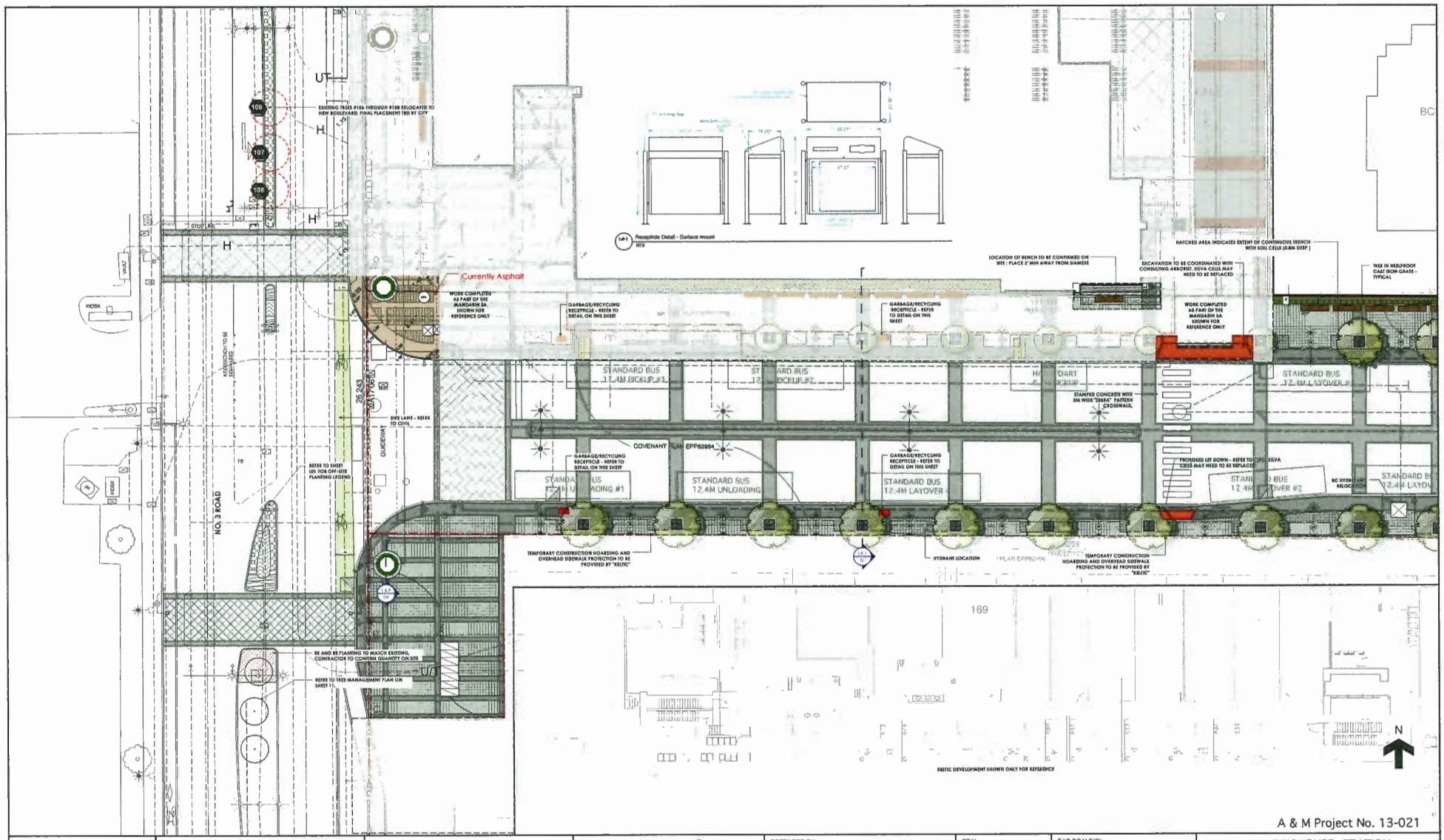
MAY 07, 2016	AB	RE-ISSUE FOR DP	05
JUNE 03, 2016	AB	RE-ISSUE FOR DP	06



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JUNE 03, 2019	AB	RE-ISSUE FOR DP	06
DD/MM/YR			

TRANSLINK

PREPARED BY:

durante kreuk

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

SEAL

BAR SCALE(S):

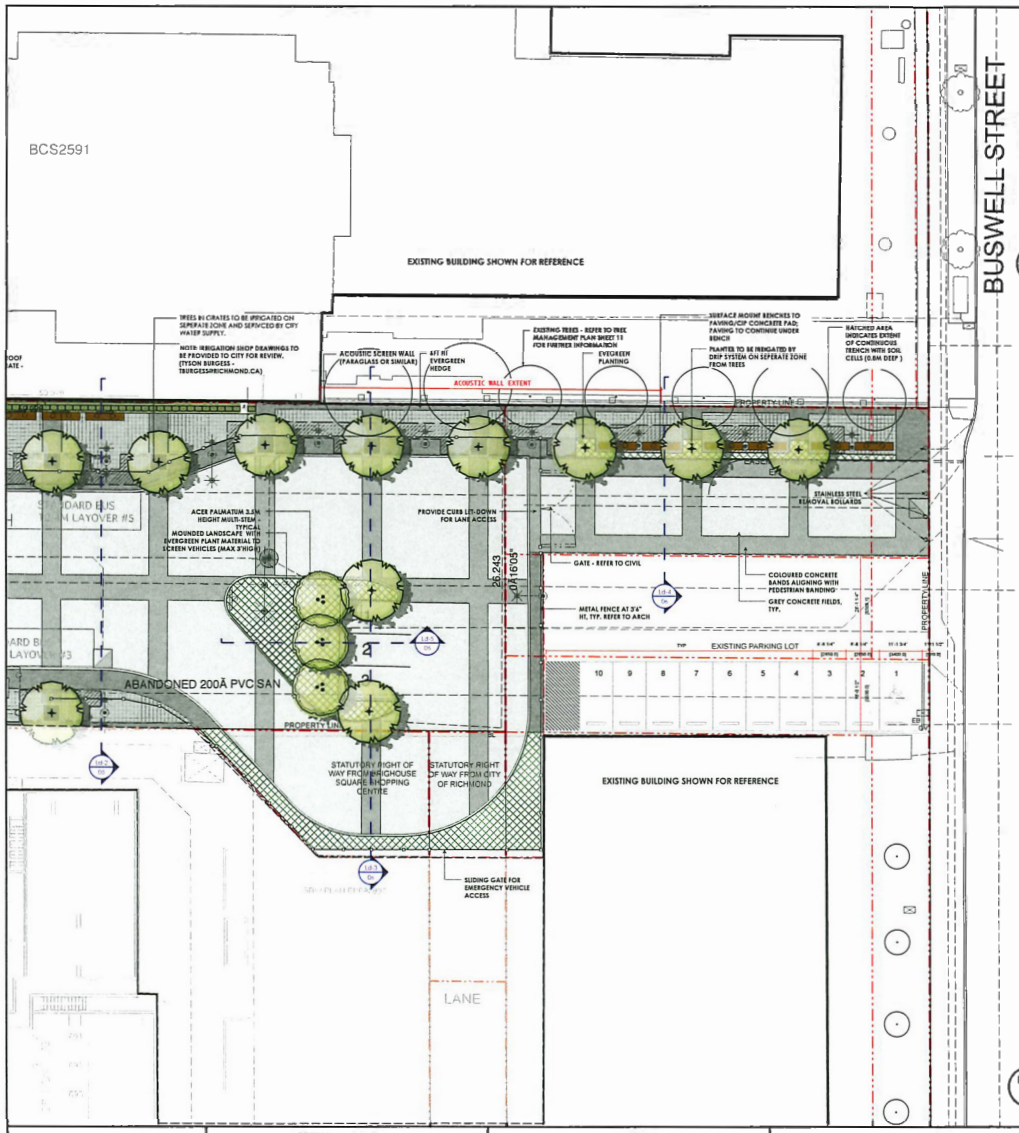
0 10 20 30

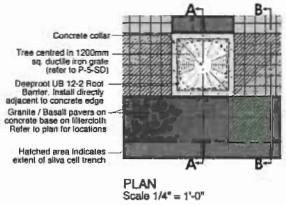
1/8" = 1'-0"

BRIGHOUSE STATION
BUS MALL
LANDSCAPE PLAN

SCALE 1/8" = 1'-0"	DKL PROJECT #	CITY PROJECT #	LANDSCAPE DRAWING #
DATE JULY - 2013	13032	842676-18-10	03 of 09

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →

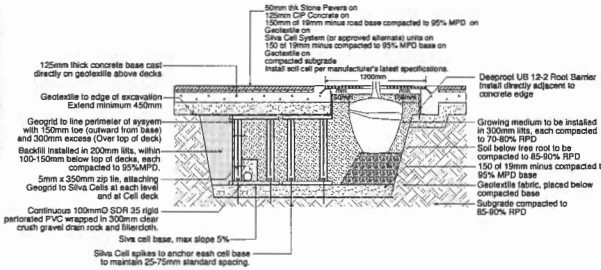




PLAN
Scale 1/4" = 1'-0"

Ld-1 Soil Cell Details
Scale As Shown

NOTE:
1. Contractor to provide shop drawings of proposed silva cell layout to Michael James at Deeproot for approval prior to installation (mjames@deeproot.com/604-220-9521)
2. Soil Cells to be installed per manufacturer's specifications.



SECTION A-A
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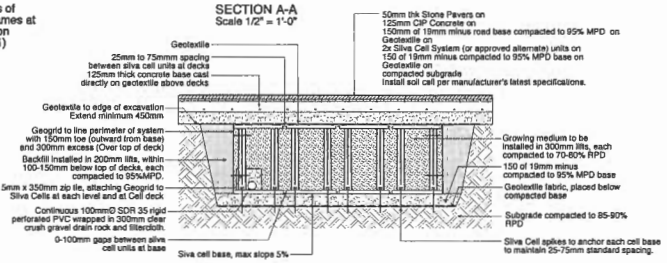
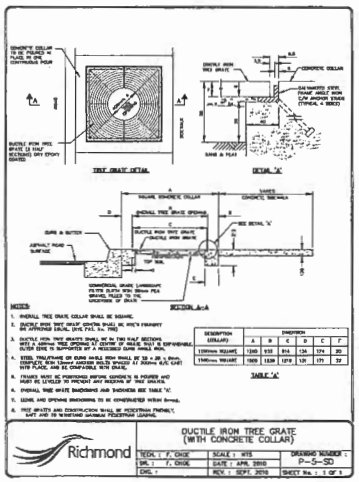
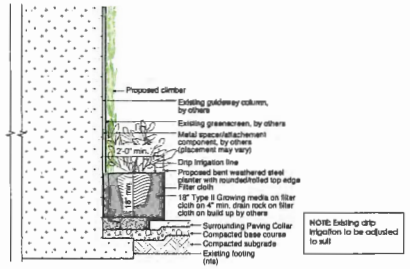


SECTION B-B
Scale 1/2" = 1'-0"



Ld-2 City of Richmond Tree Details
NTS



Ld-3 Canada Line Guideway Column Greenscreen Planter Concept Sketch - not for construction
Scale 1" = 1'-0"

N

A & M Project No. 13-021

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DRAWN	MTR	DATE
CHECKED	PK	DATE
APPROVED		DATE

REFERENCE DRAWING

No	DWG No	DESCRIPTION

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TRANSLINK

BUS MALL

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

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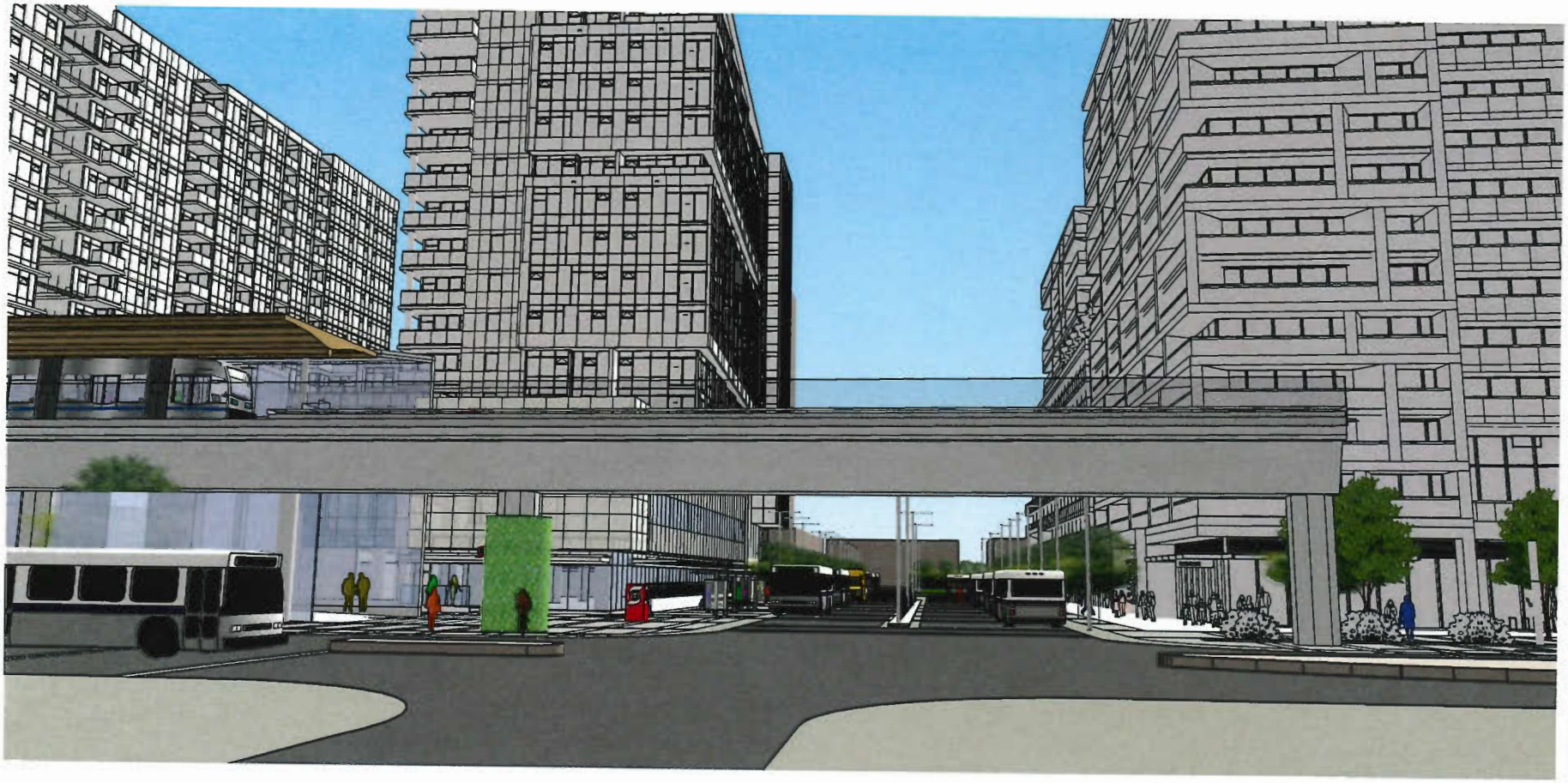

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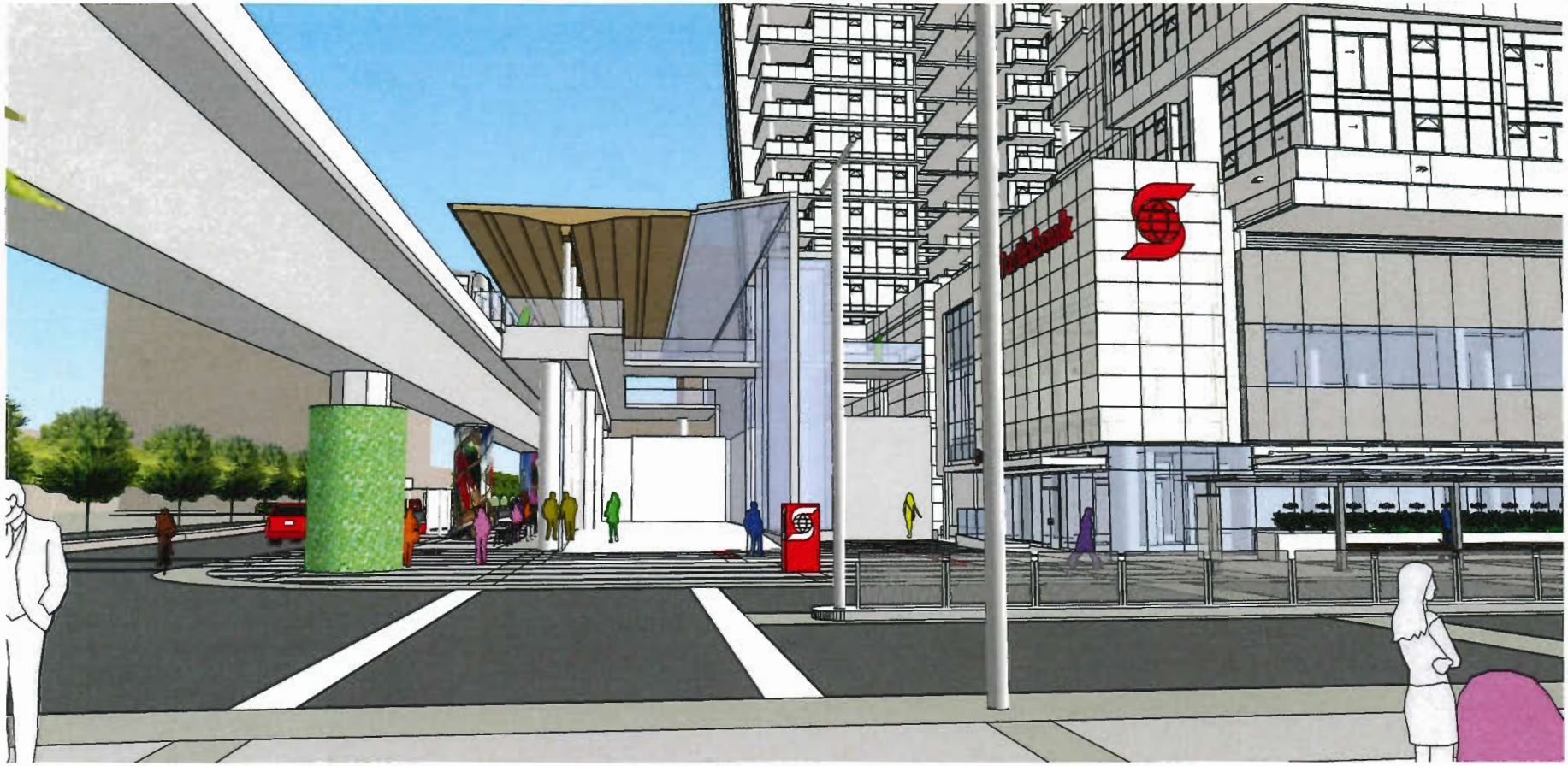

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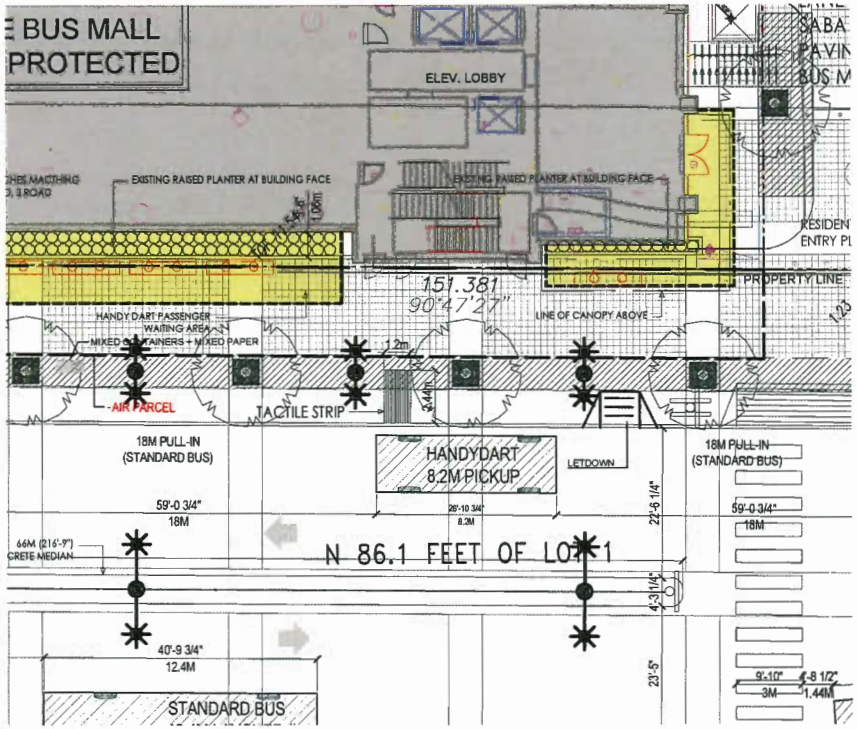
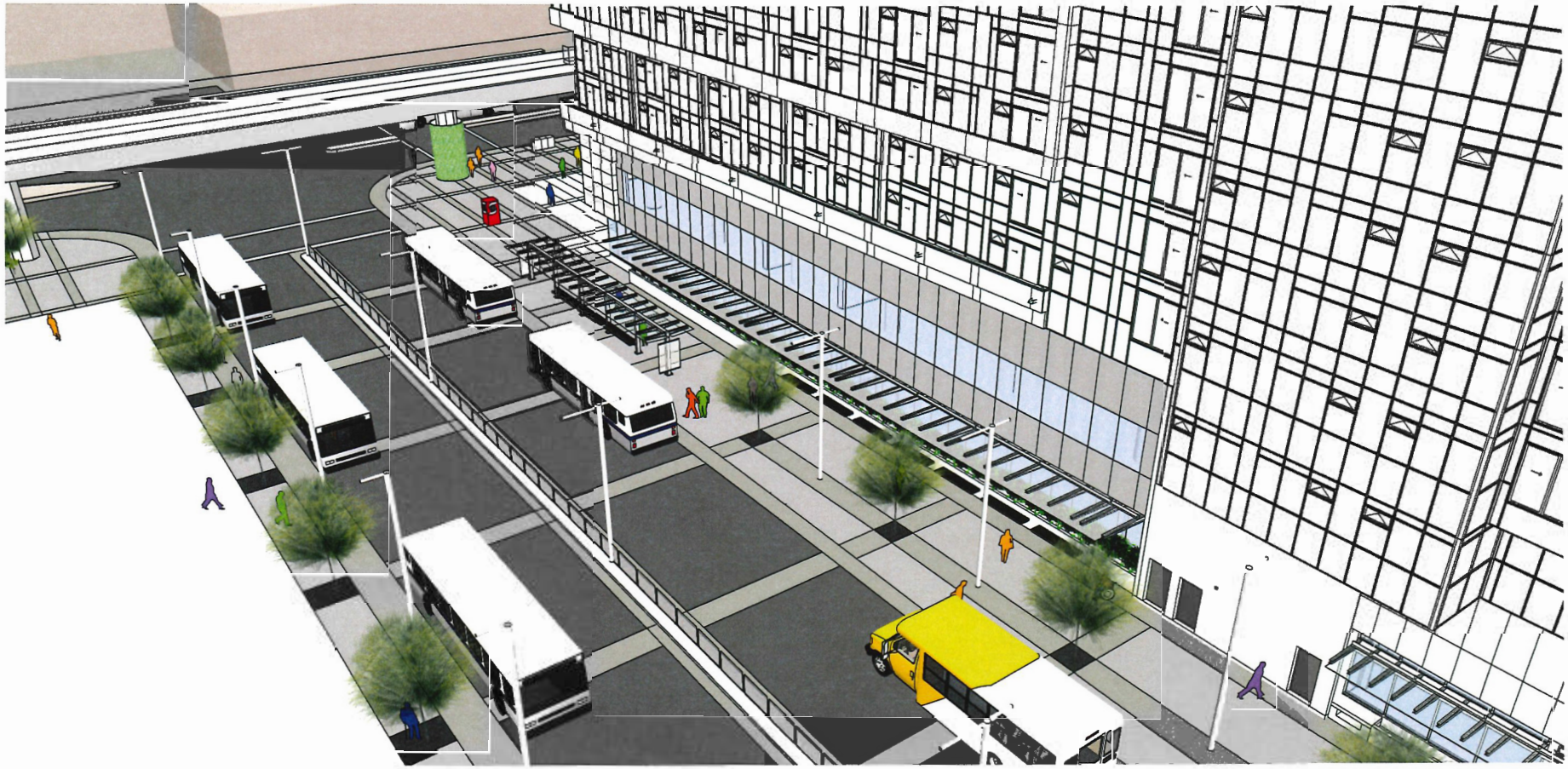


HANDYDART BUS LOCATION AND PASSENGER AREA



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DEVELOPMENT PERMIT RE-SUBMISSION
June 03, 2019

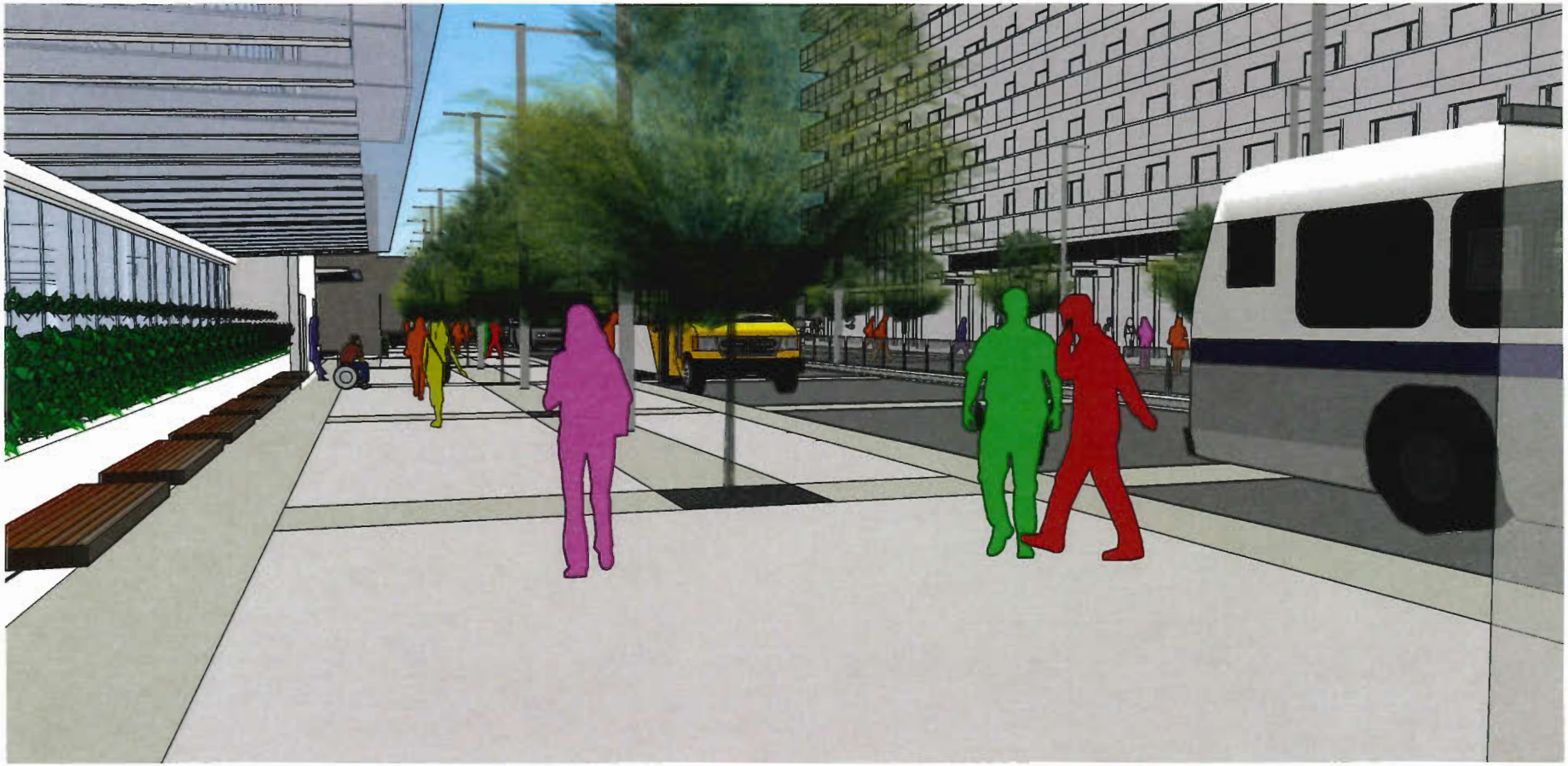
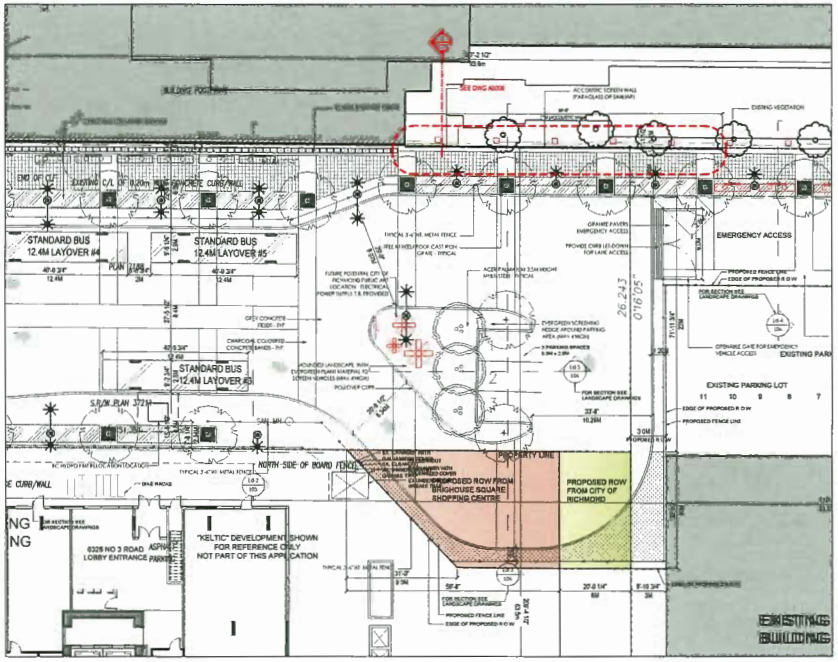
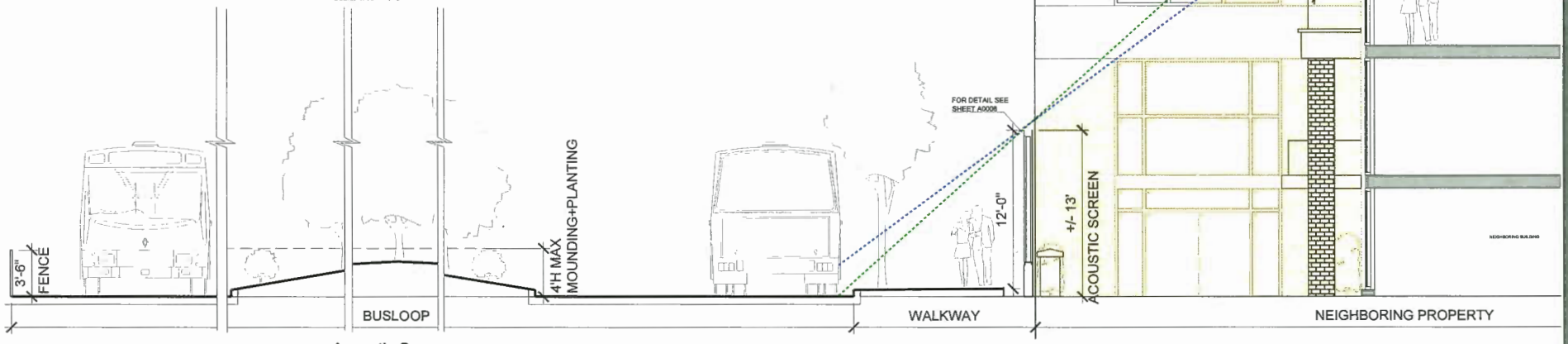


Image 1: North Neighbour
FACING EAST ELEVATION

Image 2: North Neighbour
FACING SOUTH-EAST ELEVATION



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



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

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TRANSLATE N

ACOUSTIC SCREEN

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

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

A0005

Brown Strachan Associates
Consulting Engineers in Acoustics

Project: 125.111

December 9, 2015

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

Attn: Mr. Salim Narayanan

Dear Mr. Narayanan:

Re: Brighouse Bus Loop - Emporio Townhouses Acoustical Screen

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

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

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

Based on the bus volume and other sources, the exterior design level for the facade facing the bus loop was 65 dB, i.e. the 24 hour average level as specified in the OCP (BSA Report 708.051, 24 March 2006). The OCP interior design criterion is 35 dB for bedrooms. To meet the OCP criterion, the recommended facade was 6-13-3 thermal glazing, designed to reduce the noise by 30 decibels. Our records indicate 6-13-3 glazing was specified by the architects.

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

.../2

Yaletown Square #2-1220 Homer St. Vancouver Canada V6B 2Y5 Tel: 604 669 0514 Fax: 604 669 2768 bsa@brownstrachan.com

Mr. Salim Narayanan December 9, 2015

Discussion

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

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

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

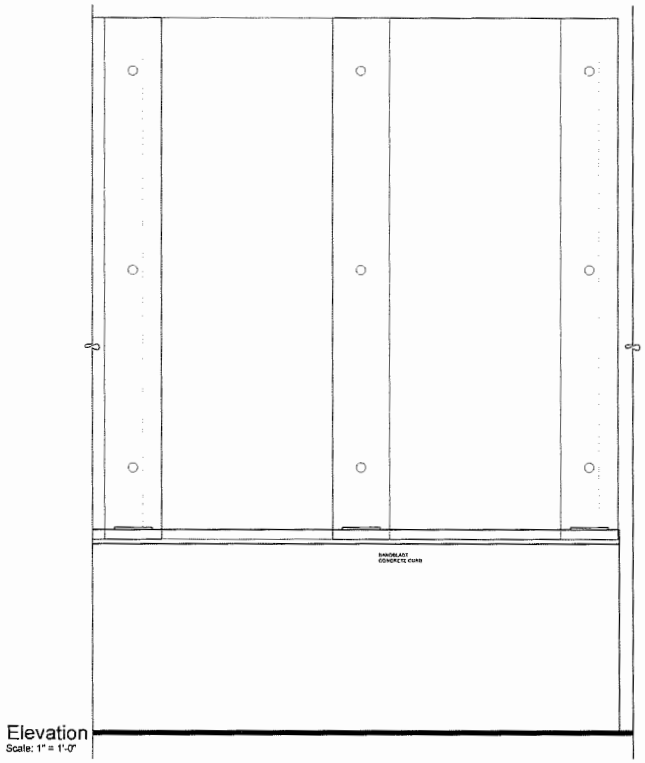
Please call if you have any questions.

Yours very truly,

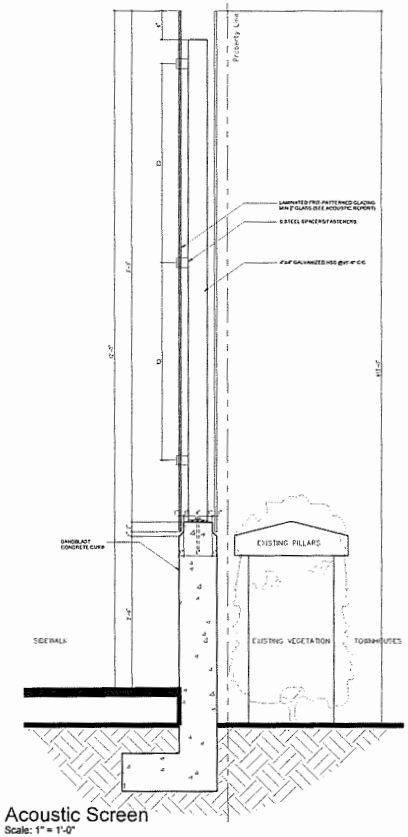
BROWN STRACHAN ASSOCIATES

David W. Brown, P.Eng.

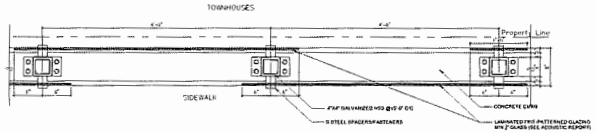
Incl. DWB/ll/15Dec/IBIBrighouse.let



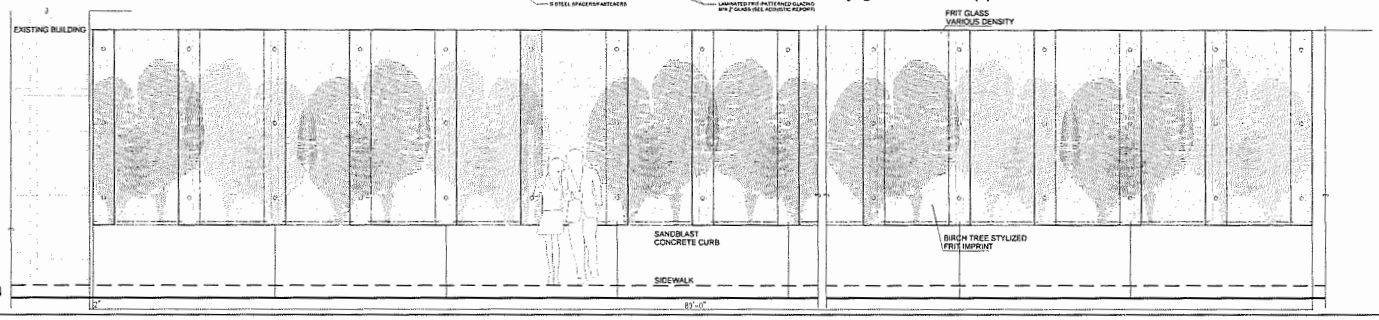
Elevation
Scale: 1" = 1'-0"



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



Plan
Scale: 1" = 1'-0"



Proposed Elevation
Scale: NTS

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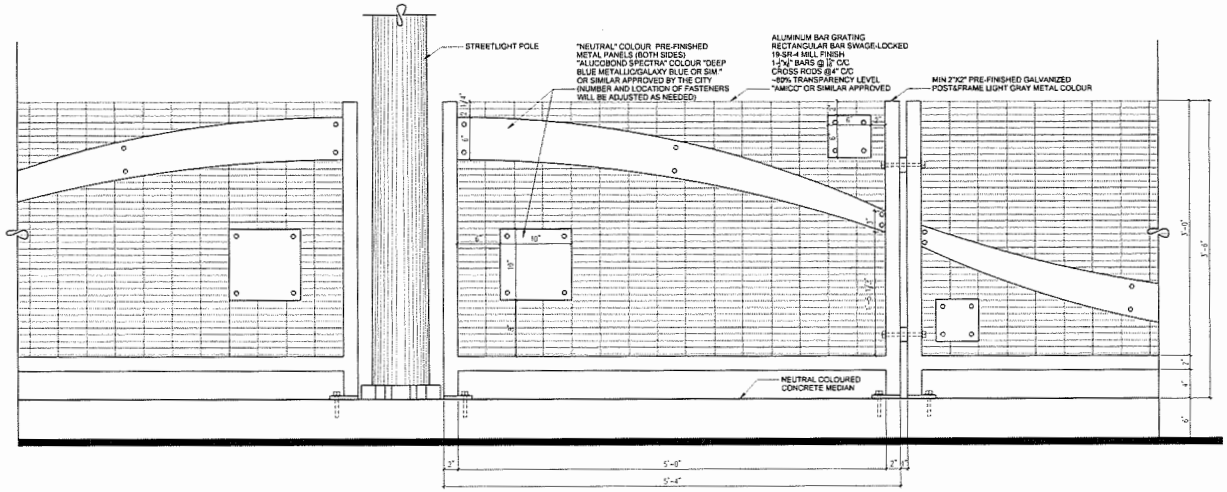
N

ACOUSTIC SCREEN

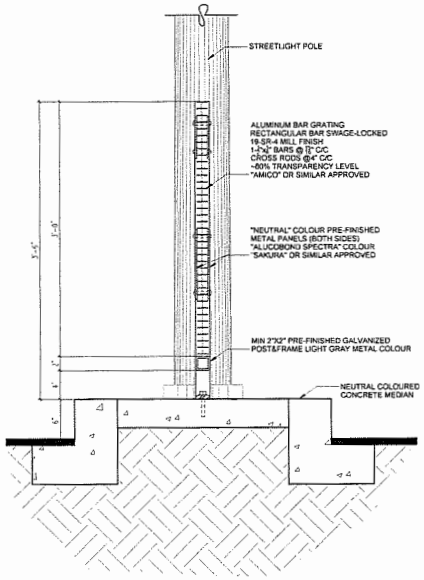
SCALE: 1 1/2"=1'-0"

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

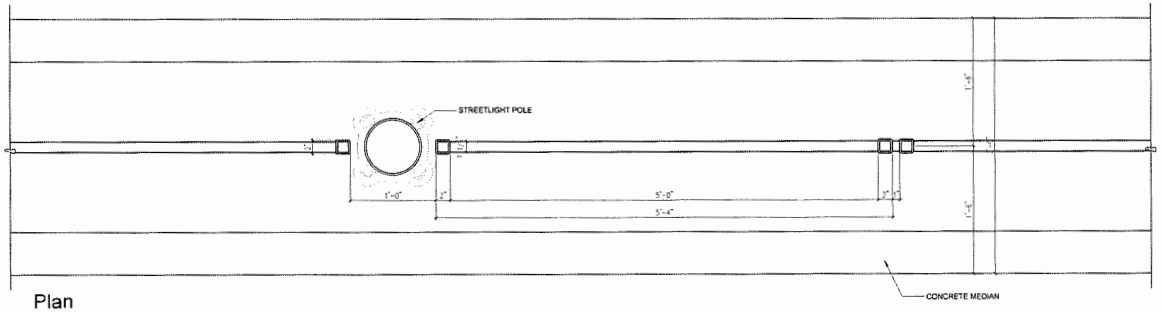
A0006



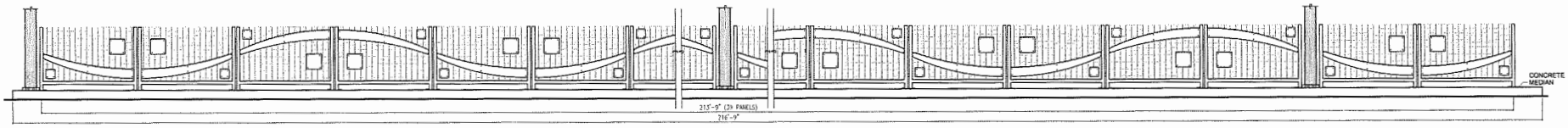
Elevation
Scale: 1 1/2" = 1'-0"



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



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



Elevation
Scale: NTS

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TRANSLINK

MEDIAN FENCE

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

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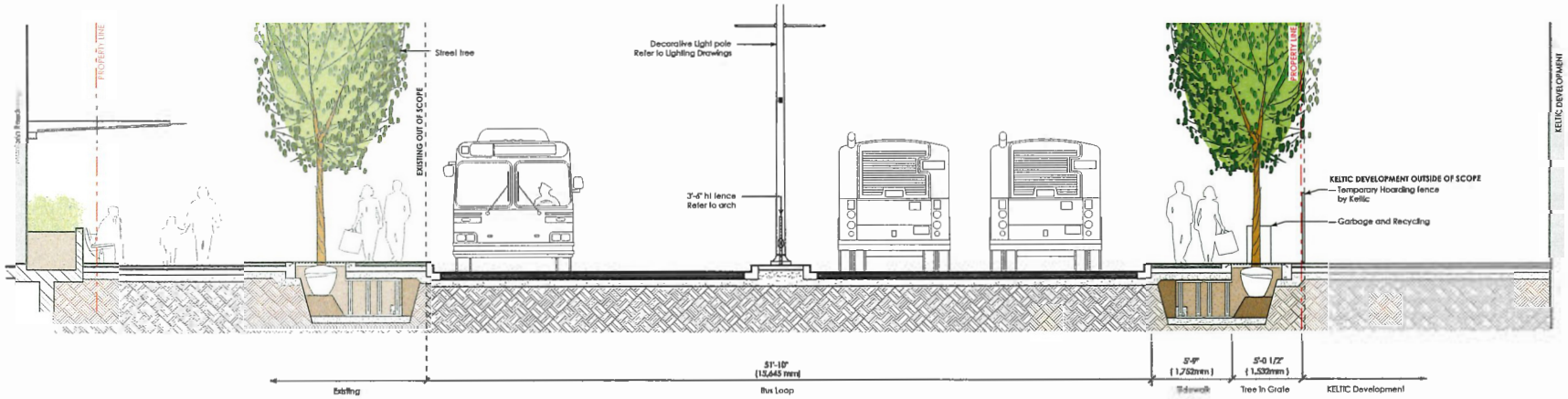
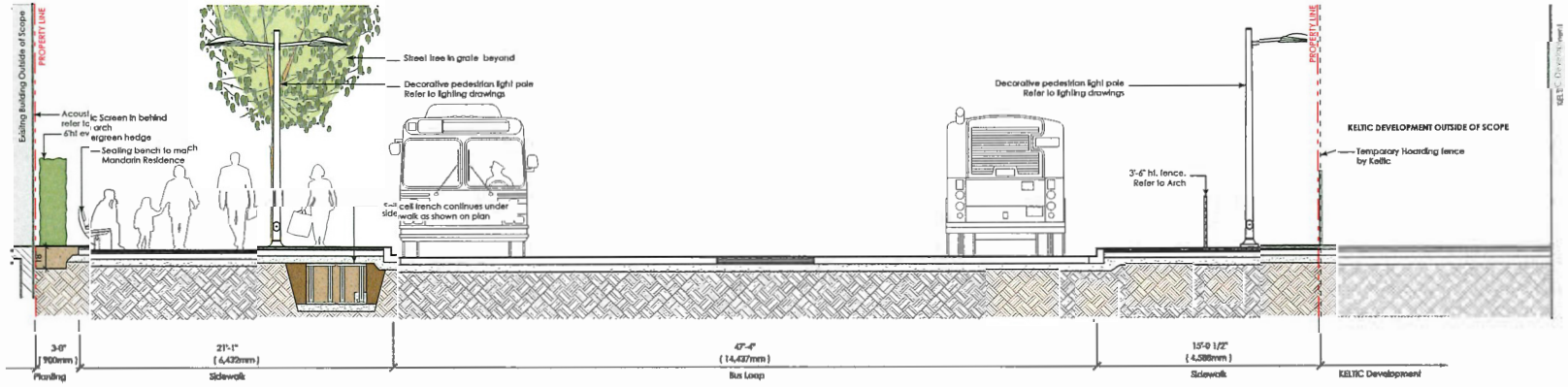
DEVELOPMENT PERMIT RE-SUBMISSION
June 03, 2019

A0012



Ld-1 **Section through bus loop - A**

scale 1/4" = 1'-0"



Ld-2 **Section through bus loop - B**

scale 1/4" = 1'-0"

A & M Project No. 13-021

DESIGNED	AL	DATE
DRAWN	MTB	DATE
CHECKED	PN	DATE
APPROVED		DATE

REFERENCE DRAWING

No	DWG No	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION	REV
MAR.01, 2019	AB	RE-ISSUE FOR DP	04
MAY 07, 2019	AB	RE-ISSUE FOR DP	05
JUNE 03, 2019	AB	RE-ISSUE FOR DP	06
DRAWN			

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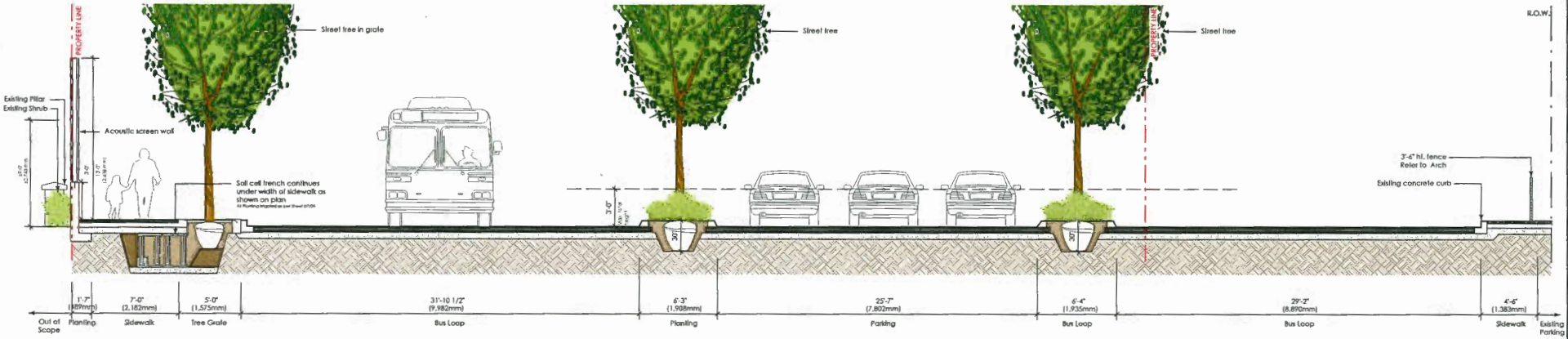
SEAL

BAR SCALE(S): SCALE AS SHOWN

BRIGHOUSE STATION
BUS MALL
LANDSCAPE SECTIONS

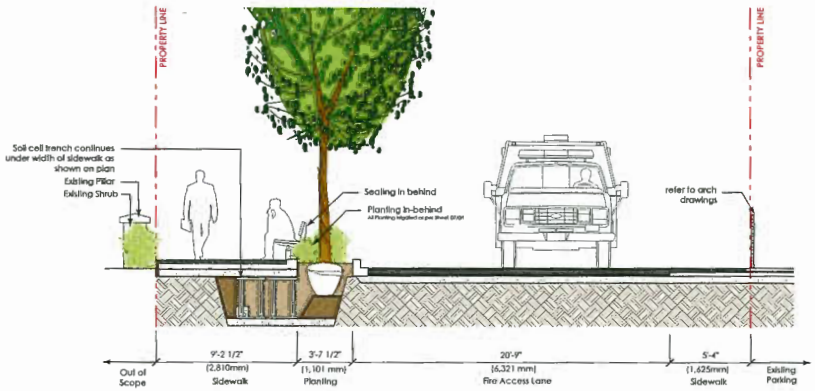
SCALE AS SHOWN	DKL PROJECT #	CITY PROJECT #	LANDSCAPE DRAWING #
DATE JULY - 2013	13032	842675-18-10	05 of 09

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →



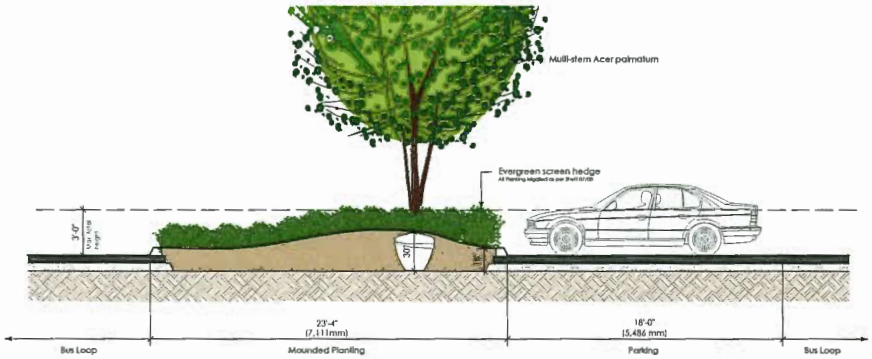
Ld-3 Section through bus loop - C

scale 1/4" = 1'-0"



Ld-4 Section through Emergency Vehicle Lane

scale 1/4" = 1'-0"



Ld-5 Section through bus loop - D

scale 1/4" = 1'-0"

A & M Project No. 13-021

DESIGNED	AL	DATE
DRAWN	MTN	DATE
CHECKED	PK	DATE
APPROVED		DATE

REFERENCE DRAWING

No	DWG No.	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION	REV
MAR 01, 2019	AB	RE-ISSUE FOR DP	04
MAY 07, 2019	AB	RE-ISSUE FOR DP	05
JUNE 03, 2019	AB	RE-ISSUE FOR DP	06
DY/MM/YR			

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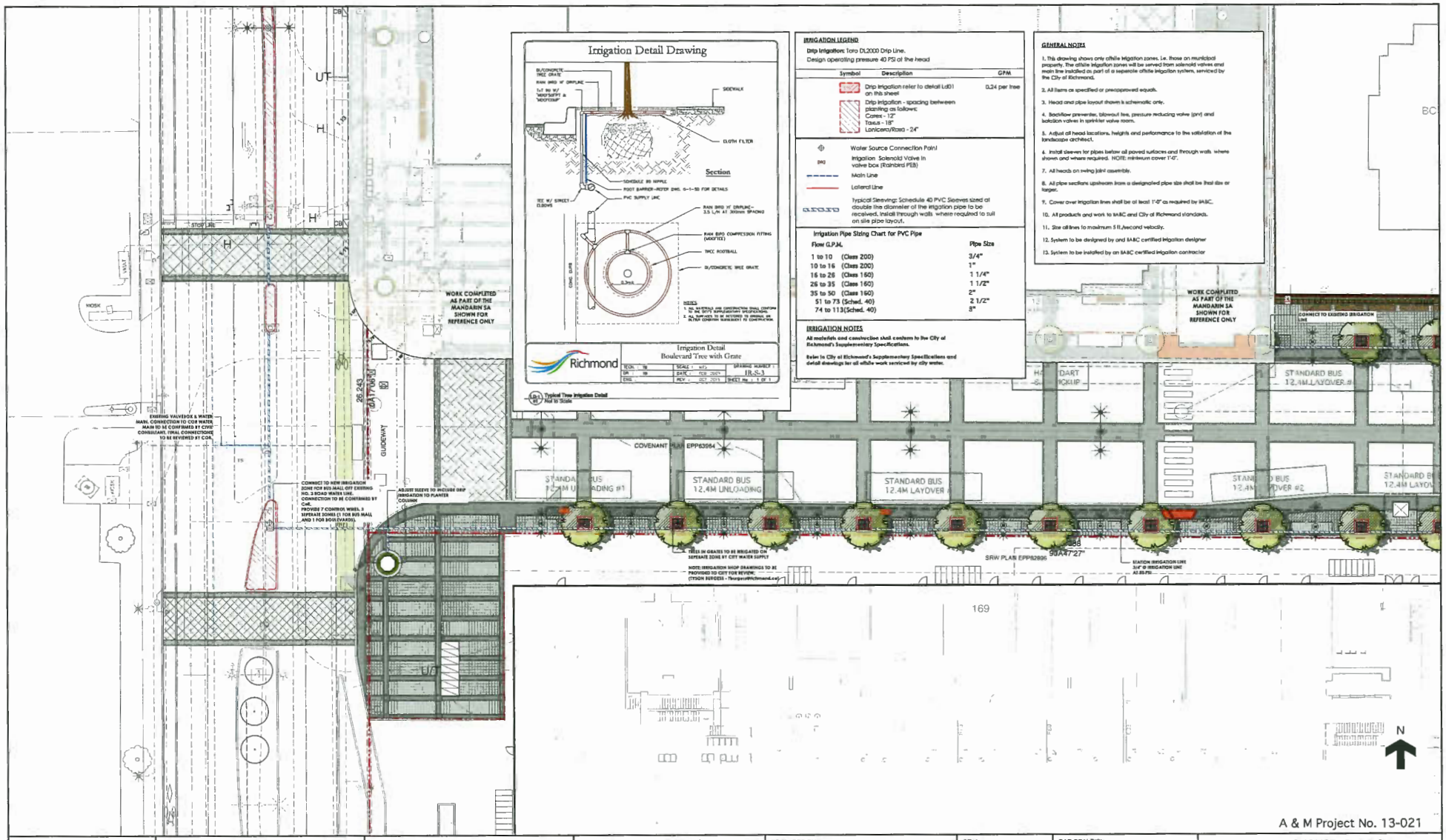
SEAL

BAR SCALE(S): SCALE AS SHOWN

BRIGHOUSE STATION
BUS MALL
LANDSCAPE SECTIONS

SCALE AS SHOWN	DKL PROJECT #	CITY PROJECT #	LANDSCAPE DRAWING #
DATE JULY - 2013	13032	642676-18-10	06 of 09

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →



IRRIGATION LEGEND

Drip Irrigation: Toro DL2000 Drip Line.
Design operating pressure 40 PSI at the head

Symbol	Description	GPM
	Drip irrigation refer to detail LdD1 on this sheet	0.24 per tree
	Drip irrigation - spacing between planting as follows: Carex - 12" Taxus - 18" Lonicera/Rosa - 24"	
	Water Source Connection Point	
	Irrigation Solenoid Valve in valve box (Rainbird PEB)	
	Main Line	
	Lateral Line	
	Typical Sleeving: Schedule 40 PVC Sleeves sized at double the diameter of the irrigation pipe to be received. Install through walls where required to suit on site pipe layout.	

Irrigation Pipe Sizing Chart for PVC Pipe

Flow G.P.M.		Pipe Size
1 to 10	(Class 200)	3/4"
10 to 16	(Class 200)	1"
16 to 26	(Class 160)	1 1/4"
26 to 35	(Class 160)	1 1/2"
35 to 50	(Class 160)	2"
51 to 73	(Sched. 40)	2 1/2"
74 to 113	(Sched. 40)	3"

IRRIGATION NOTES

All materials and construction shall conform to the City of Richmond's Supplementary Specifications.

Refer to City of Richmond's Supplementary Specifications and detail drawings for all offsite work serviced by city water.

GENERAL NOTES

1. This drawing shows only offsite irrigation zones. i.e. those on municipal property. The offsite irrigation zones will be served from solenoid valves and main line installed as part of a separate offsite irrigation system, serviced by the City of Richmond.
2. All items as specified or preapproved equals.
3. Head and pipe layout shown is schematic only.
4. Backflow preventer, blowout tee, pressure reducing valve (prv) and isolation valves in sprinkler valve room.
5. Adjust all head locations, heights and performance to the satisfaction of the landscape architect.
6. Install sleeves for pipes below all paved surfaces and through walls where shown and where required. NOTE: minimum cover 1'-6".
7. All heads on swing joint assembly.
8. All pipe sections upstream from a designated pipe size shall be that size or larger.
9. Cover over irrigation lines shall be at least 1'-6" as required by BABC.
10. All products and work to BABC and City of Richmond standards.
11. Size all lines to maximum 5 ft./second velocity.
12. System to be designed by and BABC certified irrigation designer
13. System to be installed by an BABC certified irrigation contractor

A & M Project No. 13-021

DESIGNED	AL		DATE
DRAWN	MTR		DATE
CHECKED	PK		DATE
APPROVED			DATE

REFERENCE DRAWING

No	DWG No	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION	REV
MAR 04, 2016	AB	RE-ISSUE FOR DP	04
MAY 07, 2019	AB	RE-ISSUE FOR DP	05
JUNE 03, 2019	AB	RE-ISSUE FOR DP	06
DRAWN			

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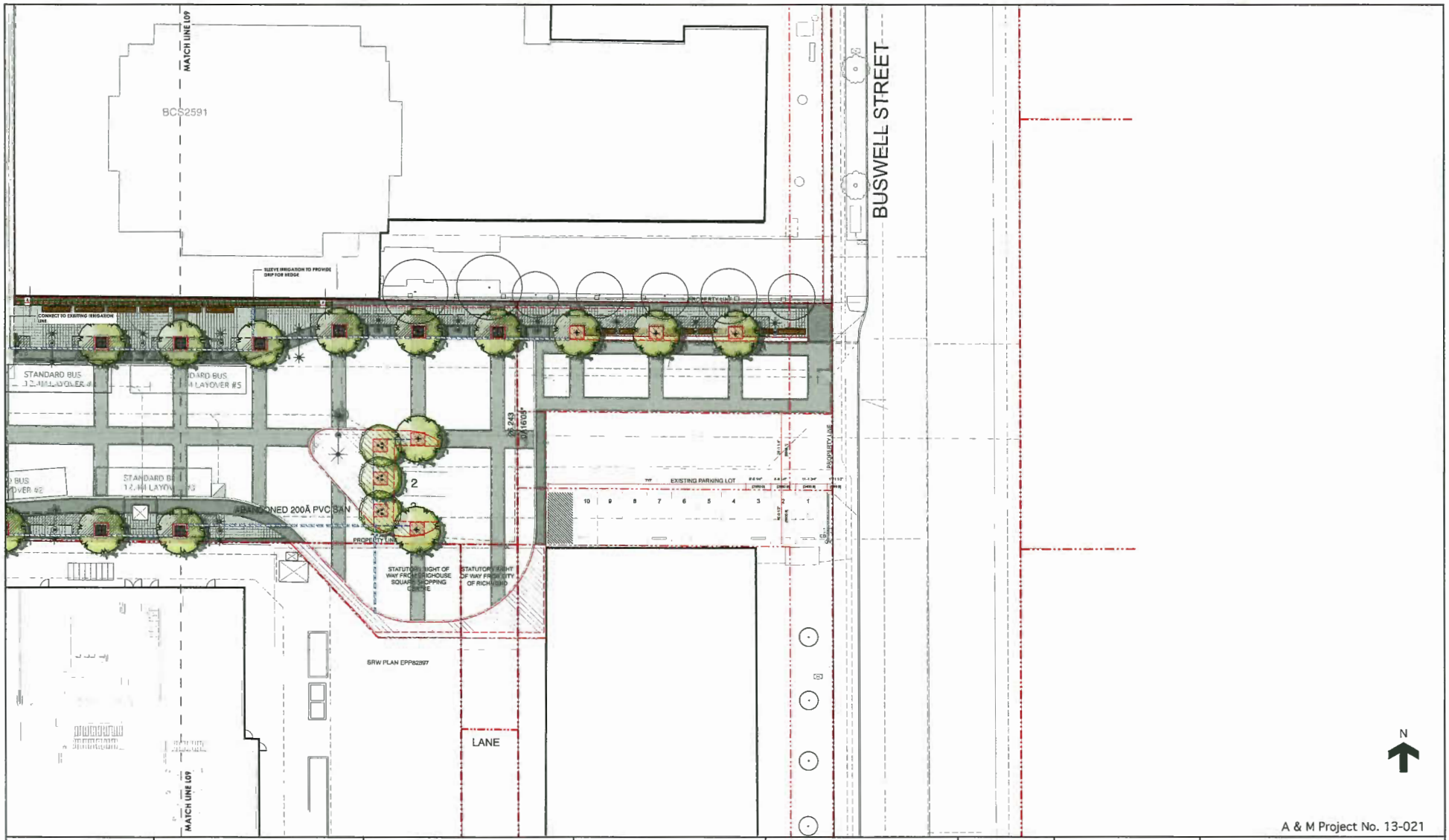
BAR SCALE(S):
1/8" = 1'-0"

BRIGHOUSE STATION
BUS MALL
IRRIGATION PLAN

SCALE 1/8" = 1'-0"	DKL PROJECT #	CITY PROJECT #	LANDSCAPE DRAWING #
DATE JULY - 2013	13032	842676-18-10	07 of 09

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →



A & M Project No. 13-021

DESIGNED	AA	DATE
DRAWN	MTR	DATE
CHECKED	PK	DATE
APPROVED		DATE

REFERENCE DRAWING

No	DWG No	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION	REV
MAR 01, 2019	AB	RE-ISSUE FOR DP	04
MAY 07, 2019	AB	RE-ISSUE FOR DP	05
JUNE 03, 2019	AB	RE-ISSUE FOR DP	06
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SEAL

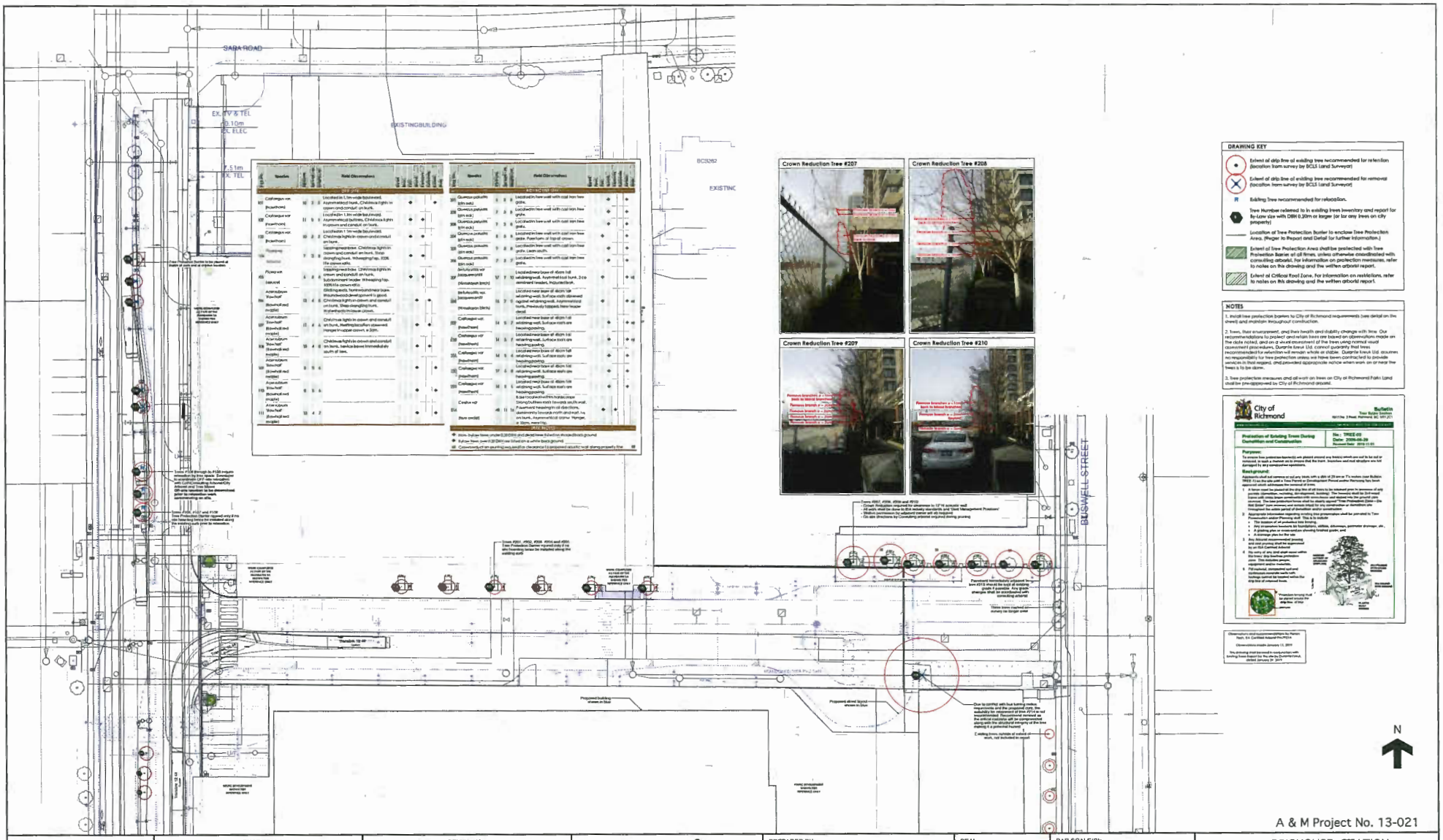
BAR SCALE(S):

1/8" = 1'-0"

BRIGHOUSE STATION
BUS MALL
IRRIGATION PLAN

SCALE 1/8" = 1'-0"	DKL PROJECT #	CITY PROJECT #	LANDSCAPE DRAWING #
DATE JULY - 2013	13032	842676-18-10	08 of 09

SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →



Crown Reduction Tree #207

Crown Reduction Tree #208

Crown Reduction Tree #209

Crown Reduction Tree #210

DRAWING KEY

- Extent of drip line of existing tree recommended for retention (location from survey by BCLS Land Surveyor)
- Extent of drip line of existing tree recommended for removal (location from survey by BCLS Land Surveyor)
- R — Existing Tree recommended for relocation.
- Tree Number referred to in existing trees inventory and report for By-Law size with DBH 0.30m or larger (or for any trees on city property)
- Location of Tree Protection Barrier to enclose Tree Protection Area. (Refer to Report and Detail for further information.)
- Extent of Tree Protection Area shall be protected with tree Protection Barrier at all times, unless otherwise coordinated with consulting arborist. For information on protection measures, refer to notes on this drawing and the written arborist report.
- Extent of Critical Root Zone. For information on restrictions, refer to notes on this drawing and the written arborist report.

NOTES

1. Install tree protection barriers to City of Richmond requirements (see detail on the sheet) and maintain throughout construction.

2. Trees, their environment, and their health and stability change with time. Our recommendations to protect and retain trees are based on observations made on the date noted, and on a visual assessment of the trees using normal visual assessment procedures. Durante Kreuk Ltd. cannot guaranty that trees recommended for retention will remain whole or stable. Durante Kreuk Ltd. assumes no responsibility for tree protection unless we have been contracted to provide services in that regard, and provided appropriate notice when work on or near the trees is to be done.

3. Tree protection measures and all work on trees on City of Richmond Parks Land shall be pre-approved by City of Richmond arborist.

City of Richmond — Bulletin — Tree Bylaw Section

Protection of Existing Trees During Demolition and Construction

No.: TREE-03
Date: 2009-06-29
Revised Date: 2010-11-01

Purpose:

To ensure tree protection barrier(s) are placed around any trees(s) which are not to be cut or removed, in such a manner as to ensure that the trunk, branches and root structure are not damaged by any construction operations.

Background:

1. Prior to any cut removal or cut any trees with a dbh of 20 cm or 7½ inches (see Bulletin TREE-1) on the site with a Tree Permit or Development Permit and/or Rezoning has been approved which authorizes the removal of trees.
2. A fence must be placed at the drip line of all trees to be retained prior to commence of any permits (demolition, excavating, development, building). The fence(s) shall be 2x4 wood posts and rails with a minimum of two rails and a minimum height of 1.5 metres (see Bulletin TREE-1) on the site with a Tree Permit or Development Permit and/or Rezoning has been approved which authorizes the removal of trees.
   The tree protection fence shall be clearly signed "Tree Protection Zone – Do Not Enter" (see reverse) and remain intact for any construction or demolition site throughout the entire period of demolition and/or construction.
3. Appropriate information regarding existing tree preservation shall be provided to Tree Bylaw Section in accordance with Tree Bylaw Bulletin TREE-1 and include:
   - The location of all protective tree fencing
   - Any excavation locations for foundations, utilities, driveways, perimeter drainage, etc.
   - A grading plan or cross-section showing finished grade; and
   - A drainage plan for the site
4. Any detailed recommended pruning and root pruning shall be approved by the City of Richmond Arborist.
5. No entry of any and what cross within the trees' drip line/tree protection zone. This includes people, equipment and/or materials.
6. Any excavation, trenching and underground connection work in such buildings cannot be located within the drip line of retained trees.

Observations made by Certified Arborist Mr. Patrick Nash, BA Certified Arborist PN-0214

Observations made January 11, 2011

This drawing shall be read in conjunction with Existing Trees Report for the site by Durante Kreuk, dated January 24, 2011

A & M Project No. 13-021

DESIGNED	AL	DATE
DRAWN	MTB	DATE
CHECKED	RK	DATE
APPROVED		DATE

REFERENCE DRAWING

No	DWG No	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION	REV
JAN 30, 2009	FF	TREE MANAGEMENT PLAN	01
MAR 01, 2010	AB	RE-ISSUE FOR DP	04
MAY 07, 2010	AB	RE-ISSUE FOR DP	05
JUNE 03, 2010	AB	RE-ISSUE FOR DP	06
DYAMYR			

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SEAL

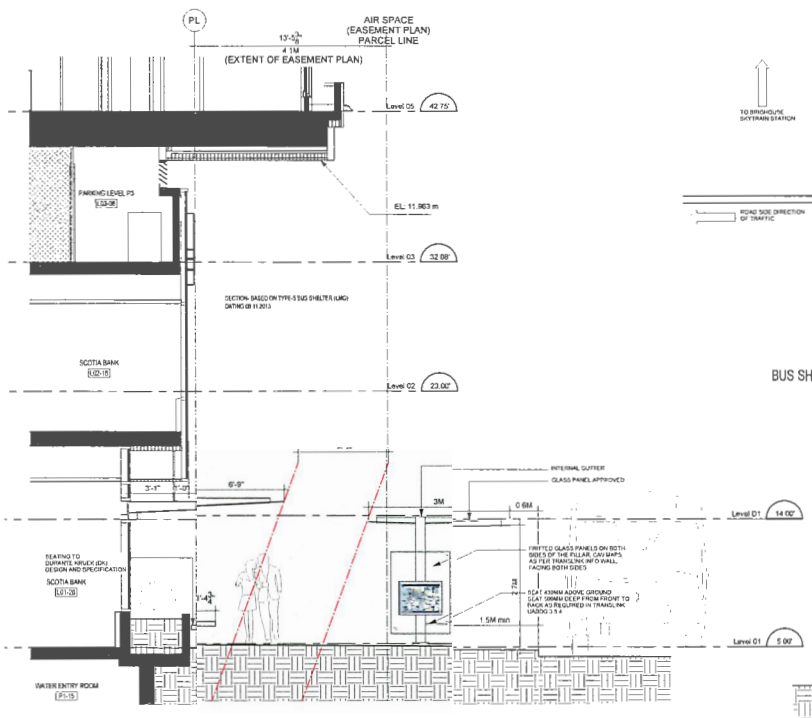
BAR SCALE(S): 1/8" = 1'-0"

BRIGHOUSE STATION BUS MALL

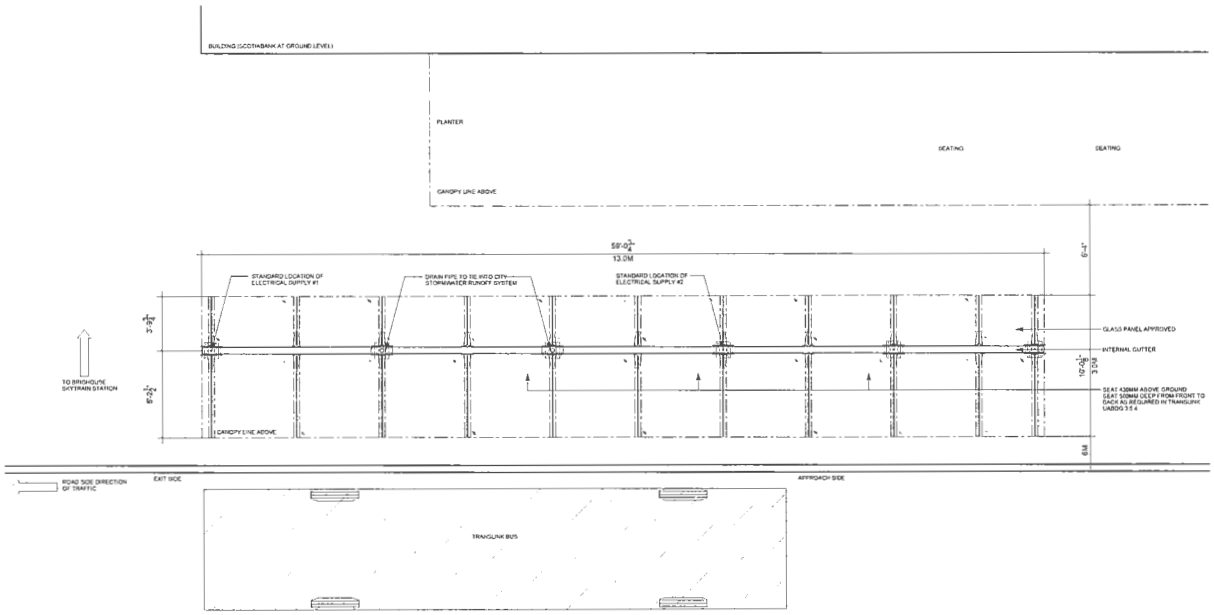
EXISTING TREES MANAGEMENT PLAN

SCALE 1/8" = 1'-0"	DKL PROJECT #	CITY PROJECT #	LANDSCAPE DRAWING #
DATE JAN 18 - 2010	13032	842675-18-10	09 of 09

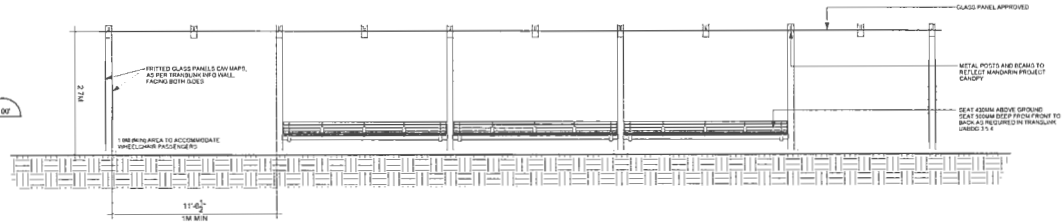
SUPERSEDES PRINTS OF THIS NUMBER WITH LETTERS PREVIOUS TO →



WEST ELEVATION



BUS SHELTER PLAN



SOUTH ELEVATION

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(Formerly IBI/HB ARCHITECTS)
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Vancouver BC V6E 4B1 Canada
Tel 604 683 8797 fax 604 683 0492
ibigroup.com

TRANSLINK

BUS SHELTER

SCALE: 1/24"=1'-0"

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

4.5.5.5 Poster Case – Double-Sided Info Wall

Product Codes
PCe.nh, 2PCe.iw

Relevant Sign Types
E3, T7

Lines
All

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

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

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

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

Colours (See Common Parts and Finishes)
- Colour A
- Colour B
- Colour E
- Colour F
- Colour N

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

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

Header Panels: Vitreous Enamel on low carbon steel.

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

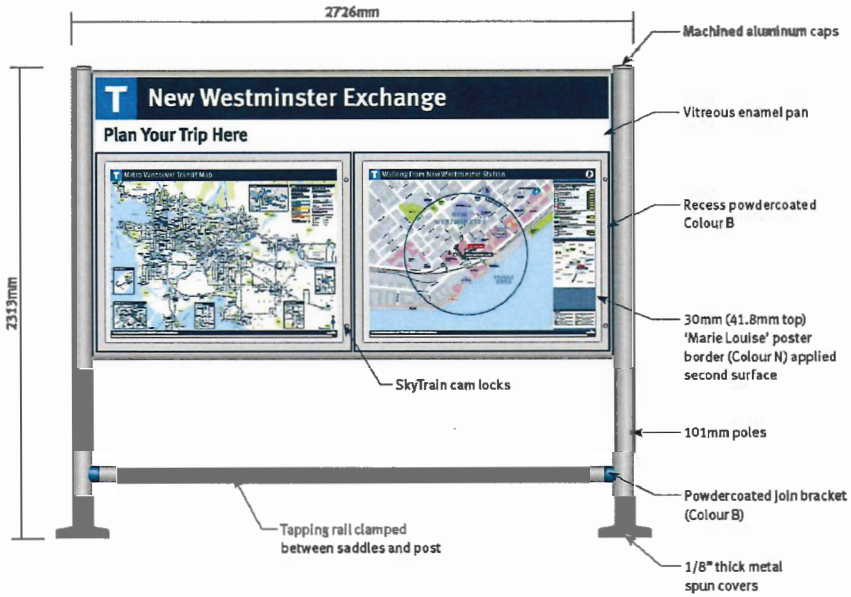
5mm thick clear tempered glass.

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

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

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

Production drawings reference section
5.2.4.2



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

IBI GROUP ARCHITECTS (Formerly IBI/RB ARCHITECTS) 700 – 1285 West Pender Street Vancouver BC V6E 4B1 Canada tel 604 683 8797 fax 604 683 0492 ibigroup.com

TRANSLINK

TRANSLINK INFO WALL

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

A0011

Brown Strachan Associates
Consulting Engineers in Acoustics

Project: 125.111

December 9, 2015

COPY

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

Attn: Mr. Salim Narayanan

Dear Mr. Narayanan:

Re: Brighouse Bus Loop - Emporio Townhouses Acoustical Screen

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

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

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

Based on the bus volume and other sources, the exterior design level for the facade facing the bus loop was 65 dB, i.e. the 24 hour average level as specified in the OCP (BSA Report 998.551, 24 March 2006). The OCP interior design criteria is 35 dB for bedrooms. To meet the OCP criterion, the recommended facade was 6-13-3 thermal glazing, designed to reduce the noise by 30 decibels. Our records indicate 6-13-3 glazing was specified by the architects.

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

../2

Telstream Square #5-1200 Hunter St. Vancouver Canada V6B 2T5 Tel 604 688 0514 Fax 604 689 2733 bsa@brownstrachan.com

-2-

Mr. Salim Narayanan December 9, 2015

Discussion

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

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

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

Please call if you have any questions.

Yours very truly,

BROWN STRACHAN ASSOCIATES

David W. Brown, P.Eng.

Encl. DWB/jl/15Dec/IBIBrighouse.let

Brown Strachan Associates
Consulting Engineers in Acoustics

Project: 125.111

June 22, 2017

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

COPY

Attn: Mr. Roman Binenbaum

Dear Mr. Binenbaum:

Re: Brighouse Bus Loop - Acoustical Screen

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

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

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

Please call if you have any questions.

Yours very truly,

BROWN STRACHAN ASSOCIATES

David W. Brown, P.Eng.

Encl. DWB/jl/17Jun/IBIBrighouse.let

Telstream Square #5-1200 Hunter St. Vancouver Canada V6B 2T5 Tel 604 688 0514 Fax 604 689 2733 bsa@brownstrachan.com

Brown Strachan Associates
Consulting Engineers in Acoustics

Project: 125.111

July 4, 2019

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

Attention: Mr. Salim Narayanan, Studio Principal

Dear Mr. Narayanan:

Re: Brighouse Station Bus Mall, Richmond

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

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

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

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

Please call if you have any questions.

Yours very truly,

BROWN STRACHAN ASSOCIATES

Aaron Peterson, P.Eng. Encl. AP/dw/19JUL10.let

130 - 1020 Mainland Street Vancouver Canada V6B 2T5 604 688 0514 bsa@brownstrachan.com

ACOUSTIC ASSESSMENT LETTERS

ATTN: Mr. Jeff Tung

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

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

I specifically wanted to share the report of the acoustical consultant on the design of the proposed acoustic wall adjacent to Emporio Strata. The report describes the design noise standard of 65 decibels (dB) at the face of your building facing the bus exchange, and the ability of the acoustic wall to achieve a reduction of 30 decibels. The acoustic consultant confirms that the proposed noise wall material and height will provide noise reduction for lower level townhouses closest to the moving buses, to a level additional to the normal requirements of Richmond's Official Community Plan (OCP).

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

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

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

Best regards,
Drew Ferrari

DREW FERRARI, [illegible]
Senior Advisor, Public Affairs
Government & Public Affairs
T 778-375-6716 | C 604-362-1624 | [illegible]

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

Together all the way

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

2

Roman Binenbaum

From: Vyas, Chit <chit.vyas@translink.ca>
Sent: Wednesday, July 3, 2019 3:11 PM
To: Roman Binenbaum
Subject: FW: Richmond Brighouse Bus Exchange

Roman,

This is for the follow up with the Townhouse owner.

Chit

From: Ferrari, Drew
Sent: Wednesday, July 3, 2019 2:56 PM
To: 'dtung001@gmail.com' <dtung001@gmail.com>
Cc: Vyas, Chit <chit.vyas@translink.ca>; 'McMullen, Mark' <MMcMullen@richmond.ca>
Subject: RE: Richmond Brighouse Bus Exchange

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

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

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

Best regards,
Drew Ferrari

DREW FERRARI, [illegible]
Senior Advisor, Public Affairs
Government & Public Affairs
T 778-375-6716 | C 604-362-1624 | [illegible]

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

Together all the way

From: Ferrari, Drew
Sent: June 27, 2019 1:39 PM
To: 'dtung001@gmail.com' <dtung001@gmail.com>
Cc: Vyas, Chit <chit.vyas@translink.ca>; 'McMullen, Mark' <MMcMullen@richmond.ca>
Subject: Richmond Brighouse Bus Exchange

RE: Richmond Brighouse Bus Exchange

1

Roman Binenbaum

From: Vyas, Chit <chit.vyas@translink.ca>
Sent: Tuesday, July 9, 2019 12:26 PM
To: dtung001@gmail.com
Cc: Ferrari, Drew; McMullen, Mark; Roman Binenbaum
Subject: Richmond Brighouse Bus Exchange

Dear Mr. Tung,

I am sending this e-mail on behalf of my colleague Drew Ferrari.

The e-mail below has been received by our Acoustic Engineer at Brown Strachan Associates, which includes an item wise response to your e-mail of July 4th.

With this, we believe that all your concerns have been addressed.

In case of any additional concerns, please feel free to contact Drew Ferrari (included in this e-mail).

Thanks and regards

Chit

Chit Vyas, [illegible]
Corporate Project Manager
Engineering Project Delivery
T 778-375-7395 | C 778-[illegible] | www.translink.ca
TransLink
400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada

Together all the way

From: Brown Strachan Associates [bsaaltonas@brownstrachan.com]
Sent: Tuesday, July 9, 2019 11:06 AM
To: Roman Binenbaum <roman.binenbaum@ibigroup.com>
Cc: Salim Narayanan <Salim.narayanan@ibigroup.com>
Subject: RE: Richmond Brighouse Bus Exchange

Roman

As requested, the following is in response to resident Jeff Tung's email of 4 July 2019

1.) Townhouses at the east end will have a partial view to buses past the end of the barrier. Our evaluation indicates bus noise should be less than 60 dB at these townhouses, based on the reduced angle of view and increased distance from the source.

2.) CMHC recommends 55 dB for outdoor recreation areas, which "permits conversation at close range or in a slightly raised voice" and is not a design requirement for patios, balconies, etc. For reference, traffic noise normally exceeds 55 dB on balconies in proximity to arterial roads.

On the Level 4 townhouse rooftop patios the estimated level is 55 dB, based on the outside design level of 65 dB from bus movements and a nominal 10 decibel reduction for an individual seated behind the glazed balustrade. No reduction from the proposed barrier has been considered.

3a.) The barrier will provide a nominal 5-10 decibel reduction at locations where the line of sight to buses is through the barrier. A 12ft high barrier would provide slightly more shielding than a 8ft barrier.

3b.) See item 2, above.

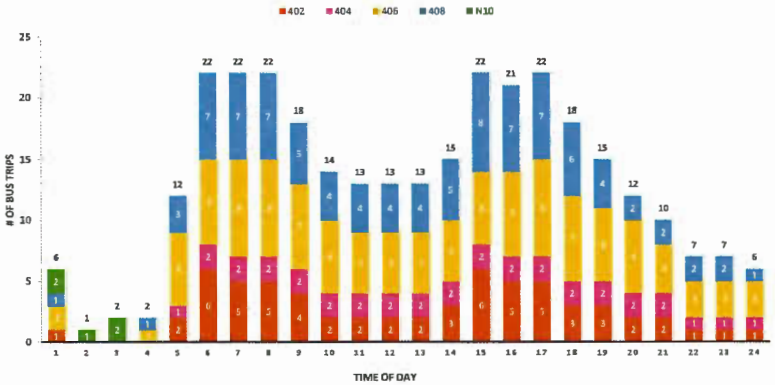
Regards,

Aaron Peterson
Brown Strachan Associates
604-688-0514

WE'VE MOVED!
New office address: Suite 130 – 1020 Mainland Street, Vancouver BC V6B 2T5

RESIDENT OUTREACH LETTER

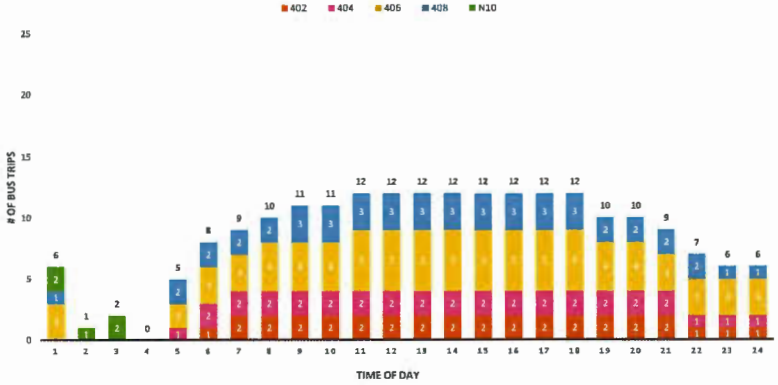
WEEKDAY HOURLY BUS TRIPS



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

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

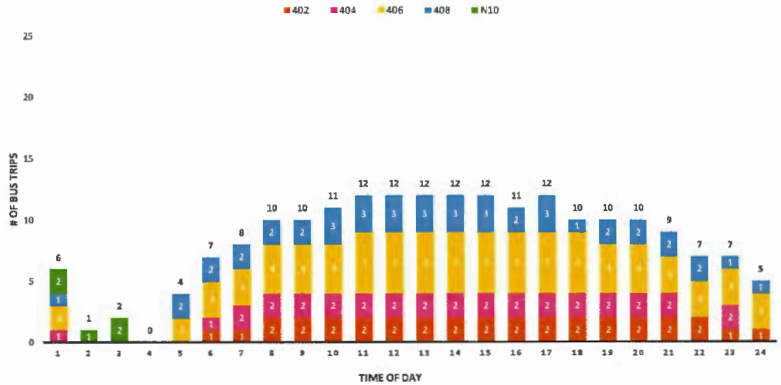
SATURDAY HOURLY BUS TRIPS



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

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

SUNDAY HOURLY BUS TRIPS



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

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

Summary of Air Quality [AQ] Testing on:

Lonsdale Quay Bus Loop

In attendance:

- Liz Johnson (CMBC Corporate Safety officer)

Route(s):

- N/A Readings taken from mid-point of bus loop at Quay

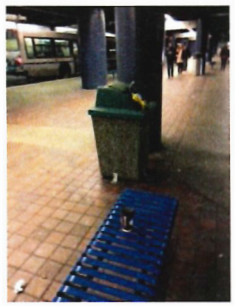
Additional Information:

- Weather: Mild, cloudy.

Additional Information:

Readings were observed from the midpoint of Lonsdale Quay at approximate breathing zone. Testing was conducted for 4 hours

Observations:



- Total test period time = 4 hours

- No visual on VRAE multi-gas monitor at.
- **PEAK** data values found in trip duration:

  NO2 0.2 ppm
  CO 0.0 ppm
  SO2 0.0 ppm

- AQ testing Passed

This event's summaries and graphs downloaded from the VRAE monitor can be found at the bottom of this document.

Thank you,
Liz Johnson

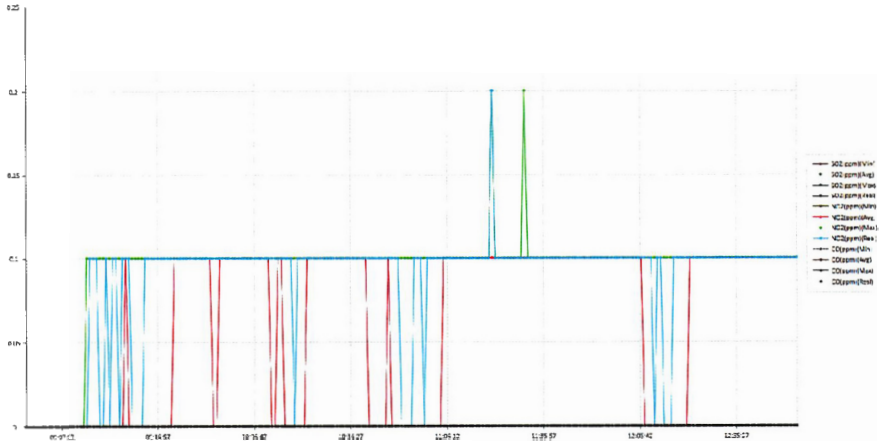
DATALOG SUMMARY:

Summary

Unit Name	MultiRAE(PGM-6228)
Unit SN	MB032013V3
Unit Firmware Ver	V1.40C
Running Mode	Hygiene Mode
Datalog Mode	Auto
Diagnostic Mode	No
Stop Reason	Power Down
Site ID	PE500000
User ID	PE500000
Begin	17/01/2018 08:55:09
End	17/01/2018 12:55:05
Sample Period(s)	60
Number of Records	239

Sensor	SO2(ppm)	NO2(ppm)	CO(ppm)
Sensor SN	SO3AF017789	SC0375004455	SC0306006001
Measure Type	Min; Avg; Max; Real	Min; Avg; Max; Real	Min; Avg; Max; Real
Span	5.0	5.0	50
Span 2	N/A	N/A	N/A
Low Alarm	2.0	1.0	35
High Alarm	10.0	10.0	200
Over Alarm	20.0	20.0	500
STEL Alarm	5.0	1.0	100
TWA Alarm	2.0	1.0	35
Measurement Gas(CF)	N/A	N/A	N/A
Calibration Time	16/01/2018 10:38	16/01/2018 10:32	16/01/2018 10:28
Peak	0.0	0.2	0
Min	0.0	0.0	0
Average	0.0	0.1	0

EVENT GRAPH:



REFERENCE SUMMARY OF AIR QUALITY AT LONSDALE QUAY

Coast Mountain Bus Company
An operating subsidiary of TransLink

VEHICLE IDLING
- COAST MOUNTAIN BUS COMPANY POLICY -

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

1. PURPOSE

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

2. POLICY

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

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

3. APPLICATION

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

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

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

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

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

Page 1 of 2

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

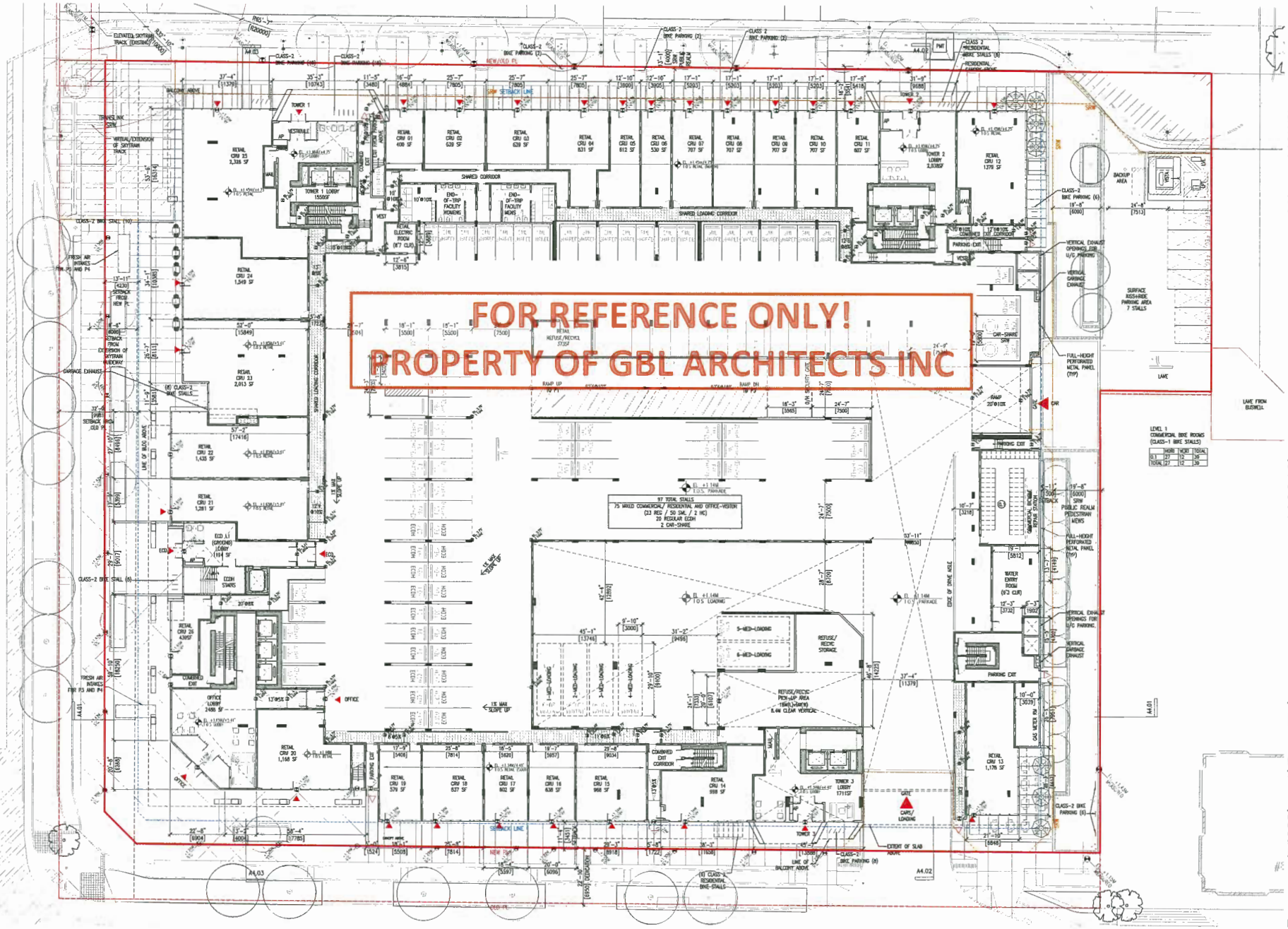
4. DEFINITIONS

"[term]"

5. REFERENCES

Page 2 of 2

CBMC VEHICLE IDLING POLICY



gbl

GBL ARCHITECTS
179 EAST 8TH AVENUE
VANCOUVER, CANADA V5T 1R8
T 604 736 1136 F 604 731 5279
GBLARCHITECTS.COM

PLOT INFO.

NOTES

No	DESCRIPTION

REVISIONS

NO.	DATE	REMARKS
01	18.05.31	ISSUED FOR DP
02	18.06.20	REVISION ISSUED FOR DP
03	18.07.25	DPP DRAFT
04	18.08.10	ISSUED FOR COORDINATION
05	18.08.24	ISSUED FOR DPP
06	18.09.07	REVISED DPP SUBMISSION

TRUE NORTH

6340 NO 3 RD
RICHMOND, BC

MIXED-USE

LEVEL1 PLAN
P2 PARKING PLAN

DATE	
DRAWN BY	TCL
CHECKED BY	-
SCALE	1:250
JOB NUMBER	1646

A2.03

Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, July 10, 2019.

McMullen, Mark

From: Vyas, Chit <chit.vyas@translink.ca>
Sent: Tuesday, 9 July 2019 12:26
To: ctung001@gmail.com
Cc: Ferrari, Drew; McMullen, Mark; Roman Binenbaum
Subject: Richmond Brighouse Bus Exchange

To Development Permit Panel
Date: July 10, 2019
Item # 1
Re: DP 11-593871

Dear Mr. Tung,

I am sending this e-mail on behalf of my colleague Drew Ferrari.

The e-mail below has been received by our Acoustic Engineer at Brown Strachan Associates, which includes an item wise response to your e-mail of July 4th.

With this, we believe that all your concerns have been addressed.

In case of any additional concerns, please feel free to contact Drew Ferrari (included in this e-mail).

Thanks and regards

Chit

Chit Vyas, P.Eng., PMP, LEED AP
Contractor Project Manager
Engineering Project Delivery
T: 778-375-7755 | C: 778-229-0156| translink.ca
TransLink
400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada

Together all the way

CITY OF RICHMOND DATE JUL 0 9 2019 RECEIVED CITY CLERK'S OFFICE

From: Brown Strachan Associates [mailto:bsa@brownstrachan.com]
Sent: Tuesday, July 9, 2019 11:06 AM
To: Roman Binenbaum <roman.binenbaum@ibigroup.com>
Cc: Salim Narayanan <SNarayanan@ibigroup.com>
Subject: RE: Richmond Brighouse Bus Exchange

Roman:

As requested, the following is in response to resident Jett Tung's email of 4 July 2019.

1. Townhouses at the east end will have a partial view to buses past the end of the barrier. Our evaluation indicates bus noise should be less than 60 dB at these townhouses, based on the reduced angle of view and increased distance from the source.

2. CMHC recommends 55 dB for outdoor recreation areas, which "permits conversation at close range or in a slightly raised voice" and is not a design requirement for patios, balconies, etc. For reference, traffic noise normally exceeds 55 dB on balconies in proximity to arterial roads.

On the Level 4 townhouse rooftop patios the estimated level is 55 dB, based on the outside design level of 65 dB from bus movements and a nominal 10 decibel reduction for an individual seated behind the glazed balustrade. No reduction from the proposed barrier has been considered.

3a.) The barrier will provide a nominal 5-10 decibel reduction at locations where the line of sight to buses is through the barrier. A 12ft high barrier would provide slightly more shielding than a 9ft barrier.

3b.) See item 2. above.

Regards,

Aaron Peterson
Brown Strachan Associates
604-689-0514

WE'VE MOVED!
New office address: Suite 130 – 1020 Mainland Street, Vancouver BC V6B 2T5

From: Jett Tung <ctung001@gmail.com>
Sent: Thursday, July 4, 2019 4:37 PM
To: Ferrari, Drew <Drew.Ferrari@Translink.ca>
Cc: Vyas, Chit <chit.vyas@translink.ca>; McMullen, Mark <MMcMullen@richmond.ca>
Subject: Re: Richmond Brighouse Bus Exchange

Dear Mr. Ferrari,

Thank you for the information. I have a couple of follow-up questions regarding the expected noise levels for the townhouses:

1) According to Key Plan on Document A0005, the proposed acoustic wall only covers the first three townhouse units from the left. Is this enough to protect the entire row of townhouses along the proposed bus mall?

2) The requirement for outdoor living spaces is 55db or lower according to CMHC. According to the caustic engineer's estimate, the exterior noise level is 65dB and the acoustic wall is predicted to reduce this by 5-10dB. Wouldn't this would bring the noise level to between 55dB to 60dB, which is still above the acceptable noise level?

3) In the earlier letter from the acoustic engineer that you have kindly sent me (dated December 9, 2015), the acoustic wall was proposed to be 9 feet tall. The currently proposed wall is 12 feet tall.
3a) What are the differences?
3b) Is 12 feet tall wall enough to provide protection on the top floor patio (exterior of the 4th floor, as opposed to the interior portion)?

Sincerely,
Jett

On Jul 4, 2019, at 1:28 PM, Ferrari, Drew <Drew.Ferrari@translink.ca> wrote:

Good afternoon Mr. Tung. I wanted to share with you some additional information that we have received regarding an sound study completed by a professional acoustical engineer.

The engineer's model identifies an outside design sound level of 65 decibels (dB) generated by bus movement. The design of the glazed acoustic barrier between the bus loop and Emporio townhouses is expected to achieve reductions of 5-10 dB, satisfying both the City's interior design criteria as well as CMHC recommended criteria.

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

Best regards,
Drew Ferrari

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

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

Together all the way

From: Ferrari, Drew
Sent: July 3, 2019 2:56 PM
To: 'ctung001@gmail.com' <ctung001@gmail.com>
Cc: Vyas, Chit <chit.vyas@translink.ca>; 'McMullen, Mark' <MMcMullen@richmond.ca>
Subject: RE: Richmond Brighouse Bus Exchange

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

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

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

Best regards,
Drew Ferrari

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

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

Attachment to July 3, 2019 email

Brown Strachan Associates
Consulting Engineers in Acoustics

Project: 125.111

July 3, 2019

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

Attention: Mr. Salim Narayanan, Studio Principal

Dear Mr. Narayanan:

Re: Brighouse Station Bus Mall, Richmond

The following is in response to the email of 27 June 2019 from Mark McMullen at the City of Richmond.

At the ground and fourth floor levels of the Emporio townhouses, the outside design sound level was 65 dB from bus movements (BSA letter of 9 December 2019). Upgraded glazing was recommended to satisfy the City's interior design criteria, e.g. 35 dB for bedrooms. Where the line of sight to buses is through the proposed barrier, sound levels are predicted to be about 5-10 decibels lower. The CMHC recommended criterion for outside recreation areas is 55 dB and is likely satisfied for individuals seated behind the glazed ballustrade on the fourth floor rooftop patios.

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

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

Please call if you have any questions.

Yours very truly,

BROWN STRACHAN ASSOCIATES

DRAFT

Aaron Peterson, P.Eng.

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

Together all the way

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

RE: Richmond Brighouse Bus Exchange
ATTN: Mr. Jeff Tung

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

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

I specifically wanted to share the report of the acoustical consultant on the design of the proposed acoustic wall adjacent to Emporio Strata. The report describes the design noise standard of 65 decibels (dB) at the face of your building facing the bus exchange, and the ability of the acoustic wall to achieve a reduction of 30 decibels. The acoustic consultant confirms that the proposed noise wall material and height will provide noise reduction for lower level townhouses closest to the moving buses, to a level additional to the normal requirements of Richmond's Official Community Plan (OCP).

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

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

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

Best regards,
Drew Ferrari

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

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

Together all the way

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<IBI 3Jul let - draft.pdf>

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Attachment to June 27, 2019 email

Brown Strachan Associates
Consulting Engineers in Acoustics

Project: 125.111

December 9, 2015

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

Attn: Mr. Salim Narayanan

Dear Mr. Narayanan:

Re: Brighouse Bus Loop - Emporio Townhouses Acoustical Screen

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

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

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

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

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

.../2

Yaletown Square #2-1290 Homer St. Vancouver Canada V6B 2Y5 Tel: 604 689 0514 Fax: 604 689 2703 bsa@brownstrachan.com

Mr. Salim Narayanan December 9, 2015

Discussion

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

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

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

Please call if you have any questions.

Yours very truly,

BROWN STRACHAN ASSOCIATES

David W. Brown, P.Eng.

Encl. DWB/ll/15Dec/IBIBrighouse.let

ACRYLITE® Soundstop Noise Barrier (formerly PARAGLAS SOUNDSTOP®)

ACRYLITE® Soundstop Noise Barrier panels have been successfully used to construct transparent noise barriers along roads and railroads around the world for almost 30 years. ACRYLITE® Soundstop is extremely resistant to weathering, their sound walls with PARAGLAS SOUNDSTOP® retain clarity and strength throughout years of harsh outdoor use. ACRYLITE® Soundstop noise barriers / soundwalls are lightweight and ideal for blocking highway noise while preserving visibility and light.

Patent - US 5,830,577 - Traffic Noise Barrier System
Patent - US 5,830,578 - Traffic Noise Barrier System
Patent Pending - US Patent Application 20080066127 - Panel assembly for traffic noise barrier wall

Image 1: North Neighbour
FACING EAST ELEVATION

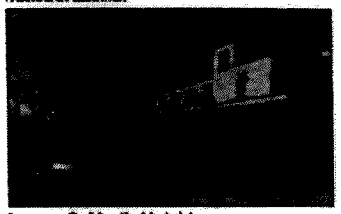
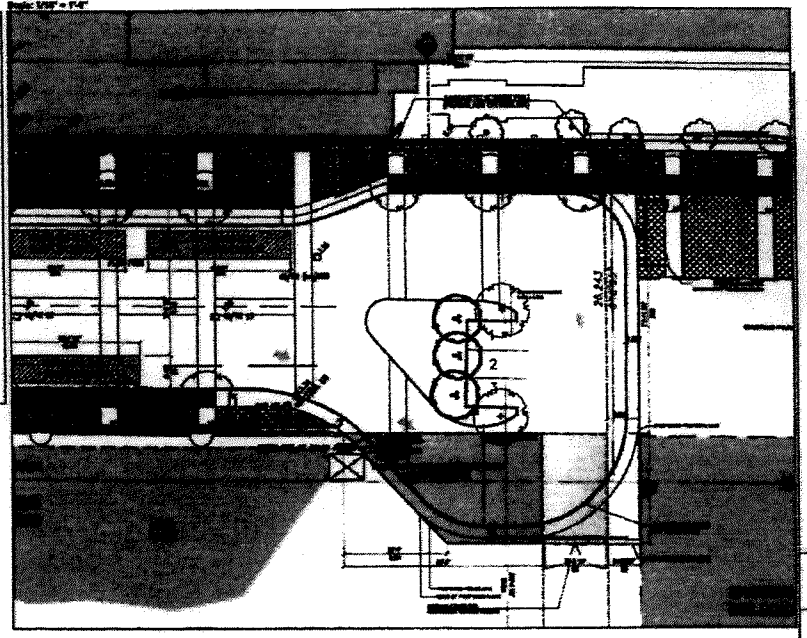
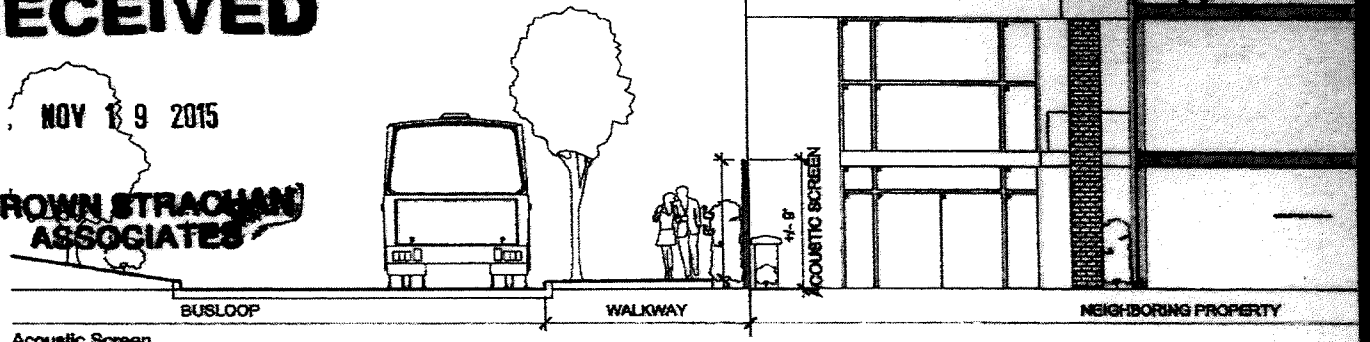


Image 2: North Neighbour
FACING SOUTH-EAST ELEVATION

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





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

RECEIVED
NOV 19 2015
BROWN STRACHAN ASSOCIATES

IBI

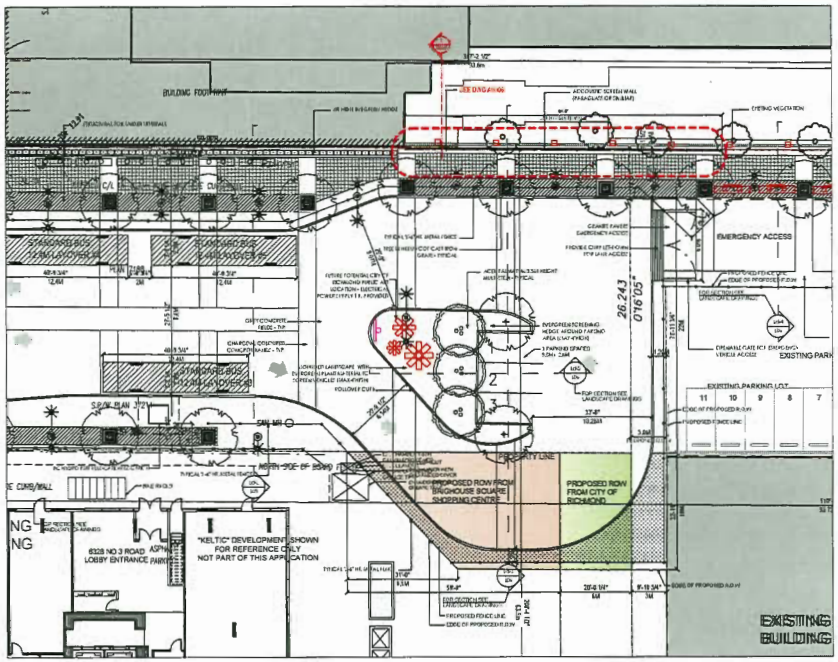
TRANSLINK

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

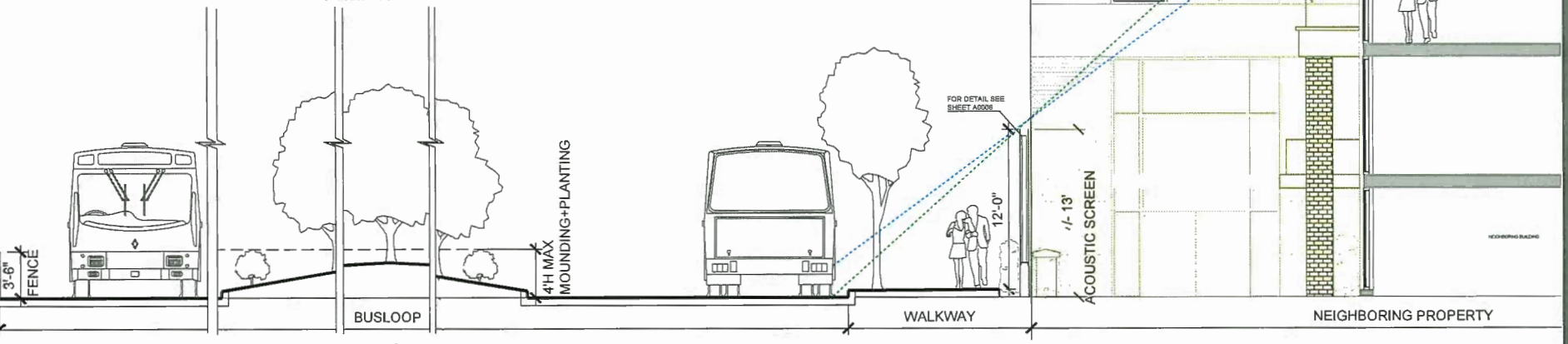
BRIGHOUSE STATION, RICHMOND
DEVELOPMENT PERMIT SUBMISSION
NOVEMBER 18, 2015

Image 1: North Neighbour
FACING EAST ELEVATION

Image 2: North Neighbour
FACING SOUTH-EAST ELEVATION



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



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

IBI GROUP ARCHITECTS (Formerly IBI/HB ARCHITECTS)
700 – 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 5757 fax 604 683 0483
ibigroup.com

TRANSLINK

ACOUSTIC SCREEN

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

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

A0005

Brown Strachan Associates
Consulting Engineers in Acoustics

Project: 125.111

December 9, 2015

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

Attn: Mr. Salim Narayanan

Dear Mr. Narayanan:

Re: Brighouse Bus Loop - Emporio Townhouses Acoustical Screen

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

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Based on the bus volume and other sources, the exterior design level for the facade facing the bus loop was 65 dB, i.e. the 24 hour average level as specified in the OCP (BSA Report 998.05 ; 24 March 2006). The OCP Interior design criterion is 35 dB for bedrooms. To meet the OCP criterion, the recommended facade was 6-13-3 thermal glazing, designed to reduce the noise by 30 decibels. Our records indicate 6-13-3 glazing was specified by the architects.

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

.../2

Yaletown Square 40-1200 Homer St. Vancouver Canada V6B 2Y5 Tel 604 669 2814 Fax 604 669 2703 bsa@brownstrachan.com

-2-

Mr. Salim Narayanan December 9, 2015

Discussion

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

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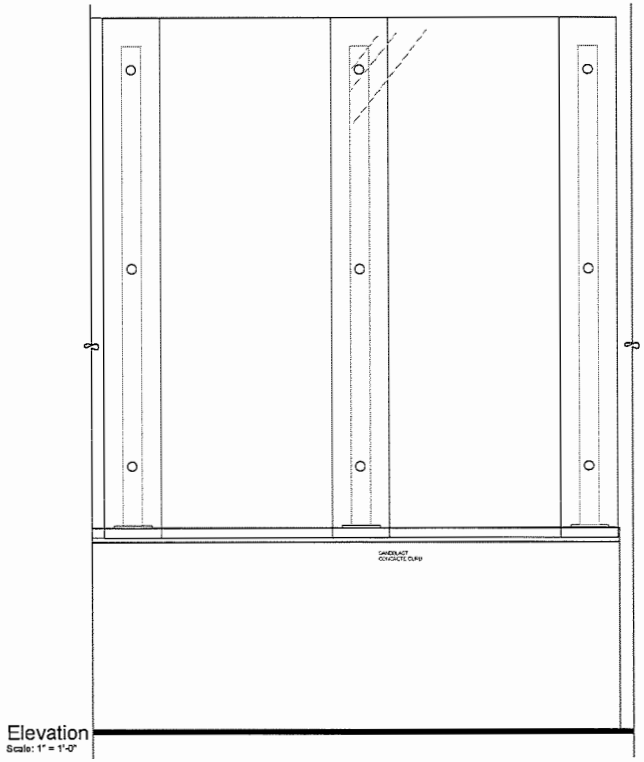
Please call if you have any questions.

Yours very truly,

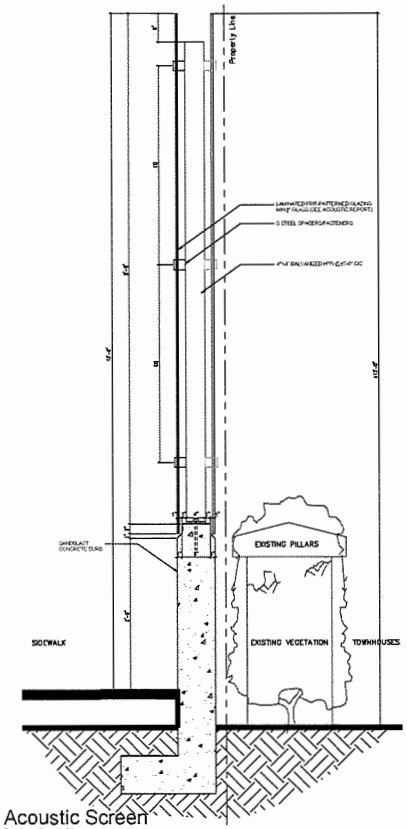
BROWN STRACHAN ASSOCIATES

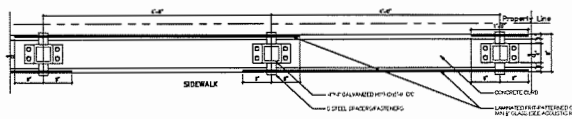
David W. Brown, P.Eng.

Encl. DWB/B/15Dec/IBIBrighouse.let



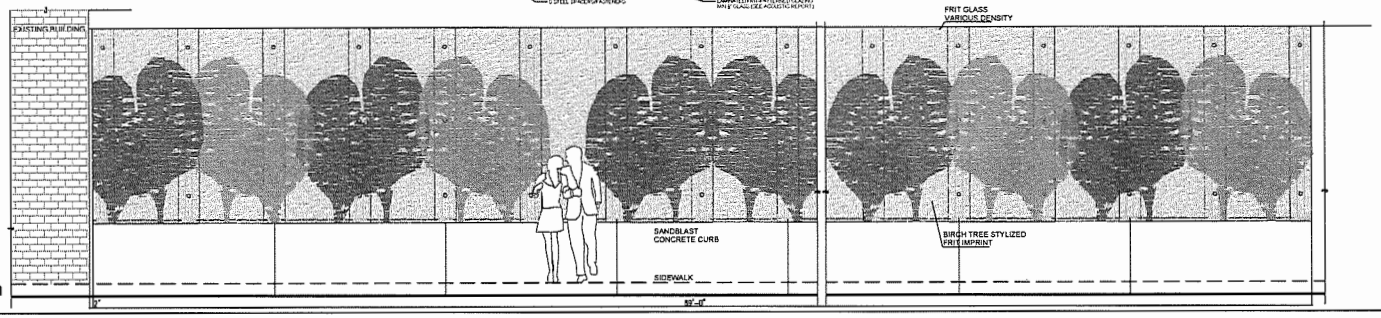
Elevation
Scale: 1" = 1'-0"





Plan
Scale: 1" = 1'-0"

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



Proposed Elevation
Scale: NTS

IBI GROUP ARCHITECTS (Formerly IBI/HB ARCHITECTS)
700 – 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 6797 fax 604 683 0492
ibigroup.com

TRANSLINK

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

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

A0006

City of Richmond

Report to Development Permit Panel

To:	Development Permit Panel	**Date:**	June 26, 2019
From:	Wayne Craig Director of Development	**File:**	DP 17-775868
Re:	**Application by McDonald's Restaurant of Canada Ltd. for a Development Permit at 8140 No. 2 Road**		

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of minor building additions, exterior renovations, and the installation of a dual drive-through lane system at the existing McDonald's restaurant at 8140 No. 2 Road on a site zoned "Community Commercial (CC)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
   a) Reduce the minimum interior (south) side yard from 6.0 m to 2.0 m for a detached accessory building containing garbage and recycling facilities.

Wayne Craig
Director of Development

WC: cl
Att. 5

Staff Report

Origin

McDonald's Restaurant of Canada Ltd. has applied to the City of Richmond for permission to construct minor building additions (a resulting total of 7.53 m^2/81. 05 ft^2), to undertake exterior renovations, and to install a dual drive-through lane system at the existing McDonald's restaurant at 8140 No. 2 Road on a site zoned "Community Commercial (CC)" (Attachment 1). There is no rezoning application associated with this proposal.

Development Information

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

Context and Surrounding Development:

The existing McDonald's restaurant consists of a one-storey building, with a single lane drive-through system, located in a building addressed as 8140 No. 2 Road in the southwest corner of the subject site (Attachment 3). The McDonald's restaurant is located within a portion of a neighbourhood shopping centre, which straddles two properties at 8120 No. 2 Road and 6020 Blundell Road.

Development immediately surrounding the subject property at 8120 No. 2 Road, on which the McDonald's restaurant is located, is as follows:

- To the north is the property at 6020 Blundell Road, which contains the northern portion of the neighbourhood shopping centre and surface parking area;
- To the east, are two apartment buildings known as Rosewood Towers on a property zoned "Town Housing (ZT75) – Rosewood (Blundell)" at 6200 and 6220 Blundell Road;
- To the south, separated by a drive-aisle on the adjacent site, is a low-density townhouse complex on a property zoned "Town Housing (ZT75) – Rosewood (Blundell)" at 8260 and 8280 No. 2 Road;
- To the west, immediately across No. 2 Road, are townhouses and a duplex on properties zoned "Medium-Density Town Housing (RTM1)" and "Two-Unit Dwellings (RD2)" at 8091, 8133, 8155, and 8171 No. 2 Road.

Staff Comments

The proposed scheme attached to this report (Plans # 1.a to 3.f) has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the "Community Commercial (CC)" zone except for the zoning variances noted below.

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

The Applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to: reduce the minimum interior (south) side yard from 6.0 m to 2.0 m for a detached accessory building containing garbage and recycling facilities.

(Staff supports the proposed variance for the following reasons:

- ***The proposed location of the accessory building enables functional access to the garbage and recycling facilities by restaurant employees while also providing sufficient space for vehicle manoeuvering where the two drive-through lanes merge into a single lane. It is also adequately separated from the townhouses on the neighbouring property to the south by a drive-aisle, walkway, fence, and yard, totalling approximately 16 m; and***
- ***A portion of the restaurant's existing garbage and recycling facilities is in the same location as where the detached accessory building containing garbage and recycling facilities is proposed (to the rear/southeast of the restaurant). The current facilities are completely unenclosed and unscreened. The remaining portion of the restaurant's garbage and recycling facilities (including the garbage compactor) is located in an unroofed enclosure attached to the southwest corner of the restaurant. The proposal to centralize all of the required garbage and recycling facilities into a single fully enclosed and roofed building to the rear/southeast of the restaurant is an improvement over the existing unscreened and unroofed scenario, as it provides screening from public and adjacent views, as well as odour and noise mitigation. The noise report provided by the Applicant's acoustical engineer identifies that, on the basis of the modelling undertaken, noise transmission from the proposed accessory building will comply with the limits indicated in the City's Noise Regulation Bylaw No. 8856).***

Advisory Design Panel Comments

Because of its' relatively minor nature, this application was not presented to the Advisory Design Panel (ADP).

Analysis

Conditions of Adjacency

- To address potential visual impact, noise transmission, and odour concerns associated with the proposed dual lane drive-through system along the south side of the restaurant and the relocation of the garbage compactor to the southeast of the restaurant, the following is proposed:
  - installation of two new drive-through speakers that incorporate an Active Voice Control feature, which adjusts the outbound volume based on the ambient noise level. This means that as ambient noise decreases during quieter hours, the outbound speaker volume is designed to reduce accordingly;
  - installation of a new solid wood privacy fence on-site along the south property line will assists with noise mitigation and screens the dual drive-through lane system and service area from the existing residential townhouse site to the south, and is an improvement over the existing unscreened condition;

  - full enclosure of the garbage compactor and other garbage and recycling facilities into a roofed building also assists with odour and noise mitigation, and is also an improvement over the existing unenclosed/unroofed condition.

- The Applicant has also submitted an acoustical report, which confirms that the predicted noise transmission from the proposed two new drive-through speakers, as well as the proposed garbage compactor in a fully enclosed and roofed building, complies with the permitted daytime and nighttime levels in the City's Noise Regulation Bylaw No. 8856.
- Since bylaw compliance doesn't guarantee inaudibility of the drive-through speakers, the Applicant also proposes on-site signage to communicate with customers to be good neighbours by minimizing oral, vehicle, and sound system noise while advancing through the drive-through lanes.
- This proposal does not involve any changes to the existing lighting systems in the surface parking area north of the restaurant nor along the perimeter of the property. With respect to the addition of new lighting, only low-impact soffit and wall-mounted fixtures are proposed on the building. With respect to addressing headlight glare from vehicles in the drive-through lane, the existing shrubs along the perimeter of the drive-through lane that currently provide some screening are proposed to be retained, as well as new shrubs and fencing are proposed to be added for improved screening.
- This proposal does not involve any changes to the existing rooftop mechanical equipment. The proposed roof parapet design maintains the current partial screening of the equipment, and the Applicant's structural engineer has confirmed that the existing roof structure would not be able to support the additional load associated with the installation of rooftop screening of the existing mechanical equipment.
- To address any noise-related concerns generated after the proposed construction is completed, a legal agreement is required to be registered on title prior to Development Permit issuance to indicate that the Applicant is fully responsible for determining noise bylaw compliance, including, but not limited to, engaging an acoustical professional, and for implementing any necessary measures to achieve noise bylaw compliance.

Urban Design and Site Planning

- The scope of work associated with this Development Permit application involves minor modifications to the existing McDonald's restaurant and to a portion of the neighbourhood shopping centre. The modifications are limited to the area immediately around the McDonald's restaurant in the southwest corner of the subject site, as illustrated on Plans # 1.b, # 1.c, and # 2.
- Vehicle access to the existing Mcdonald's restaurant is via the existing southern-most signalized intersection entrance to the shopping centre. Drive-through and formal pedestrian access to the restaurant is from the existing surface parking area immediately north of the restaurant, with entry doors on the north and west building elevations.
- The proposed demolition of a portion of the building in the southwest corner, which currently contains a storage area and an unroofed enclosure housing a garbage compactor (58.78 m^2/ 632.67 ft^2), enables the existing single drive-through lane to be reconfigured to accommodate

a dual drive-through lane system complete with the relocation of the menu display and order speakers along the south side of the restaurant.

- The Applicant also proposes minor building additions to contain a new meeting room in the southwest corner and an enlarged presenter booth in the northeast corner of the restaurant (35.86 m^2/385.98 ft^2).
- The addition of a detached accessory building (30.45 m^2/327.81 ft^2) immediately southeast of the restaurant is proposed to contain the required garbage and recycling facilities for mixed container recycling, refundable container recycling, mixed paper recycling, food scraps, and cardboard recycling, as well as a garbage compactor and grease collection bin.
- Enhancements to the site and building are proposed to more clearly define and direct pedestrian circulation and improve accessibility on-site, including:
  - installation of a new concrete pathway, followed by pavement markings, leading from the public sidewalk along No. 2 Road to the northwest entry of the restaurant;
  - addition of pavement markings from the surface parking area immediately north of the restaurant to the main entry of the restaurant, as well as in the service area south of the restaurant to highlight the pedestrian route to be used by employees from the restaurant to the accessory building containing the garbage and recycling facilities;
  - relocation of an existing east-west pathway between the main entry to the McDonald's restaurant and the commercial retail building to the east;
  - addition of two pedestrian crossing signs across the drive-through lanes;
  - provision of new curb ramps at all pedestrian routes, complete with tactile strips for the visually impaired; and
  - the addition of an automatic door operation at the main entry to the restaurant.
- The proposal involves minor re-striping of the surface parking spaces, resulting in the relocation of two accessible parking spaces from the east of the building to the front (north) of the main entry to the restaurant. Although the re-striping results in the loss of four parking spaces in the area surrounding the McDonald's restaurant, the overall number of remaining shared parking spaces within the shopping centre greatly exceeds the minimum requirement in the Zoning Bylaw (i.e., 267 vehicle parking spaces are required and the resulting overall vehicle parking spaces on-site is proposed to be 284).
- Consistent with the City's Zoning Bylaw requirements for long-term bike storage, a bike locker for two bicycles is proposed to the west, near the side entry to the restaurant. The existing short-term bike storage for visitors is to remain near the northwest corner of the restaurant.
- The City's Transportation Department staff has reviewed the proposed dual drive-through lane system and the traffic impact assessment report prepared by the Applicant's consultant. Staff concur with the report findings that queue lengths and impact on site circulation will be reduced with the proposed configuration. Staff also concur with the measures aimed at mitigating any potential traffic/pedestrian safety concerns associated with the introduction of the dual drive-through lane system and the resulting site plan changes, including:

- Providing adequate space to accommodate merging vehicles at the end of the dual lane queuing system; and
- Adding pedestrian crossing signs and railings at vehicle/pedestrian conflict points.

Landscape and Open Space Design

- There are no trees proposed to be removed with this development proposal.
- The Applicant has provided a Certified Arborist's Report, which assesses and provides recommendations on the proposed landscaping within tree protection zones. The Report recommends undertaking the following protection measures under the project Arborist's supervision:
  - retaining the existing shrubs and groundcover along the west and south perimeter of the restaurant intact, with new plants hand-dug in strategic locations;
  - hand-digging the proposed wooden fence post holes; and
  - tree root pruning during asphalt removal along the south side of the restaurant, and installation of clear crushed gravel sub-base.
- The City's Tree Preservation Coordinator has reviewed the project Arborist's report and concurs with the report recommendations and mitigation measures to retain and protect all trees. To ensure survival of the trees to be retained, the Applicant is required to complete the following:
  - Install tree protection fencing to City standard around the driplines of protected trees in accordance with the Arborist's report and with the City's Tree Protection Information Bulletin (TREE-03), prior to the proposed demolition of portions of the existing restaurant and prior to reconfiguration of the drive-through lane system and surface parking area. Tree protection fencing must remain in place until construction and landscaping is completed.
  - Submit a Contract with a Certified Arborist for supervision of all works proposed in close proximity to tree protection zones. The contract must include the scope of work to be supervised, any protection measures required to ensure tree protection, as well as a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
  - Submit a Survival Security in the amount of $75,000 for all trees to be retained and protected. The Survival Security will be held until construction and landscaping on-site is completed, an acceptable Arborist's post-construction impact assessment report is received, and a landscaping inspection has been passed by City staff (upon request by the Applicant), after which a portion of the survival security may by retained for a 1-year maintenance period.

  The Tree Management Plan is shown in Attachment 4.
- The Landscape Plan illustrates that a variety of shrubs are proposed to be installed to provide visual interest and enhance the public realm to the north, west, and south of the existing restaurant, as well as to screen vehicle lights in the drive-through lanes (e.g., Azalea, Boxwood, Dwarf Gold Threadleaf Sawara False Cypress, Golden Mockorange, and Diablo

Ninebark). The Landscape Plan indicates that an automated irrigation system is proposed for long-term maintenance of the landscaping.

- In addition to the existing chain link fence remaining on the common property line with the adjacent property to the south, a new solid wood privacy fence is proposed on-site along the south property line to provide screening of the drive-through lane system and the service area from the public realm and from the existing residential townhouse site south of the restaurant. The new solid wood fence also helps to mitigate noise transmission from the drive-through system operation and garbage compactor, as described previously in this report.

Architectural Form and Character

- The exterior of the existing McDonald's restaurant consists of a combination of a light brown and cream coloured stucco cladding with a stone veneer base, with red, white, and yellow accents. The existing sloped roof is combined with a slight parapet and a glazed atrium over the main entry area to the restaurant.
- The scope of work associated with this Development Permit application involves modernizing and improving the restaurant's façade treatment consistent with other McDonald's buildings, with the use of high-quality metal siding and panels of a contemporary colour palette, as well as the provision of continuous canopies and a simplified and slightly taller roof parapet, which provides improved street presence and screening of the roof top mechanical equipment. The proposed building design elements and materials reflect the character of recent renovations to the neighbourhood shopping centre that were undertaken in 2014.
- The proposed location of bold architectural details, such as the red metal cladded vertical elements that extend above the rest of the roof parapet, serve to highlight the main and secondary entries to the restaurant.
- The proposed exterior renovations also result in improved building and façade articulation through the use of projections and recesses, as well as canopies and roof overhangs at key locations. The mix of cladding materials and colours, as well as the introduction of window openings along the west elevation of the building, also provides visual interest and assists with breaking the building down into individual components, all of which contributes to an improvement of the neighbourhood shopping centre and the public realm.

Crime Prevention Through Environmental Design

- Natural access control will be improved through the addition of well-defined pedestrian circulation routes, as well as through the installation of perimeter landscaping to eliminate an existing desire line that has been established at the southwest corner of the site from the sidewalk along No. 2 Road leading through the existing drive-through lane.
- Natural surveillance and territoriality are addressed by maintaining the existing storefront glazing along the north and west elevations of the building and by providing for enhanced activity generators in the form of increased outdoor customer seating.
- Existing exterior lighting within the surface parking area and the perimeter of the site are proposed to remain, and new soffit and wall-mounted lighting are proposed on the building.

Building-mounted security cameras are also proposed at the southwest and southeast corners of the restaurant for surveillance of the drive-through area.

- Enclosure of the existing outdoor garbage/recycling facilities behind the restaurant (south) into a detached building assists with ensuring the use of the space for its intended purpose and enables proper site maintenance to avoid unsightliness.

Sustainability Features

- The low impact re-use of the existing building is inherently a sustainable approach to modernizing the McDonald's restaurant and to accommodating intensified operations.
- In terms of exterior materials, portions of the existing stucco cladding will be retained, repaired as needed, and repainted, which reduces waste and consumption of new materials. The proposed horizontal metal and hardie-plank siding are designed for at least 40 years of durability, and the metal panels are made from high-quality recycled materials.
- All new interior and exterior lighting is proposed to be LED to reduce power consumption.
- The Applicant also proposes to install an Electric Vehicle (EV) charging station on-site for two cars, which is to be secured through a legal agreement registered on title prior to Development Permit issuance.

Off-Site Improvements

- The Applicant will be providing a cash-in-lieu contribution to the City in the amount of $24,725 for upgrades to the existing traffic signal located immediately northwest of the McDonald's restaurant to improve traffic safety and pedestrian access to the site through the City's traffic signal annual capital program. The upgrades include the provision of a power backup system and audible pedestrian pushbuttons for the visually impaired.
- There are no upgrades to the existing water, storm, or sanitary systems required with this Development Permit application.

Conclusion

The proposed reuse of the existing McDonald's restaurant by undertaking minor building additions, exterior renovations, and installation of a dual drive-through lane system meets applicable policies and Development Permit Guidelines in the City's Official Community Plan, and results in an overall improvement to the neighbourhood shopping centre and the public realm. On this basis, staff recommends that the Development Permit be endorsed, and that issuance by Council be recommended.

The development proposal complies with the requirements of the "Community Commercial (CC)" zone, with the exception of the zoning variance discussed.

The list of Development Permit Considerations is included in Attachment 5, which has been agreed to by the Applicant (signed concurrence on file).

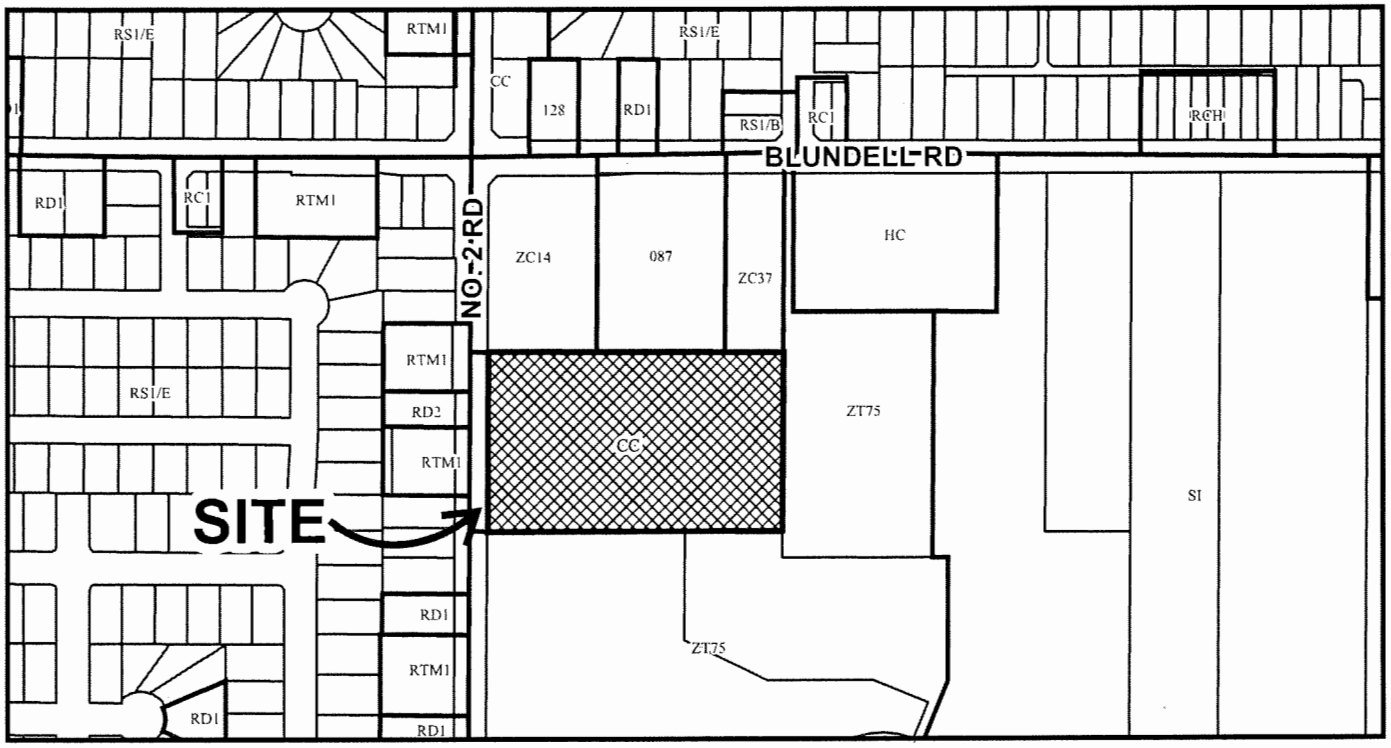
Cynthia Lussier
Planner 1

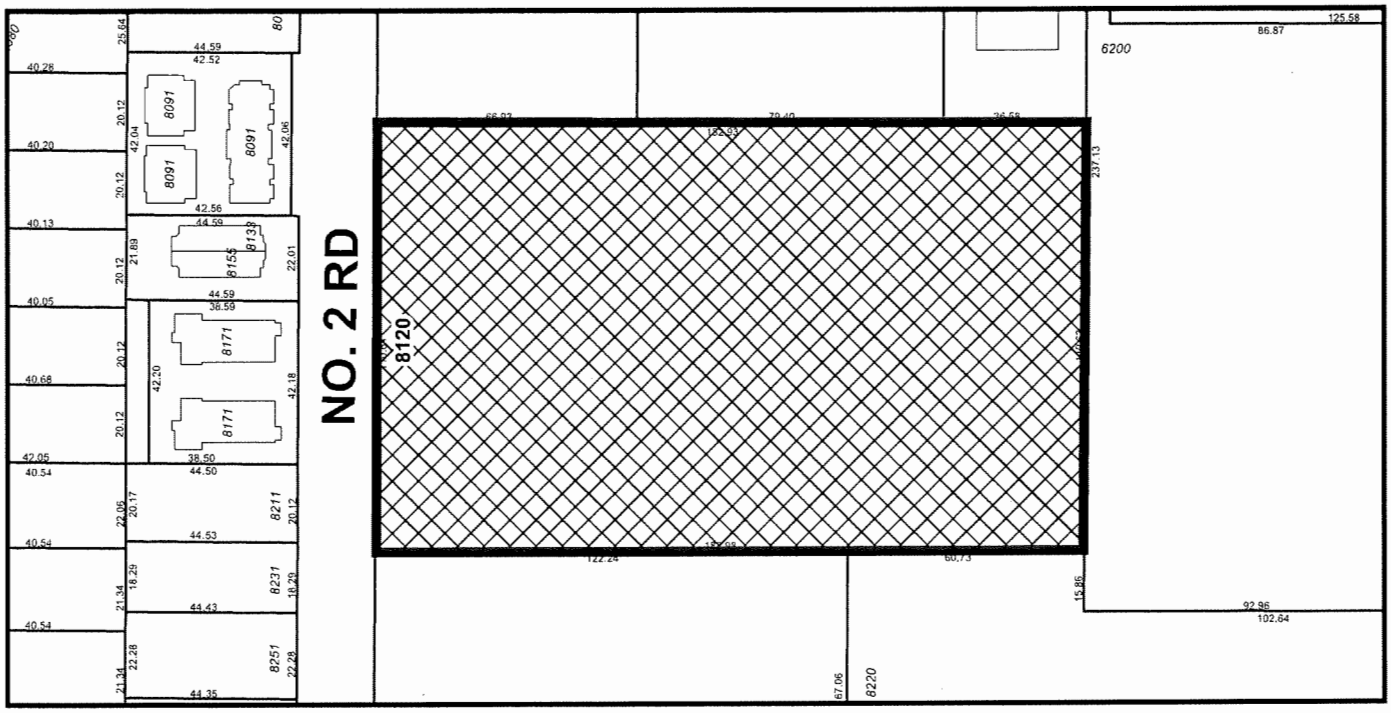
CL: rg

Attachment 1: Location Map
Attachment 2: Development Application Data Sheet
Attachment 3: Partial Site Survey, Existing Context Images
Attachment 4: Tree Management Plan
Attachment 5: Development Permit Considerations

ATTACHMENT 1

City of Richmond





DP 17-775868

Original Date: 07/12/17

Revision Date:

Note: Dimensions are in METRES

City of Richmond

Development Application Data Sheet

Development Applications Department

DP 17-775868 **Attachment 2**

Address: 8140 No. 2 Road

Applicant: McDonald's Restaurant of Canada Ltd. Owner: Conway Richmond Ltd

Planning Area(s): Blundell

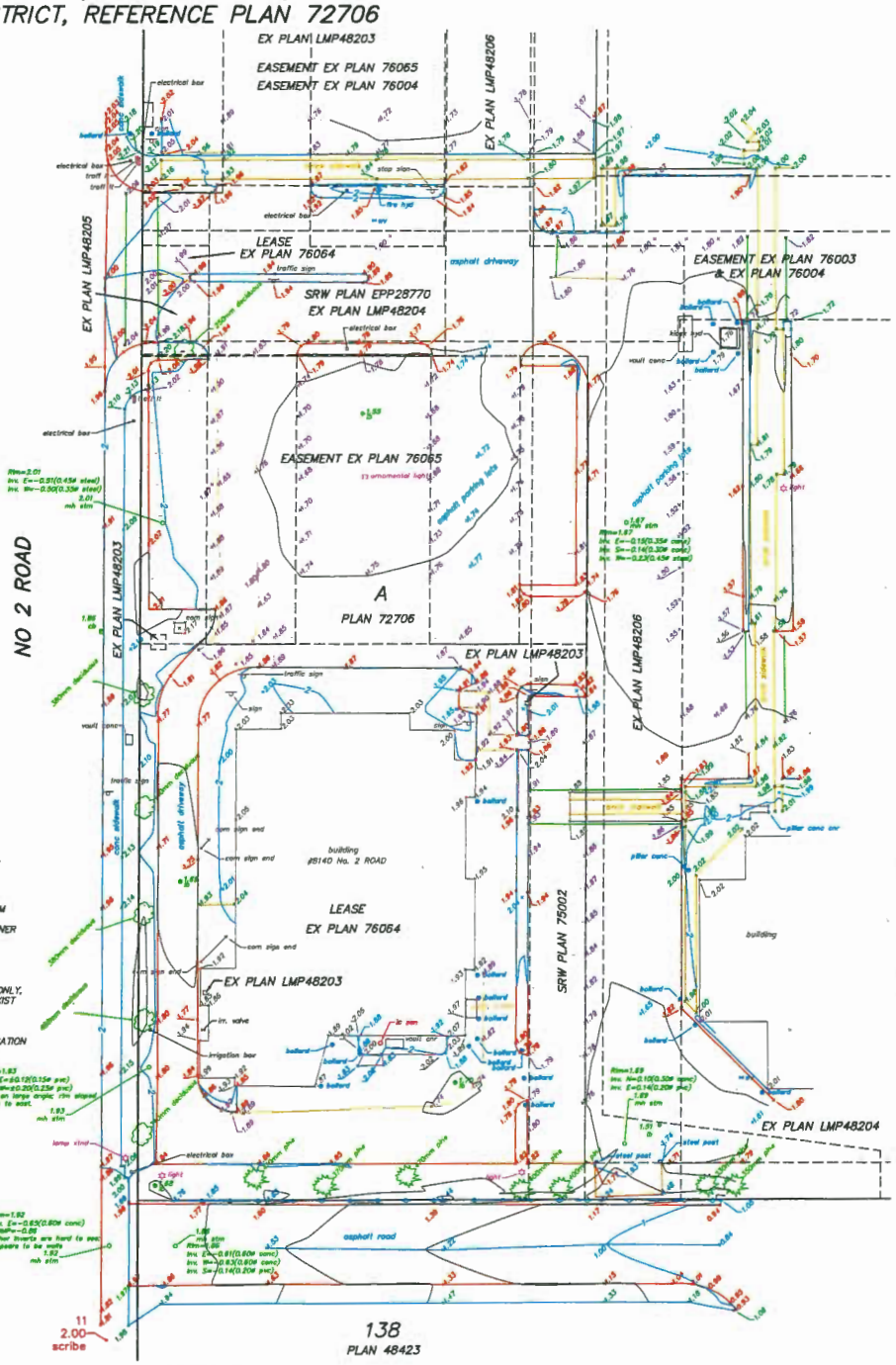
	Existing	Proposed
Site Area:	20,228 m^2	No change
Land Uses:	Neighbourhood shopping centre, including the McDonald's restaurant with drive-through	No change
OCP Designation:	Neighbourhood Service Centre	No change
Zoning:	Community Commercial (CC)	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.50	0.30	None permitted
Floor Area:	10,114 m^2 (108,866 ft^2)	Overall site: 6,045.59 m^2 (65,075 ft^2) McDonald's: 516.33 m^2 + 30.45 m^2 = 546.78 m2 (5,886 ft^2)	
Lot Coverage:	Max. 35%	30%	None
Setback – Front Yard:	Min. 3.0 m	5.11 m	None
Setback – Interior Side Yard:	Min. 6.0 m	North Side Yard – N/A South Side Yard – 2.0 m	Request to reduce the interior (south) side yard setback from 6.0 m to 2.0 m for garb./rec. bldg
Setback – Rear Yard:	Min. 6.0 m	N/A	None
Building Height (m):	Max. 9.0 m	Restaurant Bldg. – 7.026 m Garb./Rec. Bldg. – 4.267 m	None
Min. Lot Size:	N/A	N/A	None
On-site Parking Spaces:	Overall site – 267 McDonald's – 40	Overall site – 284 McDonald's – 36	None
On-site Parking Spaces – Accessible:	Overall site – 6 McDonald's – 2	Overall site – 6 McDonald's – 2	None

TOPOGRAPHIC PLAN OF A PORTION OF PARCEL A, SECTION 19, BLOCK 4 NORTH, RANGE 6 WEST, NEW WESTMINSTER DISTRICT, REFERENCE PLAN 72706

CIVIC ADDRESS: 8140 No. 2 ROAD
RICHMOND, BC
PID: 004-947-614

0 2 5 10 15
SCALE 1 : 250
ALL DISTANCES ARE IN METRES



NOTES :

ALL ELEVATIONS AND DISTANCES SHOWN ARE IN METRES.

LEGAL BOUNDARIES ARE BASED ON LAND TITLE OFFICE RECORDS AND FIELD SURVEY.

ELEVATIONS ARE TO THE CITY OF RICHMOND HPN DATUM BENCH MARK SET:
SCRIBE #11 LOCATED SIDE WALK SOUTH OF THE SW CORNER OF THE SITE
ELEVATION = 2.00 METRES, GEODETIC DATUM

CONTOUR INTERVAL = 0.25 METRES.

THIS PLAN SHOWS THE LOCATION OF VISIBLE FEATURES ONLY, AND DOES NOT INDICATE BURIED SERVICES THAT MAY EXIST ON OR AROUND THE SUBJECT SITE.

TREE SPECIES AND DIMENSIONS TO BE CONFIRMED BY A QUALIFIED ARBORIST. TREE SYMBOLS ARE NOT AN INDICATION OF DRIP LINE LOCATION UNLESS SPECIFICALLY LABELLED.

THE CERTIFICATE OF TITLE MAY BE SUBJECT TO THE FOLLOWING CHARGES NOT SHOWN ON PLAN:

EASEMENT AA202635 INTER ALIA APPURTENANT TO LEASE AA202630 (SEE AA202630)
RESTRICTIVE COVENANT AA202638 INTER ALIA APPURTENANT TO LEASE AA202630 (SEE AA202630)
RESTRICTIVE COVENANT BP293675 INTER ALIA APPURTENANT TO LEASE AA202630
LEASE AB56853 IMASCO R.I. INC. INCORPORATION NO. 1764B
LEASE BJ63849 CANADA TRUSTCO MORTGAGE COMPANY INCORPORATION NO. A24065 INTER ALIA PLAN LMP21989
LEASE BR326583 INTER ALIA MODIFICATION AND EXTENSION OF BJ63849 PART SHOWN HATCHED ON PLAN LMP32062
MODIFICATION BB195566B INTER ALIA RENEWAL AND MODIFICATION OF BJ63849
COVENANT CA3109790 CITY OF RICHMOND
COVENANT CA3109794 CITY OF RICHMOND

MURRAY & ASSOCIATES
PROFESSIONAL LAND SURVEYORS
201-12448 82nd AVENUE
SURREY, BC V3W 3E9
(604) 597-9189

FIELD SURVEY COMPLETED MAY 8, 2018
FILE 18-564topo C3D

NORTH EAST VIEW (EXISTING)
SCALE: NOT TO SCALE

NORTH WEST VIEW (EXISTING)
SCALE: NOT TO SCALE

SOUTH WEST VIEW (EXISTING)
SCALE: NOT TO SCALE

N
KEP MAP (EXISTING)
SCALE: NOT TO SCALE

DP 17-775868

REV	DATE	DESCRIPTION
	MAR/2016	RE-ISSUED FOR DP
	NOV/2015	RE-ISSUED FOR D.P.
	JUNE/2011	ISSUED FOR D.P.
	APRIL/16	ISSUED FOR MCD'S REVIEW

McDonald's
McDONALD'S RESTAURANTS OF CANADA LIMITED,
4400 STILL CREEK DRIVE, BURNABY, B.C. V5C 6C6

CONSULTANT

CONSULTANT SEAL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE, DRAWINGS SHALL NOT BE SCALED.

ARCHITECT

LOVICK SCOTT ARCHITECTS

3707 1ST AVENUE
BURNABY, BC V5C 3V6
ADMIN@LOVICKSCOTT.COM
604 298 3700 WWW.LOVICKSCOTT.COM
MEMBER OF THE AIBC, AAA, SAA, MAA & NWTAA

ARCHITECTURAL SEAL

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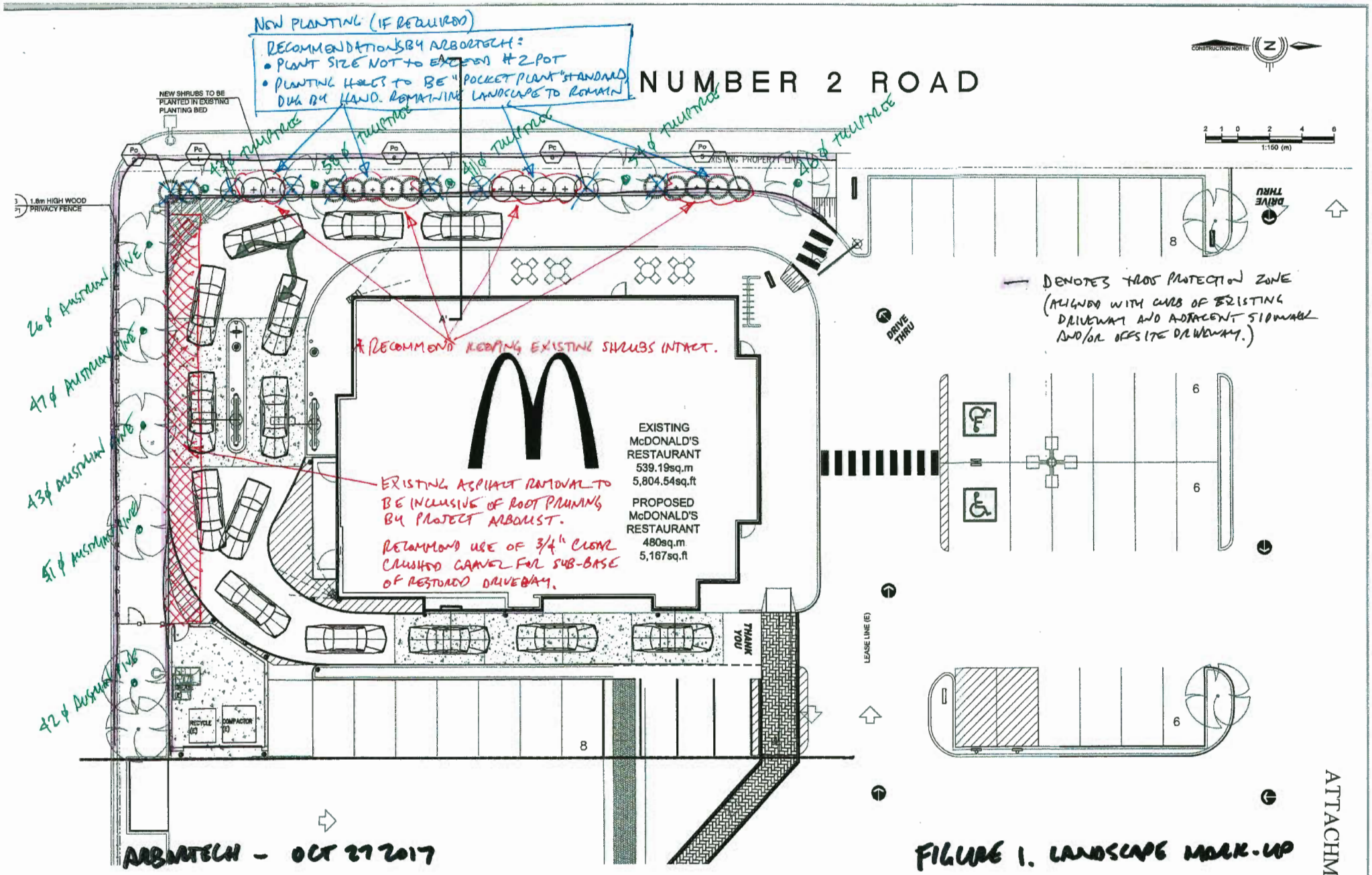
DRAWN BY RMR
APPROVED

PROJECT
McDonald's Restaurant
8140 No.2 Road,
RICHMOND, BC

DRAWING
CONTEXT PHOTOS
PLAN # 4

PROJECT NUMBER 16-025
DRAWING NUMBER A50.0
SCALE NOT TO SCALE
DATE MARCH 2016
REVISED

BLUNDELL NO.2 - 16-025



ARBORTECH - OCT 27 2017

FIGURE 1. LANDSCAPE MARK-UP

ATTACHMENT 4

ATTACHMENT 5

City of Richmond

Development Permit Considerations

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

Address: 8140 No. 2 Road **File No.:** DP 17-775868

Prior to issuance of the Development Permit, the Applicant is required to complete the following:

1. Receipt of a Letter-of-Credit (or other format acceptable to the City) for the proposed landscaping in the amount of $13,450.25 (based on the cost estimate provided by a CSLA registered Landscape Architect, including all materials, installation, and a 10% contingency).
2. Submission of a Contract with a Certified Arborist for supervision of all works to be conducted in close proximity to tree protection zone of the trees to be retained, as illustrated on the Tree Management Plan included in Attachment 4 to the staff report to the Development Permit Panel. The Contract must include the scope of work to be supervised, including: any protection measures required to ensure tree protection, the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
3. Submission of a Survival Security to the City in the amount of $75,000 for all trees to be retained and protected. The Survival Security will be held until construction and landscaping on-site is completed, an acceptable Arborist's post-construction impact assessment report is received, and a landscaping inspection has been passed by City Staff (upon request by the Applicant). If it determined that the trees have not been negatively impacted by the proposed construction, the City may release a portion of the Security (e.g., 50-90%), with the remaining portion held for a 1-year maintenance period (e.g., 10-50%). If it is determined that the trees have been negatively impacted by the proposed construction, the Survival Security may, at the discretion of the City, be converted to a Landscaping Security to be held until the Applicant plants replacement trees on-site (at a 2:1 ratio), or may be used as a contribution to the City's Tree Compensation Fund for the planting of trees on City-owned property.
4. City acceptance of the Applicant's contribution in the amount of $24,725 for traffic signal upgrades to include a power backup system and the addition of audible pedestrian pushbuttons for the visually impaired.
5. Registration of a legal agreement on title to secure the proposed Electric Vehicle Charging Station for two cars on-site.
6. Registration of a legal agreement on title to ensure that the Applicant addresses any noise-related concerns generated after the proposed construction is completed, and to indicate that the Applicant is fully responsible for determining noise bylaw compliance, including, but not limited to, engaging an acoustical professional, and for implementing any necessary measures to achieve noise bylaw compliance.

Prior to any construction activities, including building demolition, occurring on-site, the Applicant is required to complete the following:

- Installation of tree protection fencing to City standard around the driplines of all trees to be retained as part of the development in accordance with the Arborist's report and with the City's Tree Protection Information Bulletin (TREE-03). Tree protection must remain in place until the proposed construction and landscaping is completed.

Prior to Building Permit* issuance, the Applicant is required to complete the following:

Water Works

- Using the OCP Model, there is 372.0 L/s of water available at a 20 psi residual at the No.2 Road frontage and 225.0 L/s at a 20 psi residual at the lane south of 8140 No 2 Road. Based on the proposed development, the subject site requires a minimum fire flow of 200 L/s.

- The Applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations at Building Permit stage to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and must be based on the proposed Building Permit plans at Building Permit stage.

Storm Sewer Works

- Based on the information provided by the Applicant via email in May and August of 2018, confirming that all three of the existing storm service connections are currently in use by the subject site (STCN34569, STCN34653, & SLAT82046), none of the existing service connections need to be cut, capped, or removed.

Frontage Improvements

- The Applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
  - when relocating/modifying any of the existing power poles and/or guy wires within the property frontages;
  - to determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located on-site.

General Items

- The Applicant is required to enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- 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). The Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

- 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.

Notes:

* This requires a separate application.

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed concurrence on file]

Signed	Date

City of Richmond

Development Permit

No. DP 17-775868

To the Holder:	McDonald's Restaurant of Canada Ltd.
Property Address:	Building at 8140 No. 2 Road (on property at 8120 No. 2 Road)
Address:	C/O Lovick Scott Architects 3707 1st Avenue Burnaby BC V5C 3V6

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) Reduce the minimum interior (south) side yard from 6.0 m to 2.0 m for a detached accessory building containing garbage and recycling facilities.
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.a to #3.f 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 $13,450.25 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 17-775868

To the Holder:	McDonald's Restaurant of Canada Ltd.
Property Address:	Building at 8140 No. 2 Road (on property at 8120 No. 2 Road)
Address:	C/O Lovick Scott Architects 3707 1st Avenue Burnaby BC V5C 3V6

---

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

   This Permit is not a Building Permit.

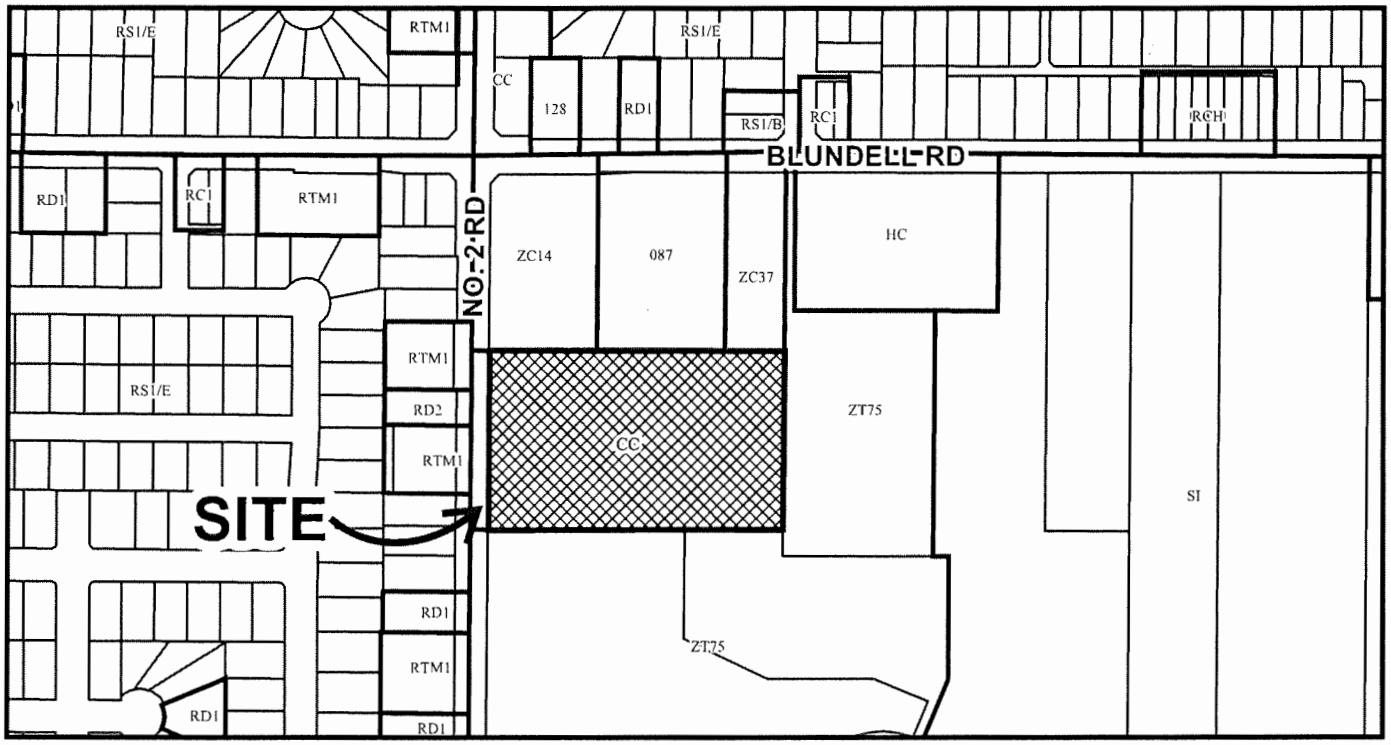
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF , .

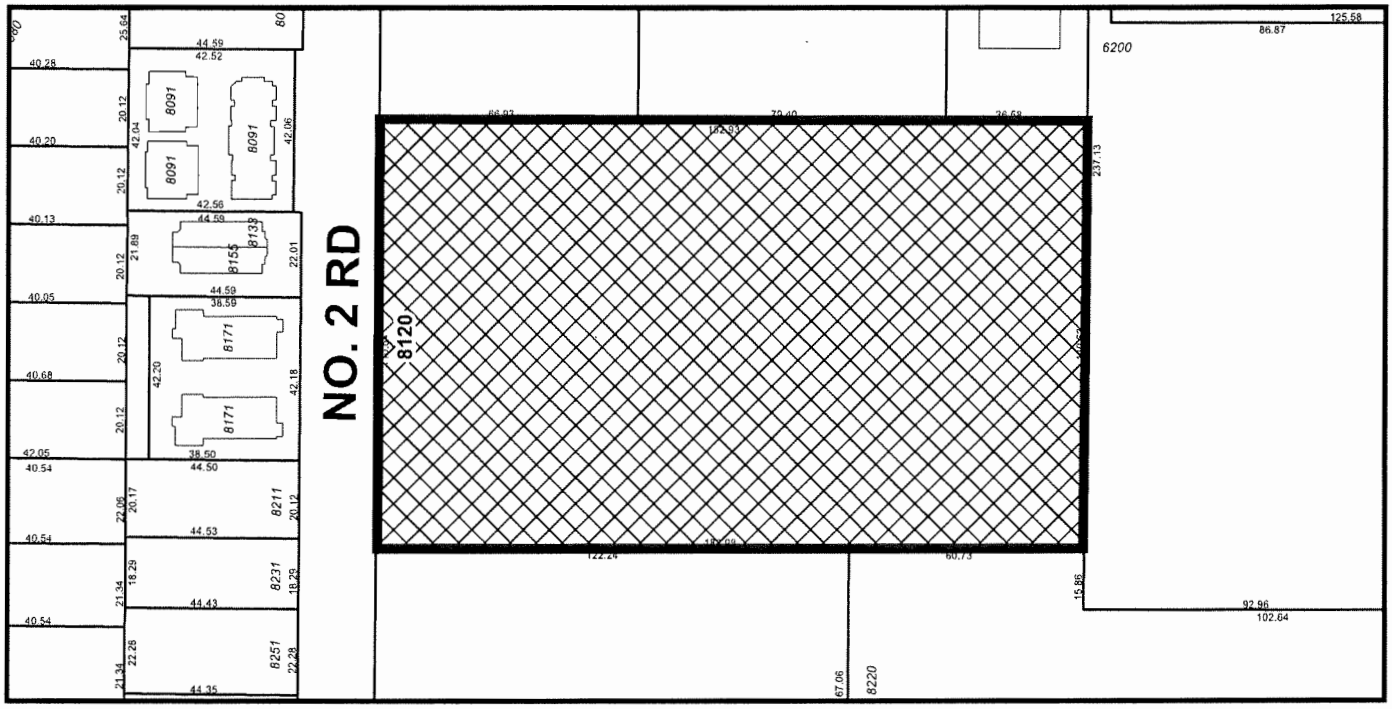
DELIVERED THIS DAY OF , .

_____

MAYOR

City of Richmond





DP 17-775868
SCHEDULE "A"

Original Date: 07/12/17

Revision Date:

Note: Dimensions are in METRES

10430 Blundell

Parcel A, Lot 161, Block 4N, Plan 72706
8140 No.2 Road, Richmond, bc

DRAWING LIST:

A0.0 COVER SHEET - PLAN #1
A0.1 GENERAL NOTES, CODE ANALYSIS & SPECIFICATIONS - PLAN #2
A0.2 SIGNAGE SCHEDULE - PLAN # 3
AS0.0 CONTEXT PHOTOS - PLAN # 4
AS0.1 STREETSCAPE - PLAN # 5
AS0.2 PROPOSED GARBAGE ENCLOSURE PLAN, ELEVATIONS, SECTIONS - PLAN # 6
SP1 SITE PLAN - PLAN # 7
LP1 LANDSCAPE PLAN - PLAN # 8
D1 LIGHTING PLAN - PLAN # 9
A1.0 EXISTING / DEMO FLOOR PLAN - PLAN # 10
A1.1 PROPOSED FLOOR PLAN - PLAN # 11
A1.5 EXISTING / DEMO ROOF PLAN - PLAN # 12
A1.6 PROPOSED ROOF PLAN - PLAN # 13
A2.0 EXISTING & PROPOSED NORTH ELEVATIONS - PLAN # 14
A2.1 EXISTING & PROPOSED WEST ELEVATIONS - PLAN # 15
A2.2 EXISTING & PROPOSED SOUTH ELEVATIONS - PLAN # 16
A2.3 EXISTING & PROPOSED EAST ELEVATIONS - PLAN #17
A2.4 COLOURED ELEVATIONS - PLAN # 18
A2.5 PERSPECTIVES - PLAN # 19
A2.6 PERSPECTIVES - PLAN # 20
A2.7 PERSPECTIVES - PLAN # 21
A3.0 BUILDING SECTIONS - PLAN # 22

NOISE & ACOUSTIC

- SEE REPORT

PROJECT TEAM:

ARCHITECTURAL	CIVIL & LANDSCAPE	ACOUSTICS
LOVICK SCOTT ARCHITECTS LTD. 3707 1st AVENUE BURNABY, B.C., V5C 3V6 Tel.: 604.298.3700 ext.108 Contact: Reilen Reyes Email: rreyes@lovickscott.com	IBI GROUP SUITE 308-30 EGLINTON AVENUE WEST MISSISSAUGA, ONTARIO L5R 3E7 (905) 890-3550 Contact: Tony Withall Email: tony.withall@ibigroup.com	RWDI 280 - 1385 WEST 8TH AVENUE, VANCOUVER, BC V6H 3V9 Tel.: 604.730.5688 Email: solution@rwdi.com

DP 17-775868

JUN 26 2019

PLAN # 1.a

DP 17-775868

REV	DATE	DESCRIPTION
	NOV/5/16	RE-ISSUED FOR D.P.
	JUNE/16/17	ISSUED FOR D.P.
	APRIL/16	ISSUED FOR MLD'S REVIEW

CONSULTANT

McDonald's®

McDONALD'S RESTAURANTS OF CANADA LIMITED,
4400 STILL CREEK DRIVE, BURNABY B.C. V5C 6C6

CONSULTANT SEAL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

ARCHITECT

LOVICK SCOTT ARCHITECTS

3707 1ST AVENUE
BURNABY, BC V5C 3V6
ADMIN@LOVICKSCOTT.COM
604 298 3700 WWW.LOVICKSCOTT.COM
MEMBER OF THE AIBC, AAA, SAA, MAA & NWTAA

ARCHITECTURAL SEAL

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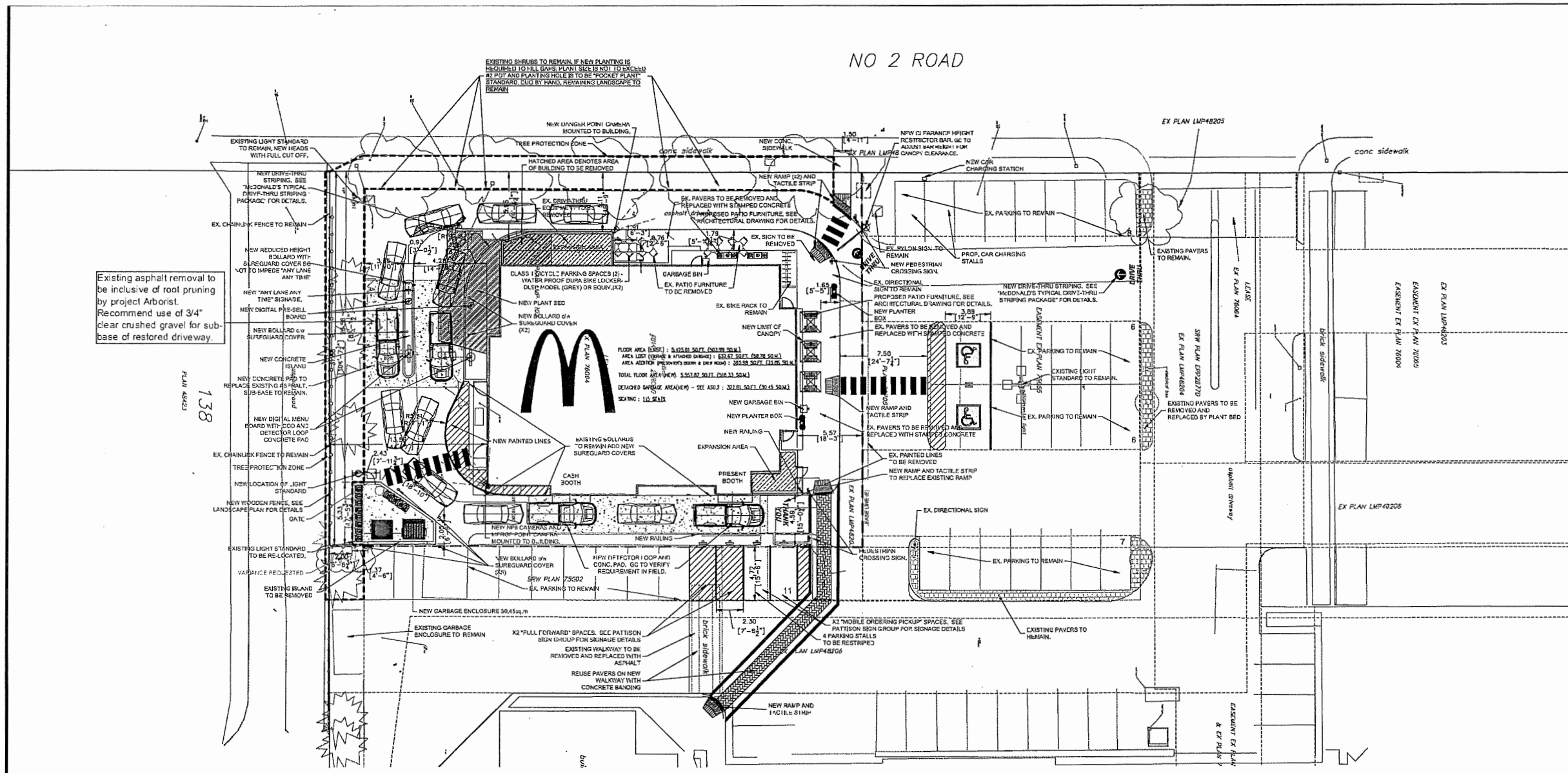
DRAWN BY PT
APPROVED

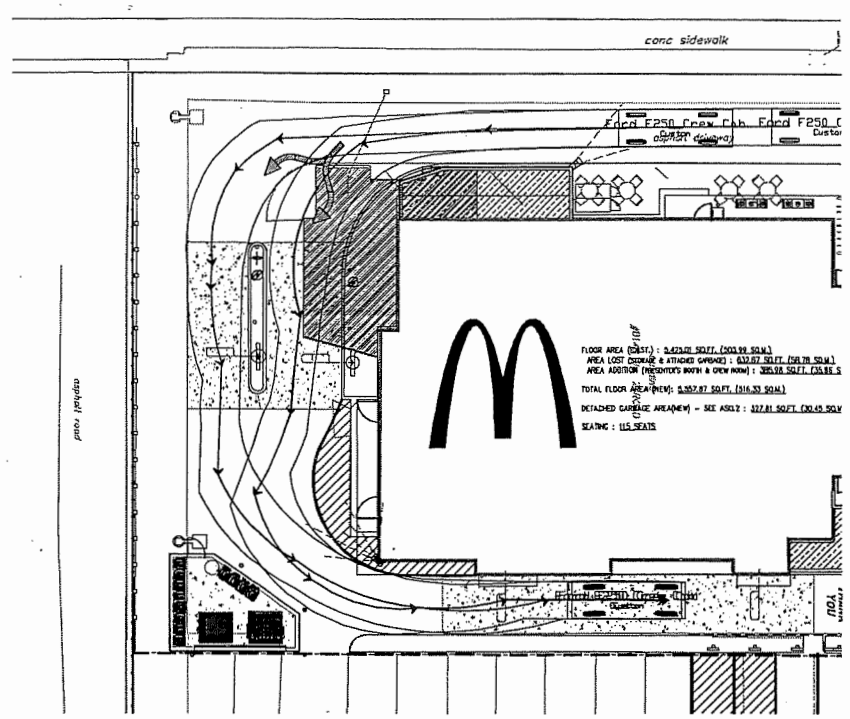
PROJECT
McDonald's Restaurant
8140 No.2 Road,
RICHMOND, BC

DRAWING
COVER SHEET
PLAN # 1

PROJECT NUMBER 16-025
DRAWING NUMBER A0.0
SCALE 1/4" = 1'-0"
DATE MARCH 2016
REVISION

BLUNDELL NO.2 - 16-025





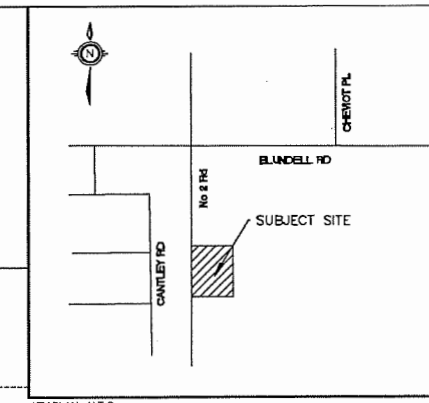
DRIVE-THRU MOVEMENT

SCALE: NTS

DP 17-775368

JUN 26 2019

PLAN #1.6



KEY PLAN - N.T.S.

DETAILS OF DEVELOPMENT

DATA		REQUIRED	PROVIDED
ZONING	CC - COMMUNITY COMMERCIAL		
SETBACKS	FY	3m min	511 m
	RY	6m min	NA
	SY (NORTH)	6m min	NA
	SY (SOUTH) (GARBAGE ENCLOSURE)	6m min	20 m (VARIANCE)
	(MAIN BUILDING)		13.59 m
LOT AREA		20,228 sq.m	
MAX. FLOOR AREA RATIO		050 6,038.06m²(floor area) / 20,228m²(site area) = 0.2985	(EX) FAR 0.30 (PROP) FAR 0.30 6,038.06m2 + 7.53m2 = 6045.59m2 (floor area)/20,228m2 (site area) = 0.2989
GARBAGE ENCLOSURE AREA		30.45sq.m	
BUILDING AREA		516.33sq.m	
BUILDING HEIGHT		90m	7.026m
GARBAGE ENCLOSURE HEIGHT			426m
SEATS		115	
MAX. LOT COVERAGE		35%	(EX) 30% (PROP) 30%
#of LOADING SPACES		1 (ON-SITE SHARED)	
GARBAGE ENCLOSURE		1	
LANDSCAPE AREA		-	
IMPERVIOUS AREA		-	
DT STACKING		8	
ON-SITE PARKING SPACES: McDONALD'S AREA PARKING		257 NA	(EX) (PROP) 258 284 40 36
BICYCLE PARKING			
CLASS 1		2	4
CLASS 2		2	8
TOTAL			12

NOTES

- PARKING REQUIREMENTS

7SPACES PER 100 SQ.M. UP TO 350 SQ.M. (3,767.37 SQ.FT.) GROSS LEASABLE AREA + 9 SPACES FOR EACH ADDITIONAL 100 SQ.M (1,076.39 SQ.FT.) GROSS LEASABLE AREA

= 5557.72 - 3,767.37
= 1500.1 / 1,076.39
= 1.66 x 9
= 15 ADDITIONAL SPACES

TOTAL = 22 SPACES

- BICYCLE PARKING CALCULATION:

'CLASS 1':
0.27 SPACES PER 100sq.m OF GLFA GREATER THAN 100sq.m
516.33sq.m - 100sq.m = 416.33sq.m
416.33sq.m / 100sq.m = 4.163
4.163 X 0.27 = 1.12 (2) SPACES

'CLASS 2':
0.4 SPACES PER 100sq.m OF GLFA GREATER THAN 100sq.m
516.33sq.m - 100sq.m = 416.33sq.m
416.33sq.m / 100sq.m = 4.163
4.163 X 0.4 = 1.66 (2) SPACES

2- 'CLASS 1' BICYCLE PARKING REQUIRED
2- 'CLASS 2' BICYCLE PARKING REQUIRED

- ALL SITE FEATURES ARE EXISTING UNLESS OTHERWISE NOTED.
- THESE DRAWINGS ARE COMPILED FROM INFORMATION SUPPLIED BY McDONALD'S AND SHALL BE SITE VERIFIED BY CONTRACTOR AT BID TIME.
- GC, TO COORDINATE AND PROVIDE SERVICING LOCATES TO IBI GROUP PRIOR TO CONSTRUCTION START TO CONFIRM THERE ARE NO CONFLICTS WITH PROPOSED.
- CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS PERTINENT TO WORK BEING PERFORMED, PRIOR TO STARTING CONSTRUCTION, AND REPORT ANY DISCREPANCIES OR VARIANCES TO PROJECT MANAGER.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION AND BE RESPONSIBLE FOR SAME.
- ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF LOCAL CODES.
- ALL PYLON BASES, DIRECTIONAL SIGNS, ROAD SIGNS AND DT MENU BOARD COMPONENTS ARE TO BE REPAINTED. PAINT SYSTEM TO BE DEVTHANE 379 - MC046 (PT-2) : SURFACE TO BE PREPARED PRIOR TO PAINTING AS PER ICI RECOMMENDATIONS.
- EXISTING ASPHALT PARKING LOT IS TO BE REPAIRED, RESEALED AND RESTRIPED AS SHOWN.

LEGAL DESCRIPTION

SECTION 19 BLK4N RG6W PL 72706 PARCEL A, LOT 161, BLOCK 4N, PLAN 55172, SECTION 19, RANGE 6W, NWLD, EXCEPT PLAN LMP46694

CLIENT

McDonald's Restaurants of Canada Ltd.
400 Still Creek Drive
Burnaby, BC
V5C 6C6
Tel: 604-294-2181

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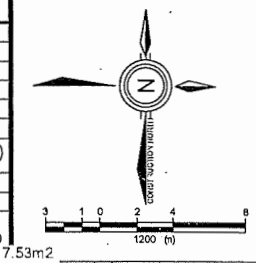


#	DATE	BY	DESCRIPTION
3	2019-06-10	JC	REVISED SUBMISSION AS PER CITY COMMENTS
2	2018-02-13	SC	REVISED SUBMISSION
1	2017-12-21	SC	ISSUED FOR REVIEW

DRAWING ISSUE RECORD

SEALS

SUB-CONSULTANT
LOVICK SCOTT ARCHITECTS

PRIME CONSULTANT
IBI GROUP
200 East Wing-350 James Street North
Hamilton ON L8L 1H5 Canada
tel 905 546 1010 fax 905 546 1011
ibigroup.com

PROJECT
McDONALD'S
10430-NO 2 & BLUNDELL
8140 NUMBER 2 ROAD, RICHMOND, B.C.

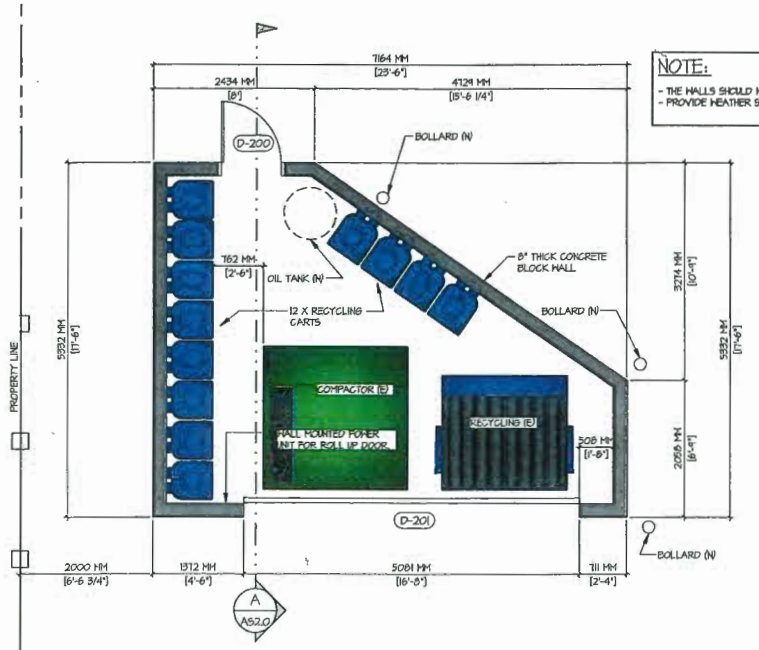
PROJECT NO:	39957
DRAWN BY:	SCHALMERS
CHK'D BY:	TWITHALL
SCALE:	1200
DATE:	2019-01-06

SHEET TITLE
SITE PLAN

SP1.0

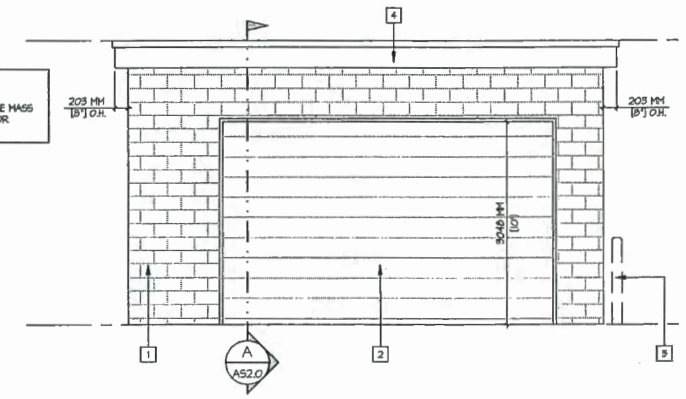
SHEET 1 OF 2

File Location: J:\39957_mcd_Blundell\CAD drawings\dp\current\39957.dwg Last Saved: June 19, 2019, by stephanie.chalmers Plotted: Wednesday, June 19, 2019 9:25:31 AM by Stephanie Chalmers

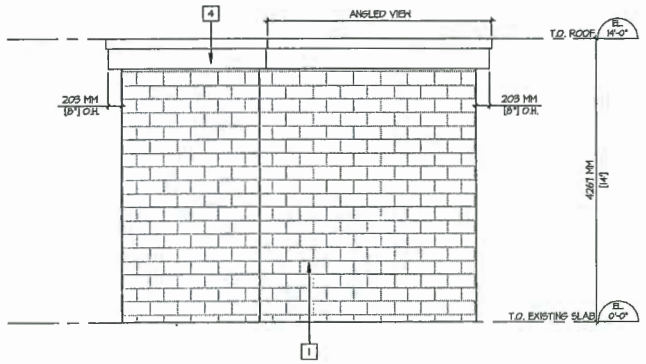


1 A52.0 GARBAGE ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"
AREA : 327.81 SQ.FT. (30.45 SQ.M)

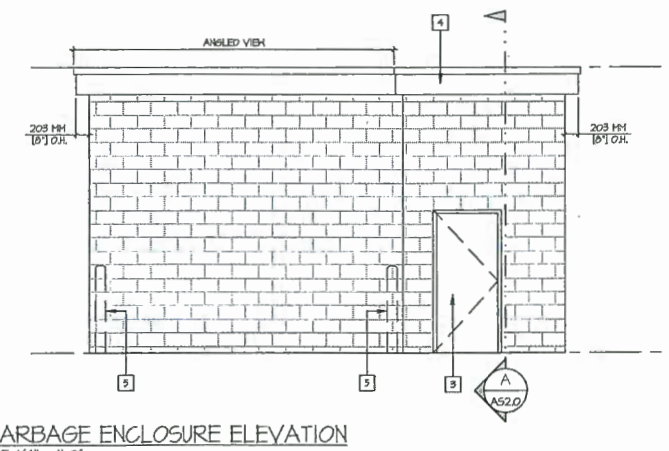
NOTE:
- THE WALLS SHOULD HAVE A MIN. 15-20 KG/M² SURFACE MASS
- PROVIDE WEATHER STRIPPING TO THE NEW STEEL DOOR



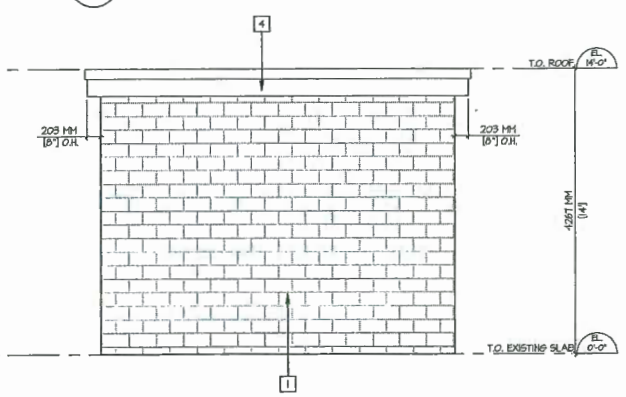
3 A52.0 GARBAGE ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



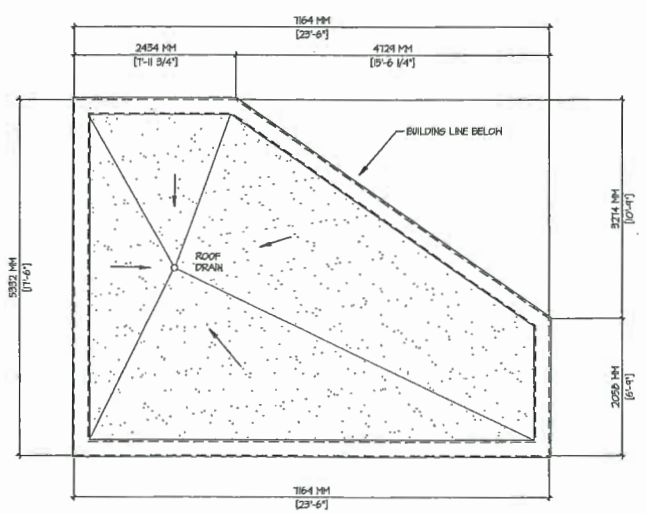
4 A52.0 GARBAGE ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



5 A52.0 GARBAGE ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



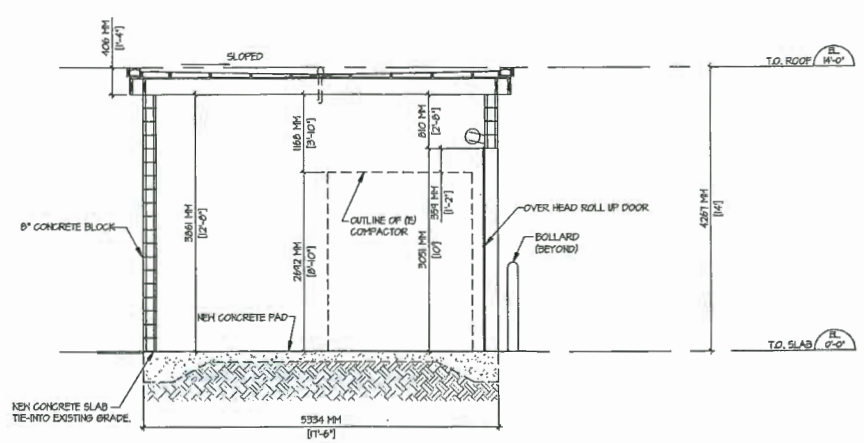
6 A52.0 GARBAGE ENCLOSURE ELEVATION
SCALE: 1/4" = 1'-0"



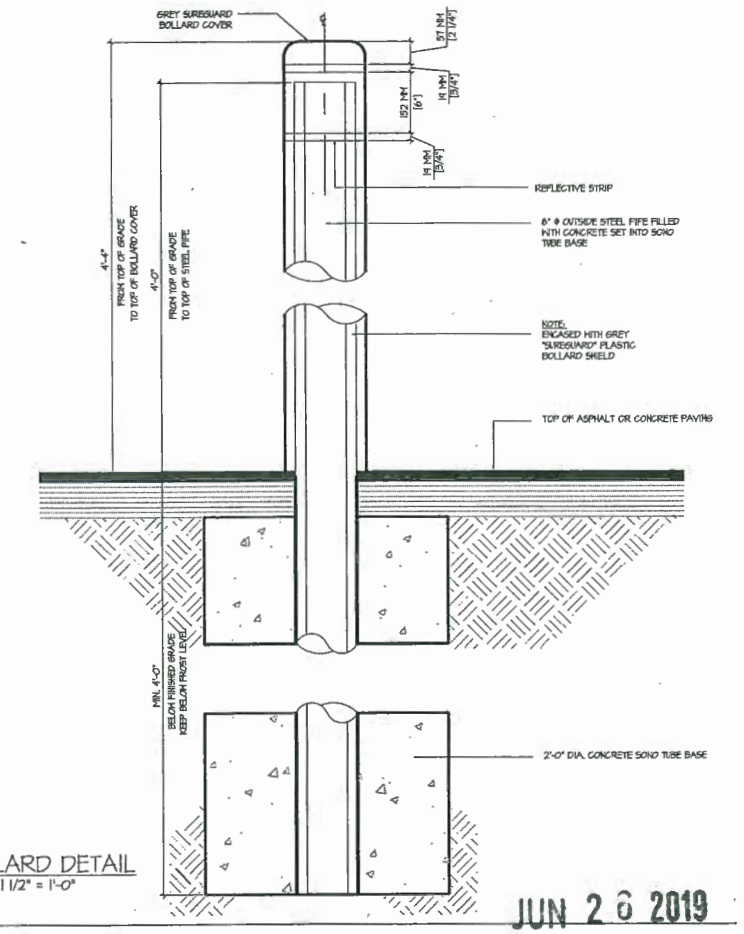
2 A52.0 GARBAGE ENCLOSURE ROOF PLAN
SCALE: 1/4" = 1'-0"

EXTERIOR FINISHES		
	MATERIAL	COLOUR
1	CONCRETE BLOCK WALL	STAINED NAKAH " REGENT GREY"
2	OVERHEAD STEEL DOOR	RAL 7042 - POWDER COAT FINISH
3	STEEL DOORS & FRAMES	PAINTED DULUX PAINT MLD 48
4	*PRE-FINISHED METAL CAP FLASHING	CHARCOAL (QC 16072)
5	BOLLARD	SEE DETAIL

- ALL MATERIALS ARE NEW U.N.O.
- REFER TO EXTERIOR FINISHES SPECIFICATIONS ON DWG. A0.1.
- *ALL MATERIAL FLASHING TO BE 24GA



7 A52.0 GARBAGE ENCLOSURE SECTION-A
SCALE: 1/4" = 1'-0"



8 A52.0 BOLLARD DETAIL
SCALE: 1 1/2" = 1'-0"

JUN 26 2019

REV	DATE	DESCRIPTION
	JUNE/10/14	RE-ISSUED FOR DP
	MAR/20/14	RE-ISSUED FOR DP
	NOV/5/13	RE-ISSUED FOR D.P.
	JUNE/14/11	ISSUED FOR D.P.

McDonald's®
McDONALD'S RESTAURANTS OF CANADA LIMITED,
4400 STILL CREEK DRIVE, BURNABY B.C. V5C 6C6

CONSULTANT

CONSULTANT SEAL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

ARCHITECT

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MEMBER OF THE AIBC, AAA, SAA, MAA

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DRAWN BY: AD/PT
APPROVED:

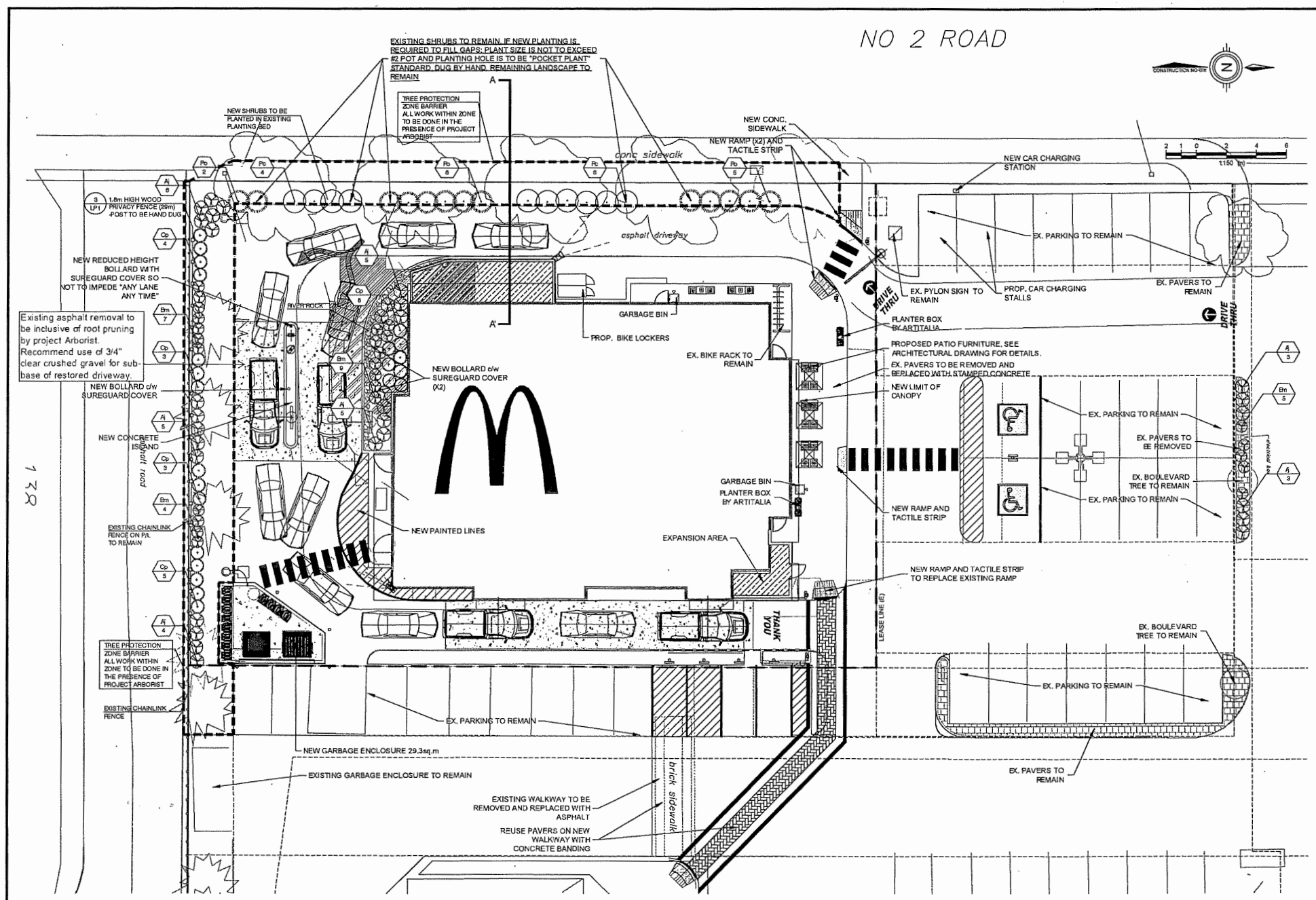
PROJECT
McDonald's Restaurant
8140 No.2 Road,
RICHMOND, BC

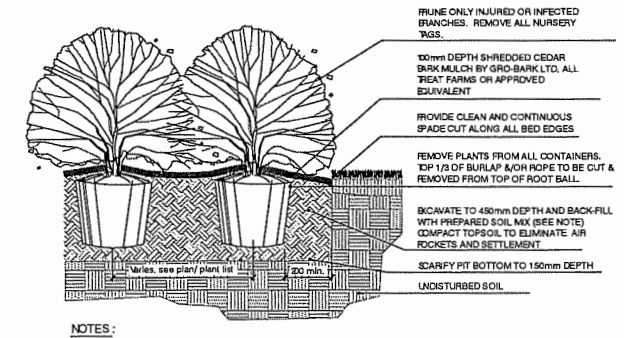
DRAWING
PROPOSED GARBAGE ENCLOSURE ELEVATIONS / PLAN / SECTION PLAN # 6

PROJECT NUMBER: 16-025
DRAWING NUMBER: A50.2
SCALE: AS NOTED
DATE: OCTOBER 2016
REVISION: NOVEMBER 2016

BLUNDELL NO.2 - 16-025

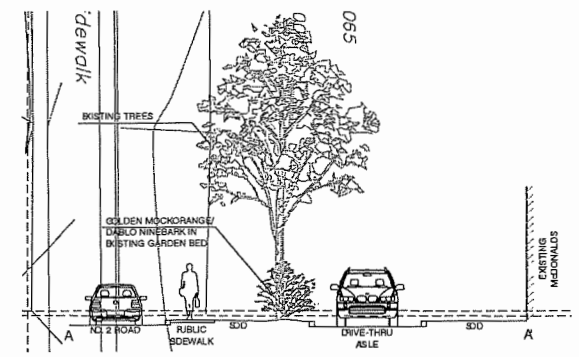
DP 17-775868 PLAN #1.c



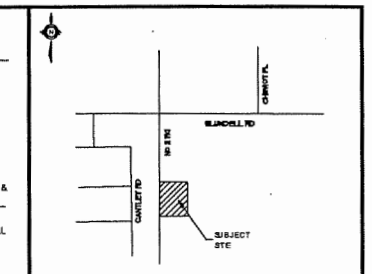


NOTES:
1. SOIL MIXTURE: FOUR (4) PARTS NATIVE SOIL, ONE (1) PART WELL ROTTED COMPOST.
2. SAUCER SHALL BE SOAKED WITH WATER AND MULCHED IMMEDIATELY FOLLOWING PLANTING.
3. ALL DIMENSIONS ARE IN mm.
4. IN POORLY DRAINED SOILS PLANT SHRUB SLIGHTLY HIGHER THAN ADJACENT GRADE.
5. ALL PLANTS TO BE STRAIGHT AND PLANTED VERTICALLY REGARDLESS OF SLOPE.

1 LP1 BALLED AND BURLAPPED/POTTED SHRUB
N.T.S.



2 LP1 SECTION A-A'
1:100



KEY MAP - N.T.S.

- EXISTING CHAINLINK FENCE
- PROPOSED WOOD FENCE
- PROPOSED CONIFEROUS SHRUB
- PROPOSED BROADLEAF EVERGREEN SHRUB
- PROPOSED DECIDUOUS SHRUB
- PLANT LABEL

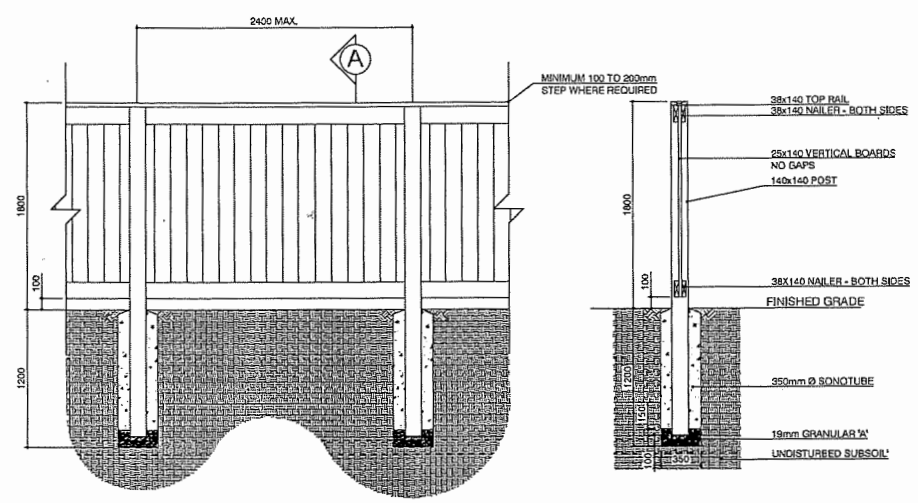
McDonald's PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	CAL.	SIZE	COND	MATURE HEIGHT (m)	MATURE SPREAD (m)	O.C. SPACING (m)	QNTY.
	SHRUBS AND PERENNIALS								
Aj	Azalea japonica 'Hino Crimson'	Hino Crimson Azalea		60cm	#1 CONT.	1.2	1.2	0.9	31
Bm	Buxus microphylla 'Faulkner'	Faulkner Boxwood		60cm	#1 CONT.	1.2	1.0	0.8	25
Cp	Chamaecyparis pisifera 'Filifera Aurea Nana'	Dwarf Gold Threadlead Sawara False Cypress		60cm	#1 CONT.	1.8	1.8	1.0	23
Pc	Philadelphus coronarius 'Aureus'	Golden Mockorange		60cm	#1 CONT.	1.8	1.8	1.0	10
Po	Physocarpus opulifolius 'Diabolo'	Diablo Ninebark		60cm	#1 CONT.	2.1	2.1	1.5	13

NOTE: ANY SPECIES SUBSTITUTIONS MUST BE TO THE SATISFACTORY OF THE MUNICIPALITY.

LANDSCAPE NOTES:

1. INSTALL ALL PLANT MATERIAL TO THE CITY OF RICHMON STANDARDS. PROVIDE AND INSTALL ALL PLANT MATERIAL IN ACCORDANCE WITH BCLSA/BCNLA LANDSCAPE STANDARDS - LATEST EDITION. AREA OF SEARCH: BRITISH COLUMBIA, WASHINGTON AND OREGON. PROVIDE DISEASE AND PEST-FREE PLANT MATERIAL FROM CERTIFIED NURSERIES. PROVIDE GUARANTEE OF CERTIFICATION. ALL PLANT MATERIAL TO BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM- BY OTHERS.
2. COMPLETE ALL WORK TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.
3. REPORT ANY CHANGES, DISCREPANCIES OR SUBSTITUTIONS TO THE LANDSCAPE ARCHITECT FOR REVIEW. OBTAIN APPROVAL FROM THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE EXISTING SERVICE LOCATIONS. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR ANY COST INCURRED DUE TO DAMAGE OF SAID UTILITIES.
5. EXACT LOCATIONS OF PLANT MATERIAL WILL BE DETERMINED BY PLACEMENT OF SITE SERVICES SUCH AS HYDRO VAULTS, METERS, UTILITIES ROOF RAIN WATER LEADERS, DRIVEWAYS, LIGHT STANDARDS, ETC.
6. ALL PLANT MATERIAL LOCATIONS TO BE STAKED OR MARKED OUT AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
7. SUPPLY ALL PLANT MATERIAL IN ACCORDANCE WITH THE CANADIAN STANDARDS FOR NURSERY STOCK LATEST EDITION. INSTALL PLANT MATERIAL ACCORDING TO DETAILS SHOWN.
8. DISTURBED SOIL AREAS AROUND TREES AND SHRUBS ARE TO BE COVERED WITH SHREDDED CONIFER BARK MULCH SUCH AS 'CANADA RED' OR 'GRO-BARK' SPM MULCH, OR APPROVED EQUIVALENT. ALTERNATIVE MULCHES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT.
10. CONTRACTOR TO UTILIZE LAYOUT DIMENSIONS WHERE PROVIDED.
11. PROVIDE PLANTING BED AREA AS NOTED ON THE DRAWING OR TO ACCOMMODATE MATURE SIZE OF PLANT MATERIAL.
12. ALL SUPPORT SYSTEMS MUST BE REMOVED BY THE CONTRACTOR AT TIME OF FINAL ACCEPTANCE. NO EXTRAS WILL BE PAID TO COMPLETE THIS WORK.
13. SUPPLY AND PLACE TOPSOIL IN ACCORDANCE WITH DBSS 2013 751 TO A MINIMUM DEPTH OF 150mm UNLESS OTHERWISE SPECIFIED.
14. SUPPLY AND PLACE SOD IN ACCORDANCE WITH DBSS 2013 751/757 UNLESS OTHERWISE SPECIFIED.
15. SUPPLY AND PLACE SEED IN ACCORDANCE WITH DBSS 2013 757 UNLESS OTHERWISE SPECIFIED. ALL 5:1 OR GREATER SLOPES TO BE SEEDED WITH TACIFIER. CONTRACTOR TO PROVIDE NECESSARY EROSION CONTROL PROTECTION AS REQUIRED TO ENSURE SOIL STABILIZATION AND PROPER SEED GERMINATION.
16. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED.
17. IF DISCREPANCIES ARISE BETWEEN PLANT MATERIAL COUNT SHOWN ON DRAWING AND PLANT LIST, THE DRAWING SHALL BE CONSIDERED CORRECT.
18. CONTRACTOR TO PROVIDE MINIMUM TWO (2) YEAR WARRANTY FROM DATE ACCEPTED ON ALL WORK UNLESS OTHERWISE SPECIFIED.
19. ANY SITE PLAN OR GRADING AND SERVICING SHOWN IS FOR INFORMATION ONLY. REFER TO APPROVED DRAWINGS.
20. NOT FOR CONSTRUCTION UNLESS STAMPED, SIGNED AND DATED BY LANDSCAPE ARCHITECT.
21. DRAWINGS NOT TO BE REPRODUCED WITHOUT WRITTEN CONSENT FROM LANDSCAPE ARCHITECT.
22. APPROVAL OF LANDSCAPE PLAN TO BE OBTAINED FROM THE CITY OF RICHMOND.
23. FOR GRADING AND SERVICING INFORMATION REFER TO THE CONSULTING ENGINEER'S DRAWINGS.
24. FOR LIGHTING INFORMATION AND POWER DISTRIBUTION REFER TO THE ELECTRICAL CONSULTANT'S DRAWINGS.



3 LP1 1.8m HIGH WOOD PRIVACY FENCE
N.T.S.

NOTES
1. ALL MATERIALS, COMPONENTS AND WORKMANSHIP TO CONFORM TO BUILDING AND LOCAL BY-LAWS.
2. FENCES CONSTRUCTED ON BERMS:
   A) EXTEND FOOTINGS 1500MM INTO UNDISTURBED SUB-GRADE.
   B) ERECT FENCE ALONG CENTRE-LINE OF BERM.
3. ALL WOOD TO BE PRESSURE TREATED SELECTED MAINLY FOR GOOD APPEARANCE ALL MEMBERS SHALL BE FREE OF WANE AND BARK POCKETS. ALL TORN GRAIN SHALL BE ELIMINATED BY SANDING AND PLANNING. MEMBERS EXHIBITING MODERATE TO HEAVY KNOTS SHALL BE WELL DISTRIBUTED THROUGHOUT THE SITE
4. ALL WOOD TO BEAR LUMBER GRADING STAMP.
5. FASTENERS SHALL HAVE EXTERIOR GRADE FINISHES.
6. ALL GALVANIZING TO BE HOT DIPPED IN CONFORMANCE TO CSA STANDARD C164.
7. DRIVE ALL FASTENER HEADS BELOW SURFACE OF WOOD. USE SUFFICIENT SIZE AND QUANTITY OF FASTENERS TO ENSURE A STABLE, SECURE STRUCTURE.
8. STEP FENCE PANELS MINIMUM OF 100 - 200mm AT POSTS AS REQUIRED BY GRADE CONDITIONS. SLOPING OF PANELS MAY BE REQUIRED FOR CERTAIN GRADE CONDITIONS - CONSULTANT'S APPROVAL REQUIRED.
9. ALL LUMBER SIZES ARE ACTUAL SIZES RATHER THAN NOMINAL SIZES.
10. CONCRETE TO HAVE MINIMUM COMPRESSIVE STRENGTH OF 20 MPA @ 20 DAYS WITH 5-7% AIR ENTERTAINMENT.
11. SEE LANDSCAPE PLAN FOR FENCE LOCATION.
12. ENSURE NO GAPS BETWEEN VERTICAL FENCE BOARDS.

GENERAL LAYOUT NOTES:

1. ALL FENCES ADJACENT TO ROAD ALLOWANCES AND WALKWAYS TO BE ERECTED 0.15M ONTO PRIVATE PROPERTY. FENCING IS NOT TO BE ERECTED ON THE LOT LINE OR INTO ANY ROAD ALLOWANCE OR EASEMENT.

2. FOOTING AND EXCAVATION TO BE ENTIRELY ON PRIVATE PROPERTY.

#	DATE	BY	DESCRIPTION
9	2019-05-10	SC	AS PER CITY COMMENTS
8	2019-02-13	SV	RE-ISSUE FOR DEVELOPMENT PERMIT
7	2018-10-24	SV	AS PER UPDATED BUILDING
6	2018-11-14	SV	AS PER ARBORIST COMMENTS
5	2017-08-25	SV	AS PER CITY COMMENTS
4	2017-08-19	SV	ISSUED FOR DP
3	2017-03-24	SV	REVISED AS PER SITE PLAN UPDATES
2	2017-02-23	SV	REVISED AS PER COMMENTS
1	2016-09-26	SV	FOR PRE-CONSULTATION

REVISIONS

McDonald's Restaurants of Canada Ltd.
400 Sea Creek Drive
Burnaby, BC
V5C 6C6
T: 604-294-2181

LOVICK SCOTT ARCHITECTS

IBI GROUP
200 East Wing-360 James Street North
Hamilton ON L8L 1H5 Canada
tel 905 546 1010 fax 905 546 1011
ibigroup.com

10430 - NO 2 & BLUNDELL
-

McDONALD'S RESTAURANTS OF CANADA LIMITED
8140 NUMBER 2 ROAD
RICHMOND, BC

LANDSCAPE PLAN
PLAN #8

DESIGNED BY:	SV	SCALE:	AS NOTED
DRAWN BY:	SV	DRAFT PLAN #:	-
CHECKED BY:	AI	FILE NUMBER:	-
DATE:	20160422	SHEET NUMBER:	LP1

FILE: 331667_MCD_Blundell 2 Develop\Work\working\331667L.dwg LAYOUT: P1
LAST SAVED BY: Stephanie Chalmers , Tuesday, June 13, 2018 12:58:01 PM PLOTTED BY: Stephanie Chalmers Tuesday, June 18, 2019 10:11:25 AM

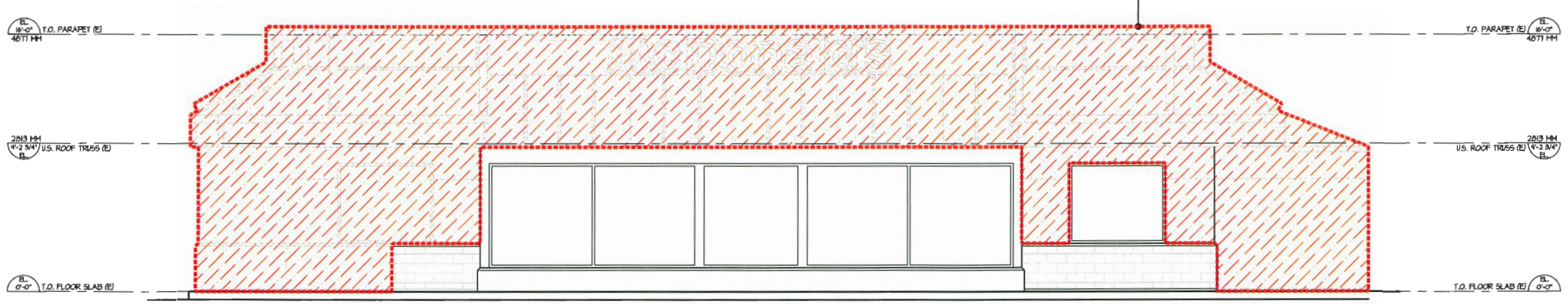
JUN 26 2019

DP 17-775868

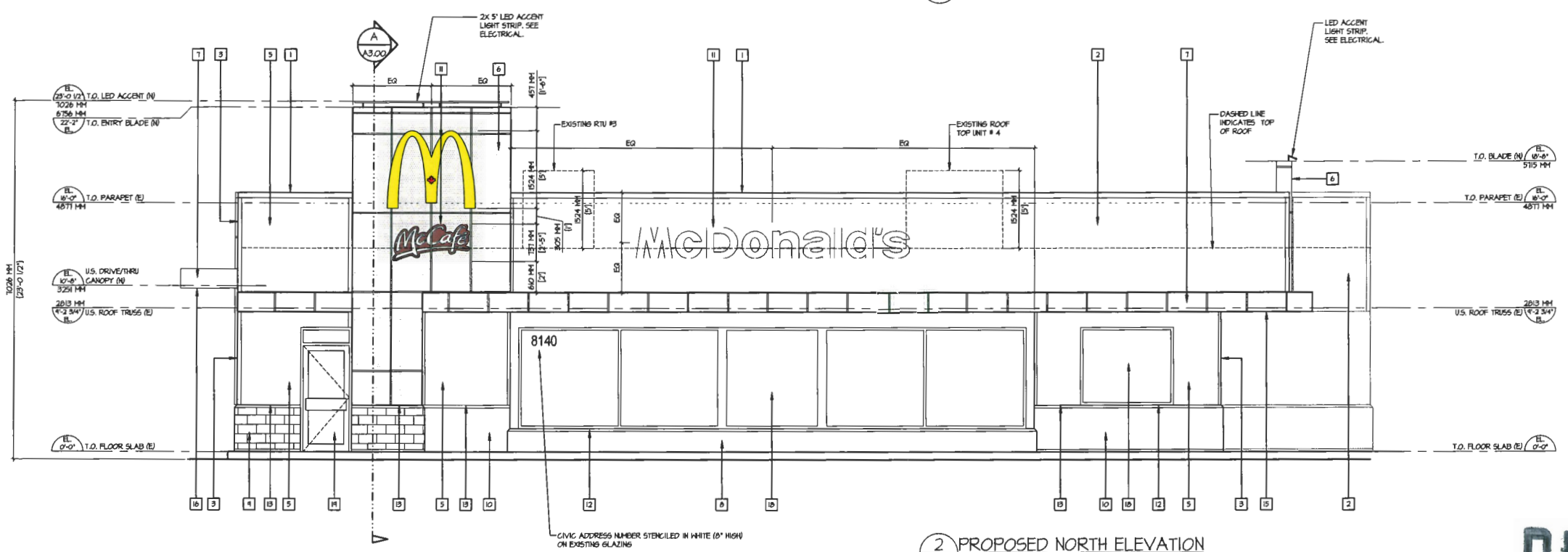
PLAN #2

138

SHADED AREA DENOTES APPROX. EXTENT OF NEW STRUCTURE & EXTERIOR TO BE UPGRADED. G.C. TO VERIFY SITE CONDITIONS ON SITE PRIOR TO PRICING. REFER TO PROPOSED ELEVATION & PLANS FOR NEW FINISHES, ITEMS TO REMAIN, TO BE REMOVED, REPAINTED AND DETAILS (BUILDINGWALL SECTIONS & SECTION DETAILS) FOR FURTHER CLARIFICATION.



1 A2.0 EXISTING NORTH ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.0 PROPOSED NORTH ELEVATION
SCALE: 1/4" = 1'-0"

ELEVATION NOTES:

- REFER TO SCOPE OF WORK BEFORE APPLYING ITEMS BELOW.

1. EXTERIOR WALL CLADDING, SOFFIT CLADDING & FLASHING NOTED TO BE REMOVED, ARE TO BE REMOVED AND DISPOSED BY G.C. PATCH & REPAIR/REPLACE AS REQ'D EXISTING DAMAGED BY NEW WORK.
2. EXISTING WINDOWS & ALUMINUM GLAZED DOORS NOTED TO BE REMOVED ARE TO BE REMOVED AND DISPOSED BY G.C., UNLESS NOTED TO BE RELOCATED. HEAD HEIGHTS OF NEW WINDOWS WILL BE DETERMINED BY EXISTING WINDOWS. SITE MEASURE PRIOR TO ORDERING NEW WINDOWS.
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4. EXISTING EXTERIOR LIGHTING, INCLUDING ROOF LIGHT BEAMS NOTED TO BE REMOVED. CAP OFF ELECTRICAL PER ELECTRICAL ENGINEER'S REQUIREMENTS, PATCH AND REPAIR AS REQ'D. REFER TO ELECTRICAL DRAWINGS FOR NEW EXTERIOR LIGHTING SPECIFICATIONS AND WIRING.
5. EXISTING METAL ROOFING, SHEATHING, FLASHING, GUTTERS, RWL'S AND CAP FLASHING NOTED TO BE REMOVED TO BE DISPOSED BY G.C. PATCH & REPAIR AS REQUIRED ALL EXISTING DAMAGED BY NEW WORK.
6. G.C TO INSPECT ALL EXISTING VAPOUR BARRIER, SHEATHING, FRAMING AND INSULATION TO DETERMINE IF REPLACEMENT WILL BE NECESSARY. IF ANY ROT OR MOLD IS DISCOVERED PROJECT MANAGER & ARCHITECT IS TO BE NOTIFIED IMMEDIATELY FOR REMEDIATION INSTRUCTIONS.
7. EXISTING ILLUMINATED SIGNAGE & SUPPORTS NOTED TO BE REMOVED OR RELOCATED, REFER TO ELECTRICAL DWGS FOR ELECTRICAL ENGINEER'S REQUIREMENTS. G.C. TO PATCH & REPAIR EXISTING DAMAGED BY NEW WORK AS REQ'D AND COORDINATE BACKINGS/SUPPORTS WITH SIGN COMPANY.
8. WASH ALL SURFACES AND REPAIR AS NECESSARY PRIOR TO APPLYING PAINT.
9. PATCH ANY EXISTING DAMAGED STUCCO TO MATCH EXISTING. ALL VOIDS AND CRACKS TO BE EPOXY GROUTED PRIOR TO PAINTING.
10. CLEAN AND REPAIR AS NECESSARY ALL EXISTING SURFACES TO REMAIN UNPAINTED.
11. REMOVE EXISTING SIGNAGE TO REMAIN ON BUILDING PRIOR TO PAINTING. REPLACE SIGNAGE UPON COMPLETION.
12. PRIOR TO PAINTING IF ROOF, RWL & GUTTER IS GALVANIZED WILL BE REQUIRED TO BE CLEANED AS PER PAINT MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS.
13. REMOVE ALL EXISTING SMOKER STANDS AND OTHER WALL MOUNTED FIXTURES PRIOR TO PAINTING AND REINSTALLED.
14. EXISTING ACCESS PANELS ARE TO BE PAINTED TO MATCH ADJACENT SURFACES.
15. CONTRACTOR TO CO-ORDINATE BLOCKING AND SUPPORTS REQUIRED FOR ALL SIGNAGE WITH SIGN COMPANY.
16. REFER TO EXTERIOR FINISH SPECIFICATION ON DRAWING A.01.

EXTERIOR FINISHES

	MATERIAL	COLOUR
1	* PREFINISHED METAL CAP FLASHING	CHARCOAL QC-160T2
2	HORIZONTAL METAL SIDING. AD150	'CHARCOAL GREY' (QC160T2)
3	4/4 FIBER CEMENT TRIM - SMOOTH + 3.5" WIDTH	DULUX PAINT 'CHESTNUT/McCAFE BROWN' MCD 37
4	STUCCO (DENOTES DOTTED HATCHED. TEXTURE TO MATCH EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT 'RESENT GREY' MCD 49
5	FIBER CEMENT LAP SIDING	DULUX PAINT 'CHESTNUT/McCAFE BROWN' MCD 37
6	METAL PANEL - RED	'RON RED'
7	METAL PANEL / RIBBON - WHITE	'BNT WHITE'
8	STUCCO (EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT 'RESENT GREY' MCD 49
9	SPLIT FACE CONCRETE BLOCK - DARK GREY	STAINED - NANKAM 'CHARCOAL GREY'
10	SPLIT FACE CONCRETE BLOCK (EXISTING) - DARK GREY	STAINED - NANKAM 'CHARCOAL GREY'
11	SIGNAGE	SEE RESPONSIBILITY CHART. SEE ELEVATION NOTE # 15 THIS PAGE.
12	METAL WINDOW SILL FLASHING (EXISTING) - DARK GREY	PAINTED DULUX PAINT MCD 44
13	* PREFINISHED METAL BASE / CAP / THRU WALL FLASHING	CHARCOAL QC-160T2
14	METAL BASE / THRU WALL FLASHING (EXISTING) - DARK GREY	PAINTED DULUX PAINT MCD 44
15	PERFORATED METAL PANEL SOFFIT - AD300	'BNT WHITE'
16	METAL PANEL SOFFIT - AD300	'BNT WHITE'
17	METAL DOORS & FRAMES (EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT MCD 48
18	ALUMINUM STOREFRONT DOOR/WINDOW FRAMES (EXISTING)	CLEAR ANODIZED
19	ALUMINUM STOREFRONT DOOR/WINDOW FRAMES	CLEAR ANODIZED
20	BOLLARD (E) WITH NEW GREY SURESGUARD	
21	'PAY HERE' / 'PICK-UP HERE' SIGN	SEE SIGN COMPANY

- ALL MATERIALS ARE NEW U.N.O.
- REFER TO EXTERIOR FINISHES SPECIFICATIONS ON DWG. A.01.
- * ALL MATERIAL FLASHING TO BE 24 GA.
- SEE COLOURED ELEVATIONS FOR CONFIRM COLOUR.

PROPOSED ELEV. LEGEND:

XX MATERIAL NUMBER

EXISTING CLADDING, DOORS, WINDOWS, ETC. TO BE REMOVED

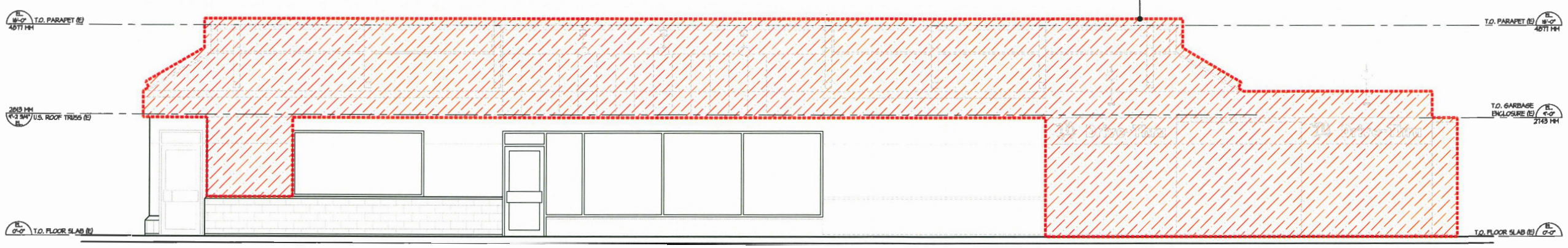
PLAN # 3.a

DP 17-775868

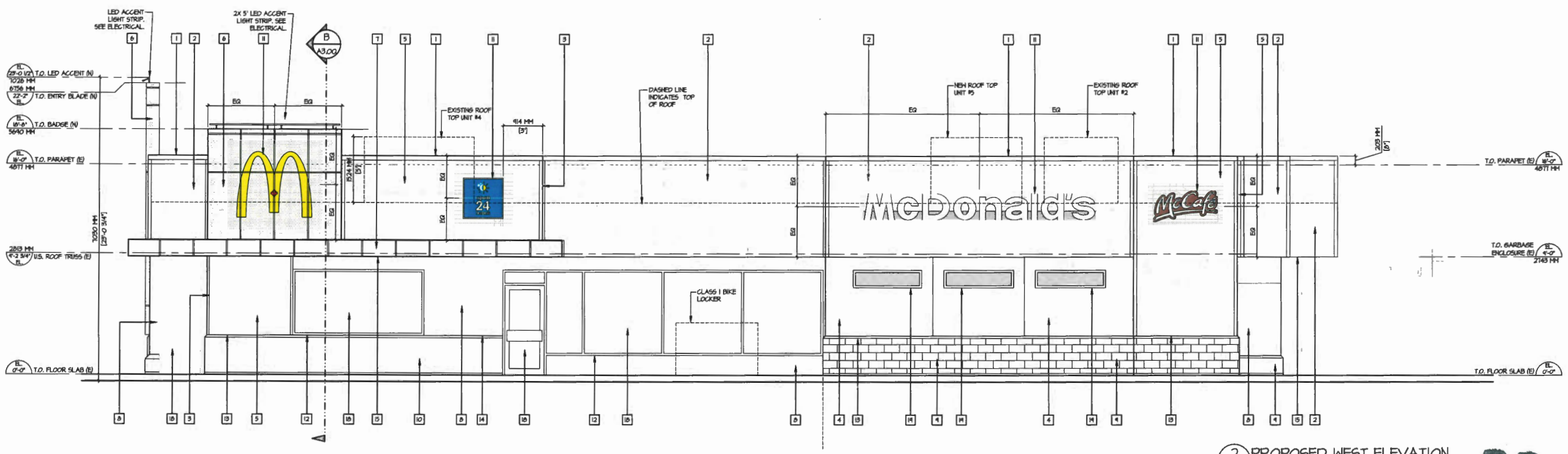
McDonald's®
McDONALD'S RESTAURANTS OF CANADA LIMITED,
4400 STILL CREEK DRIVE, BURNABY B.C. V5C 6C6

REV	DATE	DESCRIPTION

SHADED AREA DENOTES APPROX. EXTENT OF NEW STRUCTURE & EXTERIOR TO BE UPGRADED. G.C. TO VERIFY SITE CONDITIONS ON SITE PRIOR TO PRICING. REFER TO PROPOSED ELEVATION & PLANS FOR NEW FINISHES, ITEMS TO REMAIN, TO BE REMOVED, REPAINTED AND DETAILS (BUILDINGS/WALL SECTIONS & SECTION DETAILS) FOR FURTHER CLARIFICATION.



1 A2.1 EXISTING WEST ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.1 PROPOSED WEST ELEVATION
SCALE: 1/4" = 1'-0"

DP 17-775868
JUN 26 2019

ELEVATION NOTES:

- REFER TO SCOPE OF WORK BEFORE APPLYING ITEMS BELOW.

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15. CONTRACTOR TO CO-ORDINATE BLOCKING AND SUPPORTS REQUIRED FOR ALL SIGNAGE WITH SIGN COMPANY.
16. REFER TO EXTERIOR FINISH SPECIFICATION ON DRAWING A.01.

EXTERIOR FINISHES

	MATERIAL	COLOUR
1	* PREFINISHED METAL CAP FLASHING	CHARCOAL QC-16072
2	HORIZONTAL METAL SIDING, AD150	'CHARCOAL GREY' (QC16072)
3	4/4 FIBER CEMENT TRIM - SMOOTH - 3.5" WIDTH	DULUX PAINT 'CHESTNUT/McCAFE BROWN' MCD 37
4	STUCCO (DENOTES DOTTED HATCHED, TEXTURE TO MATCH EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT 'RESENT GREY' MCD 49
5	FIBER CEMENT LAP SIDING	DULUX PAINT 'CHESTNUT/McCAFE BROWN' MCD 37
6	METAL PANEL - RED	'IRON RED'
7	METAL PANEL / RIBBON - WHITE	'TINT WHITE'
8	STUCCO (EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT 'RESENT GREY' MCD 49
9	SPLIT FACE CONCRETE BLOCK - DARK GREY	STAINED - NAHKAM 'CHARCOAL GREY'
10	SPLIT FACE CONCRETE BLOCK (EXISTING) - DARK GREY	STAINED - NAHKAM 'CHARCOAL GREY'
11	SIGNAGE	SEE RESPONSIBILITY CHART. SEE ELEVATION NOTE # 15 THIS PAGE.
12	METAL WINDOW SILL FLASHING (EXISTING) - DARK GREY	PAINTED DULUX PAINT MCD 44
13	* PREFINISHED METAL BASE / CAP / THRU WALL FLASHING	CHARCOAL QC-16072
14	METAL BASE / THRU WALL FLASHING (EXISTING) - DARK GREY	PAINTED DULUX PAINT MCD 44
15	PERFORATED METAL PANEL SOFFIT - AD300	'TINT WHITE'
16	METAL PANEL SOFFIT - AD300	'TINT WHITE'
17	METAL DOORS & FRAMES (EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT MCD 48
18	ALUMINUM STOREFRONT DOOR/WINDOW FRAMES (EXISTING)	CLEAR ANODIZED
19	ALUMINUM STOREFRONT DOOR/WINDOW FRAMES	CLEAR ANODIZED
20	BOLLARD (E) WITH NEW GREY SURESGUARD	
21	'PAY HERE' / 'PICK-UP HERE' SIGN	SEE SIGN COMPANY

- ALL MATERIALS ARE NEW U.N.O.
- REFER TO EXTERIOR FINISHES SPECIFICATIONS ON DWG. A0.1.
- * ALL MATERIAL FLASHING TO BE 24 GA.
- SEE COLOURED ELEVATIONS FOR CONFIRM COLOUR.

PROPOSED ELEV. LEGEND:

XX MATERIAL NUMBER

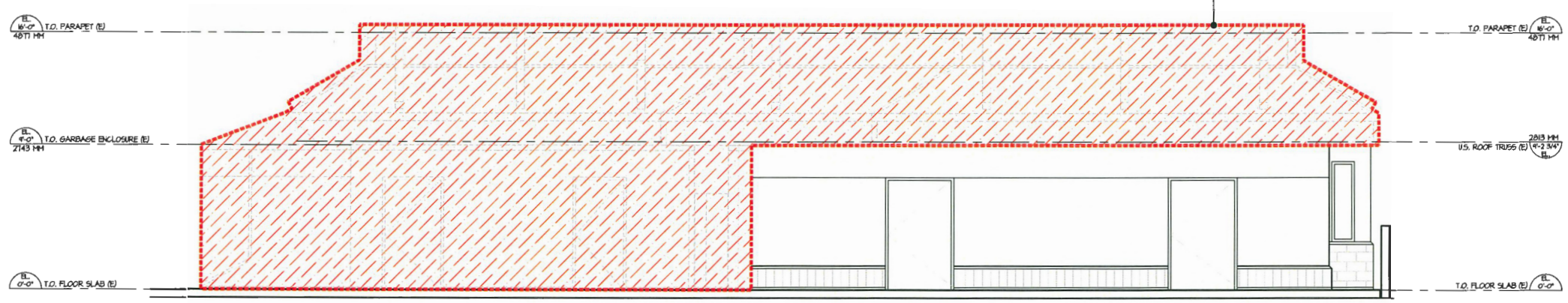
EXISTING CLADDING, DOORS, WINDOWS, ETC. TO BE REMOVED

PLAN # 3.b

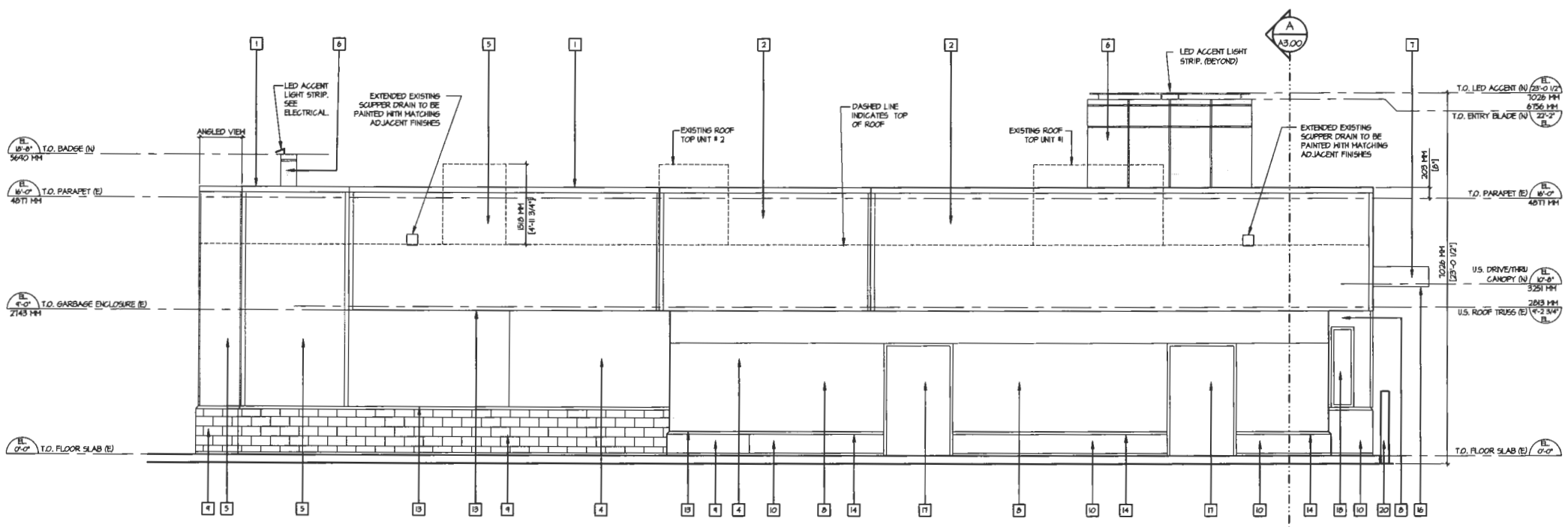
DP 17-775868

REV	DATE	DESCRIPTION

SHADED AREA DENOTES APPROX. EXTENT OF NEW STRUCTURE & EXTERIOR TO BE UPGRADED. G.C. TO VERIFY SITE CONDITIONS ON SITE PRIOR TO PRICING. REFER TO PROPOSED ELEVATION & PLANS FOR NEW FINISHES, ITEMS TO REMAIN, TO BE REMOVED, REPAINTED AND DETAILS (BUILDINGS/WALL SECTIONS & SECTION DETAILS) FOR FURTHER CLARIFICATION.



1 A2.2 EXISTING SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.2 PROPOSED SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

ELEVATION NOTES:

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15. CONTRACTOR TO CO-ORDINATE BLOCKING AND SUPPORTS REQUIRED FOR ALL SIGNAGE WITH SIGN COMPANY.
16. REFER TO EXTERIOR FINISH SPECIFICATION ON DRAWING A.01.

EXTERIOR FINISHES

	MATERIAL	COLOUR
1	* PREFINISHED METAL CAP FLASHING	CHARCOAL QC-160T2
2	HORIZONTAL METAL SIDING, AD150	'CHARCOAL GREY' (QC160T2)
3	4/4 FIBER CEMENT TRIM - SMOOTH + 3.5" WIDTH	DULUX PAINT 'CHESTNUT/McCAFE BROWN' HCD 31
4	STUCCO (DENOTES DOTTED HATCHED, TEXTURE TO MATCH EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT 'RESENT GREY' HCD 49
5	FIBER CEMENT LAP SIDING	DULUX PAINT 'CHESTNUT/McCAFE BROWN' HCD 31
6	METAL PANEL - RED	'RON RED'
7	METAL PANEL / RIBBON - WHITE	'ENT WHITE'
8	STUCCO (EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT 'RESENT GREY' HCD 49
9	SPLIT FACE CONCRETE BLOCK - DARK GREY	STAINED - NAHICAN 'CHARCOAL GREY'
10	SPLIT FACE CONCRETE BLOCK (EXISTING) - DARK GREY	STAINED - NAHICAN 'CHARCOAL GREY'
11	SIGNAGE	SEE RESPONSIBILITY CHART. SEE ELEVATION NOTE # 15 THIS PAGE.

	MATERIAL	COLOUR
12	METAL WINDOW SILL FLASHING (EXISTING) - DARK GREY	PAINTED DULUX PAINT HCD 44
13	* PREFINISHED METAL BASE / CAP / THRU WALL FLASHING	CHARCOAL QC-160T2
14	METAL BASE / THRU WALL FLASHING (EXISTING) - DARK GREY	PAINTED DULUX PAINT HCD 44
15	PERFORATED METAL PANEL SOFFIT - AD300	'ENT WHITE'
16	METAL PANEL SOFFIT - AD300	'ENT WHITE'
17	METAL DOORS & FRAMES (EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT HCD 49
18	ALUMINUM STOREFRONT DOOR/WINDOW FRAMES (EXISTING)	CLEAR ANODIZED
19	ALUMINUM STOREFRONT DOOR/WINDOW FRAMES	CLEAR ANODIZED
20	BOLLARD (E) WITH NEW GREY SURESUARD	
21	'PAY HERE' / 'PICK-UP HERE' SIGN	SEE SIGN COMPANY

- ALL MATERIALS ARE NEW U.N.O.
- REFER TO EXTERIOR FINISHES SPECIFICATIONS ON DWG. A0.1.
- * ALL MATERIAL FLASHING TO BE 24 GA.
- SEE COLOURED ELEVATIONS FOR CONFIRM COLOUR.

PROPOSED ELEV. LEGEND:

XX MATERIAL NUMBER

EXISTING CLADDING, DOORS, WINDOWS, ETC. TO BE REMOVED

PLAN # 3.c

DP 17-775868

DP 17-775868

JUN 26 2019

REV	DATE	DESCRIPTION
	MAR/20/18	RE-ISSUED FOR DP
	NOV/21/16	RE-ISSUED FOR D.P.
	JUNE/14/17	ISSUED FOR D.P.
	APR/11/16	ISSUED FOR McD's REVIEW

McDonald's®
McDONALD'S RESTAURANTS OF CANADA LIMITED,
4400 STILL CREEK DRIVE, BURNABY B.C. V5C 6C6

CONSULTANT

CONSULTANT SEAL

CONTRACTOR SHALL VERIFY ALL DIMENSIONS ON SITE. DRAWINGS SHALL NOT BE SCALED.

ARCHITECT

LOVICK SCOTT ARCHITECTS
3707 1ST AVENUE
BURNABY, BC V5C 3V6
ADMIN@LOVICKSCOTT.COM
604 298 3700 WWW.LOVICKSCOTT.COM
MEMBER OF THE AIBC, AAA, SAA, MAA & NWTAA

ARCHITECTURAL SEAL

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DRAWN BY RMR
APPROVED

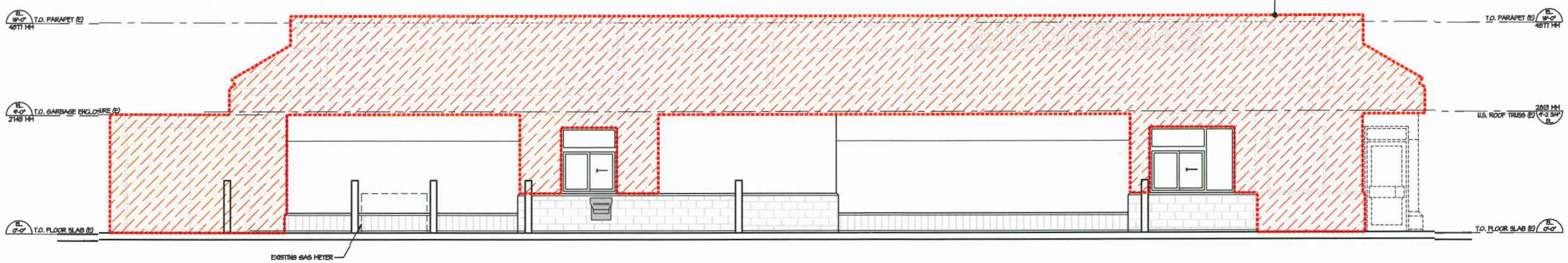
PROJECT
McDonald's Restaurant
8140 No.2 Road,
RICHMOND, BC

DRAWING
EXISTING & PROPOSED SOUTH ELEVATIONS PLAN # 16

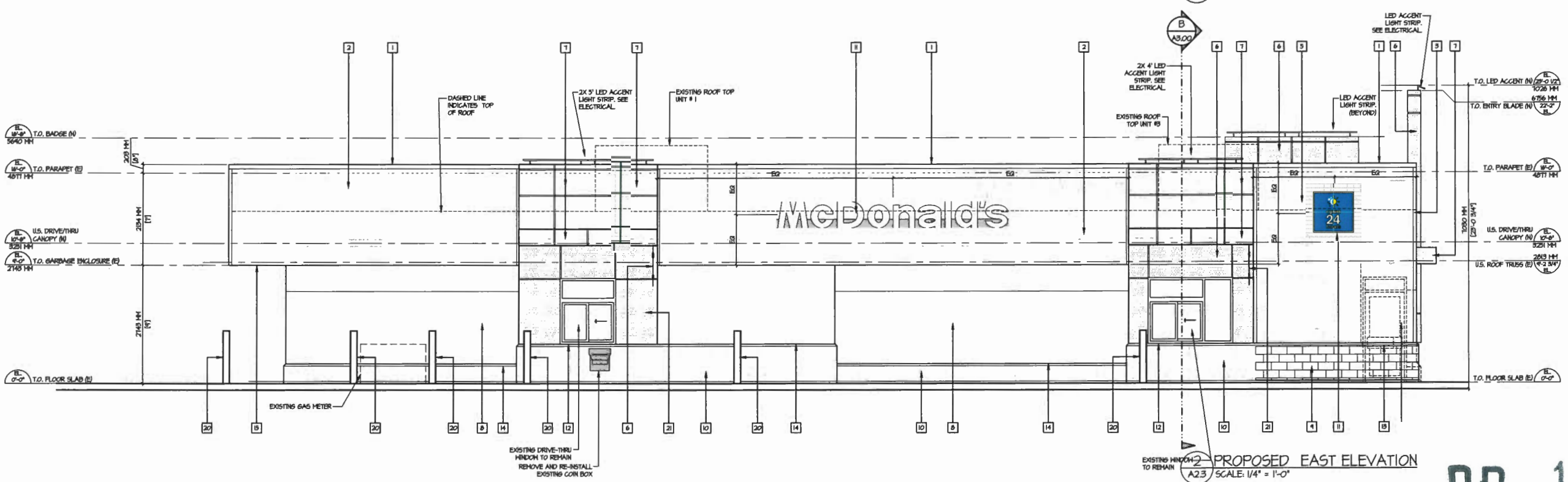
PROJECT NUMBER 16-025
DRAWING NUMBER A2.2
SCALE 1/4" = 1'-0"
DATE APRIL 2016
REVISION AUG/20/18

BLUNDELL NO.2 - 16-025

SHADED AREA DENOTES APPROX. EXTENT OF NEW STRUCTURE & EXTERIOR TO BE UPGRADED. G.C. TO VERIFY SITE CONDITIONS ON SITE PRIOR TO PRICING. REFER TO PROPOSED ELEVATION & PLANS FOR NEW FINISHES, ITEMS TO REMAIN, TO BE REMOVED, REPAINTED AND DETAILS (BUILDING/WALL SECTIONS & SECTION DETAILS) FOR FURTHER CLARIFICATION.



1 A23 EXISTING EAST ELEVATION
SCALE: 1/4" = 1'-0"



2 A23 PROPOSED EAST ELEVATION
SCALE: 1/4" = 1'-0"

ELEVATION NOTES:

- REFER TO SCOPE OF WORK BEFORE APPLYING ITEMS BELOW.

1. EXTERIOR WALL CLADDING, SOFFIT CLADDING & FLASHING NOTED TO BE REMOVED, ARE TO BE REMOVED AND DISPOSED BY G.C. PATCH & REPAIR/REPLACE AS REQ'D EXISTING DAMAGED BY NEW WORK.
2. EXISTING WINDOWS & ALUMINUM GLAZED DOORS NOTED TO BE REMOVED ARE TO BE REMOVED AND DISPOSED BY G.C., UNLESS NOTED TO BE RELOCATED. HEAD HEIGHTS OF NEW WINDOWS WILL BE DETERMINED BY EXISTING WINDOWS. SITE MEASURE PRIOR TO ORDERING NEW WINDOWS.
3. REMOVE ALL EXISTING ELECTRICAL OUTLETS, JUNCTION BOXES, DOORBELLS, WALL MOUNTED OR SOFFIT LIGHTS TO REMAIN PRIOR TO PAINTING AND REINSTALL IN SAME LOCATION AFTER.
4. EXISTING EXTERIOR LIGHTING, INCLUDING ROOF LIGHT BEAMS NOTED TO BE REMOVED, CAP OFF ELECTRICAL PER ELECTRICAL ENGINEER'S REQUIREMENTS, PATCH AND REPAIR AS REQ'D. REFER TO ELECTRICAL DRAWINGS FOR NEW EXTERIOR LIGHTING SPECIFICATIONS AND WIRING.
5. EXISTING METAL ROOFING, SHEATHING, FLASHING, GUTTERS, RHL'S AND CAP FLASHING NOTED TO BE REMOVED TO BE DISPOSED BY G.C. PATCH & REPAIR AS REQUIRED ALL EXISTING DAMAGED BY NEW WORK.
6. G.C TO INSPECT ALL EXISTING VAPOUR BARRIER, SHEATHING, FRAMING AND INSULATION TO DETERMINE IF REPLACEMENT WILL BE NECESSARY. IF ANY ROT OR MOLD IS DISCOVERED PROJECT MANAGER & ARCHITECT IS TO BE NOTIFIED IMMEDIATELY FOR REMEDIATION INSTRUCTIONS.
7. EXISTING ILLUMINATED SIGNAGE & SUPPORTS NOTED TO BE REMOVED OR RELOCATED, REFER TO ELECTRICAL DWGS FOR ELECTRICAL ENGINEER'S REQUIREMENTS. G.C. TO PATCH & REPAIR EXISTING DAMAGED BY NEW WORK AS REQ'D AND COORDINATE BACKING/SUPPORTS WITH SIGN COMPANY.
8. WASH ALL SURFACES AND REPAIR AS NECESSARY PRIOR TO APPLYING PAINT.
9. PATCH ANY EXISTING DAMAGED STUCCO TO MATCH EXISTING. ALL VOIDS AND CRACKS TO BE EPOXY GROUTED PRIOR TO PAINTING.
10. CLEAN AND REPAIR AS NECESSARY ALL EXISTING SURFACES TO REMAIN UNPAINTED.
11. REMOVE EXISTING SIGNAGE TO REMAIN ON BUILDING PRIOR TO PAINTING. REPLACE SIGNAGE UPON COMPLETION.
12. PRIOR TO PAINTING IF ROOF, RHL & GUTTER IS GALVANIZED WILL BE REQUIRED TO BE CLEANED AS PER PAINT MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS.
13. REMOVE ALL EXISTING SMOKER STANDS AND OTHER WALL MOUNTED FIXTURES PRIOR TO PAINTING AND REINSTALLED.
14. EXISTING ACCESS PANELS ARE TO BE PAINTED TO MATCH ADJACENT SURFACES.
15. CONTRACTOR TO CO-ORDINATE BLOCKING AND SUPPORTS REQUIRED FOR ALL SIGNAGE WITH SIGN COMPANY.
16. REFER TO EXTERIOR FINISH SPECIFICATION ON DRAWING A.01.

EXTERIOR FINISHES

	MATERIAL	COLOUR
1	* PREFINISHED METAL CAP FLASHING	CHARCOAL GC-16072
2	HORIZONTAL METAL SIDING. AD150	'CHARCOAL GREY' (GC16072)
3	4/4 FIBER CEMENT TRIM - SMOOTH = 3.5" WIDTH	DULUX PAINT 'CHESTNUT/McCAFE BROWN' HCD 31
4	STUCCO (DENOTES DOTTED HATCHED. TEXTURE TO MATCH EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT 'REGENT GREY' HCD 49
5	FIBER CEMENT LAP SIDING	DULUX PAINT 'CHESTNUT/McCAFE BROWN' HCD 31
6	METAL PANEL - RED	'RON RED'
7	METAL PANEL / RIBBON - WHITE	'BWT WHITE'
8	STUCCO (EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT 'REGENT GREY' HCD 49
9	SPLIT FACE CONCRETE BLOCK - DARK GREY	STAINED - NANKAM 'CHARCOAL GREY'
10	SPLIT FACE CONCRETE BLOCK (EXISTING) - DARK GREY	STAINED - NANKAM 'CHARCOAL GREY'
11	SIGNAGE	SEE RESPONSIBILITY CHART. SEE ELEVATION NOTE # 15 THIS PAGE.

	MATERIAL	COLOUR
12	METAL WINDOW SILL FLASHING (EXISTING) - DARK GREY	PAINTED DULUX PAINT HCD 44
13	* PREFINISHED METAL BASE / CAP / THRU WALL FLASHING	CHARCOAL GC-16072
14	METAL BASE / THRU WALL FLASHING (EXISTING) - DARK GREY	PAINTED DULUX PAINT HCD 44
15	PERFORATED METAL PANEL SOFFIT - AD300	'BWT WHITE'
16	METAL PANEL SOFFIT - AD300	'BWT WHITE'
17	METAL DOORS & FRAMES (EXISTING) - MEDIUM GREY	PAINTED DULUX PAINT HCD 49
18	ALUMINUM STOREFRONT DOOR/WINDOW FRAMES (EXISTING)	CLEAR ANODIZED
19	ALUMINUM STOREFRONT DOOR/WINDOW FRAMES	CLEAR ANODIZED
20	BOLLARD (E) WITH NEW GREY SURESGUARD	
21	'PAY HERE' / 'PICK-UP HERE' SIGN	SEE SIGN COMPANY

- ALL MATERIALS ARE NEW U.N.O.
- REFER TO EXTERIOR FINISHES SPECIFICATIONS ON DWG. A0.1.
- * ALL MATERIAL FLASHING TO BE 24 GA.
- SEE COLOURED ELEVATIONS FOR CONFIRM COLOUR.

PROPOSED ELEV. LEGEND:

XX MATERIAL NUMBER

EXISTING CLADDING, DOORS, WINDOWS, ETC. TO BE REMOVED

PLAN # 3.d

DP 17-775868

DP 17-775868

JUN 26 2019

REV	DATE	DESCRIPTION
	MAR/20/18	RE-ISSUED FOR DP
	NOV/15/16	RE-ISSUED FOR D.P.
	JUNE/14/11	ISSUED FOR D.P.
	APR/11/16	ISSUED FOR McD's REVIEW

CONSULTANT

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4400 STILL CREEK DRIVE, BURNABY B.C. V5C 6C6

CONSULTANT SEAL

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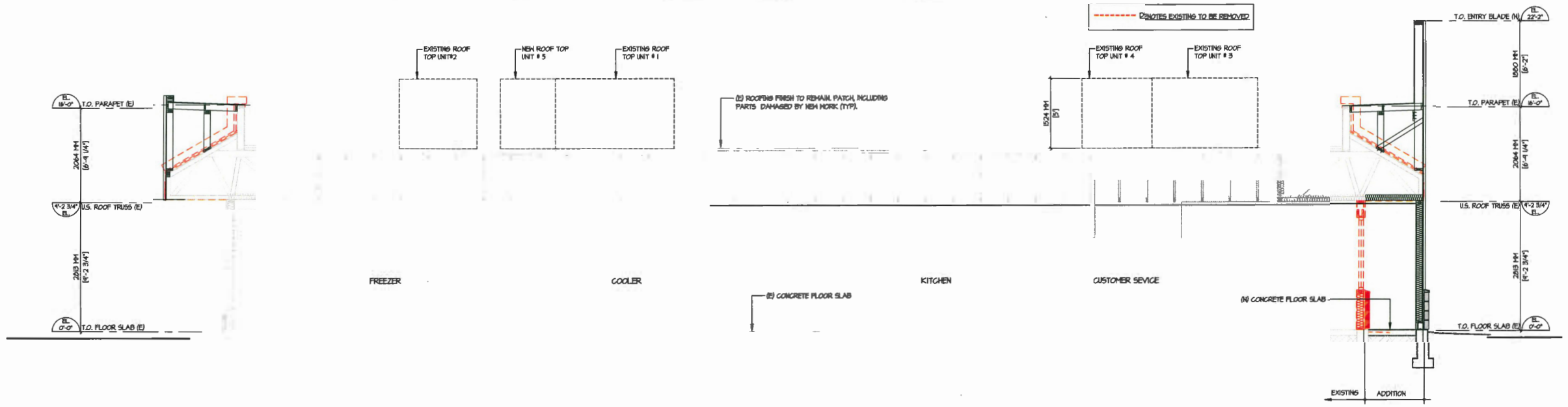
DRAWN BY RMR APPROVED

PROJECT
McDonald's Restaurant
8140 No.2 Road,
RICHMOND, BC

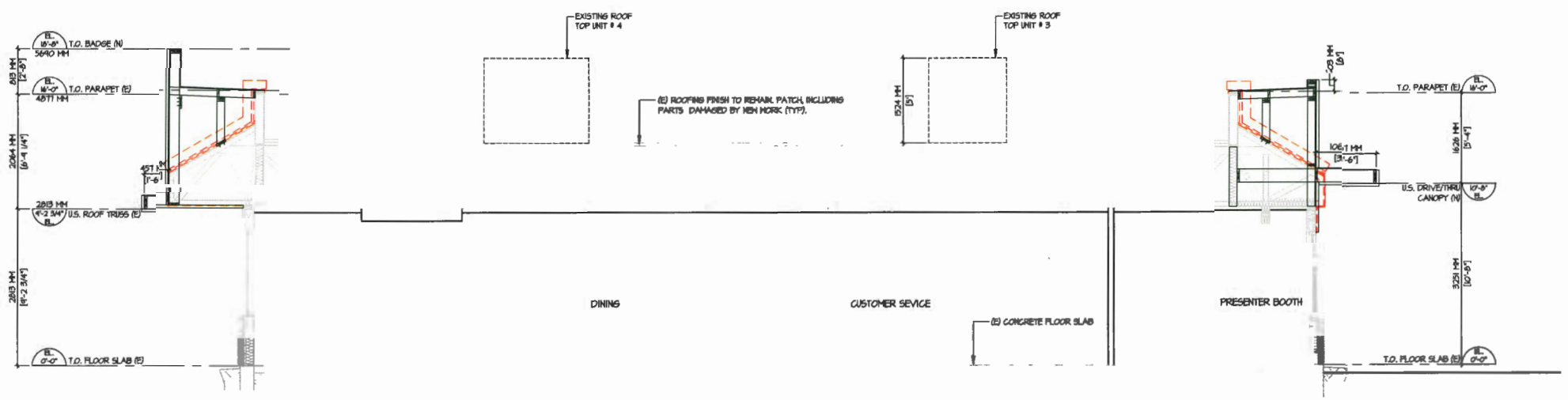
DRAWING
EXISTING & PROPOSED EAST ELEVATIONS PLAN # 17

PROJECT NUMBER 16-025
DRAWING NUMBER A2.3
SCALE 1/4" = 1'-0"
DATE APRIL 2016
REVISION AUG/21/18

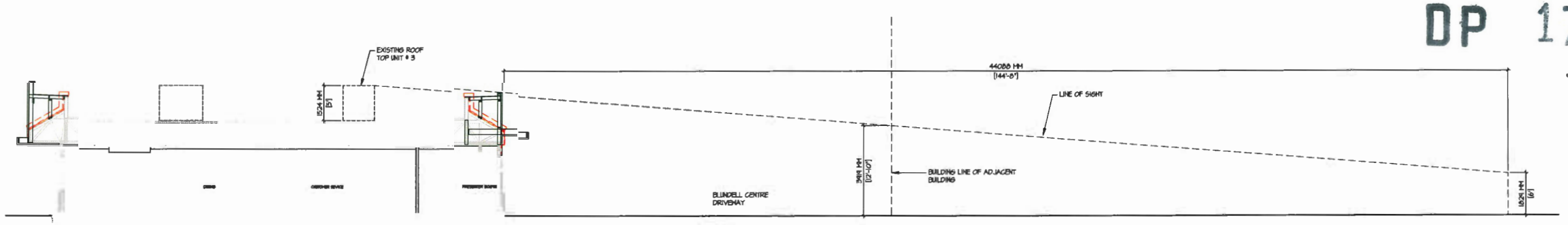
BLUNDELL NO.2 - 16-025



1 A3.0 BUILDING SECTION A
SCALE: 1/4" = 1'-0"



2 A3.0 BUILDING SECTION B
SCALE: 1/4" = 1'-0"



PLAN #3.e

3 A3.0 BUILDING SECTION WITH PARAPET LINE OF SIGHT
SCALE: 1/8" = 1'-0"

DP 17-775868

DP 17-775868
JUN 26 2019

REV	DATE	DESCRIPTION
	MAR/20/18	RE-ISSUED FOR DP
	NOV/5/18	RE-ISSUED FOR D.P.
	JUNE/14/17	ISSUED FOR D.P.
	APR/11/16	ISSUED FOR M.O's REVIEW

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APPROVED:

PROJECT
McDonald's Restaurant
8140 No.2 Road,
RICHMOND, BC

DRAWING
BUILDING SECTIONS
A & B
PLAN #22

PROJECT NUMBER	DRAWING NUMBER
16-025	A3.0

SCALE: 1/4" = 1'-0"
DATE: APRIL 2016
REVISION:

BLUNDELL NO.2 - 16-025

1 A2.4 PROPOSED WEST ELEVATION
SCALE: NTS

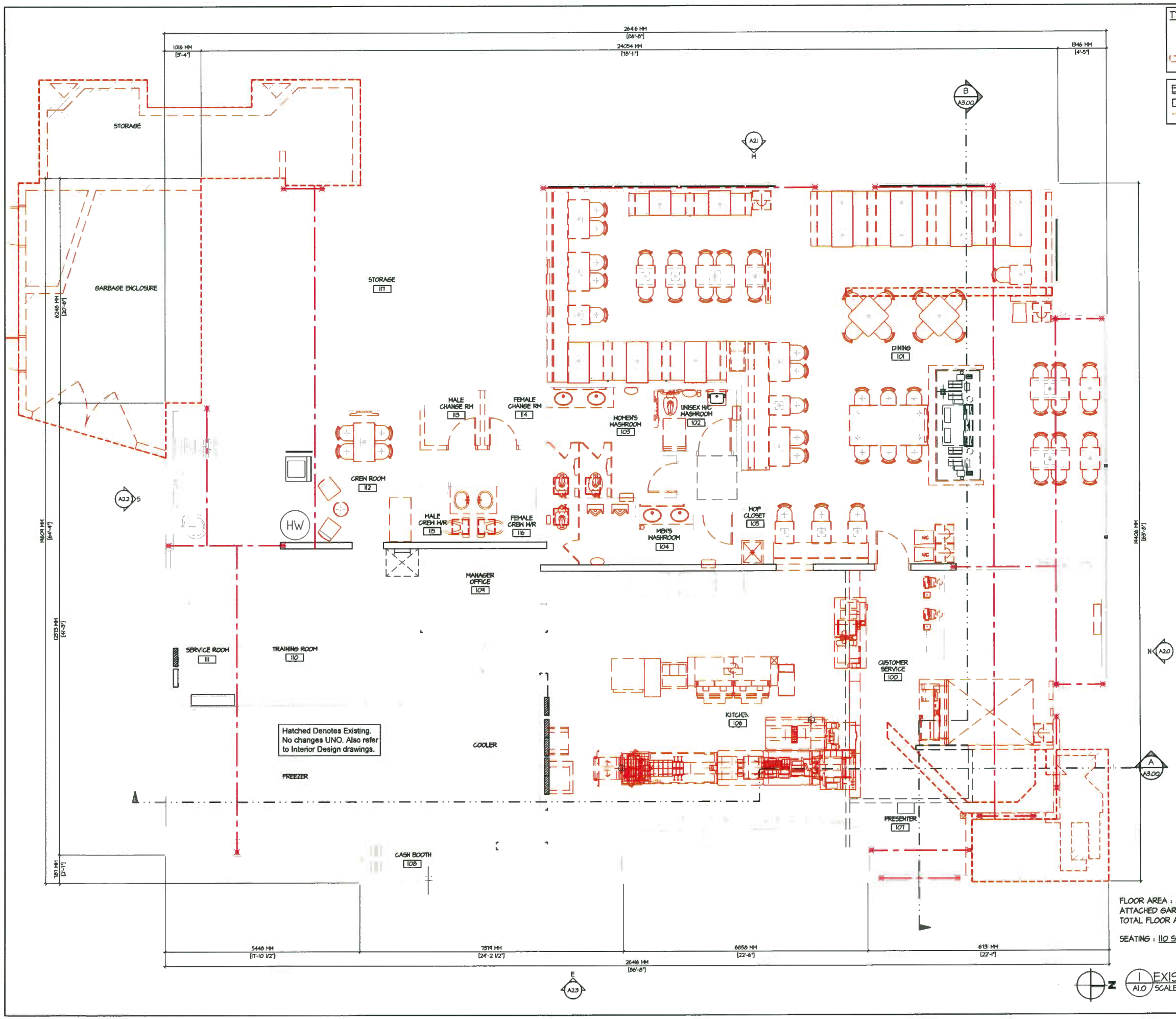
2 A2.4 PROPOSED SOUTH ELEVATION
SCALE: NTS

3 A2.4 PROPOSED NORTH ELEVATION
SCALE: NTS

4 A2.4 PROPOSED EAST ELEVATION
SCALE: NTS

DP 17-775868
JUN 26 2019
PLAN #3.f

REV	DATE	DESCRIPTION



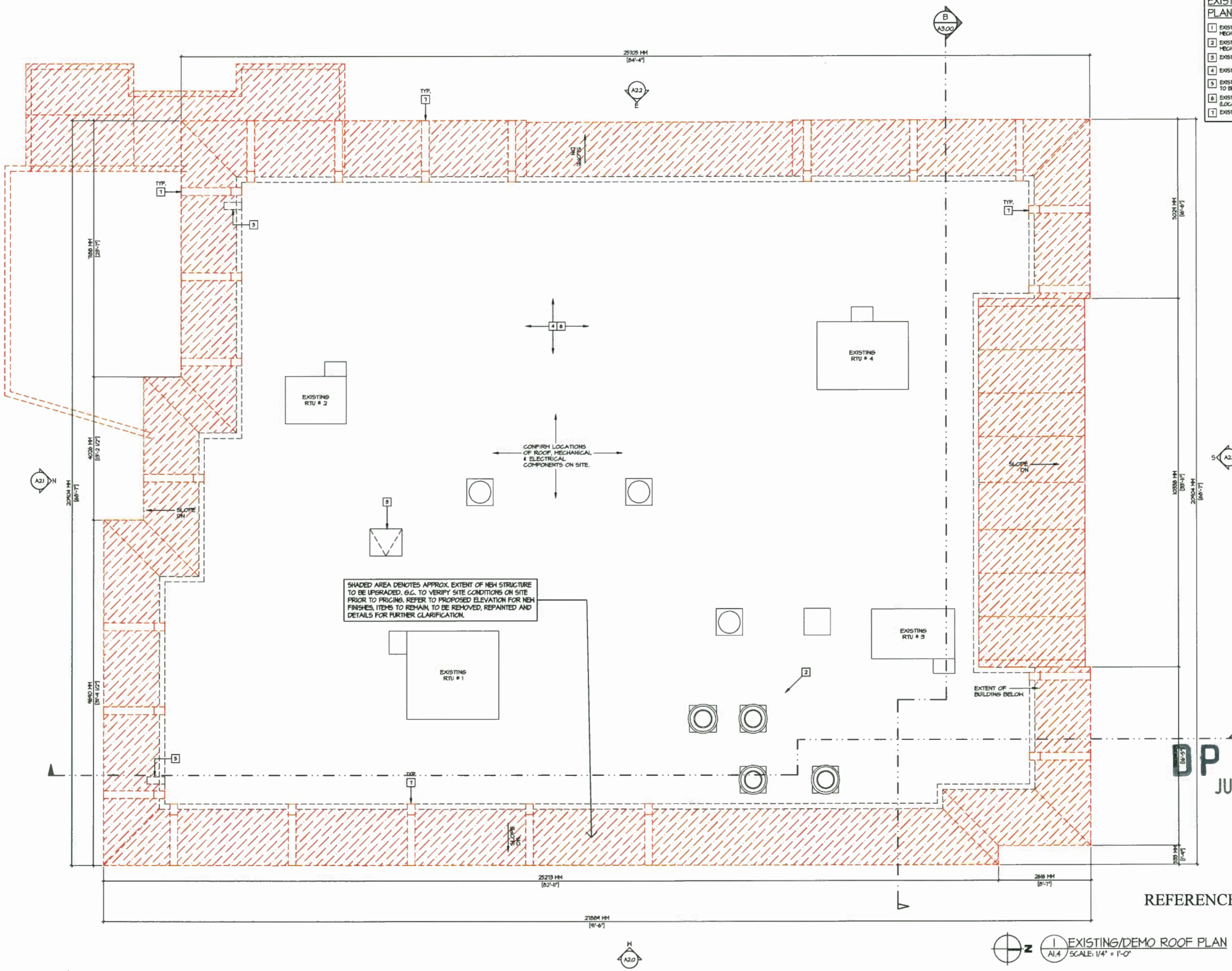
TYPICAL WALL LEGEND:

- (E) EXTERIOR WALL
- (E) INTERIOR WALL
- (E) WALLS TO BE DEMOLISHED (ALSO REFER TO OTHER ITEM TO BE DEMOLISHED AS NOTED)

EXISTING FLOOR PLAN LEGEND:

- XXX ROOM NUMBER
- (E) DOORS, MILLWORK, ETC. TO BE REMOVED

REV	DATE	DESCRIPTION



EXISTING/DEMO ROOF PLAN KEYNOTES:

1. EXISTING ROOF TOP UNITS TO REMAIN, MECHANICAL.
2. EXISTING EXHAUST FAN TO REMAIN, SEE MECHANICAL.
3. EXISTING ROOF HATCH
4. EXISTING ROOF SYSTEM TO REMAIN.
5. EXISTING SCUPPER DRAIN TO REMAIN AND TO BE MODIFIED.
6. EXISTING ROOF DRAIN TO REMAIN. (LOCATION TO BE CONFIRM ON SITE)
7. EXISTING ROOF BEAM TO BE REMOVED.

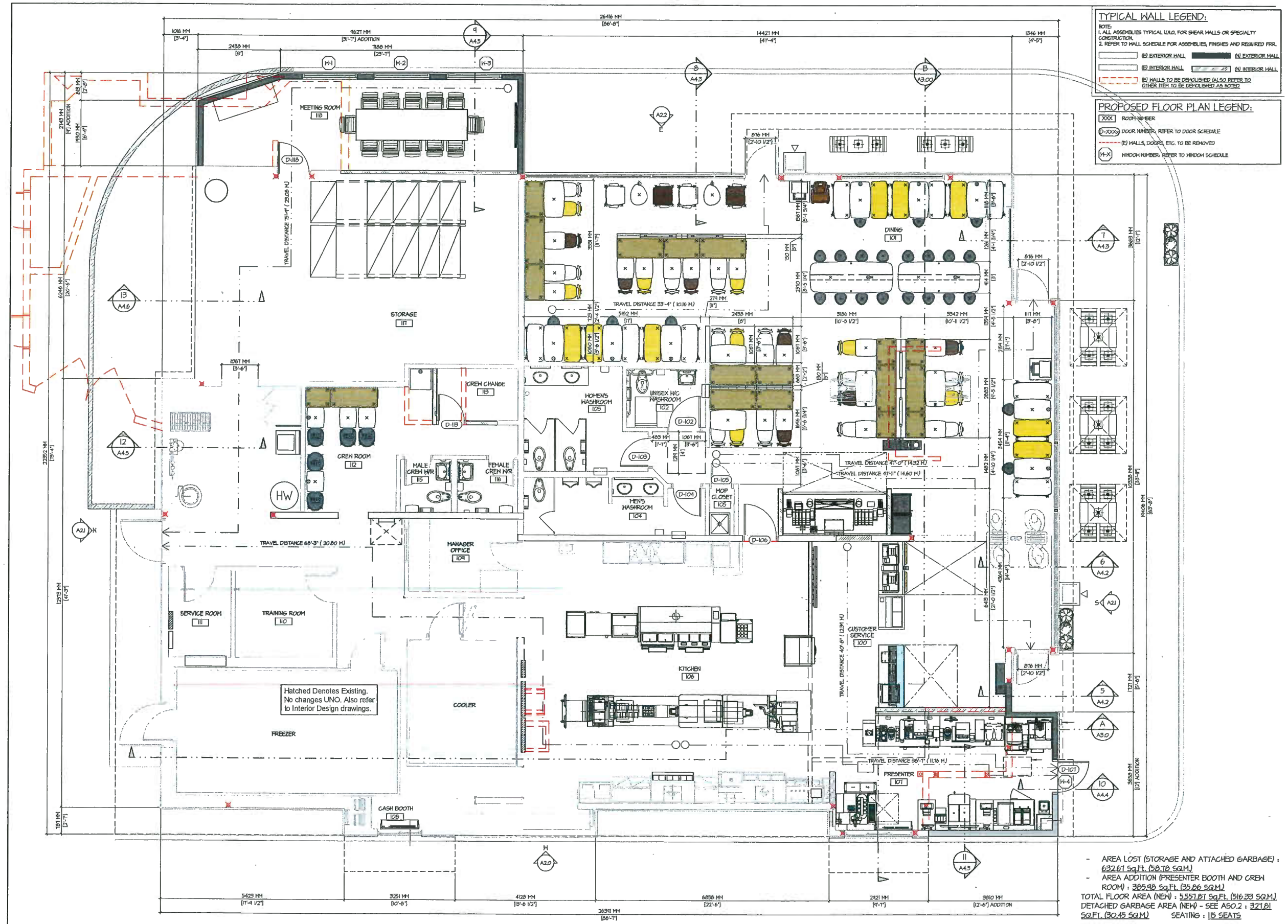
REFERENCE PLAN

1 / A1.4 EXISTING/DEMO ROOF PLAN
SCALE: 1/4" = 1'-0"

DP 17-775868

DP 17-775868
JUN 26 2019

REV	DATE	DESCRIPTION



TYPICAL WALL LEGEND:

NOTE:
1. ALL ASSEMBLIES TYPICAL U.N.O. FOR SHEAR WALLS OR SPECIALTY CONSTRUCTION.
2. REFER TO WALL SCHEDULE FOR ASSEMBLIES, FINISHES AND REQUIRED FRR.

- (E) EXTERIOR WALL
- (N) EXTERIOR WALL
- (E) INTERIOR WALL
- (N) INTERIOR WALL
- (E) WALLS TO BE DEMOLISHED (ALSO REFER TO OTHER ITEM TO BE DEMOLISHED AS NOTED)

PROPOSED FLOOR PLAN LEGEND:

- XXX ROOM NUMBER
- D-XXX DOOR NUMBER, REFER TO DOOR SCHEDULE
- (E) WALLS, DOORS, ETC. TO BE REMOVED
- H-X WINDOW NUMBER, REFER TO WINDOW SCHEDULE

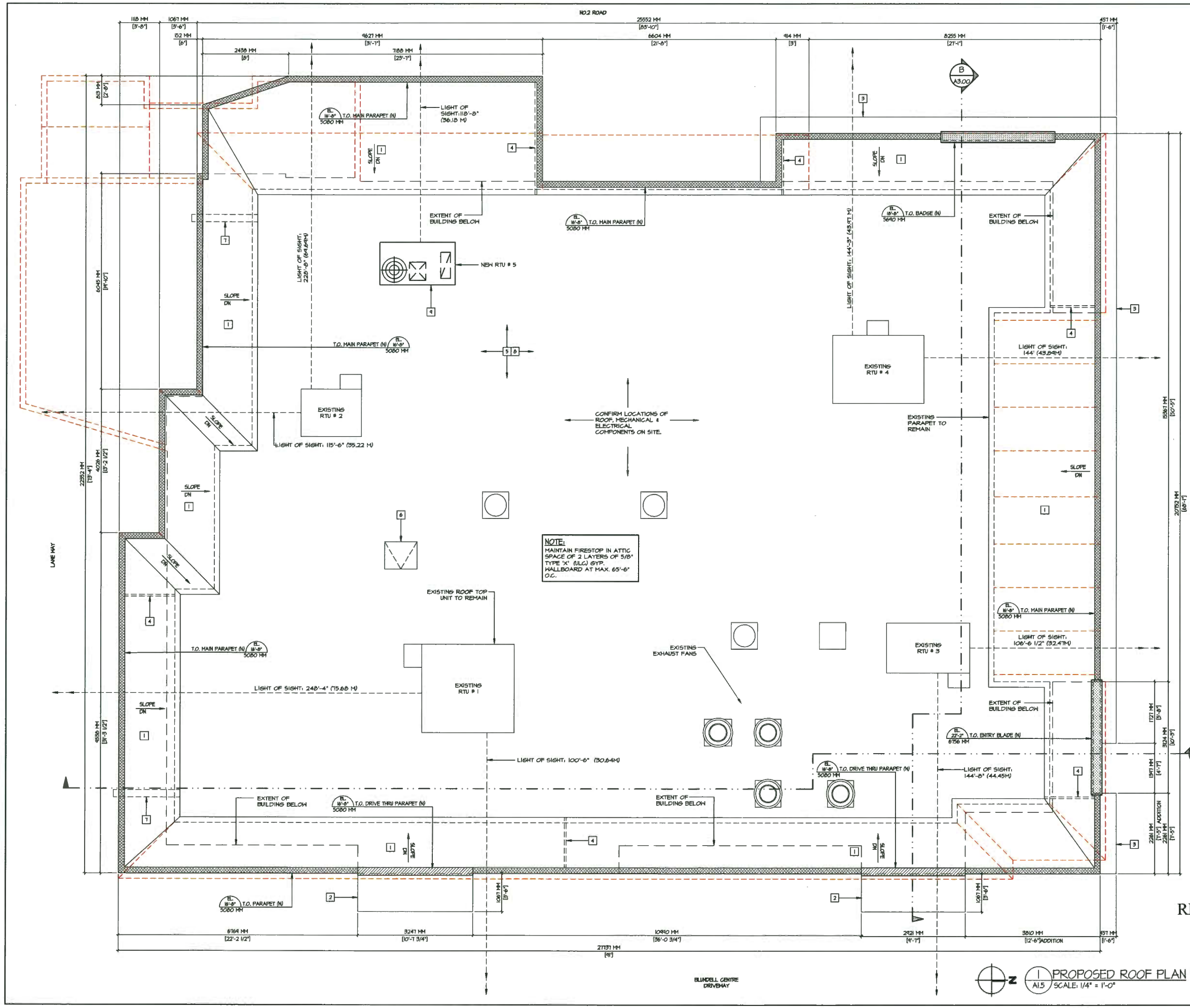
- AREA LOST (STORAGE AND ATTACHED GARBAGE) : 632.67 SQ.FT. (58.78 SQ.M.)
- AREA ADDITION (PRESENTER BOOTH AND GREN ROOM) : 385.98 SQ.FT. (35.86 SQ.M.)

TOTAL FLOOR AREA (NEW) : 5,557.81 SQ.FT. (516.33 SQ.M.)
DETACHED GARBAGE AREA (NEW) - SEE A5.0.2 : 327.81 SQ.FT. (30.45 SQ.M.) SEATING : 115 SEATS

1 / A1.1 PROPOSED FLOOR PLAN
SCALE: 1/4" = 1'-0"

DP 17-775868

REV	DATE	DESCRIPTION



ROOF PLAN LEGEND

- TOP OF DRIVE THRU PARAPET (NEW)
- TOP OF MAIN PARAPET (NEW)
- TOP OF ENTRY BLADE (NEW)
- TOP OF BADGE (NEW)
- REFERS TO ITEM THAT ARE TO BE REMOVED OR DEMOLISHED

ROOF PLAN NOTES:

1. WASH ALL SURFACES AND REPAIR AS NECESSARY PRIOR TO APPLYING PAINT.
2. MAINTAIN ALL EXISTING ROOF SLOPES AND DRAINAGE.
3. CAULK, SEAL AND MAKE GOOD ALL NEW ROOF PENETRATIONS.
4. REFER TO STRUCTURAL DRAWINGS FOR NEW ROOF FRAMING.
5. ALL ROOF PENETRATIONS (GOOSENECK). CONTRACTOR TO MAINTAIN THE INTEGRITY OF ROOF MEMBRANE AND BUILDING ENVELOPE.

ROOF PLAN KEYNOTES:

- SEE GENERAL NOTES ON DRAWING A0.1 FOR ADDITIONAL INSTRUCTIONS.

1. NEW SLOPE ROOF PARAPET.
2. NEW DRIVE THRU CANOPY.
3. NEW WHITE RIBBON CANOPY.
4. MAINTAIN EXISTING FIRESTOPPING AT ROOF ATTIC SPACE, OR PROVIDE NEW FIRE STOPPING @ 65'-6" MAX. INTERVALS.
5. EXISTING ROOFING SYSTEM TO REMAIN AS IS.
6. EXISTING ROOF HATCH TO REMAIN AS IS.
7. EXISTING SCUPPER DRAIN TO BE EXTENDED UP TO 6" OF THE FACE OF THE PARAPET WALL.
8. ROOF DRAIN TO REMAIN AS IS. (LOCATIONS ARE TO BE CONFIRM ON SITE)
9. NEW ROOF TOP UNIT. SEE MECHANICAL.

ALL DIMENSIONS ARE TO BE CONFIRMED ON SITE

REV	DATE	DESCRIPTION
	MAR/20/18	RE-ISSUED FOR DP
	NOV/15/16	RE-ISSUED FOR D.P.
	JUNE/9/17	ISSUED FOR D.P.
	APR/11/16	ISSUED FOR McD's REVIEW

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DP 17-775868

JUN 26 2019

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DRAWN BY: RMR
APPROVED:

PROJECT
McDonald's Restaurant

8140 No.2 Road,
RICHMOND, BC

DRAWING
PROPOSED ROOF PLAN
PLAN # 13

REFERENCE PLAN

PROJECT NUMBER	DRAWING NUMBER
16-025	A1.6

SCALE: 1/4" = 1'-0"
DATE: MARCH 2016
REVISION:

DP 17-775868

BLUNDELL NO.2 - 16-025

REV	DATE	DESCRIPTION
	JUNE/2/15	RE-ISSUED FOR DP
	NOV/5/15	RE-ISSUED FOR D.P.
	JUNE/4/17	ISSUED FOR D.P.
	APR/11/16	ISSUED FOR McD's REVIEW

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DRAWN BY: RMR
APPROVED:

PROJECT
McDonald's Restaurant
8140 No.2 Road,
RICHMOND, BC

DRAWING
PERSPECTIVES
PLAN # 19

PROJECT NUMBER: 16-025
DRAWING NUMBER: A2.5

SCALE: NOT TO SCALE
DATE: APRIL 2016
REVISION: AUG/21/18

BLUNDELL NO.2 - 16-025

1 A2.6 NO.2 ROAD VIEW
SCALE: NTS

2 A2.6 NO.2 ROAD VIEW
SCALE: NTS

DP 17-775868
JUN 26 2019

REFERENCE PLAN

REV	DATE	DESCRIPTION