



City of Richmond
Urban Development Division

Report to Development Permit Panel

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

Date: September 15, 2005
File: DP 04-280393

Re: **Application by Andrew Cheung Architects Inc. for a Development Permit at
6211 No. 3 Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 16-storey residential tower containing 104 dwelling units, including 174 parking spaces in three (3) levels of parking and ground floor commercial at 6211 No. 3 Road on a site zoned Downtown Commercial District (C7); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Vary the maximum allowable height from 45 m to 46.78 m;
 - b) Vary the required residential parking from 156 spaces to 154 spaces; and
 - c) Increase the small car ratio from the maximum allowable 30% to 34%.

Holger Burke
(Acting) Director of Development

CA:blg
Att.

Staff Report

Origin

Andrew Cheung Architects Inc. has applied to the City of Richmond for permission to develop a 16-storey residential tower containing 104 dwelling units, including 176 parking spaces in three (3) levels of parking and ground floor commercial at 6211 No. 3 Road. The site is currently vacant.

The site was rezoned from “Service Station District (G2)” to “Downtown Commercial District” (C7) for this project under Bylaw 7739 (RZ 04-260971).

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, one-storey retail development zoned Downtown Commercial District (C7);

To the east, No. 3 Road and mixed-use commercial building east of No. 3 Road zoned Downtown Commercial District (C7);

To the south, Richmond Centre Mall (Shoppers Drug Mart) zoned Downtown Commercial District (C7); and

To the west, Richmond Centre Mall zoned Downtown Commercial District (C7).

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

No significant departures from the City Centre Area Plan Development Permit (DP) Guidelines are anticipated at Development Permit stage, nor will they be supported. In addition, the following comments are to be addressed:

- Submit a noise impact study, prepared by an accredited acoustical engineer, demonstrating that appropriate measures will be employed to address aircraft noise to the satisfaction of the City;
- Set the building back a minimum of 9 m (29.5 ft.) from the No. 3 Road property line (e.g. 3 m/9.8 ft. off the west edge of the proposed Public Rights-of-Passage right-of-way);
- Design the landscape treatment of the project’s No. 3 Road setback area to coordinate with light rapid transit plans for No. 3 Road or, if transit plans are delayed for an indeterminate period of time, design this area as a “permanent”, high-quality, public amenity complete with City Centre-standard furnishings, lighting, decorative paving, planting, etc.;
- Design/site the proposed tower to minimize conflicts with a future tower at 6091 Saba Road (i.e. avoid a “slab” form);

- Take steps to enhance the appearance of the project's south podium wall as viewed from No. 3 Road and the adjacent Richmond Centre parking area (i.e. set the building back near the shopping centre's parking area and provide shop windows, weather protection, and a landscaped walkway along this edge);
- Orient the residential lobby to Saba Road and have convenient access to on-site visitor parking;
- Restrict vehicle access along the site's No. 3 Road frontage (e.g. all access shall be via Saba Road);
- Locate and configure loading areas to conceal them as much as possible from view from Saba Road and No. 3 Road, and ensure that vehicles do not back into or in from Saba Road;
- Landscape the site at the terminus of the Saba Road sidewalk to enhance the appearance and safety of the streetscape;
- Restrict left-turn movements exiting the site to avoid conflicts with Richmond Centre traffic; and
- Provide adequate secure bike parking on site.

(The applicant has satisfactorily addressed all the above-noted issues in the Development Permit Application as illustrated by the Development Permit Plans (attached) and the legal requirements for the final approval of the Development Permit including noise covenant and Servicing Agreement requirements. More details are provided in the "Analysis" section of this report.)

The Public Hearing for the rezoning of this site was held on July 19, 2004. At the Public Hearing, the following concerns about rezoning the property were expressed:

- increase traffic on No. 3 Road and the possible devaluation of the surrounding properties.
- generally, concern about the number of high rise buildings being developed on No. 3 Road and associated impacts such as blocked sunlight, aesthetics, increased density and traffic.
- Lack of parking and potential spill over onto adjacent sites.

Staff worked with the applicant to address these issues in the following ways:

- The site is located in the City Centre area designated for high-density mixed-use development in the Richmond Official Community Plan (OCP). The rezoning of this site to Downtown Commercial District (C7) meets the intent of the OCP.
- Staff have ensured that the proposed development is carefully sited to minimize shadowing on adjacent developments. Saba Road is to the north of the site, and No. 3 Road is to the east. Richmond Centre Mall occupies the west side and the south side of the proposed development.
- The proposed development has provided adequate parking and loading facilities on site, and the building has well articulated facades and high quality finishing materials. A slight parking variance (2 spaces) to accommodate a last minute BC Hydro request to locate a Hydro transformer is supported. More details are provided in the "Zoning Compliance/Variance" section.

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 the Development Permit Guidelines including Schedule 1, Sections 9.2 General Guidelines and 9.3 Multiple-Family Residential, and Schedule 2: 2. Section 10 City Centre Area Plan except for the zoning variances noted below.

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

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

- 1) Vary the maximum allowable height from 45 m to 46.78 m.

(Staff support the proposed height variance. Transport Canada was notified and did not object to the increase height. The additional height is to accommodate the elevator penthouse mechanical room and stair access. The small elevator penthouse floor (26 ft. x 38 ft.) is well recessed from the edges of the building and will not negatively impact adjacent buildings with respect to creating additional shadowing).

- 2) Vary the required residential parking from 156 spaces to 154 spaces to accommodate a late request by BC Hydro for a transformer on site.

(Staff support the proposed variance. The transformer kiosk location was required by BC Hydro late in the application process. The applicant has to accommodate the kiosk on site with direct access from Saba Road. The proposed solution includes the relocation of the garbage and recycling area (which took up one parking space), and the elimination of a second parking space for access to the hydro kiosk for maintenance purposes. The hydro kiosk is in the side yard setback along Saba Road east of the parkade entrance. In all, two (2) parking spaces have to be eliminated to accommodate the Hydro transformer. All twenty-one (21) required shared visitor/commercial parking spaces will be provided.)

- 3) Increase the small car ratio from the maximum allowable 30% to 34%.

(Staff support the proposed variance. Transportation staff support the increase in small car ratio. The proposed variance will not have any negative impact on the function of the parkade and facilitate the provision of the maximum number of on-site parking to be provided in this development).

Advisory Design Panel Comments

The application was first presented to the Advisory Design Panel (ADP) on April 5, 2005. The Panel referred the project to return to the Panel once the applicant has addressed some significant design concerns with respect to:

- provision of some wheelchair accessible units;
- architectural expression to distinguish the residential from the commercial uses;
- podium expression of the building; and
- resolution of the architectural form, articulation of the building façade, landscaping, streetscape and the use of material.

A copy of the ADP minutes is in the Development Permit file for reference. The Panel subsequently reviewed the resubmission on May 4, 2005 and gave the project its unanimous support. A copy of the relevant excerpt from the Advisory Design Panel Minutes from May 4, 2005 is attached for reference (**Attachment 2**). The design response from the applicant responding to the May 4, 2005 minutes has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'. The Development Permit was moved forward subject to the resolution of:

- Explore the functionality of the canopies for rain protection – extend or lower the canopies. (***The applicant has provided detail of the canopies to illustrate that continuous weather protection has been provided and that the depth of the canopies is sufficient to provide weather protection to the pedestrians.***)
- Explore rezoning condition regarding the relocation of the residential entry to No. 3 Road. (***The applicant is unable to relocate the residential entry to No. 3 Road in order to comply with one of the stated rezoning conditions to “orient the residential lobby to Saba Road and have convenient access to on-site visitor parking”.***)

Analysis

Conditions of Adjacency

- The proposed tower has been sited to minimize view impact on existing and future developments on the adjacent sites and future developments. In particular, the proposed tower has been designed to minimize impact on any future tower at 6091 Saba Road by avoiding a “slab” form.
- The building has been set back a minimum of 9 m (29.5 ft.) from the No. 3 Road property line to accommodate the proposed RAV line.
- The design of the landscape treatment along No. 3 Road will be coordinated with light rapid transit plans for No. 3 Road as part of the Engineering Servicing Agreement.

Urban Design and Site Planning

- In general, the edge treatment of the site, which includes a combination of paving and street tree planting on No. 3 Road and paving and sidewalk on Saba Road, provides good interface with the street. The detailed street furnishing and boulevard treatment will be determined as part of the Servicing Agreement as the details of the No. 3 Road streetscape is still undergoing design development due to the Richmond Airport Vancouver (RAV) project. The final design of the streetscape will be addressed as part of the Servicing Agreement prior to the issuance of the Building Permit.
- The appearance of the project's south podium wall has been well articulated and enhanced with high quality building material (sand stone cladding, metal canopy for weather protection and painted concrete) to present an attractive view from No. 3 Road and the adjacent Richmond Centre parking area.
- The residential lobby has been oriented to Saba Road to provide convenient access to on-site visitor parking.
- Ground oriented retail stores are provided along No. 3 Road to continue the existing retail streetscape and animate the street.
- Vehicular access to parking and the lobby entrance to the residential tower are oriented along Saba Road to minimize interruption to the No. 3 Road retail continuity.

- Garbage and recycling areas are located inside the parkade close to the vehicular access for easy access to both commercial and residential tenants.
- Vehicle access has been restricted along the site's No. 3 Road frontage by only allowing access from Saba Road to minimize vehicular conflict and to improve pedestrian safety. In addition, restricted left-turn movements exiting the site have been put in place to avoid conflicts with Richmond Centre traffic.
- A loading area for large moving trucks will be provided along Saba Road as a layby and an additional truck-loading bay has been "concealed" within the parkade with access from Saba Road to ensure a high quality streetscape from Saba Road and No. 3 Road. Adequate manoeuvring has been incorporated to ensure that vehicles do not back into or in from Saba Road.
- Landscaping has been incorporated along the building face on Saba Road as much as possible to mitigate the impact of loading and hydro kiosk being located at the terminus of the Saba Road, the narrow sidewalk without boulevard (to accommodate the layby for large moving trucks), and to enhance the appearance and safety of the streetscape.
- The applicant has provided approximately 101 secure bike parking on site to encourage cycling.
- Two units in the low-rise wing (4th and 5th floors) of the proposed development have been designed to accommodate full wheelchair accessibility features. In addition, the proposed development has incorporated enhanced accessibility features in the remaining units including using lever handles on all doors and faucets, and providing backing blocks in all the bathtubs in the building to facilitate improved mobility and aging in place.

Architectural Form and Character

- The massing and height of the building are generally in compliance with the applicable design guidelines.
- Applicant provided shadow diagrams for the site and has satisfactorily demonstrated that the buildings are sited to minimize sun and shade impact on the surrounding developments.
- Two levels residential units with private patios extend along Saba Road to provide a five (5) storey street wall along Saba Road, and to ensure that the residential tower remains relatively slim while achieving the maximum development density.
- The proposed architectural materials included painted concrete, sandstone cladding, metal louvers, grills at parkade openings and over head doors, glass and aluminium railings. The proposed colours are muted earth tones. The architectural articulation of the building and the appropriate use of these materials contribute to a high quality project.

Landscape Design and Open Space Design

- Indoor and outdoor amenities are proposed including an exercise room with direct access to a roof deck facing No. 3 Road, and landscaped roof garden on the podium roof for the use of all the residents. Outdoor amenities include a landscape roof adjacent to the exercise room on Level 2; and children's play area, seating and extensive planting in addition to private roof patios for units on the podium deck at level 3.
- Some of the units on the podium level have direct outdoor access to the common green space. The rest of the units have private open space and can access the common open space via the common hallway.
- Fifty-two (52) trees and generous amount of plant material have been incorporated into the on site planting scheme. The site is currently vacant with no existing trees.

- The Saba Street parkade façade has been cladded with a green wall system (i.e. metal trellis to allow vines to trail from the roof podium) to visually mitigate the bland façade closest to the existing vehicular ramp to the parking roof of the Bay department store.

Crime Prevention Through Environmental Design

- Adequate Crime Prevention Through Environmental Design (CPTED) measures such as the use of anti-graffiti, high quality paint and materials 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.
- Mailboxes are in an open area adjacent to the elevators for easy access and casual surveillance.

Servicing Analysis

- Staff have agreed not to withhold the processing of the Development Permit on the understanding that the need for servicing analysis was identified late in the process. The developer has agreed in writing to complete the required storm and sanitary sewer analysis prior to the issuance of a Building Permit. The developer has also indicated that he will be responsible for the cost of upgrading such services subject to the analysis and as agreed with the City.

Conclusions

The applicant has provided significant design development for this project in response to the rezoning staff and Advisory Design Panel comments. The result is a project with a well-articulated podium expression, adequate weather protection and potential for a highly animated streetscape. Staff recommend approval of this Development Permit application.



Cecilia Achiam, MCIP
Urban Design Planner

CA:blg

Attachment 1: Technical Data Sheet

Attachment 2: Advisory Design Panel Minutes

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 for approximately \$229,589. The amount is based on the total floor area, including areas which may be exempt from floor area ratio (F.A.R.) calculations, such as garages.
- 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 prior to forwarding this Development Permit application to Council for consideration.

Prior to the Issuance of Building Permit:

- Completion of a servicing capacity analysis for storm and sanitary sewer to the satisfaction of the City Engineering Department; and design and construct any necessary upgrades.
- Submission of a construction parking and traffic management plan to the Transportation Department to include: location for parking for services, deliveries and workers and loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control

Manual for Works on Roadways (by Ministry of Transportation) and Master Municipal Construction Document (MMCD) Traffic Regulation Section 01570.

- The developer shall enter into the City's standard Servicing Agreement to design and construct beautification improvements to Saba Road frontage. All works are at the sole cost to the developer - no credits are applicable. Works include, but are not limited to:
 1. The removal of the sidewalk and create a hard surface decorative boulevard to City Centre standards from behind the existing curb. In this boulevard, plant trees and place City Centre streetlights, pour a 2 m wide concrete sidewalk, and establish City Centre street furniture including benches and bike racks.
(Note: should decisions be made that would see the RAV line coming past this site prior to Servicing Agreement design, the same improvements to the No. 3 Road frontage would be requested also).
 2. There is a "jog" in Saba Road that cuts south of the roof ramp which is no longer needed located on the property belonging to 6211 No. 3 Road. Staff recommend that the new curb and gutter be reconfigured to align with the south edge of the roof ramp.
 3. On Saba Road, work includes curb/gutter, new 2.5 m wide layby, and city centre sidewalk and boulevard.
 4. On No. 3 Road, frontage improvements include: bus loading area and other improvements pending RAV work (if the information is available in time for Servicing Agreement design).
- 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).



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1

**Development Application
Data Sheet**
Development Applications Department

DP 04-280393

Attachment 1

Address:	6211 No. 3 Road	
Applicant:	Andrew Cheung Architects Inc.	Owner: Kamdo Tower Inc.
Planning Area(s):	2.10 City Centre	
Floor Area	Gross: 10,661 m ²	Net: 10,661 m ²

	Existing	Proposed	
Site Area	3,555 m ² (0.88 ac.)	3,555 m ² (0.88 ac.)	
Land Uses	Vacant site	Residential	
OCP Designation	Commercial/Residential	Residential	
Zoning:	C7	C7	
Number of Units	0	104	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0	3.0	Complies
Uses: Retail Residential		678 m ² 10,013 m ²	Complies
Lot Coverage:	Max. 90 %	77 %	Complies
Setback – Front Yard: No. 3 Rd	Min. 3 m	12.4 m to building 11.2 m to canopy	Complies
Setback – north Side Yd: Saba Rd	Min. 3 m	3.15 m to building	Complies
Setback – Side Yard: south	Min. 0 m	0.76 m	Complies
Setback – Rear Yard:	Min. 0 m	0.15-0.56 m	Complies
Height (m):	Max. 45 m	46.78 m	Variance supported
Lot Size:	3,555 m ² (0.88 ac.)	3,555 m ² (0.88 ac.)	Complies
Off-street Parking Spaces – Resident/Commercial (Restaurant + retail):	156 and 21	154 and 21	2 car residential parking Variance supported
Off-street Parking Spaces – Accessible:	4	4	Complies
Off-street Parking Spaces – Total:	177	175	2 car residential parking Variance supported
Small Car Ratio	30%	34%	Variance supported
Indoor Amenity Space:	Min. 100 m ²	150 m ²	Complies
Outdoor Amenity Space:	Min. 6 m ² per unit	1120 m ²	Complies

Excerpt from the Minutes from
The Design Panel Meeting

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

5. Highrise

Andrew Chung Architect

6211 No. 3 Road

(Re-submission)

DP 04-280393

Ms. Cecilia Achiam, Planner, reviewed the staff comments provided for the project, a copy of which is attached as Schedule 4 and forms a part of these minutes.

Mr. Andrew Chung, architect, with the aid of a model and various other materials, reviewed the revisions that had been made to the project in response to the previous of the Panel.

Ms. Senga Lindsay, landscape architect, reviewed the landscape changes that had occurred since the last presentation.

General questions put forth by the Panel included:

- the location of the accessible units. *On the 4th and 5th floors.*

The comments of the Panel were as follows:

- many of the previous comments had been responded to. An issue still outstanding was the provision of usable, functioning rain protection as the canopies are up so high. An opportunity had been lost, on the townhouses, to articulate the roof plane.
- a number of issues had been dealt with quite well. Concern was expressed about the area of the parking entry, the loading dock and the entry lobby. Was it possible to locate the residential entry onto No. 3 Road? The blank spaces along the parkade had been broken down – the vines will be interesting.
- the conflict between the bike storage rooms and getting to the street level was an issue – could a narrow strip be provided for wheeling down?
- the applicant had gone a long way in addressing the previous issues. Should ask the City to put something out to the sidewalk to amplify the residential entries. The connection between the common spaces and the beautiful landscaped roof was still circuitous for those in the tower or the townhouse units – residents may not even know there is a way out. A more visible connection is required to ensure the space is utilized.
- the canopies should extend further out for rain screening. A great job done in addressing Saba Road.

- the connectivity of the public to private space was commended. The garden space was fine the way it is. A caution was given to the amount of green wall along the Saba frontage – instead incorporate architectural elements with the trelliswork – make a composition of elements work.
- still concerned about the entry and the extent of the canopy cover.

In response to the comments Mr. Cheung said that an entrance at the corner would be awkward, and that the City would not allow an entrance on No. 3 Road. Ms. Achiam said that she would she would review this. It was also felt that the language of the roof was flat planes and that articulation of the roofs would not aid the project.

The following motion was introduced:

It was moved and seconded

That DP 04-280393 move forward subject to the following:

- *explore the functionality of the canopies for rain protection – extend or lower the canopies; and*
- *explore rezoning condition regarding the relocation of the residential entry to No. 3 Road;*

**CARRIED
Unanimous**



No. DP 04-280393

To the Holder: ANDREW CHEUNG ARCHITECTS INC.
Property Address: 6211 NO. 3 ROAD
Address: C/O #720 - 1201 WEST PENDER STREET
 VANCOUVER, BC V6E 2V2

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) vary the maximum allowable height from 45 m to 46.78 m;
 - b) vary the required residential parking from 156 spaces to 154 spaces; and
 - c) increase the small car ratio from the maximum allowable 30% to 34%
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 #21 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 \$229,589. to ensure that the landscaping of this 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 04-280393

To the Holder: ANDREW CHEUNG ARCHITECTS INC.

Property Address: 6211 NO. 3 ROAD

Address: C/O #720 - 1201 WEST PENDER STREET
VANCOUVER, BC V6E 2V2

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 _____, _____.

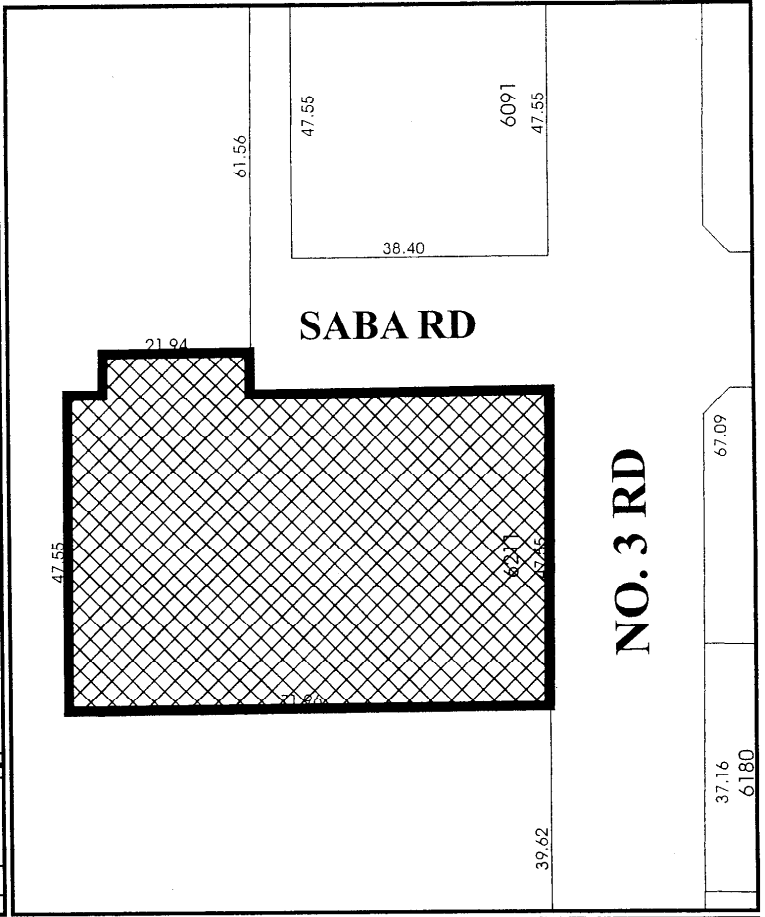
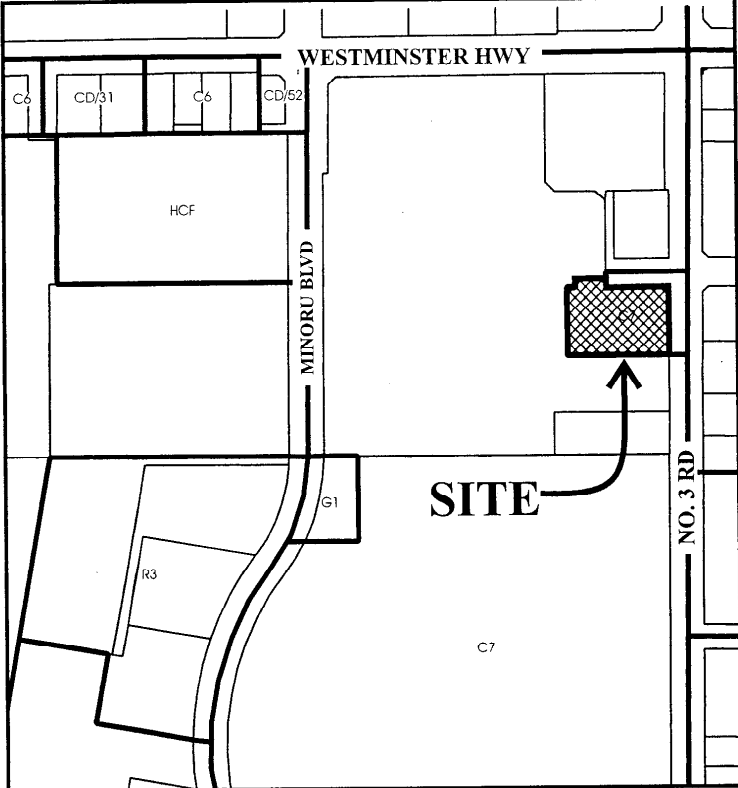
ISSUED BY THE COUNCIL THE

DELIVERED THIS _____ DAY OF _____, _____.

MAYOR



City of Richmond



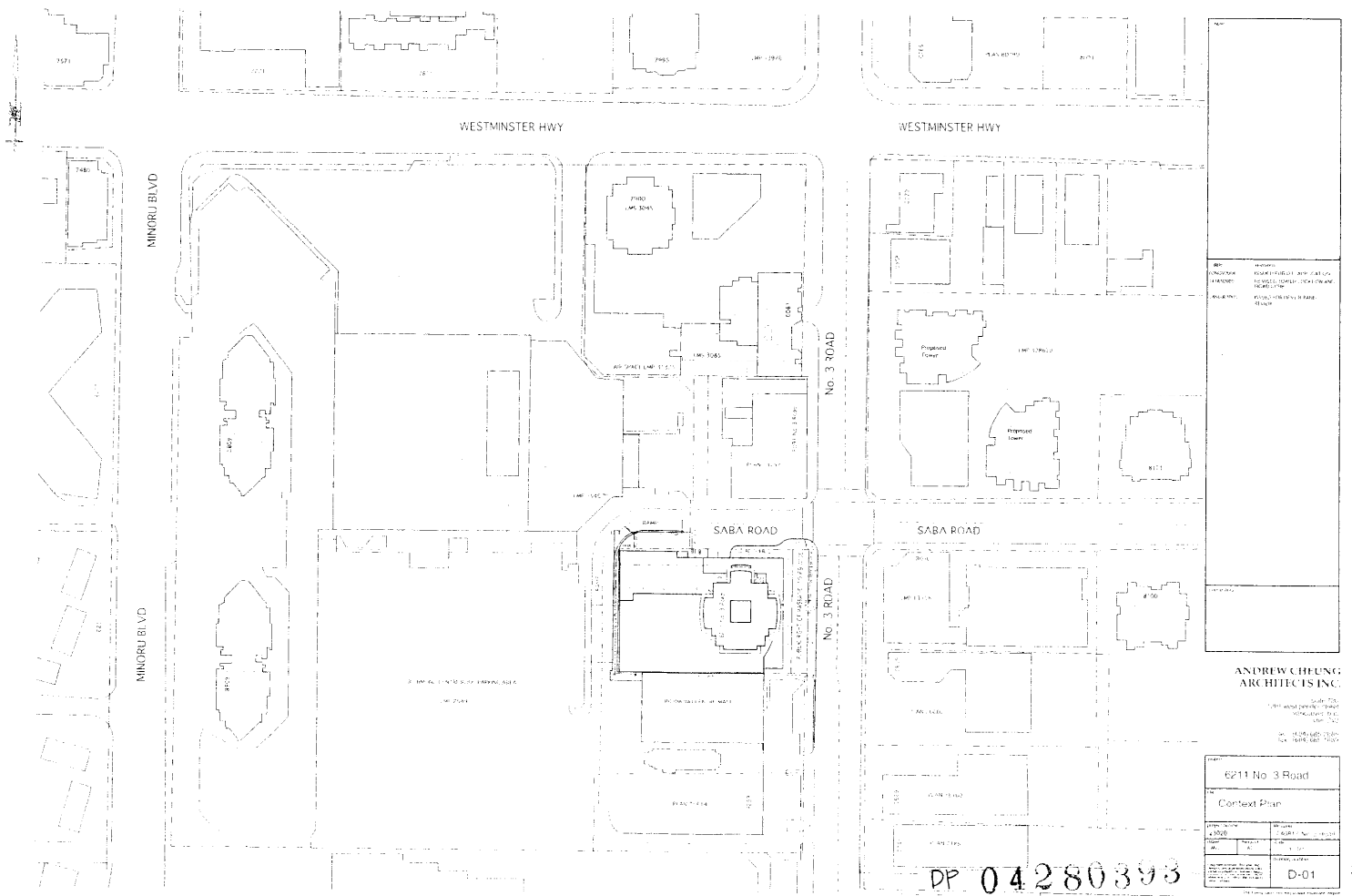
DP 04-280393 SCHEDULE "A"

Original Date: 12/02/04

Revision Date:

Note: Dimensions are in METRES

[Handwritten signature]



DATE: 11/11/2011
 DRAWN BY: ANDREW CHEUNG
 CHECKED BY: ANDREW CHEUNG
 PROJECT NO: 04280393

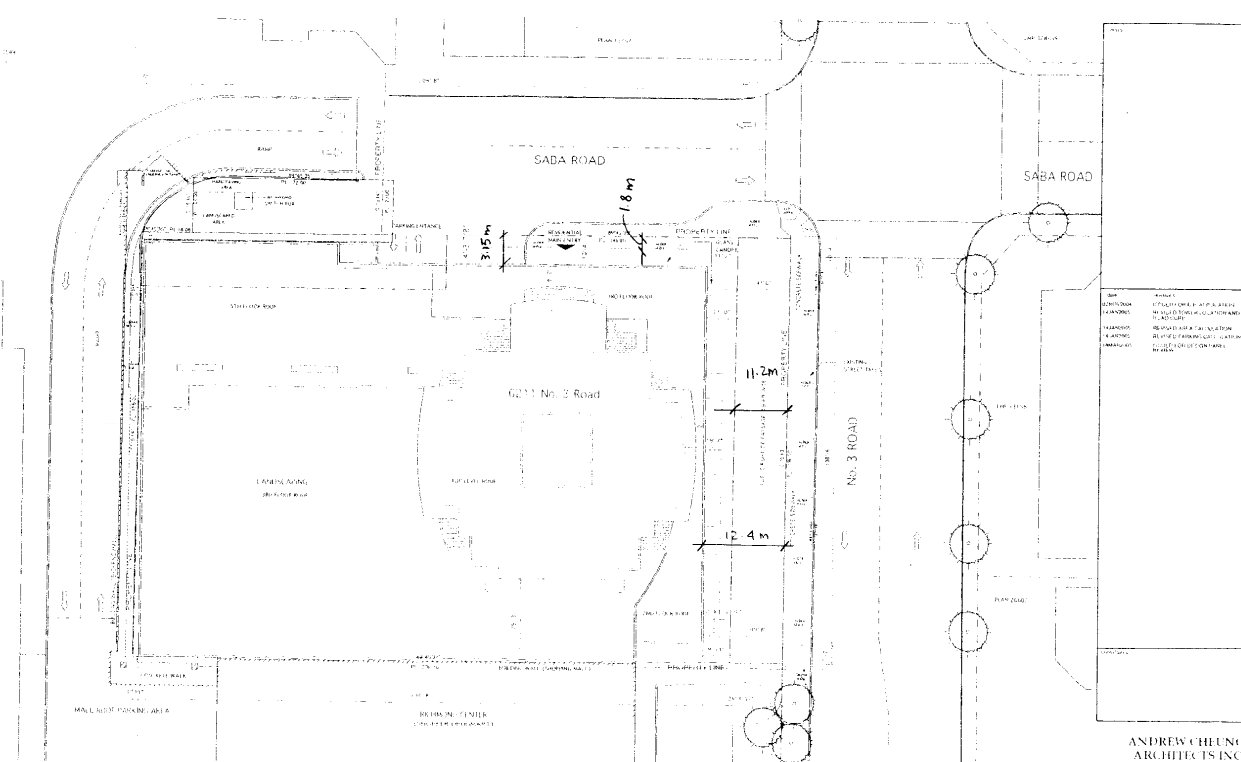
ANDREW CHEUNG ARCHITECTS INC.

1111 WEST 41ST AVENUE, SUITE 200
 VANCOUVER, BC V6V 2V9
 TEL: (604) 276-8888
 FAX: (604) 276-8889

6211 No. 3 Road	
Context Plan	
DATE: 11/11/2011	SCALE: 1/8" = 1'-0"
DRAWN BY: ANDREW CHEUNG	CHECKED BY: ANDREW CHEUNG
PROJECT NO: 04280393	SHEET NO: D-01

DP 04280393

#1



DATE	REVISION
2011/08/08	1. INITIAL DESIGN
2011/08/15	2. REVISED DESIGN
2011/08/22	3. REVISED DESIGN
2011/09/05	4. REVISED DESIGN
2011/09/12	5. REVISED DESIGN
2011/09/19	6. REVISED DESIGN
2011/09/26	7. REVISED DESIGN
2011/10/03	8. REVISED DESIGN
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2013/01/08	74. REVISED DESIGN
2013/01/15	75. REVISED DESIGN
2013/01/22	76. REVISED DESIGN
2013/01/29	77. REVISED DESIGN
2013/02/05	78. REVISED DESIGN
2013/02/12	79. REVISED DESIGN
2013/02/19	80. REVISED DESIGN
2013/02/26	81. REVISED DESIGN
2013/03/05	82. REVISED DESIGN
2013/03/12	83. REVISED DESIGN
2013/03/19	84. REVISED DESIGN
2013/03/26	85. REVISED DESIGN
2013/04/02	86. REVISED DESIGN
2013/04/09	87. REVISED DESIGN
2013/04/16	88. REVISED DESIGN
2013/04/23	89. REVISED DESIGN
2013/04/30	90. REVISED DESIGN
2013/05/07	91. REVISED DESIGN
2013/05/14	92. REVISED DESIGN
2013/05/21	93. REVISED DESIGN
2013/05/28	94. REVISED DESIGN
2013/06/04	95. REVISED DESIGN
2013/06/11	96. REVISED DESIGN
2013/06/18	97. REVISED DESIGN
2013/06/25	98. REVISED DESIGN
2013/07/02	99. REVISED DESIGN
2013/07/09	100. REVISED DESIGN

ANDREW CHEUNG ARCHITECTS INC.

1. SITE ADDRESS: Q211 No. 3 Road
 2. LOT AREA: 10,000 sqm
 3. ZONING CLASSIFICATION: Residential
 4. SITE AREA: 10,000 sqm
 5. TOTAL AREA: 10,000 sqm
 6. TOTAL FLOOR AREA: 10,000 sqm
 7. TOTAL GARAGE AREA: 10,000 sqm
 8. TOTAL PLANT AREA: 10,000 sqm
 9. TOTAL OPEN SPACE: 10,000 sqm
 10. TOTAL GREEN SPACE: 10,000 sqm
 11. TOTAL HARDSCAPE: 10,000 sqm
 12. TOTAL LANDSCAPE: 10,000 sqm
 13. TOTAL UTILITIES: 10,000 sqm
 14. TOTAL SERVICES: 10,000 sqm
 15. TOTAL INFRASTRUCTURE: 10,000 sqm
 16. TOTAL CONSTRUCTION: 10,000 sqm
 17. TOTAL OPERATIONAL: 10,000 sqm
 18. TOTAL MAINTENANCE: 10,000 sqm
 19. TOTAL SECURITY: 10,000 sqm
 20. TOTAL COMMUNITY: 10,000 sqm

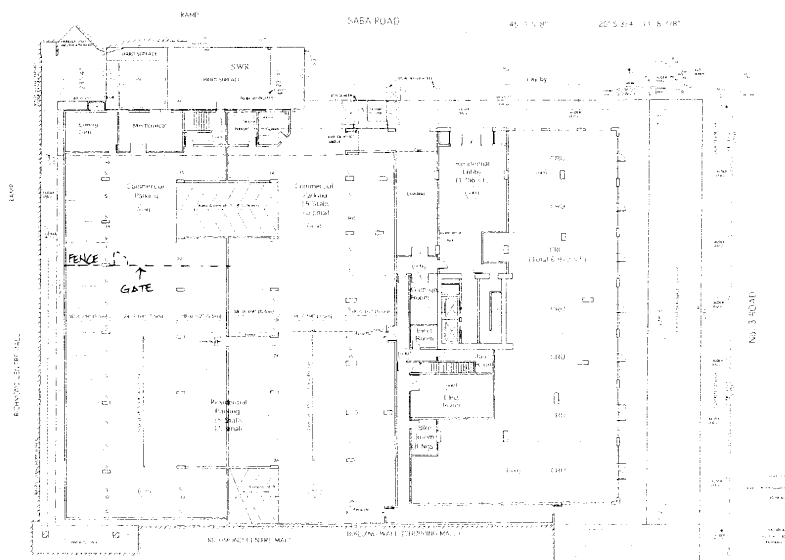
NO.	DESCRIPTION	UNIT	QUANTITY	REMARKS
1	CONCRETE	m ³	100	
2	STEEL	kg	500	
3	BRICK	m ²	200	
4	ROOFING	m ²	100	
5	PAINT	kg	100	
6	GLASS	m ²	50	
7	WALL	m ²	100	
8	FLOOR	m ²	100	
9	CEILING	m ²	100	
10	DOOR	unit	10	
11	WINDOW	unit	20	
12	STAIR	unit	5	
13	ELEVATOR	unit	2	
14	MECHANICAL	unit	1	
15	ELECTRICAL	unit	1	
16	PLUMBING	unit	1	
17	LANDSCAPE	unit	1	
18	UTILITIES	unit	1	
19	SERVICES	unit	1	
20	INFRASTRUCTURE	unit	1	
21	CONSTRUCTION	unit	1	
22	OPERATIONAL	unit	1	
23	MAINTENANCE	unit	1	
24	SECURITY	unit	1	
25	COMMUNITY	unit	1	

NO.	DESCRIPTION	UNIT	QUANTITY	REMARKS
1	CONCRETE	m ³	100	
2	STEEL	kg	500	
3	BRICK	m ²	200	
4	ROOFING	m ²	100	
5	PAINT	kg	100	
6	GLASS	m ²	50	
7	WALL	m ²	100	
8	FLOOR	m ²	100	
9	CEILING	m ²	100	
10	DOOR	unit	10	
11	WINDOW	unit	20	
12	STAIR	unit	5	
13	ELEVATOR	unit	2	
14	MECHANICAL	unit	1	
15	ELECTRICAL	unit	1	
16	PLUMBING	unit	1	
17	LANDSCAPE	unit	1	
18	UTILITIES	unit	1	
19	SERVICES	unit	1	
20	INFRASTRUCTURE	unit	1	
21	CONSTRUCTION	unit	1	
22	OPERATIONAL	unit	1	
23	MAINTENANCE	unit	1	
24	SECURITY	unit	1	
25	COMMUNITY	unit	1	

NO.	DESCRIPTION	UNIT	QUANTITY	REMARKS
1	CONCRETE	m ³	100	
2	STEEL	kg	500	
3	BRICK	m ²	200	
4	ROOFING	m ²	100	
5	PAINT	kg	100	
6	GLASS	m ²	50	
7	WALL	m ²	100	
8	FLOOR	m ²	100	
9	CEILING	m ²	100	
10	DOOR	unit	10	
11	WINDOW	unit	20	
12	STAIR	unit	5	
13	ELEVATOR	unit	2	
14	MECHANICAL	unit	1	
15	ELECTRICAL	unit	1	
16	PLUMBING	unit	1	
17	LANDSCAPE	unit	1	
18	UTILITIES	unit	1	
19	SERVICES	unit	1	
20	INFRASTRUCTURE	unit	1	
21	CONSTRUCTION	unit	1	
22	OPERATIONAL	unit	1	
23	MAINTENANCE	unit	1	
24	SECURITY	unit	1	
25	COMMUNITY	unit	1	

Q211 No. 3 Road	
Site Plan	
DATE	2013/07/02
SCALE	1:100
PROJECT NO.	D-03
DESIGNER	ANDREW CHEUNG
CHECKER	ANDREW CHEUNG
APPROVER	ANDREW CHEUNG
DATE	2013/07/02

DP 04280393



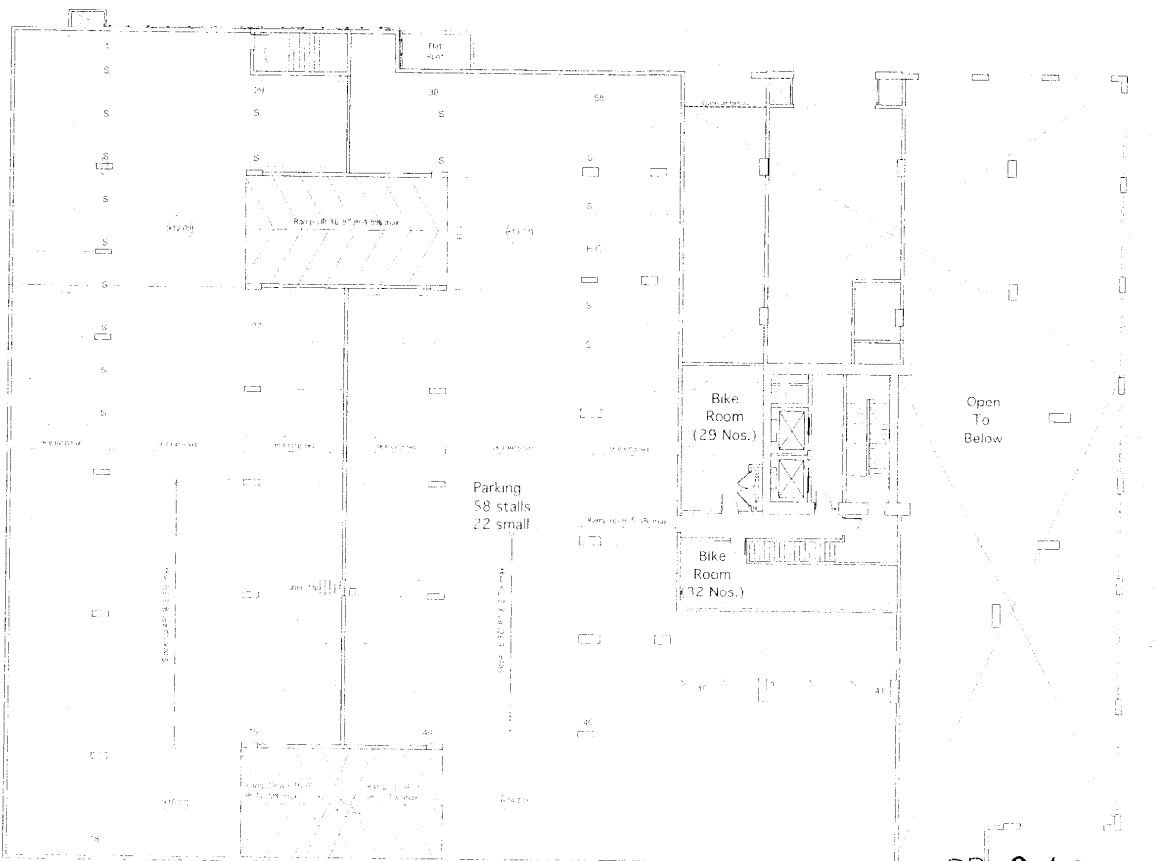
(P)ED drawings have been prepared. All dimensions provided are for construction purposes only. All dimensions are in feet and inches.
 (P)ED drawings have been prepared by the architectural firm of Andrew Chung Architects Inc. All dimensions are in feet and inches.



ANDREW CHUNG
 ARCHITECTS INC.
 1000 W. 10th Street
 Vancouver, BC V6H 1T1
 Tel: 604-681-1000
 Fax: 604-681-1001

4211 No. 3 Road	
LEVEL 1 PARKADE PLAN	
DATE	NOV 2011
SCALE	AS SHOWN
PROJECT NO.	D-04

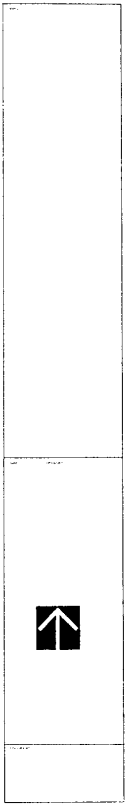
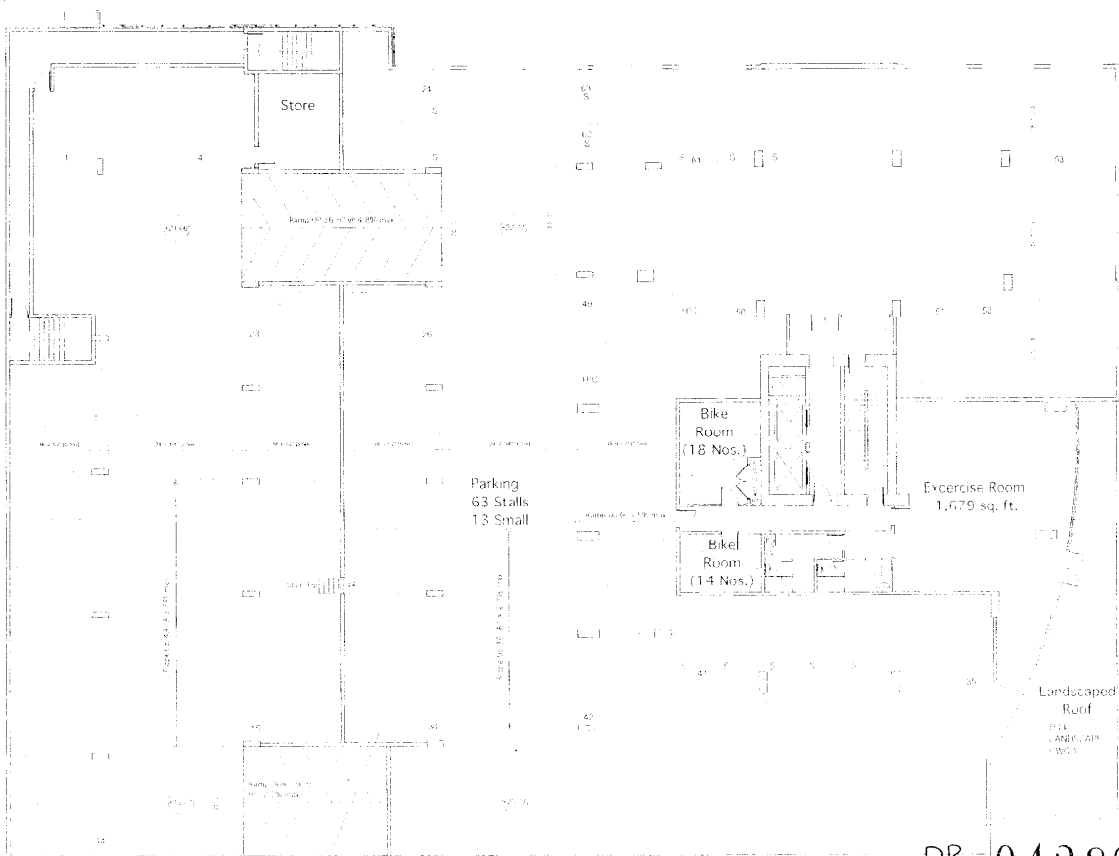
DP 04280393



ANDREW C. HULLIN
ARCHITECTS INC.

SHEET No. 03-04	
LEVEL 2 PARKADE PLAN	
DATE	NO.
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11/11/03	3
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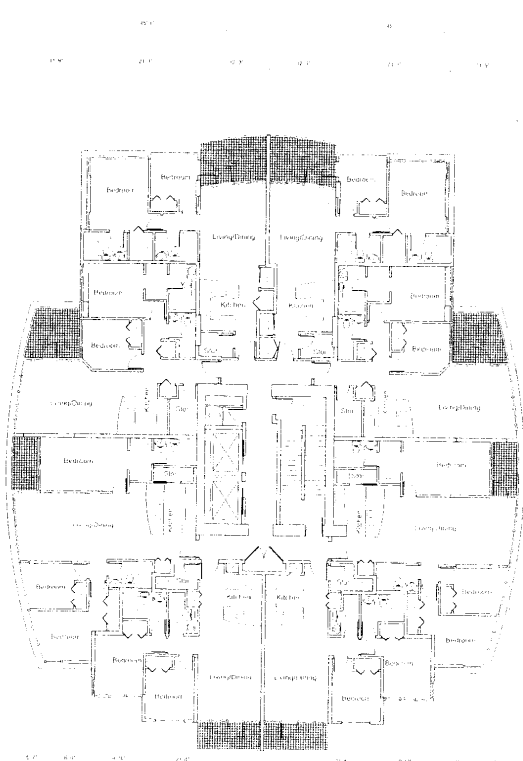
DP 04280393



ANDRE W. CHEUNG
ARCHITECT INC.

DATE: 11/10/15	
LEVEL 3 PARKADE PLAN	
NO.	DESCRIPTION
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3	REVISION
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DP-04280393



No. of Rooms: 22 No. of Units: 22 No. of Entrances: 22

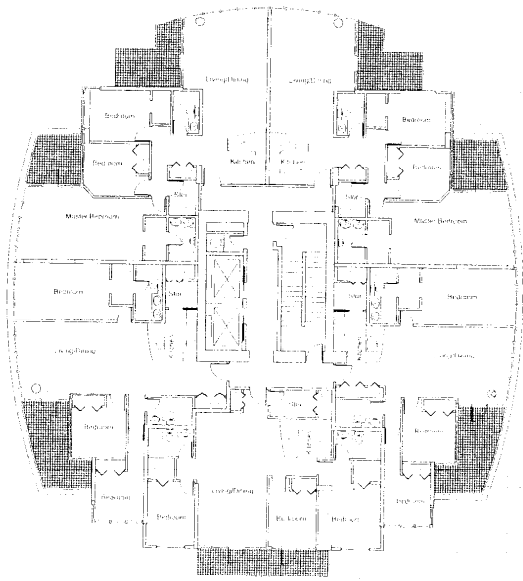
ANDREW CHEUNG ARCHITECTS INC.
 1275 West Beaver Creek Road
 Richmond Hill, Ontario L4B 1N2
 Tel: (905) 882-1888
 Fax: (905) 882-1889

DP 04280393



6211 No. 3 Road	
Level 6, 7, & 8 Floor	
Date: 2020 Drawn: [Name] Checked: [Name]	Project: [Name] Scale: [Scale]
D-09 #8	

This drawing is the property of Andrew Cheung Architects Inc. and shall not be used for any other project without the written consent of Andrew Cheung Architects Inc.



NO.	REVISION
1	ADDITIONAL REVISIONS
2	REVISIONS
3	REVISIONS
4	REVISIONS
5	REVISIONS
6	REVISIONS
7	REVISIONS
8	REVISIONS
9	REVISIONS
10	REVISIONS

ANDREW CHUNG ARCHITECTS INC.

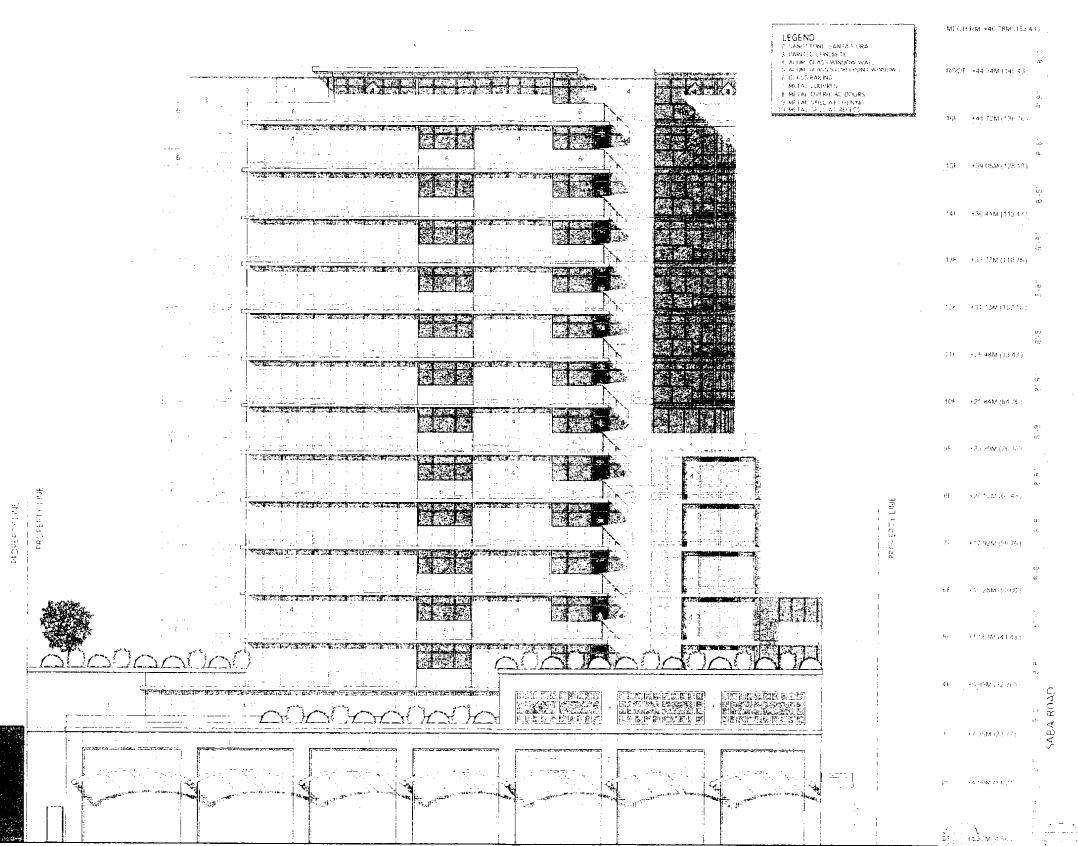
110 W. 10th Street
 New York, NY 10011
 Tel: 212 512 1234
 Fax: 212 512 5678

DP 04280393



6211 No. 1 Road	
Level 10 Plan	
DATE	SCALE
2/2002	1/8" = 1'-0"
BY	CHKD
AC	AC
100% COMPLETE ALL WORK SHOWN IS TO BE CONSTRUCTION PERMIT READY	
D-11 #10	

FOR ALL INFORMATION, CONTACT THE ARCHITECT AT THE ABOVE ADDRESS OR BY TELEPHONE.
 THE ARCHITECT'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.



LEGEND

- 1. CONCRETE FRAME STRUCTURE
- 2. EXTERIOR FINISHES
- 3. ALUMINUM WINDOW FRAMES
- 4. ALUMINUM CURTAIN WALL SYSTEM
- 5. GLASS CURTAIN WALL
- 6. METAL CLADDING
- 7. METAL PANEL SYSTEM
- 8. METAL CLADDING SYSTEM
- 9. METAL CLADDING SYSTEM
- 10. METAL CLADDING SYSTEM

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11	477.000(14.64)	15.00
10	472.280(13.58)	15.00
9	467.560(12.52)	15.00
8	462.840(11.46)	15.00
7	458.120(10.40)	15.00
6	453.400(9.34)	15.00
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4	443.960(7.22)	15.00
3	439.240(6.16)	15.00
2	434.520(5.10)	15.00
1	429.800(4.04)	15.00
0	425.080(2.98)	15.00
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6211 No. 3 Road
 No. 3 Road Level Elevation

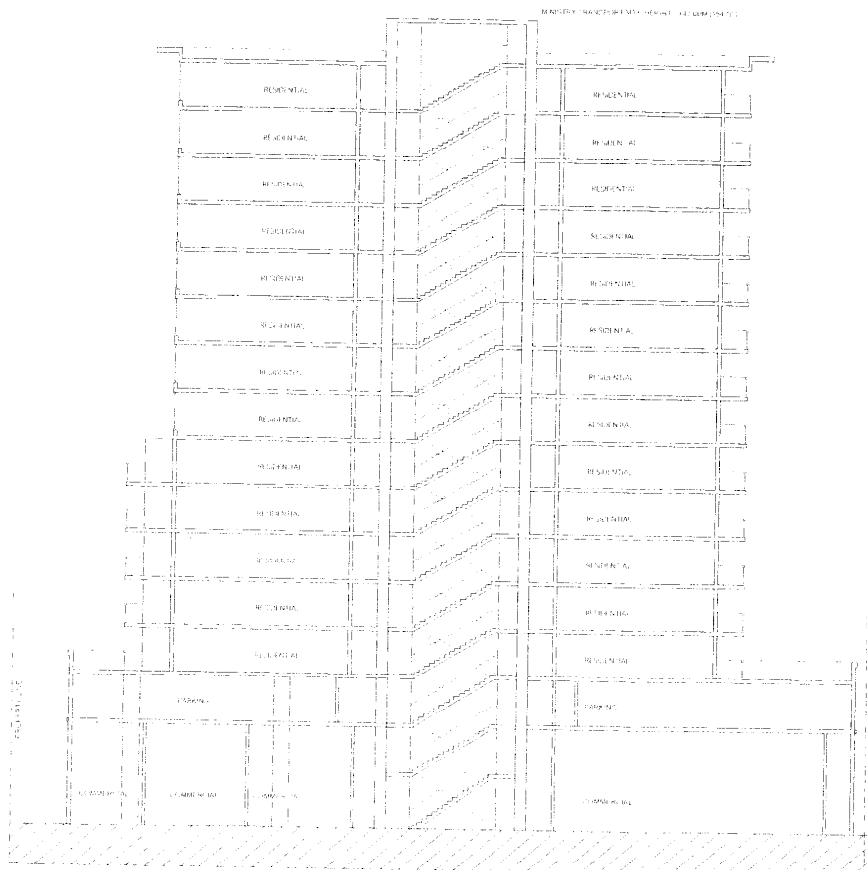
DATE: 2023.08.15
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]

ANDREW CHEUNG ARCHITECTS INC.

6211 No. 3 Road
 No. 3 Road Level Elevation

DATE: 2023.08.15	DRAWN BY: [Name]
CHECKED BY: [Name]	PROJECT: [Name]

DP 04280393



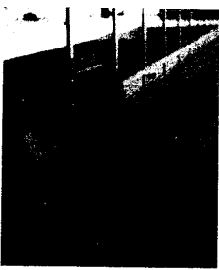
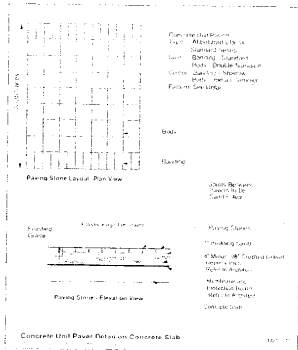
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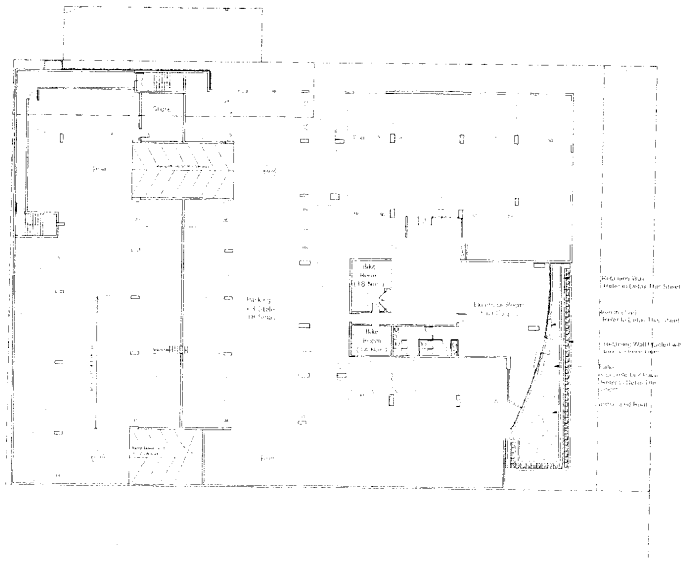
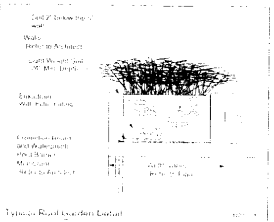
ANDREW CHEUNG ARCHITECTS INC.

6211 No. 3 Road	
Sector B-B	
DATE	PROJECT NO.
23/08/2017	17-0000000000
SCALE	AS SHOWN
1:100	
D-18 #19	

DP 04280393



View 1
Looking East from Entrance



PLANT	RECOMMENDED	PLANTING QUANTITY	PLANT
Plant 1	Plant 1	Plant 1	Plant 1
Plant 2	Plant 2	Plant 2	Plant 2
Plant 3	Plant 3	Plant 3	Plant 3

NO.	REVISED
1.0	ISSUED
2.0	REVISIONS
3.0	REVISIONS
4.0	REVISIONS

ANDREW CHEUNG ARCHITECTS INC.
 1000 WESTERN AVENUE, SUITE 100
 VANCOUVER, BC V6E 2E6
 TEL: 604-681-1111
 FAX: 604-681-1112

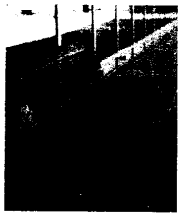
6211 No. 5 Road
 Design Development

Landscape Plan
 Third Floor

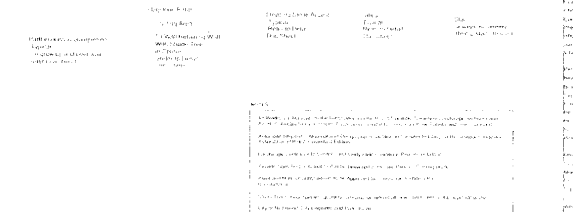
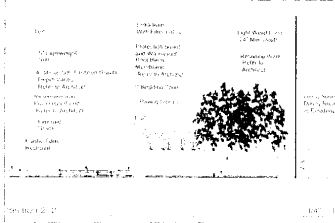
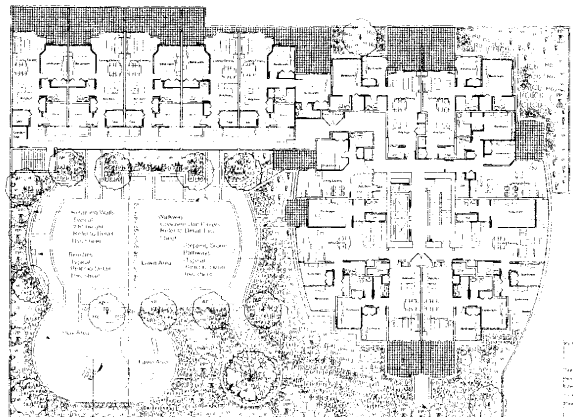
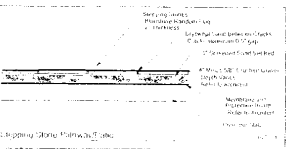
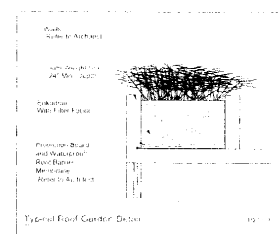
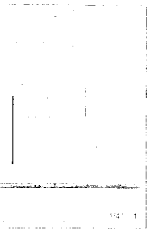
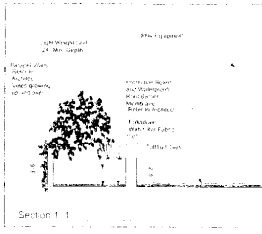
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2024-01-15	02	ISSUED FOR PERMIT
2024-01-15	03	ISSUED FOR PERMIT

L2 #20

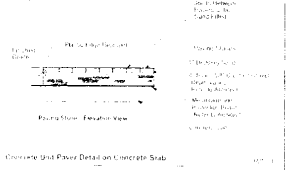
DP 04280393



Block Landscape Form - Concrete



PLANT LIST	SYMBOL	COMMON NAME	PLANT	QUANTITY	DATE
...



6211 No. 3 Road
Landscape Plan
Fourth Plan

ANDREW CHEUNG ARCHITECTS INC.

1008 West 41st Street
Vancouver, BC V6M 2K6
Tel: (604) 681-2888
Fax: (604) 681-2889

DATE: 2011-05-11
SCALE: 1/8" = 1'-0"

DP 04280393

6211 No. 3 Road
Landscape Plan
Fourth Plan

DATE: 2011-05-11
SCALE: 1/8" = 1'-0"

L.3 #21