



Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, July 26, 2017
3:30 p.m.

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on July 12, 2017.



1. **DEVELOPMENT PERMIT 16-741123**
(REDMS No. 5433324)

APPLICANT: Christopher Bozyk Architects Ltd.

PROPERTY LOCATION: 13100 Smallwood Place

Director's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a two-storey auto dealership building and a single-storey car wash building at 13100 Smallwood Place on a site zoned Vehicle Sales (CV); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *Reduce the minimum required number of on-site loading spaces from two medium size and two large size, to 1 medium size on-site loading space; and*
 - (b) *Increase the maximum permitted height for the principal building from 12.0 m to 15.5 m.*



ITEM

2. **DEVELOPMENT PERMIT 16-750045**

(REDMS No. 5422081)

APPLICANT: Bontebok Holdings Ltd.

PROPERTY LOCATION: 18399 Blundell Road

Director's Recommendations

That a Development Permit be issued which would permit the construction of two single-storey buildings with drive-through restaurant uses at 18399 Blundell Road on a site zoned "Industrial (I)".



3. **GENERAL COMPLIANCE – REQUEST BY ORIS DEVELOPMENTS (HAMILTON) CORP. FOR A GENERAL COMPLIANCE RULING AT PARCEL 3, HAMILTON VILLAGE (FORMERLY PORTIONS OF 23241 AND 23281 GILLEY ROAD, AND A PORTION OF 23060, 23066, 23080, AND PART OF 23100 WESTMINSTER HIGHWAY)**

(File Ref. No.: DP 15-716274) (REDMS No. 5459649)

APPLICANT: Oris Developments (Hamilton) Corp.

PROPERTY LOCATION: Parcel 3, Hamilton Village (Formerly Portions of 23241 and 23281 Gilley Road, and a Portion of 23060, 23066, 23080, and Part of 23100 Westminster Highway)

Director's Recommendations

That the attached plans involving changes to the design of the parkade wall and interim landscaping buffer on part of the east elevation of the project be considered to be in General Compliance with Development Permit (DP 15-716274).



4. **New Business**

5. **Date of Next Meeting: August 9, 2017**

ADJOURNMENT



**Development Permit Panel
Wednesday, July 12, 2017**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cathryn Volkering Carlile, General Manager, Community Services
Cecilia Achiam, General Manager, Community Safety

The meeting was called to order at 3:32 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on June 28, 2017, be adopted.

CARRIED

1. Development Permit 17-760368
(REDMS No. 5384022 v. 2)

APPLICANT: Westmark Developments (Camosun) Ltd.

PROPERTY LOCATION: 9240/9248/9260 Cambie Road

INTENT OF PERMIT:

1. Permit the construction of a 59-unit townhouse project at 9240, 9248, 9260 Cambie Road on a site zoned "Town Housing (ZT79) - Alexandra Neighbourhood (West Cambie)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum lot coverage for buildings to 43%.

Development Permit Panel

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Applicant's Comments

Ken Chow, Interface Architecture Inc., provided background information on the proposed development and highlighted the following:

- the subject site fronts onto Cambie Road and the future Dubbert Street extension and will be bisected by the future east-west McKim Way extension, providing street frontages for over half of the site;
- the proposed 14 townhouse buildings are sited to create openness to the site which can be accessed through three vehicle and three communal pedestrian entries;
- two separate outdoor amenity areas are proposed: one for the northern site and one for the southern site;
- electrical closets have been moved away from street frontages to the extent possible;
- end units fronting the street are well articulated to provide visual interest;
- the rear yards of townhouse units adjacent to the east and south property lines of the subject site will be raised to approximately the same height of an apartment parking podium to provide a reasonable interface with future adjacent developments;
- a neo-Victorian rowhouse character is proposed for the project;
- an open air, covered neo-Victorian gazebo is proposed at the northern outdoor amenity area in lieu of the original amenity building to improve visual permeability to the outdoor amenity space; and
- three convertible units are proposed and as per recommendation of the Advisory Design Panel, two additional units will be provided with wider stairs to allow future installation of stair mounted chairlifts.

Jonathan Losee, Jonathan Losee Ltd. Landscape Architecture, briefed the Panel on the main landscaping features for the proposed development and noted the following:

- existing on-site trees will be removed to accommodate the project and will be replaced with size specific trees;
- formal landscaping consistent with the English garden concept is proposed for the subject site;
- wood picket fences, arbours, and entry gates are proposed for street frontages, complemented with neat layers of planting with variation in sizes and colours;
- the two separate outdoor amenity areas will incorporate, among others, a children's play area with play structures, benches and tables;
- significant patio spaces are proposed to be treated with permeable pavers and landscaped to provide visual privacy;
- final landscaping for the east and south edges of the subject site will need to be negotiated with adjacent future developments; and
- an irrigation system will be installed in the proposed development.

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Panel Discussion

In response to a query from the Panel, Mr. Loose confirmed that separate mailboxes are provided for the northern and southern portions of the development.

In response to a further query from the Panel, Mr. Chow acknowledged that stamped concrete is proposed for the visitor parking stalls as opposed to permeable pavers due to potential maintenance issues if permeable pavers are installed on a high traffic area. He added, however, that the proposal for installing permeable pavers on visitor parking stalls could be considered by the applicant.

Staff Comments

Wayne Craig, Director, Development, noted that (i) the original amenity building at the northern outdoor amenity area proposed at rezoning has been removed as per Advisory Design Panel recommendation and the applicant will provide cash-in-lieu for indoor amenity space as per Council policy, (ii) the proposed development will be connected to the Alexandra District Energy Utility (DEU), (iii) the project has been designed to achieve the City's aircraft noise acoustical standards, (iv) the proposed variance to increase the maximum lot coverage of buildings is related to the installation of DEU equipment in the project, and (v) the increase in building lot coverage is offset by a reduction of lot coverage for hard surfaces.

In response to a query from the Panel, Mr. Craig confirmed that (i) the Zoning Bylaw allows a maximum of 70 percent non-porous surfaces for developments, and (ii) the subject development falls below the maximum permitted amount of impermeable surfaces.

Gallery Comments

None.

Correspondence

Jim Lau, (no specific address provided), letter ([Schedule 1](#))

Jim Lau, (no specific address provided), email ([Schedule 2](#))

Mr. Craig noted that Mr. Lau expressed concern in his letter and email that (i) there is a potential for shadowing during winter months on the north side of Cambie Road from the proposed development as noted in the shadowing impacts from the existing six-storey building at the corner of Cambie Road and Stolberg Street, (ii) the finished grade on the subject site may have a potential impact on shadowing on the north side of Cambie Road, and (iii) dust control during the construction process needs to be addressed.

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In response to the concerns expressed by Mr. Lau, Mr. Craig noted that (i) the proposed project is a three-storey townhouse development and potential shadowing impacts on the north side of Cambie Road would be limited, (ii) there will be a minimal increase in the subject site's elevation relative to Cambie Road as the average finished site grade for the northern portion of the subject site is approximately 2.4 meters as opposed to the 2-meter elevation of Cambie Road, and (iii) dust control will be monitored by the City's Building Approvals and Community Bylaws during the construction stage of the project.

In response to the same concern, the applicant acknowledged that a construction barrier and other dust control measures will be provided to control the dust generated from construction activities in the subject site.

Panel Discussion

The Panel expressed support for the proposed development, noting that the applicant could install permeable paving on the visitor parking stalls to enhance the permeability of the project's surface areas.

In response to the Panel's comment, the applicant advised that the Panel's recommendation would be considered.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would

- 1. Permit the construction of a 59-unit townhouse project at 9240, 9248, 9260 Cambie Road on a site zoned "Town Housing (ZT79) - Alexandra Neighbourhood (West Cambie)"; and*
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum lot coverage for buildings to 43%.*

CARRIED

2. Development Permit 17-775005

(REDMS No. 5421219 v. 2)

APPLICANT: Christopher Bozyk Architects Ltd.

PROPERTY LOCATION: 10780 Cambie Road

INTENT OF PERMIT:

Permit the construction of a 198.81 m² (2,140 ft²) addition and a weather protection canopy to the existing building at 10780 Cambie Road on a site zoned "Auto-Oriented Commercial (CA)".

Development Permit Panel

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Applicant's Comments

Ernst Loots, Christopher Bozyk Architects Ltd., provided background information on the proposed addition to the existing building which currently contains a BMW automobile dealership and highlighted the following:

- the proposed expansion includes an addition to the lounge on the main floor with additional office spaces on the second floor and a new canopy for weather protection at the building's vehicle service entrance;
- the design and materials for the proposed expansion will follow BMW corporate standards and guidelines;
- the character and materials for the proposed addition are intended to integrate with the rectangular box-like character of the middle portion of the existing building and not conflict with the curved elements of the existing building;
- the proposed bay window at the base of the additional lounge is the only strong element to the proposed expansion; and
- glazing will not be provided on the second floor of the building addition; however, two large skylights will be installed to provide natural lighting.

Jonathan Losee, Jonathan Losee Ltd. Landscape Architecture, briefed the Panel on the main landscaping features for the proposed expansion, noting that the six non-by-law sized Ginkgo trees which will be impacted by the proposed expansion will be relocated to the prominent southeast corner of the site.

Gallery Comments

None.

Correspondence

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 198.81 m² (2,140 ft²) addition and a weather protection canopy to the existing building at 10780 Cambie Road on a site zoned "Auto-Oriented Commercial (CA)".

CARRIED

3. Date of Next Meeting: July 26, 2017

Development Permit Panel
Wednesday, July 12, 2017

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:11 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 12, 2017.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk

July 12, 2017.

Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
July 12, 2017.

City of Richmond.

DP17-760368

9240, 9248, 9260 Cambie Road.

1. SHADOW Cannot fall on the ~~S~~ NORTH SIDE OF CAMBIE Road during the WINTER months (AS EVIDENCE by Building on the corner of Cambie and Stobberg St). During the winter months the shadow falls on the north side buildings.. There are photos to prove.
2. Dust control is not there. Everyone on the both side of Cunningham Drive ~~can~~ have to waste dust from anything expose to exterior Air.

See note for Email

Coordinator for
11 house on the North Side
of Cambie

Note-

I have read the Community Development Plan. There is no mention of Shadow Casting effect on existing residence. Therefore in this application no one look into the shadow effects.

Shadow effects is essential of healthy living.

Co-ordinator.

Jim Lau. Phone = 604 617 9898

email. ~~pk~~ pktradingjim@yahoo.ca

Brownlee,David

From: Jim Lau <pktradingjim@yahoo.ca>
Sent: Wednesday, 12 July 2017 14:31
To: Brownlee,David
Cc: Brownlee,David
Subject: DP 17-760368 9240,9248,9260 Cambie Road

Dear Mr. Brownlee,

Further to my submission to you in writing 10 pk this morning,

I reorganize the presentation as following

SHADOW effort blocking the sun during the winter months.

Both in the community development plan and in this permit application information. The blocking of sunlight on the north Side of Cambie Road are not considered.

We strongly request the city to demonstrate 12 meter high building With the winter sun elevation, the sunlight is not blocking away by This development to the lots on the north side of Cambie Road.

The building the City approved to be built on the corner of Cambie And Stolberg is already taking away the morning sun from these lots.

It is obviously that this was a overlook .

Sun is important for environmental and health consideration.

Also the 12 meter high is from the finished grade and not the public Road level. We strongly recommend the calculation to be From the Road level...

Dust control.

We request the city to examine the dust control.

Right now we have to clean everything externally including plants.

That is for north and south side of Cunningham Drive.

We shall also inform the Environmental Canada for this issue.

However we feel the City should be a party in controlling dust.

Our Kind Regards

Co-ordinator for the block

Jim lau 6046179898



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: July 6, 2017

From: Wayne Craig
Director, Development

File: DP 16-741123

Re: Application by Christopher Bozyk Architects Ltd. for a Development Permit at
13100 Smallwood Place

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a two-storey auto dealership building and a single-storey car wash building at 13100 Smallwood Place on a site zoned Vehicle Sales (CV); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum required number of on-site loading spaces from two medium size and two large size, to 1 medium size on-site loading space; and
 - b) Increase the maximum permitted height for the principal building from 12.0 m to 15.5 m.

Wayne Craig
Director, Development

CL:blg
Att. 6

Staff Report

Origin

Christopher Bozyk Architects Ltd. has applied to the City of Richmond for permission to develop a two-storey auto dealership building containing retail sales, auto services, and rooftop vehicle parking, as well as a free-standing one-storey car wash building at 13100 Smallwood Place on a site zoned "Vehicle Sales (CV)" (Attachment 1). The site is currently being pre-loaded in preparation for the proposed development.

The applicant has provided copies of letters from the Richmond Auto Mall's Board of Directors confirming support for the proposal (Attachment 2).

A Zoning Text Amendment is also proposed with this project under Richmond Zoning Bylaw 8500, Amendment Bylaw 9672, to increase the maximum permitted Floor Area Ratio (FAR) to 0.70 for the subject site (ZT 16-754143). Bylaw 9672 was granted 3rd reading following the Public Hearing held on April 18, 2017.

A Servicing Agreement is required to be entered into prior to final adoption of the rezoning bylaw for a drainage upgrade, site service connection design, as well as removal of one existing driveway crossing and reinstatement of the boulevard to match the adjacent existing condition along Smallwood Place.

Development Information

Please refer to the attached Development Application Data Sheet for a comparison of the proposed development data with the relevant Zoning Bylaw requirements (Attachment 3).

Surrounding Development

The subject property is located within the Richmond Auto Mall at the northeast corner of the intersection of Westminster Highway and Jacombs Road. Existing land uses and development immediately surrounding the subject site is as follows:

- To the North, immediately across Smallwood Place, is an existing auto dealership on a site zoned "Vehicle Sales (CV)" within the Richmond Auto Mall at 13171 Smallwood Place.
- To the South, across Westminster Highway and a frontage road further south, are large properties zoned "Agriculture (AG1)" in the Agricultural Land Reserve (ALR), which contain single-family dwellings and accessory buildings.
- To the East, is an existing Auto dealership on a site zoned "Vehicle Sales (CV)" within the Richmond Auto Mall at 13220 Smallwood Place.
- To the West, across Jacombs Road, is the "Richmond Nature Park East" on a site zoned "School & Institutional Use (SI)" at 5991 Jacombs Road.

Rezoning and Public Hearing Results

During the rezoning process, staff identified general refinements to the proposed architectural and landscape plans, as well as review of the proposal by the Advisory Design Panel at the Development Permit application review stage:

The Public Hearing for the rezoning of this site was held on April 18, 2017. There were no written submissions or speakers at the Public Hearing and the rezoning bylaw was given second and third readings. The applicant is in the process of completing the items required prior to rezoning approval, and the rezoning bylaw is anticipated to be adopted in the Fall of 2017.

Staff Comments

The proposed development plans attached to this report (Plan # 1 to Plan # 3.e.) have satisfactorily addressed the planning and design issues identified as part of the review of this Development Permit application. The proposal also complies with the intent of the applicable sections of the Official Community Plan and East Cambie Area Plan, as well as being generally in compliance with the "Vehicle Sales (CV)" zone, with the exception of the zoning variances noted below.

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

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

- a) Reduce the minimum required number of on-site loading spaces from two medium size and two large size, to 1 medium size on-site loading space; and
- b) Increase the maximum permitted height for the principal building from 12.0 m to 15.5 m.

(Staff supports the proposed variations for the following reasons:

- *Due to the unique context and operating characteristics within the Richmond Auto Mall, the proposed variations are consistent with those that have been granted to other nearby auto dealerships in recent years.*
- *While the one medium-sized on-site loading space proposed adjacent to the loading bay on the west side of the main building accommodates the receipt and delivery of small-scale goods and materials associated with the auto dealership and service centre, all delivery of vehicles for sale by automobile transport trucks occurs at curb side during non-peak traffic hours, which is the standard practice for all dealerships within the Richmond Auto Mall.*
- *All automobile deliveries to the site are coordinated by the Richmond Auto Mall Association (RAMA). Prior to issuance of the Development Permit, the applicant is required to submit a letter from the RAMA that substantiates support for off-site deliveries and confirms the RAMA's role in coordinating deliveries.*
- *The proposed height of the auto dealership building is 11.81 m to the top of the main parapet; with portions of the building continuing to a maximum height of approximately 15.44 m for the elevator overrun, stairway structures, storage and screened mechanical equipment. Staff feel that the use of the rooftop level for proposed vehicle storage/employee parking and the proposed building height variance*

to facilitate the various rooftop functions increases the building's functional efficiency and supports on-site densification within the Auto Mall, rather than utilizing commercial land elsewhere for this purpose. The proposed rooftop functions will not significantly affect adjacencies by casting shadows, obstructing views or introducing overlook concerns.

- *The applicant has provided a letter from the RAMA, confirming they have no concerns with the proposed building height variance.*

Advisory Design Panel Comments

The Advisory Design Panel review of the proposal was held on June 7, 2017. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the meeting is attached for reference (Attachment 4). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Related Policies

- As part of the associated application for a Zoning Text Amendment (ZT 16-754143), the proposed land use at the subject site was reviewed and has been found to be consistent with applicable policies and designations in the City's Official Community Plan/East Cambie Area Plan, Floodplain Management Implementation Strategy, and Aircraft Noise Sensitive Development Policy.
- The Ministry of Transportation and Infrastructure (MOTI) has granted final approval of the proposed Zoning Text Amendment at the subject site; which is located within 800 m of an intersection of a Provincial Limited Access Highway and a City road.
- The Ministry of Environment (MOE) has granted the necessary release for the City of Richmond to proceed with the Zoning Text Amendment and Development Permit applications at the subject site, however, the applicant is still required to conduct a site investigation for potential contamination issues and to obtain one of the contaminated sites legal instruments or alternative MOE release before any further applications to the City can be approved.

Existing Legal Encumbrances

- There is an existing statutory right-of-way for utilities along the north and west property lines that is registered on title, to which the City is a party (X135851, Plan 68776). With the drainage upgrade required as part of the Servicing Agreement, the storm sewer located along the west property line is being relocated to within Jacombs Road, thereby eliminating the City's interest in a right-of-way for the storm sewer over that portion of the property. Following completion of the required storm sewer relocation and upgrade, the City's interest in the portion of the right-of-way along the west property line must be discharged from title at the initiation of the applicant to accommodate the proposed landscaping in that portion of the property.
- There is also a covenant (Y2390) registered on title to ensure that the original development at the subject site was consistent with the original Development Permit (DP 84-134). Prior to

Council issuance of this Development Permit, Covenant Y2390 is required to be discharged from title.

- A legal notation regarding a previous Development Variance Permit registered on title on July 30, 1987 (DF AA144826) is also required to be discharged from title prior to Council issuance of this Development Permit.
- The applicant is required to ensure that the proposed development at the subject site does not conflict with any other third party charges registered on title.

Conditions of Adjacency

- The subject site is bordered by existing auto dealerships to the north and east, which are separated from the proposed development by the intervening Smallwood Place, as well as by perimeter landscaping and surface parking on those sites.
- The site is located more than 60 m (196 ft.) from existing residential dwellings on ALR land on the south side of the Westminster Highway, and more than 20 m (65 ft.) from the Richmond Nature Park East on ALR land on the west side of Jacombs Road.
- Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to identify an ALR buffer area along the south and west property lines and to ensure that landscaping planted within the buffer area is maintained and will not be abandoned or removed.
- 1.5 m high solid fencing is proposed on-site along the south property line parallel to Westminster Highway and along a portion of the west property line parallel to Jacombs Road to partially screen proposed buildings. New trees and soft landscaping are also proposed adjacent to the fencing to provide further screening and softening of the south and west building elevations.
- The single-storey accessory car wash building located at 3.0 m from the southwestern site boundary is largely screened by the proposed perimeter fencing and landscaping, and has a deliberately simplistic design to allow visual emphasis on the dynamic elements of the main building behind it. Prior to Building Permit issuance, the applicant is required to provide information to confirm that the car wash will comply with the Noise Regulation Bylaw No. 8856.

Urban Design and Site Planning

- The proposal involves redevelopment of the site to accommodate a two-storey building containing an auto dealership, showroom, offices, automotive service centre, and interior and rooftop level vehicle parking, as well as a free-standing one-storey car wash building, and associated surface parking and perimeter landscaping.
- The proposed Site Plan (Plans # 1 to 1.b.) illustrates the design: a principal two-storey building in the centre of the subject site, with surface parking and landscaping located around the perimeter. A secondary one-storey car wash building and a screened garbage/recycling enclosure are proposed in the southwest portion of the site.
- The pedestrian realm along Smallwood Place will be enhanced with the proposed development of the site by closing one driveway crossing, as well as landscape treatment of

the City boulevard and site perimeter with grass and layered planting beds consisting of groundcover, shrubs, and trees. Vehicle parking is proposed to be set back a minimum of 3.0 m from the property line and treated with permeable pavers. On-site improvements to the pedestrian realm are also proposed along Jacombs Road by removing a portion of the solid perimeter fencing at the north end of the west property line to create visual interest, and by shifting the remaining fencing along the west property line to accommodate a wider planting bed for the proposed groundcover, shrubs and new trees.

- Vehicle access to and from the site is proposed via two driveway crossings along Smallwood Place. On-site circulation for vehicles, small-scale deliveries, garbage collection trucks, and fire trucks is proposed over the drive-aisle, which forms a loop around the main building.
- Pedestrian access to and from the site is proposed from Smallwood Place to the building's main entry via a wide patterned concrete pathway, flanked by treed planting islands and seating. The pathway continues along the north side of the main building and wraps around the northwest corner of the building to provide for well-defined on-site pedestrian circulation (minimum 1.5 m wide).
- On-site storage of garbage and recycling is proposed in a screened enclosure in the southwest corner of the site, which is further screened by solid perimeter fencing along the south property line and next to the west property line. The enclosure is adequately sized to contain the required number of City-required containers and is proposed be clad in the same material as the car wash building and portions of the principal building. Vehicle access to the enclosure by the collection truck is via the drive-aisle that loops around the main building. Automotive waste materials are proposed to be stored in both the main building (e.g. waste motor oil and filters etc.) and the exterior garbage and recycling enclosure (e.g. pallets and tires).

Parking and Loading

- Richmond Zoning Bylaw 8500 requires a total of 248 vehicle parking spaces for the different uses proposed on-site (e.g. vehicle sale, office, storage, service/detail/car wash bays). 175 vehicle parking spaces are proposed on-site in the surface parking area, and 208 vehicle parking spaces are proposed within the building for employee parking and car storage, for a total of 383 spaces.
- Of the total vehicle parking spaces proposed on-site, six accessible parking spaces and three electric vehicle charging stations are proposed near the main building's entry points.
- In accordance with Richmond Zoning Bylaw 8500, a total of 22 long-term bike parking spaces are proposed within the main building in a secured bike storage room (Class 1), and 27 short-term bike parking spaces are proposed near the main building's entry points along the pedestrian pathway that runs across the north and northwest sides of the building.
- One medium-sized loading space is proposed on-site next to the loading bay on the west side of the main building to receive small-scale goods and materials associated with the auto dealership and service centre. As discussed earlier in this report, a request to reduce the required number of on-site loading spaces from two medium and two large-sized spaces down to one medium-sized space is proposed.

Architectural Form and Character

- The form and character of the proposed auto dealership building is compatible with other recent development within the Richmond Auto Mall, and complies with the design guidelines of the associated corporate brand and RAMA. Nonetheless, effort has been taken to provide a continuous primary building frontage along Smallwood Place and to create a dynamic experience at the prominent northwest corner of the site through the use of a distinct protruding building element, which is consistent with the City's commercial building design guidelines in the OCP to architecturally anchor the corner and act as a visual landmark.
- Building recesses and vertical architectural elements introduce variation and articulation to the building facades and building mass. Subtle differences in cladding materials and colours also assist with providing visual interest and breaking the building down into smaller components. Slight variations in building height are also proposed through the use of parapets, which also provide screening of the rooftop parking.
- The north building elevation orientated towards Smallwood Place, is characterized by generous use of solar controlled low-E vision glass that is broken up by glazed vertical sunshade blades, horizontal white aluminum composite panels, spandrel glass panels, and a digital media screen behind horizontal structural glass. The east portion of the north elevation that contains the auto service centre is proposed to be treated with a high-quality glazed overhead door system on the main level and light-coloured horizontal metallic cladding with spandrel glass panels on the second level.
- The west and east building elevations also include a mix of cladding materials, such as vision glass, spandrel glass panels, metal mesh sun shading and screening, as well as light and dark-coloured horizontal metallic cladding.
- The south building elevation along Westminster Highway is primarily treated with a light-coloured horizontal metallic cladding, with a protruding vehicle display element at the southwest corner of the building on the second level that is characterized by both vision and spandrel glazing along with a horizontal white aluminum composite panel system, which wraps around the corner to the west building elevation. The southeast corner of the building includes a recessed and covered outdoor amenity area with a glazed guardrail. The lower level of the south building elevation, which contains several auto service and detail bays is screened by solid perimeter fencing on-site that runs along the south property line.
- The accessory car wash building is limited to a single storey and is clad in a light-coloured metallic corrugated finish that is also used on parts of the main auto dealership building. The applicant has advised that the form and detailing of the car wash building was deliberately kept simple to allow visual emphasis on the main auto dealership building behind it.
- A concept for the proposed building signage is shown on the architectural elevation plans, which appears minimal and is limited to the north and south facades. A small pylon sign is also proposed on-site at the west driveway crossing, which the applicant indicates is currently being reviewed by the owner and RAMA for consistency with the proposed updates to the Richmond Auto Mall design guidelines. All signage associated with the proposal will comply with the Sign Bylaw No. 5560.

Landscape Design and Open Space Design

- The applicant submitted a Certified Arborist's Report as part of the Zoning Text Amendment application (ZT 16-754143); which was reviewed by the City's Tree Preservation Coordinator and the City's Parks Department staff. The Tree Removal and Preservation Plan in Attachment 4 reflect the final results of tree assessment; which is also summarized in the table below.

	Tree #	Total	Location
Trees to be retained	2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113	9	On-site at 13100 Smallwood Place
	OS1	1	Shared with neighbouring property at 13220 Smallwood Place
	OS2 to OS9	8	Westminster Highway frontage on City-owned property
	C1, C2, C6, C7	4	In boulevard along Smallwood Place on City-owned property
Total		22	
Trees to be removed	C11 to C20	9	On-site at 13100 Smallwood Place
	C3, C4, C5, C8, C9, C10	6	In boulevard along Smallwood Place and Jacombs Road on City-owned property
Total		15	

- The existing hedge along the east property line, which provides screening of the surface parking spaces along that portion of the site, is proposed to be retained.
- Prior to final adoption of the rezoning bylaw, the applicant must submit a Contract with a Certified Arborist for on-site supervision of retained trees at development stage, and tree survival securities for the 22 trees to be retained.
- In accordance with the 2:1 tree replacement ratio specified in the OCP, a total of 18 replacement trees are required to be planted and maintained on-site for the nine trees proposed to be removed (minimum 6 cm deciduous caliper or 3.5 m high conifer). The applicant is also required to submit a cash-in-lieu contribution to the City's Tree Compensation Fund prior to final adoption of the rezoning bylaw for the six trees to be removed from City-owned property.
- The Landscape Plan (Plans # 2 to 2.f.) shows the trees to be protected, as well as the 40 new trees that are proposed to be planted on-site in excess of the required number of replacement trees. Both deciduous and coniferous trees of a variety of sizes are proposed in the Landscape Plan (e.g., Maple, Katsura, Honeylocust, Ginkgo, Pine). In addition to tree planting on-site, a variety of groundcovers and shrubs are also proposed in prominent locations to minimize the visual impact of the proposed surface parking (e.g., Salal, Kinnikinnick, Dwarf Blue Juniper, Boxwood, Festuca, Honeysuckle, Dwarf Mugo Pine, Snowberry, Feather Grass, and Prairie Fire Sedge).

- To ensure that the proposed Landscape Plan and replacement trees are installed and maintained on-site, the applicant is required to submit a Landscaping Security in the amount of 100% of a cost estimate prepared by the Registered Landscape Architect (including all materials, installation, and a 10% contingency) prior to Development Permit issuance.
- The applicant has confirmed that an in-ground irrigation system will be installed, as noted on the Landscape Plan.
- Solid perimeter fencing is proposed above a new retaining wall along the south property line abutting Westminster Highway. In the northwest corner of the property, a portion of the existing perimeter fencing is to be removed, which will enhance this prominent corner of the site. The remaining existing perimeter fencing on-site along the west property line abutting Jacombs Road is proposed to be relocated slightly east to enable a wider planting bed to consist of groundcover, shrubs and new trees.
- Permeable pavers are proposed for a portion of the surface parking spaces on-site next to the Smallwood Place frontage, along the north side of the main building, and wrapping around the northwest corner of the building. Vehicle and pedestrian entrances to the site are defined using scored, patterned concrete in accordance with RAMA guidelines.
- Green roof tiles with irrigation are proposed over a structural roof slab and assembly on the car wash building.

Environmental Sustainability

- The applicant indicates that the overall site design and increased density maximizes efficient use of the land and avoids the need for satellite office, shop, and inventory operations elsewhere. Sustainability considerations employed in the building's design are:
 - extensive glazing in the showroom and shop areas where possible to optimize natural light, while having a lower window to wall ratio elsewhere in the building for thermal efficiency;
 - high-efficiency mechanical and hot water heating systems; and
 - all LED lighting to reduce energy consumption.
- A green roof tile system is proposed for the car wash building, as is a water filtration and recovery system, which will enable 90% reuse of washwater, as well as improvement of the quality of residual wastewater discharged to the sanitary sewer, for which a permit must be obtained from Metro Vancouver (Attachment 5).
- Information provided by the applicant's civil consultant indicates that the storm water management system proposed with the development is designed to reduce the amount of runoff entering the City's drainage system by at least 20% as compared to a conventionally designed system. This is proposed to be achieved through the use of permeable hardscape, as well as an infiltration swale to provide for stormwater retention and infiltration of a portion of site run-off. Additional information will be included as part of the Building Permit application process to demonstrate compliance with the City's Green Roof Bylaw.
- The applicant has proposed three Electric Vehicle Charging Stations within the surface parking area along the north and west sides of the main building. Registration of a legal

agreement on Title to secure the number and location of proposed Electric Vehicle Charging Stations is required prior to issuance of the Development Permit.

- The proposal includes long-term bike storage, as well as end-of-trip facilities; such as change rooms, showers, and lockers for employees as encouraged in the design guidelines in the OCP.

Crime Prevention Through Environmental Design

The applicant has provided the following statement about how the proposal responds to the four main principles of Crime Prevention Through Environmental Design (CPTED):

- **Natural Surveillance:** Extensive LED lighting is used both in the building and on-site as part of the landscape treatment. Existing mature trees are maintained, while other planting is low-level to allow for optimum sightlines and visibility. Extensive glazing on the main facades allows constant passive surveillance throughout opening hours. The site plan is designed to have no 'dead-ends', increasing personal security for its users. Although fencing is provided along the south, east and west perimeters; the north and northwest site boundaries are open to allow maximum passive surveillance. Driveways and pathways are orientated toward the main building entrance areas.
- **Natural Access Control:** Separate vehicular and pedestrian access to the subject site is clearly delineated from Smallwood Place and helps provide a series of thresholds up to the main building entry points. Throughout the site, the vehicle drive-aisle, pedestrian pathways, and adjoining landscape guide people easily to their destination. Site perimeters are landscaped and also have attractive fencing at the 'back of house' area.
- **Territorial Reinforcement:** The main facades of the building are separated from the road by layers of landscaping and surface parking. With additional pedestrian pathways on-site and smaller incidental landscape immediately adjacent to the building, thresholds are formed without creating any obvious barriers.
- **Maintenance:** The property owner has a dedicated maintenance team providing continual assessment of property condition. As with their other properties, any 'nuisance' items will be rectified as they occur. It is worth noting that the proposed building material panels are modular and can be replaced if necessary.

Accessibility

The applicant has provided the following statement about how the proposal responds to the design guidelines for accessibility:

- Due to favorable site gradients, there are no stepped pedestrian entrances or abrupt changes in level required, therefore no ramps are required. There is permanent and firm slip-resistant concrete surface.
- The proposed pathways on-site surrounding the building are a minimum of 1.5 m clear.
- Six accessible vehicle parking spaces are proposed adjacent to the auto dealership building's main point of entry, which will be clearly identified as being for use by persons with disabilities.

- Main building entries are to use fully automatic doors activated by motion detectors, which are proposed to be fully accessible for all building users.
- Separate universal access washrooms are proposed on both the main and second floors. Fully accessible stalls are also provided in each of the main public washrooms. Accessible washrooms are designed according to best practice as per the BC Building Access Handbook.
- Manifestations are to be used on all interior glass for the benefit of persons with visual impairments, and all interior signage and finishes are to be in accordance with best practice as set out in the BC Building Access Handbook.
- Interior corridors have a minimum 1.2 m clear width, with no obstructions below 1.98 m. All doors are to be a minimum 0.8 m of clear opening. Where double doors have an uneven leaf, at least one leaf is to have a minimum clear opening of 0.80 m. All door thresholds are to be flush or have maximum difference in level of 0.013 m.
- All hardware is to be lever handle type or have a push plate/door pull option.
- There are two elevators in the building serving both the main and second floors for use by the public; one of which also serves the rooftop parking area for use only by employees and for inventory. These elevators both have a minimum door width of 0.91 m and have minimum internal dimensions of 1.725 m by 1.37 m.
- Stairs are proposed to have a textured non-slip finish, closed risers, contrasting nosing, and handrails with a height of 0.92 m as measured from the nose of the stairs on both sides. Tactile warning strips are to be installed at the top of each flight. Handrails are to be continuous or extend beyond the stairs.

Public Art

- The Public Art Policy applies to the proposed development as the total buildable floor area exceeds 2,000 m². The recommended public art contribution based on the proposed buildable area at the subject site is approximately \$51,762 (\$0.43/ft² for commercial use). The Applicant may contribute directly to the Public Art Reserve Fund for City-wide projects, or consider integrating public art on-site with the development.
- The applicant has indicated an interest in integrating public art on-site with the proposed development. If proposing to commission public art on-site, the applicant is required to submit the contribution to the Public Art Reserve Fund in the amount of \$51,762 and to submit a Detailed Public Art Plan prepared by a recognized public art consultant prior to Council issuance of the Development Permit for subsequent staff review and recommendations from the Richmond Public Art Advisory Committee for City approval prior to occupancy of the building.

Conclusion

The auto dealership building and car wash building proposed in the context of the subject site's location in the Richmond Auto Mall responds to the design objectives articulated in the East Cambie Area Plan and the OCP for commercial development.

The character of the proposed buildings is consistent with existing newer development within the Auto Mall and the proposed building mass and height are respectful of adjacent land uses.

The densification of the site contributes to maximizing the function of the Richmond Auto Mall and supports OCP objectives for economic growth while preserving commercial land that is located elsewhere in the City.

Staff recommend that the proposed Development Permit be endorsed, and considered for issuance by City Council.



Cynthia Lussier
Planner 1
(604-276-4108)

CL: blg

Attachment 1: Location Map

Attachment 2: Letters of support from Richmond Auto Mall Association

Attachment 3: Development Application Data Sheet

Attachment 4: Excerpt from the Minutes to the June 7, 2017 Advisory Design Panel Meeting

Attachment 5: Tree Removal & Preservation Plan (T-1)

Attachment 6: Specifications for the proposed car wash water filtration and recovery system

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

1. Submission of a letter from RAMA supporting off-site vehicle loading/unloading and confirming RAMA's role in coordinating all vehicle deliveries.
2. City acceptance of the applicant's voluntary contribution of \$51,762 (\$0.43/ft² for commercial uses) the City Public Art Reserve Fund for City-wide projects. Note: If commissioning public art on-site, the applicant is required to submit the contribution as well as to submit a Detailed Public Art Plan prepared by a recognized public art consultant prior to Council issuance of the Development Permit for subsequent staff review and recommendations from the Richmond Public Art Advisory Committee for City approval prior to occupancy of the building.
3. Discharge of the legal notation regarding the previous Development Variance Permit registered on title July 30, 1987 (DF AA144826).
4. Discharge of Covenant Y2390 that is registered on Title of the subject site for the original Development Permit (DP 84-134).
5. Registration of a legal agreement on Title to secure the number and location of proposed Electric Vehicle Charging Stations.
6. Receipt of a Letter-of-Credit for landscaping in the amount of \$304,590.00 (including all materials, installation costs, and a 10% contingency).

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

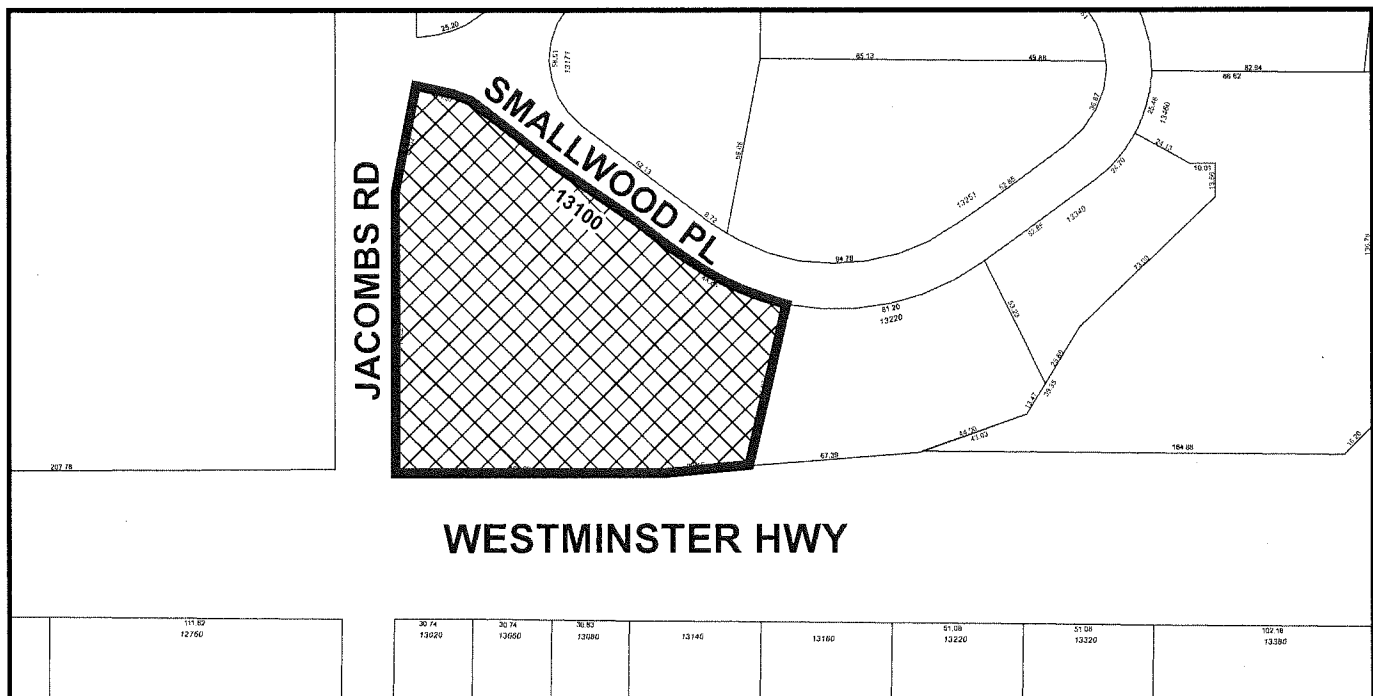
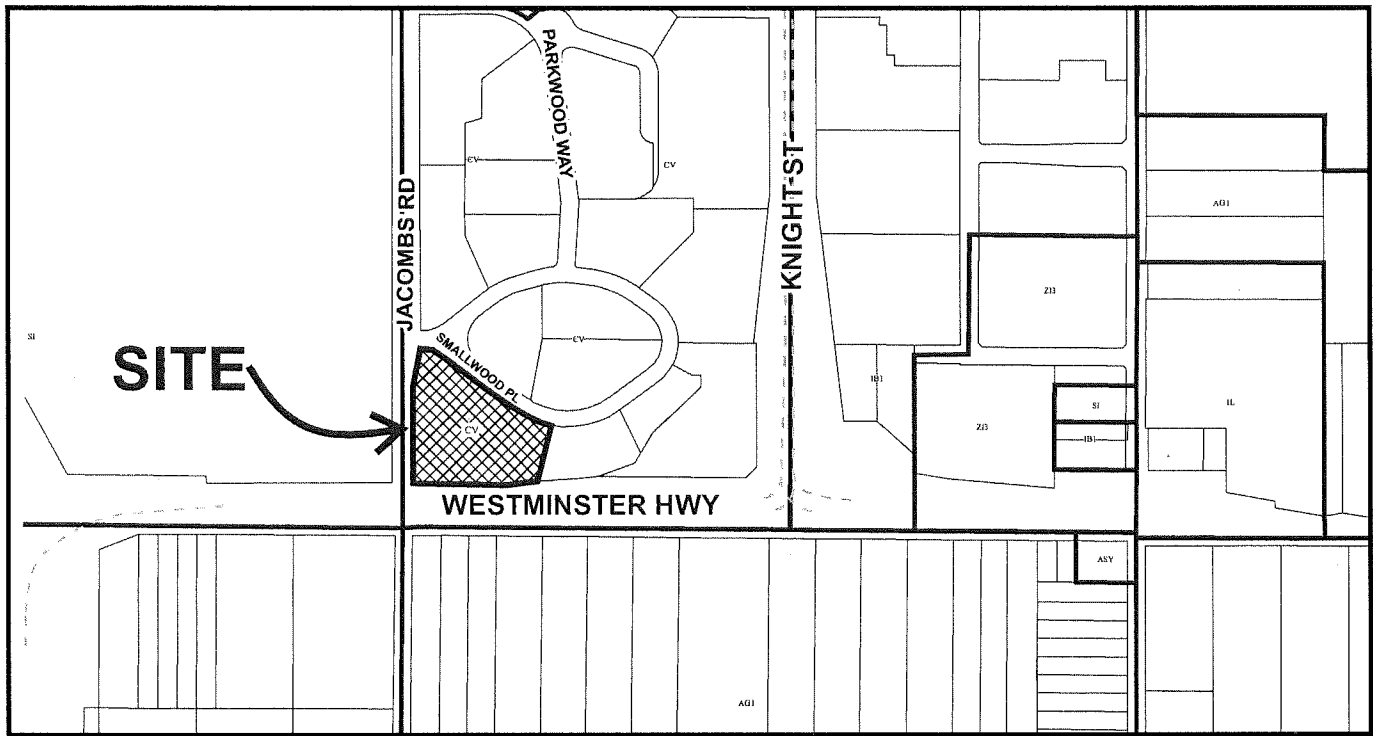
- Submit information to confirm that the car wash will comply with the Noise Regulation Bylaw No. 8856.
- Incorporation of all accessibility features identified in Development Permit plans and necessary reconfigurations as committed to in response to the comments of the Advisory Design Panel, as identified in Attachment 3 of this report.
- Conduct a site investigation for potential contamination issues and to obtain one of the following contaminated sites legal instruments from the Ministry of Environment (MOE); such as: a Determination that the site is not a contaminated site; a Voluntary Remediation Agreement; an Approval in Principle of a remediation plan; Certificate of Compliance confirming the satisfactory remediation of the site; or an alternate notice of release from the MOE that the City may proceed with approval of the Building Permit application.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.*
- Submission of a Construction Traffic and Parking Management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>).
- If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.

Following completion of the required storm sewer upgrade and relocation to Jacombs Road (as detailed in the scope of works for the Servicing Agreement):

- The City's interest in the portion of statutory right-of-way X135851 (Plan 68776) along the west property line of the subject site must be discharged from title at the initiation of the applicant.



City of Richmond



DP 16-741123

Original Date: 09/21/16

Revision Date:

Note: Dimensions are in METRES



June 23, 2016

MEMO TO: Christian Chia, OpenRoad Toyota Richmond
FROM: RAMA Board of Directors

RE: OpenRoad Toyota Richmond Building Design Application

Dear Christian,

This letter is to inform you that your building design application submitted on June 21, 2016 for the new OpenRoad Toyota Richmond dealership in the Richmond Auto Mall has been approved by RAMA's Board of Directors.

We note that the maximum Floor Area Ratio of .7 is higher than the municipal bylaw of .5 and that the height of the stair and elevator tower exceeds the bylaw maximum of 12m by 2.86 m. Based on the variances granted on the recent Audi and Jaguar LandRover applications on these same two issues, the Board has also approved the variances on your application.

If you have any questions, please don't hesitate to call. On behalf of the Directors and myself, we wish you the very best with your new facility!

Kind regards,

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

Gail Terry
General Manager
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval



May 19, 2017

MEMO TO: Christian Chia, OpenRoad Toyota Richmond

FROM: RAMA Board of Directors

RE: OpenRoad Toyota Richmond Development Permit Application

Dear Christian,

This letter is to inform you that the Richmond Auto Mall Association is in agreement with the changes set out in the letter from City Planner, Cynthia Lussier, in her letter of May 8, 2017 regarding your development permit application (file DP 16-741123) for the new OpenRoad Toyota Richmond dealership in the Richmond Auto Mall.

If you have any questions, please don't hesitate to contact me. We look forward to the successful completion of your new facility!

Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', with a stylized flourish at the end.

Gail Terry
General Manager
Richmond Auto Mall Association

CC: RAMA Board of Directors, Bibiane Dorval



DP 16-741123

Attachment 3

Address: 13100 Smallwood Place

Applicant: Christopher Bozyk Architects Ltd.

Owner: OpenRoad Auto Group Ltd.

Planning Area(s): East Cambie

	Existing	Proposed
Site Area:	15,932 m ² (171,491 ft ²)	15,924 m ² (171,405 ft ²) after the corner cut road dedication
Land Uses:	Vacant lot	Auto dealership and associated services
OCP Designation:	Commercial	No change
Area Plan Designation:	Commercial	No change
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV), with a Zoning Text Amendment to allow a maximum 0.70 FAR at the subject site
Other Designations:	ANSD Policy applies to the subject site, which is located in "Restricted Area (Area 1B)", where all new residential land uses are prohibited and some other noise sensitive uses will be considered	The proposed auto dealership and services is consistent with the ANSD Policy as it is a commercial use.

	Zoning Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	A Zoning Text Amendment is proposed to allow a maximum 0.70 FAR at the subject site	0.68 FAR	None permitted
Buildable Floor Area (m ²):	Max. 11,146 m ² (119,983 ft ²)	10,814 m ² (116,401 ft ²)	None permitted
Lot Coverage - Buildings:	Max. 50%	37.56%	None
Building Setbacks (m):	Front (north): Min. 3.0 m	16.00 m	None
	Rear (south): Min. 3.0 m	Principal building:	<ul style="list-style-type: none"> 10.63 m (roof level) 4.75 m (main floor)
		Gar/recycling enclosure:	3.0 m
	Interior Side (east): Min. 3.0 m	Principal building:	<ul style="list-style-type: none"> 20.38 m (roof level) 21.81 m (main floor)

	Zoning Bylaw Requirement		Proposed		Variance
	Exterior Side (west): Min. 3.0 m		Principal building:	<ul style="list-style-type: none">• 22.50 m (roof level)• 22.63 m (main floor)	None
			Car wash building:	3.0 m	
			Gar/recycling enclosure:	3.0 m	
Parking Setback (m):	3.0 m from a public road		3.0 m from Smallwood Place and Jacombs Road		None
Height (m):	Max. 12.0 m		Main roof parapet height:	11.81 m	Variance requested to increase the maximum permitted building height to 15.5 m
			SE stair, rooftop equipment/ storage:	13.00 m	
			NW elevator overrun:	15.44 m	
			Car wash:	5.21 m	
On-site Vehicle Parking Spaces:	Rate	# Spaces	<ul style="list-style-type: none">• 175 spaces in the surface parking area• 208 spaces within the building for employees and inventory		None
Vehicle Sales and Office:	3 spaces per 100 m ² gross leasable area	Min. 139			
Service Area, parts and storage:	1 space per 100 m ² gross leasable area; plus 3 spaces per service bay; plus 1 space per detail bay.	Min. 107			
Carwash:	1 space per bay	Min. 2			
Total:		Min. 248			
Accessible:	2% of the total required spaces	Min. 5	of which 6 are Accessible spaces		
On-site Bicycle Parking Spaces:	Rate	# Spaces	22 spaces		None
	Class 1 - 0.27 spaces per each 100 m ² of gross leasable area greater than 100 m ²	Min. 22			
	Class 2 - same	Min. 22			

	Zoning Bylaw Requirement		Proposed	Variance
On-site Loading:	Rate	# M/L Spaces	1 Medium size space	Variance requested to reduce the required number of on-site loading spaces to 1 medium size space
	Medium: 1 space, plus 1 for each 5000 m ² over 1860 m ² Large: 1 space for each 5000 m ² over 1860 m ²	Min. 2 Medium Min. 2 Large		
Amenity Space – Indoor:	1 m ² per 100 m ² of gross leasable area = 182 m ²		Approx 300 m ² For customers and employees	none

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

**Wednesday, June 7, 2017 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

1. DP 16-741123 - TWO-STOREY 10,814 S.M. CAR DEALERSHIP BUILDING AND ONE-STOREY 315 S.M. CAR WASH BUILDING

ARCHITECT: Christopher Bozyk Architects Ltd.

PROPERTY LOCATION: 13100 Smallwood Place

Applicant's Presentation

Keiran Walsh, Christopher Bozyk Architects, Ltd., Ken Larsson, Connect Landscape Architecture, and Moe Saboune, OpenRoad Toyota Richmond, presented the project and answered queries from the Panel.

(Tom Parker left at 6:06 p.m. and did not return.)

Panel Discussion

Comments from the Panel were as follows:

- *(Written comment submitted by Jubin Jalili and read into the record by Sara Badyal)*
- consider incorporating a water filtration system to allow re-use of water in the car wash facility to reduce the use of freshwater consumption;

A water filtration and recovery system is proposed within the car wash building that allows 90% reuse of water and improvement of the quality of residual wastewater discharged to the sanitary sewer.

- *(Comments of Tom Parker during Panel deliberation)*
- ensure accessibility for customers in wheelchair from the parking area into the building; ensure that automatic door openers for customers with disabilities are installed at the building entries;

An automatic door system will be used. There is a level threshold at this area. All disabled parking is located close to the main door.

- ensure accessibility of disabled employees of the dealership into the staff lunch room, washrooms and locker rooms on the second floor of the building;

Washrooms and locker rooms will be reconfigured to ensure accessibility for disabled persons. Lunch room is fully accessible.

- consider attaching the facility for disabled staff in the male and female locker room area on the second floor;

Locker rooms will be reconfigured to ensure accessibility for disabled persons.

- *(Comments of the Panel members present)*
- the applicant has successfully integrated building elements perpendicular to the streets fronting the three sides of the proposed development;
- proposed buildings materials are high quality; hierarchy is evident in the design of the building;
- the rectangular projecting element on the south side of the building facing Westminster Highway animates the street; buttressing under the element could be a bit bolder to make it more interesting; applicant should review the visibility of parked vehicles behind the trees fronting the south side of the building facing Westminster Highway;

Buttressing elements are required to support the projecting element. There is a ramp behind this element on both the main and second levels, which makes it difficult to support a cantilever. The finish of the supports is to be high quality architectural grade concrete. The angled shape of these supports helps add to the dynamic of the design. Parked vehicles within the surface lot will not be visible from Westminster Highway as there is fencing in place.

- appreciate the unbranded metal mesh sunshading at the west elevation;
- proposed location of the car wash building is not appropriate; consider offsetting the car wash building further away from the fence at the west side and relocating the vehicle parking at the east side of the facility;

The car wash building is a low-level building located 3 m from the western site boundary. It is situated here as it forms the last step (cleaning) of all cars before they leave the site. There are extensive trees and vegetation proposed in this area. The carwash building is also proposed to be screened by a fence which is proposed to be relocated to provide additional landscape to Jacombs Road. The building is clad in a corrugated metal with a light coloured metallic silver finish. The form of this building was kept deliberately simple to help offset the dynamic protruding element of the main building behind.

- support the recommendation to move the car wash building further to the east to provide space for additional vegetative screening;

There is extensive planting and a fence proposed to the west side of the car wash, we believe this provides adequate screening to the car wash.

- long linear treatment of the building on Westminster Highway elevation reduces the scale of the building; proposed parapet height appears adequate to provide screening to parked vehicles on the roof top; however, slightly increasing the parapet height could help;

The parapet height has been increased by 8" to help increase screening of parked cars.

- rationale for framing the building frontage along Smallwood Place is justified; appreciate the articulation of the northwest corner of the building; investigate opportunities to further enhance the dynamism of this prominent corner of the building;

Over the course of the design process many other options were looked at for this corner. We believe the option proposed was the best of these and responds to programmatic requirements while creating a dynamic corner.

- investigate opportunities for berming at the edges of the site to raise the greenery in order to provide visual screening to parked vehicles at the perimeter of the site;

Berm would not suit character of site or encourage visibility. Planting has been enhanced at site edges to provide a natural layered edge to the site.

- support the proposed materials palette; appreciate the corrugation and variation of textures of light and dark gray panels; works well in the elevations;
- applicant's approach to focus on key areas as focal points for the building expression is successful;
- proposed site lay-out is well handled;
- appreciate the applicant's approach to increase the permeability of the site; also support the applicant introducing low planting in lieu of grass to provide height, texture and colour to landscaping;
- consider eliminating the fence at the west edge of the site as it is not aesthetically pleasing and does not enhance security to the site; a nice row of trees and strong planting underneath would provide a more effective buffering from the street;

Fence is proposed to be eliminated at the North West portion of the site. There is extensive planting to the west of the fence providing a landscaped buffer to the front of it.

- concerned with the use of gravel for landscaping; consider introducing planting in landscaped areas with gravel;

Gravel areas reduced where possible and landscaping added.

- concerned with the huge reflective surface on rooftop parking; investigate opportunities for introducing some planting on the rooftop;
- pushing back the fence at the west side of the site and opening up the northwest corner of the building help create a gateway to Richmond Automall;

This has been done.

- consider extending the ribbon language to the southwest and southeast corners of the building to create a sense of node to these prominent corners;

At the ADP meeting this ribbon language referred to the white horizontal parapet at the North façade of the building. It was subsequently discussed that it was better to provide a hierarchy of Architectural treatment and materials than to treat all facades in the same manner.

- consider increasing the parapet height of the building to adequately screen the rooftop parking;

The parapet height has been increased by 8" to help increase screening of parked cars.

- City staff is encouraged to raise the level of expectations for the treatment of the northwest and southwest corners of the building as the project moves forward;

These portions of the building have a distinct and high quality architectural treatment offset by the materials and massing of the main body of the building. They provide a strong visual landmark on all three road frontages.

- Richmond Automall and Toyota dealership requirements need to be coordinated with City guidelines in the design of the proposed car dealership;

RAMA is currently reviewing its guidelines.

- the project design team is encouraged to introduce creative approaches to landscaping to provide screening to vehicle parking stalls along the perimeter of the site appropriate to the site context;

Landscaping has been reviewed and enhanced at the perimeter of the site where it adjoins parking.

- consider extending the rectangular projecting element on the southwest side of the building to wrap the southwest corner of the building, consider a lighter look to provide more visual interest to this prominent corner; look at the design of OpenRoad Toyota Port Moody dealership for precedent;

The rectangular projecting element has been increased to provide visual interest and further engage with the western façade.

- consider introducing more sustainability features for the proposed project; e.g. green roofs, use of solar energy, planting beds on rooftops, electric vehicle charging stations, and vertical wind turbines;

Green roof tiles have been added to the roof of the car wash building. Electric Vehicle Charging stations are incorporated on site.

- appreciate the provision of bicycle storage, locker rooms and showers in the building; validate whether the small size of the bicycle storage is adequate;

We believe the internal location of the bike storage is adequate. See layout of room on drawing A004.

- entryway to the dealership has an open feel; the northwest corner of the building could be a little more dynamic;

Other Architectural treatments have been considered for this corner, however we feel the current proposal works well and already is dynamic.

- consider removing the ginkgo biloba trees directly facing the rectangular projecting element fronting Westminster Highway to enhance its visual connection from the highway; agree with Panel comment that the element could be lighter;

The Ginkgo tree locations have been adjusted to provide additional visibility to the southwest corner of the building. We have maintained the number of proposed trees on site.

- appreciate the hierarchy of building elevations; hierarchy and proportions should be maintained if parapet heights will be increased;

Proportions have been maintained whilst parapet height has been increased.

- consider introducing green roof for the car wash building to soften the southwest corner of the site;

Green roof tiles have been added.

- address the condition of the stair that diagonally drops down to grade on the second floor at the west elevation to create a rhythm of verticality;

Vertical screening has been added.

- appreciate the outdoor deck at the east end of the south elevation;
- appreciate the metal mesh sun shading at the northwest corner; and
- investigate visibility of parked cars on rooftop parking at full capacity particularly at the northwest corner and consider increasing the parapet height if necessary.

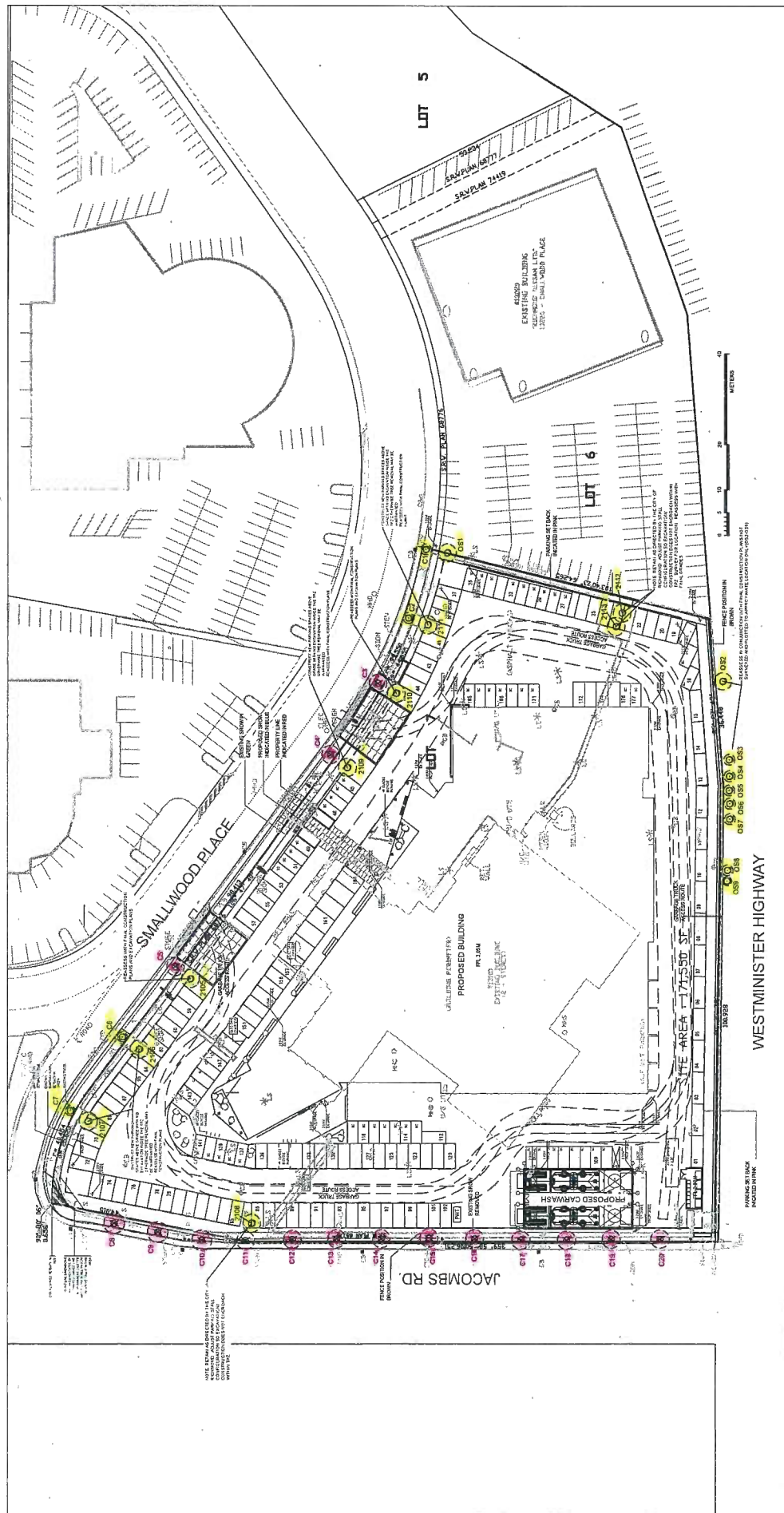
The parapet height has been increased by 8" to help increase screening of parked cars.

Panel Decision

It was moved and seconded

That DP 16-741123 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

CARRIED

[illegible]

PURWATER

WATER RECOVERY SYSTEMS

NEWWAVE
INDUSTRIES

200-5M240 Series (60 GPM)



Features

- ◆ VFD Driven Continuous Duty Motor
- ◆ Self Priming Pump
- ◆ High Efficiency Cyclonic Separators
- ◆ 5 Micron Water Output
- ◆ 24 Gram Ozone
- ◆ Powder Coated Frame
- ◆ Control Signal Activation
- ◆ Automatic Fresh Water Bypass
- ◆ HMI - User Friendly Text Screen for Instant Access to System Status
- ◆ Self Flushing Underflow Orifice
- ◆ Motorized Ball Valve Monitoring
- ◆ Breathers - Keeps Components Cool and Increases Life
- ◆ AquaLink Ready - Plug and Play Connectivity

Specifications	200-5M240 Series (60 GPM)
Water Requirements	
PVC	(2) 2" PVC Suction lines, one for use and one for spare, to come up from settling tanks to the right of the recirculation with 2" PVC full flapper check valves at end, 2" unions above water line. (1) 2" line out to the wash manifold. (1) 1" Line to return to the second chamber of the first reclaim tank for ozone. (1) 2" freshwater line (40PSI) to the right of the system four feet up from the bottom of the floor. (1) 1" Line to return to the catch basin for the underflow of the PurWater succession filters.
Reclaim Maximum Output	60 GPM
Reclaim Pump	5 HP - Amp draw at (208/230 Volt = 13 / 12.2) / 5 HP - Amp draw at (460/480 Volt = 6.1)
Pump Voltage	208-230 Volts or 460-480 Volts (depending on site specifications)
Dimensions	48" Wide X 84" Tall X 16" Deep
Net Weight	860 Lbs. (including crate)
Electrical Requirements	
Reclaim Pump and VFD	(1) 208/230 Volt 30 Amp or 460/480 Volt 20 Amp Three phase circuits to be hard wired 5 feet up from the floor to the right of the system.
Control Voltage for (PLC) Logic Controller and Ozone	(1) 120 Volt 20 Amp Single phase
Conduit	(1) 1" Conduit from reclaim equipment control box to front of the last tank (for floats). (1) .5" Conduit from each carwash equipment control box to send a control voltage signal to PurWaters repressurization power box. Control wiring from carwash controller (110V is default, 110vac, 24vac and 24vdc avail.) to be wired into control box on frame.
Tank Configuration Recommendation	Triple tank configuration

Reclaim Water Systems

General Description:

The use of reclaim water has become an important method for the car wash operator to reduce his / her operating expenses (water / sewer costs) and start-up costs (impact / connection fees). Many municipalities are requiring the use of reclaim water in car wash operations and operators are continually looking for ways to increase profits, so reclaim systems are becoming essential in the overall operation of the wash.

Reclaim water is the re-use of water that has already been used in the wash and recovered by the drain system in the wash bay. Most drain systems consist of a catch basin to settle out the large solids, followed by two or three underground reclaim tanks to remove oil & grease, floatable materials and settleable solids. Overflow water from the last reclaim tank is then discharged to sewer or an oil / water separator.

Water from the reclaim tanks contains solids that have not settled within the tank. These solids are typically small in size (less than 150 microns) and consist of sand, clay, and silt. These solids can increase wear on pumps, piping, and nozzles, and increase the potential of plugging nozzles. Reclaim water also is a great environment for growing bacteria which can create plugging and odor problems. Typically, anaerobic bacteria (bacteria that grow in the absence of oxygen) will grow beneath the settled solids in the reclaim tank. This type of bacteria produces hydrogen sulfide and methane that has an odor similar to rotten eggs. A properly designed reclaim system must both remove solids and provide biological / odor control.

A PurWater reclaim system takes water from the last compartment of the reclaim tank and treats it further so that the quality is acceptable for re-use in the wash. The PurWater reclaim system also returns a portion of the water back to the reclaim tank to provide biological / odor control. Reclaim water that is treated by a PurWater system can then be used for the undercarriage, side panel blasters, mitters, and high pressure rinse cycles which greatly reduces the overall amount of city water required by the wash and the amount of water discharged to sewer. Typically, 60-85% of the water used on the car can be reclaim water.

PurWater Reclaim System:

The PurWater Reclaim System consists of cyclone separators to remove solids down to the 5 micron range and one of three methods (air sparger, enzyme addition or ozone addition) to control odor and biological growth. The system is contained on a compact frame with its own pump / motor and controls. The system will recirculate water continuously back to the second compartment of the reclaim tank for odor and biological control. When a demand for reclaim water is received from the wash, the system will provide treated reclaim water.

PW 100/200/300-M5 Series Systems: The PW 100/200/300-5M series systems consist of high efficiency cyclones, pump / motor, controls and one of three odor control systems ... air sparger, enzyme addition, or ozone addition. The standard systems are designed to treat 30, 60, and 90 gpm of reclaim water. The new generation of high efficiency cyclones will remove down to 5 micron solids, so that the treated water can be used by high pressure touchless or friction in-bay automatics and tunnel wash applications. The system utilizes a Variable Frequency Drive (VFD) on the pump motor which is controlled by the wash demand, to vary the amount of water that is treated and delivered. Water continuously recirculates back to the reclaim tank, both when water is demanded by the wash and when there is no demand. Up to three different demand inputs from the wash can be incorporated into the VFD. The PW 100/200/300-5M system piping also incorporates a city water intake line for use as: 1) a by-pass to meet wash water demands in case the system is not operating due to an extremely low level in the reclaim tank or a fault; and 2) an automatic pump prime operation for system start-up.

Ozone

The third method utilizes ozone to kill the bacteria (models ending in 5M12O or 5M24O). Ozone is a contact killing agent, similar to chlorine used in city water. Ozone (O_3) is generated by concentrating the oxygen (O_2) in ambient air and passing the concentrated oxygen through a high voltage electric current to produce ozone. The ozone laden gas is then educted into the recirculation water stream and into the reclaim tank to kill the bacteria. Drawing #4G shows the Process & Instrumentation Diagram (P&ID) for the Ozone Design.

Caution: Breathing concentrated ozone can create severe breathing problems. Precautions must be made to prevent exposure to concentrated ozone.



Left: PW200-5MAS Center: PW300-5M240
Right: PW400-5MAS

Process & Instrumentation Diagram (P&ID)





City of Richmond

Development Permit

No. DP 16-741123

To the Holder: CHRISTOPHER BOZYK ARCHITECTS LTD.
Property Address: 13100 SMALLWOOD PLACE
Address: C/O 414-611 ALEXANDER STREET
VANCOUVER, BC V6A 1E1

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 required number of on-site loading spaces from two medium size and two large size, to 1 medium size on-site loading space, and
 - b) Increase the maximum permitted height for the principal building from 12.0 m to 15.5 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to 3.e. 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 \$304,590.00. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 16-741123

To the Holder: CHRISTOPHER BOZYK ARCHITECTS LTD.

Property Address: 13100 SMALLWOOD PLACE

Address: C/O 414-611 ALEXANDER STREET
VANCOUVER, BC V6A 1E1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

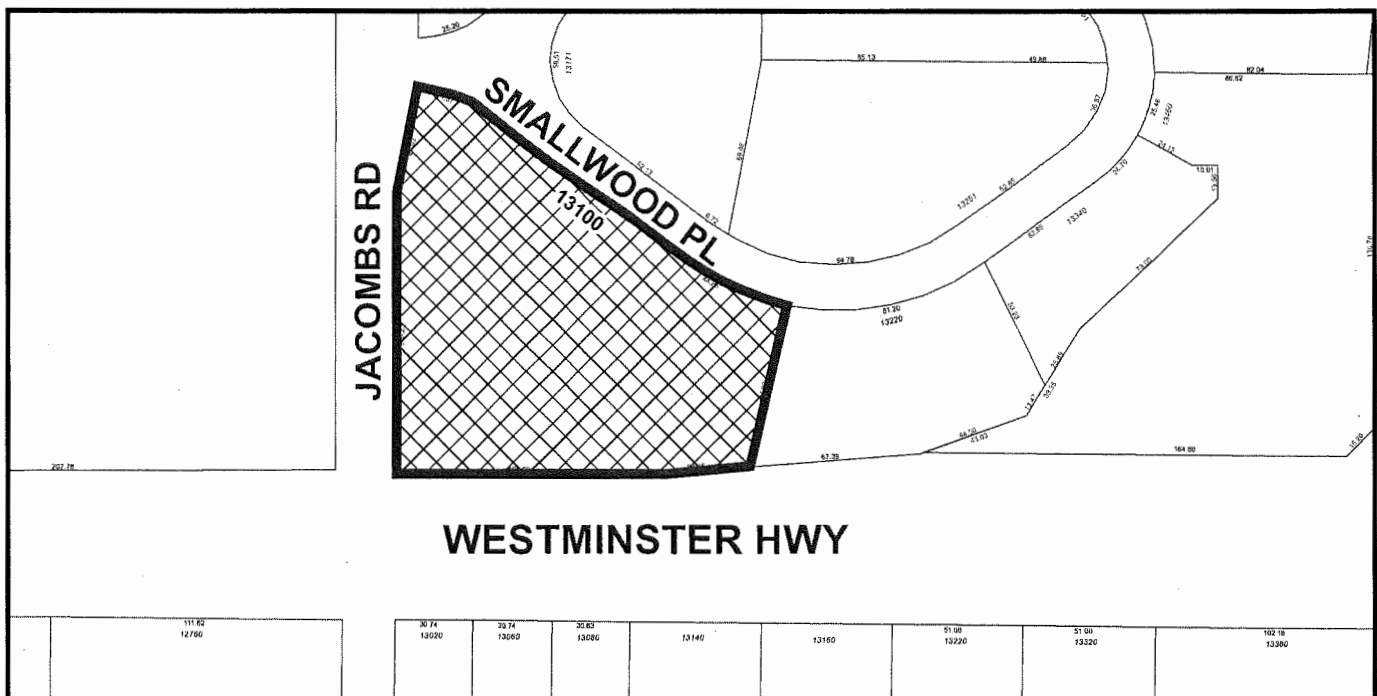
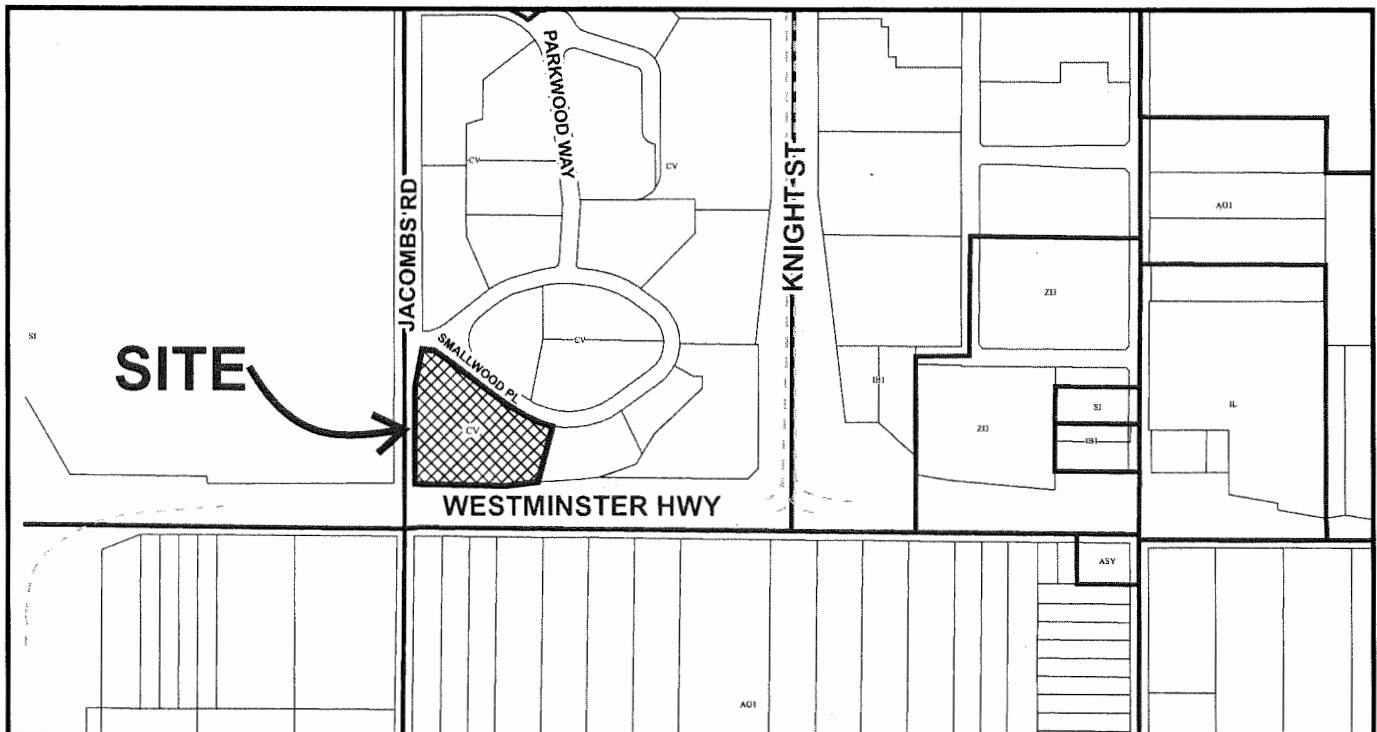
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of
Richmond

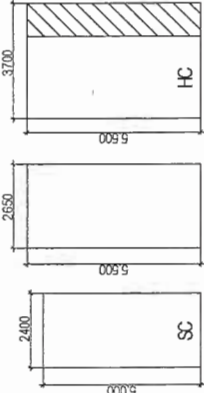


DP 16-741123
SCHEDULE "A"

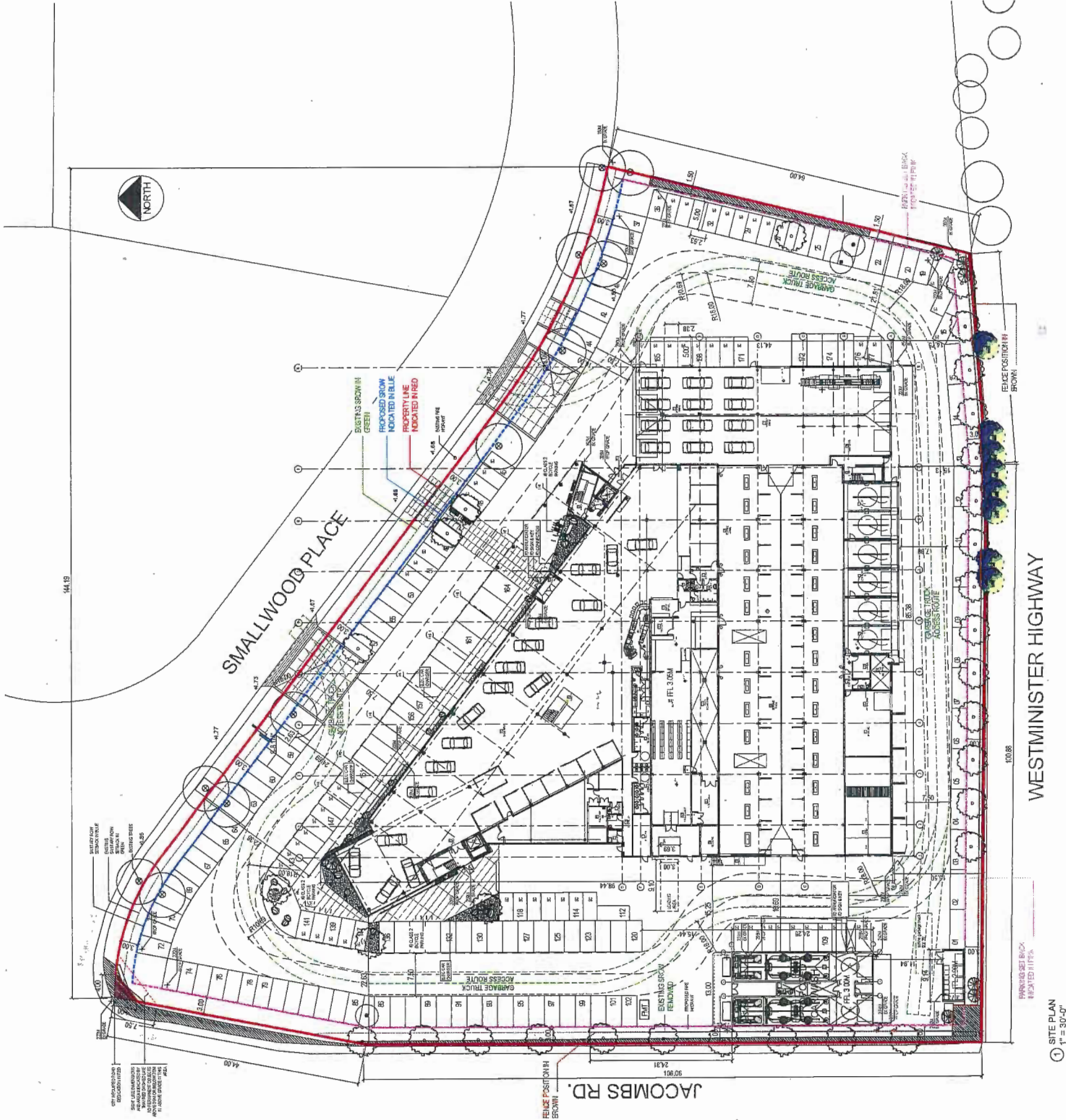
Original Date: 09/21/16

Revision Date:

Note: Dimensions are in METRES



④ TYPICAL PARKING LAYOUT
NTS



① SITE PLAN
1"=50'-0"

③ SITE LOCATION
NTS

PROPERTY STATISTICS:	
PROJECT NAME:	OPENROAD TOYOTA SHOWROOM
CIVIC ADDRESS:	13100 SMALLWOOD PLACE, RICHMOND BC V6V1W8
LEGAL ADDRESS:	LOT 7 SEC 5 BLK 4AN RGE5W NWD PL 68775
ZONING:	C1
AUTHORITY:	CITY OF RICHMOND
USES:	CAR SHOWROOM
LOT AREA:	15,924 M ²
FLOOR AREA:	
MAIN FLOOR:	5,635,610 M ²
2ND FLOOR:	4,823,319 M ²
3RD FLOOR:	38,305 M ²
CAR WASH:	315,320 M ²
TOTAL:	9,813,454 M ²
LOT COVERAGE:	
MAIN FLOOR:	5,689,438 M ²
CAR WASH:	315,320 M ²
TOTAL:	6,004,758 M ²
% TOTAL:	57.85%
FAR:	0.6791
% LANDSCAPE:	9.14% (1,459.8 M ²)
SETBACKS:	NORTH: 16.0M SOUTH: 10.63M - GARBAGE ENCL. 3.0M EAST: 20.38M WEST: 22.5M - CARWASH 3.0M
BIKE PARKING:	22 CLASS 1, 27 CLASS 2
VEHICULAR PARKING:	
SURFACE PARKING:	175 NCLS 6 DISABLED PARKING SPACES AND SMALL SPACES
WITHIN BUILDING:	208 (STAFF AND INVENTORY ONLY)
TOTAL PARKING: PROVIDED REQUIRED:	383 248
LOADING SPACES:	1 REQUIRED VARIANCE REQUIRED 1 PROVIDED
BUILDING HEIGHT:	AVERAGE SITE GRADE: FINISHED FLOOR LEVEL: ROOF TOP STORAGE ROOM SOUTHERN STAIR ONLY: AT ELEVATOR OVERRUN ONLY: 268 M - Geodetic 308 M - Geodetic 15.02 M from grade 13.02 M from grade 15.44 M from grade denotes height variance required

8	9.06.28	RE-ASSUED FOR DP
7	9.05.30	RE-ASSUED FOR DP
6	9.05.19	RE-ASSUED FOR DP
5	9.03.10	RE-ASSUED FOR DP
4	9.03.08	RE-ASSUED FOR DP
3	9.11.25	ISSUED FOR BUILDING PERMIT
2	9.08.08	ISSUED FOR DP
1	8.07.11	ISSUED FOR DP PRE-APP
REVISION	DTE	DESCRIPTION

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Notes: dimensions are scaled dimensions. Contractors shall verify all dimensions and locations of all features and elements on site prior to construction. Discrepancies or modifications shall be the responsibility of the Contractor. Failure to obtain such information shall be the responsibility of any building contractor and not the architect.

OpenRoad
Toyota Richmond

DP 16-741123 PLAN#1
SITE PLAN

SCALE 1"=32' DTE 4.1.2018 DRAWN: ADR
PROJECT NUMBER: 601

A0.02

Plan #1

DP 16-741123



① SITE PLAN
1"=30'-0"

WESTMINISTER HIGHWAY

3	9/25/30	REVISED FOR DP
2	9/25/18	REVISED FOR DP
1	9/25/08	REVISED FOR DP
REVISION	DATE	DESCRIPTION

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OpenRoad
Toyota Richmond

DP 16-741123 PLAN#1.A
SECOND LEVEL PLAN
WITH CONTEXT

SCALE 1"=30'-0" DATE: 04.11.2016 DRAWN: RAAW
PROJECT NUMBER: 001

A0.02-a

Plan #1.a.

DP 16-741123



① SITE PLAN
1" = 30'-0"

4	9/08/30	REVISED FOR DP
3	9/03/30	REVISED FOR DP
2	9/03/10	REVISED FOR DP
1	9/03/08	REVISED FOR DP

PERSON	DATE	DESCRIPTION
CHRISTOPHER BOZYK	9/03/08	DESIGN DEVELOPMENT
CHRISTOPHER BOZYK	9/03/10	DESIGN DEVELOPMENT
CHRISTOPHER BOZYK	9/03/30	DESIGN DEVELOPMENT

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When drawings are used for construction, the contractor shall be responsible for all dimensions and conditions on the site. The contractor shall request clarification of any dimensions or conditions on the site. The contractor shall be responsible for any conditions on the site that are not shown on the drawings. The contractor shall be responsible for any conditions on the site that are not shown on the drawings.

OpenRoad
Toyota Richmond

DP 16-741123 PLAN#1.B
ROOF LEVEL PLAN
WITH CONTEXT
SCALE 1" = 30'-0" DATE: 09/11/2016 DRAWN: ABOY
PROJECT NUMBER: 001

WESTMINISTER HIGHWAY

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND / OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND / OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:

CHRISTOPHER BOZYK ARCHITECTS

9	REISSUED FOR DP	17-06-29
8	ISSUED FOR ADP	17-06-27
7	RE-ISSUED FOR DP	17-05-30
6	RE-ISSUED FOR DP	17-05-19
5	ISSUED FOR BUDGETING	17-03-24
4	RE-ISSUED FOR DP	17-03-09
3	ISSUED FOR BP	16-11-25
2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-30

REVISIONS

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	AS SHOWN
Drawn:	KD
Reviewed:	KL
Project No.	06-450

LANDSCAPE
COVER PAGE

L0.0

Plan #2

OpenRoad Toyota

LANDSCAPE ARCHITECTURAL SET — REISSUED FOR DP

LANDSCAPE DRAWING INDEX

SHEET No.	SHEET NAME	DRAWING INDEX
L0.0	COVER SHEET AND DRAWING LIST	
L0.1	TREE MANAGEMENT PLAN	
L1.0	LANDSCAPE SITE PLAN	
L1.1	LANDSCAPE ENLARGEMENTS	
L2.0	LANDSCAPE PLANT MATERIALS - NORTH	
L2.1	LANDSCAPE PLANT MATERIALS - SOUTH	
L3.0	LANDSCAPE DETAILS	

PROJECT INFORMATION

CLIENT:

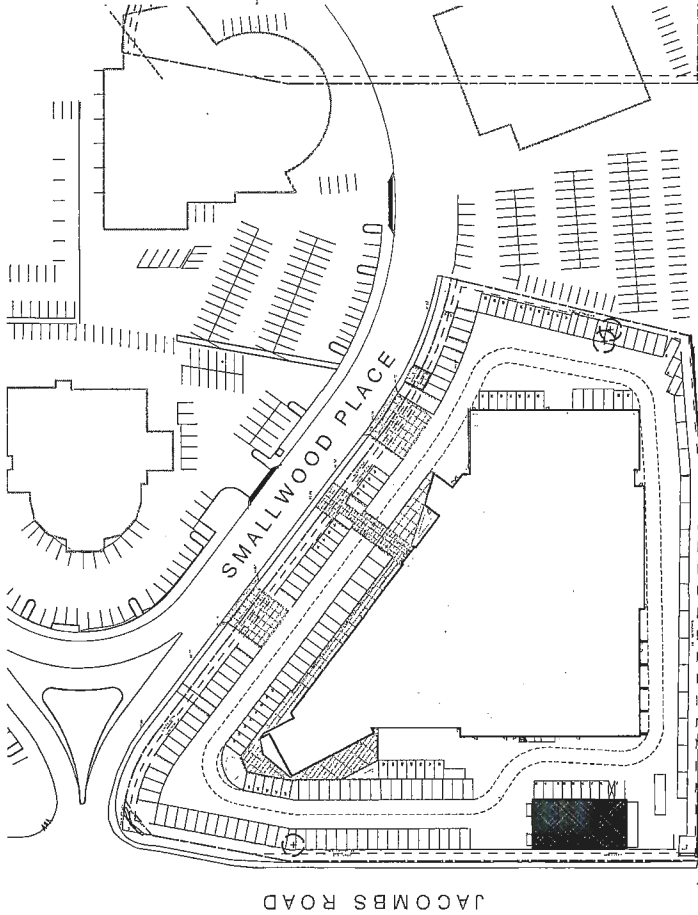
OPENROAD AUTO GROUP
CONTACT NAME: MOE SABOUNIE
EMAIL: MOE.SABOUNIE@OPENROADAUTOGROUP.COM
PH: 604.630.0202

LANDSCAPE ARCHITECT:

CONNECT LANDSCAPE ARCHITECTURE INC.
CONTACT NAME: KEN LARSSON
2365 HEMLOCK STREET
VANCOUVER, BRITISH COLUMBIA, V6H 2V1
EMAIL: KEN@CONNECTLA.CA
PH: (604) 981-3303

GENERAL NOTES

1. ALL LANDSCAPE ARCHITECTURAL DRAWINGS IN THIS PACKAGE SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT DRAWINGS, DETAILS, SPECIFICATIONS, AND CORRESPONDENCE THAT MAY BE ISSUED DURING THE COURSE OF THE CONTRACT.
2. IF A DISCREPANCY OCCURS BETWEEN THE DRAWINGS AND THE SPECIFICATIONS OR ANY OTHER DOCUMENT ASSOCIATED WITH THE PROJECT, THE CONFLICT SHALL BE REPORTED IN WRITING TO THE LANDSCAPE ARCHITECT TO OBTAIN CLARIFICATION AND APPROVAL BEFORE PROCEEDING WITH WORKS.
3. THE CONTRACTOR SHALL VISIT THE SITE TO VERIFY THE TRUE EXISTING CONDITIONS. ANY UNCLEAR ISSUES SHALL BE CLARIFIED WITH THE LANDSCAPE ARCHITECT. NO CLAIM SHALL BE ALLOWED FOR EXTRAS WHICH MAY ARISE THROUGH NEGLIGENCE OF THIS ADVICE.
4. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.
5. ALL EXISTING INFORMATION IS BASED ON AVAILABLE RECORDS AND SHALL NOT BE CONSTRUED TO BE COMPLETE OR ACCURATE.
6. LAYOUT OF HARDSCAPE, SITE FURNITURE, SOIL, PLANTING, AND ALL OTHER LANDSCAPE MATERIALS ARE TO BE STAKED OUT AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
7. ALL PUBLIC REALM DETAILS, AND FINAL SELECTION / APPROVAL OF ALL STREET TREES TO BE APPROVED BY THE MUNICIPALITY.



DP 16-741123

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

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ARCHITECT:
CHRISTOPHER BOZNYK ARCHITECTS

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4	REISSUED FOR DP	17-03-09
3	ISSUED FOR BP	16-11-25
2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-20
REVISIONS		

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale:	1:300
Drawn:	KD
Reviewed:	KL
Project No.	06-480

LANDSCAPE
TREE MANAGEMENT

L0.1

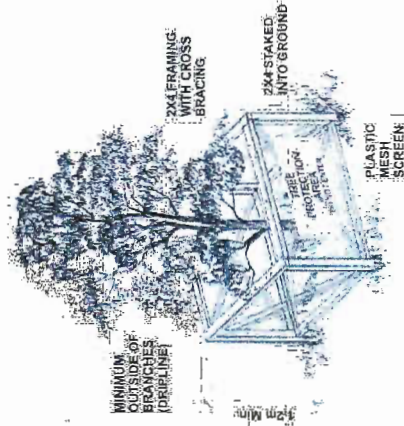
Plan #2.a.

TREE MANAGEMENT LEGEND

DESCRIPTION	SYMBOL
EXISTING TREE TO BE REMOVED PER ARBORIST REPORT	
EXISTING TREE TO BE RETAINED PER ARBORIST REPORT	
TREE PROTECTION FENCING PER CITY OF RICHMOND	

TO BE REMOVED:	13
JACOBS ROAD	3
SMALLWOOD PLACE	16
TOTAL	
TO BE INSTALLED:	10 (7.6cm CAL)
JACOBS ROAD	3 (7.6cm CAL)
SMALLWOOD PLACE	7 (7.6cm CAL)
EAST PROPERTY LINE	1
SOUTH PROPERTY LINE	14 (7.6cm CAL)
ONSITE	12
TOTAL	44 (28 @ 7.6cm CAL)

SEE PLANTING PLAN L2.0 FOR NEW AND REPLACEMENT TREES



Tree Protection Distance Table

Tree Trunk Diameter cm	Radius m	Distance from Trunk m	Radius m	Minimum Protection Radius Around Tree m	Tree Diameter cm
20	0.3	1.2	1.5	1.8	15.2
25	0.4	1.3	1.7	2.1	16.7
30	0.5	1.4	1.9	2.4	18.2
35	0.6	1.5	2.1	2.7	19.7
40	0.7	1.6	2.3	3.0	21.2
45	0.8	1.7	2.5	3.3	22.7
50	0.9	1.8	2.7	3.6	24.2
55	1.0	1.9	2.9	3.9	25.7
60	1.1	2.0	3.1	4.2	27.2
65	1.2	2.1	3.3	4.5	28.7
70	1.3	2.2	3.5	4.8	30.2
75	1.4	2.3	3.7	5.1	31.7
80	1.5	2.4	3.9	5.4	33.2
85	1.6	2.5	4.1	5.7	34.7
90	1.7	2.6	4.3	6.0	36.2
95	1.8	2.7	4.5	6.3	37.7
100	1.9	2.8	4.7	6.6	39.2

1 EXISTING TREE PROTECTION
NOT TO SCALE

WESTMINSTER HIGHWAY

0 25 50 m

DP 16-741123

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

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ARCHITECT:
CHRISTOPHER BOZNYK ARCHITECTS

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2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-20
REVISIONS		

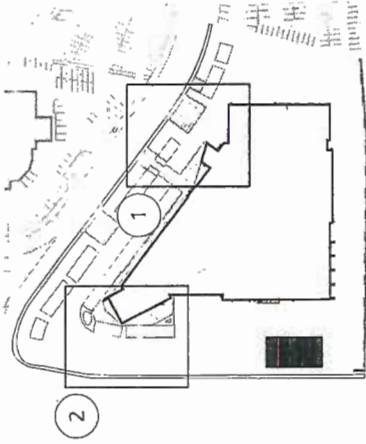
OPENROAD TOYOTA

13100 Smallwood Place Richmond, British Columbia	
Scale:	1:150
Drawn:	KD
Reviewed:	KL
Project No.	06-480

LANDSCAPE
ENLARGEMENTS

L1.1

Plan # 2.c.



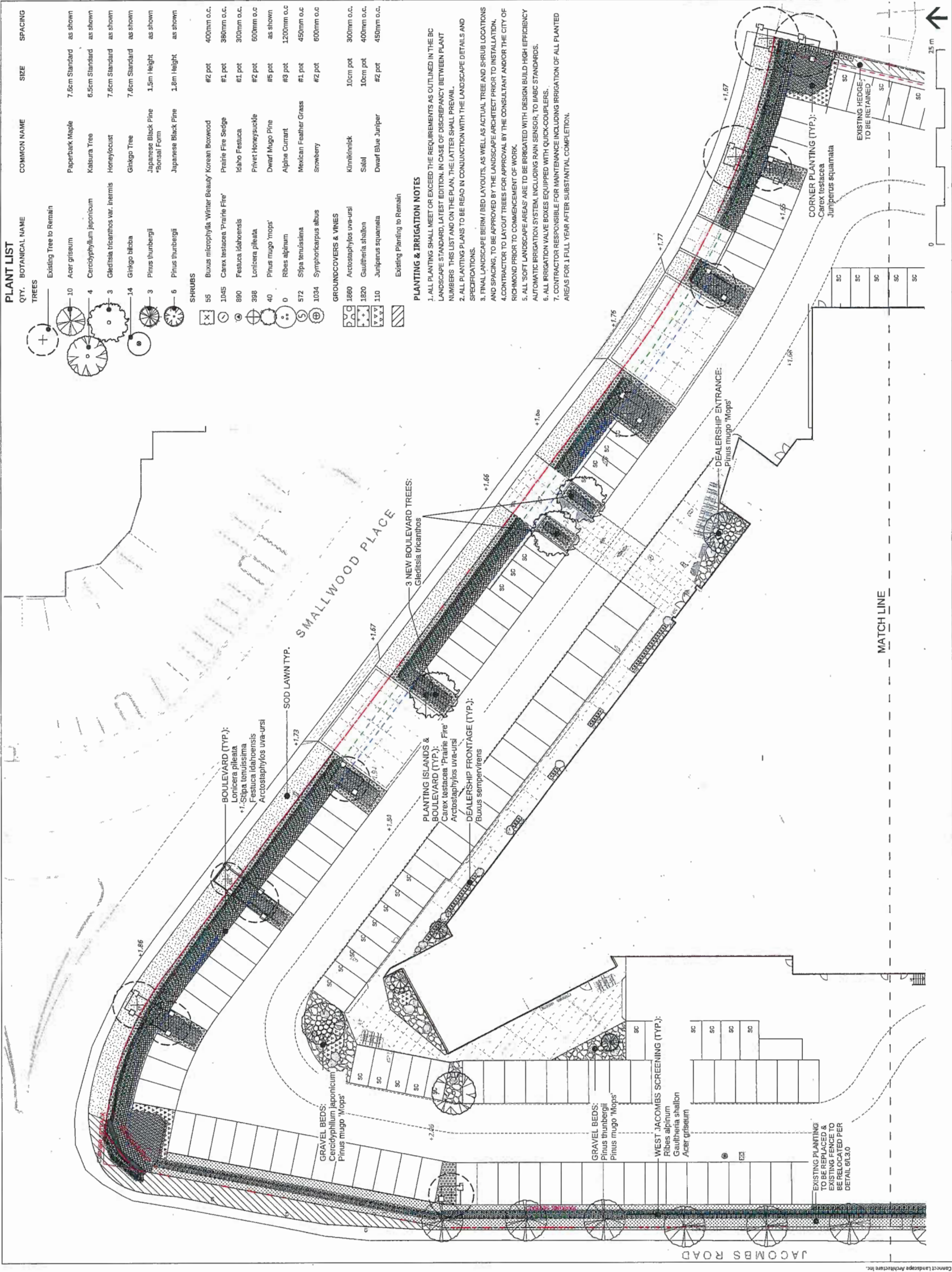
2 CORNER ENLARGEMENT PLAN
1:150



1 MAIN ENTRY ENLARGEMENT
1:150



DP 16-741123



REFER TO L2.0 FOR PLANT LIST.

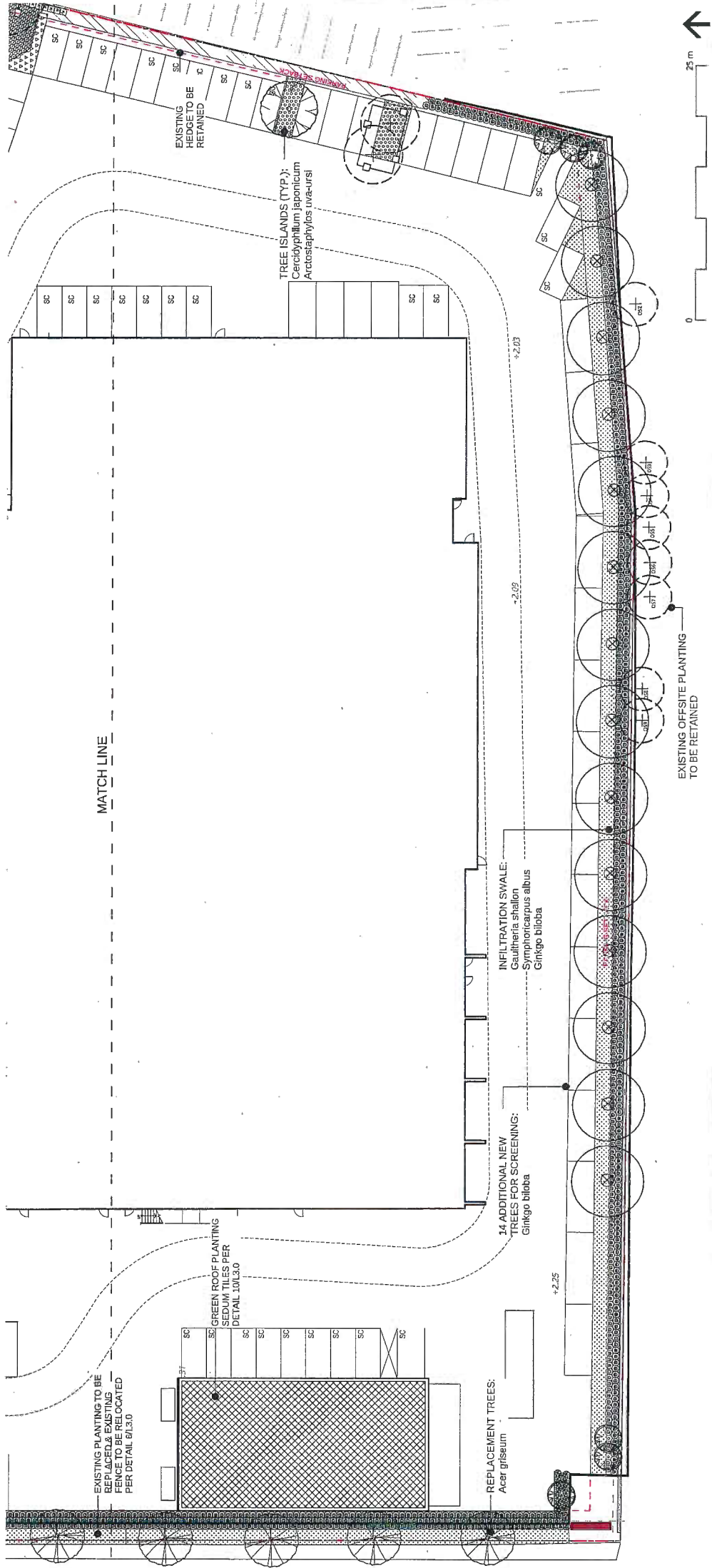
PLANTING NOTES

- 1. ALL PLANTING SHALL MEET OR EXCEED THE REQUIREMENTS AS OUTLINED IN THE BC LANDSCAPE STANDARD, LATEST EDITION. IN CASE OF DISCREPANCY BETWEEN PLANT NUMBERS THIS LIST AND ON THE PLAN, THE LATTER SHALL PREVAIL.
- 2. ALL PLANTING PLANS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE DETAILS AND SPECIFICATIONS.
- 3. FINAL LANDSCAPE BERM / BED LAYOUTS, AS WELL AS ACTUAL TREE AND SHRUB LOCATIONS AND SPACING, TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- 4. CONTRACTOR TO LAYOUT TREES FOR APPROVAL BY THE CONSULTANT AND/OR THE CITY OF RICHMOND PRIOR TO COMMENCEMENT OF WORK.
- 5. ALL "SOFT" LANDSCAPE AREAS ARE TO BE IRRIGATED WITH DESIGN BUILD HIGH EFFICIENCY AUTOMATIC IRRIGATION SYSTEM, INCLUDING RAIN SENSOR, TO IMBC STANDARDS.
- 6. ALL IRRIGATION VALVE BOXES EQUIPPED WITH QUICK-COUPERS.
- 7. CONTRACTOR RESPONSIBLE FOR MAINTENANCE INCLUDING IRRIGATION OF ALL PLANTED AREAS FOR 1 FULL YEAR AFTER SUBSTANTIAL COMPLETION.

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND / OR CONCEALED STRUCTURES, AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:
CHRISTOPHER BOZYK ARCHITECTS



9	REISSUED FOR DP	17-06-20
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3	ISSUED FOR BP	16-11-25
2	ISSUED FOR DP	16-07-27
1	ISSUED FOR CLIENT REVIEW	16-06-20
REVISIONS		

OPENROAD TOYOTA

13100 Smallwood Place
Richmond, British Columbia

Scale: 1:200
Drawn: KD
Reviewed: KL
Project No. 06-490

LANDSCAPE
PLANT MATERIALS
SOUTH

L2.1

Plan #2.e.

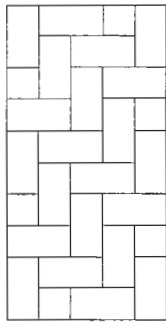
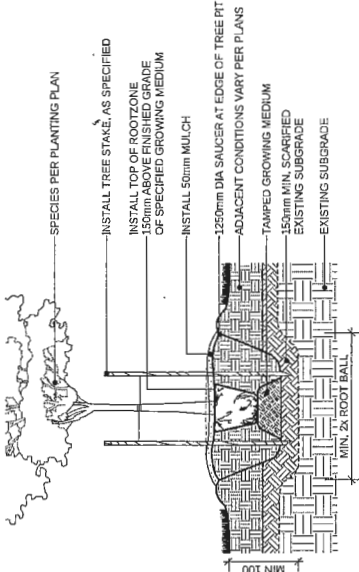
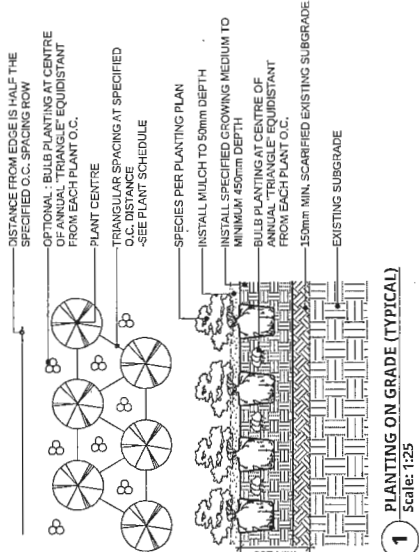
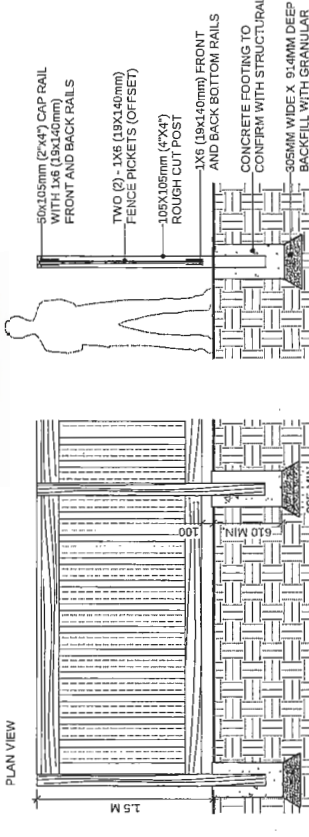
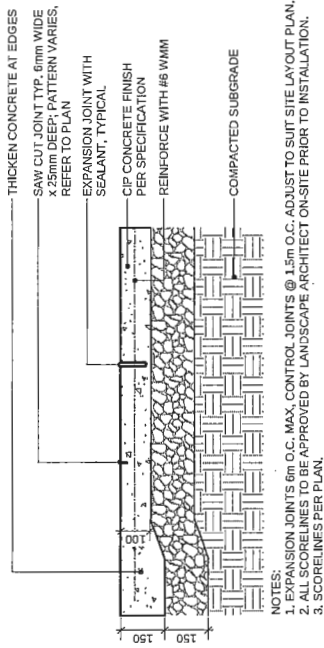
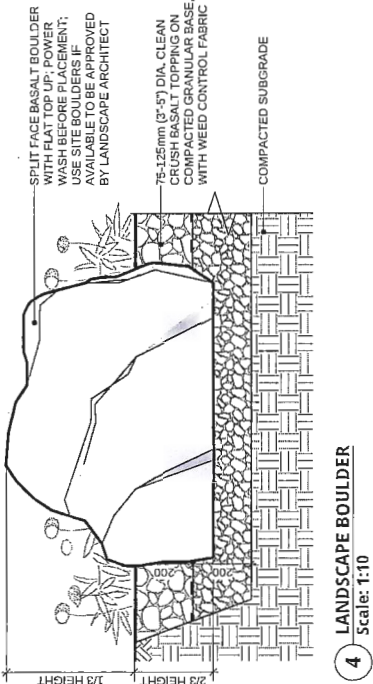
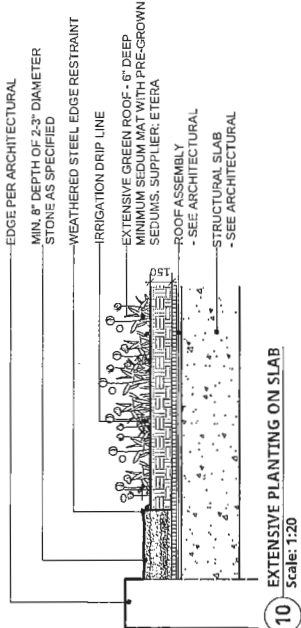
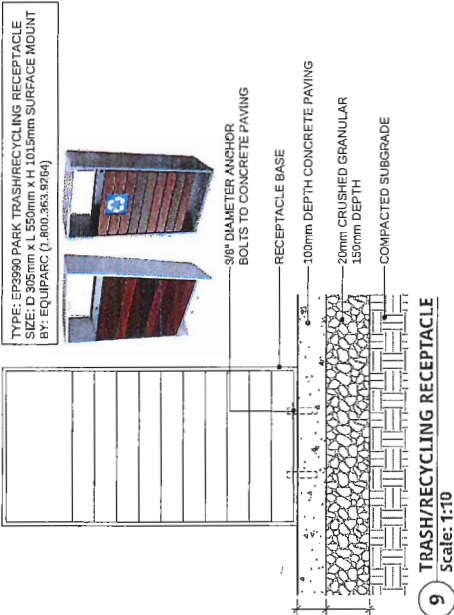
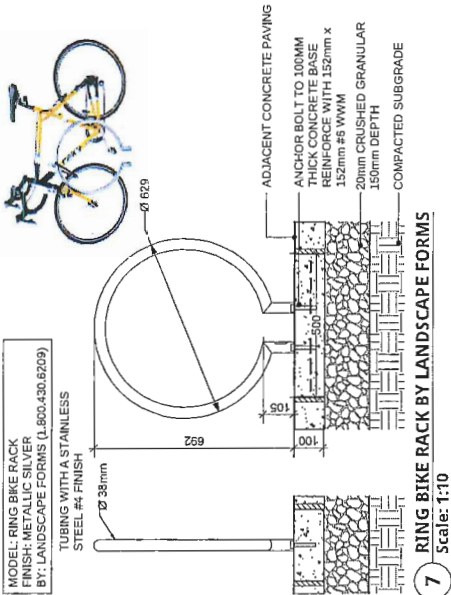
DP 16-741123

CONNECT LANDSCAPE ARCHITECTURE INC. DOES NOT GUARANTEE THE EXISTENCE, LOCATION, AND ELEVATION OF UTILITIES AND/OR CONCEALED STRUCTURES AT THE PROJECT SITE.

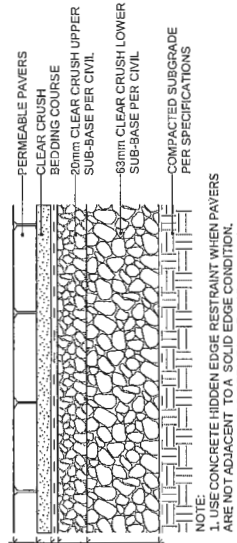
THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXISTENCE, LOCATION, AND ELEVATION OF ALL UTILITIES AND/OR CONCEALED STRUCTURES AND IS RESPONSIBLE FOR NOTIFYING THE APPROPRIATE COMPANY, DEPARTMENT OR PERSON(S) OF ITS INTENTION TO CARRY OUT ITS OPERATIONS.

ARCHITECT:

CHRISTOPHER BOZYK, ARCHITECTS



TYPE: AQUAPAVE STANDARD
PATTERN: HERRINGBONE
COLOUR: CHARCOAL
SIZE: STANDARD 222.5mm x 110mm x 60mm
MANUFACTURED BY: SPORD CONCRETE PRODUCTS
VANCOUVER, BC
1.800.653.4091





OpenRoad Toyota Richmond

PROJECT NUMBER: 21037

**CHRISTOPHER
HOWK ARCHITECTS**

204 S. 10th Street, Suite 100, Richmond, VA 23261
Tel: 804.354.1123 Fax: 804.354.1123
File Path: /Users/chrhowk/Desktop/Toyota

PLOT DATE: 6/20/17 3:24:59 AM

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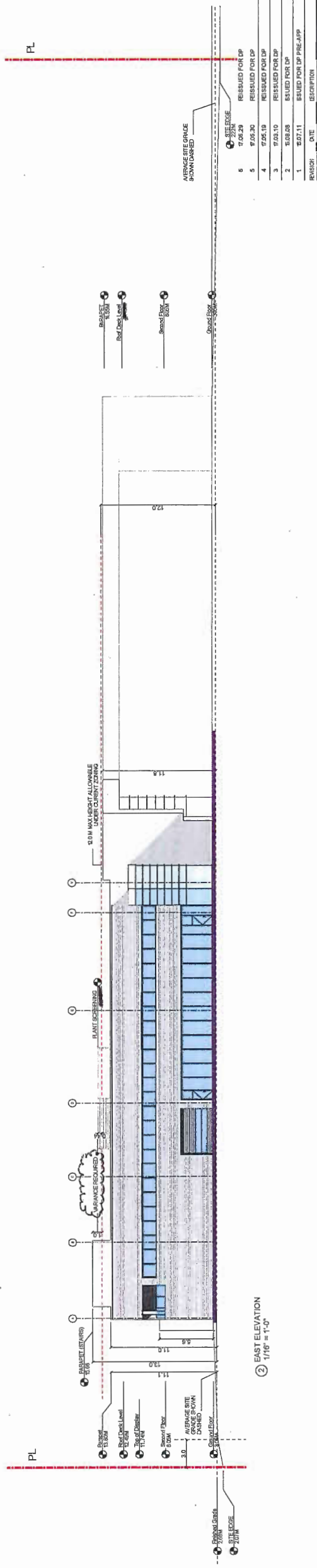
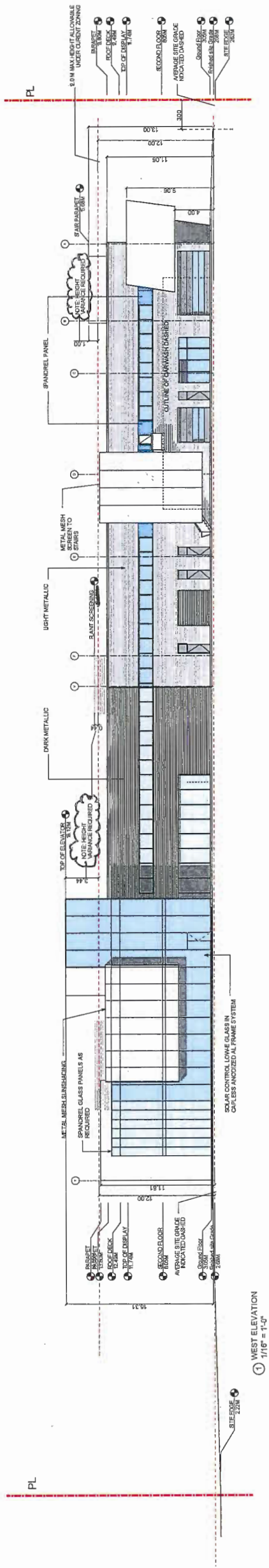
3D VIEW

SCALE: DATE: JUN 7, 2017

A-000

DP 16-741123

Plan # 3



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**OpenRoad
Toyota Richmond**

**DP 16-741123 PLAN#4
ELEVATIONS AND
SECTIONS**

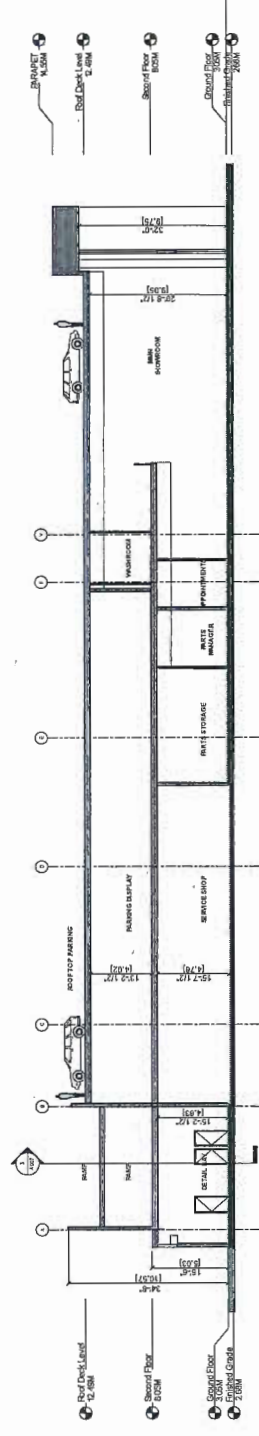
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PROJECT NUMBER 001

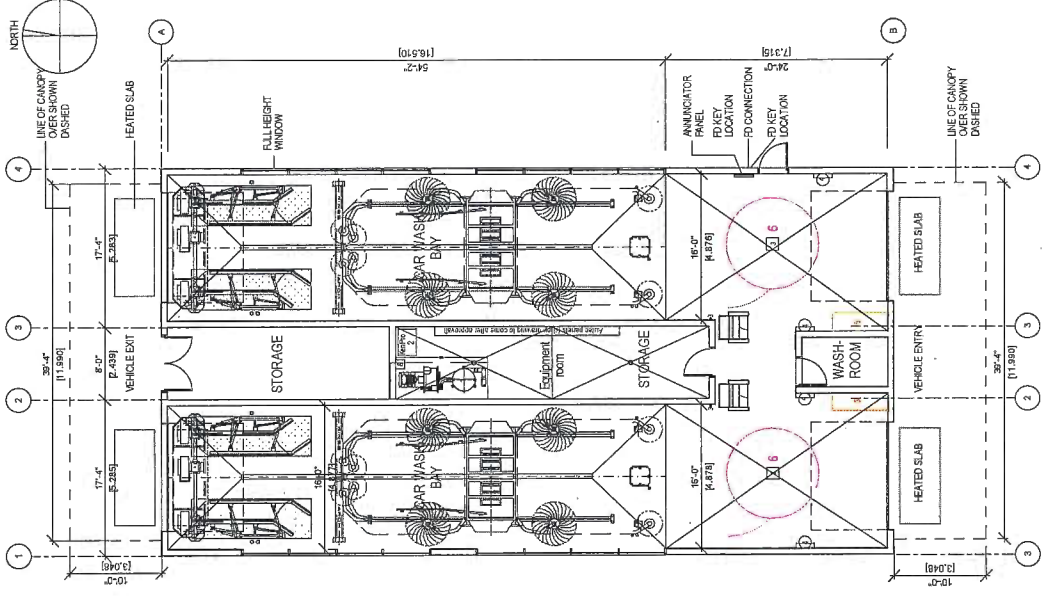
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DP 16-741123

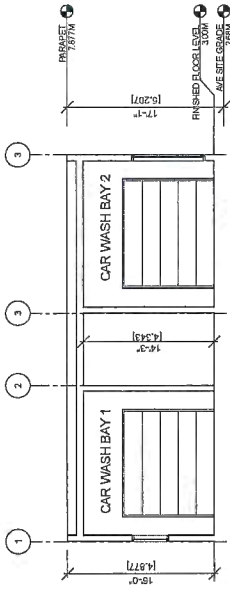
Plan # M.a.



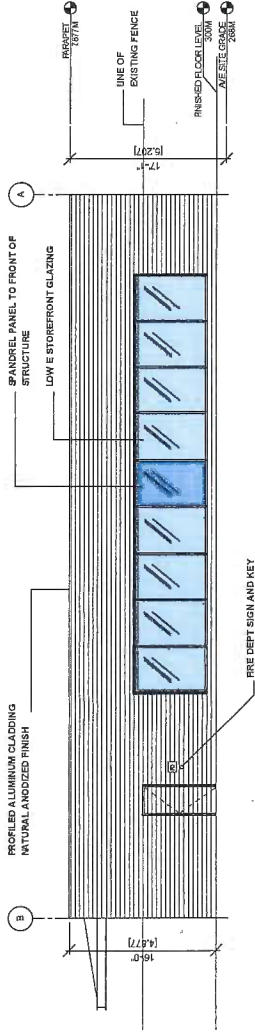
③ SECTION AA
1/16" = 1'-0"



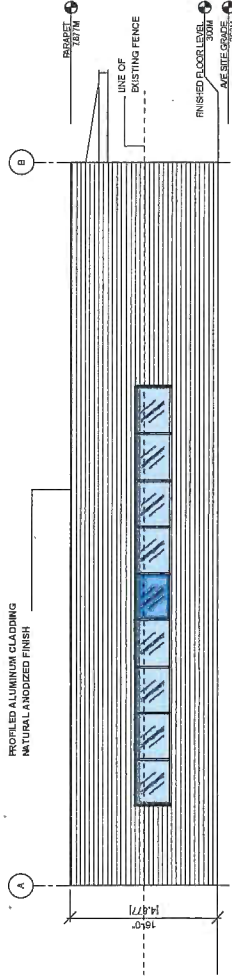
1 MAIN FLOOR PLAN
1/8" = 1'-0"



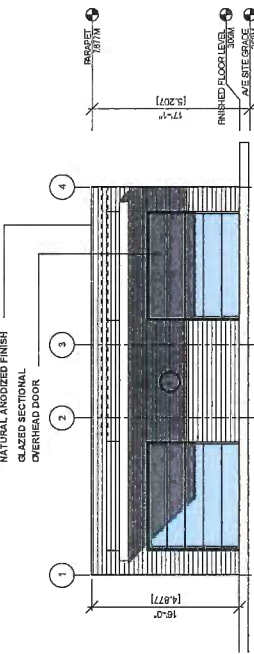
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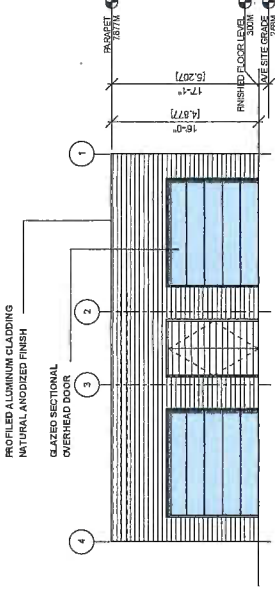
1 EAST ELEVATION
1/8" = 1'-0"



1 WEST ELEVATION
1/8" = 1'-0"



1 SOUTH ELEVATION
1/8" = 1'-0"



1 NORTH ELEVATION
1/8" = 1'-0"

9	7/26/29	RE-ISSUED FOR DP
8	7/26/30	RE-ISSUED FOR DP
7	7/26/32	RE-ISSUED FOR DP
6	7/24/18	SEMED FOR REVIEW
5	7/23/29	RE-ISSUED FOR DP
4	6/11/25	ISSUED FOR BUILDING PERMIT
3	6/10/24	ISSUED FOR REVIEW
2	6/08/08	ISSUED FOR DP
1	6/07/11	ISSUED FOR DP FIRE APP

REVISION DATE DESCRIPTION

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OpenRoad
Toyota Richmond

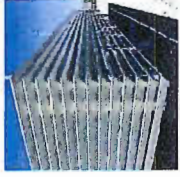
CAR WASH BUILDING

SCALE: 1/8" = 1'-0" DATE: JAN 1, 2018 DRAWN: KNOX PROJECT NUMBER: 001

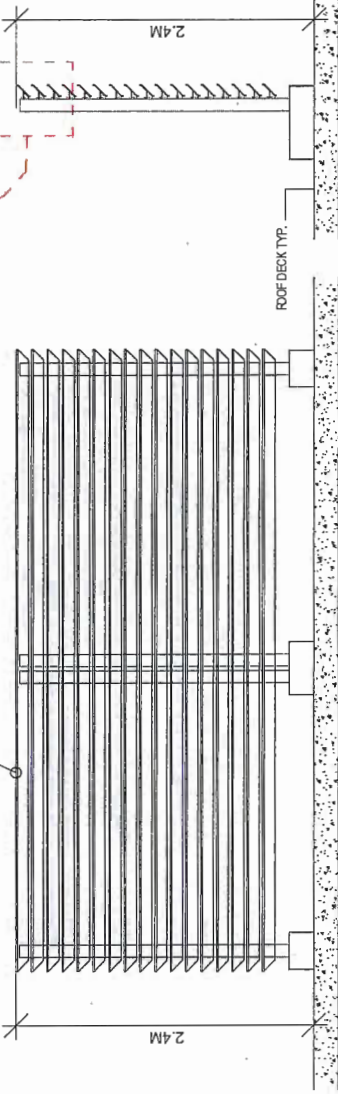
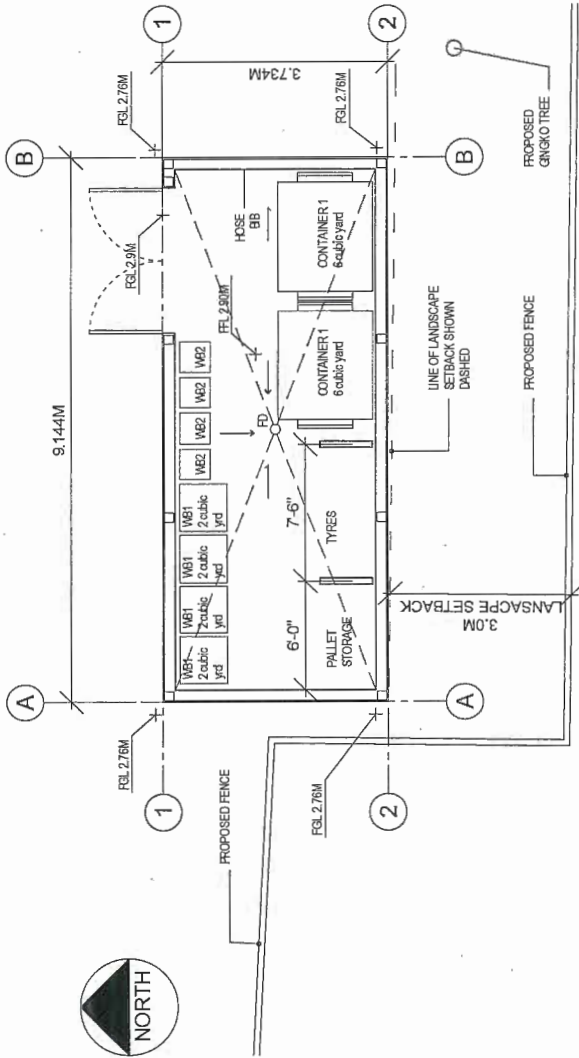
A0.08

DP 16-741123 Plan # 3.d.

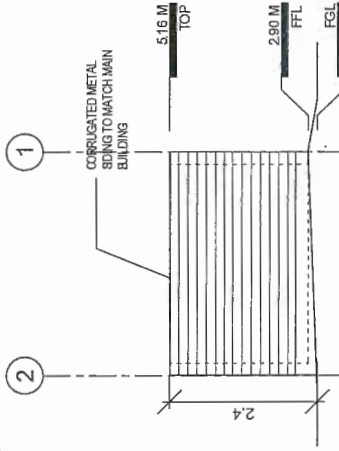
VISION GUARD ARCHITECTURAL
ALUMINUM LOUVER



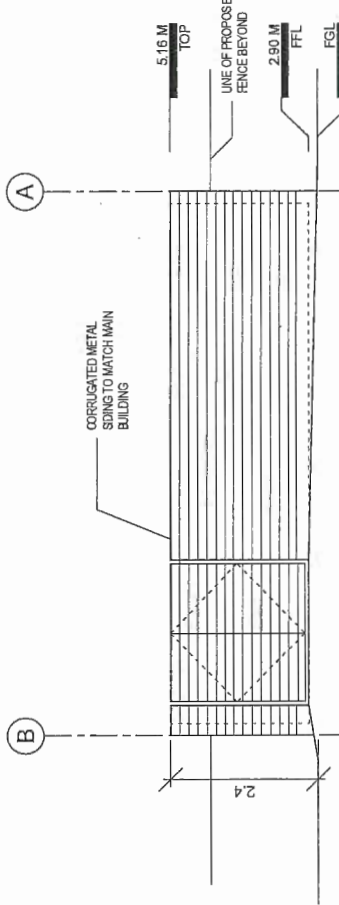
VISION GUARD ARCHITECTURAL ALUMINUM
LOUVER OR SIMILAR LOCAL APPROVED SYSTEM



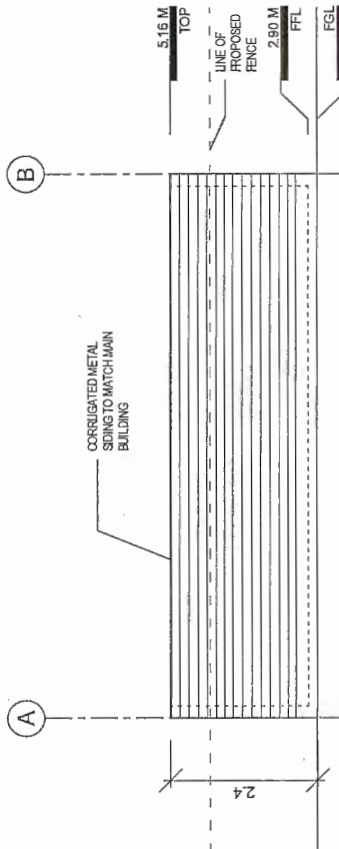
5 WEST ELEVATION
1/4" = 1'-0"



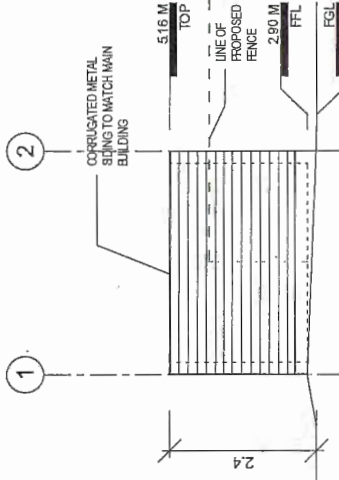
4 EAST ELEVATION
1/4" = 1'-0"



2 NORTH ELEVATION
1/4" = 1'-0"



3 SOUTH ELEVATION
1/4" = 1'-0"



6 WEST ELEVATION
1/4" = 1'-0"

REVISION	DATE	DESCRIPTION
1	7.06.19	ISSUED FOR DP
2	7.05.20	ISSUED FOR DP

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OpenRoad
Toyota Richmond

DP 16-741123 PLAN#1
GARBAGE ENCLOSURE &
ROOF TOP SCREENING
SCALE: 1" = 3'-0"
DATE: JUN 1, 2016
PROJECT NUMBER: 801

A0.13

Plan # 3.e.

DP 16-741123



CLIENT

REVISION	DATE	DESCRIPTION
2	17-09-29	ISSUED FOR DP
1	17-09-30	ISSUED FOR DP

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OpenRoad Toyota Richmond

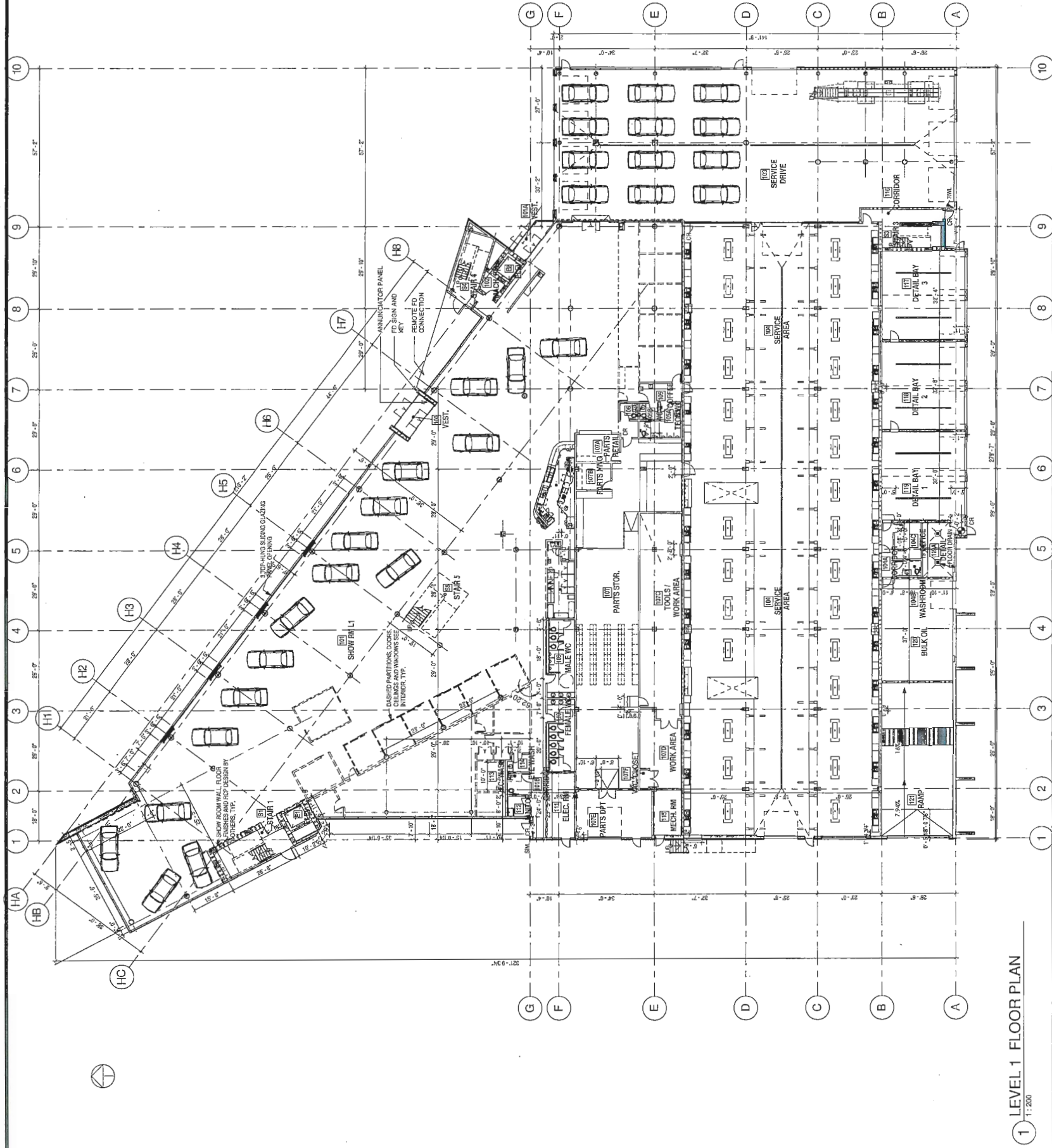
13100 SMALL WOOD PLACE, RICHMOND, BC

MAIN FLOOR PLAN

SCALE 1:200 DATE: JUN. 2017 DRAWING NO. 21400
PROJECT NUMBER

A.003

PUBLISHED BY THE *AMERICAN SOCIETY OF MECHANICAL ENGINEERS*



OP 16-741123

(Reference Plan)

REVISION	DATE	DESCRIPTION
2	17-06-20	ISSUED FOR CP
1	17-06-20	ISSUED FOR CP

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OpenRoad Toyota Richmond

13100 SMALL WOOD PLACE, RICHMOND, BC
SECOND FLOOR PLAN

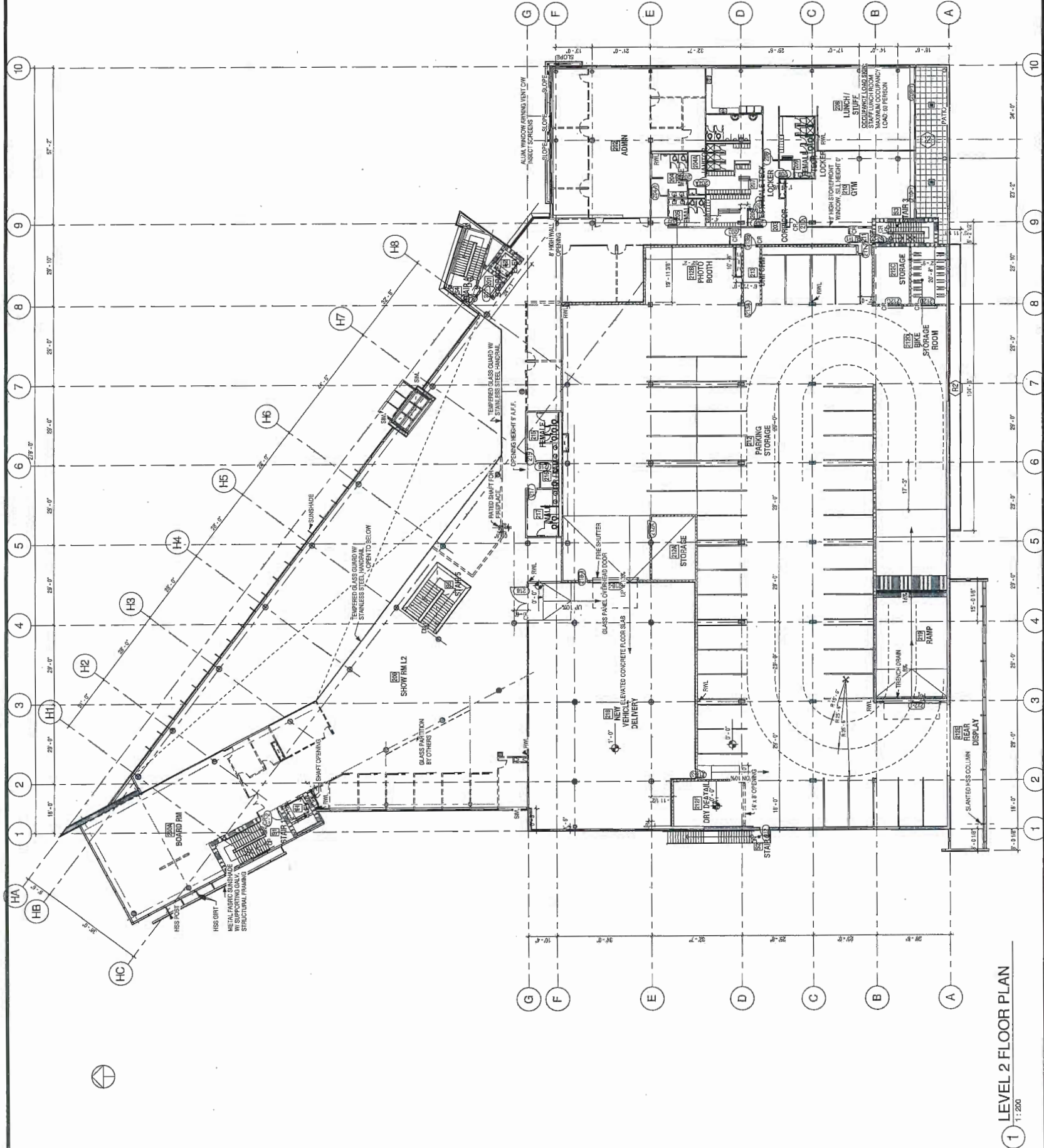
SCALE: 1/200 DATE: JAN. 2017 DRAWING NUMBER: 210007 PROJECT NUMBER

A.004

Architect: Christopher Bozyk Architects Ltd. 414-411 Alexander Street Wicomberg BC V1A1E1

(Reference Plan)

DP 16-741123





City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: July 4, 2017

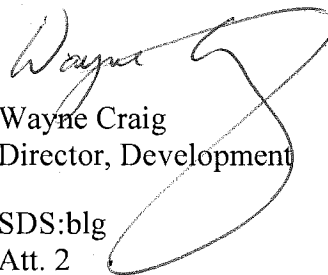
From: Wayne Craig
Director, Development

File: DP 16-750045

Re: Application by Bontebok Holdings Ltd. for a Development Permit at
18399 Blundell Road

Staff Recommendation

That a Development Permit be issued which would permit the construction of two single-storey buildings with drive-through restaurant uses at 18399 Blundell Road on a site zoned "Industrial (I)".


Wayne Craig
Director, Development

SDS:blg
Att. 2

Staff Report

Origin

Bontebok Holdings Ltd. has applied to the City of Richmond for permission to develop two single-storey commercial buildings with drive-through restaurant uses at 18399 Blundell Road on a site zoned "Industrial (I)" (Attachment 1). The site is currently vacant, except for a small building at the southeast corner that houses existing City infrastructure, which will remain.

A Zoning Text Amendment to amend the "Industrial (I)" zone to allow for "Restaurant, drive-through" as a site-specific permitted use on the subject property under Bylaw 9532 (ZT 13-639146) received third reading on April 18, 2016 and is currently pending final adoption. The development proposal is consistent with the proposed Zoning Text Amendment.

A Servicing Agreement (SA 16-744060) is also associated with this proposal, which is a condition of final adoption of the Zoning Text Amendment. Works include, but are not limited to, frontage upgrades along Blundell Road and Nelson Road, modifications of the existing Blundell median, a bus landing pad, service connections and an on-site public pathway to avoid existing City infrastructure and utilities generally located in the southeast corner of the site.

Development Information

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

Background

The subject site is located in the Fraser Lands industrial area. Development surrounding the subject site is as follows:

To the North: Light industrial buildings, parking and loading areas on properties zoned "Industrial (I)".

To the South: Across Blundell Road, an existing rail line and light industrial buildings, parking and loading areas on properties zoned "Industrial (I)".

To the East: Across Nelson Road, light industrial buildings, parking and loading areas on properties zoned "Industrial (I)".

To the West: Light industrial buildings, parking and loading areas on properties zoned "Industrial (I)".

Zoning Text Amendment and Public Hearing Results

The Public Hearing for the Zoning Text Amendment of the site was held on April 18, 2016. At the Public Hearing, no concerns were expressed.

Staff Comments

The proposed development consists of two single-storey multi-unit commercial buildings with two drive-through restaurants (including pick-up windows and vehicle queuing areas) and required surface parking. The proposed development plans attached to this report (Plan #1 to #3) have addressed the planning and design issues identified as part of the review of this

Development Permit application. In addition, this development proposal complies with the intent of the applicable sections contained within the Official Community Plan (OCP) and would comply with all aspects of the “Industrial (I)” zone (no zoning variances are requested).

Advisory Design Panel Comments

Because of the scale of the development and the limited building area, the development proposal was not presented to the Advisory Design Panel.

Analysis

Conditions of Adjacency

- Adjacent properties to the north and west of the development site are light industrial buildings with surface parking and loading areas. The proposed siting of the buildings on the development site would provide an 11.6 m setback to the north property line and a 26.4 m setback to the west property line (Plan #1). Additionally, a landscape buffer with a strip of trees and shrubs along the north and west property lines is proposed.
- Along the Blundell Road and Nelson Road frontages, a 3.0 m wide landscape buffer is proposed, with a strip of trees and shrubs to provide screening of the surface parking from the street. Additional information is provided in the “Landscape Design and Open Space Design” section of this report.
- The loading area and garbage, recycling and organics storage enclosures are adequately screened and located behind the proposed buildings, away from the public streets.

Urban Design and Site Planning

- The proposed siting of the buildings are centered on the development site to accommodate required vehicle access, drive-aisle circulation, drive-through vehicle queuing areas and off-street parking. This has been reviewed and is supported by Transportation staff.
- Staff recognize the applicant’s operational preferences and site planning challenges. Effort has been made to limit parking along street frontages to single-loaded aisles. Staff have worked with the applicant to provide a 3.0 m wide landscape buffer along the Blundell Road and Nelson Road frontages to screen the view of surface parking and drive-through queuing areas from the street.
- Vehicle access to the site is provided via both Blundell Road (right-in/right-out and left-turn movements from Blundell through the establishment of a left-turn bay in the existing median) and Nelson Road (right-in/right-out). The applicant has demonstrated sufficient turning radii for the on-site movement of delivery, disposal and fire vehicles.
- A total of 65 visitor vehicle parking stalls are proposed, which exceeds the Zoning Bylaw requirement of 58 spaces. Included are two accessible parking spaces located in close proximity to the entrances of the buildings, three parking spaces equipped with 240-volt electrical outlets and three parking spaces equipped with conduit for future electrical vehicle outlets.
- Bicycle parking and a loading space will be provided in accordance with the Zoning Bylaw; three Class-1 and four Class-2 bicycle parking spaces will be provided in an accessible location near the entrances of the buildings and in view from the street.
- Pedestrian walkways are proposed to provide direct pedestrian access from the City sidewalks to the entrances of the buildings. Areas of the pedestrian walkways that cross drive-aisles or vehicle queuing areas utilize alternative surface treatments (stamped concrete)

to provide visual and textural identification. Additionally, appropriate signage will be installed at these areas to further enhance pedestrian safety and visibility.

- A barrier free circulation path to the entrances of the buildings; with a minimum clear width of 1.5 m and a maximum slope of 5%, from the City sidewalk on Blundell Road and Nelson Road, and from the accessible parking spaces, will be provided.
- An outdoor plaza eating area, which includes picnic tables, benches and planters, is proposed to be located between the two buildings.
- Garbage, recycling and organic waste storage facilities are sufficiently sized, within a walled enclosure and adequately screened from public view.
- There is an existing small building located in the southeast corner of the subject site within an existing statutory right-of-way, which will remain and continue to house City infrastructure. The landscaping and treatment of this area will be finalized and secured through the Servicing Agreement.

Architectural Form & Character

- The proposed single-storey buildings incorporate a contemporary design complementary to the adjacent light industrial buildings (Plan #2).
- Variation in height and horizontal plane provide visual interest and differentiation between units.
- The southeast corner building acts as an anchor and landmark for the development site through changes in colour and height of the painted concrete panels. Additionally, this building includes an active frontage on both sides of the street, with glazing extending around the corner.
- The proposed building materials (concrete and metal) are consistent with the surrounding industrial area.
- Canopies are provided at the restaurant entrances to offer weather protection.
- Parapet wall on the roof is designed to screen the rooftop mechanical equipment from street view.

Landscape Design and Open Space Design

- A Landscape Plan, prepared by a registered Landscape Architect, has been submitted by the applicant, which addresses tree planting and landscape design (Plan #3).
- The subject site currently has no existing on-site trees, and 56 trees are proposed to be planted and maintained on-site.
- Landscape islands are proposed adjacent to drive-through queuing and surface parking areas to break up the hardscape portions of the site. The introduction of a significant amount of trees around the perimeter of the site further addresses visual impact.
- The Landscape Plan includes a combination of deciduous and coniferous trees, which will be planted and maintained on-site.
- Structural soil trenches will be provided underneath identified surface parking areas where required to allow for adequate soil volume for trees.
- Pervious pavers are proposed for the pedestrian walkways and outdoor plaza area to minimize the amount of impervious surfaces.
- To accommodate for existing City and utility infrastructure in the southeast corner, the City sidewalk is required to be located on the subject site. The sidewalk will be built by the developer and maintained by the City. The design of the sidewalk and securing of the

necessary public right-of-passage statutory right-of-ways will be addressed through the Servicing Agreement.

- Additional landscaping, including a variety of shrubs and groundcover on-site are also included in the Landscape Plan.
- In order to ensure the 56 trees are planted and maintained and proposed landscaping works are undertaken, the applicant is required to submit a Landscaping Security in the amount of \$189,701.76 (100% of the cost estimate provided by the Landscape Architect, which includes a 10% contingency) prior to the application being forwarded to Council for approval. A portion of the security will be released after construction and landscaping at the subject site is completed and a landscaping inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period.

Crime Prevention through Environmental Design

- The site plan minimizes potential entrapment areas and the landscape plan maintains visual permeability.
- Public entrances to the buildings are visible from the street. Large glazing areas facing the street and surface parking offer opportunities for passive surveillance.
- Surface parking areas are open, with minimal changes in grade, which allows for visual transparency, clear sightlines and facilitates vehicle movement and pedestrian safety.
- Outdoor areas will be well-lit by dual lamp standards and perimeter site lighting will be provided by street lamp standards. Lighting on the buildings will be contained within canopy soffit areas.

Sustainability Measures

- The applicant advised that the following features will be incorporated into the development:
 - Three parking spaces equipped with 240-volt electrical outlets and three parking spaces equipped with conduit for electrical vehicle outlets.
 - High performance low-E tinted glazing.
 - High fly ash content thermal mass concrete walls.
 - Thermal values consistent with ASHRAE requirements.
 - Energy efficient programmable lighting.
 - Energy efficient heating systems and fixtures.
 - Light-coloured roofing ballasts.

Conclusions

The proposed development is a restaurant complex with drive-through components, which will provide food services to employees in close proximity to the surrounding industrial area.

Based on the proposal's design response to the objectives of the Official Community Plan (OCP), compliance with the site's "Industrial (I)" zone and recognition of the surrounding context, staff support the proposed development.



Steven De Sousa
Planning Technician – Design
(604-276-8529)

SDS:blg

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

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

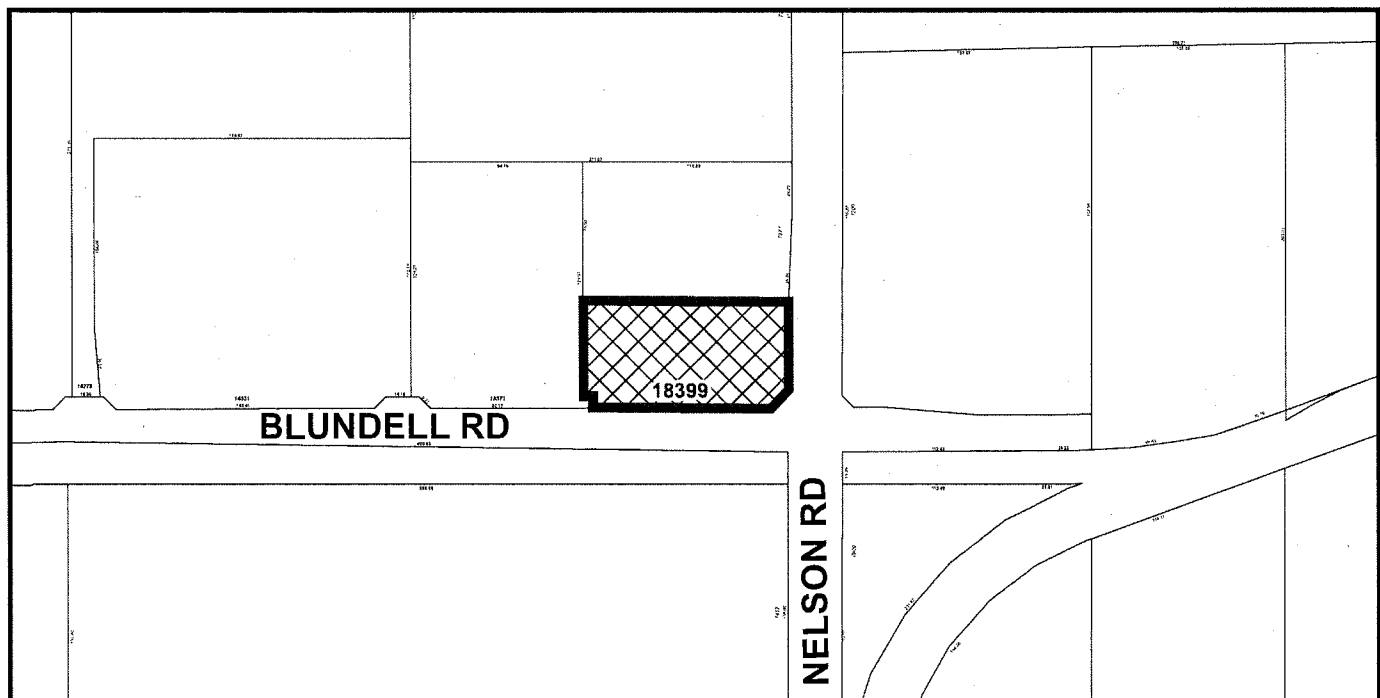
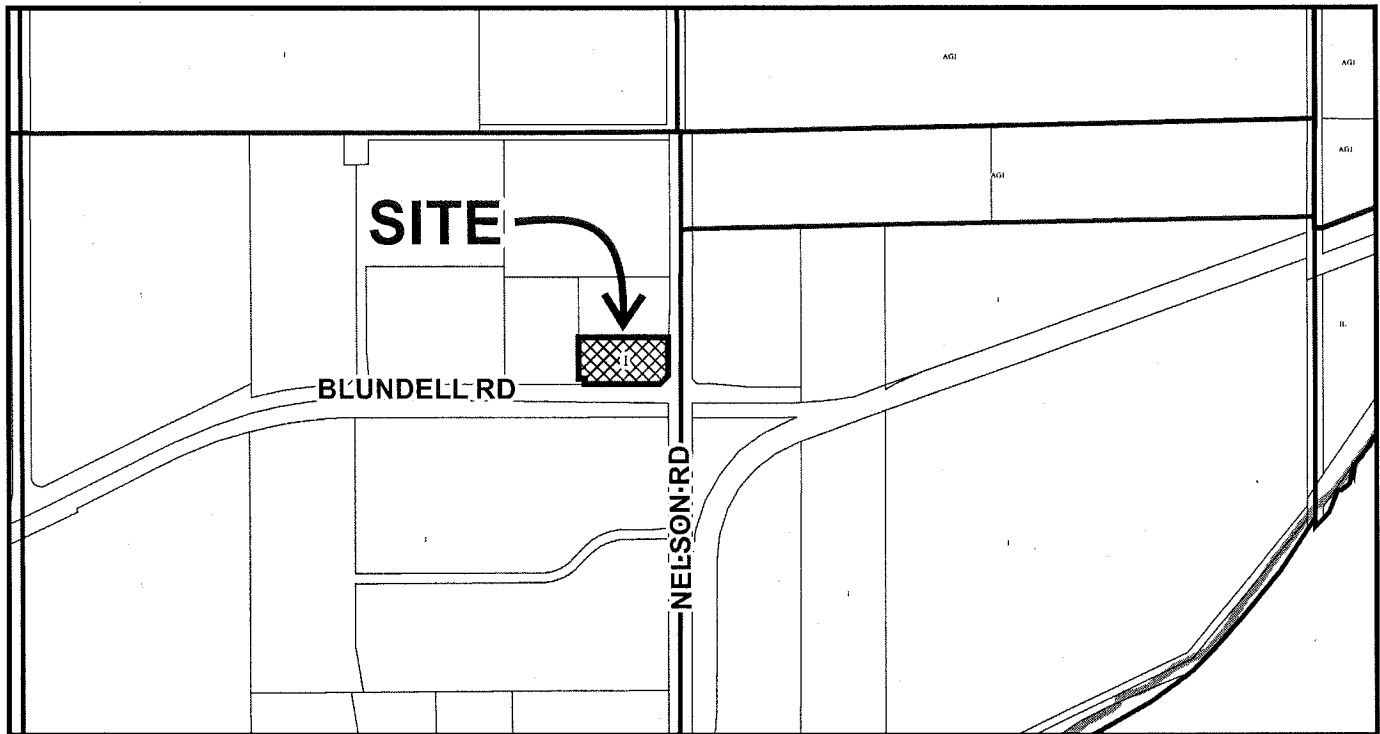
- Final adoption of the Zoning Text Amendment Bylaw 9532 (ZT 13-639146).
- Submission of a Landscaping Security in the amount of \$189,701.76 (based on the cost estimate provided by a registered Landscape Architect, including 10% contingency). A portion of the security will be released after construction and landscaping at the subject site is completed and a landscaping inspection by City staff has been passed. The City may retain the balance of the security for a one-year maintenance period.

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

- 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 applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.*
- Incorporation of sustainability and accessibility measures in Building Permit plans as determined via the Rezoning and/or Development Permit processes.



City of
Richmond



DP 16-750045

Original Date: 11/01/16

Revision Date:

Note: Dimensions are in METRES



DP 16-750045

Attachment 2

Address: 18399 Blundell Road

Applicant: Bontebok Holdings Ltd.

Owner: Bontebok Holdings Ltd.

Planning Area(s): Fraser Lands

Floor Area Gross: 757 m²

Floor Area Net: 757 m²

	Existing	Proposed
Site Area:	6,750.9 m ² (72,666 ft ²)	6,635.5 m ² (71,424 ft ²) Road dedication: 115.4 m ² (1,242 ft ²)
Land Uses:	Vacant	Commercial (food establishments with drive-through components)
OCP Designation:	Industrial	No change
Zoning:	Industrial (I)	Industrial (I) with an amendment to allow "Restaurant, drive-through" as a site-specific permitted use

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	0.11	None Permitted
Lot Coverage – Buildings	Max. 60%	11%	None
Setback – Front Yard:	Min. 3.0 m	20.4 m	None
Setback – Exterior Side Yard:	Min. 3.0 m	17.6 m	None
Setback – Interior Side Yard:	N/A	11.6 m	None
Setback – Rear Yard:	N/A	26.4 m	None
Height:	Max. 12.0 m	7.6 m	None
Lot Size:	N/A	6,635.5 m ²	None
Off-street Parking Spaces – Total	Min. 58	65	None
Off-street Parking Spaces – Accessible:	Min. 2	2	None
Loading:	Min. 1 medium space	1 medium space	None
Bicycle Parking – Class 1:	Min. 3	3	None
Bicycle Parking – Class 2:	Min. 4	4	None



City of Richmond

Development Permit

No. DP 16-750045

To the Holder: BONTEBOK HOLDINGS LTD.
Property Address: 18399 BLUNDELL ROAD
Address: C/O #520 - 701 WEST GEORGIA STREET
VANCOUVER, BC V7Y 1A1

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. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #3 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$189,701.76 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.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 16-750045

To the Holder: BONTEBOK HOLDINGS LTD.
Property Address: 18399 BLUNDELL ROAD
Address: # 520 - 701 WEST GEORGIA STREET
VANCOUVER, BC V7Y 1A1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

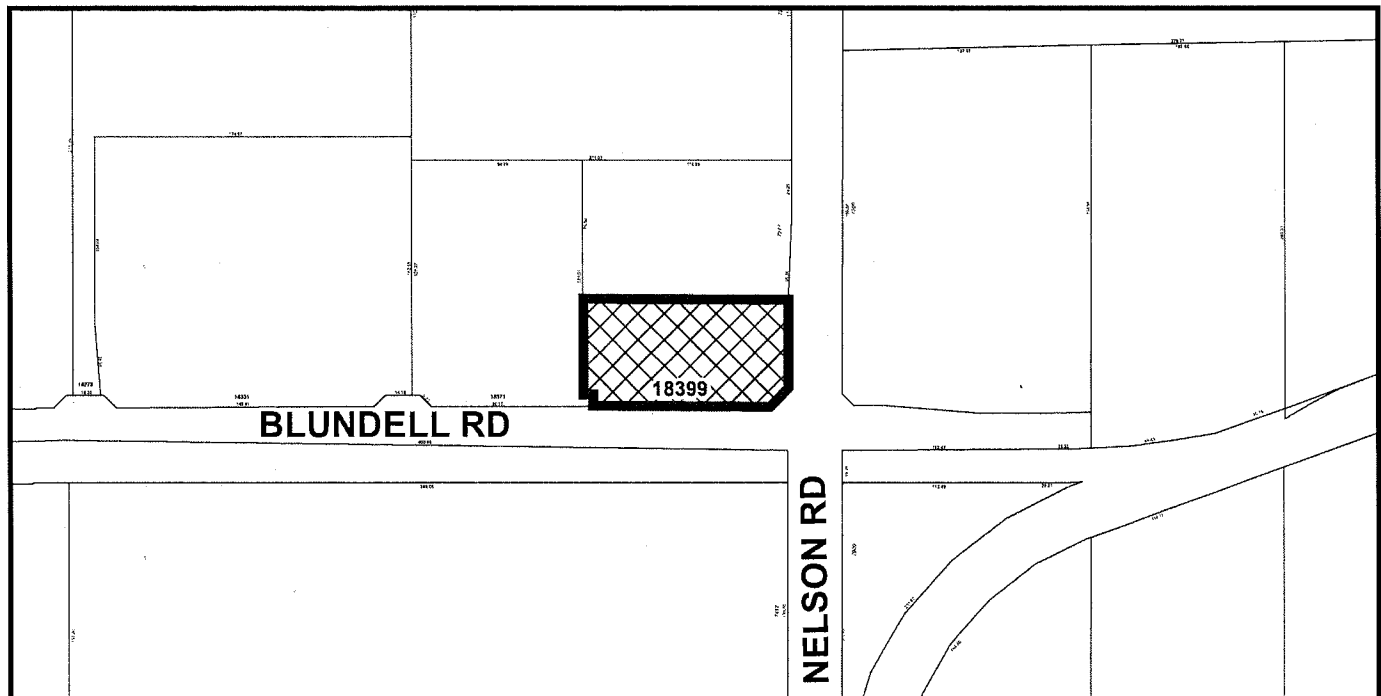
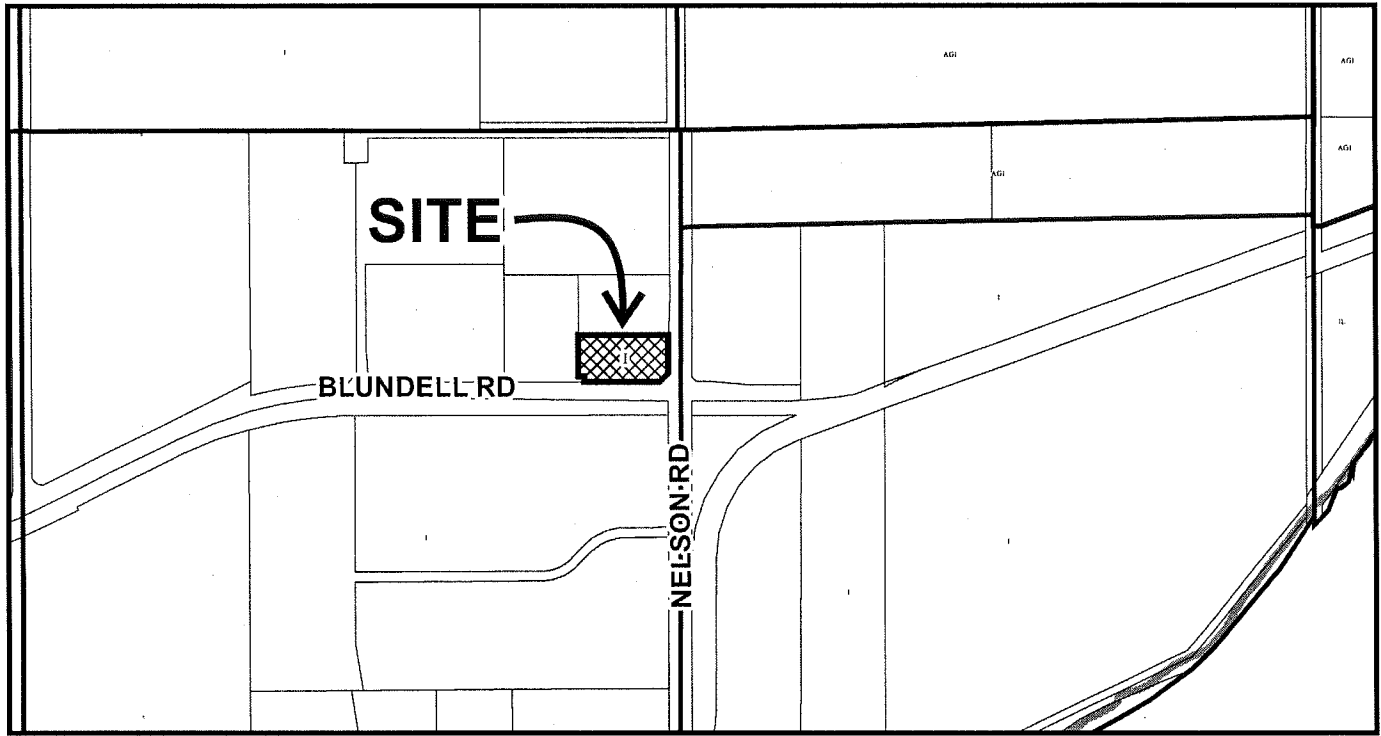
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond

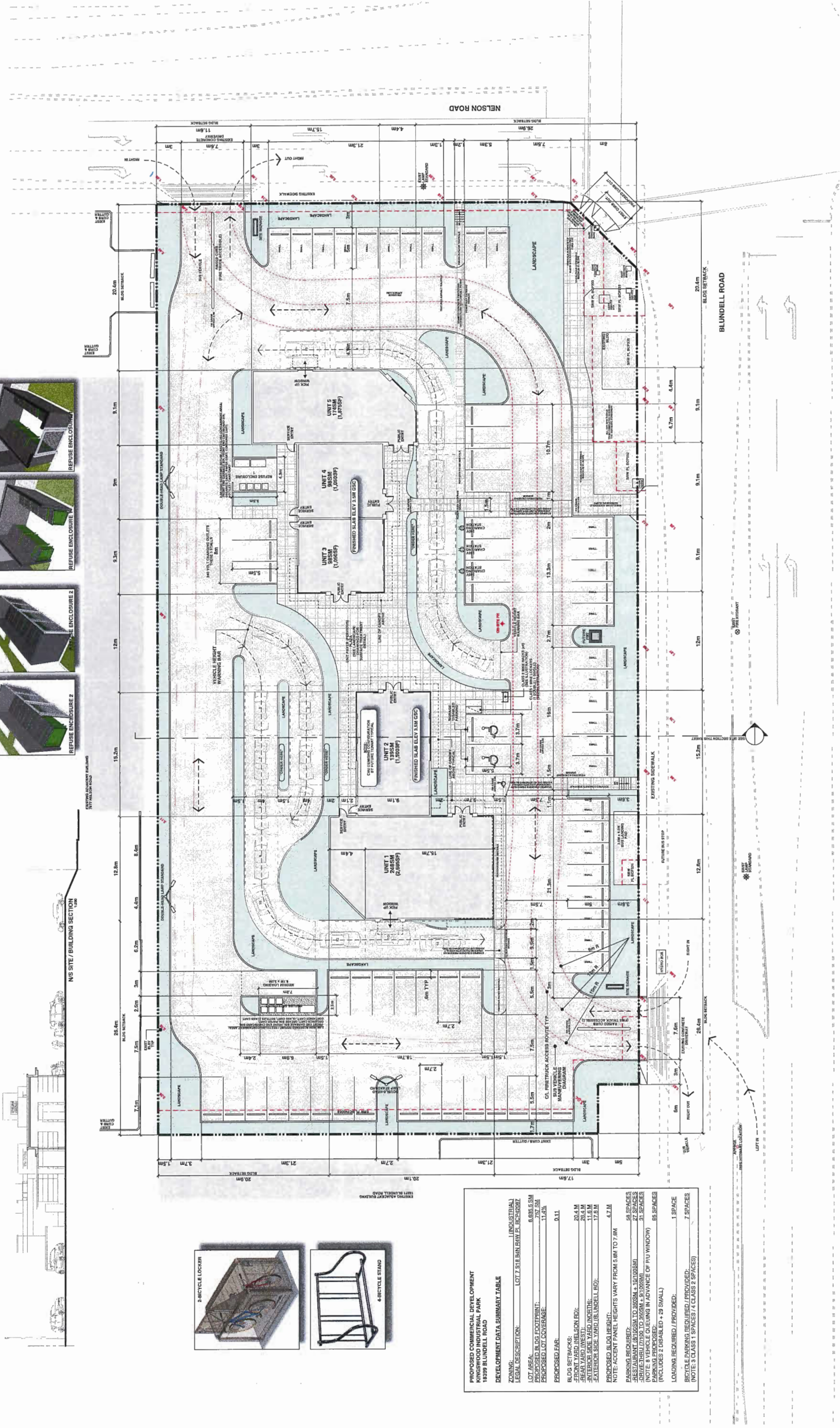
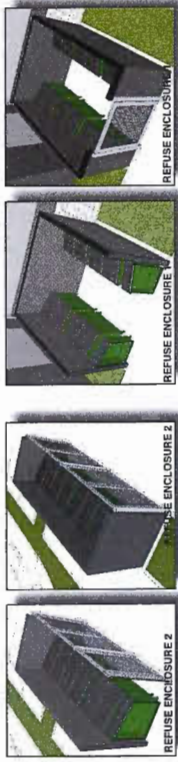


DP 16-750045
SCHEDULE "A"

Original Date: 11/01/16

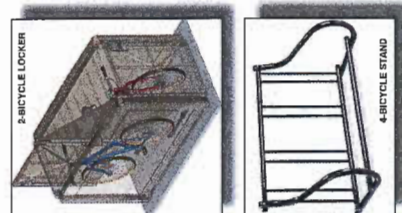
Revision Date:

Note: Dimensions are in METRES



NS SITE / BUILDING SECTION

EXISTING ADJACENT BUILDING
5777 BLUNDELL ROAD



PROPOSED COMMERCIAL DEVELOPMENT KINGSWOOD INDUSTRIAL PARK 18299 BLUNDELL ROAD	
DEVELOPMENT DATA SUMMARY TABLE	
ZONING:	I (INDUSTRIAL)
LEGAL DESCRIPTION:	LOT 7 S18 BAN R/W P.I. BC240067
LOT AREA:	6,656.5 SM
BLDG FOOTPRINT:	17,750 SM
PROPOSED LOT COVERAGE:	11.5%
PROPOSED FAR:	0.11
BLDG SETBACKS:	
- FRONT YARD (NELSON RD):	20.4 M
- REAR YARD (WELSH):	28.4 M
- INTERIOR SIDE YARD (NORTH):	11.6 M
- EXTERIOR SIDE YARD (BLUNDELL RD):	17.8 M
PROPOSED BLDG HEIGHT:	4.7 M
NOTE: ACCENT PANEL HEIGHTS VARY FROM 5.8M TO 7.6M	
PARKING REQUIRED:	58 SPACES
- RESTAURANT (8,100SM TO 365SM + 1,100SM)	27 SPACES
- DRIVE THRU (7,100 TO 3,650SM + 9,100SM)	31 SPACES
NOTE: 8 VEHICLE QUEUING IN ADVANCE OF P/U WINDOW	
PARKING PROPOSED:	85 SPACES
(INCLUDES 2 DISABLED + 28 SMALL)	
LOADING REQUIRED / PROVIDED:	1 SPACE
BICYCLE PARKING REQUIRED / PROVIDED:	7 SPACES
NOTE: 3 CLASS 1 SPACES (4 CLASS 2 SPACES)	

REVISIONS

REV	DATE	REMARKS
A	OCT24.16	DP SUBMISSION
B	JUN08.17	DP RESUBMISSION
C	JUN13.17	DP RESUBMISSION
D	JUN07.17	DP RESUBMISSION

SURVEY INFORMATION COURTESY
HPT ENGINEERING CO LTD
PROJECT NO: 18299 BLUNDELL RD
SHEET 22 OF 2

CNS 5-13-1732-37G
TEL: 604-270-9211

PROPOSED COMMERCIAL DEVELOPMENT
18299 BLUNDELL ROAD
RICHMOND BC

TITLE

-SITE PLAN
-SITE / BLDG SECTION

DRWN: JK

CHECKED: JK

SCALE: 1:200

FILE:

DRAWING NUMBER

A1

VERSION

D


PLAN #1

JUL 26 2017

DP 16-750045



REV	DATE	REMARKS
A	OCT24.16	DP SUBMISSION
B	JUNED6.17	DP RESUBMISSION

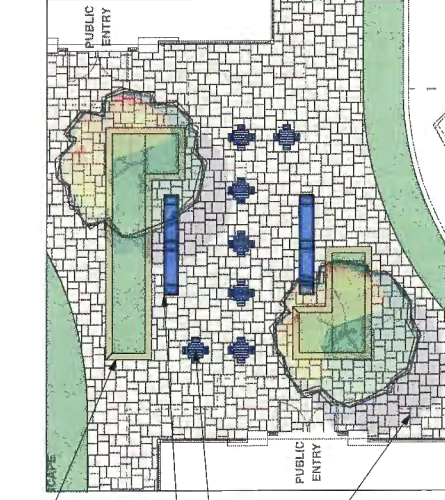


**KINGSWOOD
INDUSTRIAL PARK**

8" high PIP planter wall

Benches
Picnic tables

AQUAPAVE POROUS
PAVING SYSTEM - Old
Country Stone, mix in
herringbone pattern,
using 60% Taupe, 20%
Walnut, 20% desert
Sand. 60 mm



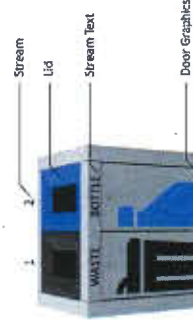
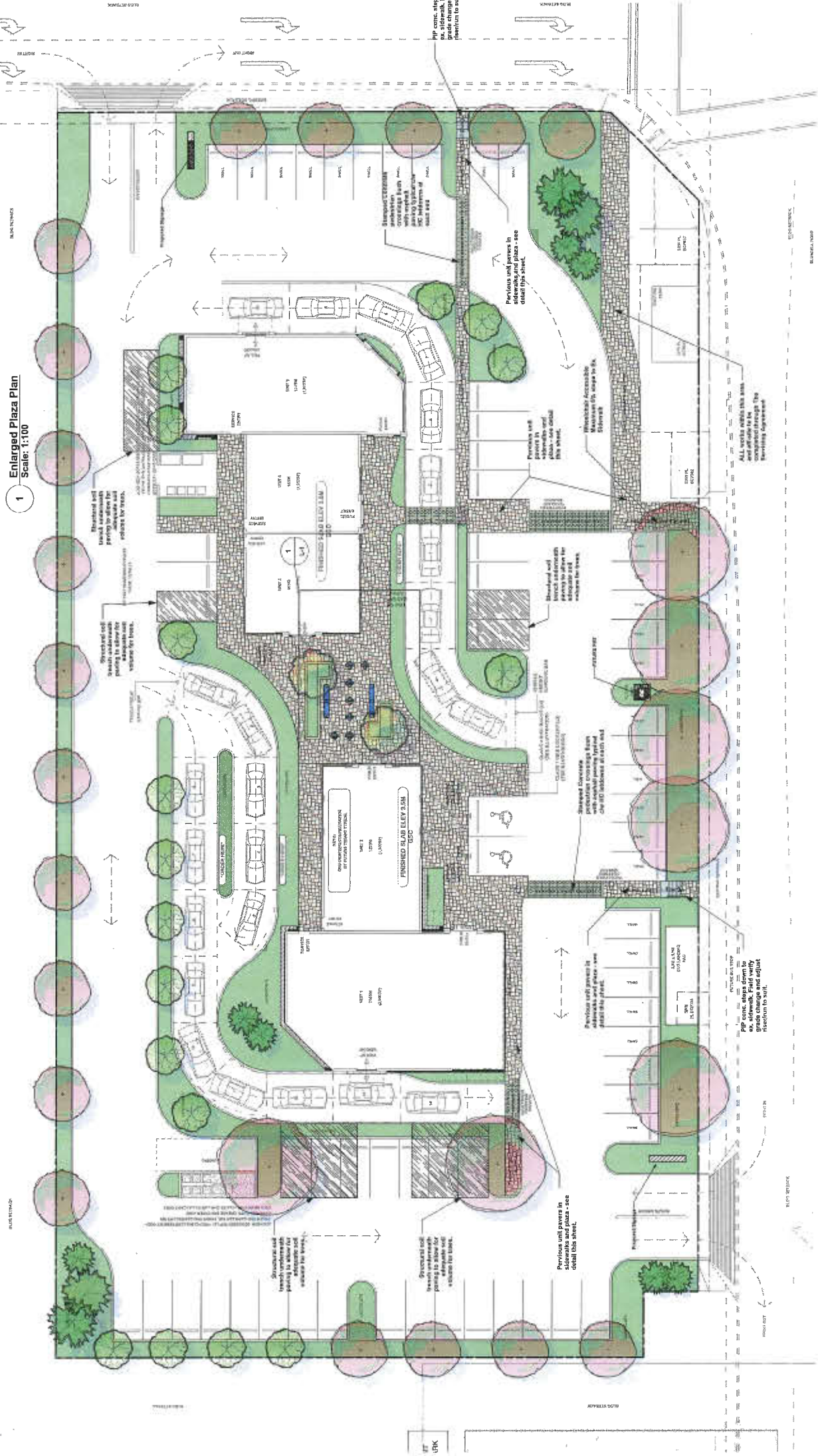
SITE FURNISHINGS by Maglin:
BENCH with custom color metal



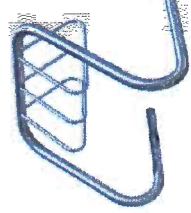
3-seater PICNIC TABLE with custom color metal



1 Enlarged Plaza Plan
Scale: 1:100



Maglin Litter Container
LXRC-1502-32-MS



Cora Bike Rack - 3606 Expo Series

Revisions:	
June 25, 2017	For DP Re-Submission
June 6, 2017	For DP Submission
Mar 28, 2017	For Review

Jonathan Losee Ltd.
Landscape Architecture
4103 - 1661 10th Ave
Vancouver, B.C. V6J 1H3
PH: 604-669-1003
Email: info@jonathanlosee.com

Project:
Proposed
Commercial Development
Kingswood Industrial Park
18390 Blundell Road
Richmond, BC

Sheet Title:
Landscape Layout Plan

Scale: 1:200	Date: March 2017	Project No: 2017-07
-----------------	------------------	------------------------

L-1



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: July 10, 2017

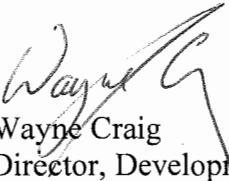
From: Wayne Craig
Director, Development

File: DP 15-716274

Re: Application by Oris Developments (Hamilton) Corp. for a General Compliance Ruling on Parcel 3, Hamilton Village (Formerly Portions of 23241 and 23281 Gilley Road, and a Portion of 23060, 23066, 23080, and Part of 23100 Westminster Highway)

Staff Recommendation

That the attached plans involving changes to the design of the parkade wall and interim landscaping buffer on part of the east elevation of the project be considered to be in General Compliance with Development Permit (DP 15-716274).



Wayne Craig
Director, Development

MM:blg
Att. 4

Staff Report

Origin

Oris Developments (Hamilton) Corp. has requested a General Compliance ruling regarding a minor change to Development Permit (DP15-716274) issuance for a 130-unit seniors housing building on Parcel 3 in Hamilton Village, occupying parts of 23241 and 23281 Gilley Road, and part of 23060, 23066, 23080 and part of 23100 Westminster Highway (Attachment 1). This Development Permit was endorsed by the Development Permit Panel at its meeting held on June 29, 2016 but has not yet proceeded to Council for consideration. The rezoning for the project (RZ14-660662) was adopted by Council on June 12, 2017.

The proposed modifications to the Development Permit include changes to a small portion of the development's east parkade wall and an interim landscape berm proposed to provide a visual buffer to the existing single family lots to the east. The proposed changes necessitate changes to legal agreements identified in the original Staff Report to the Development Permit Panel.

Background

Development surrounding the subject site is as follows:

- To the north: single-family dwellings zoned "Single Detached (RS1/F)". This area has been designated by the Hamilton Area Plan (HAP) for future three-storey stacked townhouses.
- To the south: single family dwellings zoned "Single Detached (RS1/F)". This area will be redeveloped with a four-storey, mixed-use building on Oris Developments (Hamilton) Corp.'s proposed Parcel 2 (DP15-716268).
- To the east: single-family dwellings zoned "Single Detached (RS1/F)". This area has been designated by the HAP for future three-storey stacked townhouses and four-storey mixed-use buildings.
- To the west: a vacant, former fire hall site fronting onto Westminster Highway zoned "School and Institutional (SI)". This area will be redeveloped with townhouses.

Staff Comments

The proposed changes to the scheme attached to this report are in general compliance with the original Development Permit considered by DP Panel (Attachment 2). In addition, the modified proposal (Attachment 3) complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)" zone.

East Landscape Buffer Currently Proposed

Under the current Development Permit plans, there is a north-south greenway proposed to be constructed on top of the most easterly 2.5 m (8.0 ft.) the building's podium parkade to provide for pedestrian circulation to the future developments to the north and south as provided in the Hamilton Area Plan. This greenway will also be widened when adjacent single-family lots to the east are re-developed under rezonings and Development Permit applications consistent with the future stacked townhouse and four-storey mixed-use building designations in the Hamilton Area Plan.

Until the redevelopment of the adjacent lots to the east, there will be interim grade transitions down to the existing single-family lots to the east side of the subject development which were originally proposed to be addressed with a temporary landscape berm sloping down at 3:1 angle and extending 5.0 m (16.5 ft.) eastward from the building podium parkade onto the adjacent lots to the east.

This berm is proposed to be included within an easement registered on title of the adjacent lots in favour of Parcel 3 as a condition of issuance of the Development Permit.

The owners of one of the adjacent lots, 4651 Smith Crescent, have decided they would prefer not to have the landscape berm and easement placed on their property. The owners of this property have provided a letter of support regarding the proposed changes to include the decorative treatment to the parkade wall with over-hanging landscaping (Attachment 4).

Proposed Changes

The proposed changes to east the elevation of the parkade wall and landscape berm include:

- The elimination of the proposed landscape berm adjacent to 4651 Smith Crescent and modifications to a portion of the exposed east parkade wall. To address the elimination of the landscape berm, the parkade wall will include score lines and patterns in the concrete shown on the architectural plans adjacent to 4651 Smith Crescent to the east. There would also be decorative guard rail running along the east side of the parkade to prevent a fall hazard. This section of the parkade wall would be setback 0.15 m (0.5 ft.) from the adjacent parcel instead of the current setback of 0.0 m.
- Maintaining the remainder of the east parkade wall, landscape berm and easement adjacent to the other lots to the east of the subject development (4691 Smith Crescent and 23301 Gilley Road). There will be small change to the original landscape berm which would be raised by 1.0 m (3.3 ft.) to cover more of the east parkade wall, with the resulting berm slope increasing from 3:1 to 2:1.
- Removal of the Development Permit condition to register an easement extending for a depth of 5.0 m (16.5 ft.) on the adjacent lot at 4651 Smith Crescent to install, maintain and remove this interim landscape berm.
- Inclusion of a new Development Permit condition to register on Title an easement, statutory right-of-way (SRW), and/or other legal agreement over the most easterly 0.15 m

(0.5 ft.) of the subject Parcel 3 to allow for the City and/or its agents (the adjacent property owner/developer of 4651 Smith Crescent) to remove the existing landscaping and guard rail, placement of fill, and extension the walkway surface under a future Development Permit issued for 4651 Smith Crescent.

Analysis

Applicable Conditions of Adjacency and Landscape

- The interim grade transitions to the existing single-family dwellings on the east side of building (designated for future four-storey mixed use buildings and stacked townhouses in the Hamilton Area Plan) are now proposed to be addressed with a temporary landscape berm sloping down at a 2:1 angle and extending 5.0 m (16.5 ft.) away from the building. The above-noted proposed changes to the landscape berm (on the adjacent lots at 4691 Smith Crescent and 23301 Gilley Road) and enhanced parkade wall (facing the back of 4651 Smith Crescent) will provide a satisfactory interface to the lots to the east.
- The proposed north-south greenway which leads from Parcel 2 and the *High Street Plaza* to the south, and is located on the east side of the building podium, will be widened to the east and extended to north by future developments. In the interim, grade transitions to the existing single family lots on the north and east side of the building (planned for future four-storey redevelopment) are addressed with a temporary landscape berm as identified in the original Development Permit. The proposed modified berm would be included within an easement registered on the Titles of 4691 Smith Crescent and 23301 Gilley Road in favour of Parcel 3 as a condition of issuance of the Development Permit.

Conclusions

Oris Developments (Hamilton) Corp. has requested a General Compliance ruling for proposed change to a section of the east elevation of the parkade and adjacent landscape berm on the adjacent property at 4651 Smith Crescent. The proposed modification is within the scope of the General Compliance Guidelines as adopted by Council. Staff have no objection to the proposed revisions. Staff recommend support of this General Compliance request for the proposed changes to the approved Development Permit



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

MM:blg

Attachment 1: Context Map

Attachment 2: Relevant approved Development Permit plans

Attachment 3: Proposed new Development Permit plans

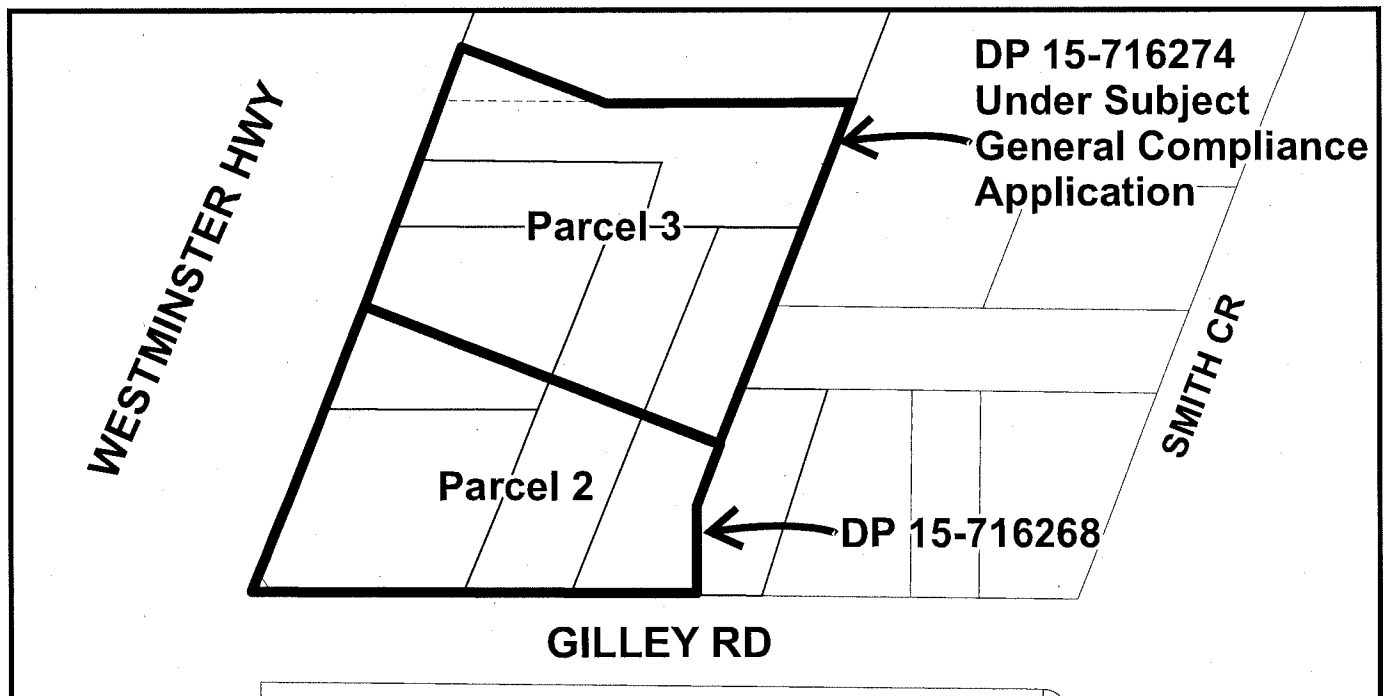
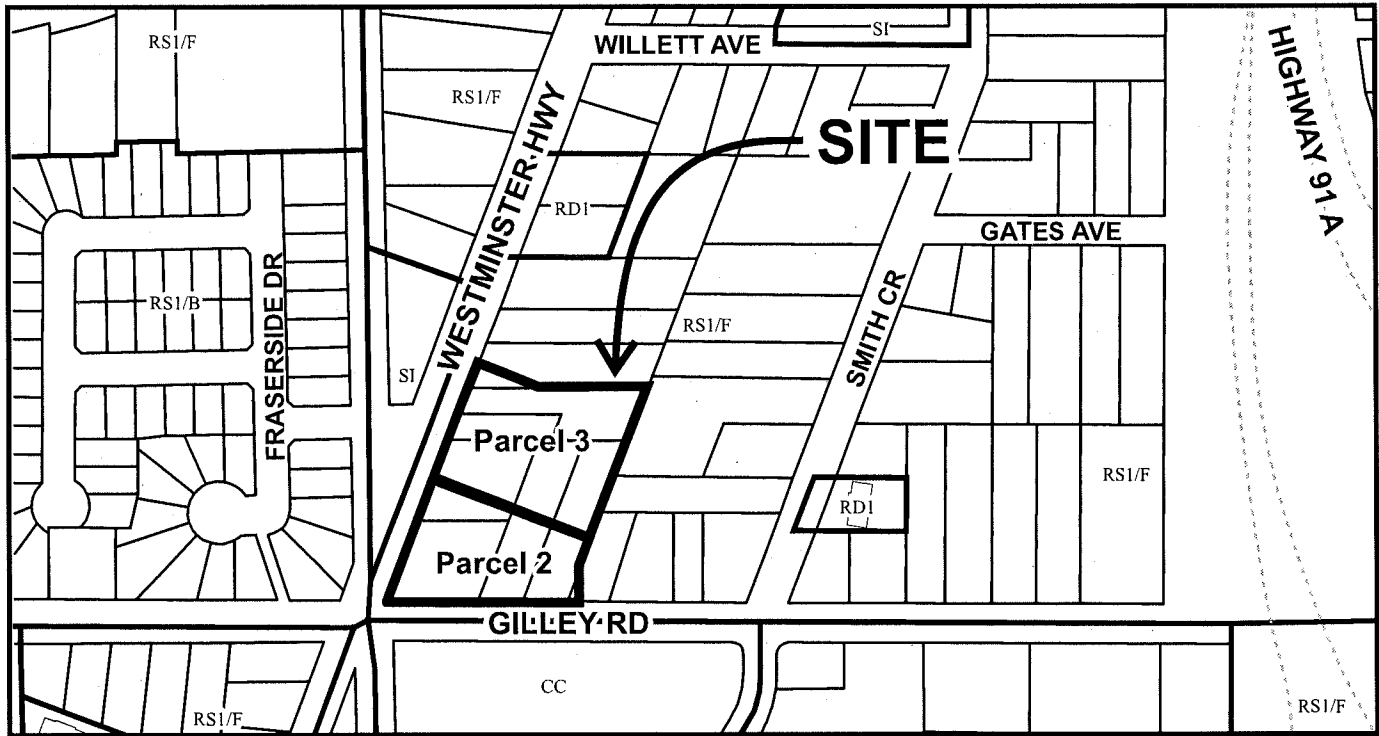
Attachment 4: Letter of support from the owners of 4651 Smith Crescent

The following revised Development Permit condition is to be met prior to forwarding this application to Council for approval:

- In-lieu of the original Development Permit Condition for the landscape buffer, registration on Title of the subject Parcel 3 an easement extending for a depth of 5.0 m (16.5 ft.) onto the lots immediately north and east of Parcel 3 (but not including 4651 Smith Crescent) in favour of the owners of Parcel 3 to allow them to install, maintain and remove a landscape berm which includes soil, landscaping, irrigation and drainage as may be needed on these adjacent lots.
- Registration on Title an easement, statutory right-of-way (SRW), and/or other legal agreement over the most easterly 0.15 m of the subject Parcel 3 to allow for the City and/or its agents (adjacent property owner/developer of 4651 Smith Crescent) to remove the existing landscaping, placement of fill, and extension the north-south walkway over the SRW area under a future Development Permit issued for 4651 Smith Crescent.



City of
Richmond



Oris Developments (Hamilton) Ltd.
Context Map DP 15-716274

Original Date: 07/06/17

Revision Date:

Note: Dimensions are in METRES

DP 12-710274-5



Rositch Hemphill Architects

120 Powell Street, Unit 10
Vancouver, BC Canada
V6A 1G1

T 604.669.6002
F 604.669.1091
www.rharchitects.ca

ISSUED:	DATE
1. D.P. APPLICATION	20 NOV. 2015
2. D.P. RESPONSE	29 MARCH 2016
3. REVISED RESPONSE	10 APRIL 2016
4. A.D.P. RESPONSE	03 JUNE 2016

ISSUED FOR

Advisory Design Panel

Response

03 JUNE 2016

NCL REVISION: DATE

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ARCHITECTURAL SEAL:

CLIENT:

New Coast Lifestyles
7600 Alderbridge Way
Richmond, B.C. V6X 2A2

PROJECT:

Hamilton Lands
Parcel 3, Senior's Building
Westminster Hwy, Richmond BC

DRAWING TITLE:

OVERALL PARKING PLAN

DATABASE:	1330-A2.0.dwg
SCALE:	1"=25'-0"
PLOTDATE:	06 JUN 2016
DRAWN:	LB
CHECKED:	NSH

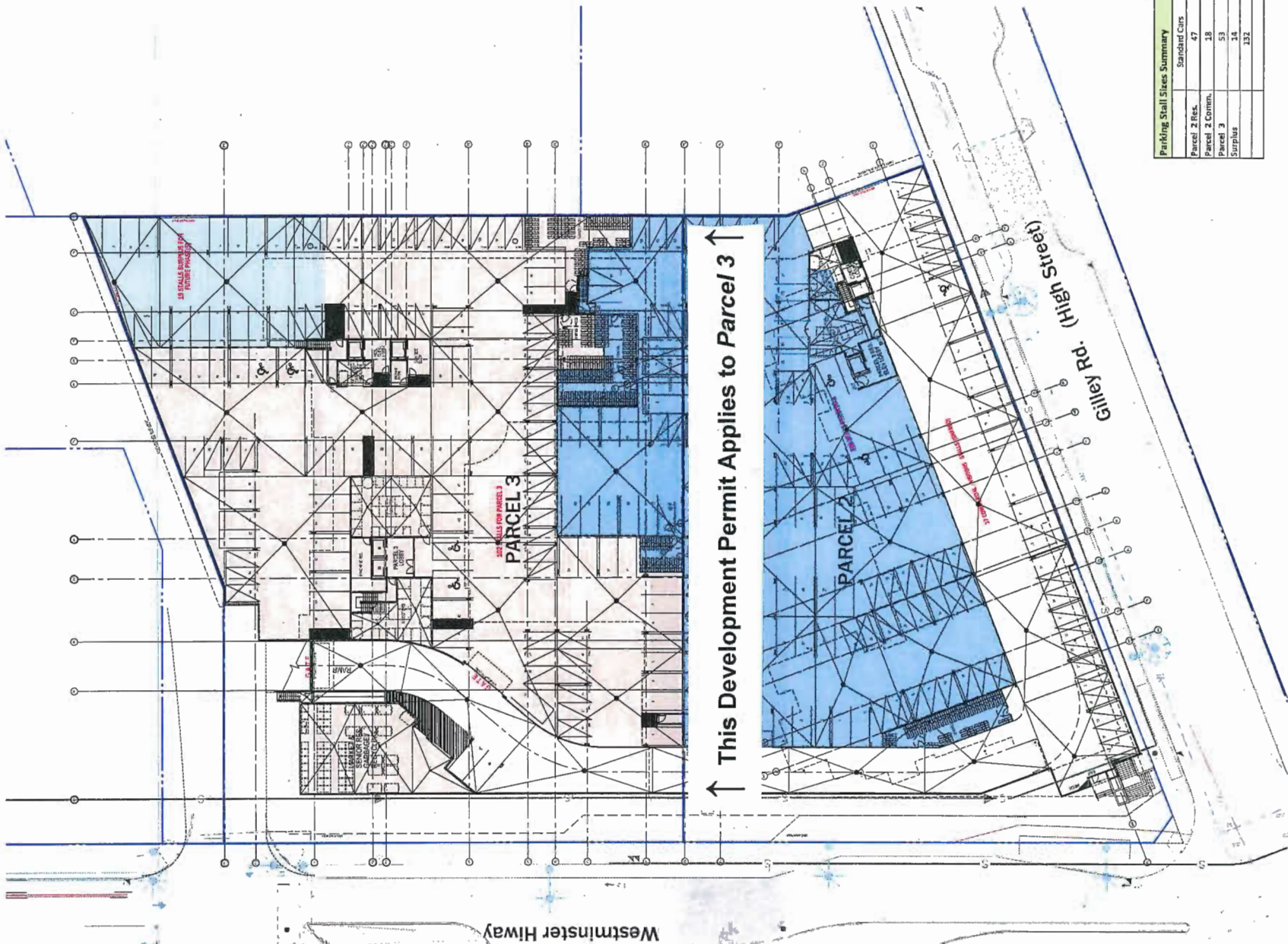
PROJECT NO.	1331
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DWG. NO.

A2.0

DP No: DP-15710274
DP No:

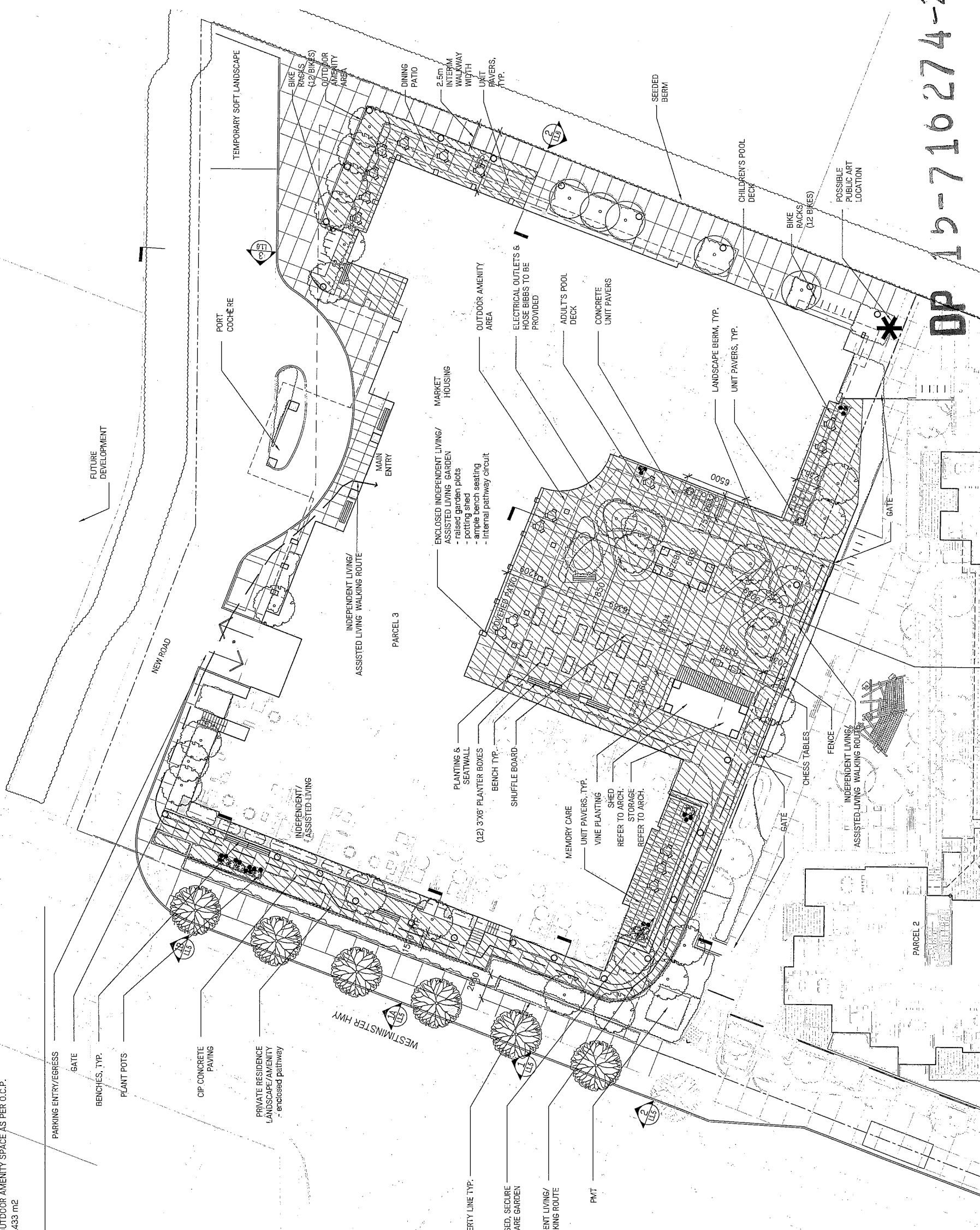


Parking Stall Sizes Summary						Total	Shared
Standard Cars	Small Cars	H-C	Tandem (Frontline)				
Parcel 2 Res.	47	53	2	4		106	
Parcel 2 Comm.	18	18	1			37	14
Parcel 3	53	45	4			102	
Surplus	14	5				19	
	132	121	7	4		264	
		466					

LEGEND

DETAIL SECTION		CJ	CONTROL JOINT		LIGHTING ON STRUCTURE
DETAIL NUMBER		-EJ-	EXPANSION JOINT		BOLLARD LIGHTING
SHEET ON WHICH DETAIL IS SHOWN		EQ	EQUIDISTANT		WALL LIGHTING
PRIMARY SECTION		PA	PLANTING AREA		
		TYP	TYPICAL		
EXTERIOR ELEVATION					
REVISION					
			OUTDOOR AMENITY SPACE AS PER O.C.P.		
			1433 m2		

NOTE: All pedestrian walkways and open space areas to feature landscape lighting for safety and amenity.

NOT FOR CONSTRUCTION

No.	Description	Date
04	RE-ISSUED FOR DP	JUNE 3/1E
03	RE-ISSUED FOR DP	MAY 10/1E
02	RE-ISSUED FOR DP	MAR.17/1E
01	ISSUED FOR DP	NOV.20/1E

NCL
NCL MANAGEMENT LTD.
Suite 436-5880 Dover Crescent
Richmond, B.C. V7C 5P5

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Hamilton

Parcel 3
Richmond BC

Materials & Layout Plan

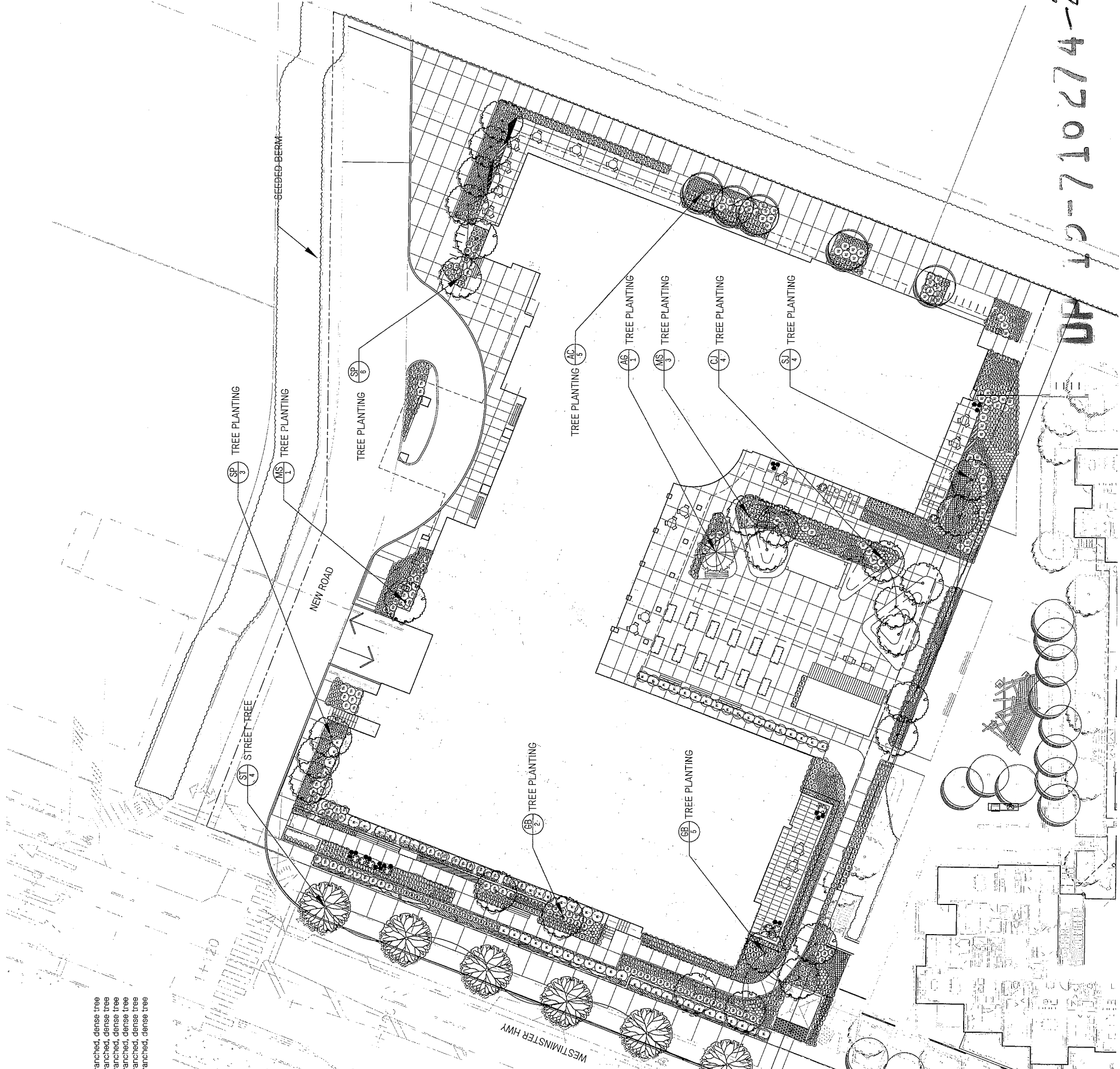
20	MAR 10/16	Drawing Number	11.1
Date	Project No.	1321	
	Scale	1:200	
	Drawn/checked	gc	DS

PRELIMINARY PLANT LIST

SYM. QTY	BOTANICAL NAME	COMMON NAME	SIZE & SPACING	COMMENTS
TREES				
AC 4	Acer palmatum	Japanese Maple	2.0m ht.	B&B, well branched, dense tree
CJ 5	Cercidiphyllum japonicum	Katsura	7cm cal.	B&B, well branched, dense tree
GB 4	Ginkgo biloba	Maidenhair Tree	7cm cal.	B&B, well branched, dense tree
MS 4	Magnolia sieboldii	Oyama Magnolia	2.0m ht.	B&B, well branched, dense tree
SP 6	Stewartia pseudocamellia	Japanese Stewartia	7cm cal.	B&B, well branched, dense tree
SJ 4	Styrax japonicus	Japanese Snowbell	7cm cal.	B&B, well branched, dense tree
ST 4	Street Tree (City of Richmond Standard)			
SHRUBS				
CT 254	Choisya ternata	Mexican Mock Orange	#2 POT, 600 O.C.	FULL
Fg 43	Fothergilla major	Witch Alder	#2 POT, ACCENT	FULL
Gs 55	Gaultheria shallon	Salei	#2 POT, 450 O.C.	FULL
Lo 104	Lonicera pileata	Privet Honeysuckle	#2 POT, 600 O.C.	FULL
Os 27	Osmorhiza delavayi	Sweet Olive	#2 POT, 600 O.C.	FULL
Ro 110	Rosmarinus officinalis 'Salem'	Rosemary	#2 POT, 600 O.C.	FULL
Sp 95	Salix purpurea 'Nana'	Dwarf Purple Osier	#1 POT, 750 O.C.	FULL
Sh 196	Sarcococca hookeriana var. humilis	Sweet Box	#1 POT, 450 O.C.	FULL
Sj 93	Spiraea japonica 'Goldmound'	Japanese Spiraea	#2 POT, 900 O.C.	FULL
Tb 97	Taxus baccata 'Repandens'	Spreading English Yew	#2 POT, 900 O.C.	FULL
HEDGES				
Ce 55	Ceanothus 'Blue Sapphire'	California Lilac	#3 POT, 600 O.C.	FULL
Pl 40	Prunus laurocerasus 'Zabellana'	Zabel Laurel	#2 POT, 1200 O.C.	FULL
Tm 156	Taxus x media 'Hicksii'	Hick's Yew	#2 POT, 600 O.C.	FULL
GRASSES, FERNS, VINES, AND PERENNIALS				
ac 50	Achillea 'Moonshine'	Yarrow	#1 POT, 400 O.C.	FULL
ag 120	Allium giganteum	Giant Flowering Onion	#1 POT, 400 O.C.	FULL
ar 115	Artemisia 'Sea Foam'	Curlique Sage	#1 POT, 450 O.C.	FULL
as 80	Asplenium scolopendrium	Hart's Tongue Fern	#1 POT, 450 O.C.	FULL
at 20	Astilbe japonicum	False Spirea	#1 POT, 300 O.C.	FULL
ba 100	Blechnum spicant	Deer Fern	#1 POT, 380 O.C.	FULL
bs 5	Clematis amandifl	Evergreen Clematis	#3 POT, STKO.	FULL
ec 44	Echinacea purpurea	Purple Cone Flower	#1 POT, 450 O.C.	FULL
ep 95	Epimedium x youngianum	Bishop's Hat	#1 POT, 300 O.C.	FULL
eu 52	Euphorbia characias ssp. wulfenii	Large Mediterranean Spurge	#1 POT, 600 O.C.	FULL
fg 275	Festuca glauca	Elfin Blue	#1 POT, 300 O.C.	FULL
hk 13	Hosta 'Blue Angel'	Japanese Forest Grass	#1 POT, 600 O.C.	FULL
hb 59	Lavandula angustifolia 'Munstead'	Blue Angel Hosta	#1 POT, 600 O.C.	FULL
lv 210	Liriope muscari 'Big Blue'	Lavender	#1 POT, 450 O.C.	FULL
lm 00	Limonium officinale	Blue Lily Turf	#1 POT, 450 O.C.	FULL
mo 11	Melissa officinalis	Lemon Balm	#1 POT, 300 O.C.	FULL
of 148	Ophiopogon japonicus	Mondo grass	#1 POT, 300 O.C.	FULL
pa 20	Perovskia atriplicifolia 'Little Spire'	Compact Russian Sage	#1 POT, 450 O.C.	FULL
ph 140	Pennisetum alopecuroides 'Hameln'	Fountain grass	#1 POT, 450 O.C.	FULL
rf 273	Rudbeckia fulgida	Black-eyed Susan	#1 POT, 300 O.C.	FULL
sn 36	Salvia nemorosa 'Caradonna'	Purple wood sage	#1 POT, 450 O.C.	FULL
sm 68	Smilacina racemosa	False Solomon's Seal	#1 POT, 450 O.C.	FULL
sb 40	Stachys byzantina	Lamb's Ear	#1 POT, 350 O.C.	FULL
GROUND COVER				
ar 88	Arctostaphylos uva ursi	Kinnikinnick	#1 POT, 300 O.C.	FULL
ac 00	Asarum caudatum	Wild Ginger	#1 POT, 300 O.C.	FULL
pa 140	Pachysandra terminalis	Japanese Spurge	#1 POT, 300 O.C.	FULL
tp 48	Thymus praecox	Creeping Thyme	#1 POT, 300 O.C.	FULL

NOTES

1. ALL PLANTS TO MEET MUNICIPAL AND PROVINCIAL STANDARDS FOR PLANT SIZE AND QUALITY.
2. AREA OF SEARCH: WESTERN CANADA INCLUDING ALBERTA, SASK., MANITOBA, BC INTERIOR, AND THE US INCLUDING MONTANA, IDAHO AND NORTH DAKOTA.
3. ALL SHRUBS ARE MIN. HEIGHT AND SPREAD OF 600MM AT THE TIME OF PLANTING.



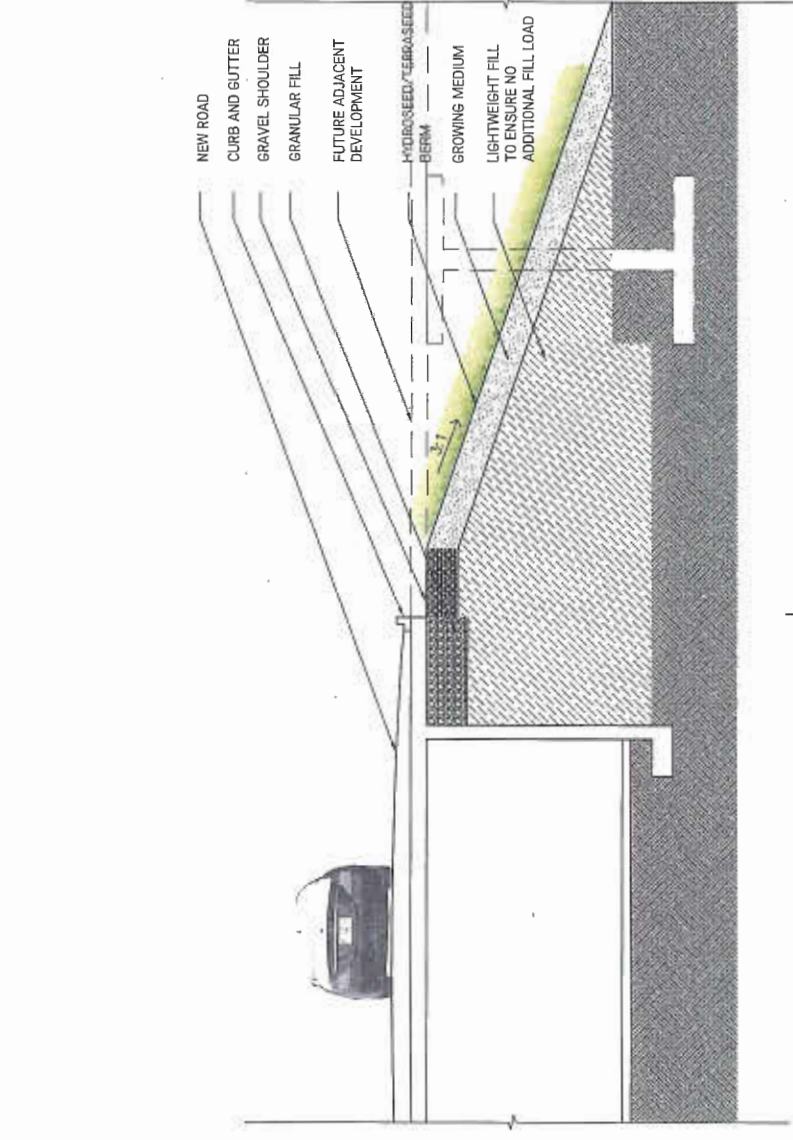


The site plan illustrates proposed landscape improvements for Parcel 7. Key features include:

- Decorative Guardrail:** A line labeled "DECORATIVE GUARDRAIL" runs along the top edge.
- Tree:** A tree with red foliage is located on the left side.
- Person Walking:** A figure of a person walking is shown near the center.
- Car:** A car is depicted on the right side.
- Dimensions:** Various measurements are provided, such as 4'50", 2'50", 3'80", 3'95", 3'00", 1'65", and 1800 MAX.
- Labels:** Labels include "PARCEL 7 PARKADE FUTURE PHASE", "SEEDING BERM", and "LIGHTWEIGHT FILL TO ENSURE NO ADDITIONAL FILL LOAD".
- Slope:** A slope of 3:1 is indicated.
- Other Features:** A dashed line labeled "PL" is on the far left, and a hatched area representing a berm or embankment is on the right.

PARCEL 7
FUTURE DEVELOPMENT

Parcel 3 Interim Walkway at Future Development



NEW ROAD
AT PARCEL 3

Parcel 3 Interim Walkway at Future Development



120 Powell Street, Unit 10
Vancouver, BC Canada
V6A 1G1

t 604.669.6002
f 604.669.1091

www.rharchitects.ca

ISSUED:	DATE:
1. D P APPLICATION	20 NOV. 2015
2. DP RESPONSE	29 MARCH 2016
3. REVISED DP RESPONSE	09 MAY 2016
4. A.D.P. RESPONSE	03 JUNE 2016

ISSUED FOR
Advisory Design Panel
Response
03 JUNE 2016

NO. REVISION: _____ DATE: _____

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ARCHITECTURAL SEAL:

CLIENT: _____

New Coast Lifestyles
7600 Alderbridge Way
Richmond, B.C. V6X 2A2

PROJECT:

Parcel 3, Seniors Building
Westminster Hwy, Richmond BC

DRAWING TITLE:

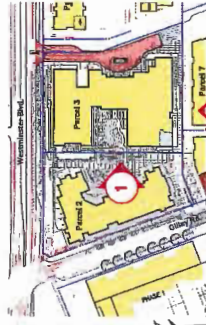
ELEVATIONS

DATABASE: 1331-A4.0.dwg
SCALE: 3/32"=1'-0"
PLOTDATE: 02 JUN 2016
DRAWN: LB
CHECKED: KSH
PROJECT NO. 1001



A4.2

DP No: DP 15-716274
BP No:



DP-71074-4

SOUTH ELEVATION (COURTYARD)

SCALE: 3/32" = 1'-0"



EAST ELEVATION (STROLLWAY)

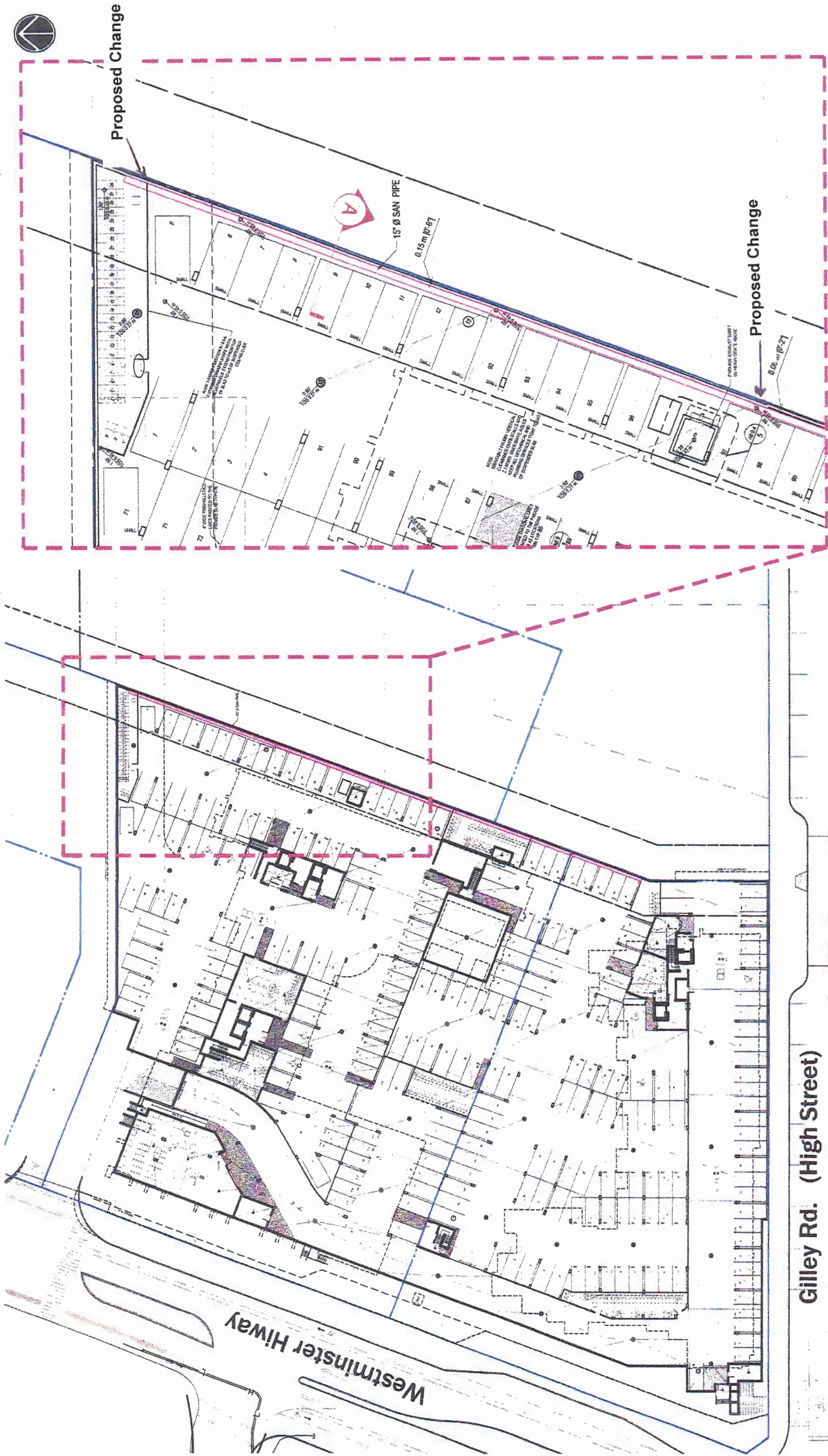
SCALE: 3/32" = 1'-0"



SOUTH ELEVATION (COURTYARD)

SCALE: 3/32" = 1'-0"

E:\ACADJOB\2013\1331\DP\1331-A4.0.DWG



PROGRESS SET - 11 SEPT 2015



Architects
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
Seniors Building
Parcel 3, Hamilton Lands, Richmond, BC

DRAWING TITLE:
Parkade - Parcel 2 & 3
Rezoning 4th Submission



DATABASE:
PROJECT NO: 1331
PLOT DATE: 11 SEPT 2015
SCALE:

1

10	ISSUED FOR DP AMENDMENT	APRIL 5/17
09	REISSUED FOR FULL BUILDING PERMIT	MAR. 20/17
08	ISSUED FOR TENDER	FEB. 16/17
07	ISSUED FOR BUILDING PERMIT	DEC. 1/16
06	ISSUED FOR COORDINATION	NOV. 24/16
05	ISSUED FOR BP FOUNDATION	SEPT. 27/16
04	RE-ISSUED FOR DP	JUNE 3/16
03	RE-ISSUED FOR DP	MAY 10/16
02	RE-ISSUED FOR DP	MAR. 17/16
01	ISSUED FOR DP	NOV. 20/15

No.	Description	Date
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Proposed Change

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Materials & Layout Plan

Date	MAR 10/16	Drawing Number	11.1
Project No.	1321		
Scale	1:200		
Drawn/Checked		gc	DS

SYM.	QTY.	BOTANICAL NAME	COMMON NAME	SIZE & SPACING	COMMENTS
TR	3				
AC	3	<i>Acer palmatum</i>	Japanese Maple	2.0m ht.	BSB, well branched, dense tree
AB	1	<i>Abies grandis</i>	Grand Fir	2.75m ht.	WB, well branched, dense tree
AG	1	<i>Abies</i>	Katsura	7cm cal.	BSB, well branched, dense tree
CJ	5	<i>Cercidiphyllum japonicum</i>	Maidenhair Tree	7cm cal.	BSB, well branched, dense tree
GB	3	<i>Ginkgo biloba</i>		2.0m ht.	BSB, well branched, dense tree
MS	3	<i>Magnolia sieboldii</i>	Oyama Magnolia	7cm cal.	BSB, well branched, dense tree
MG	7	<i>Magnolia sieboldii</i>	Japanese Stewartia	7cm cal.	BSB, well branched, dense tree
ST	0	<i>Stewartia pseudocamellia</i>			
SJ	7	<i>Styrax pseudocedrus</i>	Japanese Snowbell	7cm cal.	BSB, well branched, dense tree

GROUND COVER		
at	95	<i>Arctostaphylos uva ursi</i>
ac	103	<i>Asarum caudatum</i>
pa	65	<i>Pachysandra terminalis</i>
tp	53	<i>Thymus praecox</i>
		Kinnikinnick
		Wild Ginger
		Japanese Spurge
		Creeeping Thyme
		#1 POT, 300 O.C.
		#1 POT, 300 O.C.
		#1 POT, 300 O.C.
		#1 POT, 300 O.C.

1. ALL PLANTS TO MEET MUNICIPAL AND PROVINCIAL STANDARDS FOR PLANT SIZE AND QUALITY.
2. AREA OF SEARCH: WESTERN CANADA INCLUDING ALBERTA, SASK, MANITOBA, BC INTERIOR, AND THE US INCLUDING MONTANA, IDAHO AND NORTH DAKOTA.
3. ALL SHRUBS ARE MIN. HEIGHT AND SPREAD OF 600MM AT THE TIME OF PLANTING.
4. ALL PLANTED AREAS TO HAVE HIGH EFFICIENCY AUTOMATIC IRRIGATION.
5. PROVIDE DESIGN BUILD IRRIGATION FOR ALL PLANTER AREAS ONSITE IN COMPLIANCE WITH PROJECT SPECIFICATION SUBTOUT LOCATIONS AS SHOWN, PER MECHANICAL.

Landscape Architecture
 Urban Design
 403 - 375 West Fifth Avenue
 Vancouver BC, V5Y 1J6
 604 909 4150
hapacobo.com

NOT FOR CONSTRUCTION

No.	Description	Date
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NCL
NCL MANAGEMENT LTD
Suite 436-5880 Dover Cresc
Richmond, B.C. V7C 5P5

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Lot 3 Blk 5 North Range 4 West
New Westminster District Plan
EPP 55255, Richmond BC

Drawing Number
L1.3

Proposed Change

HAPA

Landscape Architecture
Urban Design
403 - 375 West Fifth Avenue
Vancouver BC, V5Y 1A8
604 909 4150
hapa@hapa.com

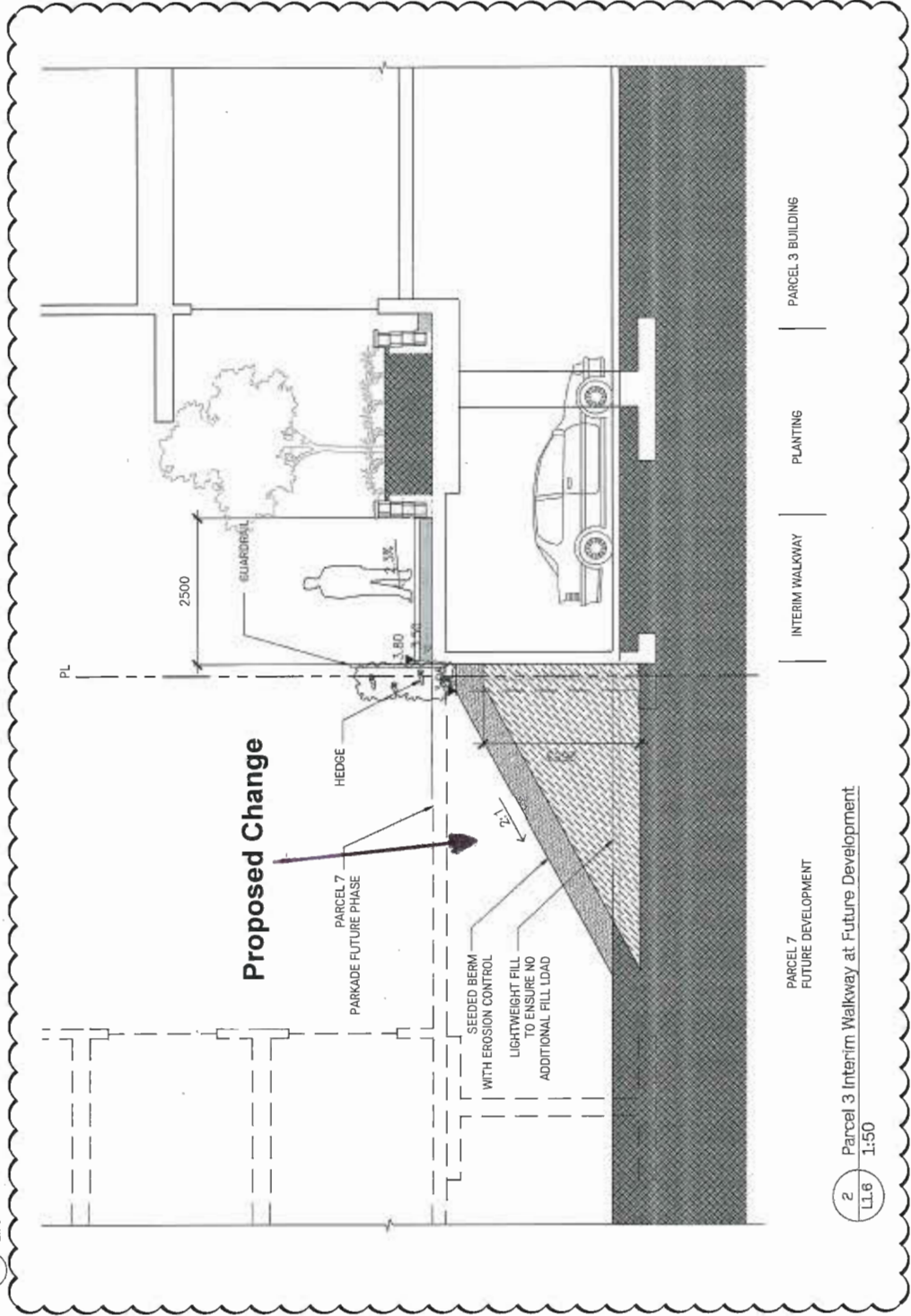


PARCEL 2 PRIVATE PATIO PLANTING WALKWAY PLANTING CHILDREN'S PLAY AREA WALKWAY PLANTING

PARCEL 3 COURTYARD

1 Parcel 2 & 3 Courtyard Looking West

L1.6 1:75



2

Parcel 3 Interim Walkway at Future Development

L1.6 1:50

NOT FOR CONSTRUCTION

10	ISSUED FOR DP AMENDMENT	APRIL 5/17
09	RECEIVED FOR FULL BUILDING PERMIT	MAR 20/17
08	ISSUED FOR TENDER	FEB 16/17
07	ISSUED FOR BUILDING PERMIT	DEC 1/16
06	ISSUED FOR COORDINATION	NOV 24/16
05	ISSUED FOR BP FOUNDATION	SEPT 27/16
04	RE-ISSUED FOR DP	JUNE 3/16
03	RE-ISSUED FOR DP	MAY 10/16
02	RE-ISSUED FOR DP	MAR 17/16
01	ISSUED FOR DP	NOV 20/15

No.	Description	Date
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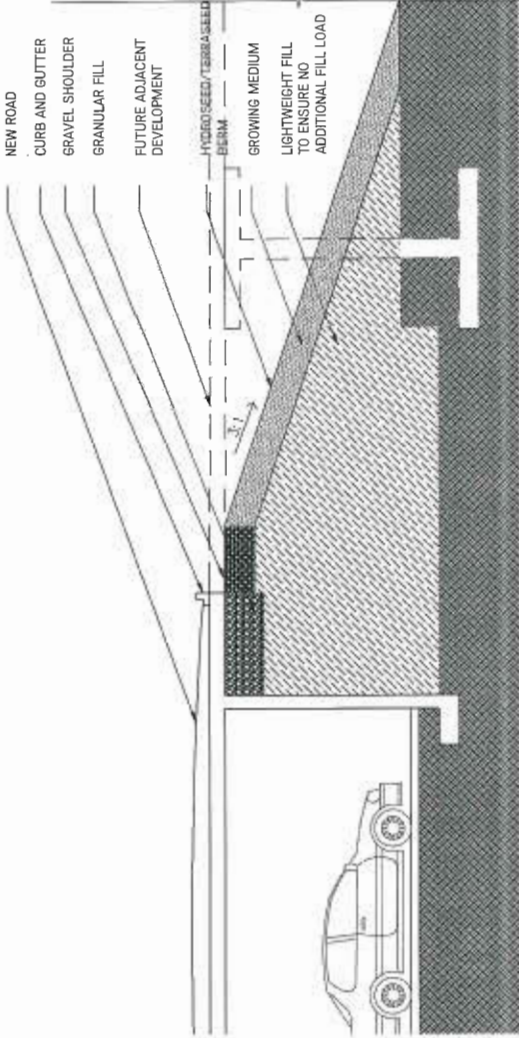


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Suite 458-5880 Dover Crescent
Richmond, B.C. V7C 5P5

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Hamilton Parcel 3
Lot 3 Bk 5 North Range 4 West
New Westminster District Plan
EPP 55255, Richmond BC

Landscape Sections



NEW ROAD AT PARCEL 3

PARCEL 7 FUTURE DEVELOPMENT

3

L1.6

Parcel 3 Interim Walkway at Future Development

1:50

Date: MAR 10/16 Drawing Number:

Project No. 1321

Scale as shown

Drawn/checked: gjs | DS

L1.6

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10	ISSUED FOR DP AMENDMENT	APRIL 5/17
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02	RE-ISSUED FOR DP	MAR 17/16
01	ISSUED FOR DP	NOV 20/15

No.	Description	Date
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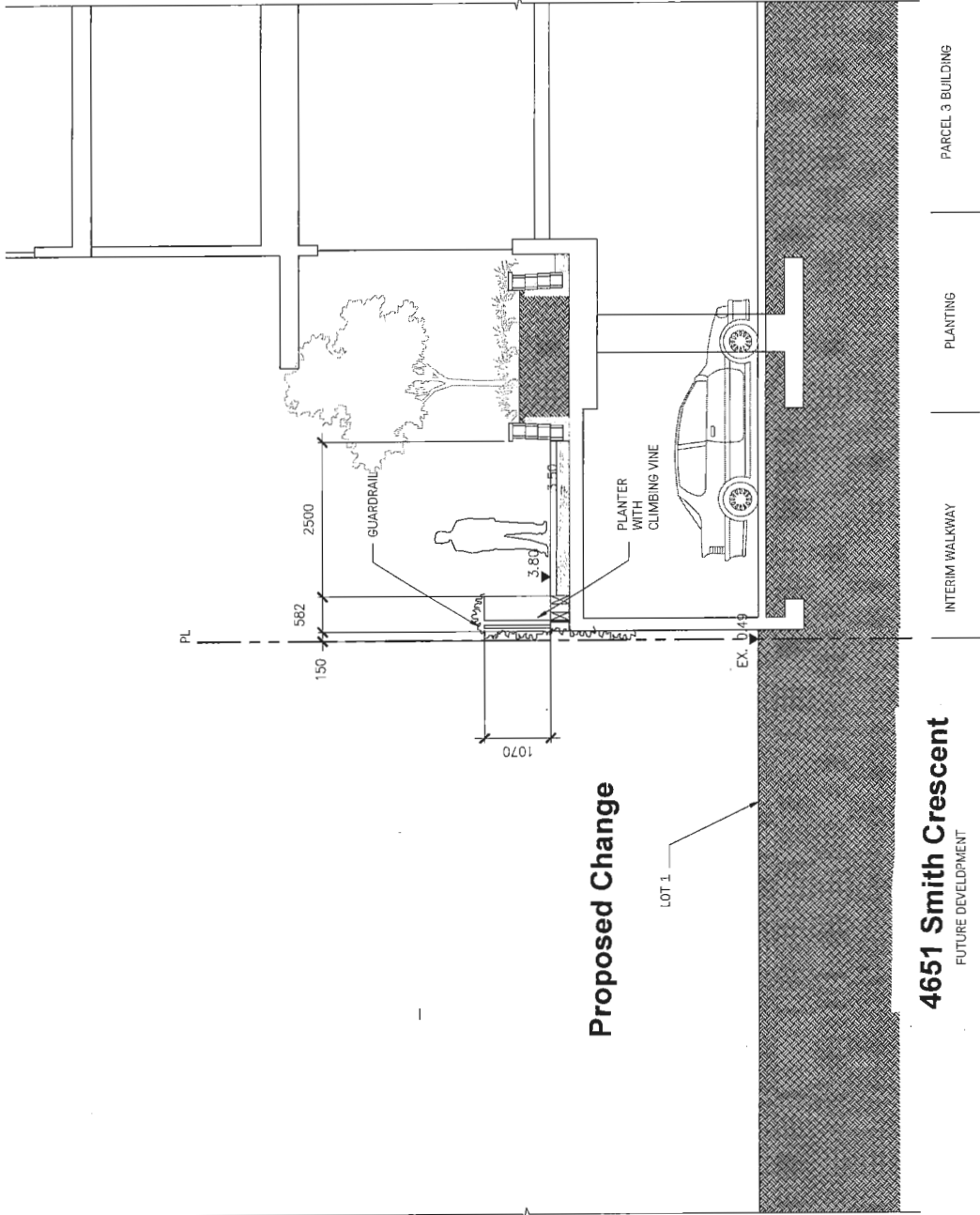
NCL
NCL MANAGEMENT LTD.
Suite 438-8880 Dover Crescent
Richmond, B.C. V6V 0P5

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Hamilton Parcel 3
Lot 3 91k 5 North Range 4 West
New Westminster District Plan
EPP 55255, Richmond BC

Landscape Sections

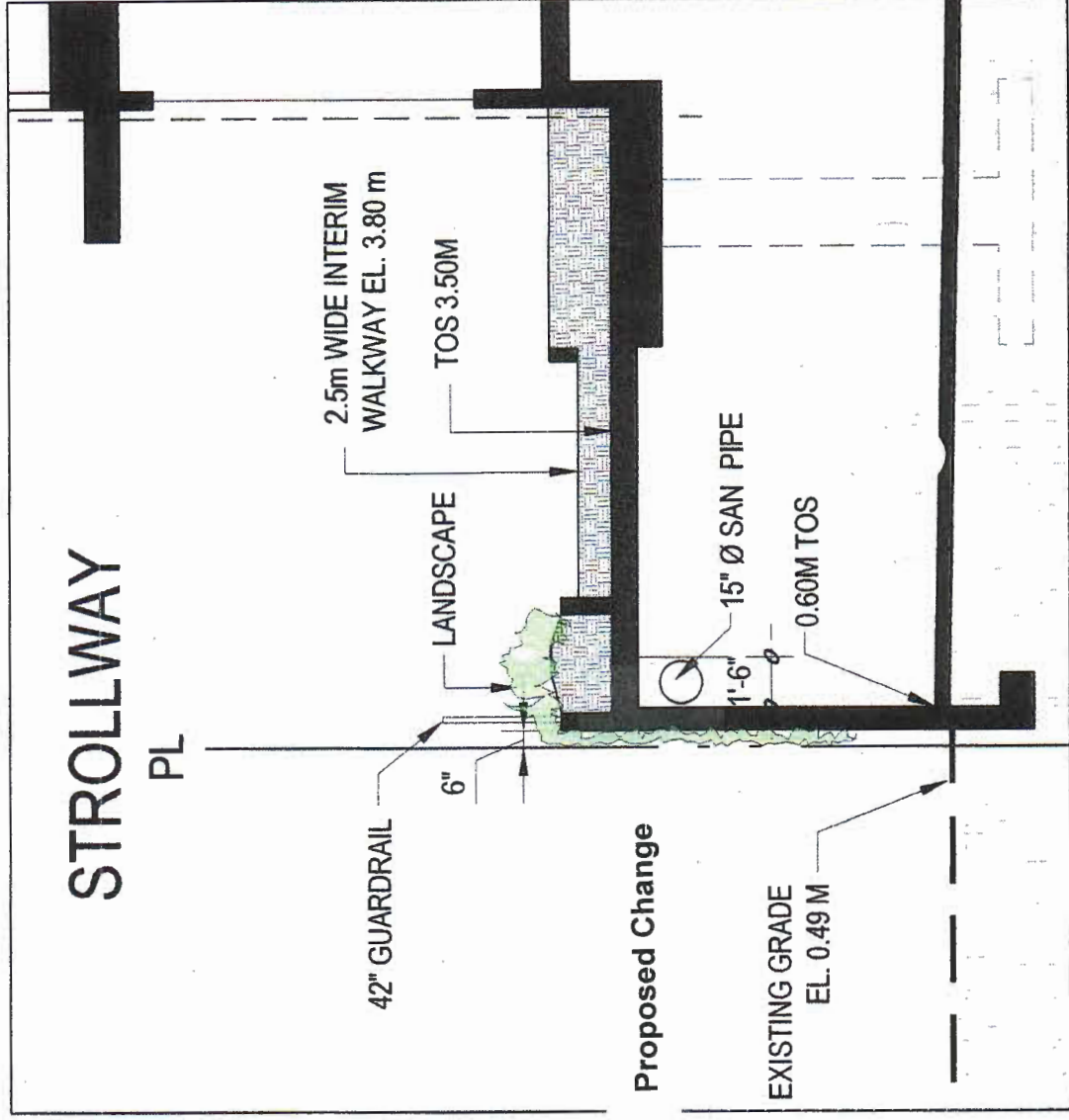
Date	MAR 10/18	Drawing Number
Project No.	1321	
Scale	as shown	L1.7
Drawn/Checked	gc/DS	



4651 Smith Crescent
FUTURE DEVELOPMENT

1 Parcel 3 Interim Walkway at Lot 1

L1.7 1:50



PARCEL 3 - EAST ELEVATION

PROGRESS SET - 11 SEPT 2015

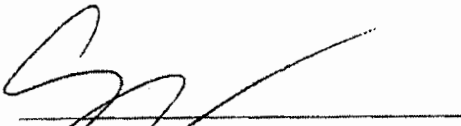
Letter of Support

I, SATNAM SINGH SIDHU, Businessman, and SUNPREET SIDHU, Manager, as registered owners as Joint Tenants of Lot 1 Section 36 Block 5 North Range 4 West New Westminster District Plan EPP22220 and IQBAL SINGH SHOKER (as to Priority Agreement) have reviewed the attached drawings (RHA drawings 1 & 2 dated 23 Jan 2017) showing the Parcel 3 – East Elevation) parkade wall and the proposed detail which shows an exposed parkade wall which is painted (Color as previously approved) and includes architectural reveals and landscaping (Planters with vines hanging down off of the strollway onto the face of the parkade wall), which is all setback 6" from the property line.

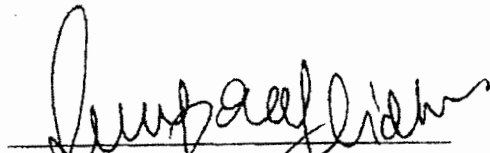
As the parkade wall adjacent to our west property line is setback 6" from the property line, there are no encroachments onto the property located at Lot 1 Section 36 Block 5 North Range 4 West New Westminster District Plan EPP22220.

The east elevation detail as attached is the preferred solution to the previously approved detail which showed the 5m easement (sloped landscape berm) which encroached onto our property.

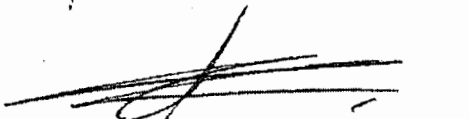
Dated this 16th day of February, 2017


SATNAM SINGH SIDHU

SATNAM SINGH SIDHU
Witness (Print Name)


SUNPREET SIDHU

SUNPREET KAUR SIDHU
Witness (Print Name)


IQBAL SINGH SHOKER

Dave Mander
Witness (Print Name)