



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Holger Burke, MCIP
Acting Director of Development

To Development Permit Panel -
Date: June 16, 2005 July 13, 2005
File: DP 05-293101

**Re: Application by Lawrence Doyle Architect Inc. for a Development Permit at
6351 Buswell Street**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 16-storey residential tower with approximately 84 dwelling units, a three-storey parkade and eight (8) 3-storey or 3 ½-storey townhouses at 6351 Buswell Street on a site zoned Downtown Commercial District (C7); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the manoeuvring aisle in the parking parkade from 7.5 (24.6 ft.) to 6.7 m (22 ft.);
 - b) Vary the maximum permissible height from 45 m to 47 m; and
 - c) Reduce the residential parking requirement from 138 spaces to 110 spaces.

Holger Burke, MCIP
Acting Director of Development

CA:blg
Att.

Staff Report

Origin

Lawrence Doyle Architect Inc. has applied to the City of Richmond for permission to develop a 16-storey residential tower with approximately 84 dwelling units, a three-storey parkade and eight (8) 3-storey or 3 ½-storey townhouses at 6351 Buswell Street. The site is zoned Downtown Commercial District (C7) and is currently vacant.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, existing high rise development (The "Perla") zoned Downtown Commercial District (C7);
- To the east, Buswell Road and existing three (3) to four (4) storey walk-up apartments zoned Townhouse and Apartment District (R3);
- To the south, existing parking lot for a bank with No. 3 Road frontage zoned Downtown Commercial District (C7); and
- To the west, existing one (1) to two (2) storey mixed-use retail developments zoned Downtown Commercial District (C7).

Rezoning and Public Hearing Results

No rezoning was required as the site is already zoned Downtown Commercial District (C7).

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with Section 2.10 City Centre Area Plan except for the zoning variances noted below.

The developer has committed to the following voluntary financial contributions as community benefits to be allocated at the discretion of the City of Richmond:

- \$.20/ft² of floor area (approximately \$20,267) towards transit-oriented development (TOD) improvements, and
- Up to \$30,000 towards sanitary sewer improvements pending a Latecomer Agreement bylaw (the exact amount to be determined in consultation with the Engineering Department).
- \$57,882 towards Public Art or development of a Public Art project on site.

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

The applicant requests to vary the provisions of the Zoning and Development Bylaw No. 5300 to:

1. Reduce the manoeuvring aisle in the parking parkade from 7.5 (24.6 ft.) to 6.7 m (22 ft.).

(Transportation staff support the proposed variance. The proposed reduction of the aisle width does not pose significant impact to the ease of vehicular manoeuvring and helps to achieve the most efficient parking plan given the limited width of this site).

2. Vary the maximum permissible height from 45 m to 47 m.

(Staff supports the proposed variance as the requested height variance is within the Transport Canada maximum height under the flight path. The additional height is to accommodate roof top mechanical units and elevator penthouse, which provide additional architectural articulation of the skyline as encouraged by the City Centre Design Guidelines).

3. Reduce the residential parking requirement from 138 spaces required to 110 spaces proposed. The required 19 visitors' parking spaces will be provided.

(Staff supports the proposed variance. The applicant is seeking a reduction of 28 spaces from the parking requirements. This site is located in the City Centre, close to the future RAV line and existing local and regional transit along No. 3 Road. The City generally supports transit-oriented development and encourages alternative modes of transportation in areas well served by public transit and in close proximity to commercial establishments and services. All dwelling units will have access to at least one (1) parking stall. The applicant has proposed to provide secured bicycle storage in the parkade to encourage bicycling as an alternative mode of transportation. In addition, the applicant has agreed to contribute approximately \$20,267 to be used at the discretion of the City of Richmond as public benefit, as part of the consideration for the proposed parking variance. This site is well located to meet the criteria of a transit-oriented development).

Advisory Design Panel Comments

The project was presented to the Advisory Design Panel on April 20, 2005. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold italics**'.

- The mailbox location should be in an open area for natural surveillance. Natural access between the two buildings should be discouraged by landscaping or fencing. Ensure adequate lighting is provided in the underground parking.

(The mailboxes will be relocated to an open area in the lobby. Landscape plan has been altered to include perimeter landscaping and pathway from the parkade vestibule to be contained within this site. Adequate lighting will be incorporated in the parkade. A lighting plan will be provided as part of the Building Permit submission).

- A handsome scheme. The 'living wall' was encouraged, even if some metal trellising was required. If a fence was required as a rooftop guardrail, make it a trellis or arbour feature. Because of the long linear nature of the access to the entry court, it will be important that the

neighbouring property respect the reflection to the court. Given the length of the access, the entry could be made more prominent/vertical to strengthen its visibility.

(The applicant has provided details on the trellis and fencing treatments for the north interface between the proposed roof deck and the existing roof deck to the north to the satisfaction of staff. Staff will coordinate the interface with future development to the south to ensure adequate transition and privacy for the south facing townhouse units and entry court).

- The challenge was the space between the buildings -- it was hoped cooperation would be achieved on the shared space. An opportunity may exist to narrow the entrance and provide more landscaping.

(A shared entry court with the existing high rise residential development to the north is not achievable, as this arrangement would require consent from the majority of the neighbouring property owners in the Perla. The applicant has provided a landscape courtyard to compliment the existing entry courtyard on the neighbour's site).

- A great scheme with very urban character which completed the streetscape on the east side. The treatment between the two podium levels could be done on the green wall. An opportunity existed to make the laneway less of a fire lane in appearance and more of a narrower walkway.

(The proposed development has incorporated paving bands and concrete pavers and a treed landscape buffer along the south side of the proposed "emergency fire lane" south of the development to create a mews like character. The width of the fire lane cannot be further reduced based on Building Code requirements).

Analysis

Conditions of Adjacency

- The proposed tower is located to minimize view impact to the existing nearby high rise development to the north. The proposed location is in accordance with the "master scheme" endorsed when the mixed-use residential/commercial development on the adjacent site (the Perla) to the north was approved.
- The applicant has illustrated that shadowing impact of the proposed towers on the existing developments to the north and future development to the south and west is minimal. A shadow study prepared by the applicant is in the Development Permit file for reference.
- A 0 m setback is proposed for the parking podium along the north and south common property lines to abut up with the existing parkade to the north and to allow for the same for future development to the south. This arrangement has no negative impact on the adjacent developments and eliminates any awkward gaps between developments that could potentially be difficult to maintain.
- In general, the edge treatment of the site which includes a combination of high quality landscaping providing residential units with direct at grade access to create activities along the street and well articulated building facades have satisfactorily addressed design guidelines for interface and street animation.
- The developer will grant the City a 1.0 m wide public right-of-passage (P.R.O.P.) along the Buswell Street frontage to accommodate sidewalk expansion. The streetscape and boulevard

treatment will be coordinated with the surrounding existing developments under the Servicing Agreement.

Urban Design and Site Planning

- In general, the edge treatment of the site which includes a combination of high quality landscaping and well articulated building facades have satisfactorily addressed design guidelines for interface and street animation.
- Instead of providing a small number of wheelchair accessible units, the proposed development will incorporate enhanced accessibility features in all dwelling units in the high rise tower to facilitate improved mobility and aging in place. Enhanced accessibility features are provided in 84 dwelling units including the use of lever handles on all doors and faucets and the provision of backing blocks in the bathtubs.
- Adequate Crime Prevention Through Environmental Design (CPTED) measures such as the use of light colour paint on parkade walls, adequate level of parkade and outdoor lighting, security gates separating residential and visitor's parking, etc., have been incorporated to promote a safe environment.

Architectural Form and Character

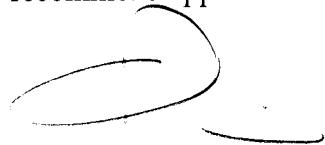
- The massing, form and character of the development and height of the building are generally in compliance with the applicable design guidelines.
- The proposed architectural materials included brick masonry cladding, acrylic finished concrete, double glaze aluminium windows, aluminium guardrails, metal louvers, spandrel glass and stainless steel and glass canopy structure. The proposed colours are muted earth tones.
- The applicant has requested a height variance. The upper floors and the mechanical penthouse have been recessed to articulate the roof form, which resulted in a slimmer roof profile and more interesting skyline.
- The building elevations are well developed to provide good interface to the Buswell Street and the lane.

Landscape Design and Open Space Design

- The site is currently vacant without any existing trees to be considered. Sixty-two (62) new trees are proposed to be planted on site. Additional street trees, to be coordinated under the Servicing Agreement, will be planted on the boulevard.
- Coordinated indoor and outdoor amenities in accordance with the Official Community Plan are proposed, including a landscaped pedestrian connection from the parkade exit to Buswell Street along the north side yard; indoor amenity room with associated outdoor amenity on the roof podium for the use of all the residents.
- Outdoor amenities include children's play area and seating in addition to private roof patios for units on the podium deck level. The children's play area is located adjacent to the common amenity room and within view from the windows of some of the dwelling units to enhance opportunities for adult supervision.
- Applicant has committed to incorporate lighting into the landscape design to ensure adequate level of lighting for safety of use at night. Electrical drawings will be submitted as part of the Building Permit to incorporate the outdoor lighting into the outdoor landscaped areas.
- Townhomes with individual private, at grade and roof top patios front onto Buswell Street and the "fire lane". This arrangement provides pleasant pedestrian-oriented interface with the street and allows for natural surveillance onto the street.

Conclusions

The proposed project is well designed and the proposed ground oriented townhouse units will provide street animation along Buswell Street. The completion of this development will contribute positively to the City Centre neighbourhood. Proposed variances are supportable given the quality of the design and voluntary contribution towards public amenities. Staff recommend approval of this Development Permit application.



Cecilia Achiam, BCSLA, MCIP
Urban Design Planner

CA:blg

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

- Receipt of a Letter of Credit for landscaping in the amount of \$192,940 (based on total floor area of 96,470 ft²).
- Receipt of \$.20/ft² of floor area (approximately \$20,267) towards transit-oriented development (TOD) improvements to be allocated at the discretion of the City of Richmond.
- Receipt of up to \$30,000 towards sanitary sewer improvements pending a Latecomer Agreement bylaw, to be allocated at the discretion of the Director of Engineering (the exact amount to be determined by the Engineering Department).
- The developer to contribute \$57,882 towards Public Art or development of a Public Art project on site.
- The applicant is to register a covenant on title for the disclosure that this site is impacted by the Noise Exposure Forecast Contours as noted in the City Centre Area Plan to the perspective purchasers.
- The owner to register a 1.5m Public Right-of-Passage (P.R.O.P.) from the west edge of 6351 Buswell Street. (A minimum 6 m lane is required.)
- The owner to register a 1.0 m P.R.O.P. along the entire Buswell Street frontage for sidewalk expansion.
- (Note: Nothing permanent should encroach into the existing 3 m right-of-way (R.O.W.) across Buswell Street frontage (except for landscaping), as there is a sanitary sewer line there servicing "the Perla".

Prior to the issuance of a Building Permit:

- The applicant is to provide an acoustical report by a registered professional, qualified in acoustics, that the building design includes sufficient noise mitigation elements to ensure compliance with the standards set out in Section 5.4 Noise Management of the Richmond Official Community Plan (OCP).
- The developer to enter into our standard Servicing Agreement for off site servicing including:
 - Extension of the lane to City Centre standard, complete with roll curbs and City Centre streetlights to match existing to the north.
 - Removal of all the existing asphalt and concrete sidewalk and replacement with a 2.5 m decorative concrete sidewalk, the back of which is at the back of the new 1 m wide P.R.O.P. for the Buswell Street frontage. The south curb and gutter is to be relocated 1 m east from its current offset with the curb extension reconfigured up to 0.5 m from its existing alignment (match works done to the north via SA 01-192833), creating a grass and treed boulevard with City Centre street lights. All works are at the developer's sole cost – no Development Cost Charges (DCC) credits are applicable.
- The applicant to incorporate into the Building Permit drawings enhanced accessibility features including the use of lever handles on all doors and faucets and backing blocks in the bathtubs in all the dwelling units in the high rise tower including to facilitate mobility and aging in place.



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 (604) 276-4000

**Development Application
 Data Sheet**
 Development Applications Department

DP 05-293101

Attachment 1

Address: 6351 Buswell Street

Applicant: Lawrence Doyle Architect Inc. Owner: Concert Real Estate Corp

Planning Area(s): 2.10 City Centre Area Plan

Floor Area Gross: 9,376m² (100,929sf) Net: 8,962 m² (96,468 ft²)

	Existing	Proposed
Site Area	2986 m ²	2986 m ²
Land Uses	Vacant	Multi-residential
OCP Designation	Commercial/residential	Multi-residential
Zoning:	C7	C7
Number of Units	0	92

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0+ .1 for indoor amenity	3.0	Complies
Lot Coverage:	Max. 90 %	24.6 %	Complies
Setback – Front Yard (Buswell):	Min. 3 m	4.5 m	Complies
Setback – Side Yard (north):	Min. 0 m	0 m	Complies
Setback – Side Yard (south):	Min. 0 m	0 m	Complies
Setback – Rear Yard (west-lane):	Min. 0 m	1.5 m	Complies
Height (m):	Max. 45 m	47 m	Variance supported
Lot Size:	N/A m ²	2988 m ²	Complies
Off-street Parking Spaces – Resident/visitor parking:	138 and 19	110 and 19	28 space variance supported.
Off-street Parking Spaces – Accessible:	3	3	Complies
Off-street Parking Spaces – Total:	157	129	Variance supported.
Manoeuvring Aisle	7.5 m	6.7 m	Variance supported
Indoor Amenity Space:	Min. 100 m ² to Max. 299 m ²	102 m ²	Complies
Outdoor Amenity Space:	Min. 654 m ²	1500 m ²	Complies

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, April 20, 2005 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

6. **16 Storey Tower**

Lawrence Doyle Architects
6351 Buswell Street
(Formal)

DP 05-293101

Mr. Kirsop declared himself to be in potential conflict of interest on this item and he left the meeting and did not return.

Ms. Cecilia Achiam, Planner, reviewed the staff comments provided for the item, a copy of which are attached as Schedule 2 and form a part of these minutes.

Mr. Richard Henry, design architect for Concert Real Estate Corporation, with the aid of a model and various other materials, including a diagram indicating the tower locations possible in the area, reviewed the project, and in particular the attempt of developing an integrated courtyard with a redundant sidewalk on the adjacent property.

Mr. Peter Kreuk, landscape architect, then reviewed the landscape plan, which included the interface between the two buildings, the front yard gardens of the townhouses, and, the roof top garden elements.

Mr. Henry also spoke about the 'green wall' that was intended for one section of the parking structure.

In response to a question from the Panel about accessible units, Mr. Doyle indicated that an appropriate number would be designated prior to the Development Permit application.

The comments of the Panel were as follows:

- the mailbox location should be in an open area for natural surveillance. Natural access between the two buildings should be discouraged by landscaping or fencing. Ensure adequate lighting is provided in the underground parking.
- a handsome scheme. The 'living wall' was encouraged even if some metal trellising was required. If a fence was required as a rooftop guardrail make it a trellis or arbour feature. Because of the long linear nature of the access to the entry court it will be important that the neighbouring property respect the reflection to the court. Given the length of the access the entry could be made more prominent/vertical to strengthen its visibility.

- the challenge was the space between the buildings – it was hoped cooperation would be achieved on the shared space. An opportunity may exist to narrow the entrance and provide more landscaping.
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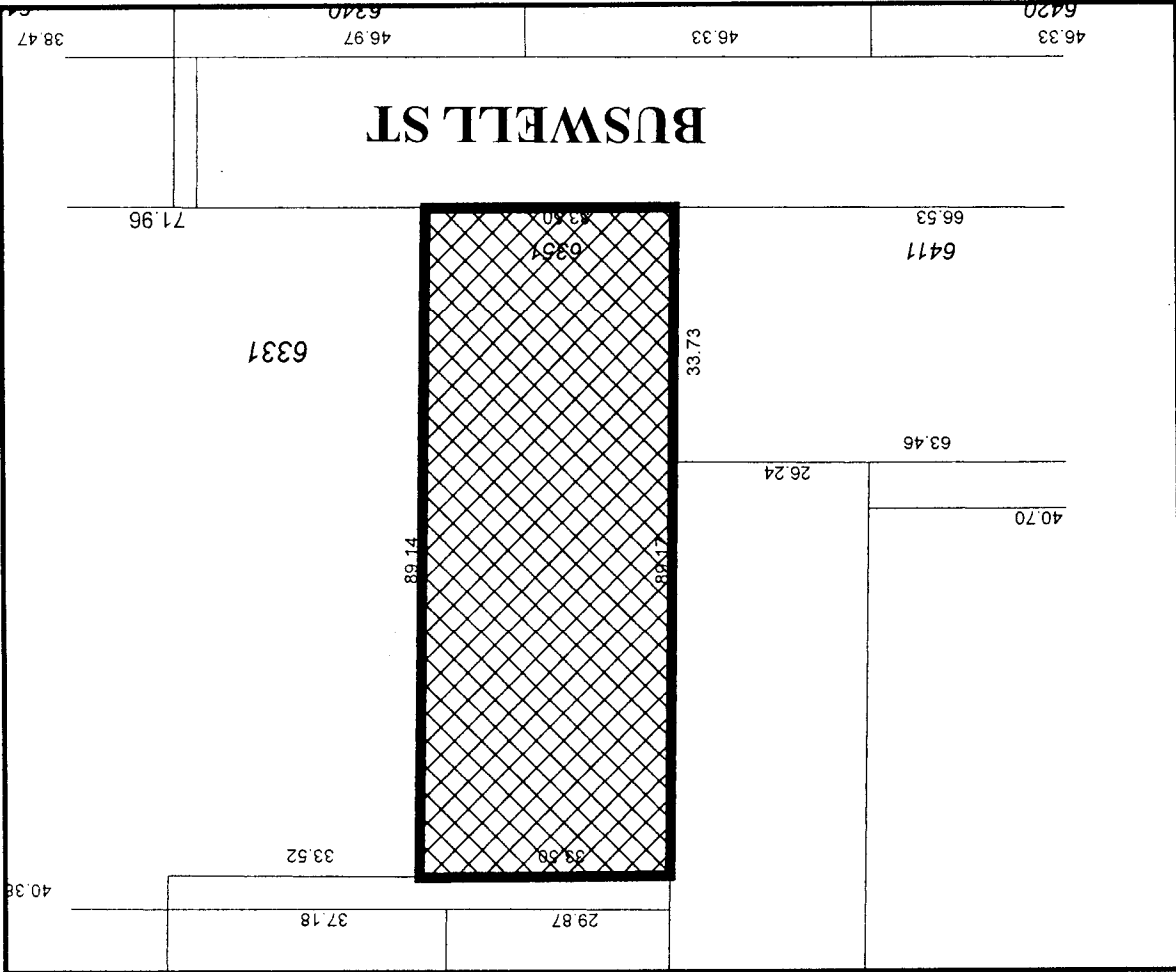
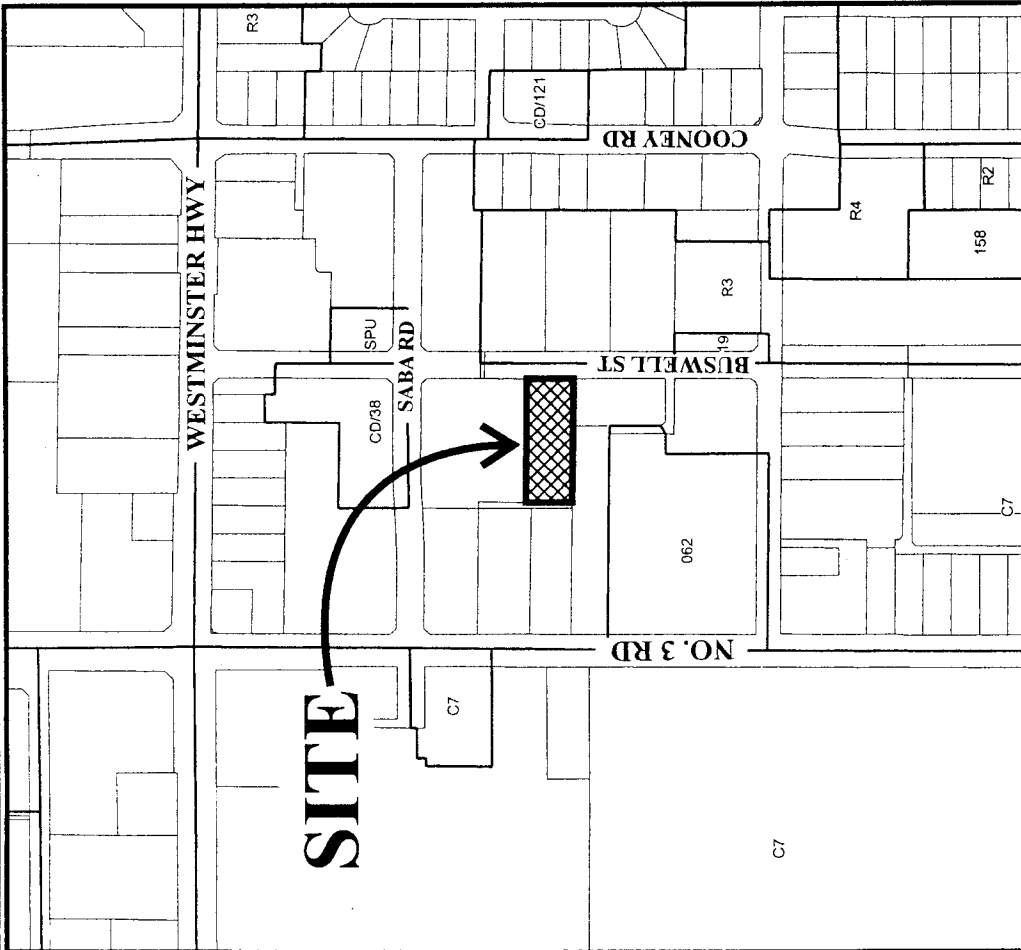
No. DP 05-293101

To the Holder: LAWRENCE DOYLE ARCHITECT INC.
Property Address: 6351 BUSWELL STREET
Address: C/O #200 - 1450 CREEKSIDE DRIVE
 VANCOUVER, BC V6J 5B3

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 and Development Bylaw No. 5300" is hereby varied to:
 - a. Reduce the manoeuvring aisle in the parking parkade from 7.5 (24.6 ft.) to 6.7 m (22 ft.);
 - b. Vary the maximum permissible height from 45 m to 47 m; and
 - c. Reduce the residential parking requirement from 138 spaces required to 110 spaces proposed. The required 19 visitors' parking spaces will be provided.
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 #17 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 landscaping security in the amount of \$192,940 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.

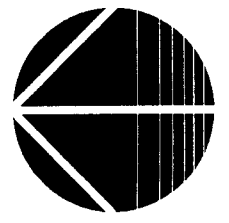


City of Richmond



DP 05-293101
 SCHEDULE "A"

Original Date: 03/17/05
 Revision Date:
 Note: Dimensions are in METRES



6351 BUSWELL St. DEVELOPMENT

RICHMOND. B.C.

LEGAL DESCRIPTION

LOT B
SECTION 6 BLOCK 4
NORTH RANGE 6 WEST
NWD PLAN 8086

CIVIC ADDRESS: 6351 Buswell
SITE AREA: 32,159 S.F.

FAR: 3.00
MAX AREA INFAR: 32,159 S.F. x 3.00 = 96,476 S.F.

SITE COVERAGE: 7,925 S.F. / 32,159 S.F. = 24.6%
OUTDOOR AMENITY: 16,146 S.F. = 1,500 m²
INDOOR AMENITY: 1,088 S.F. = 102 m²

AREA SUMMARY

APARTMENTS	TOWNHOUSES	NET SALEABLE	CIRCULATION	NET RESIDENTIAL	AMENITY	GROSS AREA	SMART PRODUCTION	FAR	TOWER	UNITS	TOTAL
											THOUSANDS
SECOND FLOOR	3,736.52	1,376.52	1,631.52	5,407.52	3,048.52	5,407.52	1,802.52	5.60152	...	...	810
THIRD FLOOR	1,466.52	1,466.52	1,466.52	3,396.52	1,808.52	3,396.52	1,132.52	3.41552	...	...	610
FOURTH FLOOR	3,966.52	3,966.52	3,966.52	9,183.52	5,008.52	9,183.52	3,061.52	9.20152	...	...	610
FIFTH FLOOR	5,114.52	5,114.52	5,114.52	11,723.52	6,453.52	11,723.52	3,908.52	11.72352	...	...	760
SUB-TOTAL	14,238.52	14,238.52	14,238.52	33,713.52	18,324.52	33,713.52	11,105.52	33.71352	...	...	2,800
1ST FLOOR	4,900.52	4,900.52	4,900.52	11,200.52	6,100.52	11,200.52	3,733.52	11.20052	...	...	430
2ND FLOOR	4,544.52	4,544.52	4,544.52	10,453.52	5,753.52	10,453.52	3,484.52	10.45352	...	...	430
TOTAL	18,443.52	18,783.52	18,783.52	44,914.52	24,075.52	44,914.52	14,589.52	44.91452	...	...	3,660

PARKING REQUIRED (BY LAW)

STREET PARKING	31 SP
VEHICLE PARKING	100-120
TOTAL PARKING REQUIRED	131 SP
7-FLOOR SPACES (100)	100 SP
TOTAL PARKING PROVIDED	100 SP
HANDICAP PARKING (MIN. IN TOTAL)	14 SP
15% SALEABLE (18,783)	2817 SP
TOTAL HC	28 SP

PARKING REQUIRED (PROPOSED RELAXATION)

STREET PARKING	31 SP
VEHICLE PARKING	100-120
TOTAL PARKING REQUIRED	131 SP
7-FLOOR SPACES (100)	100 SP
TOTAL PARKING PROVIDED	100 SP
HANDICAP PARKING (MIN. IN TOTAL)	14 SP
15% SALEABLE (18,783)	2817 SP
TOTAL HC	28 SP

BICYCLES / LOCKERS REQUIRED

SECURED BICYCLES (LOCKER)	300
UNSECURED BICYCLES	16 SP
TOTAL BICYCLES REQUIRED	316 B

PARKING PROVIDED

LEVEL	TOTAL	SECURED	UNSECURED	TOTAL	SECURED	UNSECURED	TOTAL
LEVEL D1	18 SP	4 SP	14 SP	48 SP	13 SP	35 SP	17 423.5 F
LEVEL D2	48 SP	13 SP	35 SP	48 SP	13 SP	35 SP	19 271.5 F
LEVEL D3	48 SP	13 SP	35 SP	48 SP	13 SP	35 SP	19 271.5 F
TOTALS	114 SP	30 SP	84 SP	114 SP	30 SP	84 SP	46 966.5 F

BICYCLES / LOCKERS PROVIDED

LEVEL	TOTAL	SECURED	UNSECURED	TOTAL
GROUND FLOOR	18 SP	4 SP	14 SP	48 SP
LEVEL D1	48 SP	13 SP	35 SP	48 SP
LEVEL D2	48 SP	13 SP	35 SP	48 SP
LEVEL D3	48 SP	13 SP	35 SP	48 SP
TOTALS	114 SP	30 SP	84 SP	114 SP

DESIGN RESPONSIBILITY
The architect shall be responsible for the design of the building and shall coordinate with the engineer and other consultants to ensure that the building is designed in accordance with the applicable codes and standards.

PERMITTED USES
The building shall be used for residential purposes only. No other uses are permitted without the approval of the local planning commission.

PROPOSED DEVELOPMENT
The proposed development consists of a multi-story residential building with a total of 3,660 units. The building will be constructed on a site located at the intersection of Buswell Street and Richmond Street.

CONSTRUCTION
The construction of the building shall be completed within 18 months of the start of construction. The building shall be constructed in accordance with the applicable codes and standards.

OPERATION
The building shall be operated in accordance with the applicable codes and standards. The building shall be maintained in good condition at all times.

ENVIRONMENTAL
The building shall be designed to minimize its impact on the environment. The building shall be constructed using sustainable materials and practices.

TRANSPORTATION
The building shall be designed to provide convenient access to public transportation. The building shall be located near a major transit station.

CONCLUSION
The proposed development is a high-quality residential building that will provide a significant contribution to the community. The building is designed in accordance with the applicable codes and standards and will be constructed in a timely and cost-effective manner.



6351 BUSWELL ST. DEVELOPMENT
RICHMOND, B.C.

SUMMARY SHEET

A.1.1

JUL 13 2005
05293101

#1

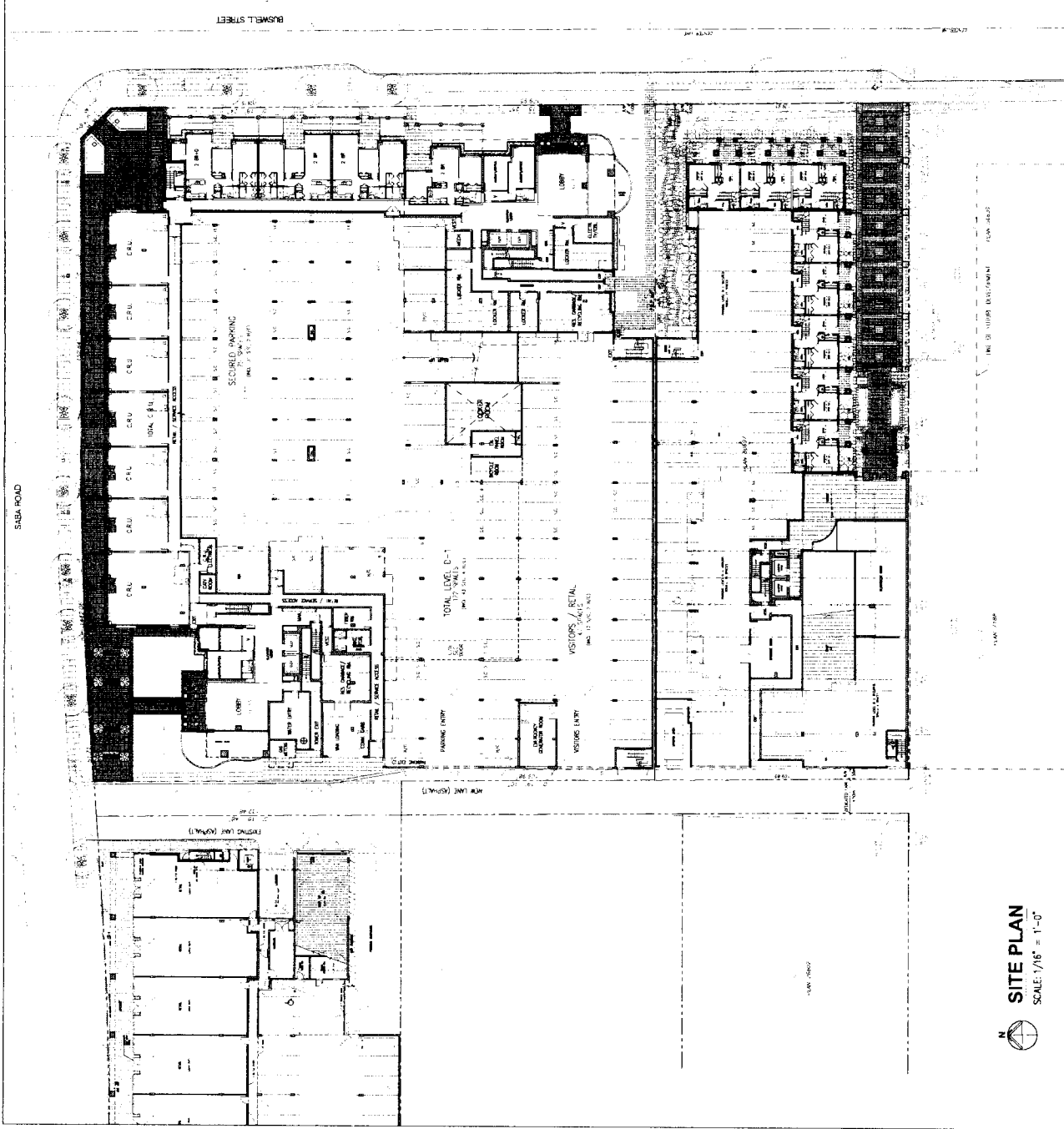
'PERLA'
 Existing
 Development

BUSWELL ST.'
 Proposed
 Development

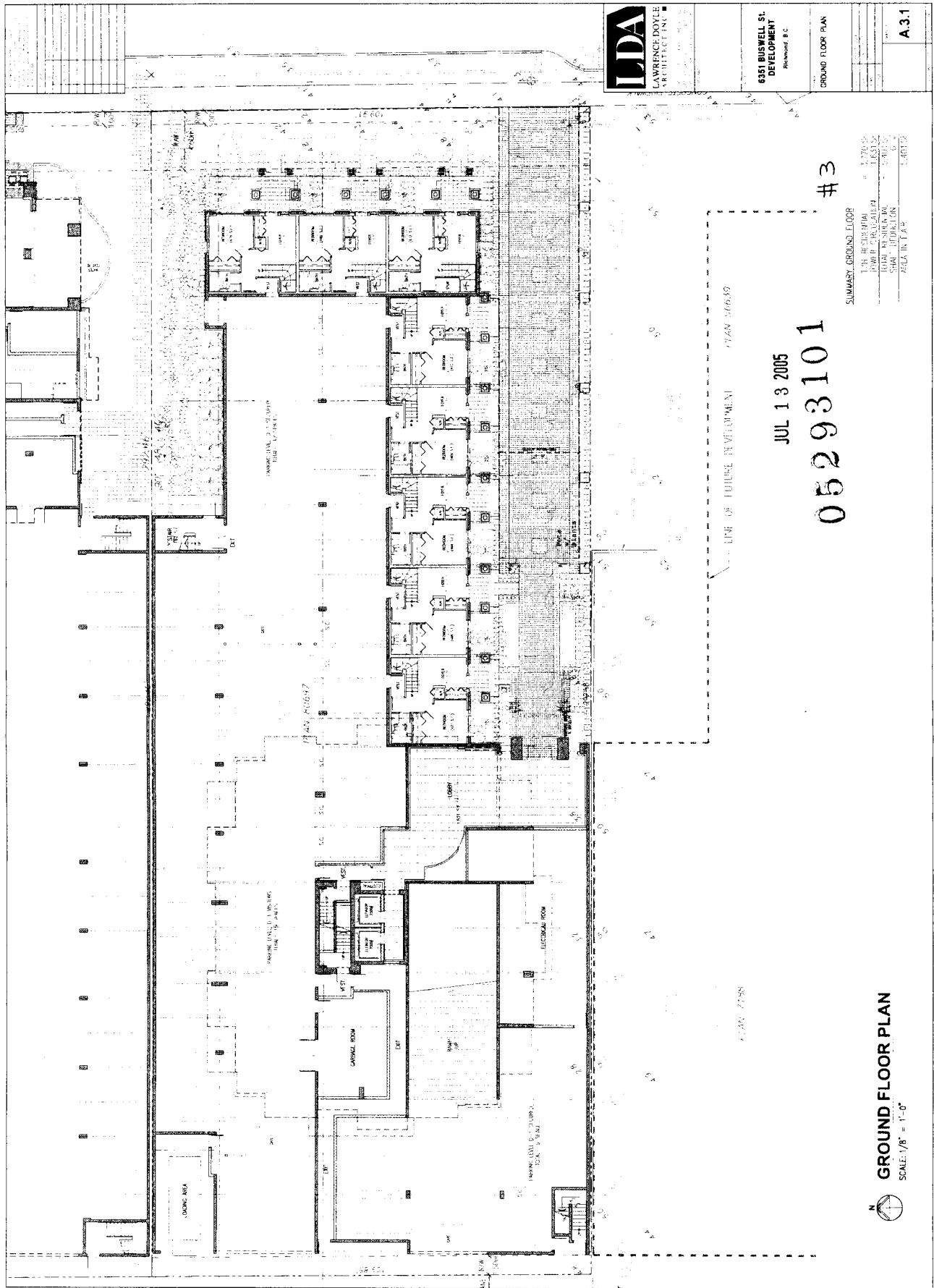
JUL 13 2005

05293101
 #2

**Future
 Development**



SITE PLAN
 SCALE: 1/16" = 1'-0"



6351 BUSWELL ST.
DEVELOPMENT
Richmond B.C.

GROUND FLOOR PLAN

A.3.1

JUL 13 2005
05293101
#3

SUMMARY GROUND FLOOR

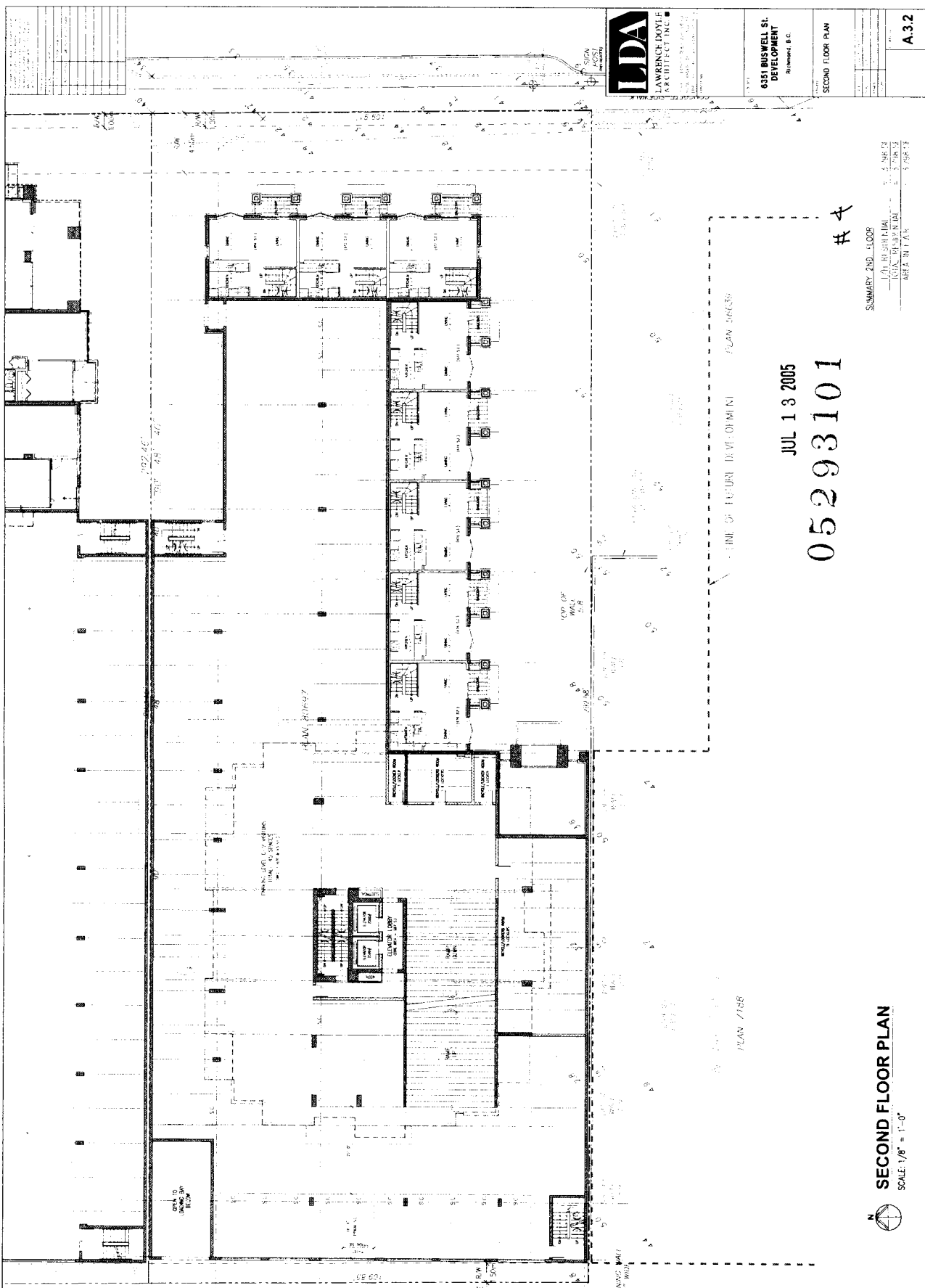
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6. 01.05	1. 27.05
7. 01.05	1. 27.05
8. 01.05	1. 27.05
9. 01.05	1. 27.05
10. 01.05	1. 27.05

GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"



--- LIMIT OF FUTURE DEVELOPMENT --- PLAN 05293101

DATE: 7.7.05



6351 BUSWELL ST.
DEVELOPMENT
RICHMOND, B.C.

SECOND FLOOR PLAN

A.3.2

JUL 13 2005
05293101

4

SUMMARY 2ND FLOOR

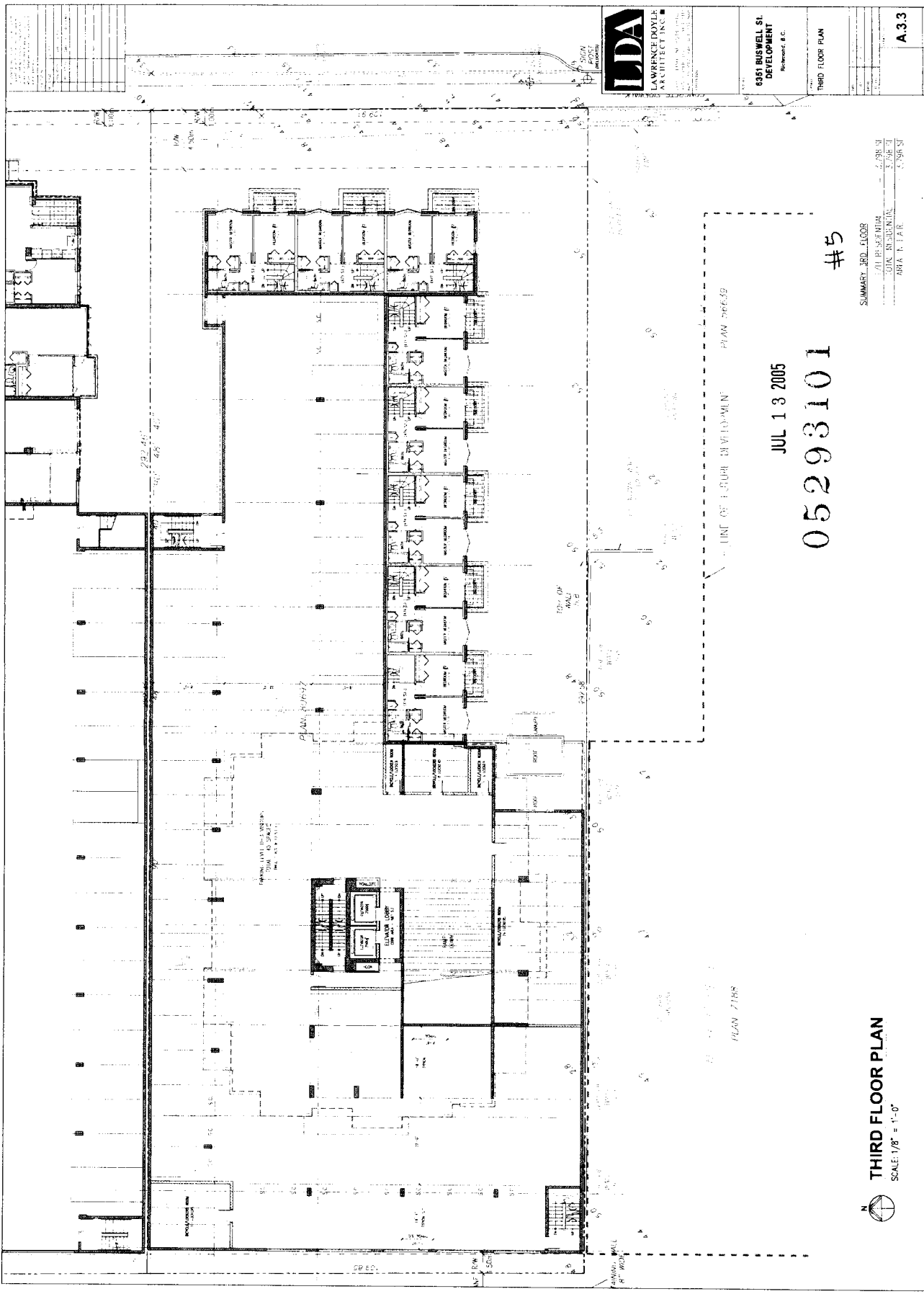
1. CH. RESIDENTIAL	2. 987.72
2. CH. RESIDENTIAL	3. 3786.52
AREA TOTAL	4774.24

SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



PLAN / 1/8"

LINE OF FUTURE DEVELOPMENT PLAN SHEET 3/3



LDA
LAWRENCE DOYLE
ARCHITECT INC.

6851 BIRSWELL ST.
DEVELOPMENT
RICHMOND, B.C.

THIRD FLOOR PLAN

A.3.3

SUMMARY: 3RD FLOOR

7/11 PRELIMINARY	2,796 SF
2/16 SUBMITTAL	3,196 SF
8/14 TYPICAL	2,796 SF

JUL 13 2005

05293101

#5

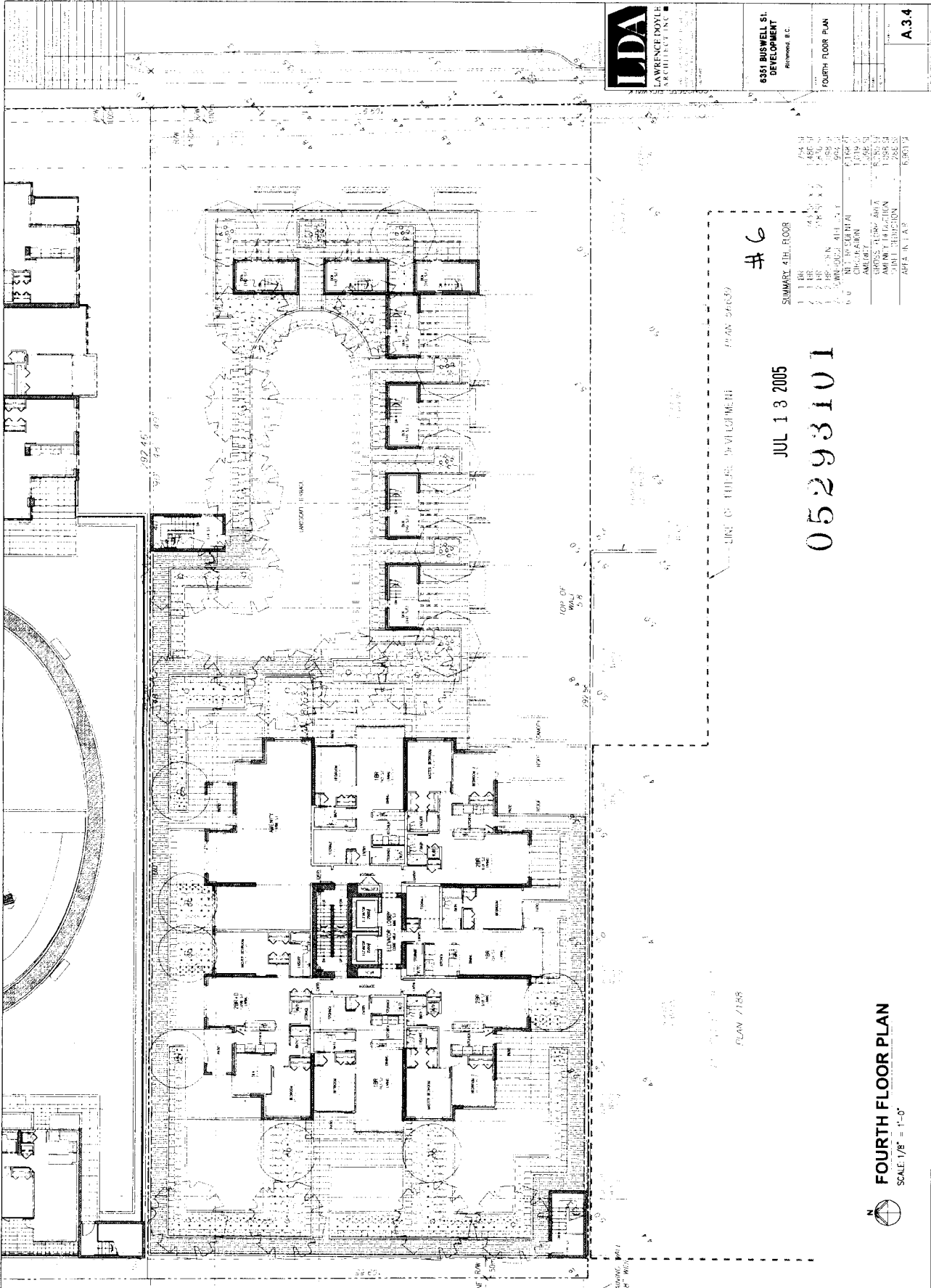
THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"



LINE OF FUTURE DEVELOPMENT

PLAN 7188

NO.	DATE	DESCRIPTION
1	7/13/05	ISSUED FOR PERMIT
2	8/14/05	TYPICAL



6351 BUSWELL ST.
DEVELOPMENT
RICHMOND, B.C.

FOURTH FLOOR PLAN

A.3.4

#6

JUL 13 2005

05293101

SUMMARY 4TH FLOOR

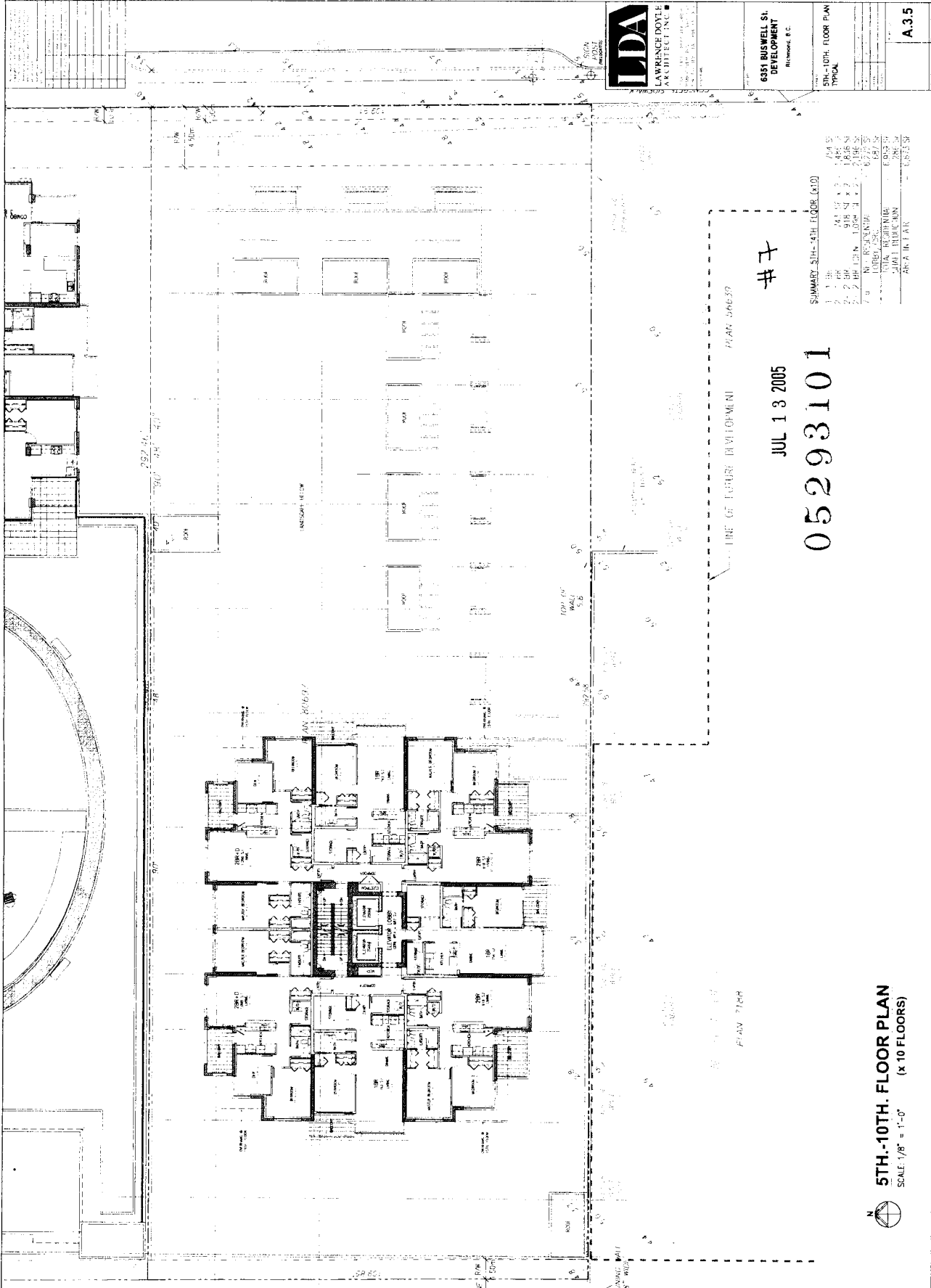
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PLAN 7/108

LINE OF THE DEVELOPMENT

FOURTH FLOOR PLAN
SCALE: 1/8" = 1'-0"





6351 BUSWELL ST.
DEVELOPMENT
Riverside, CA

5TH-10TH FLOOR PLAN
TP004

A.3.5

#7

JUL 13 2005

05293101

LINE OF FLOOR DEVELOPMENT PLAN 0663P

SUMMARY 5TH-10TH FLOOR (X10)

1	GR	724.57
2	GR	1,449.14
3	GR	2,173.71
4	GR	2,898.28
5	GR	3,622.85
6	GR	4,347.42
7	GR	5,071.99
8	GR	5,796.56
9	GR	6,521.13
10	GR	7,245.70
TOTAL AREA		72,457.00
TOTAL PERIMETER		2,898.28
TOTAL FLOOR AREA		724,570.00

5TH.-10TH. FLOOR PLAN
SCALE: 1/8" = 1'-0"
(x 10 FLOORS)

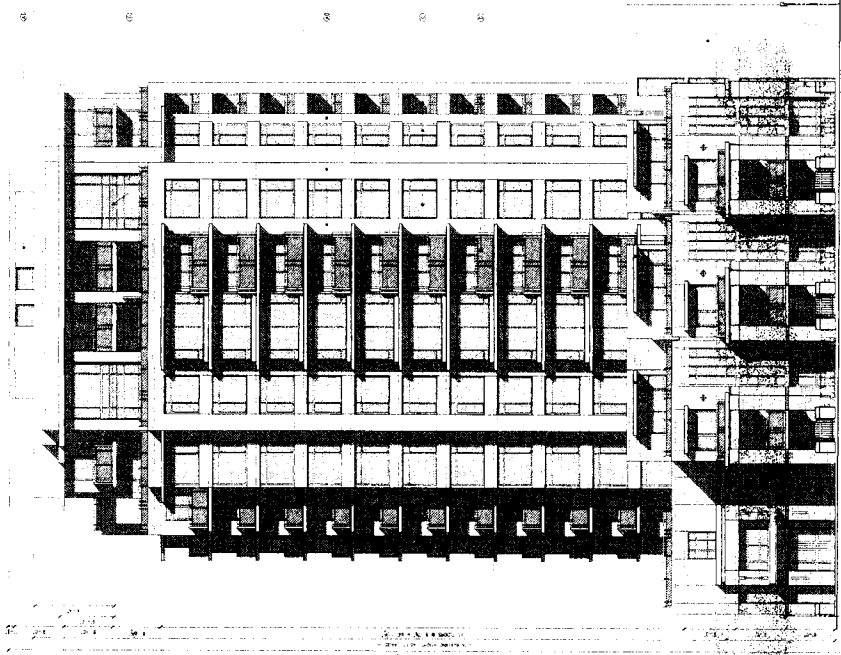


PLAN 7104

DETAILED NOTES

- 01. CONCRETE CURB AND FINISH
- 02. 1/2" POLYURETHANE INSULATION
- 03. 1/2" GYPSUM BOARD ON CHAIRS WITH
- 04. FINISH PLASTER
- 05. 1/2" POLYURETHANE INSULATION
- 06. ALUMINUM CLADDING WITH SURFACE FINISH
- 07. STAINLESS STEEL AND BRASS STRUCTURAL FINISH
- 08. WITH FINISH
- 09. CAST SPANDREL SLAB
- 10. PRECAST CONCRETE CLADDING

DATE: 07/13/05
 DRAWN BY: JLD
 CHECKED BY: JLD
 PROJECT NO.: 05293101
 SHEET NO.: 10
 EAST ELEVATION



JUL 13 2005
 05293101 #10

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



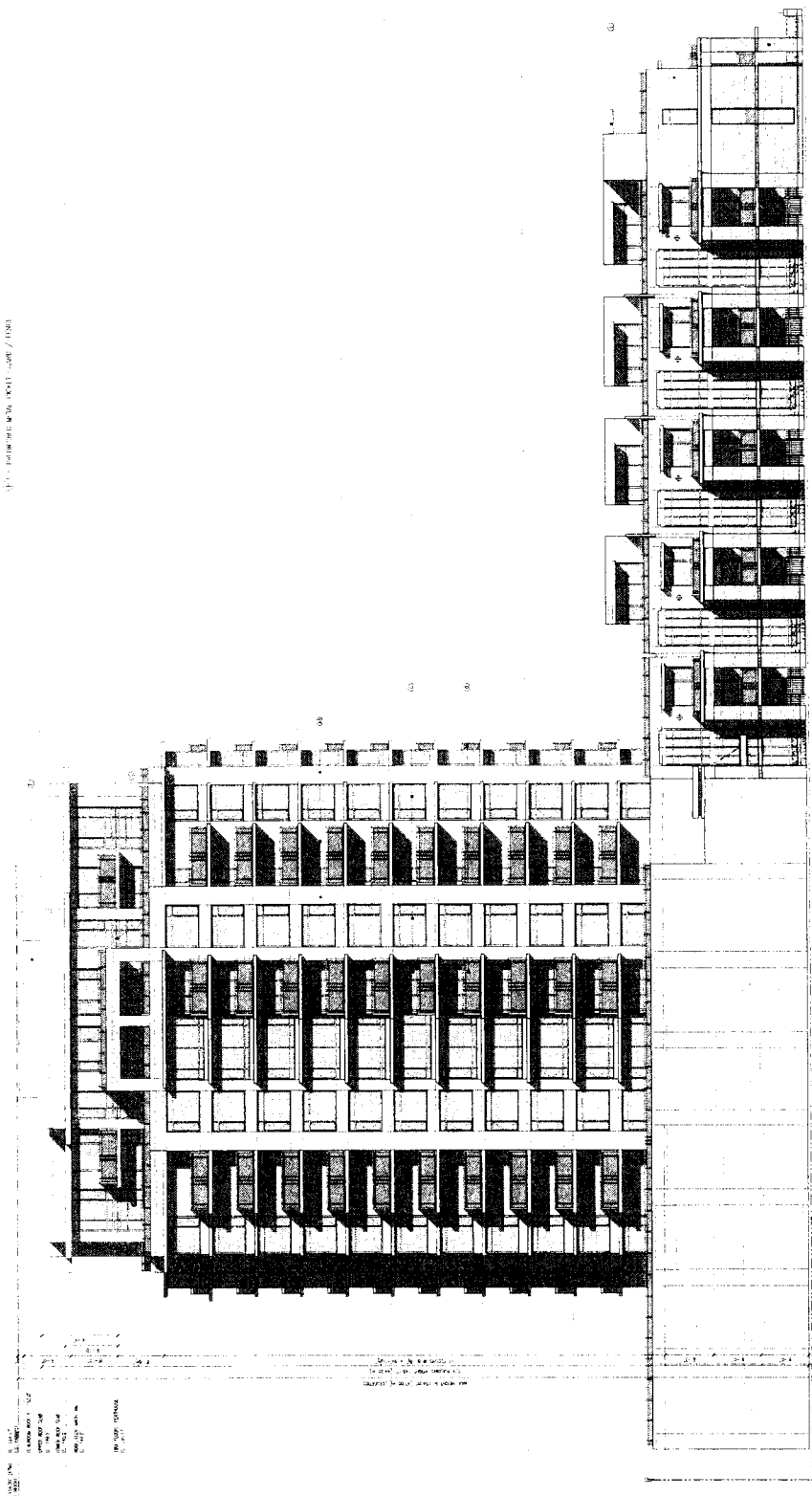
6351 BISWELL ST.
 DEVELOPMENT
 RICHMOND, B.C.

EAST ELEVATION

A.5.1

EXTERIOR FINISHES

- 01 - EXTERIOR WALLS - CONCRETE
- 02 - EXTERIOR WALLS - BRICK
- 03 - EXTERIOR WALLS - STUCCO
- 04 - EXTERIOR WALLS - CLAY TILE
- 05 - EXTERIOR WALLS - METAL PANELS
- 06 - EXTERIOR WALLS - GLASS
- 07 - EXTERIOR WALLS - WOOD
- 08 - EXTERIOR WALLS - OTHER
- 09 - EXTERIOR WALLS - UNFINISHED
- 10 - EXTERIOR WALLS - OTHER
- 11 - EXTERIOR WALLS - OTHER
- 12 - EXTERIOR WALLS - OTHER
- 13 - EXTERIOR WALLS - OTHER
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JUL 13 2005

05293101 #11

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



6351 BUSWELL ST.
DEVELOPMENT
RICHMOND, B.C.

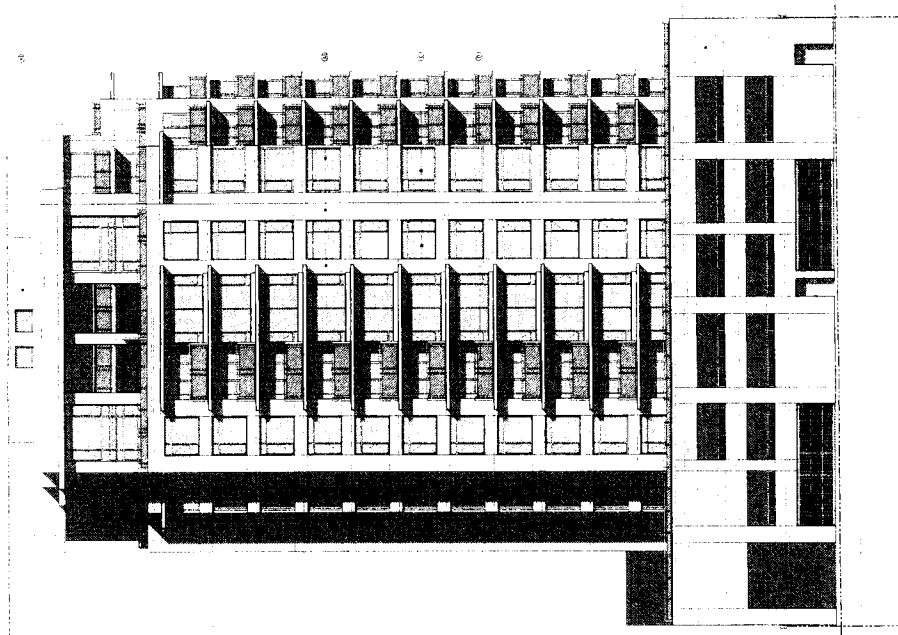
SOUTH ELEVATION

A.5.2

EXTERIOR FINISHES

- (A) 3/4" PLASTER OVER ANCHORAGE
- (B) 1/2" GYPSUM BOARD
- (C) 1/2" GYPSUM BOARD OVER CONCRETE WITH
- (D) 1/2" GYPSUM BOARD
- (E) 1/2" GYPSUM BOARD OVER CONCRETE
- (F) 1/2" GYPSUM BOARD OVER CONCRETE
- (G) 1/2" GYPSUM BOARD OVER CONCRETE
- (H) 1/2" GYPSUM BOARD OVER CONCRETE
- (I) 1/2" GYPSUM BOARD OVER CONCRETE
- (J) 1/2" GYPSUM BOARD OVER CONCRETE
- (K) 1/2" GYPSUM BOARD OVER CONCRETE
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- (V) 1/2" GYPSUM BOARD OVER CONCRETE
- (W) 1/2" GYPSUM BOARD OVER CONCRETE
- (X) 1/2" GYPSUM BOARD OVER CONCRETE
- (Y) 1/2" GYPSUM BOARD OVER CONCRETE
- (Z) 1/2" GYPSUM BOARD OVER CONCRETE

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JUL 13 2005

#12

05293101

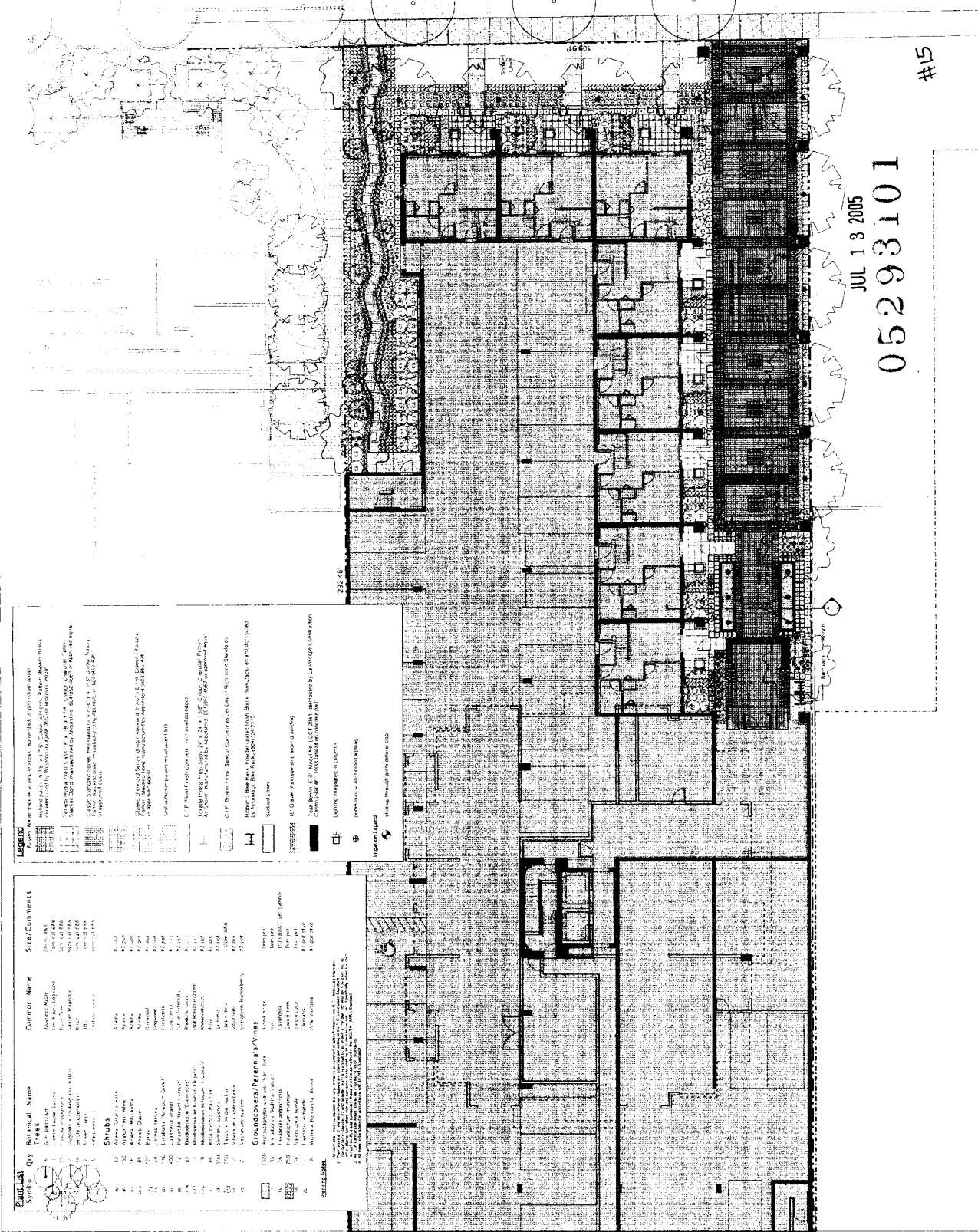
WEST ELEVATION
 SCALE: 1/8" = 1'-0"



6351 BUSWELL ST.
 DEVELOPMENT
 Richmond, B.C.

WEST ELEVATION

A.5.3



Plant List	Symbol	Botanical Name	Common Name	Size/Comments
1	(Symbol)	Tree	Tree	10' x 10'
2	(Symbol)	Shrub	Shrub	6' x 6'
3	(Symbol)	Groundcover	Groundcover	1' x 1'
4	(Symbol)	Grass	Grass	1' x 1'
5	(Symbol)	Water Feature	Water Feature	1' x 1'
6	(Symbol)	Lighting	Lighting	1' x 1'
7	(Symbol)	Path	Path	1' x 1'
8	(Symbol)	Wall	Wall	1' x 1'
9	(Symbol)	Driveway	Driveway	1' x 1'
10	(Symbol)	Other	Other	1' x 1'

Legend	Description
(Symbol)	Asphalt
(Symbol)	Concrete
(Symbol)	Grass
(Symbol)	Shrub
(Symbol)	Tree
(Symbol)	Water Feature
(Symbol)	Lighting
(Symbol)	Path
(Symbol)	Wall
(Symbol)	Driveway
(Symbol)	Other

