



**City of Richmond**  
Planning and Development Department

## Report to Development Permit Panel

---

**To:** Development Permit Panel  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** March 20, 2009  
**File:** DP 07-402052  
**Re:** **Application by Andrew Cheung Architects Inc. for a Development Permit at  
8140 and 8160 Park Road**

---

### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a mixed-use commercial and residential development consisting of a 14-storey tower with a total of 99 residential units, including eight (8) Affordable Housing units and approximately 457.8 m<sup>2</sup> (4,928 ft<sup>2</sup>) of retail/commercial space at street level at 8140 and 8160 Park Road 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 number of parking spaces for each residential unit from 1.5 parking spaces per dwelling unit to 1.0 parking spaces per dwelling unit;
  - b) Reduce the number of parking spaces for each Affordable Housing unit from 1.2 (resident and visitor) parking spaces per dwelling unit to 1.1 (resident and visitor) parking spaces per dwelling unit; and
  - c) Reduce the minimum Public Road setback from 3.0 m to 1.8 m. along Park Road.

Brian J. Jackson, MCIP  
Director of Development

FM:blg  
Att.

## Staff Report

### Origin

Andrew Cheung Architects Inc, on behalf of Sunshine International Holdings Ltd., has applied to the City of Richmond for permission to develop a mixed-use commercial and residential development consisting of a 14-storey tower with a total of 99 residential units, including eight (8) Affordable Housing units and approximately 457.8 m<sup>2</sup> (4,928 ft<sup>2</sup>) of retail/commercial space at street level on two (2) sites zoned "Downtown Commercial District (C7)". The proposal includes four (4) two-level street fronting townhouse units with a layout that allows potential live/work uses. The proposed development site currently contains a single-storey office building located to the back from Park Road, surrounded by surface parking areas.

### 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.

A City standard Servicing Agreement is required prior to Building Permit issuance for design and construction of full Park Road frontage upgrades and lane along the south property line. Required water and sanitary sewer upgrades will be covered by the required Servicing Agreement.

There is no rezoning associated with this proposal.

### Background

The site is located in an area identified as mixed-use high-density area in the City Centre, at a short distance from No. 3 Road and within walking distance from the future Brighthouse Station, at the ending of the Canada Line on No. 3 Road. The urban context and existing streetscape along Park Road is characterized by low structures and surface parking areas in front of buildings that are generally associated with suburban strip malls. Proposed development of the subject site is one (1) of the only two (2) development proposals in recent years in this under-utilized urban area at the southern end of the City Centre core.

Development surrounding the subject site is as follows:

**To the north:** Across Park Road, is a large one-storey retail/commercial strip mall with street front surface parking on a parcel(s) zoned "Downtown Commercial District (C7)";

**To the east:** Across Buswell Street, several older three/four-storey rental apartment buildings on a parcel developed under Land Use Contract (LUC 73);

**To the south:** Across the lane, a single-storey commercial building with surface parking at the front, on Anderson Road and a portion of Buswell Street. Further to the southwest, is a 10-storey residential tower on top of a four-level parking structure on a parcel zoned "Downtown Commercial District (C7)"; and

**To the west:** A two-storey retail/office building with street fronting surface parking on a single parcel zoned "Downtown Commercial District (C7)". A building similar to the proposed development in reference was under consideration on the two (2) parcels further to the west; the Development Permit application associated with that development has now been withdrawn. It should be noted that form and density of that proposal, which included a residential tower on top of a three-storey podium, was considered appropriate to the area.

### **OCP Designations. City Centre Area Plan and Design Guidelines**

The proposed development complies with the current Official Community Plan (OCP) High-Density Mixed-Use designation and the existing Downtown Commercial District (C7) applicable to the subject development site. In addition, the subject application complies with the direction and requirements of the City Centre Area Plan (CCAP) update and Implementation Strategy, which is expected to receive final approval by Council in 2009.

The proposed development meets the maximum 3.0 floor area ratio (FAR) allowable density in the Downtown Commercial District (C7) and is making use of the additional 0.15 density bonus available to developments on sites already zoned C7 that include an Affordable Housing component of no less than four (4) affordable housing units comprising at least 5% of the gross floor area of the residential area. These units are being secured via a housing agreement registered on title.

### **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 City Centre Area Plan update and associated design guidelines expected to be approved by Council early in 2009, except for the variances noted below.

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

The applicant has requested to vary the applicable sections of the Zoning and Development Bylaw No. 5300 to:

- a) Reduce the number of parking spaces for each residential unit from 1.5 parking spaces per dwelling unit (137 resident parking spaces required) to 1.0 (91 resident parking spaces) per dwelling unit.

*Staff supports the requested variance as the proposed development meets the conditions that define a Transit-Oriented Development (TOD). This relaxation is supported based on the fact that the required variance in parking is within the reduced parking ratios applicable to Area 1 of the City Centre because the site location is within walking distance of a major public transportation corridor and the provision of affordable housing in keeping with the Affordable Housing Strategy.*

- b) Reduce the number of parking spaces for each affordable housing residential unit from 1.2 (resident and visitor) parking spaces per dwelling unit (10 parking spaces required) to 0.9 (resident and visitor) parking spaces per dwelling unit (8 parking spaces provided).

*Staff supports the requested variance as the proposed development meets the conditions that define a Transit-Oriented Development (TOD). This relaxation is supported based on the fact that the required variance in parking is within the reduced parking ratios applicable to Area 1 of the City Centre because the site location is within walking distance of a major public transportation corridor.*

- c) Reduce the minimum Public Road setback from 3.0 m to 1.8 m. along Park Road.

*Staff supports the requested variance as the reduced setback facilitates achieve the desirable street animation and commercial activity along Park Road. The reduced retail/commercial frontage setback will bring pedestrians closer to the commercial/retail storefront on Park Road.*

### **Advisory Design Panel Comments**

The Advisory Design Panel was reviewed by the Advisory Design Panel at its meeting of October 22, 2008. 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**'.

In addition, the proposed scheme attached to this report has satisfactorily responded to staff comments on the urban design issues raised during the design review process undertaken in regard to the subject Development Permit application.

### **Analysis**

#### ***Conditions of Adjacency***

- The residential tower is sited toward the northeast corner of the site to minimize impact on adjacent and future developments in the area, maximize liveability of residential units and address tower separation guidelines. Minimum tower separation identified in the OCP Development Permit Guidelines is 24.0 m (78.7 ft.) while the proposed development will provide approximately 71.0 m (233 ft.) to the existing residential tower to the southwest.
- Because of a proposed mixed-use development being considered on the lots further to the west from the development site, staff raised concerns regarding protecting full development potential of the neighbouring single lot immediately to the west (8120 Park Road) which would possibly be left orphan between the two development proposals. The applicant attempted to purchase this single lot but unfortunately, was not successful. In addressing this issue, the applicant prepared a development scheme for the block and a series of sketches (retained in file) that satisfactorily illustrate potential form of development that would result if the adjacent lot were to develop independently under the existing zoning. Since then, the development application for the lots further to the west has been withdrawn. This issue will be further evaluated as part of any new application in the area.
- The eastern location of the residential tower on the site facilitates and takes into consideration potential future development of the adjacent single lot and potential future redevelopment of the sites further west (if not consolidated into a large development site).
- The location of the proposed residential tower allows for a wide view corridor to the north from the existing residential tower located toward the southwest from the development site. The position of the tower (including expected future tower to the west) along Park Road facilitates opportunities for alternating view corridors to the north and south within the block.

### ***Urban Design and Site Planning***

- Proposed development will activate redevelopment, and initiate transformation toward a stronger urban character of this area of the City Centre that is in close proximity to City Hall and No. 3 Road, a major public transportation corridor in the city.
- Proposed development, and location of the residential tower on the site in particular will anchor the corner of Park Road and Buswell Street
- The building has been cut back from the corner of Park Road and Buswell Street at street level to create a small public urban space that also helps to improve sight lines at this intersection.
- In response to the City Centre Area Plan designating Park Road as a pedestrian street, a glass canopy extends along the whole length of the retail/commercial frontage to improve weather protection and reinforce a pedestrian scale.
- Paved areas along the street frontages; including materials, colour and pattern (pavement bands of contrasting colour extending up to the boulevard/curb) will extend from the City sidewalk to the building face will reinforce the intended retail/commercial character of Park Road and facilitate pedestrian activity.
- Slightly recessed portions of the commercial/retail storefront along Park Road successfully break the otherwise long flat commercial facade and provide visual interest at pedestrian level. Retail ground floor has direct, at grade, multiple access points from the street.
- Layout of proposed street-oriented townhouse units along Buswell Street facilitate their conversion to live/work type of units that would extend street activity and commercial uses along this side flanking street while at the same time, establish a transition of uses from commercial to residential.
- Commercial/retail uses along Park Road frontage and live/work units on Buswell Street provide pedestrian activity and interest along these frontages and contribute to the intended urban character for the area.
- Slightly raised decks/street edge treatment of the townhouses (live/work units) along Buswell Street provides a proper interface between public and private space ensuring privacy at the lower level.
- The proposal considers high quality materials, warm colours, texture for the podium frame and for the townhouse (live/work) units on Buswell Street; limestone tile is used as the podium cladding material. This treatment reinforces a pedestrian scale and improves the overall quality of the public realm.

### ***Architectural Form and Character***

- Both podium and tower form are sensitive to the corner location of the building.
- Features and architectural treatment of the tower and podium, excepting the retail/commercial frontage share similar fenestration pattern and proportions.
- The residential tower component of the proposed development is characterized by the use of overhanging floor slabs that define strong horizontal lines, “eyebrows” that, combined with windows walls, present a sleek expression of its mass.
- Podium treatment and materials along Buswell Street are carried around the corner and continue for a portion of the lane side of the podium to provide a consistent and whole expression of the building podium to views from the street.
- The strong horizontal fascia/parapet that caps the street level commercial/retail space extends across most of the Park Road frontage. This fascia/parapet is broken by a vertical change in direction and further extends horizontally toward the corner at a higher elevation to also contain and incorporate the frontage of the second floor indoor amenity space; the

fascia/parapet vertically comes down to street level on the Buswell Street side of the podium to anchor the corner of the building and mark the change to residential uses.

- The service rooms and staircase at the corner of Buswell Street and the east-west lane continue the articulation of volumes created by the two-storey townhouses-live/work units along the Buswell Street and anchor the corner. Materials are also extended to the lane and around the corner to reinforce this intent.
- South side of the parking podium (lane side) is provided with openings and treatment of wall surfaces that present a window appearance and therefore, reflect the general character of the other building facades.
- Entrance to the residential tower is proposed from Buswell Street. A large glass canopy that extends out from the face of the podium identifies the access to the building on the street and a full height glass frontage across the width of the lobby achieve a seamless transition/integration between the lobby and the street.
- The recessed central portion on the east side of the tower achieves a lighter expression of the building mass, a stronger verticality and adequate articulation on the sides of the building. The same objective is achieved on the west side of the tower by the projection of the corner unit's balconies.
- A central east-west sloping roof provides for higher ceiling over portion of the penthouse units and covers the service and elevator machine room core. This sloping roof achieves a strong and graceful topping of the tower.
- Retail signage will be integrated with the storefront glazing system of the proposed development. It will be street level oriented and appropriately sized for pedestrians to acknowledge.

#### ***Landscaping Design and Amenity Space***

- There are no trees on the site. Proposed landscaping along Buswell Street includes low planters with low planting (less than 0.9 m or 3 ft. in height) to buffer the pedestrian traffic from the patio areas of the townhouses (potential live/work units).
- Townhouse units are raised approximately 0.60 m (2 ft.) above street grade to provide eyes on the street and an adequate level of privacy for the units through vertical separation.
- A continuous planter created by the recessed northern wall of Level 3 of the parkade contains low maintenance shrubs and ground covers that will cascade over the parapet edge along the Park Road frontage.
- Planters and planted areas are provided along the edge of the outdoor areas in Level 4 that will facilitate climbers/ivy to spill down the walls of the parkade podium.
- Proposed development provides both, indoor and outdoor amenity space on-site in compliance with the Official Community Plan (OCP).
- The outdoor amenity area for the residents [approx. 1,070 m<sup>2</sup> (11, 500 ft<sup>2</sup>)] is provided on Level 4, over the parkade podium. A pathway system on the podium allows access to all corners of the outdoor amenity deck.
- The outdoor amenity area includes a large paved activity area (BBQ) and garden plots on the west side of the tower, in close proximity to the indoor amenity room; children play and lawn area is located toward the southwest; and a large perennial garden separating the lawn and play areas from the private patio area of the suites on the Buswell Street edge.
- A guardrail of approximately 1.10 m in height is provided around the perimeter of the upper deck of the podium and an Evergreen hedge surrounds the circular children play area to ensure children safety on the amenity deck. A covered seating area for parents is provided for close supervision of children in the play area.

- The total indoor amenity space provided amounts to approximately 284.5 m<sup>2</sup> (3,063 ft<sup>2</sup>); this area exceeds the maximum allowable 0.1 FAR for indoor amenity area [279.5 m<sup>2</sup> (3,009.3 ft<sup>2</sup>)] in the proposed development by approximately 5.0 m<sup>2</sup> (54 ft<sup>2</sup>). This excess area is included in the proposed development overall density of 3.15 FAR.
- The proposed development indoor amenity space is distributed as follows:
  - Parking Level 3: large exercise room of approximately 134.18 m<sup>2</sup> (1,444.3 ft<sup>2</sup>), billiard room of approximately 42.0 m<sup>2</sup> (450 ft<sup>2</sup>); and meeting room of approximately 42.0 m<sup>2</sup> (625 ft<sup>2</sup>). These are the only uses provided at this level, except car parking and bicycle storage space.
  - Level 3: a small guest suite of approximately 35.6 m<sup>2</sup> (383.9 ft<sup>2</sup>). A legal agreement will be registered on title to ensure it is not converted to a dwelling unit.
  - Level 4: a small amenity room of approximately 14.8 m<sup>2</sup> (159.2 ft<sup>2</sup>) with base cabinets and sink, located in close proximity to the activity area (BBQ) and garden plots of the outdoor amenity area.

### ***Affordable Housing***

- In compliance with the Downtown Commercial District (C7) requirements, the proposed development includes an Affordable Housing component equivalent to 5% of the total residential area of the building in support of the additional 0.15 floor area ratio (FAR) provided over the base maximum of 3.0 FAR.
- The proposed development includes eight (8) affordable units on upper Level 3, with two (2) of these units being Universally Accessible units. These Low End Market Rental units will be secured in perpetuity via a Housing Agreement in keeping with the City's Affordable Housing Strategy and the Housing Agreement contained in the Zoning Bylaw.
- The proposed eight (8) affordable housing units include seven (7) one-bedroom units and one (1) Studio/Bachelor unit.

*Size of units:*

- 4 – (1BR) units of approximately 50.2 m<sup>2</sup> (540 ft<sup>2</sup>) to 51.20 m<sup>2</sup> (551ft<sup>2</sup>)
- 2 – (1BR) units of approximately 54.0 m<sup>2</sup> (581 ft<sup>2</sup>)
- 1 – (1BR) unit of approximately 57.6 m<sup>2</sup> (620.0 ft<sup>2</sup>)
- 1 – (Studio/Bachelor) unit of approximately 40.0 m<sup>2</sup> (430 ft<sup>2</sup>)

*[For comparison purposes, the size of the 23 (1 BR) market units included in the proposed development is approximately 60 m<sup>2</sup> (638 ft<sup>2</sup>)].*

- Size of the proposed affordable housing units in the project exceeds the Affordable Housing Strategy minimum unit sizes.
- Affordable units AF-4 and AF-5 in upper Level 3 will be designed and built as accessible units. There are two (2) additional units in the building (Suite 309 and Suite P02) that are designed as accessible units.
- The proposed development provides barrier-free access from the street and parking levels providing accessible parking spaces to the residential lobby and retail/commercial units on Park Road. There is also barrier-free access to all amenity spaces (indoor and outdoor) included in the proposal.

- All units in the proposed development will include features that facilitate “aging in place” (backing for grab bars in bathrooms, lever style door handles, tactile numbering of suites, and the like).

#### ***Potential Live/Work Uses.***

- The proposal includes four (4) two-level townhouses fronting on Buswell Street that have the potential for “home occupations”.
- If these two-level townhouse units were to operate as Live/Work units, they would extend some of the retail/commercial activity on Park Road around the corner along Buswell Street, although at a lower intensity of use, adding street activity to that side of the development frontage.
- Two (2) additional parking spaces have been provided in the visitor parking level to facilitate carrying out the business operations that would result from these potential “live/work” units.

#### ***Servicing Capacity.***

- The applicant has submitted a servicing capacity Analysis for the City’s storm and sanitary system. Existing storm sewer capacity along the frontage of the development is adequate and no upgrades are required. The City requires that calculations confirming adequate capacity be included on the required Servicing Agreement design drawings.
- Significant downstream sanitary sewer upgrades have been identified for the area. A financial contribution of \$35,460, based on a percentage of this applicant’s responsibility for the associated red upgrading is considered an acceptable solution in this case.
- Water analysis is required in association with the Servicing Agreement. Confirmation by a professional engineer (letter and/or drawing signed and sealed) confirming that existing frontage water pipe sizes are adequate, or recommending required upgrades, will be submitted as part of the Servicing Agreement.
- Fire flow calculations, signed and sealed by a professional engineer, based on the Fire Underwriter Survey to confirm that there is adequate available flow will be submitted at the Building Permit stage once the building design is finalized.

#### ***Transportation, Roads and Access***

- Access to the parking levels (residents/visitors and retail/commercial parking) is provided from the south, via the east to west lane that runs at the back of the site.
- As a consideration for issuance of a Development Permit, the applicant is required to register a Public Right-of-Passage (PROP) Right-of-Way (ROW) on a 3.0 m wide portion of the site along the south property line, a 3.0 m x 3.0 m corner cut at the intersection of the lane and Buswell Street, and a 4.0 m x 4.0 m corner cut at the intersection of Buswell Street and Park Road (**Attachment 3**).
- The areas described above will be dedicated by the applicant and will be secured by way of an option to purchase over the dedication area, prior to issuance of the final Building Permit inspection for occupancy of the building.
- Exercising the option to purchase the 3.0 m ROW along the south property line will provide the City with the land to satisfy the operational requirements for the east-west lane that will run at the back of the development site.
- Details of required frontage improvements along Park Road and construction of 1/2 of the lane along the south property line will be confirmed by the City’s standard Servicing Agreement.



- Retail/commercial and resident/visitor parking is accessed via the rear lane, is provided in separated parking levels and has separated entrances provided with security gate (overhead door). A security overhead door also separates visitor parking and residents parking.
- The retail/commercial parking area is provided at grade, with a direct corridor from the parking area to the commercial frontage on Park Road.
- The proposal provides a total of 141 parking spaces (including four (4) accessible parking spaces) in 3 1/2 parking levels. This total includes 19 retail/commercial parking spaces (including one (1) accessible parking space), 23 visitors parking (including one (1) accessible parking space), and 99 resident parking (including two (2) accessible parking spaces). The number of small parking spaces provided complies with the allowable small car parking percentage.
- The total number of parking spaces provided for the proposal does not conform to the bylaw requirements applicable to the Downtown Commercial District (C7). However, parking being provided by this development is within the reduced parking requirements for the City Centre Area due to proximity to transit facilities. Because of this reason, and the provision of Affordable Housing within the proposal, staff supports the requested parking variance.
- The proposal meets the required 157 bicycle storage/parking spaces. Direct access to this storage/parking is provided directly from the resident/visitors and retail/commercial parking levels. Bicycle parking racks are also provided at the entrance to the residential building on Buswell Street.
- Separated commercial and residential loading/unloading space is provided in the lower parking level. These loading spaces are directly accessible from the rear lane.
- Access from the retail/commercial units to commercial garbage container room is provided through the commercial/retail parking area. Residential garbage container room is located at the exit area of the visitors/residents parking garage. Garbage collection from these two (2) garbage container rooms takes place directly from the rear lane.

### ***Sustainability Aspects of the Proposal***

- The developer has indicated that the proposal provides a large landscaped/garden deck over the parkade; the roof garden is essentially considered a green roof concept.
- All units in the proposed development will be using "energy star" electrical appliances instead of natural gas appliances.
- Specifications will call for using local products and materials that are environmentally conscious.

### ***Crime Prevention Through Environmental Design***

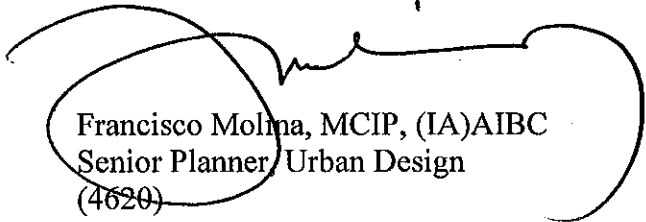
- The proposed development will use reflective white paint and minimizes amount of solid walls in parking levels, incorporates glazing into elevator lobbies and vision panels in all doors leading to public accessible areas (exit stairs).
- Raised curbs and/or paint strips have been considered to separate vehicles from pedestrian circulation.
- A direct path and corridor has been provided from the visitor parking level to the front door of the residential tower.
- To improve sight angles and surveillance in parking areas, hidden corners have been avoided and ample visibility is provided toward paths leading to building lobby/elevator core.
- Lobby of the residential tower is clearly visible from the street; full height glass front entry doors and side windows provide unobstructed views to and from the street.

***Public Art***

The applicant was made aware of the City's commitment to the provision of Public Art by major development proposals in the City and was invited to participate in the City's Public Art program. The applicant has decided not to participate in this program based on the reason that substantial contributions are being made by the proposal in meeting the City's affordable housing goals.

**Conclusions**

The proposed development has properly addressed the urban design issues raised by staff during the design review process and resolved its relationship to existing urban conditions in the area while also providing adequate conditions for future developments to the west. The proposed development responds well to the planning objectives for the area and is expected to initiate, and set the pattern for redevelopment of this under-developed area of the City Centre.



Francisco Molina, MCIP, (IA)AIBC  
Senior Planner Urban Design  
(4620)

FM:blg

Attachment 1: Development Permit Application Data Sheet

Attachment 2: Excerpts from the Advisory Design Panel Minutes and Applicant's Responses

Attachment 3: Development Permit Considerations



**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 07-402052** **Attachment 1**

Address: 8140 and 8160 Park Road

Applicant: Andrew Cheung Architects Inc. Owner: Sunshine International Holdings Ltd.

Planning Area(s): City Centre Area

Floor Area Gross: approx. 8,509 m<sup>2</sup> (91,590 ft<sup>2</sup>) Floor Area Net: approx. 8,806.3 m<sup>2</sup> (94,791.3 ft<sup>2</sup>)

	Existing	Proposed
<b>Site Area:</b>	2,795.8 m <sup>2</sup>	2,795.8 m <sup>2</sup>
<b>Land Uses:</b>	Commercial	Mixed Commercial/Residential
<b>OCP Designation:</b>	High Density Mixed-Use	High Density Mixed-Use
<b>Zoning:</b>	"Downtown Commercial District (C7)"	"Downtown Commercial District (C7)"
<b>Number of Units:</b>	N/A	99 residential units (including 8 Affordable Housing Units and 4 Live/work units) and approx. 457.8 m <sup>2</sup> commercial space

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3.0 (+ 0.15 if Affordable Housing component)	3.15 (including Affordable Housing component)	
Lot Coverage:	Max. 90%	84.4%	
Setback – Front Yard (Park Rd.):	Min. 3.0 m	1.83 m	<b>variance required</b>
Setback – Side Yard (Buswell St.):	Min. 3.0 m	3.05 m	
Setback – Side Yard (inside lot):	Min. 0.0 m	0.05 m	
Setback – Rear Yard (lane)	Min. 0.0 m	3.05 m	
Height (m):	Max. 45.0 m	43.85 m	
Lot Size:	N/A	N/A	
Off-street Parking Spaces: (Residents) (Visitor) (Commercial)	145 20 18	99 23 19	<b>Variance required</b>
Off-street Parking Spaces – Accessible:	3	4 total (1 com. and 3 residential)	

<b>Total off-street Spaces:</b>	<b>183</b>	<b>141</b>	<b>Variance required</b>
Small Car Parking Spaces	allowed (30%)	provided (29%)	
Bicycle Lockers Residents/employees	144/13	144/ 14	
Tandem Parking Spaces	not permitted	N/A	
Amenity Space – Indoor:	Min. 100 m <sup>2</sup> Max. 279.57	284.56 m <sup>2</sup>	(Excess area included in FAR)
Amenity Space – Outdoor:	594 m <sup>2</sup>	approx. 1,068 m <sup>2</sup>	

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

**Wednesday, October 22 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall**

Time: 4:00 p.m.  
Place: Room M.1.003  
Richmond City Hall  
Present: Dana Westermarck, Chair  
Gary Fields  
Mark J. Greatrix  
Dean Gregory  
Simon Ho  
Tom Parker  
Willa Walsh  
Also Present: Diana Nikolic, Planner  
Sara Badyal, Planner  
David Brownlee, Planner  
Francisco Molina, Planner  
Rustico Agawin, Committee Clerk  
Absent: Cst. Derek Cheng  
Thomas Leung  
The meeting was called to order at 4:00 p.m.

**1. MINUTES**

It was moved and seconded

*That the minutes of the meeting of the Advisory Design Panel held on Thursday, October 9, 2008 be adopted.*

**CARRIED**

**4. DEVELOPMENT PERMIT 07-402052 – 95 UNITS IN A 14-STOREY HIGH-RISE TOWER, COMMERCIAL GROUND FLOOR, 4 LIVE-WORK UNITS**

APPLICANT: Andrew Cheung Architects

PROPERTY LOCATION: 8140, 8160 Park Road

## Panel Discussion

Francisco Molina, Senior Planner, Andrew Cheung of Andrew Cheung Architecture, Inc. and Jennifer Stamp, Landscape Architect, provided background information related to the subject site.

*Comments from the Panel were as follows:*

- consider barrier-free access from Area 3 parking to the elevator lobbies;
- further articulation to the facade of the live-work units along Buswell Street; add materials or layout to animate the street;
- articulation of the side lane should not be a concern;
- consider barrier-free parking units;
- overall form and massing is successful; good articulation to break the massing;
- corner treatment at the parking area along Buswell Street can be developed further;
- more attention to signage detail in the retail strip is necessary;
- add more design to the parking entrance; further treatment to the concrete wall;
- middle massing element in tower with red accent can be carried around to the side; consider contrast of grey colours;
- roof patio is a nice feature;
- more detail to the Buswell Street facade instead of just plain concrete; centre tower needs better finish and more polished look;
- building is well-done and sited appropriately;
- corner of Buswell Street and Park Road needs more articulation to magnify the importance of the corner; water feature or steps going to the lobbies can be introduced;
- well-defined window lines around the windows to generate a punched window expression is suggested;
- townhouse base along Buswell Street needs more articulation;
- landscape design is well-done; geometry is very dynamic;
- toddler area should be moved further from the corner and edge of the building;
- corner is unresolved; make it more interesting;
- at the podium level, half-riser is a visual hazard; increase width to be at par with the other risers;
- suite 309 on the 3<sup>rd</sup> floor could be made accessible or adaptable;
- 2-bedroom units on the 4<sup>th</sup> floor can also be made accessible or adaptable by providing access to the bathrooms;
- address the accessibility issue in the parking areas on level 3, level 3 upper and the lower levels;
- live-work units fronting Buswell Street needs more articulation; grade separation appropriate;
- tower has a nice vertical feature; and
- at the podium level, consider the connection from the public corridor spaces to the rooftop deck.

## **Panel Decision**

It was moved and seconded

***That DP 07-402052 move forward to the Development Permit Panel, taking into consideration the following comments of the Advisory Design Panel:***

1. *consider additional design development to live-work units;*  
***Unit front elevation has been further articulated with recessed punched windows and an “eyebrow” crown element. Stair volume at corner of Buswell and lane has been set back to line up with third floor above the live-work units. Third floor elevation has been revised with horizontal eyebrow projection. Balcony railings employ similar horizontal architectural language.***
2. *consider treatment of the soffit on main roof;*  
***Main slanted roof has been extended to give more prominence.***
3. *consider treatment of retail frontage to amplify it;*  
***Retail frontage glazing along Park Road has been modified by adding indentations in order to break up the long façade. Band above the retail glazing rises up at the corner to add prominence. Glazed canopy also tier up towards the corner.***
4. *consider barrier-free access to parking and other places within the building;*  
***Handicapped space provided and access is through a corridor directly out to Park Road. Guest parking - a ramp and corridor is provided accessing directly to the front residential entry area. Residential parking - handicapped spots are provided and access straight to tower core with no ramps required.***
5. *consider further design development to corner at Buswell Street and Park Road to make it more prominent;*  
***We have enlarged the glazing area of the corner facing Buswell Street making the corner more prominent. We have set back the retail entry to create an open corner space, which can accommodate outdoor activities such as café tables. The glass canopy tier up from park Road towards the corner to add further importance to the corner composition.***
6. *consider the treatment of signage details for the retail space;*  
***Store signage is hung from glass canopy horizontal support beam or they are mounted inside the store behind the glazing. No lightbox type signs are allowed.***
7. *consider wrapping finishes around the lane to the corner;*  
***Live-work unit finishes wrapped around the lane and end at the overhead door.***
8. *consider extending the brick colour around the top of the penthouse level;*  
***Brick color has been extended to the north and south side of the penthouse walls. The same color is also added to balcony dividing walls between units 05 and 06, 07 and 08, extending all the way up.***
9. *consider increasing the contrast of grey tones;*

*A lighter grey has been selected to increase contrast.*

10. *consider adding detail to the leading edge of the balcony;  
This will be painted light grey in contract with the brick red color.*
11. *consider design development to the corner at Buswell Street and Park Road to amplify it;  
Buswell corner- same as #5 above.*
12. *consider developing the shadow lines at the punched windows along either side of the vertical element;  
The windows has been set back to create punched window.*
13. *consider locating the toddler area away from the edge of the building;  
Toddler area shifted. See landscape drawings (forth coming).*
14. *consider maintaining a minimum of 2 feet and 6 inches doors to the washrooms;  
all washroom doors are 2 feet 6 inches.*
15. *consider making unit 309 an adaptable unit;  
Provided*
16. *consider providing better access to the washrooms on the 4<sup>th</sup> floor units ; and  
Provided to units 01 and 02.*
17. *consider providing handicapped access to parking level 3, level 3 upper and the lower levels.  
Handicapped space provided at upper level 3. See also comments to item #4 above.*

**CARRIED**



## Development Permit Considerations

8140 (Lot 16: Except part road on Plan LMP6421, SEC 9 BLK4N RG6W PL 7312) and 8160 (Lot 17: Except part road on Plan LMP6421, SEC 9 BLK4N RG6W PL 7312) Park Road

### DP 07-402052

The following are to be met prior to forwarding this application to Council for issuance of the Development Permit:

1. Consolidation of the two (2) lots (8140, 8160 Park Road) into one (1) development parcel, with all the identified Public Right-of-Passage (PROP) Right-of-Way's (ROW) (subject to functional design and detailed survey to be prepared by the developer and approved by the City), as described below:
    - a) A 3.0 m wide ROW for vehicles, pedestrians and utilities for the east-west lane along the south edge of the site, which will ultimately be a 9.0 m wide lane;
    - b) A 4.0 m x 4.0 m corner cut at the northeast corner of the development site;
    - c) A 3.0 m x 3.0 m corner cut at the intersection of the east-west lane with Buswell Street at the southeast corner of the development site;
  2. Registration of Public Right-of-Passage (PROP) Statutory Right-of-Way (ROW) as described in paragraph 1 (a) (b) and (c) above.
  3. Option to Purchase/Dedicate the ROW areas described in paragraphs 1 (a) (b) and (c) in favour of the City for nominal consideration.
  4. Section 219 Covenant(s) providing for no Stratification (Subdivision by way of Strata Plan) and no occupancy of lands until the ROW areas described in paragraphs 1 (a), (b) and (c) have been transferred to or dedicated to the City.
  5. Pay a cash-in-lieu amount of \$35,460 which will be placed in a specified account and used towards the ultimate upgrading of the sanitary sewer system in this catchment area.
  6. Receipt of a Letter-of-Credit for landscaping in the amount of \$230,833 (as per landscaping cost estimates provided by the project's Landscape Architect);
  7. Registration a Flood Indemnification Covenant on title.
  8. Registration of a Aircraft Noise Sensitive Noise Covenant for a mixed-use building on title.
  9. Registration of a Housing Agreement with the City of Richmond to secure the eight (8) "Affordable Low End Market Rental" units, including two (2) universally accessible units, provided in the proposed development under DP 07-402052, in perpetuity. The eight (8) affordable units are as follows:
    - a. 1 – (Studio/Bachelor) unit of a minimum 40.0 m<sup>2</sup> (430 ft<sup>2</sup>) in area
    - b. 4 – (1BR) units of a minimum 50.2 m<sup>2</sup> (540 ft<sup>2</sup>) in area
    - c. 2 – (1BR) units of a minimum 54.0 m<sup>2</sup> (581 ft<sup>2</sup>) in area
    - d. 1 – (1BR) unit of a minimum 57.6 m<sup>2</sup> (620.0 ft<sup>2</sup>) in area
- This agreement will be based on the City's Standard Housing Agreement, included in the Zoning Bylaw, with such amendments as may be acceptable to the Director of Development and the Manager, Real Estate Services. The Housing Agreement will be registered on title of the site of proposed development under DP 07-402052.
10. Registration of legal agreements on title to ensure the occupants of the rental units, subject to the Housing Agreement referenced in # 9, enjoy full and unlimited access and use of the indoor amenity space provided on-site;

11. Registration of legal agreements on title secure the guest suite as common property for the benefit of all residents in perpetuity by prohibiting future sale or conversion of the guest suite to a dwelling unit;

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.

The following are to be completed prior to issuance of a **Building Permit\*** for the subject development:

1. Prior to issuance of the forthcoming Building Permit, the developer shall enter into the City's standard Servicing Agreement to design and construct full Park Road frontage upgrades and lane construction. Most of the works are at the developer's sole cost - DCC credits will only apply for any possible watermain upgrades along Park Road. Works include, but are not limited to:
  - Park Road: Remove the existing concrete sidewalk and lighting strip. The existing offset of the curb & gutter can remain; any broken or damaged curb must be replaced. From a recent field pick up, there are 4.17m from the back of that curb to the Property Line (PL). Behind the curb, a 2.17m hard surface boulevard is to be established. The boulevard can be either decorative pavers placed on a concrete base or concrete poured and cured in agreed upon decorative patterns. Street trees of 8cm calliper are to be planted 9m on centre, complete with 1.2m square City Centre (CC) metal grates. The tree species has been previously identified as Persian Ironwood. Also in the boulevard, a CC bench and garbage receptacle plus a bike rack are to be established. Street furniture design is to be included on the "Roads" design sheet. The streetlights are to be CC Type Roadway-Pedestrian Luminaire poles (City spec L12.3), complete with banner arms, flowerpot holders and decorative receptacles. Note: the street light design is to be *without* Pedestrian Luminaires. Because of the flowerpots, an irrigation system is to be designed for the boulevard via a separate "Water" design sheet. The sidewalk is to be 2m wide concrete at the PL complete with a broom finish and with decorative banding (1.2m) opposite the tree grates running to the building edge. The sidewalk is to be scored with sawcuts. Both the boulevard and the banding are to be a dark red or rust colour.
  - Buswell Road: The City will need to work directly with the developer's consultant to create an agreed upon cross section for Buswell. There are existing cross sections to the north with recent development north of Cook Road, but those involved requiring an additional 1.0m PROP ROW along Buswell, which is a little late in the game to request/require here. The following is written based on the existing curb on Buswell remaining – that is subject to change.

At the existing PL, pour a new 2m concrete sidewalk, with approximately 1.5m left for a grass and treed boulevard. Trees via beautification process were deemed to be 8cm calliper Magnolias (*Magnolia spp*) and are to be planted 9m on centre. The streetlights in the boulevard are to be the same spec (L12.3) and details as Park Road.

- Undergrounding: Per CC Policy, the developer is responsible for undergrounding of the existing pole line utilities, which currently front this development site.
  - Laneworks: With the additional 3.0m being secured via this DP application, 6.0m of the City's ultimate CC lane width of 9.0m can be achieved across the south edge of this development project. Works now in the 6m will establish as much of the travel portion of the lane as possible with roll curb and gutter at the north edge. Completing the current works, a storm sewer system is required to provide lane drainage. Grade differential with adjacent sites *must* be resolved via the design stage. Future works (by others) completing the lane include a 1.5m sidewalk along the south edge complete with CC lane lighting – Spec L12.1 with *no* flowerpot holders or receptacles - in the sidewalk, with the remaining 1.5m completing the 7.5m travel portion with roll curb and gutter at the sidewalk.
  - Sanitary Sewer: Per the capacity analysis process, upgrade the sanitary sewer from MH848 to MH846 to 250mm diameter
  - Service Connections: Service connections for the development site are to be included in the SA design drawings set.
  - Water, Storm and Sanitary Sewer Upgrades: Any water, storm and sanitary sewer upgrades which may be required via the Capacity Analysis process are to be included via this SA process. At the very minimum, the results of the analysis must be presented as part of the SA design set. The upgrades will be based on the current Engineering Specification Standards in place when the SA is entered.
2. A construction parking and traffic management plan to be provided to the satisfaction of the Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>);
  3. 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.*
  4. Incorporation of accessibility measures for aging in place in Building Permit drawings for all units, including level handles for doors and faucets and blocking in washroom walls of all units to facilitate future potential installation of grab bars/handrails.
  5. 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).

[Signed original on file]

Signed

Date

(\*) A separate application is required



**No. DP 07-402052**

To the Holder:                   ANDREW CHEUNG ARCHITECTS INC.  
Property Address:               8140 AND 8160 PARK ROAD  
Address:                         C/O FRANCIS YAU  
                                      #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) Reduce the number of parking spaces for each residential unit from 1.5 parking spaces per dwelling unit to 1.0 parking spaces per dwelling unit;
  - b) Reduce the number of parking spaces for each Affordable Housing unit from 1.2 (resident and visitor) parking spaces per dwelling unit to 1.1 (resident and visitor) parking spaces per dwelling unit; and
  - c) Reduce the minimum Public Road yard setback from 3.0 m to 1.8 m. along Park Road.
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 #16 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 \$230,833 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 07-402052

To the Holder:                   ANDREW CHEUNG ARCHITECTS INC.  
Property Address:               8140 AND 8160 PARK ROAD  
Address:                         C/O FRANCIS YAU  
                                      #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

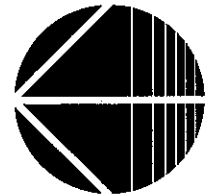
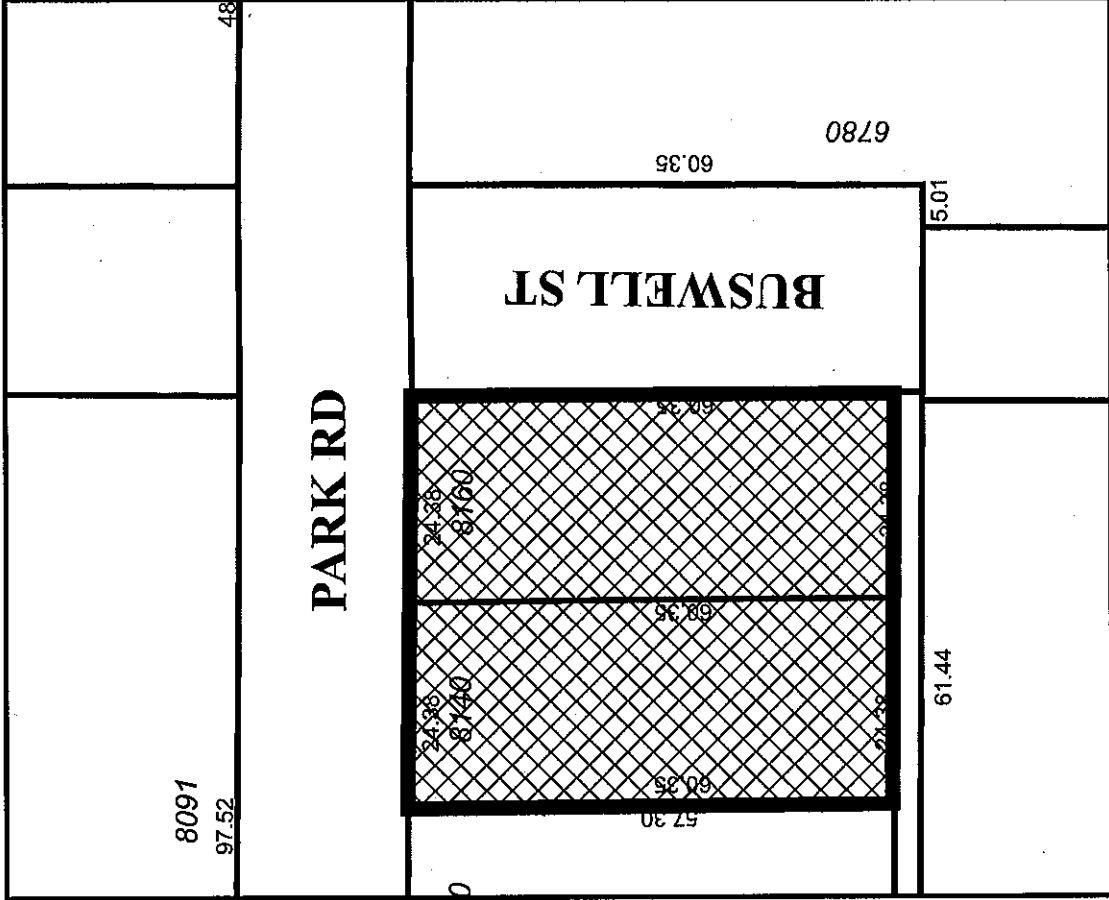
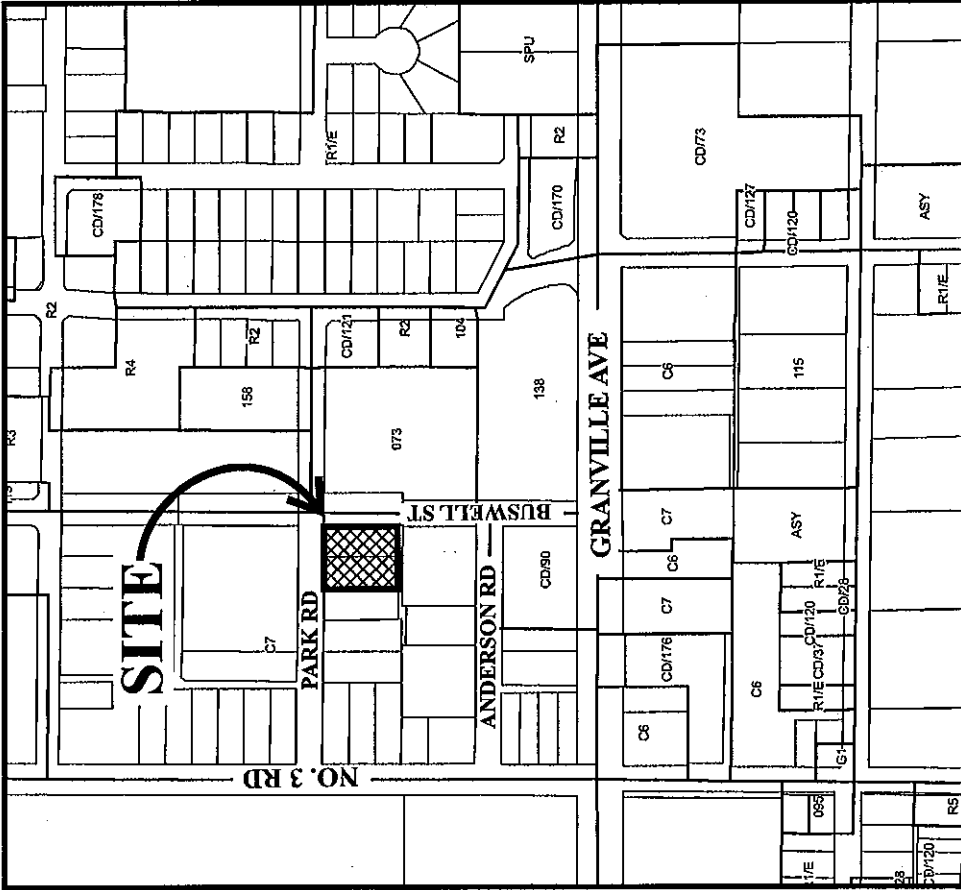
DELIVERED THIS       DAY OF

---

MAYOR



# City of Richmond



## DP 07-402052 SCHEDULE "A"

Original Date: 02/08/08

Revision Date:

Note: Dimensions are in METRES



SHEET NO. 2007  
 1501 WEST JEFFERSON ST.  
 RICHMOND, VA 23220  
 TEL. (804) 855-2888  
 FAX. (804) 855-1888

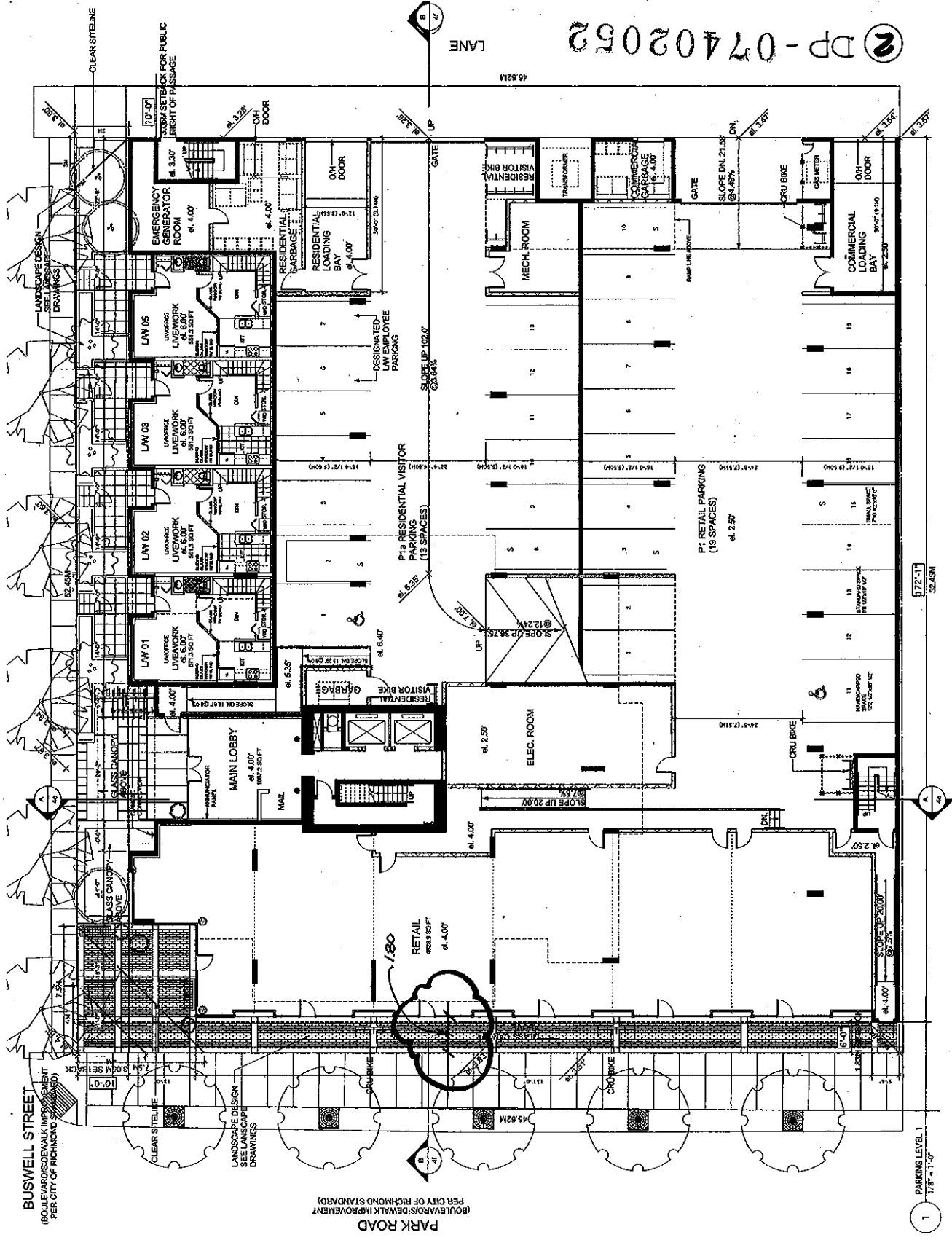
PROJECT NO. 2007  
 1501 WEST JEFFERSON ST.  
 RICHMOND, VA 23220  
 TEL. (804) 855-2888  
 FAX. (804) 855-1888

DATE: 01/27/2007  
 BY: JWB  
 CHECKED: JWB  
 APPROVED: JWB

**ANDREW CHEUNG ARCHITECTS INC.**  
 1501 WEST JEFFERSON ST.  
 RICHMOND, VA 23220  
 TEL. (804) 855-2888  
 FAX. (804) 855-1888

PARK AND BUSWELL RICHMOND	
GROUND FLOOR PLAN / PARKING LEVEL 1	
PROJECT NO.	2007
DATE	01/27/2007
SCALE	1/8" = 1'-0"
<b>2a</b>	

2 DP-07402052



1 PARKING LEVEL 1  
 1/8" = 1'-0"



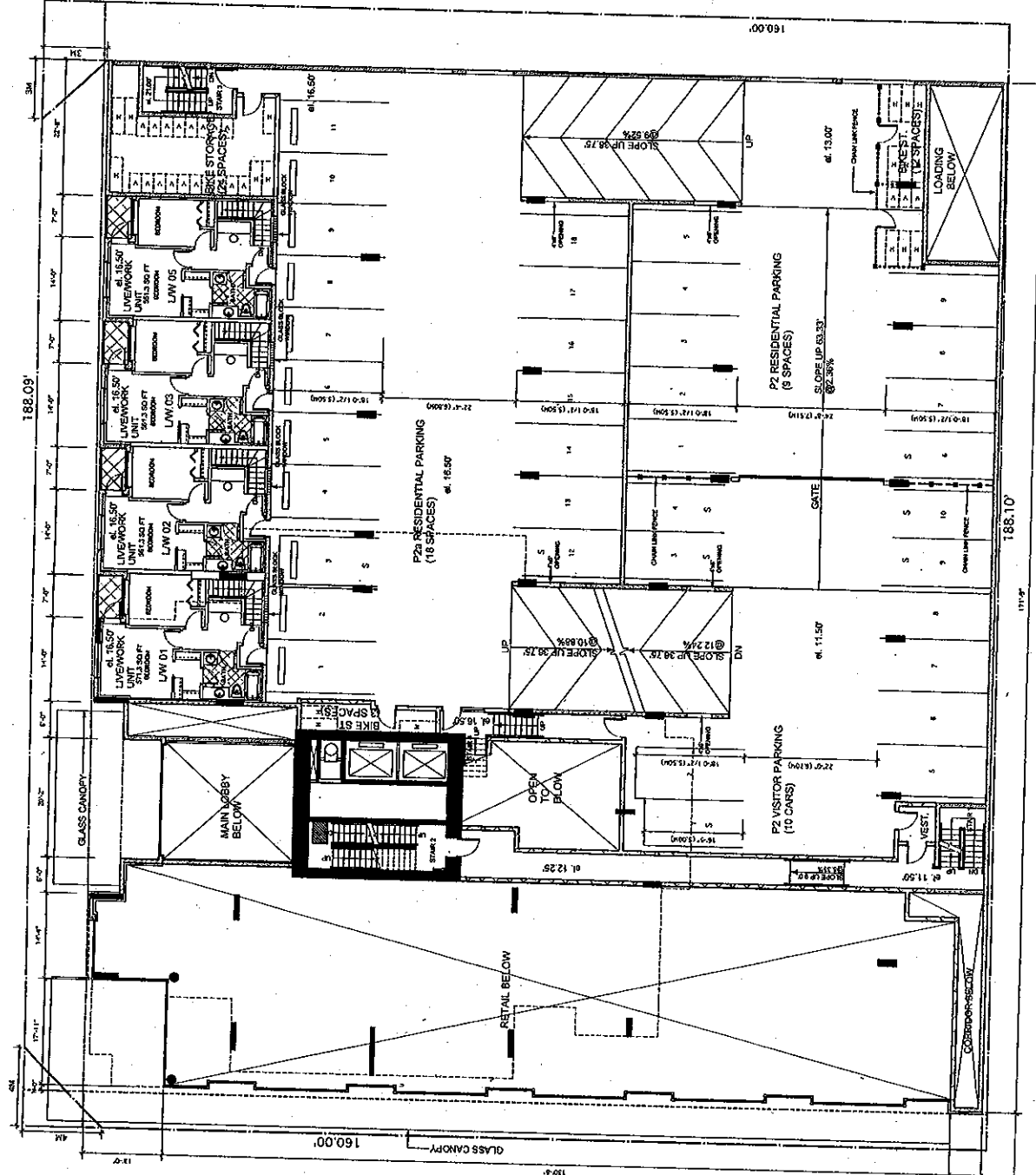
DATE: 05.20.2007  
 PROJECT: 07402052  
 DRAWING NO.: 2007-001  
 SHEET NO.: 2007-001-01  
 PROJECT: 07402052  
 SHEET NO.: 2007-001-01

DESIGNED BY: J. CHEUNG  
 DRAWN BY: J. CHEUNG  
 CHECKED BY: J. CHEUNG  
 APPROVED BY: J. CHEUNG

**ANDREW CHEUNG  
 ARCHITECTS INC**  
 1201 MAIN STREET  
 RICHMOND, VA 23131  
 TEL: (804) 885-0088  
 FAX: (804) 885-1889

PARK AND BUSWELL RICHMOND	
PARKING LEVEL 2	
DATE	05/20/07
SCALE	1/8" = 1'-0"
<b>2b</b>	

DP-07402052



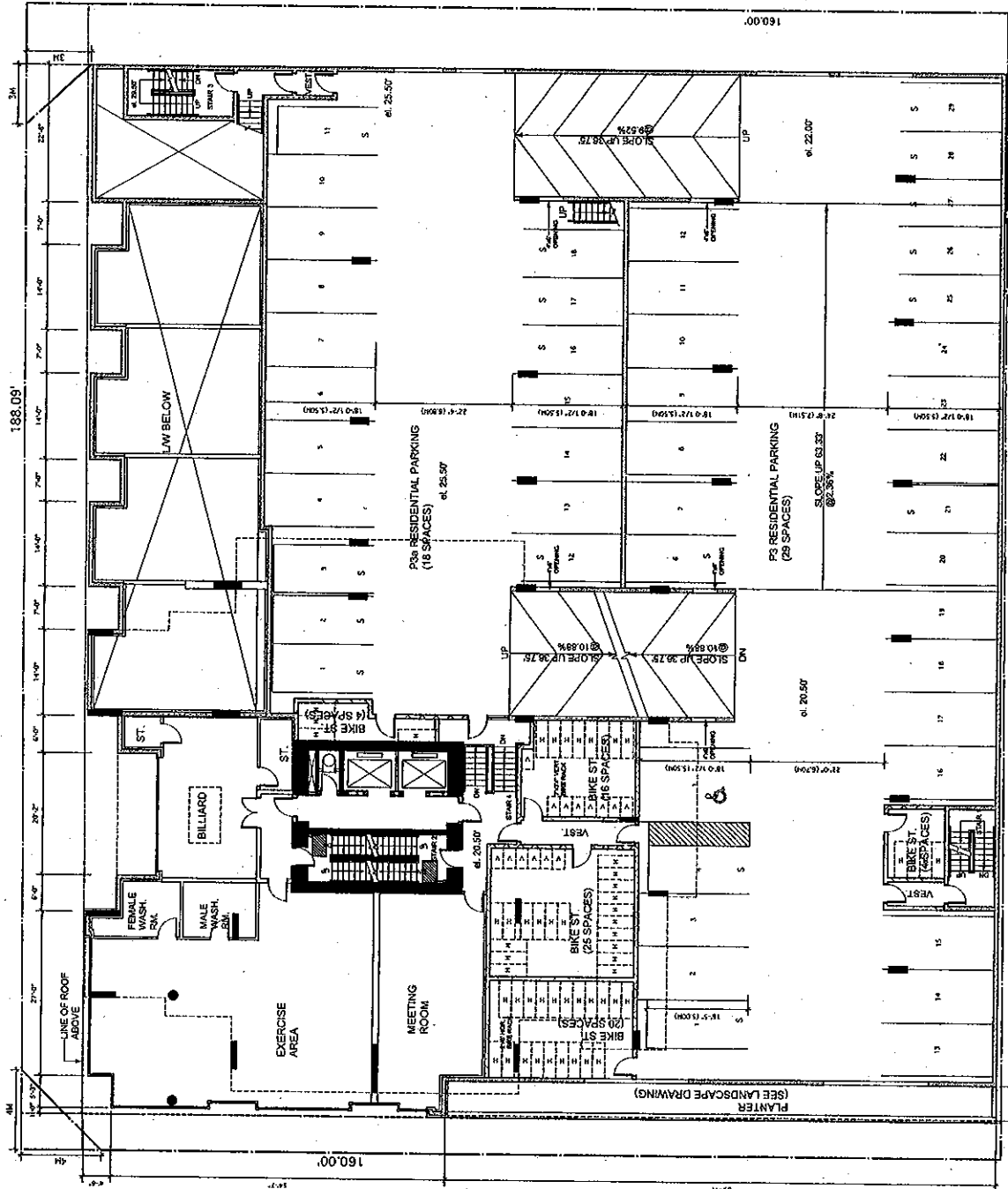
1 PARKING LEVEL 2  
 1/8" = 1'-0"

PROJECT: 10000  
 DATE: 10/15/2014  
 DRAWING NO.: 10000-01  
 REVISION NO.: 1  
 REVISION DATE: 10/15/2014  
 REVISION DESCRIPTION:

**ANDREW CHEUNG ARCHITECTS INC.**  
 1301 West 10th Street  
 Vancouver, BC V6H 2G6  
 Tel: (604) 685-2008  
 Fax: (604) 685-1889

PROJECT	10000
DATE	10/15/2014
DRAWING NO.	10000-01
REVISION NO.	1
REVISION DATE	10/15/2014
REVISION DESCRIPTION	
SCALE	1/8" = 1'-0"
DATE PLOTTED	10/15/2014
BY	AC
CHECKED BY	AC
PROJECT	10000
DATE	10/15/2014
DRAWING NO.	10000-01
REVISION NO.	1
REVISION DATE	10/15/2014
REVISION DESCRIPTION	
SCALE	1/8" = 1'-0"
DATE PLOTTED	10/15/2014
BY	AC
CHECKED BY	AC

④ DP-07402052



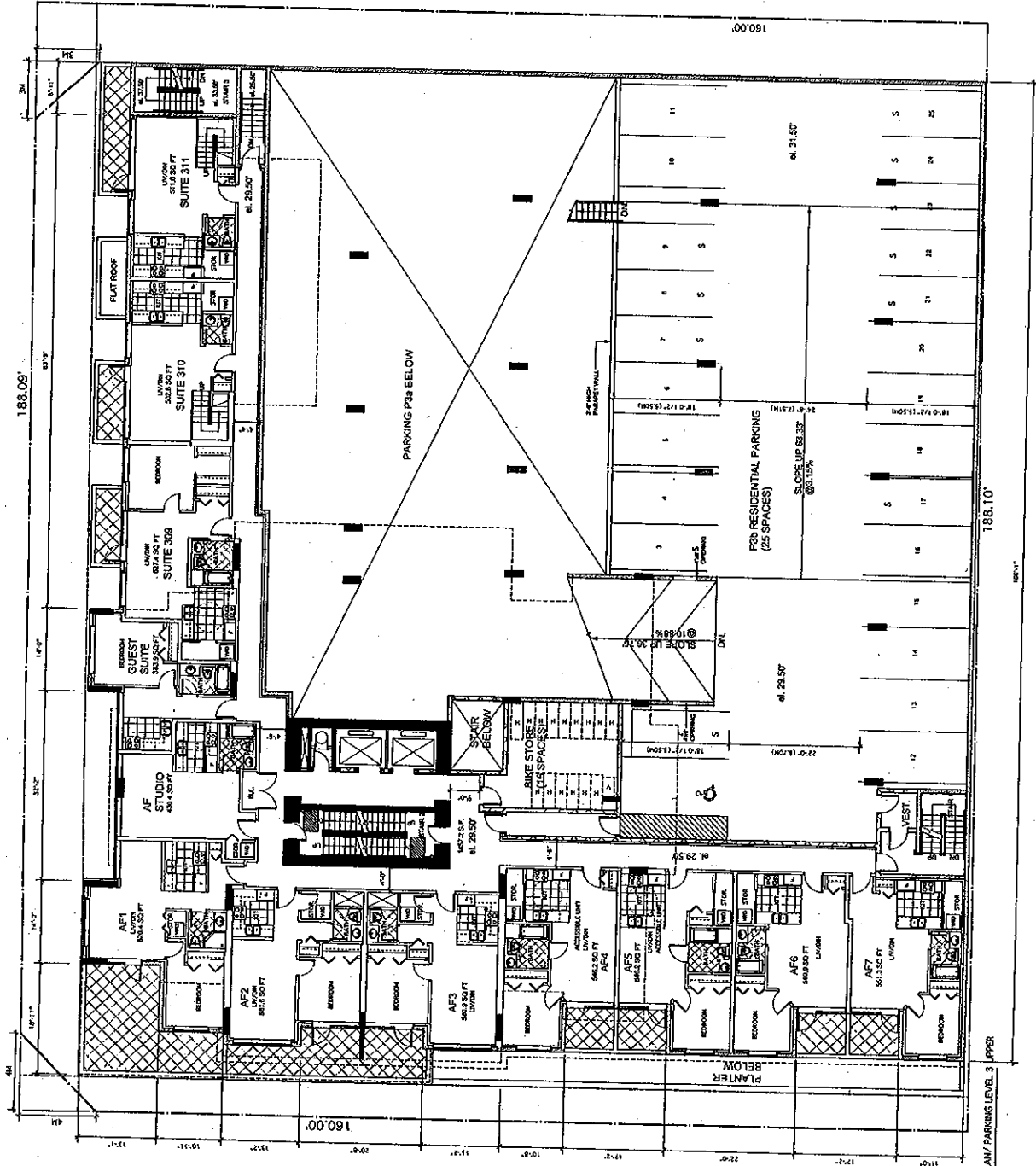
1 AMENITY FLOOR PLAN / PARKING LEVEL 3  
1/8" = 1'-0"

DATE: 02.10.2007  
 PROJECT: 07402052  
 DRAWING: AFFORDABLE UNIT FLOOR PLAN / PARKING LEVEL 3 UPPER  
 ARCHITECT: ANDREW CHEUNG ARCHITECTS INC.  
 1201 WEST 72ND STREET, SUITE 202  
 VANCOUVER, B.C. V6P 2G2  
 TEL: (604) 682-0888  
 FAX: (604) 682-1088

**ANDREW CHEUNG ARCHITECTS INC.**  
 1201 WEST 72ND STREET, SUITE 202  
 VANCOUVER, B.C. V6P 2G2  
 TEL: (604) 682-0888  
 FAX: (604) 682-1088

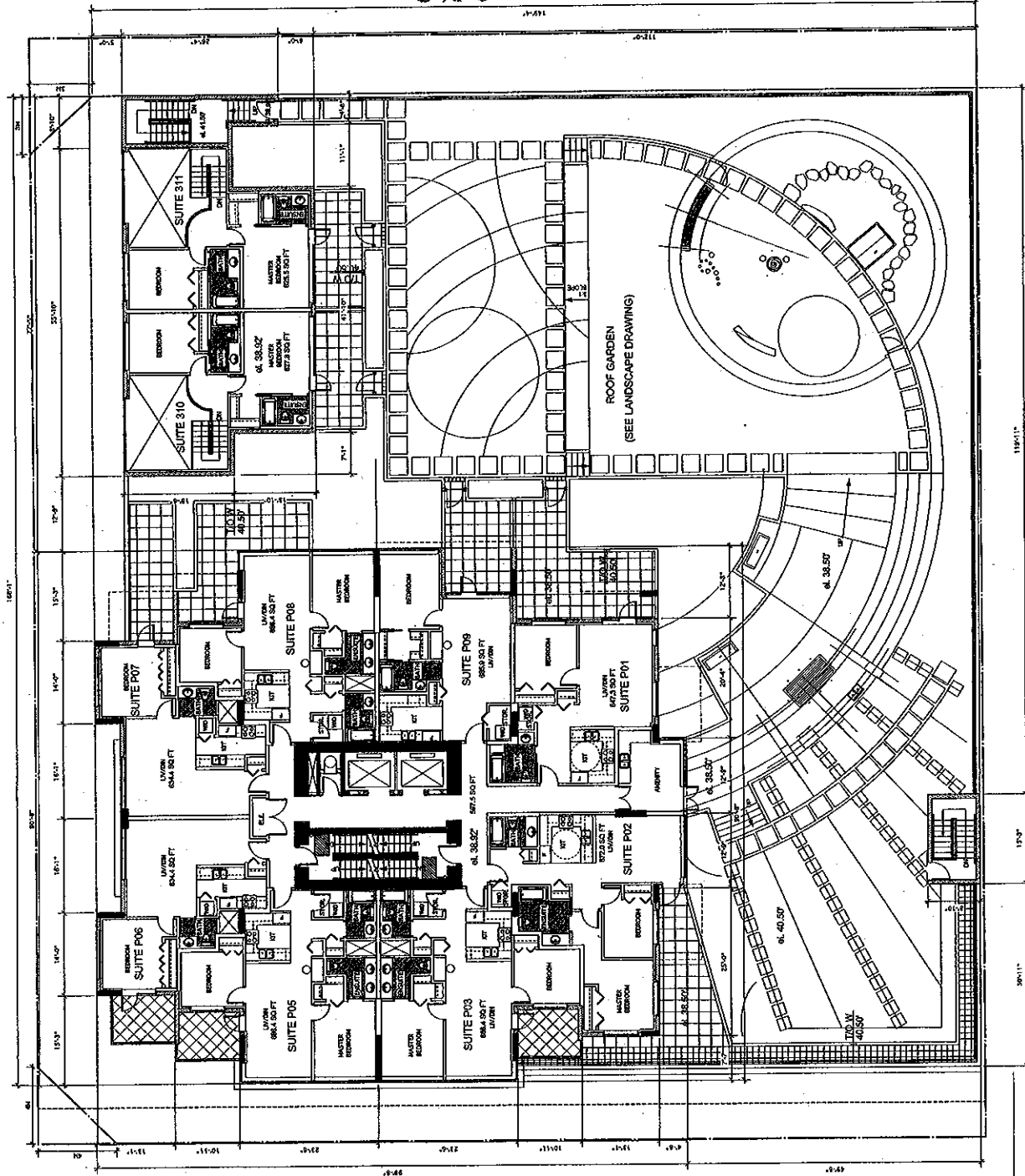
<b>PARK AND BUSWELL RICHMOND</b>	
<b>AFFORDABLE UNIT FLOOR PLAN / PARKING LEVEL 3 UPPER</b>	
PROJECT NUMBER: 07402052	SHEET NUMBER: 2d
DATE: 02.10.2007	SCALE: 1/8" = 1'-0"

⑤ DP-07402052



① AFFORDABLE UNIT FLOOR PLAN / PARKING LEVEL 3 UPPER  
 1/8" = 1'-0"

⑥ DP - 07402052



1 LEVEL 4 FLOOR PLAN  
1/8" = 1'-0"

DATE: 08.20.07  
 PROJECT: 07402052  
 DRAWING NO.: 207  
 SHEET NO.: 26  
 PROJECT NO.: 07402052  
 PROJECT NAME: 1001 WEST WASHINGTON, S.W.  
 RICHMOND, VA 23220

**ANDREW CHEUNG  
 ARCHITECTS INC.**  
 1001 WEST WASHINGTON, S.W.  
 RICHMOND, VA 23220  
 TEL: (804) 885-5988  
 FAX: (804) 885-1888

PARK AND BUSHWELL RICHMOND	
LEVEL 4 FLOOR PLAN	
DATE: 08/20/07	SCALE: 1/8" = 1'-0"
DRAWN BY: [Signature]	CHECKED BY: [Signature]
PROJECT NO.: 07402052	SHEET NO.: 26

⑦ DP - 07402052

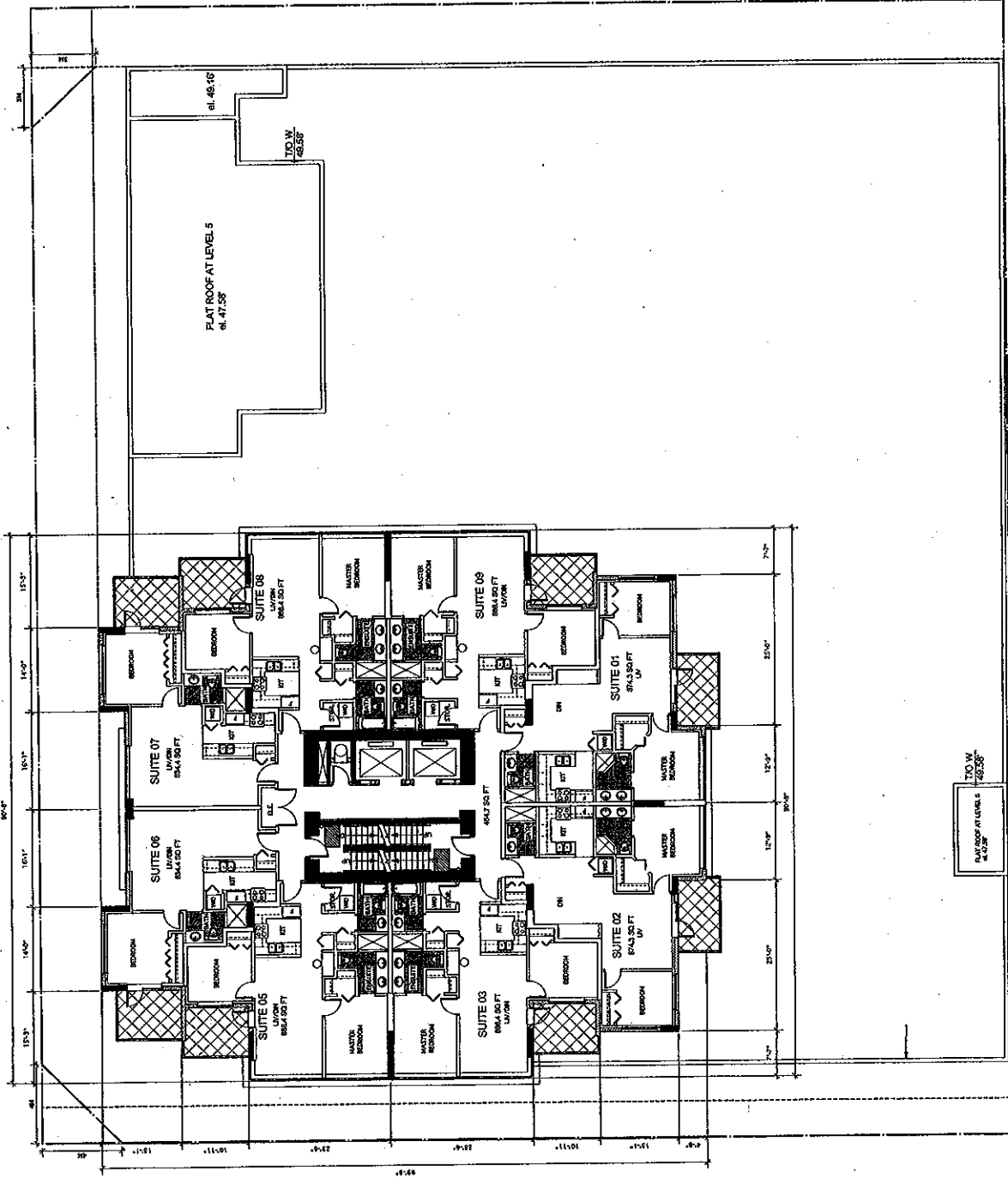
DATE: 02/20/2007  
 DRAWN BY: J. PARK  
 CHECKED BY: J. PARK  
 PROJECT NO.: 07402052  
 SHEET NO.: 2f  
 PROJECT NAME: LEVEL 5 - LEVEL 13  
 FLOOR PLAN

REVISIONS  
 NO. DATE DESCRIPTION  
 1 02/20/07 ISSUED FOR I.P. APPLICATION  
 2 02/20/07 ISSUED FOR I.P. APPLICATION  
 3 02/20/07 ISSUED FOR I.P. APPLICATION  
 4 02/20/07 ISSUED FOR I.P. APPLICATION  
 5 02/20/07 ISSUED FOR I.P. APPLICATION

**ANDREW CHEUNG  
 ARCHITECTS INC**  
 Suite 200  
 1801 West Broad Street  
 Richmond, VA 23220  
 Tel: (804) 855-2052  
 Fax: (804) 855-1889

**PARK AND BUSWELL  
 ARCHITECTS**  
 1000 North 10th Street  
 Richmond, VA 23219  
 Tel: (804) 781-1100  
 Fax: (804) 781-1101

DATE: 02/20/07  
 DRAWN BY: J. PARK  
 CHECKED BY: J. PARK  
 PROJECT NO.: 07402052  
 SHEET NO.: 2f

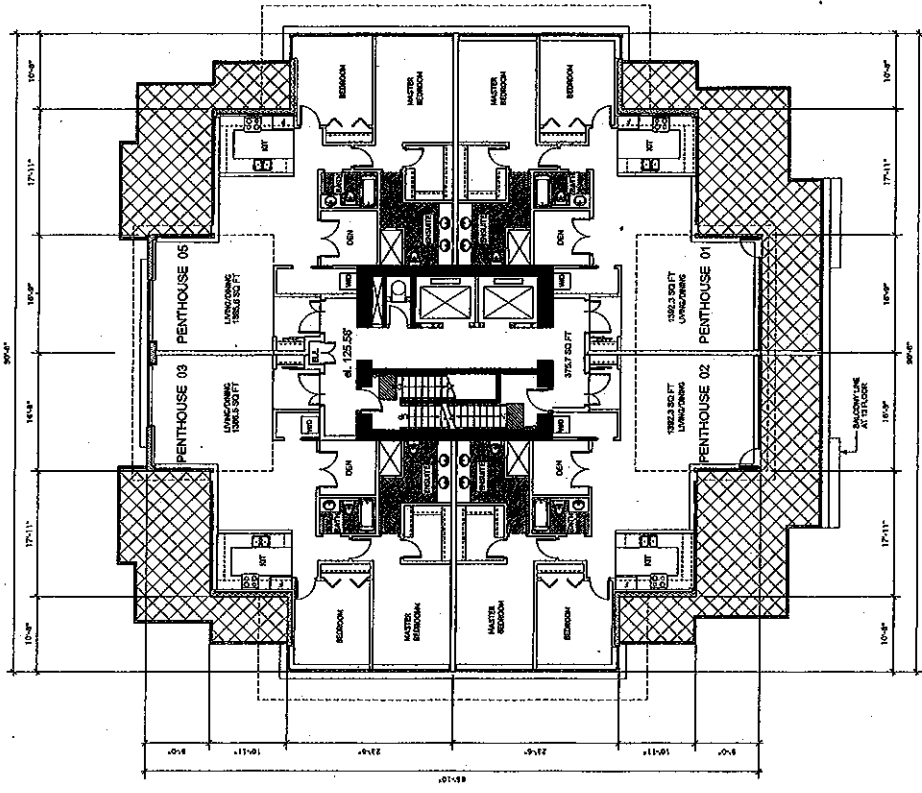


	<p>DATE: 04/11/07          DRAWN BY: J. B. BROWN          CHECKED BY: J. B. BROWN          REVISION FOR: S.D.          DATE: 04/11/07          REVISION FOR: S.D.          DATE: 04/11/07</p>
--	---

**ANDREW CHEUNG ARCHITECTS INC.**  
 1271 West Parkside St.  
 West Parkside, VA 22080  
 Tel: (804) 855-2888  
 Fax: (804) 855-1889

PROJECT: PARK AND BUSWELL RICHMOND	
DATE: 04/11/07	
LEVEL: 14 FLOOR PLAN (PENTHOUSE)	
SCALE: 1/8" = 1'-0"	NO. 29

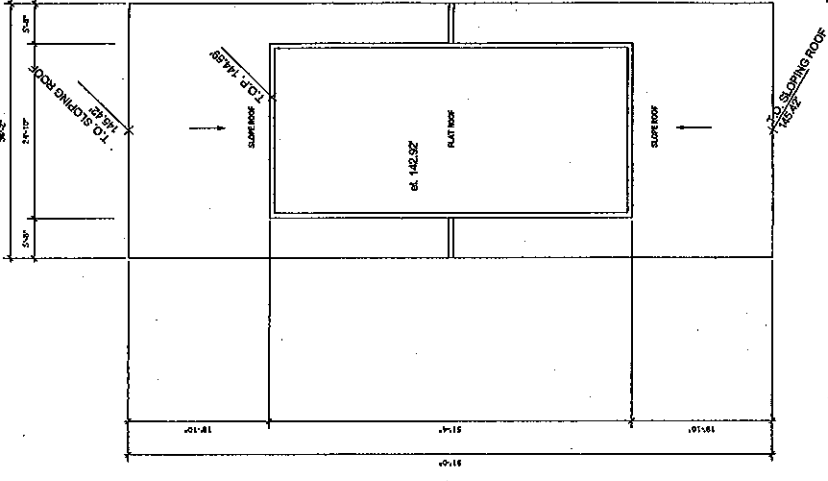
⑧ DP - 07402052



1 LEVEL 14 FLOOR PLAN PENTHOUSE  
 1/8" = 1'-0"

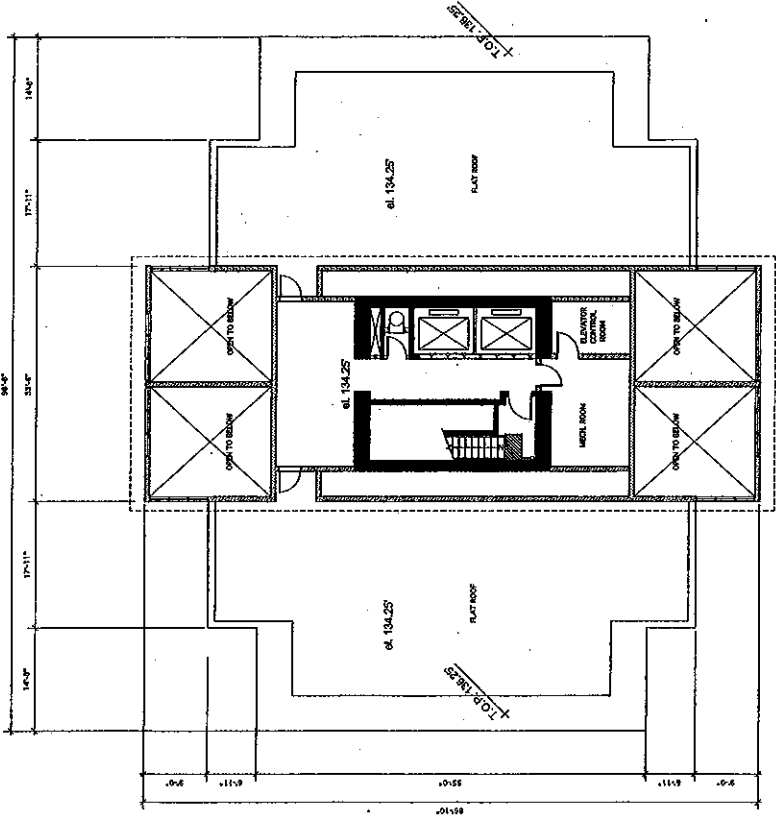
DATE: DEC. 20, 2007  
 DRAWN BY: ANDREW CHEUNG  
 CHECKED BY: ANDREW CHEUNG  
 PROJECT NO.: 07402052  
 REVISION NO.: 1  
 REVISION DATE: 12/20/07  
 REVISION FOR: 1. REVISED FOR CLS.

ANDREW CHEUNG ARCHITECTS INC.  
 1207 WEST PARKWAY #20  
 RICHMOND, VA 23220  
 TEL: (804) 855-2008  
 FAX: (804) 855-1889



2 ROOF PLAN  
 1/8" = 1'-0"

⑨ DP-07402052



1 MACHINE ROOM FLOOR PLAN  
 1/8" = 1'-0"

PARK AND BUSWELL  
 RICHMOND

MACHINE ROOM FLOOR PLAN &  
 ROOF PLAN

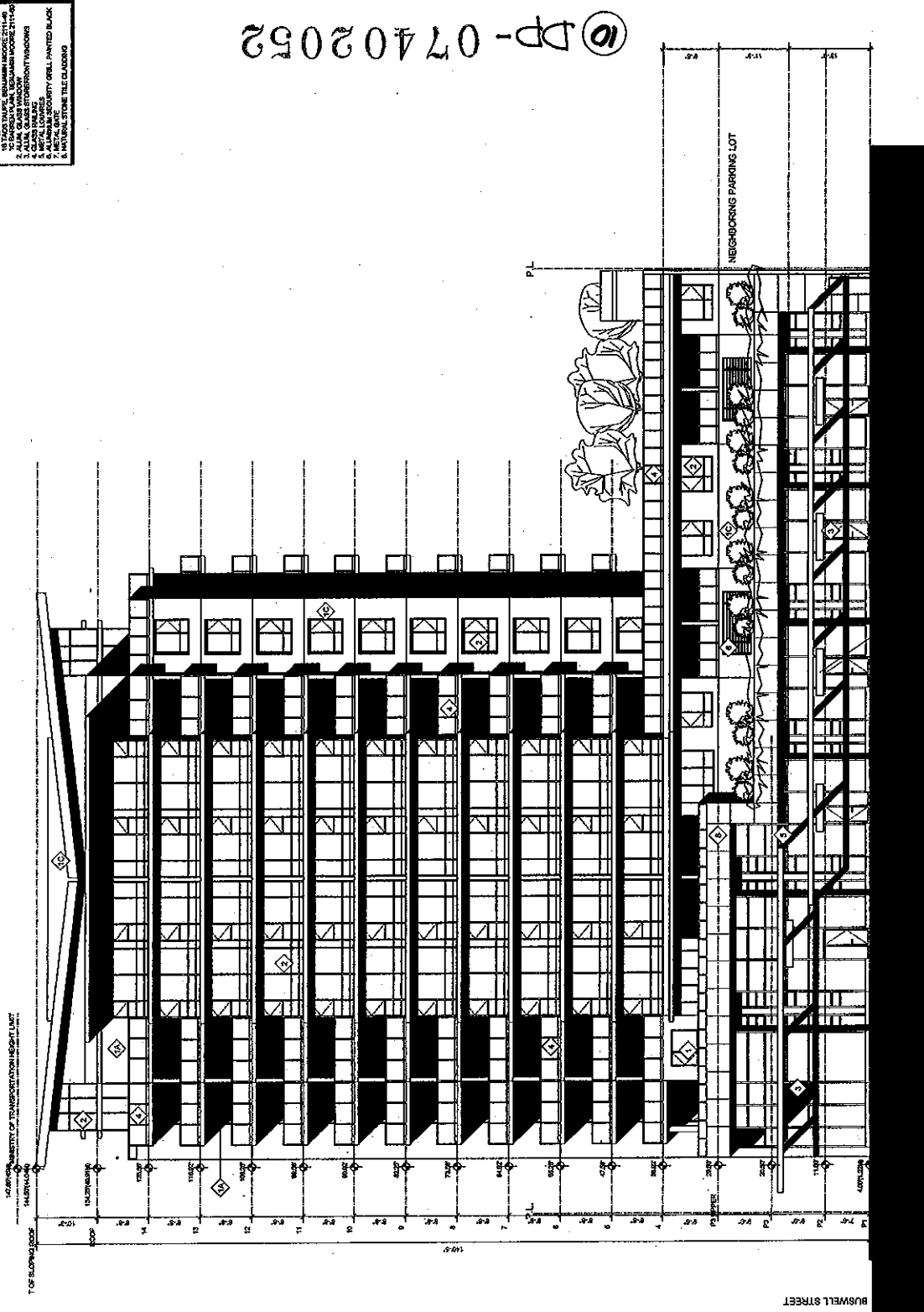
DATE: 12/20/07  
 SCALE: 1/8" = 1'-0"

2h

**LEGEND**

1. CONCRETE  
 2. 1" FLUSH GROUND, 2" SLAB ON GRADE  
 3. 4" POLYSTYRENE INSULATION  
 4. 1" RIGID POLYURETHANE INSULATION  
 5. 1" RIGID POLYURETHANE INSULATION  
 6. 1" RIGID POLYURETHANE INSULATION  
 7. 1" RIGID POLYURETHANE INSULATION  
 8. 1" RIGID POLYURETHANE INSULATION  
 9. 1" RIGID POLYURETHANE INSULATION  
 10. 1" RIGID POLYURETHANE INSULATION  
 11. 1" RIGID POLYURETHANE INSULATION  
 12. 1" RIGID POLYURETHANE INSULATION  
 13. 1" RIGID POLYURETHANE INSULATION  
 14. 1" RIGID POLYURETHANE INSULATION  
 15. 1" RIGID POLYURETHANE INSULATION  
 16. 1" RIGID POLYURETHANE INSULATION  
 17. 1" RIGID POLYURETHANE INSULATION  
 18. 1" RIGID POLYURETHANE INSULATION  
 19. 1" RIGID POLYURETHANE INSULATION  
 20. 1" RIGID POLYURETHANE INSULATION  
 21. 1" RIGID POLYURETHANE INSULATION  
 22. 1" RIGID POLYURETHANE INSULATION  
 23. 1" RIGID POLYURETHANE INSULATION  
 24. 1" RIGID POLYURETHANE INSULATION  
 25. 1" RIGID POLYURETHANE INSULATION  
 26. 1" RIGID POLYURETHANE INSULATION  
 27. 1" RIGID POLYURETHANE INSULATION  
 28. 1" RIGID POLYURETHANE INSULATION  
 29. 1" RIGID POLYURETHANE INSULATION  
 30. 1" RIGID POLYURETHANE INSULATION  
 31. 1" RIGID POLYURETHANE INSULATION  
 32. 1" RIGID POLYURETHANE INSULATION  
 33. 1" RIGID POLYURETHANE INSULATION  
 34. 1" RIGID POLYURETHANE INSULATION  
 35. 1" RIGID POLYURETHANE INSULATION  
 36. 1" RIGID POLYURETHANE INSULATION  
 37. 1" RIGID POLYURETHANE INSULATION  
 38. 1" RIGID POLYURETHANE INSULATION  
 39. 1" RIGID POLYURETHANE INSULATION  
 40. 1" RIGID POLYURETHANE INSULATION  
 41. 1" RIGID POLYURETHANE INSULATION  
 42. 1" RIGID POLYURETHANE INSULATION  
 43. 1" RIGID POLYURETHANE INSULATION  
 44. 1" RIGID POLYURETHANE INSULATION  
 45. 1" RIGID POLYURETHANE INSULATION  
 46. 1" RIGID POLYURETHANE INSULATION  
 47. 1" RIGID POLYURETHANE INSULATION  
 48. 1" RIGID POLYURETHANE INSULATION  
 49. 1" RIGID POLYURETHANE INSULATION  
 50. 1" RIGID POLYURETHANE INSULATION  
 51. 1" RIGID POLYURETHANE INSULATION  
 52. 1" RIGID POLYURETHANE INSULATION  
 53. 1" RIGID POLYURETHANE INSULATION  
 54. 1" RIGID POLYURETHANE INSULATION  
 55. 1" RIGID POLYURETHANE INSULATION  
 56. 1" RIGID POLYURETHANE INSULATION  
 57. 1" RIGID POLYURETHANE INSULATION  
 58. 1" RIGID POLYURETHANE INSULATION  
 59. 1" RIGID POLYURETHANE INSULATION  
 60. 1" RIGID POLYURETHANE INSULATION  
 61. 1" RIGID POLYURETHANE INSULATION  
 62. 1" RIGID POLYURETHANE INSULATION  
 63. 1" RIGID POLYURETHANE INSULATION  
 64. 1" RIGID POLYURETHANE INSULATION  
 65. 1" RIGID POLYURETHANE INSULATION  
 66. 1" RIGID POLYURETHANE INSULATION  
 67. 1" RIGID POLYURETHANE INSULATION  
 68. 1" RIGID POLYURETHANE INSULATION  
 69. 1" RIGID POLYURETHANE INSULATION  
 70. 1" RIGID POLYURETHANE INSULATION  
 71. 1" RIGID POLYURETHANE INSULATION  
 72. 1" RIGID POLYURETHANE INSULATION  
 73. 1" RIGID POLYURETHANE INSULATION  
 74. 1" RIGID POLYURETHANE INSULATION  
 75. 1" RIGID POLYURETHANE INSULATION  
 76. 1" RIGID POLYURETHANE INSULATION  
 77. 1" RIGID POLYURETHANE INSULATION  
 78. 1" RIGID POLYURETHANE INSULATION  
 79. 1" RIGID POLYURETHANE INSULATION  
 80. 1" RIGID POLYURETHANE INSULATION  
 81. 1" RIGID POLYURETHANE INSULATION  
 82. 1" RIGID POLYURETHANE INSULATION  
 83. 1" RIGID POLYURETHANE INSULATION  
 84. 1" RIGID POLYURETHANE INSULATION  
 85. 1" RIGID POLYURETHANE INSULATION  
 86. 1" RIGID POLYURETHANE INSULATION  
 87. 1" RIGID POLYURETHANE INSULATION  
 88. 1" RIGID POLYURETHANE INSULATION  
 89. 1" RIGID POLYURETHANE INSULATION  
 90. 1" RIGID POLYURETHANE INSULATION  
 91. 1" RIGID POLYURETHANE INSULATION  
 92. 1" RIGID POLYURETHANE INSULATION  
 93. 1" RIGID POLYURETHANE INSULATION  
 94. 1" RIGID POLYURETHANE INSULATION  
 95. 1" RIGID POLYURETHANE INSULATION  
 96. 1" RIGID POLYURETHANE INSULATION  
 97. 1" RIGID POLYURETHANE INSULATION  
 98. 1" RIGID POLYURETHANE INSULATION  
 99. 1" RIGID POLYURETHANE INSULATION  
 100. 1" RIGID POLYURETHANE INSULATION

⑩ DP-07402052



1 NORTH ELEVATION (PARK ROAD)  
 1/8"=1'-0"

DATE: 08.14.2012  
 DRAWN BY: J. BUSWELL  
 CHECKED BY: J. BUSWELL  
 PROJECT: 07402052  
 SHEET: 4a

**ANDREW CHEUNG  
 ARCHITECTS INC.**  
 1201 West 10th St.  
 Vancouver, BC  
 V6H 2C6  
 Tel: (604) 681-1888  
 Fax: (604) 681-1889

PROJECT: PARK AND BUSWELL RICHMOND	
ELEVATION: NORTH ELEVATION (PARK ROAD)	
DATE: 08.14.2012	SCALE: 1/8"=1'-0"
DRAWN BY: J. BUSWELL	CHECKED BY: J. BUSWELL
<b>4a</b>	



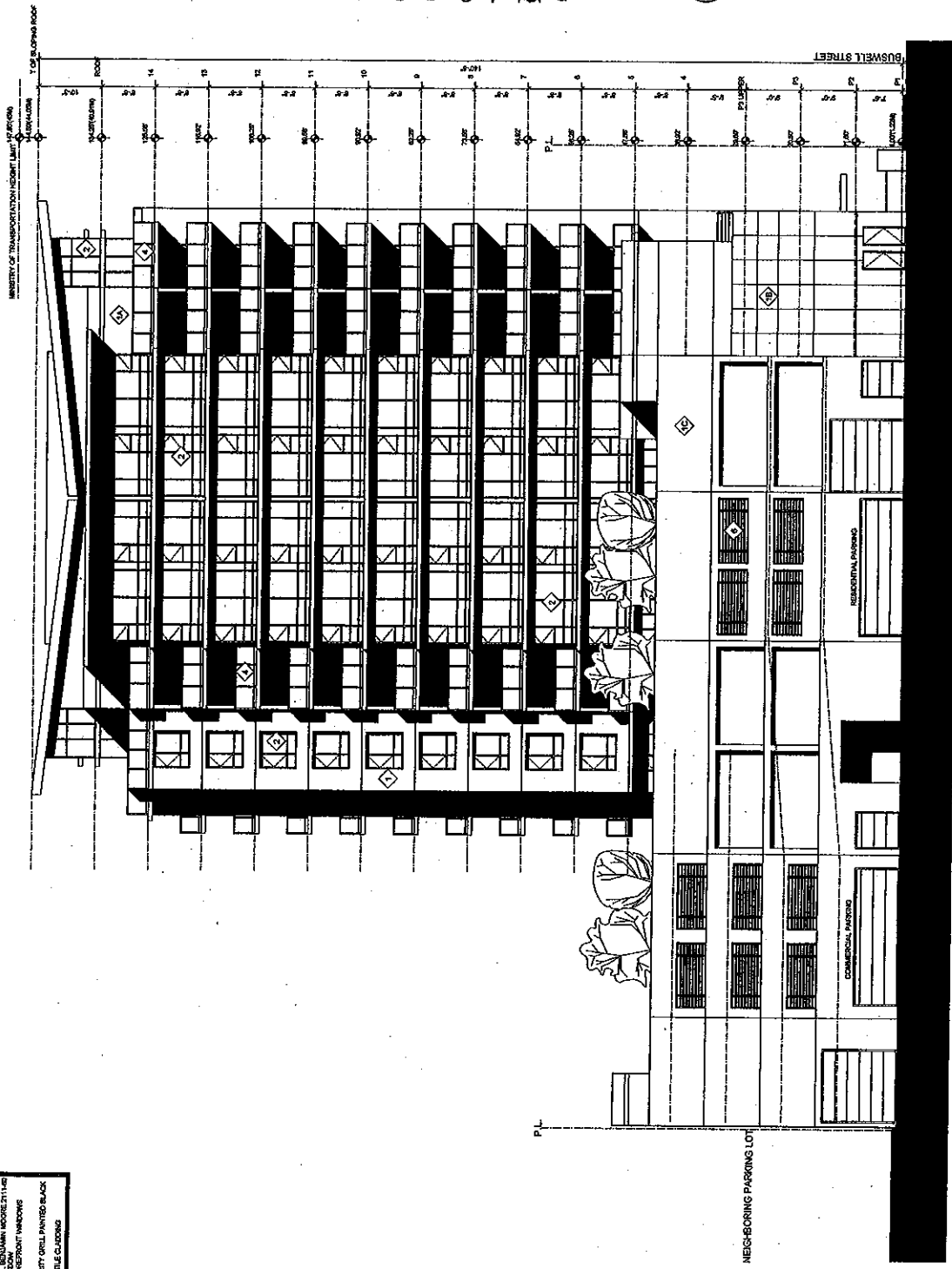
DATE: 04/15/2007  
 PROJECT: 1001 WEST PARKER BL.  
 ARCHITECT: ANDREW CHEUNG ARCHITECTS INC.  
 DRAWING NO.: DP-07402052

**ANDREW CHEUNG ARCHITECTS INC.**  
 1001 WEST PARKER BL.  
 RICHMOND, BC V6X 3E2  
 TEL: (604) 285-5088  
 FAX: (604) 285-1888

<b>PARK AND BUSWELL RICHMOND</b>	
<b>SOUTH ELEVATION (LANE)</b>	
PROJECT NO.: 276203	DATE: 04/15/07
DRAWN BY: CC	CHECKED BY: CC
<b>4b</b>	

(11) DP-07402052

- LEGEND**
1. PAINTED CONCRETE
  2. ALUMINUM WINDOW
  3. ALUMINUM WINDOW
  4. ALUMINUM WINDOW
  5. ALUMINUM WINDOW
  6. ALUMINUM WINDOW
  7. ALUMINUM WINDOW
  8. ALUMINUM WINDOW
  9. ALUMINUM WINDOW
  10. ALUMINUM WINDOW
  11. ALUMINUM WINDOW
  12. ALUMINUM WINDOW
  13. ALUMINUM WINDOW
  14. ALUMINUM WINDOW
  15. ALUMINUM WINDOW
  16. ALUMINUM WINDOW
  17. ALUMINUM WINDOW
  18. ALUMINUM WINDOW
  19. ALUMINUM WINDOW
  20. ALUMINUM WINDOW
  21. ALUMINUM WINDOW
  22. ALUMINUM WINDOW
  23. ALUMINUM WINDOW
  24. ALUMINUM WINDOW
  25. ALUMINUM WINDOW
  26. ALUMINUM WINDOW
  27. ALUMINUM WINDOW
  28. ALUMINUM WINDOW
  29. ALUMINUM WINDOW
  30. ALUMINUM WINDOW
  31. ALUMINUM WINDOW
  32. ALUMINUM WINDOW
  33. ALUMINUM WINDOW
  34. ALUMINUM WINDOW
  35. ALUMINUM WINDOW
  36. ALUMINUM WINDOW
  37. ALUMINUM WINDOW
  38. ALUMINUM WINDOW
  39. ALUMINUM WINDOW
  40. ALUMINUM WINDOW
  41. ALUMINUM WINDOW
  42. ALUMINUM WINDOW
  43. ALUMINUM WINDOW
  44. ALUMINUM WINDOW
  45. ALUMINUM WINDOW
  46. ALUMINUM WINDOW
  47. ALUMINUM WINDOW
  48. ALUMINUM WINDOW
  49. ALUMINUM WINDOW
  50. ALUMINUM WINDOW
  51. ALUMINUM WINDOW
  52. ALUMINUM WINDOW
  53. ALUMINUM WINDOW
  54. ALUMINUM WINDOW
  55. ALUMINUM WINDOW
  56. ALUMINUM WINDOW
  57. ALUMINUM WINDOW
  58. ALUMINUM WINDOW
  59. ALUMINUM WINDOW
  60. ALUMINUM WINDOW
  61. ALUMINUM WINDOW
  62. ALUMINUM WINDOW
  63. ALUMINUM WINDOW
  64. ALUMINUM WINDOW
  65. ALUMINUM WINDOW
  66. ALUMINUM WINDOW
  67. ALUMINUM WINDOW
  68. ALUMINUM WINDOW
  69. ALUMINUM WINDOW
  70. ALUMINUM WINDOW
  71. ALUMINUM WINDOW
  72. ALUMINUM WINDOW
  73. ALUMINUM WINDOW
  74. ALUMINUM WINDOW
  75. ALUMINUM WINDOW
  76. ALUMINUM WINDOW
  77. ALUMINUM WINDOW
  78. ALUMINUM WINDOW
  79. ALUMINUM WINDOW
  80. ALUMINUM WINDOW
  81. ALUMINUM WINDOW
  82. ALUMINUM WINDOW
  83. ALUMINUM WINDOW
  84. ALUMINUM WINDOW
  85. ALUMINUM WINDOW
  86. ALUMINUM WINDOW
  87. ALUMINUM WINDOW
  88. ALUMINUM WINDOW
  89. ALUMINUM WINDOW
  90. ALUMINUM WINDOW
  91. ALUMINUM WINDOW
  92. ALUMINUM WINDOW
  93. ALUMINUM WINDOW
  94. ALUMINUM WINDOW
  95. ALUMINUM WINDOW
  96. ALUMINUM WINDOW
  97. ALUMINUM WINDOW
  98. ALUMINUM WINDOW
  99. ALUMINUM WINDOW
  100. ALUMINUM WINDOW



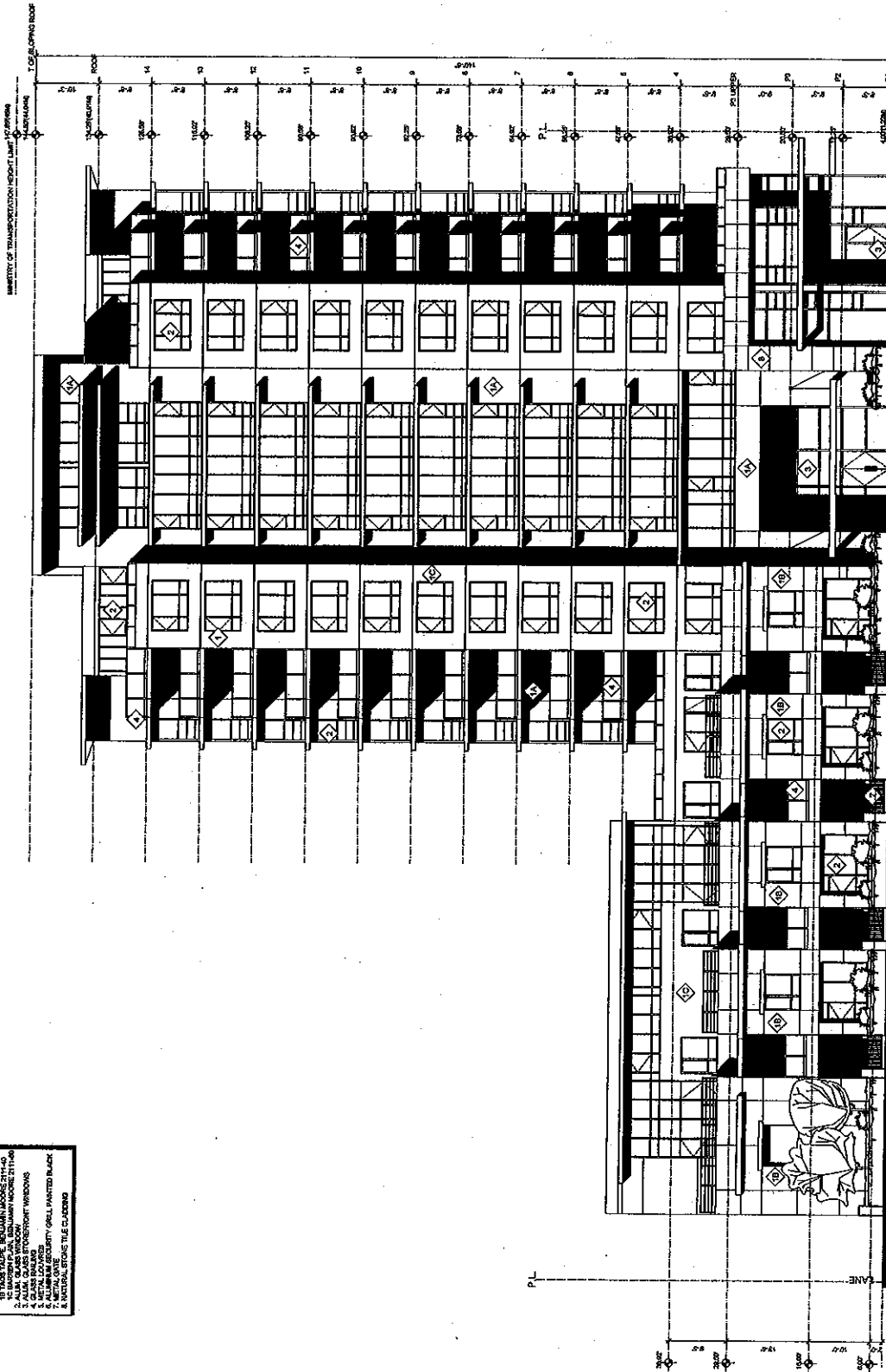
1 SOUTH ELEVATION(LANE)  
 DP13 1/8"=1'-0"

DATE: 02.20.2007  
 SHEET NO. 404  
 PROJECT: 1501 WEST PARKWAY S.  
 RICHMOND, VA 23220  
 ARCHITECT: ANDREW CHEUNG ARCHITECTS INC.  
 1201 WEST PARKWAY S.  
 RICHMOND, VA 23220  
 TEL: (804) 845-2008  
 FAX: (804) 855-1889

ANDREW CHEUNG  
 ARCHITECTS INC.  
 1201 WEST PARKWAY S.  
 RICHMOND, VA 23220  
 TEL: (804) 845-2008  
 FAX: (804) 855-1889

PROJECT	
PARK AND BUSWELL RICHMOND	
EAST ELEVATION (BUSWELL STREET)	
DATE	02.20.07
SCALE	1/8" = 1'-0"
NO.	4C

(12) DP-07402052



**LEGEND**

1. PAINTED CONCRETE
2. BRICK
3. 1/2" TRUSS RAFTERS, BENTONITE MOORE STAIRS
4. 1/2" TRUSS RAFTERS, BENTONITE MOORE STAIRS
5. ALUM. CLASH TRANSFORMER WINDOWS
6. METAL CLASHES
7. METAL CLASHES
8. METAL CLASHES
9. METAL CLASHES
10. METAL CLASHES
11. METAL CLASHES
12. METAL CLASHES
13. METAL CLASHES
14. METAL CLASHES
15. METAL CLASHES
16. METAL CLASHES
17. METAL CLASHES
18. METAL CLASHES
19. METAL CLASHES
20. METAL CLASHES
21. METAL CLASHES
22. METAL CLASHES
23. METAL CLASHES

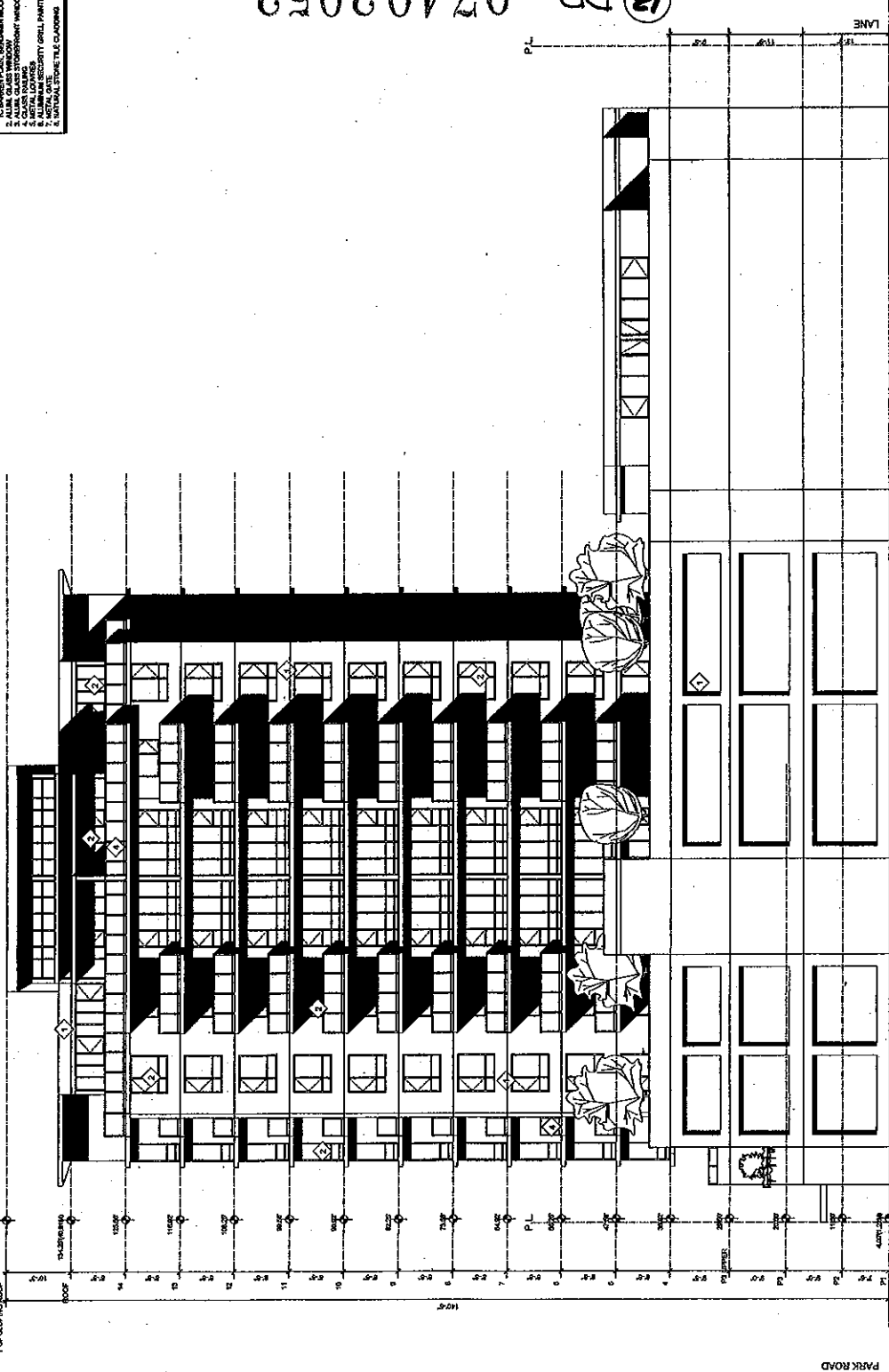
1 EAST ELEVATION (BUSWELL STREET)  
 DP14 1/8"=1'-0"

**LEGEND**

- 1. PAINTED CONCRETE
- 2. 18" BRICK (PAINTED)
- 3. 18" BRICK (GLAZED)
- 4. 18" BRICK (GLAZED W/SLIP)
- 5. 18" BRICK (GLAZED W/SLIP)
- 6. 18" BRICK (GLAZED W/SLIP)
- 7. 18" BRICK (GLAZED W/SLIP)
- 8. 18" BRICK (GLAZED W/SLIP)
- 9. 18" BRICK (GLAZED W/SLIP)
- 10. 18" BRICK (GLAZED W/SLIP)
- 11. 18" BRICK (GLAZED W/SLIP)
- 12. 18" BRICK (GLAZED W/SLIP)
- 13. 18" BRICK (GLAZED W/SLIP)
- 14. 18" BRICK (GLAZED W/SLIP)
- 15. 18" BRICK (GLAZED W/SLIP)
- 16. 18" BRICK (GLAZED W/SLIP)
- 17. 18" BRICK (GLAZED W/SLIP)
- 18. 18" BRICK (GLAZED W/SLIP)
- 19. 18" BRICK (GLAZED W/SLIP)
- 20. 18" BRICK (GLAZED W/SLIP)
- 21. 18" BRICK (GLAZED W/SLIP)
- 22. 18" BRICK (GLAZED W/SLIP)
- 23. 18" BRICK (GLAZED W/SLIP)
- 24. 18" BRICK (GLAZED W/SLIP)
- 25. 18" BRICK (GLAZED W/SLIP)
- 26. 18" BRICK (GLAZED W/SLIP)
- 27. 18" BRICK (GLAZED W/SLIP)
- 28. 18" BRICK (GLAZED W/SLIP)
- 29. 18" BRICK (GLAZED W/SLIP)
- 30. 18" BRICK (GLAZED W/SLIP)
- 31. 18" BRICK (GLAZED W/SLIP)
- 32. 18" BRICK (GLAZED W/SLIP)
- 33. 18" BRICK (GLAZED W/SLIP)
- 34. 18" BRICK (GLAZED W/SLIP)
- 35. 18" BRICK (GLAZED W/SLIP)
- 36. 18" BRICK (GLAZED W/SLIP)
- 37. 18" BRICK (GLAZED W/SLIP)
- 38. 18" BRICK (GLAZED W/SLIP)
- 39. 18" BRICK (GLAZED W/SLIP)
- 40. 18" BRICK (GLAZED W/SLIP)
- 41. 18" BRICK (GLAZED W/SLIP)
- 42. 18" BRICK (GLAZED W/SLIP)
- 43. 18" BRICK (GLAZED W/SLIP)
- 44. 18" BRICK (GLAZED W/SLIP)
- 45. 18" BRICK (GLAZED W/SLIP)
- 46. 18" BRICK (GLAZED W/SLIP)
- 47. 18" BRICK (GLAZED W/SLIP)
- 48. 18" BRICK (GLAZED W/SLIP)
- 49. 18" BRICK (GLAZED W/SLIP)
- 50. 18" BRICK (GLAZED W/SLIP)
- 51. 18" BRICK (GLAZED W/SLIP)
- 52. 18" BRICK (GLAZED W/SLIP)
- 53. 18" BRICK (GLAZED W/SLIP)
- 54. 18" BRICK (GLAZED W/SLIP)
- 55. 18" BRICK (GLAZED W/SLIP)
- 56. 18" BRICK (GLAZED W/SLIP)
- 57. 18" BRICK (GLAZED W/SLIP)
- 58. 18" BRICK (GLAZED W/SLIP)
- 59. 18" BRICK (GLAZED W/SLIP)
- 60. 18" BRICK (GLAZED W/SLIP)
- 61. 18" BRICK (GLAZED W/SLIP)
- 62. 18" BRICK (GLAZED W/SLIP)
- 63. 18" BRICK (GLAZED W/SLIP)
- 64. 18" BRICK (GLAZED W/SLIP)
- 65. 18" BRICK (GLAZED W/SLIP)
- 66. 18" BRICK (GLAZED W/SLIP)
- 67. 18" BRICK (GLAZED W/SLIP)
- 68. 18" BRICK (GLAZED W/SLIP)
- 69. 18" BRICK (GLAZED W/SLIP)
- 70. 18" BRICK (GLAZED W/SLIP)
- 71. 18" BRICK (GLAZED W/SLIP)
- 72. 18" BRICK (GLAZED W/SLIP)
- 73. 18" BRICK (GLAZED W/SLIP)
- 74. 18" BRICK (GLAZED W/SLIP)
- 75. 18" BRICK (GLAZED W/SLIP)
- 76. 18" BRICK (GLAZED W/SLIP)
- 77. 18" BRICK (GLAZED W/SLIP)
- 78. 18" BRICK (GLAZED W/SLIP)
- 79. 18" BRICK (GLAZED W/SLIP)
- 80. 18" BRICK (GLAZED W/SLIP)
- 81. 18" BRICK (GLAZED W/SLIP)
- 82. 18" BRICK (GLAZED W/SLIP)
- 83. 18" BRICK (GLAZED W/SLIP)
- 84. 18" BRICK (GLAZED W/SLIP)
- 85. 18" BRICK (GLAZED W/SLIP)
- 86. 18" BRICK (GLAZED W/SLIP)
- 87. 18" BRICK (GLAZED W/SLIP)
- 88. 18" BRICK (GLAZED W/SLIP)
- 89. 18" BRICK (GLAZED W/SLIP)
- 90. 18" BRICK (GLAZED W/SLIP)
- 91. 18" BRICK (GLAZED W/SLIP)
- 92. 18" BRICK (GLAZED W/SLIP)
- 93. 18" BRICK (GLAZED W/SLIP)
- 94. 18" BRICK (GLAZED W/SLIP)
- 95. 18" BRICK (GLAZED W/SLIP)
- 96. 18" BRICK (GLAZED W/SLIP)
- 97. 18" BRICK (GLAZED W/SLIP)
- 98. 18" BRICK (GLAZED W/SLIP)
- 99. 18" BRICK (GLAZED W/SLIP)
- 100. 18" BRICK (GLAZED W/SLIP)

(E) DP-07402052

MINIMUM HEIGHT OF TRANSPORTATION HEIGHT LIMIT



PARK ROAD

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

DATE: 08.28.2007  
 DRAWN BY: J. H. HARRIS  
 CHECKED BY: J. H. HARRIS  
 REVISION FOR D.P.  
 DATE: 11.14.2008  
 DRAWN BY: J. H. HARRIS  
 CHECKED BY: J. H. HARRIS  
 REVISION FOR D.P.  
 DATE: 09.24.2009  
 DRAWN BY: J. H. HARRIS  
 CHECKED BY: J. H. HARRIS  
 REVISION FOR D.P.

ANDREW CHEUNG  
 ARCHITECTS INC.  
 1201 WEST WASHINGTON, S.E.  
 WASHINGTON, D.C. 20004-2922  
 TEL: (202) 555-5288  
 FAX: (202) 555-1899

PROJECT		PARK AND BUSWELL RICHMOND	
DRAWING		WEST ELEVATION	
DATE	SCALE	NO.	4d
2/1/03	1/8" = 1'-0"		

NO. 2008-02007	CONTRACT NO.
NO. 2008-02007	PROJECT NO.
NO. 2008-02007	ISSUE NO.
NO. 2008-02007	DATE

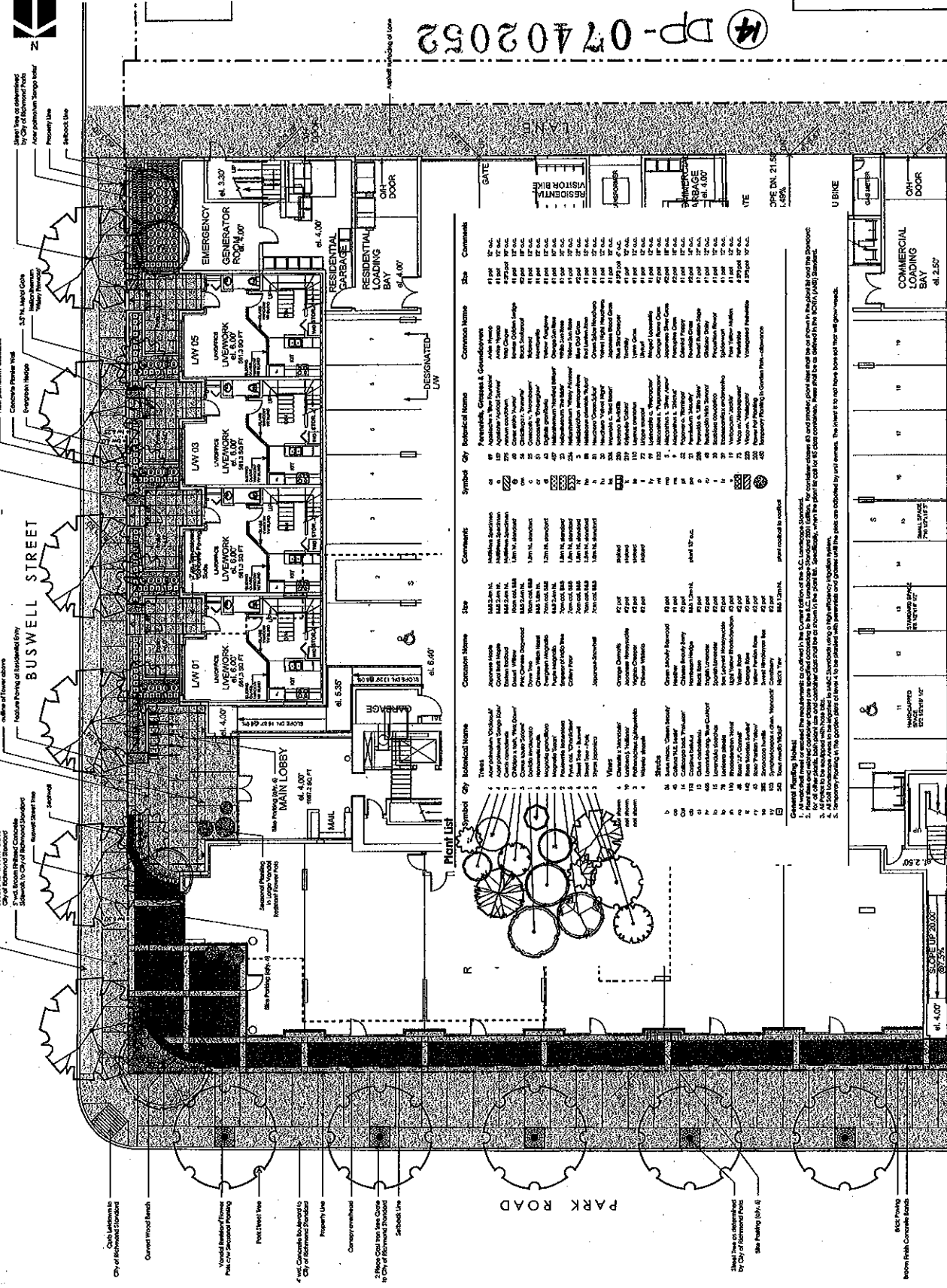
DATE	REVISION
NOV 27 2008	AMENDMENT
NOV 27 2008	AMENDMENT
NOV 27 2008	AMENDMENT
NOV 27 2008	AMENDMENT

**CITY OF RICHMOND**  
DATE  
**NOV 27 2008**  
RECEIVED  
CITY DEVELOPMENT

**DURANTE KREUK LTD**  
1000-1102 11th Street  
Richmond BC V6X 2E2  
Tel: (604) 273-2008  
Fax: (604) 273-3888

**ANDREW CHEUNG ARCHITECTS INC.**  
1200 West 22nd St.  
Vancouver BC V6L 2E2  
Tel: (604) 686-0088  
Fax: (604) 686-1999

PROJECT NAME	PARK AND BUSWELL RICHMOND
CLIENT	CONCERT PLAN
DATE	NOV 27 2008
SCALE	1/8" = 1'-0"
NO.	3a



14 DP-07402052

Symbol	Botanical Name	Common Name	Size	Comments	Quantity	Common Name	Quantity
1	Azalea	Azalea	42 pot	Shaded	1	Azalea	1
2	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
3	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
4	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
5	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
6	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
7	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
8	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
9	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
10	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
11	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
12	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
13	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
14	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
15	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
16	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
17	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
18	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
19	Berberis	Berberis	42 pot	Shaded	1	Berberis	1
20	Berberis	Berberis	42 pot	Shaded	1	Berberis	1

**Print List**

1. All materials to be used in the construction of this project shall conform to the requirements of the current edition of the B.C. Landscaping Ordinance.

2. All materials to be used in the construction of this project shall conform to the requirements of the current edition of the B.C. Landscaping Ordinance.

3. All materials to be used in the construction of this project shall conform to the requirements of the current edition of the B.C. Landscaping Ordinance.

4. All materials to be used in the construction of this project shall conform to the requirements of the current edition of the B.C. Landscaping Ordinance.

5. Temporary planting in the vicinity of the site shall be removed and replaced with permanent planting.

1. All materials to be used in the construction of this project shall conform to the requirements of the current edition of the B.C. Landscaping Ordinance.

2. All materials to be used in the construction of this project shall conform to the requirements of the current edition of the B.C. Landscaping Ordinance.

3. All materials to be used in the construction of this project shall conform to the requirements of the current edition of the B.C. Landscaping Ordinance.

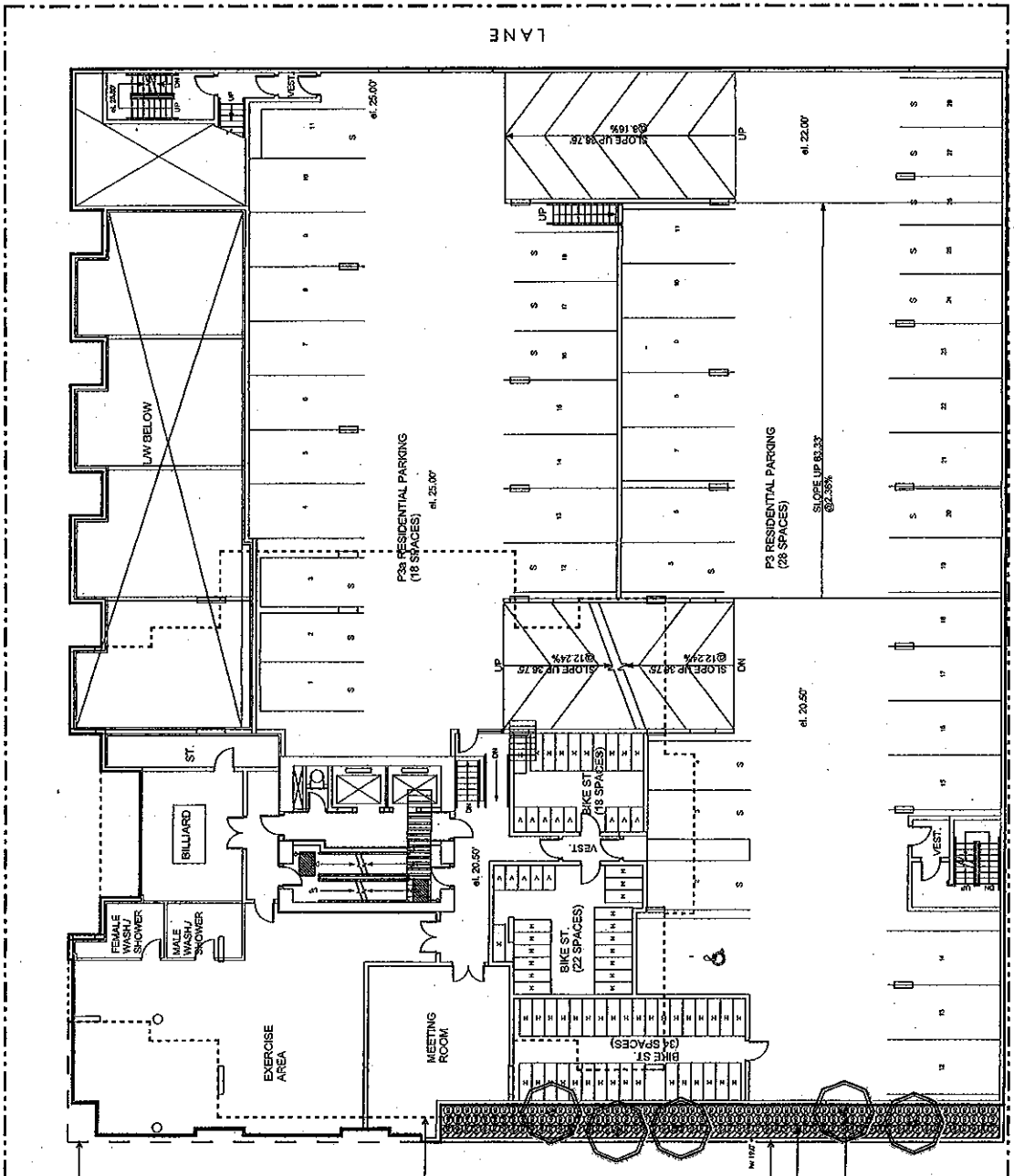
4. All materials to be used in the construction of this project shall conform to the requirements of the current edition of the B.C. Landscaping Ordinance.

5. Temporary planting in the vicinity of the site shall be removed and replaced with permanent planting.



BUSWELL STREET

①5 DP-07402052



PARK ROAD

DATE: DEC. 28, 2007  
ISSUED FOR S.A. APPLICATION  
DATE: JAN. 14, 2008  
REVISED FOR S.A. APPLICATION  
DATE: OCT. 22, 2008  
REVISED FOR S.A. APPLICATION  
DATE: NOV. 14, 2008  
REVISED FOR S.A. APPLICATION

CITY OF RICHMOND  
DATE  
NOV 27 2008  
RECEIVED  
URBAN DEVELOPMENT

DURANTE KREUK LTD  
100-122 Richmond Ave  
Richmond, VA 23220  
Tel: (804) 685-2088  
Fax: (804) 685-1869

ANDREW CHEUNG  
ARCHITECTS INC  
1307 West Park Ave  
Richmond, VA 23220  
Tel: (804) 685-2088  
Fax: (804) 685-1869

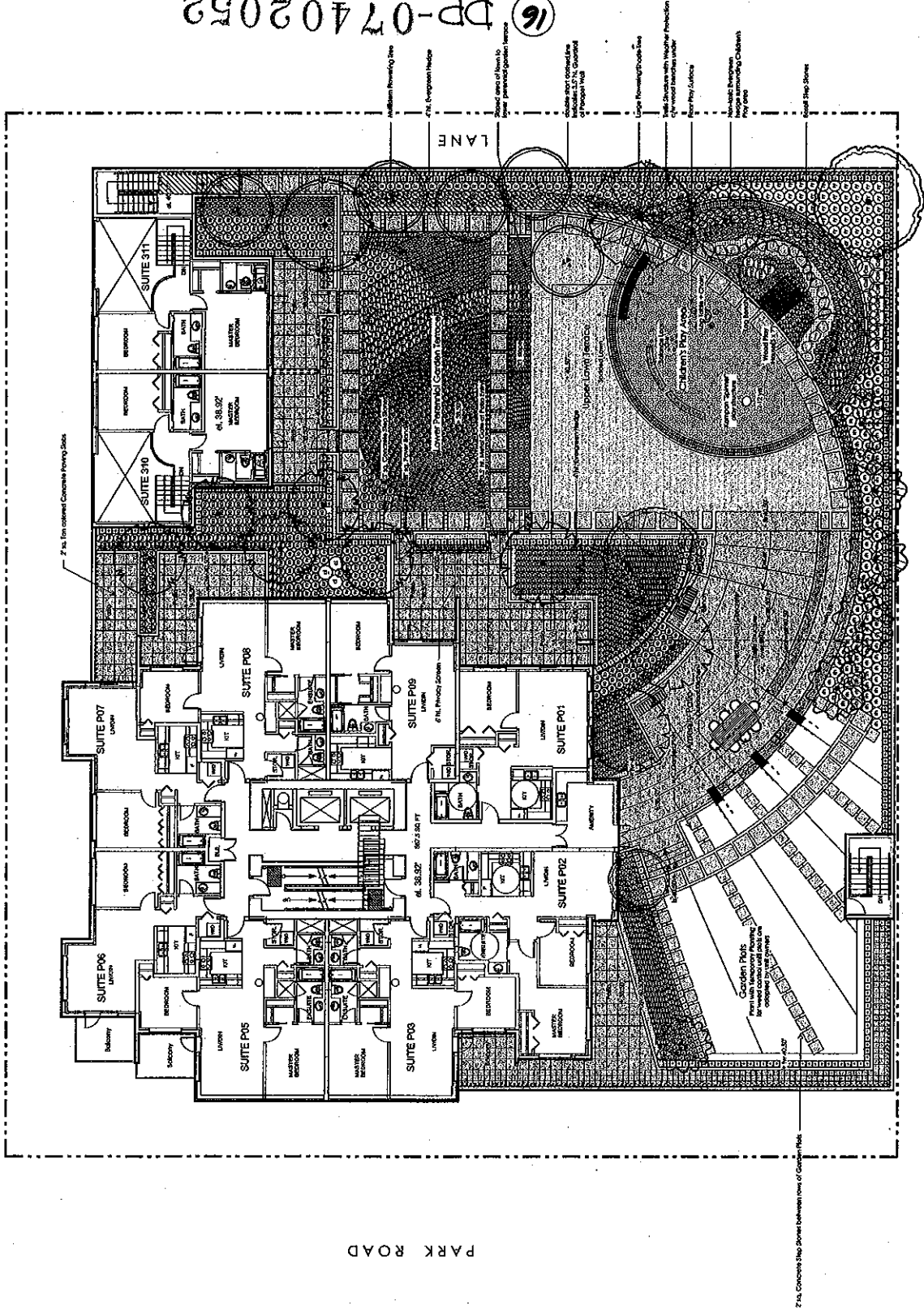
MARK AND BUSWELL  
RICHMOND

LANDING LEVEL 3 LANDSCAPE CONCEPT PLAN	
Scale:	1/8" = 1'-0"
Author:	Mark and Buswell
Date:	
Sheet No.:	3b

Low Maintenance Engineering Study  
City of Richmond, Richmond, Virginia

BUSWELL STREET

PARK ROAD



Refer to Sheet 3a for Plant List



16 DP-07402052

DATE: 25.10.2007  
 DRAWN BY: J. WILSON  
 CHECKED BY: J. WILSON  
 PROJECT NO: 07402052  
 SHEET NO: 16

PROVISION  
 USED FOR: APPLICATION  
 USED FOR: APPLICATION  
 USED FOR: APPLICATION  
 USED FOR: APPLICATION  
 USED FOR: APPLICATION

CITY OF RICHMOND  
 RECEIVED  
 NOV 27 2008  
 URBAN DEVELOPMENT

DURANTE KREUK LTD  
 ARCHITECTS  
 1201 WEST 10TH AVENUE  
 RICHMOND, B.C. V6X 3E7  
 TEL: (604) 273-8888  
 FAX: (604) 273-1000

ANDREW CHEUNG  
 ARCHITECTS INC  
 SUITE 702  
 1201 WEST 10TH AVENUE  
 RICHMOND, B.C. V6X 3E7  
 TEL: (604) 273-8888  
 FAX: (604) 273-1000

PARK AND BUSWELL RICHMOND	
LEVEL 4 FLOOR LANDSCAPE CONCEPT PLAN	
Scale	1/8" = 1'-0"
Sheet No	16
Drawing No	
3C	