



To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: August 11, 2011
File: DP 10-553531
Re: **Application by Andrew Cheung Architects Inc. for a Development Permit at
4340 No. 3 Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of approximately 1,075 m² (11,573 ft²) of commercial space and 174 m² (1,877 ft²) of office space at 4340 No. 3 Road on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Vary the interior side yard setbacks and rear yard setback from 3 m to 0 m;
 - b) Permit parking spaces to be located closer than 1.5 m to the interior and rear property lines; and
 - c) Vary the minimum width of the drive aisle to 6.7 m on the western portion of the site.

Brian J. Jackson, MCIP
Director of Development

BJJ:dn
Att.

Staff Report

Origin

Andrew Cheung Architects Inc. has applied to the City of Richmond for permission to develop approximately 1,075 m² (11,573 ft²) of commercial space and 174 m² (1,877 ft²) of office space at 4340 No. 3 Road on a site zoned "Auto-Oriented Commercial (CA)". A vacant fast food building, previously tenanted by Burger King, was recently removed from the site.

There is no rezoning application associated with this project.

A Servicing Agreement is not required; however, a Service Connection Design is required prior to issuance of a Building Permit. Frontage improvements along No. 3 Road were undertaken in association with the introduction of the adjacent Canada Line. Removal of the unnecessary northern driveway and its replacement with curb, gutter and sidewalk will be undertaken through a Work Order. Storm drainage and water analysis were not required and the sanitary analysis demonstrated that upgrades are not required.

Development Information

The applicant proposes redevelopment of the site to establish at grade commercial space, as well as office space within the second storey portion of the building.

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: | A series of auto oriented tenanted units (including Budget Brake and Muffler, Acurus Automotive, Minit Tune, and K&H Auto) zoned Auto-Oriented Commercial (CA) and designated Urban Centre T5 in the Aberdeen Village Specific Land Use Map; |
| To the west: | Canada Line, and across No 3 Road, a two-storey multi-tenanted commercial building (including CDI College, DNA Internet Café, Pho 78) zoned Auto-Oriented Commercial (ZC10) – Airport and Aberdeen Village and designated Urban Centre T5 in the Aberdeen Village Specific Land Use Map; |
| To the south & east: | Parker Place Shopping Centre zoned Auto-Oriented Commercial (CA) and designated Urban Centre T5 in the Aberdeen Village Specific Land Use Map. |

Rezoning and Public Hearing Results

There is no rezoning application associated with the proposed Development Permit.

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 site's existing zoning, Auto-Oriented Commercial (CA), except for the zoning variances noted below.

The City Centre Area Plan (CCAP) designates the site as Urban Centre T5 (35 m) in the Aberdeen Village Specific Land Use Map and includes the site within the Village Centre Bonus area. The applicant has opted not to rezone the site at this time; thereby retaining significant future non-residential development potential.

Zoning Compliance/Variations (staff comments in bold)

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

- 1) Vary the interior side yard setbacks and rear yard setback from 3 m to 0 m .

(Staff supports the proposed variances based on consideration of the geometry of the lot, the immediate adjacencies, and the future development pattern of the neighbourhood.

The subject lot is approximately 36.5 m (119 ft.) wide and an existing east-west horizontal access easement through the site, which provides alternate access/exit to Hazelbridge Way, affects the possible options for redevelopment. The proposed setback variances permit the development to maximize its development potential while introducing a building with characteristics that are appropriate to its location within the downtown core.

North side yard: The northern adjacency consists of a series of automotive related services in a multi-tenant building and a drive aisle that abuts the subject site. The back of the proposed commercial retail units (CRU) abut the northern interior property line. The orientation of the units will contribute toward mitigating noise transfer from the adjacent property.

South side yard: A single CRU is proposed at the south western corner of the site adjacent to No. 3 Road. The unit will contribute toward animating the street and continuing the commercial frontage along the No. 3 Road pedestrian boulevard. The location of the existing access easement is fixed; therefore, the possible building footprint was limited to approximately a 6 m width. Further reducing the building footprint to accommodate a 3 m wide setback would make the corner undevelopable.

Rear side yard: Enclosed mechanical, electrical and garbage facilities are proposed within the setback area. The enclosure will not affect the adjacent surface parking.)

- 2) Permit parking spaces to be located closer than 1.5 m to the interior and rear property lines.

(Staff supports the proposed variance based on consideration of adjacent land uses and the restricted area of the subject site.

The existing interface between the site's southern property line and the blank two-storey wall of Parker Place will be improved in conjunction with development through the introduction of living screen walls associated with small car stalls on the south side of the drive aisle.

The parking and loading proposed to abut the east property line will interface with the existing Parker Place Shopping Centre surface parking.

Overall, the quality of the surface parking area proposed will enhance the current arrangement while maintaining access to No. 3 Road for the Parker Place Shopping Centre.

Planters with trees, shrubs and ground cover will be introduced, living screen walls will be installed along the southern edge of the site abutting the blank Parker Place Shopping Centre wall, and the internal drive aisle will be enhanced with the introduction of brushed concrete that includes a wavelike scoring pattern.)

3) Vary the minimum width of the drive aisle to 6.7 m on the western portion of the site.

(Transportation Engineering have reviewed and support the proposed variance. The variance is limited to the portion of the drive aisle that extends under the No. 3 Road fronting building.

Motor vehicle safety is maintained at a 6.7 m width and the variance permits the pedestrian space adjacent to the CRUs to be maximized, which improves overall safety on the site.

The variance maintains the minimum 6 m wide access easement area that exists on the site for the benefit of the Parker Place Shopping Centre.)

Advisory Design Panel Comments

The design proposal was considered by the Advisory Design Panel on June 1, 2011. 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 underlined text.

Analysis

Conditions of Adjacency

- The subject application proposes to introduce a more urban character to this portion of the block. The uses and building form are a departure from the automotive services provided north of the site and locating the building adjacent to No. 3 Road introduces a more urban and pedestrian oriented commercial character than the southern adjacent Parker Place shopping centre. Surface parking is located internally on the lot and is screened from view by the building.
- As properties within the area redevelop, the character along No. 3 Road will transition from low commercial buildings that are setback from the road, expanses of surface parking, and drive aisle interruptions to a streetscape dominated by a pedestrian sidewalk and bike lane, and continuous building frontages that actively interface with No. 3 Road. The buildings will be tall with enclosed parking and direct vehicle access via No. 3 Road will be closed and/or limited. The site is designated for high-density non-residential use in the Aberdeen Village Specific Land Use Map; however, the subject site is not being rezoned to realize its ultimate development potential at this time. Instead, the proposed redevelopment is an interim stage in the incremental transition occurring within the neighbourhood.
- Locating the building adjacent to No. 3 Road responds to the intentions of the CCAP. The CRUs abutting the No. 3 Road frontage have direct access from No. 3 Road. The remaining CRUs are connected to No. 3 Road by an internal pedestrian sidewalk covered by individual unit canopies. The partial second storey consists of office space and an outdoor patio area that is located above the drive aisle. The second storey element bridges the separation between the two buildings on-site and strengthens the building's presence along No. 3 Road.
- The subject site is affected by noise from the flight path, the adjacent Canada Line, and existing automotive uses. The Richmond OCP Aircraft Noise Sensitive Development Policy prohibits new aircraft noise sensitive land uses in this area.
- The site's existing CA zoning permits childcare, which is a noise sensitive land use. To address the conflict between the site's existing zoning and the site's designation within the

noise sensitive land use map, the aircraft noise sensitive use covenant, which is required to be registered on title, will be amended to reference child care and specify an associated maximum noise level (dB) of 40 dB indoors. The maximum noise threshold is based on information provided by Vancouver Coastal Health, which issues child care facility licenses but is unable to withhold a license based on noise related concerns.

Urban Design and Site Planning

- The proposed building design, which includes four (4) CRUs that are oriented toward No.3 Road, will introduce a level of street animation and pedestrian interest along the public edge that is desirable but not characteristic of the existing block.
- Introduction of a series of compact commercial retail units creates opportunity for individualized tenancy, designs and window displays as part of an overall more inviting commercial façade.
- The CRUs that are located internally on the site are connected to No.3 Road by a 3 m (9.8 ft.) wide sidewalk that continues along the frontages of the individual CRUs as a way-finding feature through the development.
- Although there is a slight change in grade, the change is minimal and the retail spaces will be accessible. The second storey office space is accessible both via a stairwell and an elevator.
- A 6 m (19.6 ft.) wide access agreement exists on-site and continues eastward to 4311 Hazelbridge Way, which is part of the Parker Place Shopping Centre. The access agreement provides a connection between No. 3 Road and Hazelbridge Way. The access agreement will remain in place and dictates the location of the drive aisle and the retention of an access via No. 3 Road.
- The development proposal provides the required on-site vehicle and bicycle parking. Thirty nine (39) vehicle parking stalls are provided on-site.
- The required medium sized loading stall is located at the eastern end of the site.
- Garbage and recycling facilities are enclosed and located at the northeast corner of the site.
- The clearance below the partial second storey that bridges the separation between the two (2) buildings fronting No. 3 Road is 4.6 m (15 ft.), which accommodates on-site truck movement. The architect has provided an analysis of Building Code fire fighting requirements that supports fire fighting stationed on No. 3 Road.
- The applicant has confirmed that the nearby existing Hydro kiosk can service the proposed development; thereby avoiding the installation of another kiosk along No. 3 Road.

Architectural Form and Character

- The building includes a partial second storey that strengthens the building's presence along No. 3 Road, bridges the separation between the two (2) street fronting buildings, and relates to the existing elevated Canada Line.
- The inclusion of a light well in the architectural bridge facilitates the transfer of natural light onto the drive aisle and pedestrian sidewalk below the bridge element; thereby contributing to pedestrian safety.
- The No. 3 Road elevation is characterized by individual CRUs treated with a combination of transparent glazing, metal and glass awning, pre-finished metal panels and feature metal trellis structures that articulate and introduce variation to building height. The second floor is set back from the main floor, contributing depth and texture to the façade.
- The internal portion of the building is a two-storey volume consisting of a series of double height CRUs. The building façade is treated with transparent glazing, pre-finished metal panels, pre-finished metal grilles and fabric awning above individual units. The length of the

façade is interrupted by two (2) vertical building components that feature a metal trellis at the roof level.

- The height of the parapet varies and the metal trellises further introduce visual variety.
- The north and south elevation, which abut the auto service oriented drive aisle and Parker Place’s surface parking lot respectively, are painted concrete block walls.
- The second storey office space includes deep overhangs to shield against south and west sun exposure. Weather protection for ground level retail units consists of metal and glass awning along No. 3 Road and fabric awnings are proposed above internally located units. In addition to providing weather protection, these elements contribute variety to the pedestrian realm and overall character to the development.
- Proposed illumination is either recessed or downward oriented to minimize light pollution.

Tree Preservation

- An Arborist Report and associated tree plan was submitted in association with the proposed development permit.

Tree Review Synopsis

tree location	# of trees	retention/removal	compensation
On-site tree	0	-	-
City street tree	2	Retention	-
Off-site tree	6	Retain and protect 2 trees Remove 4 trees planted within 0.6 to 0.9 m (2' –3') of the property line. The proposed development would affect the critical root zone of the tree. In addition, significant associated branch removal would increase the tree’s susceptibility to disease.	Remove and replace 4 neighbouring trees. Replacement is to be undertaken at a 2:1 ratio in accordance with the Official Community Plan (OCP) and required replacement trees are to be split between the neighbouring property and the development site.

- In order to remove off-site trees, the applicant is to make a non-development tree permit application on behalf of the neighbour, which requires a signed Letter of Authorization and payment the associated permit fee. The permit will secure installation of four (4) replacement trees on the neighbouring property. An acceptable non-development tree permit application is required as a condition of Development Permit issuance.
- Norway Spruce is proposed as replacement trees on the adjacent southern site and will be located to minimize the visual impact of the southern CRU wall and stairwell.

Landscape Design and Open Space Design

- The No. 3 Road frontage treatment has been designed to blur distinction between the existing boulevard treatment on public property, which was introduced in association with the Canada Line, and private property.
- The two (2) existing street trees along No. 3 Road will be retained and the street tree in front of the northern adjacent property at the edge of the site will remain undisturbed.
- Landscaping along the No. 3 Road frontage is designed to establish a secondary, intimate public space in front of the CRUs. The landscaping includes a feature Serbian Spruce at the edge of the site and a combination of shade tolerant ground cover and evergreen shrubs, as well as bench seating, and outdoor bicycle parking.
- To enhance the existing No. 3 Road boulevard treatment, the applicant will extend the landscaping treatment beyond the property line to maximize the landscaped area within the public realm in accordance with the attached landscaping plans.

- To complement the existing scored concrete paving treatment of the public boulevard, brushed concrete with complementary scoring marks will be used for the hard surface treatment along the No. 3 Road frontage and will extend across the drive aisle to minimize the visual affect of the drive aisle's interruption of the No. 3 Road boulevard. To ensure public safety and clearly delineate the vehicle traffic path, bollards are placed along the edge of the pedestrian area.
- Within the surface parking area, planters have been introduced in front of small car parking stalls. The planting areas feature a Purple Fountain Beech tree, which is a columnar deciduous accent tree characterized by smooth gray bark and cascading branches, as well as shrubs and ground cover. The introduction of these plants will shorten the visual length of the drive aisle.
- To further soften the strong linear character of the internal drive aisle, brushed concrete with a wavelike scoring pattern will be introduced. The design will be complementary to the rectangular pattern along No. 3 Road.
- To soften the northern wall of the Parker Place Shopping Mall, 3 m (9.8 ft.) high living screen walls are proposed in front of small car parking stalls.
- The second storey outdoor space includes planters with Magnolia trees, vines on trellis structures, bench seating and ornamental grasses around the opening to below.

Engineering/Servicing

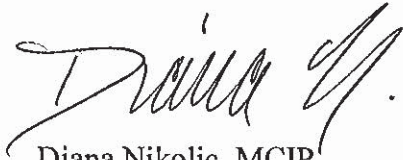
- Frontage improvements were undertaken in association with the introduction of the adjacent Canada Line. The development scheme proposed for the subject site does not require the existing north driveway interruption to the boulevard. As a condition of Building Permit issuance, the applicant is required to acquire a Work Order to ensure the removal of the northern driveway and its replacement with curb, gutter and sidewalk that continues the existing treatment as noted on the site plan.
- Storm drainage analysis is not required.
- Based on the submitted sanitary sewer capacity analysis, which has been accepted by the City, no upgrades to the existing sanitary sewer are required.
- The applicant has demonstrated that the proposed development has adequate water flow and that no associated upgrades are required.
- A Servicing Agreement is not required; however, the applicant is required to submit an acceptable Service Connection Design as a condition of Building Permit issuance.

Crime Prevention Through Environmental Design

- The design, both along No. 3 Road and internally on the site effectively creates a sense of ownership of the surrounding area through the strategic use of landscaping, outdoor furniture, orientation of uses and use of transparent building material. Further, the design establishes a clear transition between public, semi-public/private and private space. As a result, the risk of the space around the building being used for undesirable uses is minimized.
- The orientation of the building's design and the use of large glass store fronts maximize opportunities for passive surveillance.
- The site plan design minimizes potential entrapment areas and the landscaping plan maintains visual permeability. Proposed illumination will further contribute toward on-site safety.

Conclusions

The proposed development is responsive to the City of Richmond's design objectives within the City Centre. Although the development proposal does not maximize the site's potential at this time, the interim use proposed comprehensively responds to the changing character of the City Centre by introducing a more urban small scale commercial development characterized by a strong street presence and screened parking area. Based on the proposal's design response to its immediate context and objectives of the CCAP, staff support the proposed development.



Diana Nikolic, MCIP
Planner II, Urban Design

DN:rg

Attachment 1: Development Data Sheet

Attachment 2: ADP Notes and Applicant Responses (in bold underlined text)

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$60,419.15, which includes 10% contingency;
- Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site;
- Submission of a non-development tree permit application on behalf of the neighbor (4380 No. 3 Road) and a signed "Letter of Authorization" from the neighbor for removal of off-site trees;
- Registration of an aircraft noise sensitive use covenant on title, which is to be amended to reference maximum noise levels (dB) associated with child care use, and that indemnifies the City;
- Provision of a letter agreement for awnings that extend into the right of way and an encroachment agreement if required based on review of the letter agreement; and
- Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.

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

- Submission of an acceptable Service Connection Design;
- Enter into a Work Order Agreement with the City to remove the existing north driveway interruption of the boulevard and its replacement with curb, gutter, and sidewalk that continues the existing treatment;
- Enter into a Work Order Agreement with the City to facilitate landscaping improvements beyond the property line along No. 3 Road;
- The applicant is required to obtain a Building Permit* for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285; and*
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note:

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

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

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



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

**Development Application
 Data Sheet**
 Development Applications Division

DP 10-553531 **Attachment 1**

Address: 4340 No. 3 Road

Applicant: Andrew Cheung Architects Inc. Owner: Maston Enterprises Inc. Inc. No. 0862508

Planning Area(s): City Centre Area Plan – Aberdeen Village Specific Land Use Map

Floor Area Gross: 1,249.65 m² Floor Area Net: 1,039.25 m²

	Existing	Proposed
Site Area:	2,773.9 m ²	2,773.9 m ²
Land Uses:	vacant fast food restaurant	commercial retail units and second storey office space
OCP Designation:	Commercial	Commercial
Zoning:	Auto Oriented Commercial (CA)	Auto Oriented Commercial (CA)
Number of Units:	1 vacant fast food restaurant	13 commercial retail units, 1 second storey office space

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.451	none permitted
Lot Coverage:	Max. 50%	39%	none
Setback – Front Yard:	Min. 3 m	7 m	none
Setback – Interior Side Yard north: south:	Min. 3 m	north: 0 m south: 0 m	variance requested
Setback – Rear Yard:	Min. 3 m	0 m	variance requested
Height (m):	Max. 12 m	12 m	none
Lot Size:	2,773.9 m ²	2,773.9 m ²	
Total off-street Parking Spaces:	39	39	none
Off-street Parking Spaces – Accessible:	1	1	none
Amenity Space – Indoor:	n/a	n/a	
Amenity Space – Outdoor:	n/a	n/a	

Excerpt from the Notes from
The Design Panel Meeting

Wednesday, June 1, 2011

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(The applicant's responses have been inserted in **bold underlined text**)

2. DP 10-553531 – CRUs AND OFFICE SPACE WITHIN A TWO - STOREY BUILDING

ARCHITECT: Andrew Cheung Architects Inc.

PROPERTY LOCATION: 4340 No. 3 Road

Panel Discussion

Comments from the Panel were as follows:

- a well-designed project; the building does not look like a box; frontage/urban edge is excellent;
- appreciate the applicant for making an effort to create a sense of entry to the site and to protect the shopping area inside; will enhance the livability of the space;
- appreciate the horizontality and the interlocking notion of the building form; like the modern and clean lines; tower forms are successful;
- the light well on the bridge deck is a point of interest and will draw people from the street; a good use of space on the bridge deck;
- metal roof trellises provide a good counterpoint to the cubic tower forms;
- a good project; applicant is commended for creating a modern building with clean lines in a difficult location due to its proximity to Canada Line;
- agree with previous comments of the Panel members;
- as an interim use, the project appropriately addresses the No. 3 Road facade at the pedestrian level;
- encourage applicant to work with Planning/Engineering regarding boulevard treatment and consolidate planting design of the project with current planting within the right-of-way to eliminate lower treatments and provide consistency to streetscape guidelines; **we are in agreement and had modified the landscape design to do so.**
- continue project sidewalk paving across throat of drive aisle to provide pedestrian priority across No. 3 Road; add bollards across; provides integration and relates to street standards; **we are in agreement and had modified the site plan as suggested.**
- good design in terms of massing and composition;

- difficult location of the project due to its proximity to Canada Line; however the project is not intimidated by the Canada Line and the massing and treatment of elements fit well with its context;
- consider introducing public art in the project;
- project is well designed considering the size of the site and its difficult location;
- would have preferred to see a more substantial building; however, the current design of the building meets the requirements of its location; and
- extensive solid pavement underneath Canada Line tracks can be mitigated by less harsh paving treatment from the project's property line to the inside; could introduce some colour. **The solid pavement is to encourage activities along the street front. It can be used for café seatings and retail display. We would prefer neutral color for the side walk and let the seating groups and display items to provide colors.**

The Chair read the following written comments submitted by Tom Parker:

- plans do not show the locations of the washrooms; and
- at least one fully accessible washroom should be provided and be made accessible to all employees/users.

In response to the written comments of Tom Parker, the applicant stated the following:

- the provision of washrooms in the project is a Building Code issue; and
- tenants of a commercial building are typically required to provide their own washrooms including accessible facilities.

Diana Nikolic, Planner, summarized the comments of the Panel as follows:

- the project received a lot of support from the Panel;
- the applicant is to consider looking at blending/blurring the lines between the City's property and the project's frontage; **The landscape design in the front planter has been modified. There is no distinction between the private and public property. The #3 Road frontage will read as one wide sidewalk from curb to the storefront. Ready for activities like café seating and sidewalk sale display.**
- the applicant is to consider the details of how the drive aisle meets up with No. 3 Road. **The proposed concrete paving will be extended into the section of the drive isle between existing sidewalk and proposed storefront. This will further enhance the continuous sidewalk design along #3 Road without interruption.**

Due to the absence of Quorum, a recommendation could not be considered.



No. DP 10-553531

To the Holder: ANDREW CHEUNG ARCHITECTS INC.
Property Address: 4340 NO. 3 ROAD
Address: SUITE 410 – 1639 WEST 2ND AVENUE
 VANCOUVER, BC V6J 1H3

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) Vary the interior side yard setbacks and rear yard setback from 3 m to 0 m;
 - b) Permit parking spaces to be located closer than 1.5 m to the interior and rear property lines; and
 - c) Vary the minimum width of the drive aisle to 6.7 m on the western portion of the site.
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 #8 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 \$60,419.15 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 10-553531

To the Holder: ANDREW CHEUNG ARCHITECTS INC.

Property Address: 4340 NO. 3 ROAD

Address. SUITE 410 – 1639 WEST 2ND AVENUE
VANCOUVER, BC V6J 1H3

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 , .

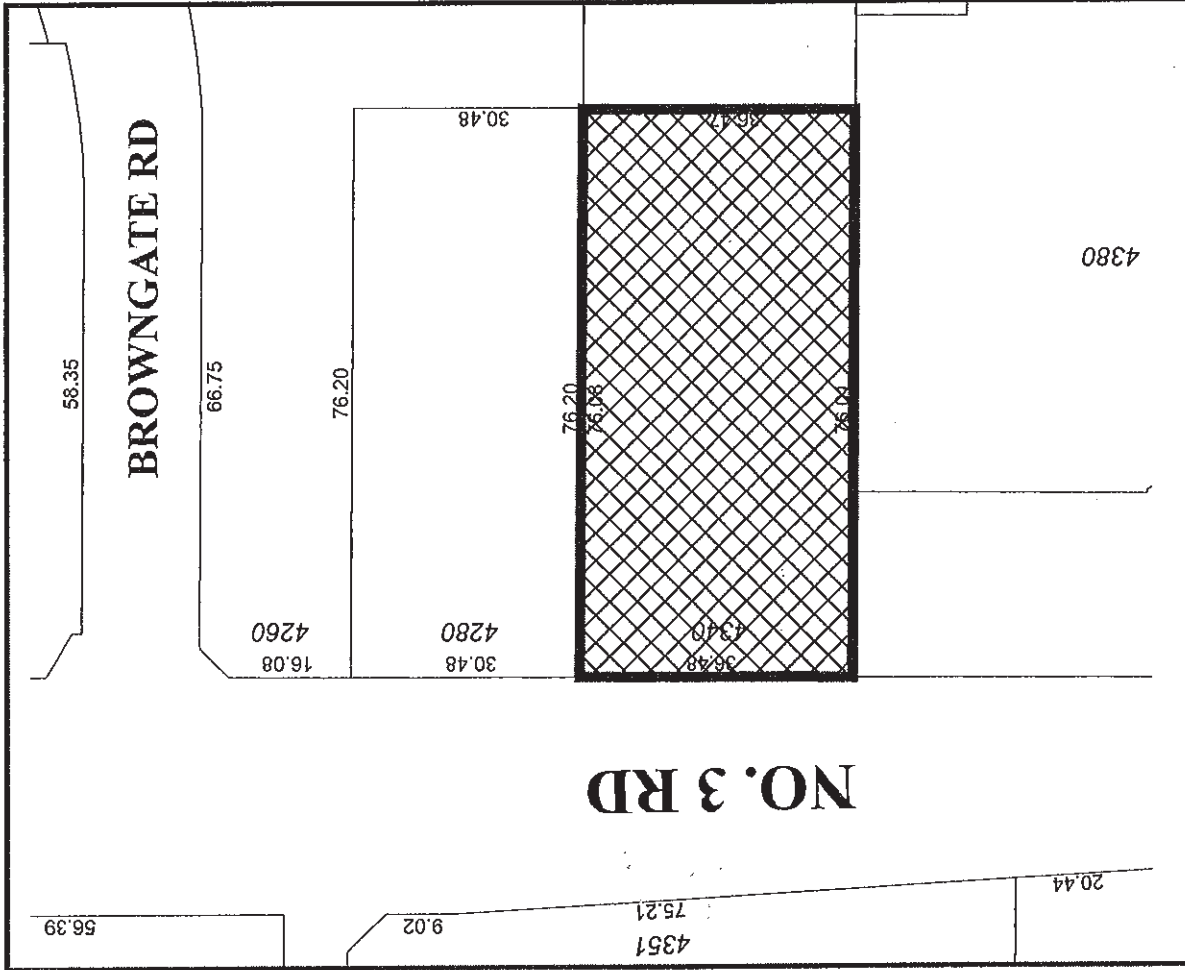
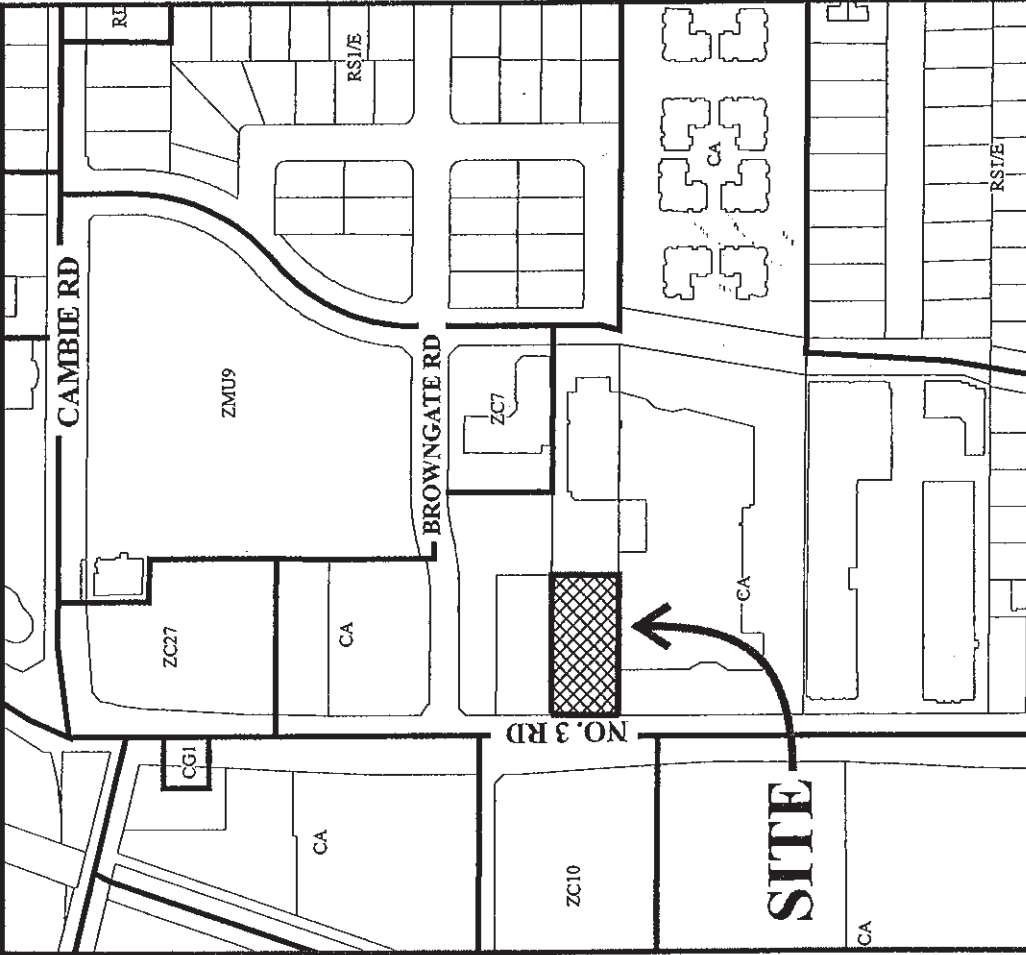
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



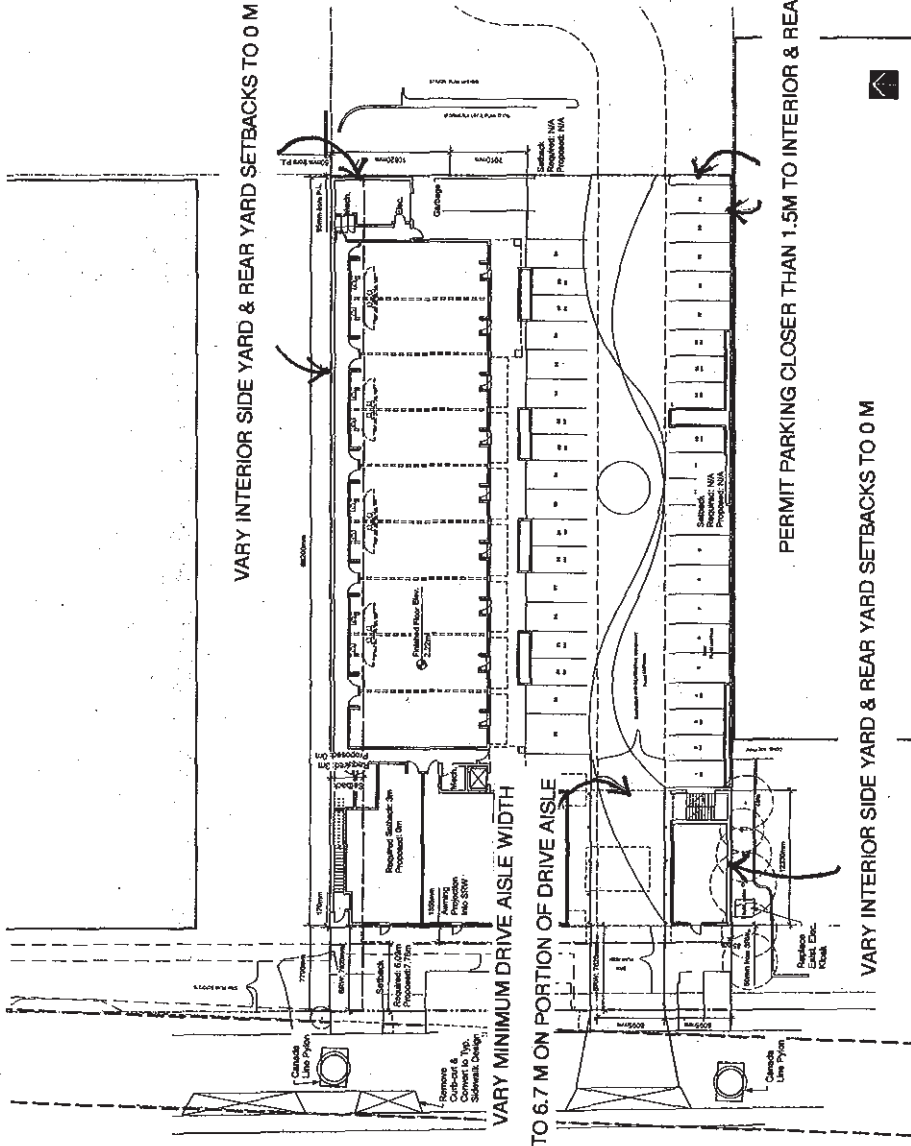
DP 10-553531 SCHEDULE "A"

Original Date: 11/25/10

Revision Date:

Note: Dimensions are in METRES

PROJECT DATA	
CITY/ADDRESS	410 NOLA ROAD
LEGAL DESCRIPTION	WEST 1/4 SECTION 16, T13N, R10W, S14E, RANGE 5 WEST, T13N, R10W, S14E
ZONING CLASSIFICATION	CA
SITE AREA	21,877 sq. ft. (1,770 sq. ft. net)
FLOOR AREA RATIO (FAR)	
ALLOWED FAR	0.5
ALLOWED BUILDABLE FLOOR AREA	10,938.5 sq. ft. (7,953.8 sq. ft. net)
PROPOSED FAR	0.45
PROPOSED BUILDABLE FLOOR AREA	9,847.5 sq. ft. (7,383.8 sq. ft. net)
GROUND FLOOR AREA	11,228 sq. ft. (8,753.8 sq. ft. net)
SECOND FLOOR AREA	1,877 sq. ft. (1,384 sq. ft. net)
LOT COVERAGE	
ALLOWED LOT COVERAGE	50%
PROPOSED LOT COVERAGE	30%
SETBACKS	
FRONT - WEST (WALL TO WALL)	PROPOSED
FRONT - NORTH (WALL TO WALL)	20 ft. (MIN)
FRONT - SOUTH (WALL TO WALL)	9 ft. 6 in. (MIN)
FRONT - EAST (WALL TO WALL)	0 ft. (MIN)
FRONT - NORTH (WALL TO WALL)	N/A
FRONT - SOUTH (WALL TO WALL)	N/A
HEIGHT	
ALLOWED HEIGHT	35.7 ft. (MIN)
PROPOSED HEIGHT	36.2 ft. (MIN)
FACINGS	
FRONT - WEST (WALL TO WALL)	PROPOSED
FRONT - NORTH (WALL TO WALL)	20 ft. (MIN)
FRONT - SOUTH (WALL TO WALL)	9 ft. 6 in. (MIN)
FRONT - EAST (WALL TO WALL)	0 ft. (MIN)
FRONT - NORTH (WALL TO WALL)	N/A
FRONT - SOUTH (WALL TO WALL)	N/A
HEIGHT	
ALLOWED HEIGHT	35.7 ft. (MIN)
PROPOSED HEIGHT	36.2 ft. (MIN)
REAR - WEST (WALL TO WALL)	PROPOSED
REAR - NORTH (WALL TO WALL)	20 ft. (MIN)
REAR - SOUTH (WALL TO WALL)	9 ft. 6 in. (MIN)
REAR - EAST (WALL TO WALL)	0 ft. (MIN)
REAR - NORTH (WALL TO WALL)	N/A
REAR - SOUTH (WALL TO WALL)	N/A
HEIGHT	
ALLOWED HEIGHT	35.7 ft. (MIN)
PROPOSED HEIGHT	36.2 ft. (MIN)
BICYCLE PARKING	
MINIMUM REQUIRED	1 (MINIMUM REQUIRED)
PROPOSED PROVIDED	1 (MINIMUM REQUIRED)
CLASS 1	3
CLASS 2	3



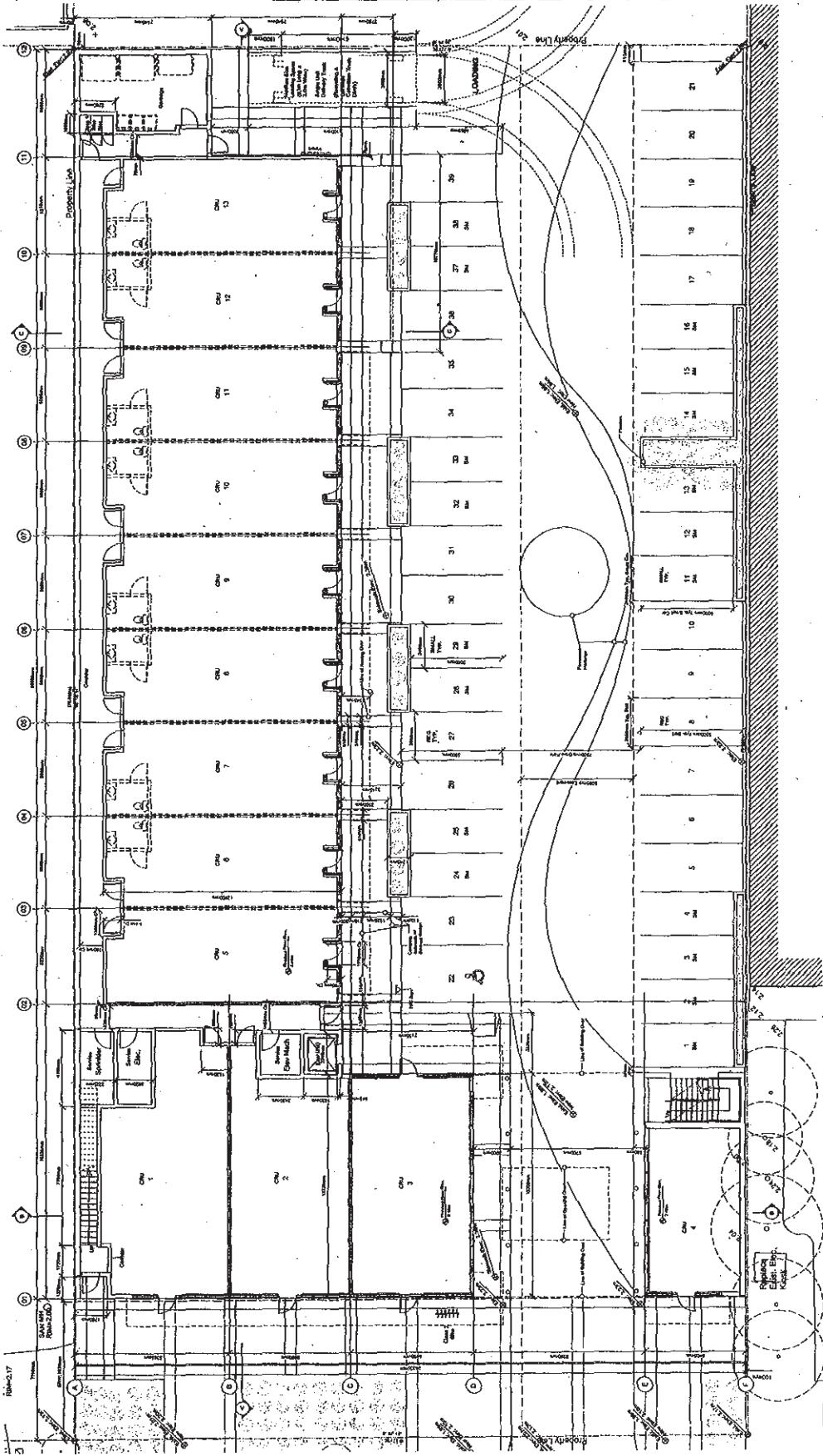
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E	09/11	Revised for DP Revisions	
D	09/07	Revised for DP Revisions	
C	07/27/11	Revised for DP Revisions	
B	07/27/11	Revised for DP Revisions	
A	10/23/10	Revised for DP Revisions	
1		Initial Issue	

AUG 12 2011

ANDREW CHEUNG
ARCHITECTS INC.

PROJECT INFORMATION	
PROJECT NO.	DP 10-553531
PROJECT ADDRESS	410 NOLA ROAD, RICHMOND, B.C.
CLIENT	Stas / Road
DATE	2011
SCALE	AS SHOWN
DRAWN BY	
CHECKED BY	
DATE	

PLAN #1
DP 10-553531
#1
1053531



No.	Date	Appr.	Revision Notes
C	08/27/11		Revised for Permits
D	09/01/11		Revised for Permits
E	09/02/11		Revised for Permits
F	09/02/11		Revised for Permits
G	09/02/11		Revised for Permits
H	09/02/11		Revised for Permits
I	09/02/11		Revised for Permits
J	09/02/11		Revised for Permits
K	09/02/11		Revised for Permits
L	09/02/11		Revised for Permits
M	09/02/11		Revised for Permits

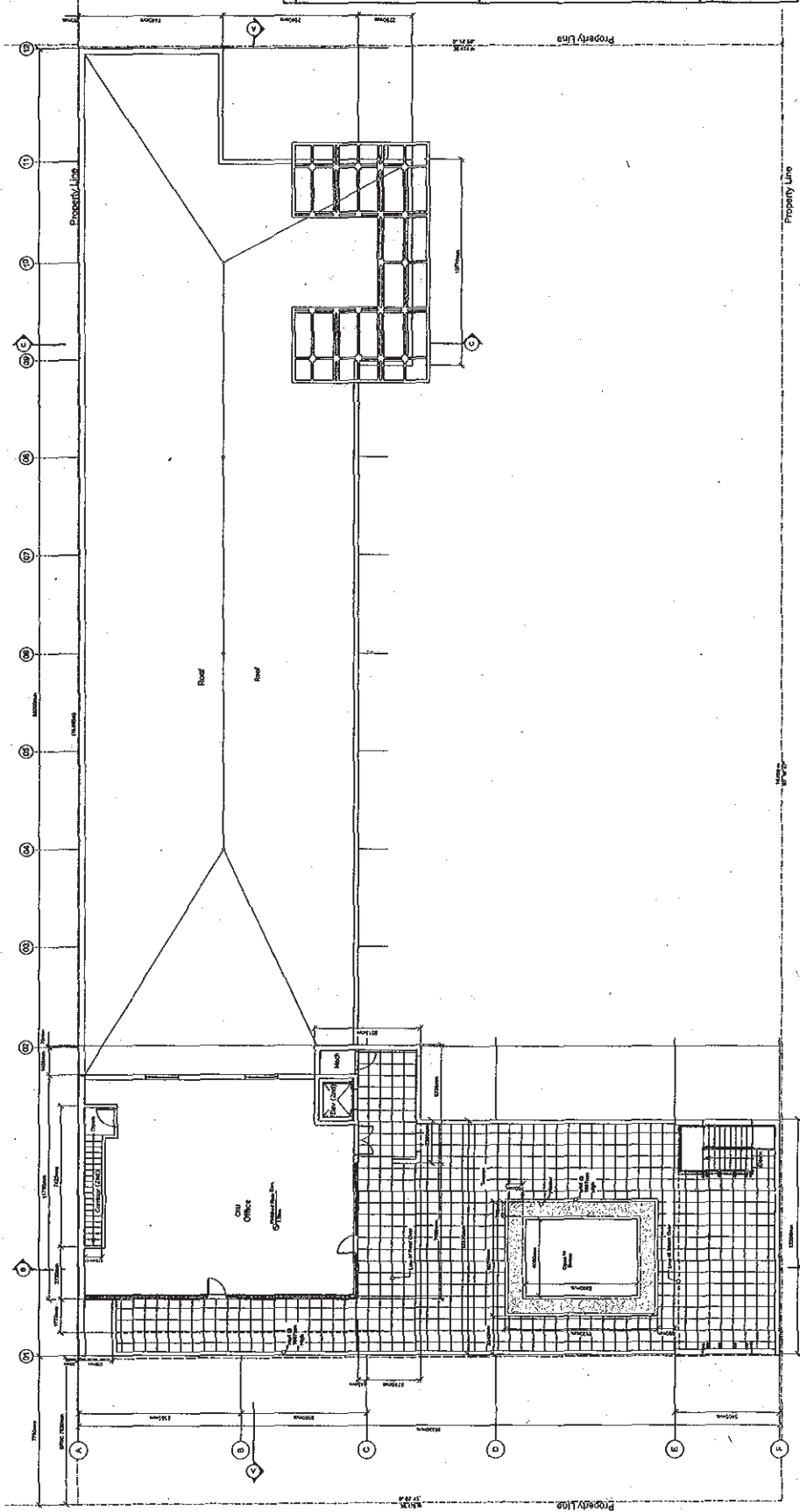
AUG 12 2011

ANDREW CHEUNG
ARCHITECTS INC.

July 4/10
1031 West 20th Ave.
Richmond, BC
V6V 2K3
Tel: (604) 682-2000
Fax: (604) 682-1588

DP-10-658381	4840 McJ. Hill, Richmond, B.C.
Ground Floor	
Scale: 1/8" = 1'-0"	Sheet No: 11000
Project No: 10311	Revision No: 11
Issue Date: MAY 20, 2011	Issue By: [Signature]
Issue For: 110011-2011-4200-N33	Issue For: [Signature]

PLAN #11
DP-10-658381
#2



No.	Date	Appr.	Revisions/Notes
E	10/27/11		Issued for DP Revisions
D	10/26/11		Issued for DP Revisions
C	10/25/11		Issued for DP Revisions - Changeout
B	10/24/11		Issued for DP Revisions
A	10/23/10		Issued for DP Revisions
No.	Date	Appr.	Revisions/Notes

AUG 24 2011

**ANDREW CHEUNG
ARCHITECTS INC.**

Suite 470
1633 West 7th Ave.
Vancouver, BC V6L 1V6
Canada
Tel: (604) 685-2008
Fax: (604) 685-1899

Project No.	DP-10-553531
Client	4240 Huls Bld., Richmond, B.C.
Drawn	DP
Check	AC
Date	AUG 20, 2011
Scale	1:120
Sheet No.	2 of 2
Project Name	Second Floor
Plan #	PLAN #1c

#3

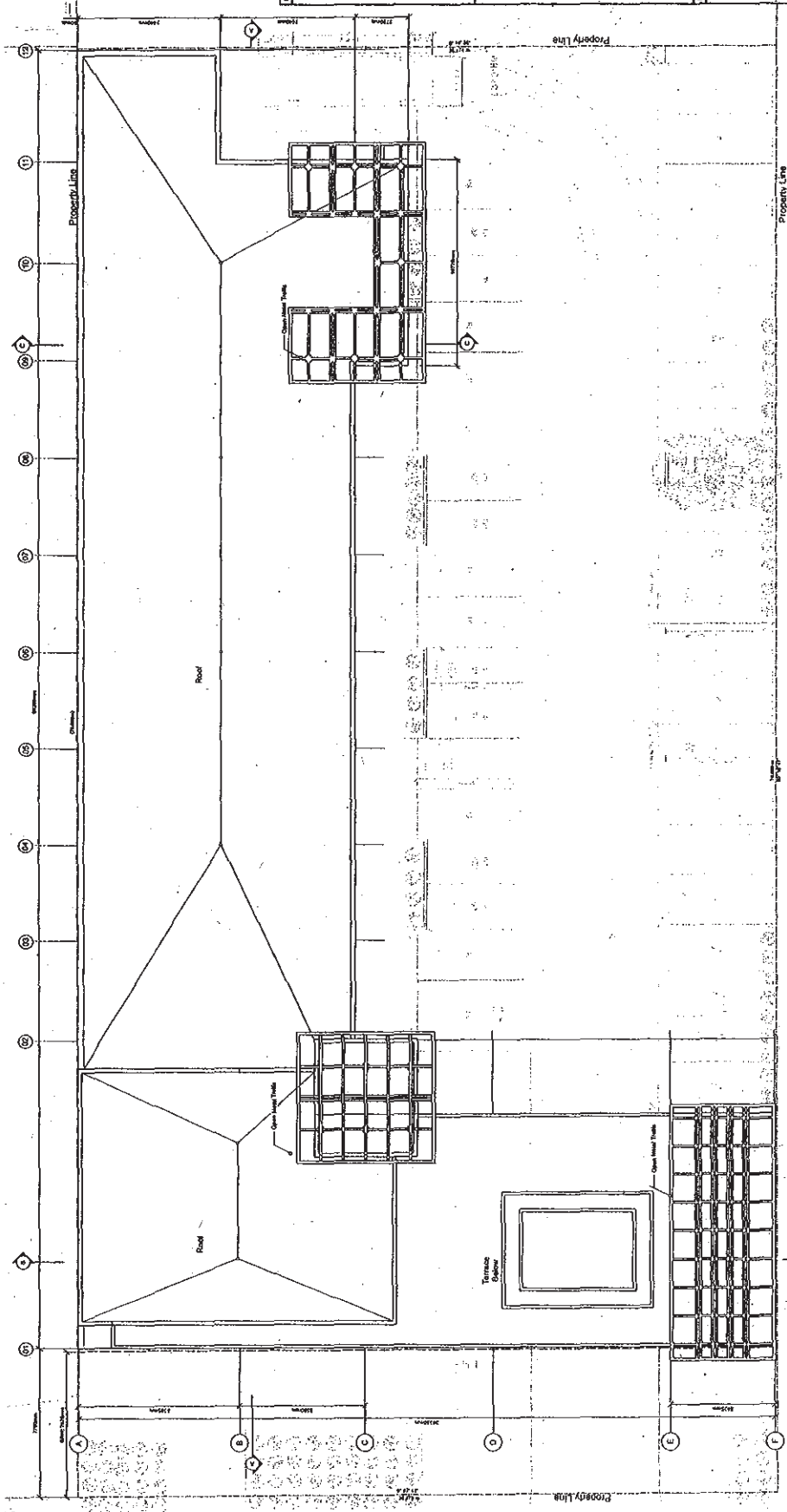
PLAN #1c
DP 10-553531

DP 10553531

WE ARE PREPARING THIS BUILDING DESIGN

NOTES:
The S.A.C. is intended to be constructed in accordance with the Building Code of Canada (B.C.C.) and the Building Code of British Columbia (B.C.B.C.). All materials and workmanship shall conform to the requirements of the B.C.C. and B.C.B.C. and shall be subject to the approval of the local authority having jurisdiction.

CONSTRUCTION:
The S.A.C. shall be constructed in accordance with the Building Code of Canada (B.C.C.) and the Building Code of British Columbia (B.C.B.C.). All materials and workmanship shall conform to the requirements of the B.C.C. and B.C.B.C. and shall be subject to the approval of the local authority having jurisdiction.



No.	Date	Appr.	Revised Notes
1	10/27/11		Issued for DP Submittals
2	11/01/11		Issued for DP Submittals
3	11/01/11		Issued for DP Submittals
4	11/01/11		Issued for DP Submittals
5	11/01/11		Issued for DP Submittals
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25	11/01/11		Issued for DP Submittals
26	11/01/11		Issued for DP Submittals
27	11/01/11		Issued for DP Submittals

AUG 12 2011

ANDREW CHEUNG
ARCHITECTS INC.

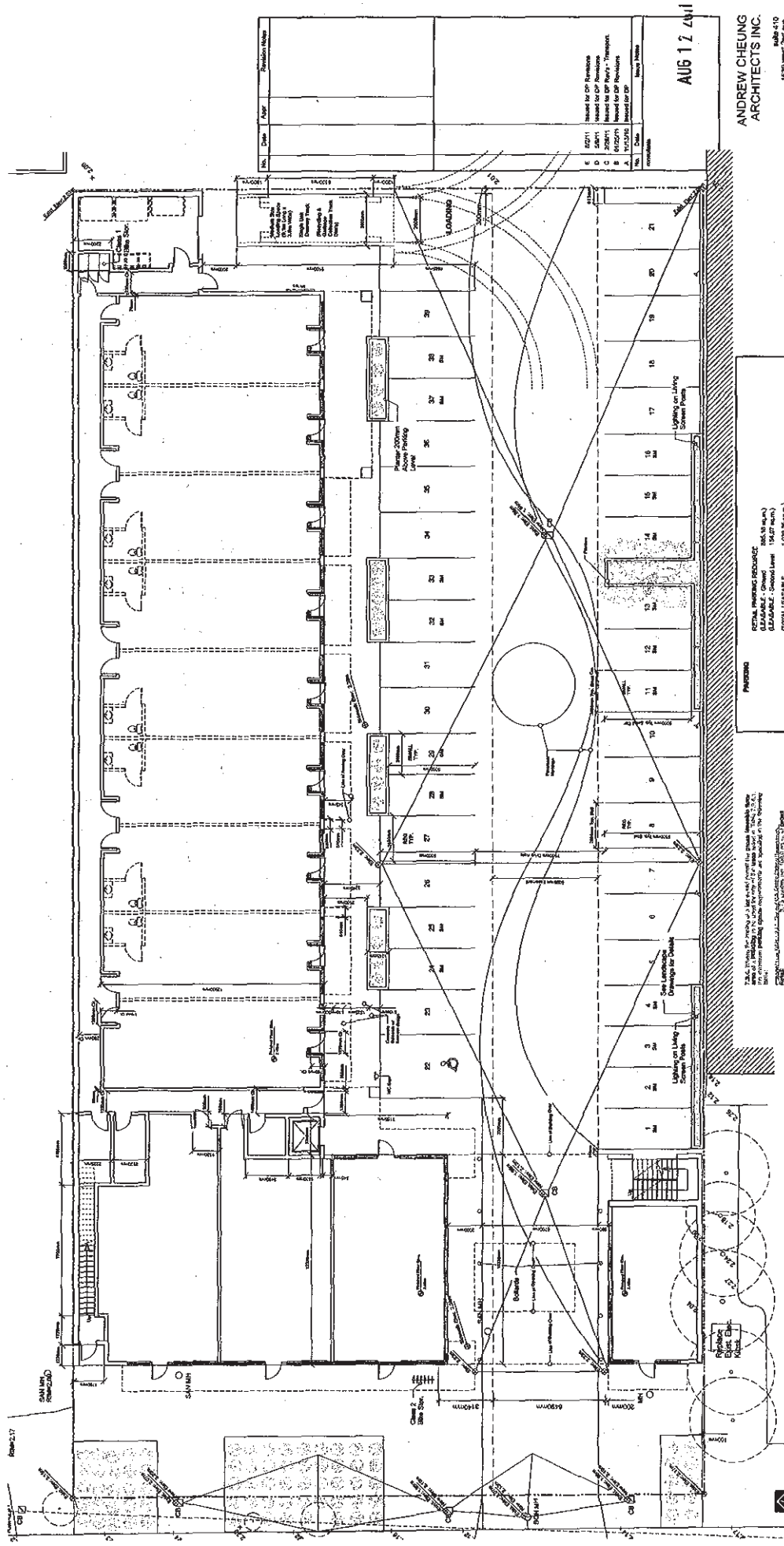
1000 West 20th Ave.
Denver, CO 80202
Tel: (303) 855-2000
Fax: (303) 855-2000

DP-10-05533T
4840 N. 13th St. Richmond, B.C.

Project Name: _____
Project No: _____
Scale: _____
Date: _____
Drawn by: _____
Checked by: _____
Approved by: _____

PLAN #1d
DP 10-55333T

#4
1054320



AUG 12 2011

ANDREW CHEUNG
ARCHITECTS INC.

1630 West 2nd Ave.
Vancouver, BC
V6L 1Y5
Tel: (604) 683-2888
Fax: (604) 685-3888

Project	DP-10-553531
Client	4540 McJ Rd, Richmond, B.C.
Phase	Ground Floor
Drawn	July 25, 2011
Checked	July 25, 2011
Scale	1:1000
Sheet No.	10553531-001
Sheet Count	1
Plan #	PLAN #2

#5

PLAN #2
DP-10-553531

DP 10553531

OFFICE PARKING SPACES REQUIRED (AVAILABLE - ON-SITE)	36 (36)
OFFICE PARKING SPACES PROVIDED	36 (36)
OFFICE LEASABLE (AVAILABLE - ON-SITE)	1 (1)
OFFICE LEASABLE PROVIDED	1 (1)
OFFICE LEASABLE (AVAILABLE - OFF-SITE)	3 (3)
OFFICE LEASABLE PROVIDED	3 (3)
ON-SITE LOADING SPACES REQUIRED	1 (1)
ON-SITE LOADING SPACES PROVIDED	1 (1)
BICYCLE PARKING SPACES REQUIRED	1 (1)
BICYCLE PARKING SPACES PROVIDED	1 (1)

2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
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10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.

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NO.	DATE	REVISION DESCRIPTION	BY
1	10/11/11	REVISED PER COMMENTS	DM
2	10/11/11	REVISED PER COMMENTS	DM
3	10/11/11	REVISED PER COMMENTS	DM
4	10/11/11	REVISED PER COMMENTS	DM
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49	10/11/11	REVISED PER COMMENTS	DM
50	10/11/11	REVISED PER COMMENTS	DM



DMG Landscape Architects
 4340 RD. 3 ROAD
 RICHMOND, B.C.

AUG 17 2011

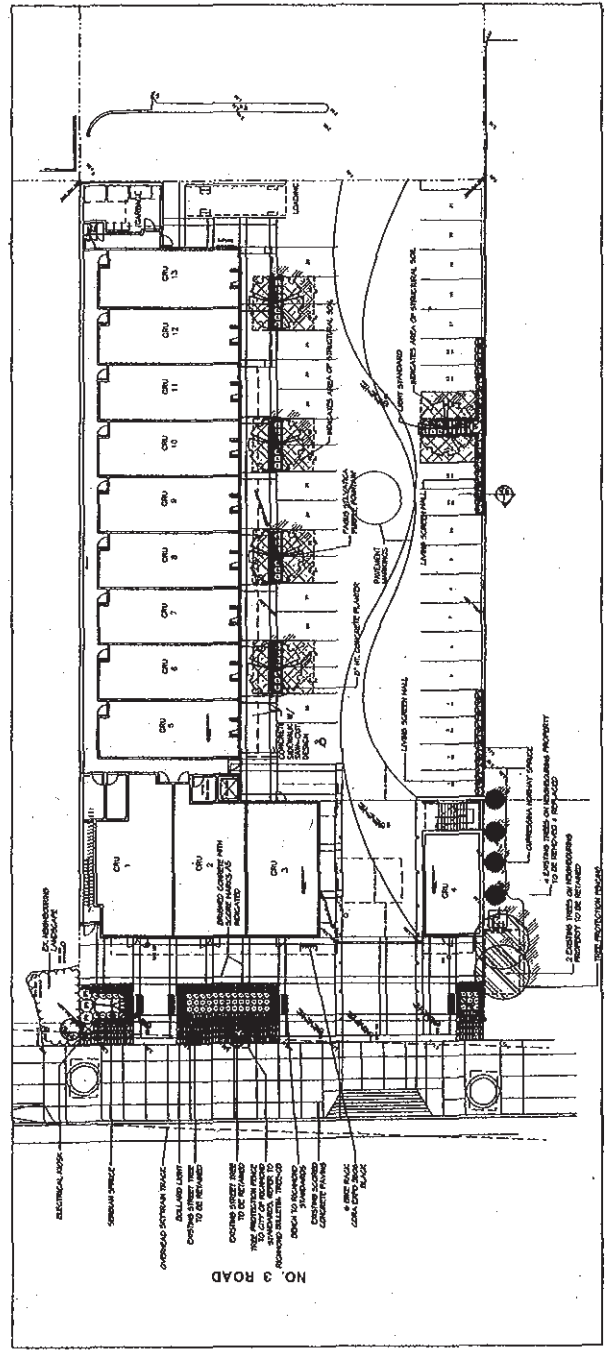
MIXED USE DEV.
 4340 RD. 3 ROAD
 RICHMOND, B.C.

LANDSCAPE PLAN

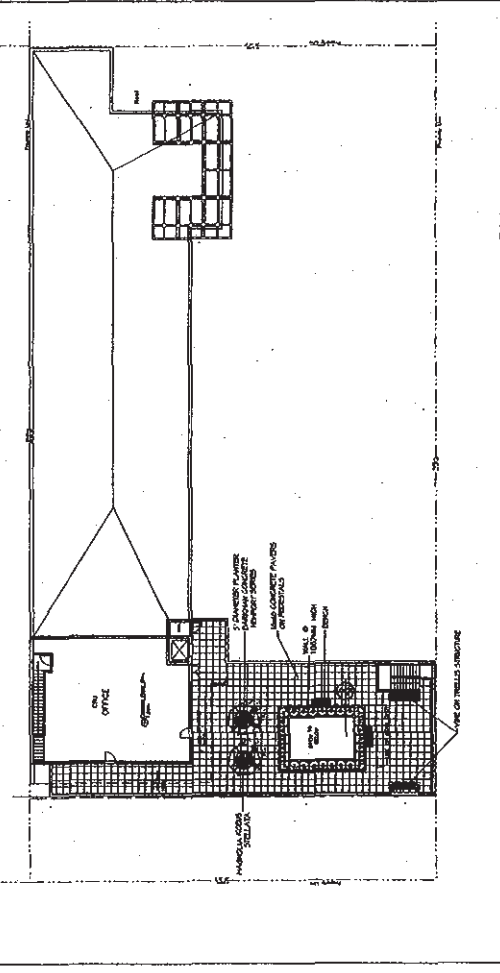
DATE	REVISED	REVISION NUMBER
SCALE	LAND	
DRAWN BY	DM	
CHECKED BY	JM	
DATE	JM	
PROJECT NUMBER		10-071

#100

TD 10 20 20 1



GROUND LEVEL PLANTING



UPPER LEVEL PLANTING

PLANT SCHEDULE	COMMON NAME	PLANTED SIZE / QUANTITY
1	PARLE FOLIAGE BUSH	50 CAL 24 FT 18 BDB
2	PARLE FOLIAGE BUSH	24 FT 18 BDB
3	PARLE FOLIAGE BUSH	24 FT 18 BDB
4	PARLE FOLIAGE BUSH	24 FT 18 BDB
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48	PARLE FOLIAGE BUSH	24 FT 18 BDB
49	PARLE FOLIAGE BUSH	24 FT 18 BDB
50	PARLE FOLIAGE BUSH	24 FT 18 BDB

NOTES: 1. PLANT SPECIES LISTED IN THIS LIST ARE PROVIDED FOR INFORMATION ONLY. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITIES. 2. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST. 3. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST. 4. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. PROVIDE CERTIFICATION UPON REQUEST.

PLAN #3
 DP 10-553531

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DMG
landscape architects

1500 University of
Richmond Road
Richmond, B.C. V6V 1W1
Phone: 604-273-1111
Fax: 604-273-1112

AUG 12 2011

PROJECT:

MIXED USE DEV.
4340 NO. 3 ROAD
RICHMOND, B.C.

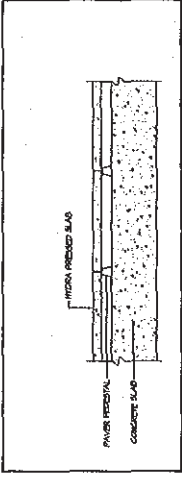
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LANDSCAPE
DETAILS

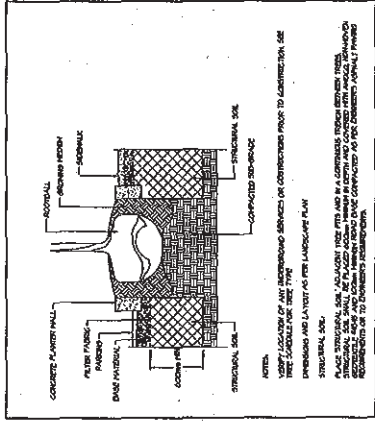
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DESIGNER:	JAY
CHECKER:	JAY
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OF 2

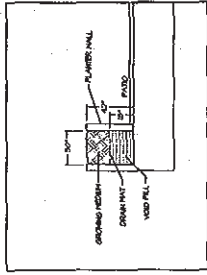
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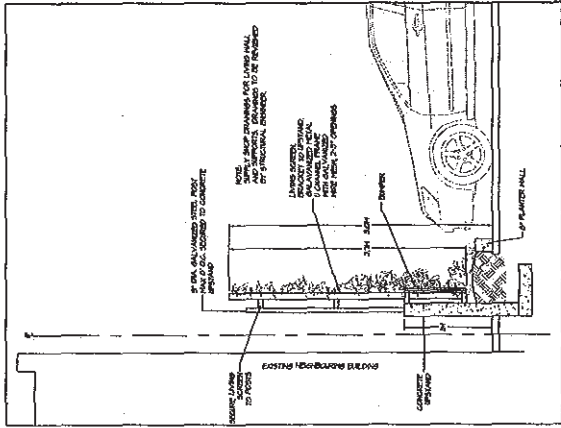
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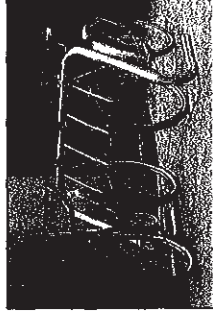
2 STRUCTURAL SOIL
SCALE: 1/2"



3 ROOF PLANTER SECTION



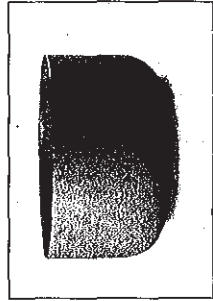
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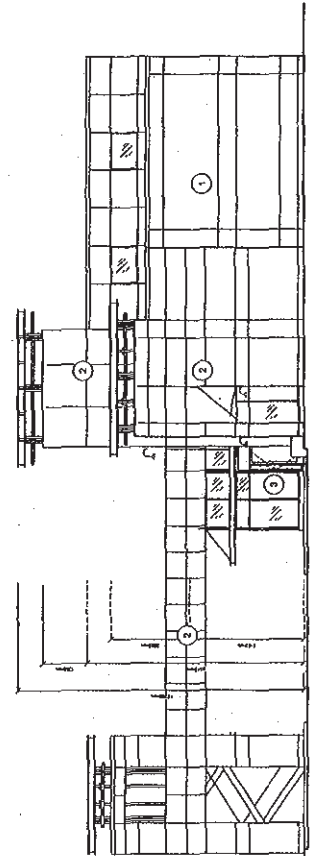
BIKE RACK



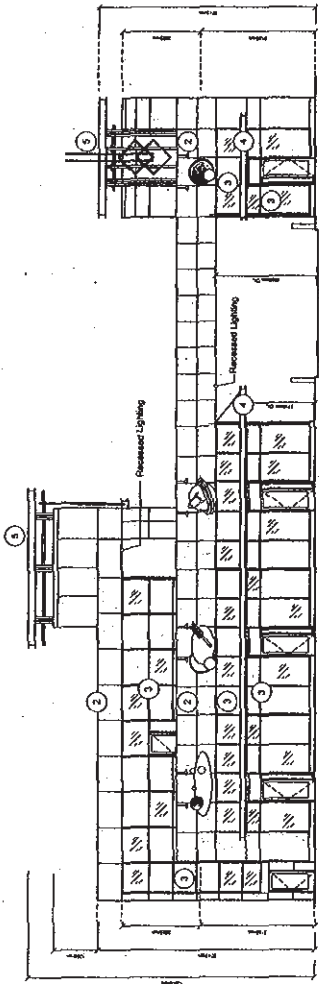
STREET BENCH



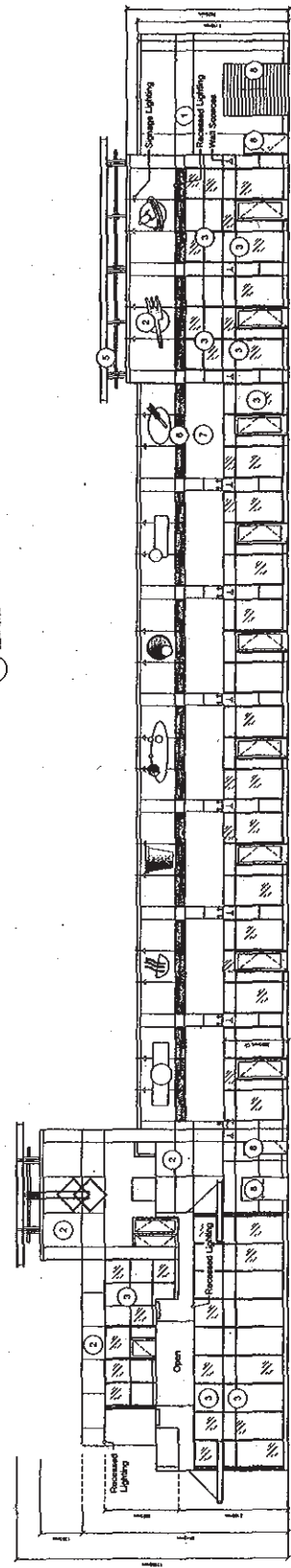
PLANTER



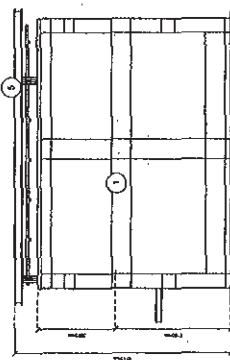
1 East Elevation
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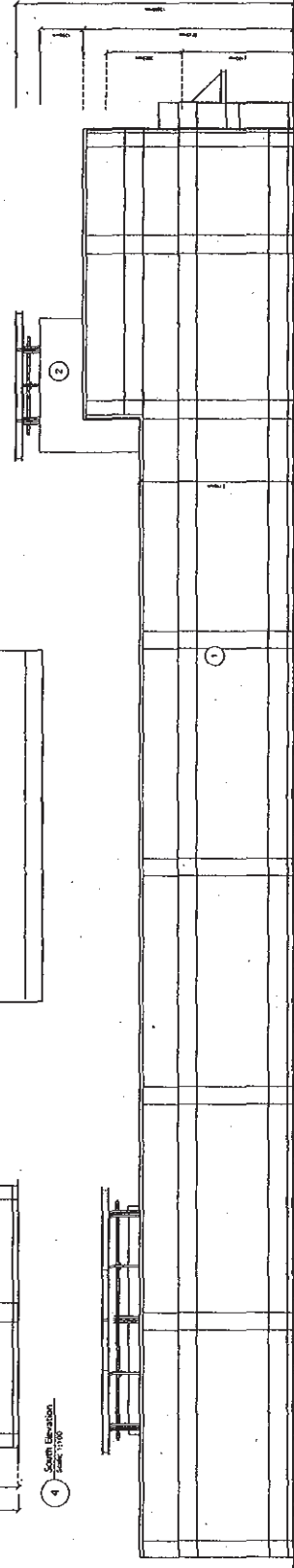
2 West Elevation
Scale 1/16"



3 South Elevation / Section
Scale 1/16"



4 North Elevation
Scale 1/16"



5 South Elevation
Scale 1/16"

Materials Legend

1	Concrete Block	Painted to Match Wood Panels
2	Painted Metal Panels	Translucent
3	Shawcross Cladding System	Painted
4	Wood / Glass Joinery	Painted
5	Wood Trim	Painted
6	Penicillium Impact Glass	Painted
7	Fabric Joinery	Painted
8	Wood Door	Painted

No.	Date	By	Revision Notes
1	05/11	AW	Issued for DP Permits
2	05/11	AW	Issued for DP Permits
3	07/21/11	AW	Issued for DP Permit - Transport
4	07/22/11	AW	Issued for DP Permits
5	07/27/11	AW	Issued for DP
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AUG 24 2011

ANDREW CHEUNG ARCHITECTS INC.

1000 ...
Richmond, B.C.

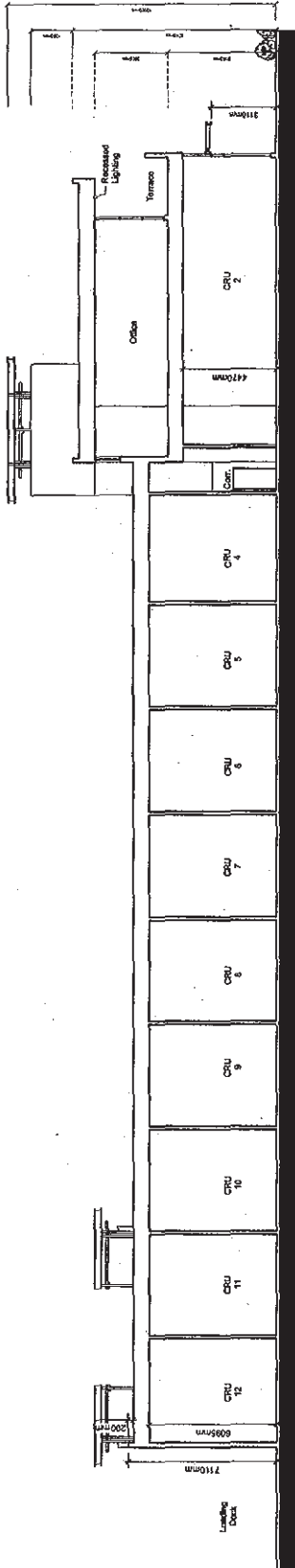
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Richmond, B.C.

PLAN #4

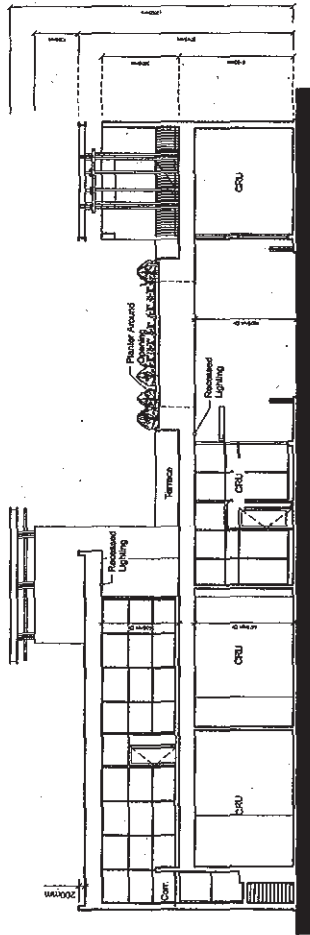
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DP 10553531

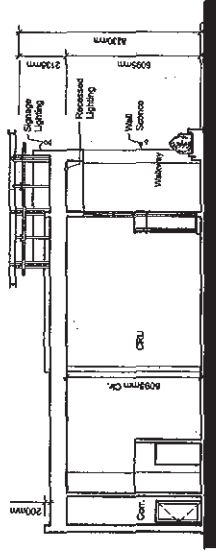
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A Section East-West
Scale: 1/100



B Section North-South
Scale: 1/100



C Section North-South
Scale: 1/100

No.	Date	By	Check	Revision
E	6/27/11			Issued for CP Revisions
D	5/28/11			Issued for CP Revisions
C	2/28/11			Issued for CP Revisions - Terraces
B	1/13/11			Issued for Revisions
A	1/13/10			Issued for CP
1				Issue Marked

AUG 12 2011

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Project Number: 2081
Date: July 20, 2011
Scale: 1/100
Sheet: 1/100

PLAN #48

DP 10-553531

#8

PLAN #48
DP 10-553531

DP 10-553531