



## Development Permit Panel

### Council Chambers

Wednesday, September 14, 2011

3:30 p.m.

**1. Minutes**

*Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, August 24, 2011.*



**2. Development Permit 10-553531**

(File Ref. No.: DP 10-553531) (REDMS No. 3164426)

TO VIEW ePLANS CLICK HERE

APPLICANT: Andrew Cheung Architects Inc.

PROPERTY LOCATION: 4340 No. 3 Road

INTENT OF PERMIT:

1. Permit the construction of approximately 1,075 m<sup>2</sup> (11,573 ft<sup>2</sup>) of commercial space and 174 m<sup>2</sup> (1,877 ft<sup>2</sup>) 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.

**Manager's Recommendations**

*That a Development Permit be issued which would:*

1. *Permit the construction of approximately 1,075 m<sup>2</sup> (11,573 ft<sup>2</sup>) of commercial space and 174 m<sup>2</sup> (1,877 ft<sup>2</sup>) 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.*



3. **New Business**

4. **Date Of Next Meeting: Wednesday, September 28, 2011**

5. **Adjournment**



## Development Permit Panel

Wednesday, August 24, 2011

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Dave Semple, Chair  
Andrew Nazareth, General Manager, Business and Financial Services  
John Irving, Director, Engineering

The meeting was called to order at 3:30 p.m.

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, July 27, 2011, be adopted.*

**CARRIED**

### 2. Development Permit DP 09-498967

(File Ref. No.: DP 09-498967) (REDMS No. 3256988)

APPLICANT: OTO Development Ltd.

PROPERTY LOCATION: 8080 and 8100 Blundell Road

#### INTENT OF PERMIT:

1. Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and
  - b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.

### **Applicant's Comments**

Chris Chung, Architect, CMTA Architects, provided the following background information regarding the proposed eight townhouse units at 8080 and 8100 Blundell Road:

- the site is currently occupied by two single-family houses; the proposed development is surrounded by developments with higher densities to the north, east and west;
- two rows of 4-unit buildings are being proposed, with 3-storey units in the middle and 2-storey end units facing Blundell Road and the back which were stepped down to respect the massing of adjacent developments and provide visual connection to the street;
- the three trees preserved on site were not included in the original scheme;
- two existing driveways are consolidated and will be used as entrance to the proposed development;
- proposed building materials, e.g. Hardie-Plank siding and board and batten reflect the character of the surrounding developments;
- large windows allow for clear visual connection to the street; and
- amenity space at the southwest corner of the site is augmented by the drive aisle.

Rebecca Colter, Landscape Architect, DMG Landscape Architects, pointed out the following three main landscape architecture design moves:

- creating an attractive entry to the development through landscaping the frontage;
- providing each of the townhouse units with its own private landscaped area with fenced-in private backyard with a lawn area and planted with either an ornamental maple tree or an ornamental pear tree; and
- providing an outdoor amenity area at the southwest corner of the site with i) grasspave pavers over a portion of on-site turning area to accommodate garbage and moving trucks and offer a green grass open amenity space; and ii) a Fibar playground surface area with three play elements designed for individual play for children between one to five years old.

Ms. Colter also mentioned the following landscape features of the project:

- 6-foot solid wood fence around the perimeter of the property;
- 4-foot lattice wood fence between the residential backyards;
- open aluminum rail fence at the frontage;
- 2 to 3 foot retaining walls around the edge of the property;
- a bench adjacent to the children's play area; and
- mostly native planting materials which are drought resistant.

### **Panel Discussion**

In response to the query whether bollards or other safety elements are provided to prevent damage to the buildings from trucking turning movements near the amenity space and garbage and recycling facilities, Mr. Chung stated that none are provided at present as the turning radius is deemed sufficient. He explained that the post at the southwest corner of Building 1 can serve as a bollard and a safety element.

In response to the query whether the two visitor parking spaces are sufficient considering that one of them is allotted for handicapped parking, Mr. Jackson advised that they meet the bylaw requirement and that staff supports the provision of a parking space in the development that is wide enough to accommodate wheelchairs.

In response to the query whether measures are provided to ensure the safety of children going to and using the play area in view of its proximity to the on-site truck turning area, Mr. Chung stated that children should be supervised in the play area and that a walkway originally proposed could be reintroduced.

The Chair advised that it is unacceptable that the project does not provide a safety zone by using bollards, fencing, or other safety elements between the children's play area and the truck turning area. He stated that the applicant needs to go back to staff to address this important safety issue.

The Chair requested the applicant to work with staff regarding the appropriateness of using a structural element of a building, i.e. the post at the southwest corner of Building 1, as a safety element in view of the potential damage that could be done to it by trucks manoeuvring in the garbage and recycling area. He reiterated that the applicant needs to address safety issues in the proposed development.

The Chair noted that units along Blundell Road have front doors facing the street and expressed the Panel's appreciation for this design feature.

### **Staff Comments**

Brian J. Jackson, Director of Development, advised that staff supports the application and stated the following:

- the design of the project is innovative and responsive to adjacent areas;
- some trees are preserved at the back of the property; and
- applicant has responded well to the height issue along Blundell Road by proposing two-storey units facing the street and at the back of the two buildings.

Mr. Jackson also expressed staff's support to the two requested variances for the following reasons:

- moving Building 1 closer to Blundell Road by one meter is justified due to the location and size of the amenity spaces provided at the rear of the property which is larger than the bylaw requirement; and

**Development Permit Panel  
Wednesday, August 24, 2011**

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- the request for tandem parking spaces for four units is appropriate in view of the location of the project.

**Panel Discussion**

The Panel expressed support for the project subject to the applicant making the necessary design changes as suggested by the Panel to ensure the safety of children in the play area and a safety element to protect the building structure regarding truck manoeuvring.

**Correspondence**

Alvin Leung, 115-8120 Jones Road, Richmond, B.C. V6Y 4K7 (Schedule 1)

Quan Zhang and Ling Wang, 116-8100 Jones Road, Richmond, B.C. V6Y 4B1 (Schedule 2)

**Gallery Comments**

None.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
  - a) *reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and*
  - b) *allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.*

**CARRIED**

**3. Development Variance 11-581634**  
(File Ref. No.: DV 11-581634) (REDMS No. 3288463)

APPLICANT: CTA Design Group

PROPERTY LOCATION: 11120 Silversmith Place

**INTENT OF PERMIT:**

1. To vary the maximum building height of a building within the Industrial Business Park (IB1) zone:
  - (a) from 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and
  - (b) from 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.

**Applicant's Comments**

Ciaran Deery, Partner, CTA Design Group, provided the following information regarding the requested development variances by the applicant:

- the proposed variances are sought in connection with the expansion plan of LPL Properties Inc. (Layfield Plastics) which is a significant investment for the company;
- Layfield Plastics, which manufactures film fabrics, was thinking of relocating to a new site to diversify its operations but decided to stay in their present location and bring in new technology; and
- the company is requesting the height variance to enclose the tower which is necessitated by the procedure of the fabrication.

**Staff Comments**

Mr. Jackson stated that staff supports the development variance application and the expansion of a thriving industry in Richmond. He added that the Google Earth pictures provided by staff show that existing tanks located on the property line will block views of the proposed tower expansion.

Mr. Jackson also mentioned that he received a telephone call from residents living on the west side of the manufacturing facility who complained of the noise coming from the said facility.

**Panel Discussion**

A comment was made that the consultant should have provided graphics in his presentation as it did not meet the requirements and standards of the Panel.

In response to a query, Mr. Deery clarified that the enclosure and the function within the enclosure is new and not currently existing.

In response to the query regarding the effect of the proposed towers' proximity to the canal ESA, Mr. Jackson advised that the proposed towers are located on the East side, limiting any shading to morning hours.

In response to the query whether a noise issue is associated with the function of the tower, Mr. Deery stated that there is no noise issue with the tower itself. He explained that the noise is generated by the transfer of plastics from the silos into the building. He also mentioned that the applicant is going to meet with the residents in the area to discuss the noise issue.

In response to the query whether the industrial noise level coming from the manufacturing facility meets the City's standards, Mr. Jackson pointed out that it meets the bylaw requirements and that noise bylaw staff have not received any noise complaints. He explained that the noise comes from the existing ground level operations.

The Chair suggested that the applicant can add some graphics and colour to the tower configuration and noted that the proposed consultation of the applicant with residents in the area to mitigate the noise is appropriate.

### **Correspondence**

Ben and Betty Baerg, 11411 Shell Road, Richmond, B.C. (Schedule 3)

### **Gallery Comments**

Betty Baerg, 11411 Shell Road, stated the following:

- she made a previous complaint about the noise when the facility was undergoing expansion several years ago;
- the noise does not emanate only from the ground level; and
- the noise can be heard throughout their 5-acre property.

Ms. Baerg expressed concern that additional silos will increase the noise level and suggested that the applicant make an enclosure or a building configuration to mitigate the noise. She mentioned that she had talked with a representative of Layfield Plastics who was willing to work with the residents regarding the noise issue.

### **Panel Discussion**

In response to the query whether there are pipes or mechanics external to the existing or proposed enclosures that generate noise, Mr. Deery stated that none are being planned.

The Panel reiterated that the applicant should discuss the noise issue with residents living in the area and that maximum efforts should be made by the applicant to mitigate the noise coming from the manufacturing facility.



**Panel Decision**

It was moved and seconded

**1. To vary the maximum building height of a building within the Industrial Business Park (IB1) zone:**

- (a) from 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and**
- (b) from 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.**

**CARRIED**

**4. Date Of Next Meeting: Wednesday, September 14, 2011**

**5. Adjournment**

It was moved and seconded

***That the meeting be adjourned at 4:05 p.m.***

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, August 24, 2011.

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Dave Semple  
Chair

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Rustico Agawin  
Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, August 24, 2011.

City of Richmond  
6911 No 3 Road  
Richmond, BC  
V6Y 2C1

<b>To Development Permit Panel</b>
Date: <u>Aug 24, 2011</u>
Item #: <u>2</u>
Re: <u>DP 09-498967</u>

Re: Development Permit DP 09-498967

To Whom it May Concern,

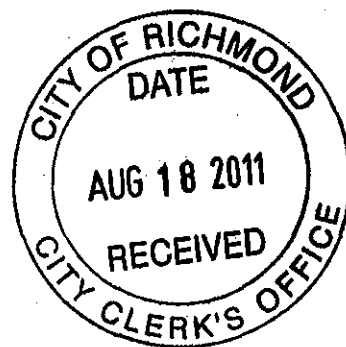
I am writing in response to the opposition of the proposal for 8 new townhouse units to be located at 8080 and 8100 Blundell Road.

Blundell Road is already a large arterial road which boasts a lot of steady traffic. This new development which is just east of a really busy No 3 Road would not be a suitable location for additional townhouse units. Traffic is getting heavier on Blundell Road and would further be congested with additional units on this site.

I therefore do not agree with the variance of the Richmond Zoning Bylaw 8500 to reduce the minimum front yard setback and allow a total of eight tandem parking spaces.

Thank-you,

Alvin Leung  
115-8120 Jones Road  
Richmond, BC  
V6Y 4K7



Quan Zhang

Ling Wang

116-8100 Jones Road

Richmond BC V6Y 4B1

August 20, 2011

David Weber

Director, City clerk's office

City of Richmond

6911 No. 3 Road

Richmond BC V6Y 2C1

Re: A Meeting on August 24, 2011 regarding A Development Permit DP09-49896

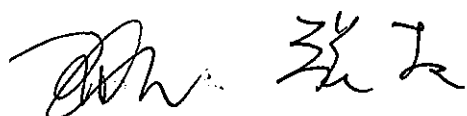
Dear Mr. Weber:

We've got a notice of application for a development permit regarding the Richmond Development Permit Panel will have a meeting to consider OTO Development Ltd. will construct eight townhouse units on a property location 8080 and 8100 Blundell Road at 3:30 pm on August 24, 2011 at Richmond City Hall. We are unable to attend the meeting

but we strongly hope the Development Permit Panel will consider benefit of all residents of Building 8100 and 8080 and decline this new development. Many thanks and we're willing to hear a good news from you soon.

Best Regard,

LING WANG & Quan Zhang



Schedule 2 to the Minutes of the  
Development Permit Panel meeting  
held on Wednesday, August 24,  
2011.

<b>To Development Permit Panel</b>	
Date:	August 24, 2011
Item #	2
Re:	DP 09-498967
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Schedule 3 to the Minutes of the Development Permit Panel meeting held on Wednesday, August 24, 2011.

August 22, 2011

City of Richmond,  
6911 No.3 Road,  
Richmond, B.C. V6Y 2C1

Attn: David Weber  
Director  
City Clerk's Office

Re: Development Variance  
DV 11-581634

<b>To Development Permit Panel</b>	
Date:	8/24/2011
Item #:	7
Re:	DV-11-581634

We are writing in response to Layfield Plastics application to expand their operation.

Our primary concern is that these changes may result in an increase in the noise level that we are exposed to. The increase in activity would result in longer times when the plastic pellets are being blown through the pipes with the accompanying ringing noise. We would like to see Layfield Plastics configure the tower and additional silos so that it mitigates the noise from the pipes.

There would also be more train noise and pollution as more material would be brought in for the expanded operation.

Our customers from our U-pick raspberry farm have commented about the persistent ringing noise that is emitted whenever the plastic pellets are being blown through the pipes.

We would like to see the new tower, new and existing silos and piping be designed or enclosed to minimize the noise level.

Thank you for your consideration.

Yours truly,

Ben & Betty Baerg  
11411 Shell Rd  
Richmond





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**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**

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**Staff Recommendation**

That a Development Permit be issued which would:

1. Permit the construction of approximately 1,075 m<sup>2</sup> (11,573 ft<sup>2</sup>) of commercial space and 174 m<sup>2</sup> (1,877 ft<sup>2</sup>) 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 m<sup>2</sup> (11,573 ft<sup>2</sup>) of commercial space and 174 m<sup>2</sup> (1,877 ft<sup>2</sup>) 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***

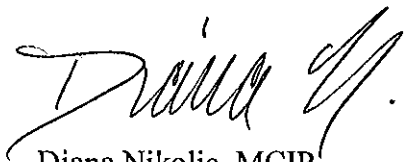
- Frontage improvements were undertaken in association with the introduction of the adjacent Canada Line. The development scheme proposed for the subject site does not require the existing north driveway interruption to the boulevard. As a condition of Building Permit issuance, the applicant is required 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 m<sup>2</sup> Floor Area Net: 1,039.25 m<sup>2</sup>

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

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

Excerpt from the Notes from  
The Design Panel Meeting

Wednesday, June 1, 2011

...

(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**

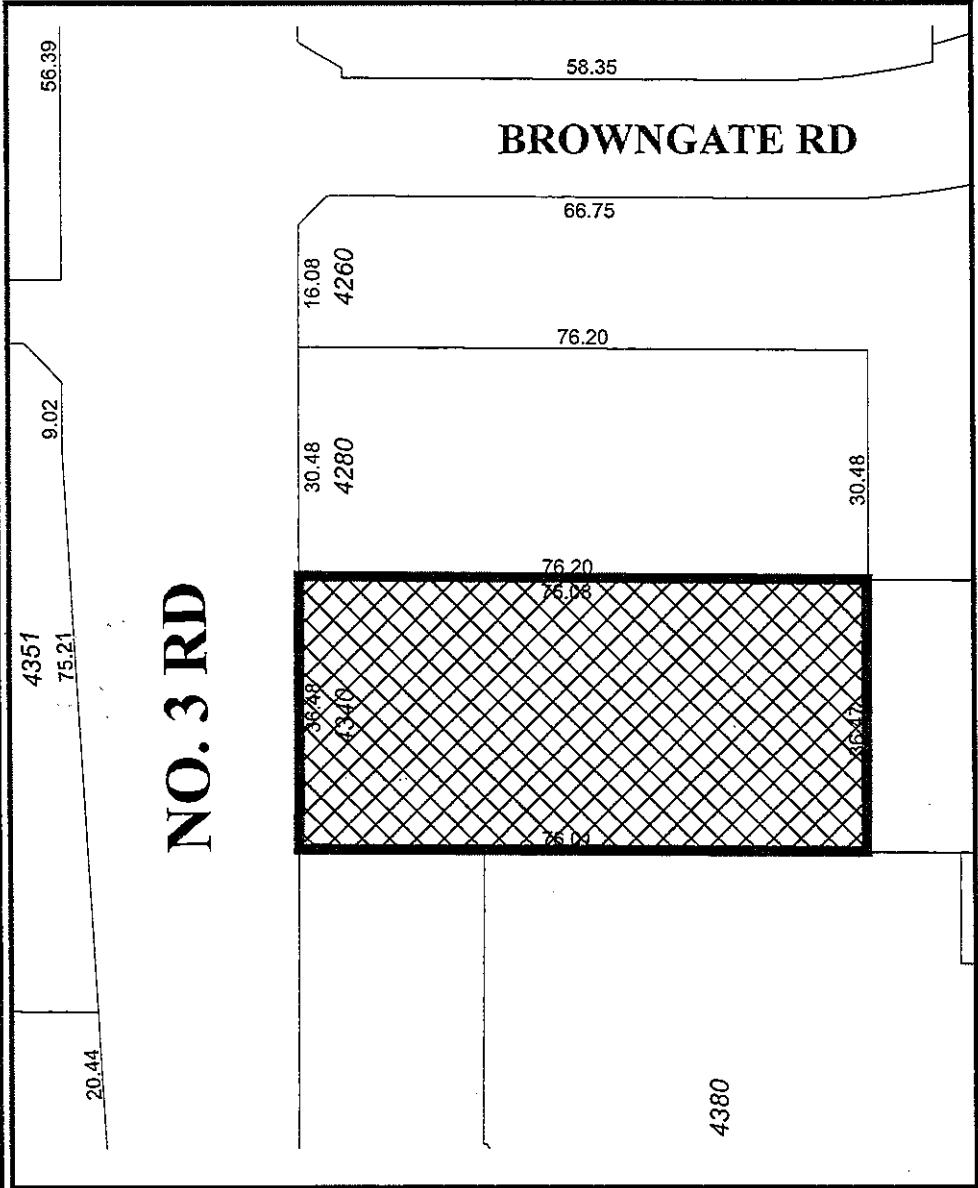
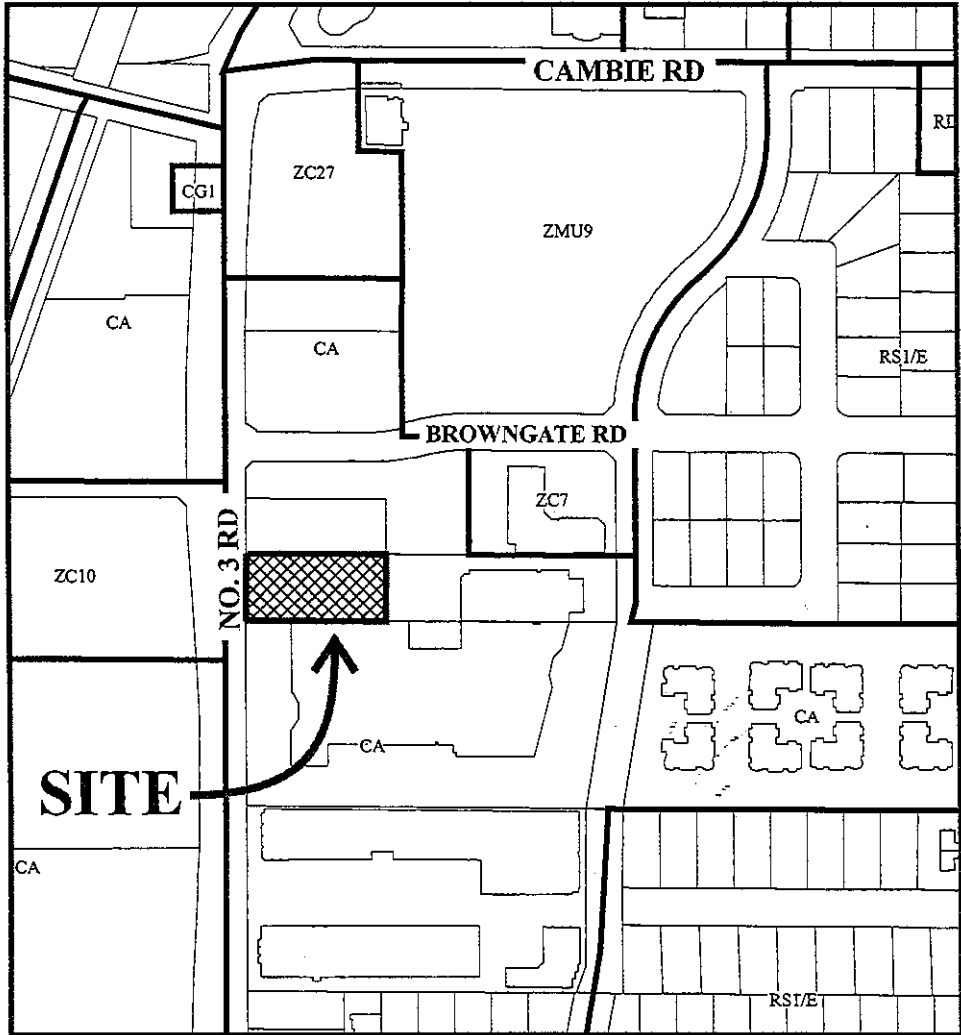
To the Holder:                   ANDREW CHEUNG ARCHITECTS INC.  
Property Address:               4340 NO. 3 ROAD  
Address:                         SUITE 410 – 1639 WEST 2<sup>ND</sup> AVENUE  
  VANCOUVER, BC V6J 1H3

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.





# City of Richmond



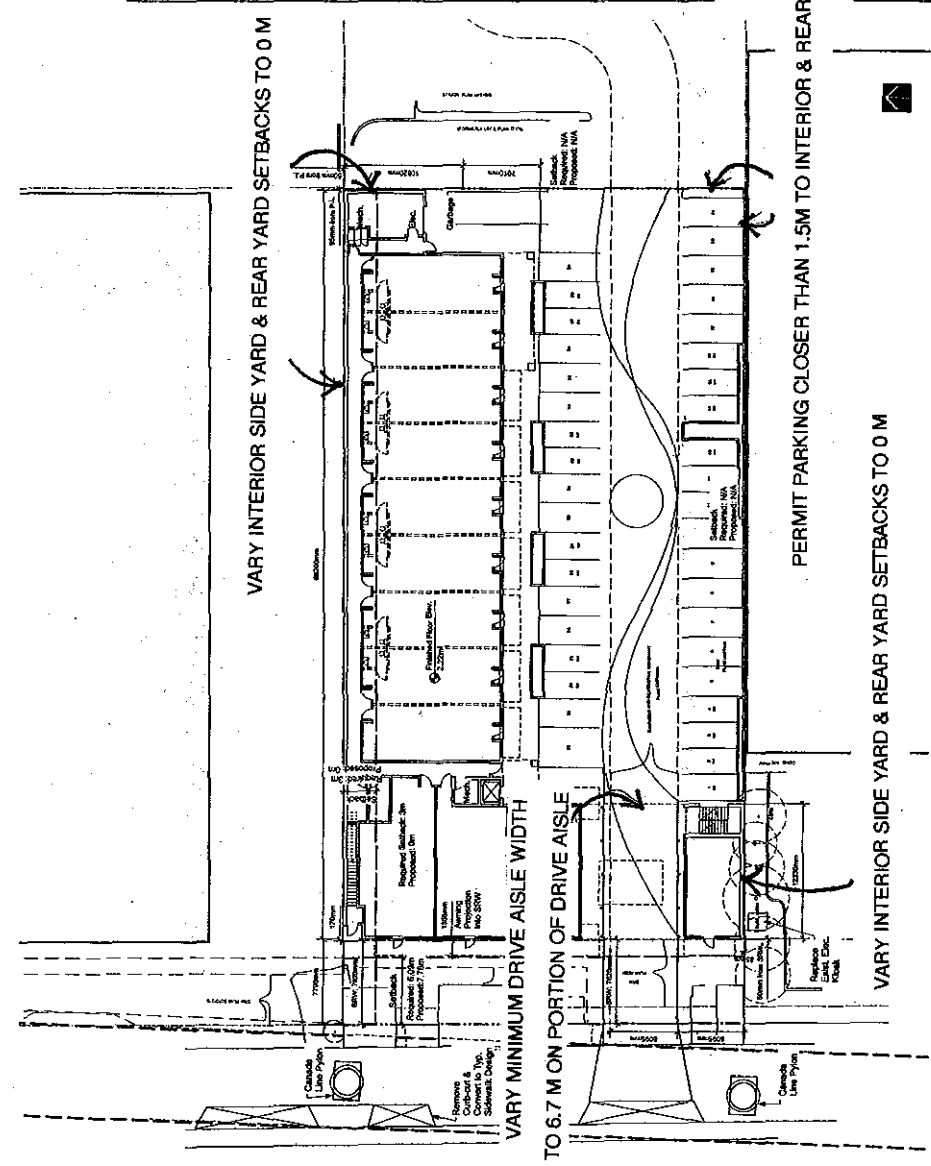
## DP 10-553531 SCHEDULE "A"

Original Date: 11/25/10

Revision Date:

Note: Dimensions are in METRES

PROJECT DATA	
CITY ADDRESS	410 NOLAN ROAD
LEGAL DESCRIPTION	LOT 1, SECTION 16, T11N, R10E, S4E, SAN JOSE COUNTY, CALIFORNIA
ZONING CLASSIFICATION	CA
SITE AREA	2,417.00 sq. ft. (1,770.00 sq. ft.)
FLOOR AREA RATIO (FAR)	0.5
ALLOWED FAR	14,023.00 sq. ft. (1,265.44 sq. ft.)
ALLOWED BUILDABLE FLOOR AREA	0.45
PROPOSED FAR	13,451.12 sq. ft. (1,265.44 sq. ft.)
PROPOSED BUILDABLE FLOOR AREA	11,225.28 sq. ft. (1,025.19 sq. ft.)
GROUND FLOOR AREA	1,777.00 sq. ft. (1,777.00 sq. ft.)
SECOND FLOOR AREA	
LOT COVERAGE	50%
ALLOWED LOT COVERAGE	50%
PROPOSED LOT COVERAGE	50%
SETBACKS	MIN. REQUIRED
FRONT - WEST (FEEL ONLY)	20 FT. (MIN.)
SIDE - NORTH (REAR COURSE)	5 FT. (MIN.)
SIDE - SOUTH (REAR COURSE)	5 FT. (MIN.)
REAR - NORTH (REAR COURSE)	5 FT. (MIN.)
HEIGHT	35 FT. (MAX.)
PROPOSED HEIGHT	35 FT. (MAX.)
PARKING	MIN. REQUIRED
REAR COURSE (REAR COURSE)	10.00 sq. ft. (1.00 sq. ft.)
LEASABLE - Ground	10.00 sq. ft. (1.00 sq. ft.)
LEASABLE - Second Level	10.00 sq. ft. (1.00 sq. ft.)
TOTAL LEASABLE	20.00 sq. ft. (2.00 sq. ft.)
PROPOSED (REAR COURSE)	20.00 sq. ft. (2.00 sq. ft.)
PROPOSED (SECOND LEVEL)	20.00 sq. ft. (2.00 sq. ft.)
PROPOSED (TOTAL)	40.00 sq. ft. (4.00 sq. ft.)
PARKING SIZE	10.00 sq. ft. (1.00 sq. ft.)
SMALL SPACE (LESS THAN 500)	10
HANDICAPPED	1
ON-SITE (LOADING SPACE REQUIRED)	1 (REAR COURSE)
ON-SITE (LOADING SPACE PROVIDED)	1 (REAR COURSE)
BIKEVALE PARKING	CLASS 1
BIKEVALE PARKING	CLASS 2
BIKEVALE PARKING	CLASS 3
BIKEVALE PARKING	CLASS 4
BIKEVALE PARKING	CLASS 5



NO.	DATE	DESCRIPTION
1	08/12/2011	ISSUED FOR DP PRELIMINARY
2	08/12/2011	ISSUED FOR DP PRELIMINARY
3	08/12/2011	ISSUED FOR DP PRELIMINARY
4	08/12/2011	ISSUED FOR DP PRELIMINARY
5	08/12/2011	ISSUED FOR DP PRELIMINARY

AUG 12 2011

ANDREW CHEUNG  
ARCHITECTS INC.

100  
100  
100  
100

DP 10-553531  
4840 N. 3rd St., Richmond, B.C.

Site / Road

DP 10-553531  
4840 N. 3rd St., Richmond, B.C.

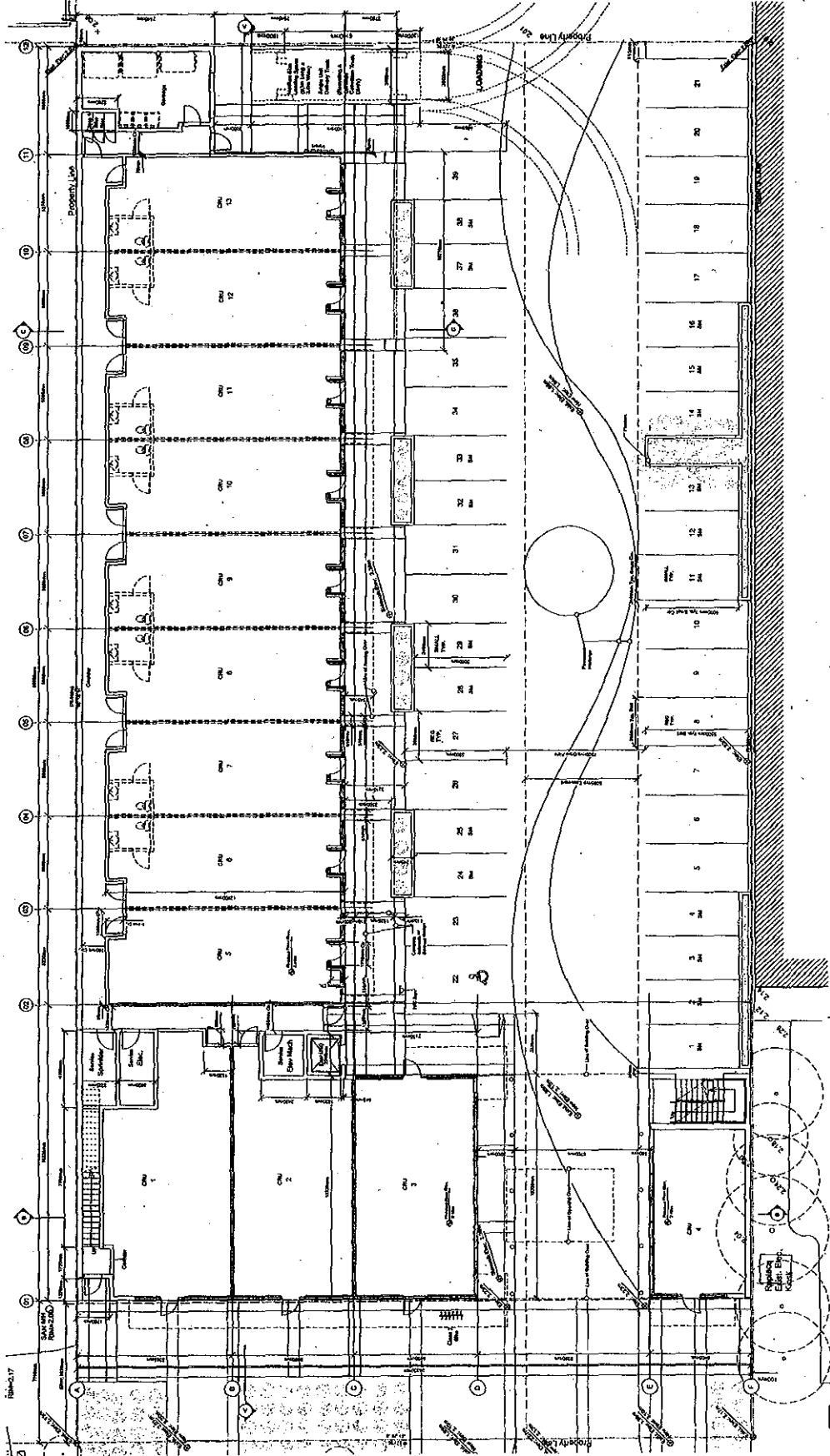
PLAN #1  
DP 10-553531

#1

DP 10-553531

PLAN #1

1 Site Plan  
Scale: 1/8" = 1'-0"



No.	Date	App.	Revisions/Notes
C	08/27/11		Issued for Permits
D	09/01/11		Issued for Permits
E	09/20/11		Issued for Permits
F	10/20/11		Issued for Permits
G	11/02/11		Issued for Permits
H	11/02/11		Issued for Permits
I	11/02/11		Issued for Permits
J	11/02/11		Issued for Permits
K	11/02/11		Issued for Permits
L	11/02/11		Issued for Permits
M	11/02/11		Issued for Permits
N	11/02/11		Issued for Permits
O	11/02/11		Issued for Permits
P	11/02/11		Issued for Permits
Q	11/02/11		Issued for Permits
R	11/02/11		Issued for Permits
S	11/02/11		Issued for Permits

AUG 12 2011

ANDREW CHEUNG  
ARCHITECTS INC.

100 West 20th St.  
New York, NY 10011

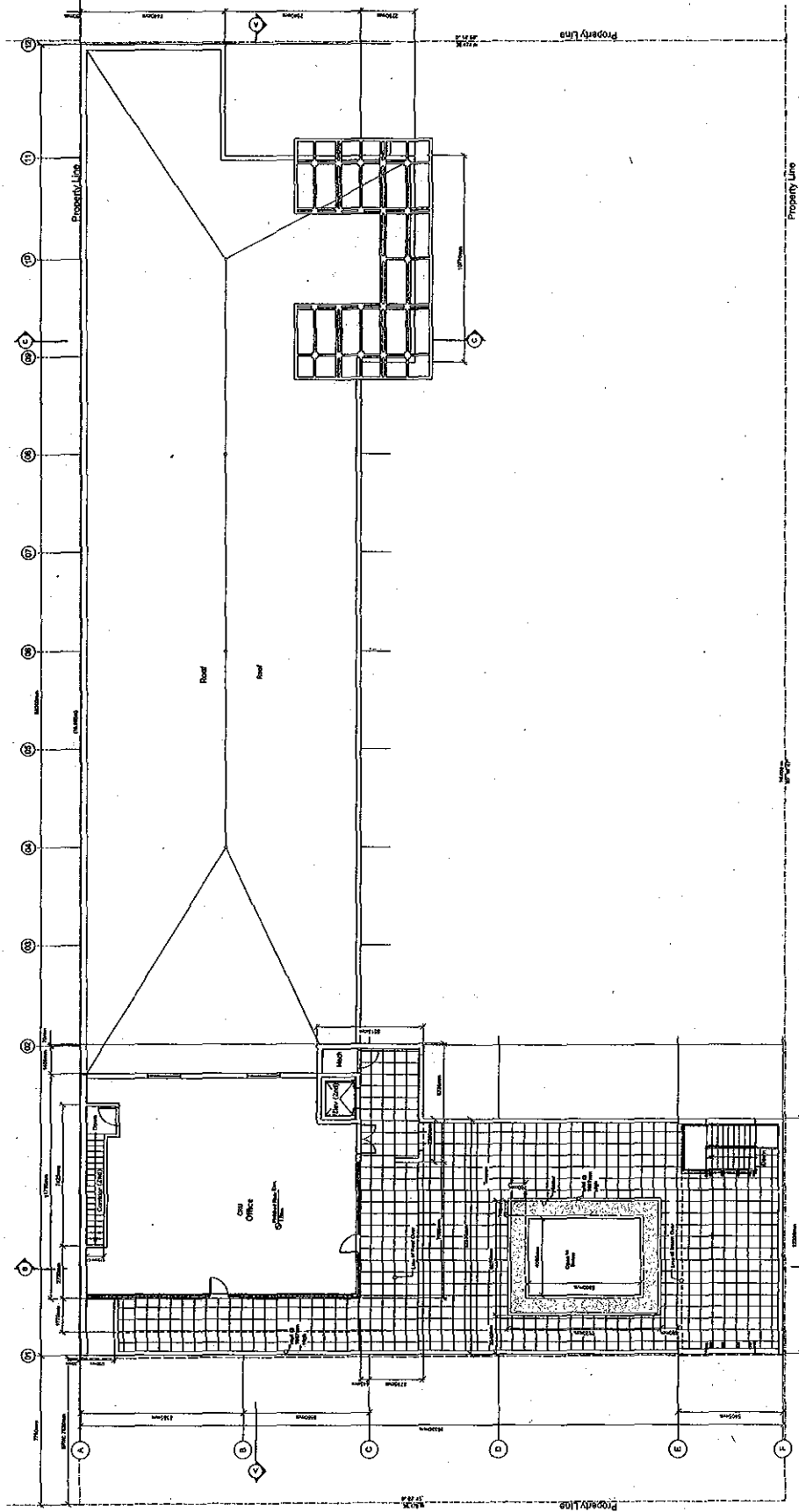
DP 10 - 56831  
4841 No. 3 Rd., Richmond, B.C.

Ground Floor  
Scale: 1/8" = 1'-0"

Project No. 10-56831  
Date: 08/27/11  
Sheet: 11/00

#2

PLAN #10-56831-1  
DP 10-56831-1



AUG 24 2011

ANDREW CHEUNG  
ARCHITECTS INC.

1625 West 79th Ave.  
Westminster, CO 80031  
Tel: (303) 855-2008  
Fax: (303) 855-1889

Project	DP 10-55331
Client	4240 HULLY Rd., Richmond, B.C.
Phase	Second Floor
Scale	1/8" = 1'-0"
Date	JULY 20, 2011
Drawn by	ANDREW CHEUNG
Checked by	ANDREW CHEUNG
Approved by	ANDREW CHEUNG
Sheet No.	11/100
Sheet Title	PLAN #1c

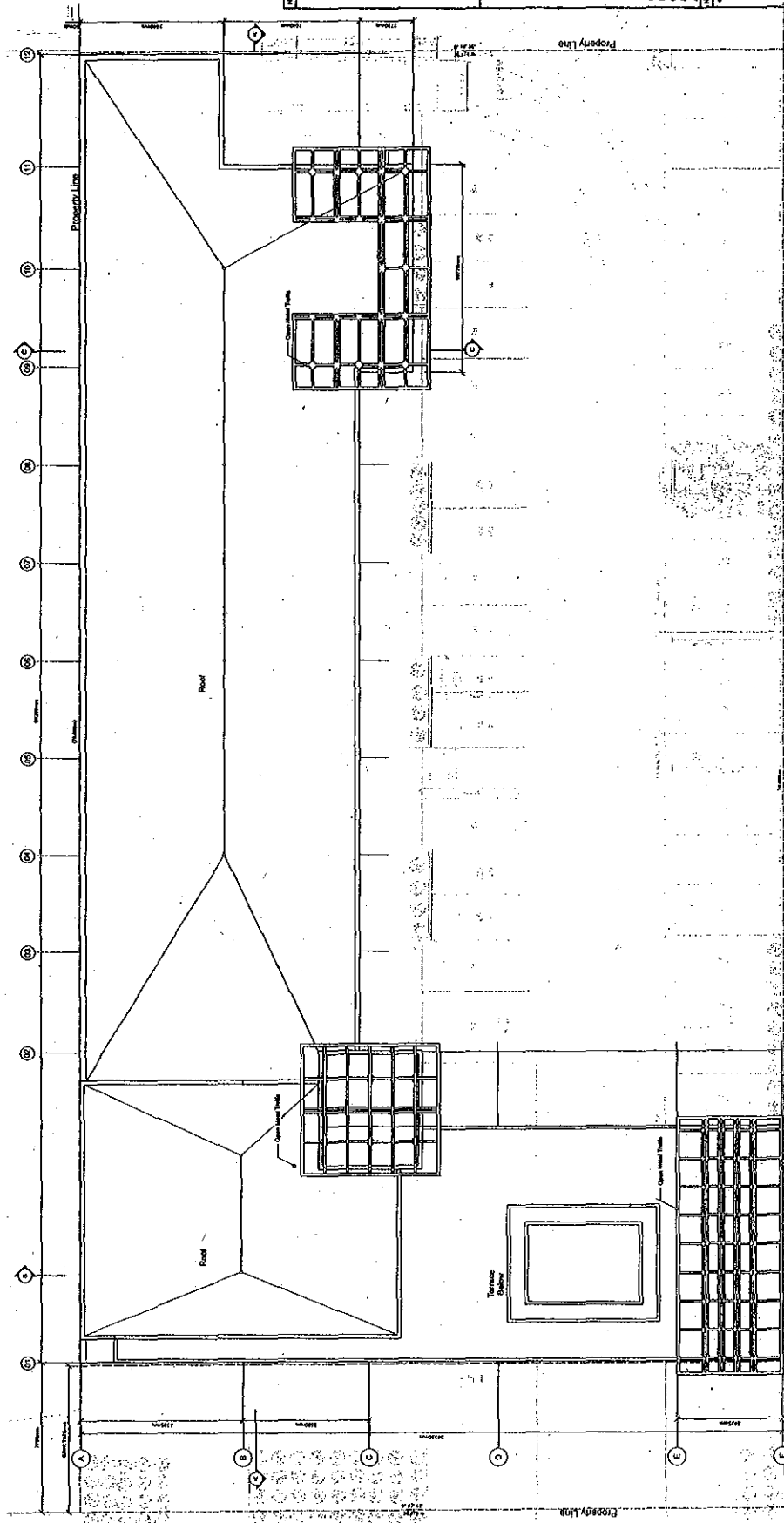
#3

PLAN #1c  
DP 10-55331

DP 1055331

*We are preparing this Ballroom Design*

**NOTES:**  
1. This plan is based on the information provided by the client and is subject to change without notice.  
2. The client is responsible for providing accurate information and for obtaining all necessary permits.  
3. The architect is not responsible for the construction of the building or for the safety of the building.  
4. The architect is not responsible for the design of the building or for the safety of the building.  
5. The architect is not responsible for the design of the building or for the safety of the building.



Rev.	Date	Appr.	Revised Notes
E	8/27/11		Revised for DP Submittal
D	5/24/11		Revised for DP Submittal
C	5/24/11		Revised for DP Submittal
B	5/24/11		Revised for DP Submittal
A	10/15/10		Revised for DP Submittal

**AUG 17 2011**

**ANDREW CHEUNG ARCHITECTS INC.**  
 Suite 410  
 1538 West 22nd Ave.  
 Vancouver, BC V6L 2K3  
 Tel: (604) 682-2288  
 Fax: (604) 682-2288

DP-10-553531		4340 N. 3rd St. Richmond, B.C.	
Roof Plan		Scale: 1/8" = 1'-0"	
Project No.	DP-10-553531	Project Name	4340 N. 3rd St. Richmond, B.C.
Client	4340 N. 3rd St. Richmond, B.C.	Architect	Andrew Cheung Architects Inc.
Issue No.	001	Issue Date	August 17, 2011
Sheet No.	10553531-001	Sheet Title	Roof Plan
Project Manager		Architect	
Designer		Checker	
Drawn		Approved	
Scale		Plan #1d	

**PLAN #1d**  
**DP 10-553531**

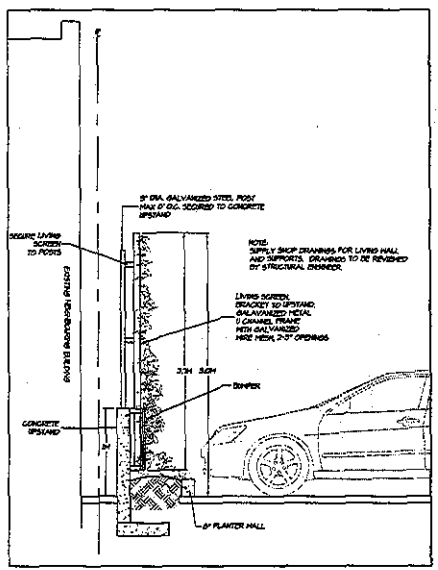
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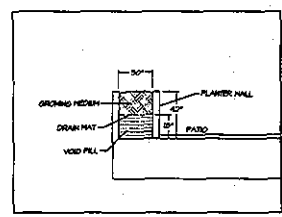




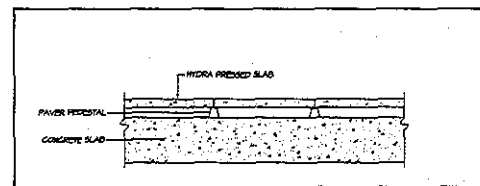
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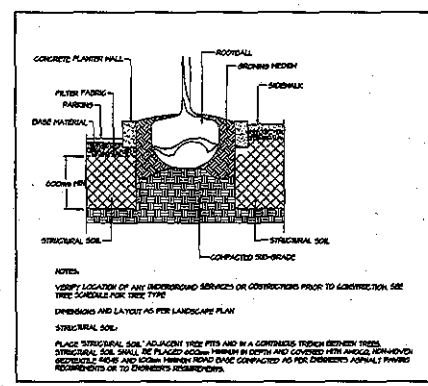
1 LIVING SCREEN WALL



1 ROOF PLANTER SECTION

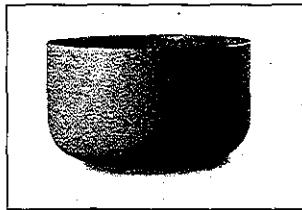


1 PAVING DETAIL  
3.b SCALE: 1/8\"/>



2 STRUCTURAL SOIL  
3.b SCALE: 1/8\"/>

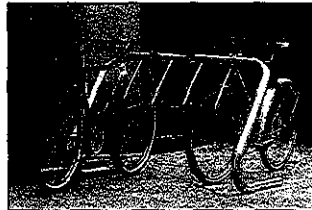
NOTES:  
VERIFY LOCATION OF ANY UNDERGROUND SERVICES OR CONNECTIONS PRIOR TO CONSTRUCTION. SEE TREE SCHEDULE FOR TREE TYPE.  
DIMENSIONS AND LAYOUT AS PER LANDSCAPE PLAN.  
STRUCTURAL SOIL:  
PLACE STRUCTURAL SOIL 1' ADJACENT TO TREE TRUNK AND IN A CORNERED TRENCH BETWEEN TREES.  
STRUCTURAL SOIL SHALL BE PLACED ACCORD TO TREE TRUNK IN DEPTH AND COVERED WITH ANGLE, REMOVED SEPARATELY FROM AND SOAKED. HEAVY ROAD DRIVE COMPACTED AS PER ENGINEER'S APPLICABLE PAVING REQUIREMENTS OR TO ENGINEER'S REQUIREMENTS.



PLANTER



STREET BENCH



BIKE RACK

NO.	DATE	REVISION DESCRIPTION	DR.
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**DMG**  
landscape architects  
A Partnership of  
J.D. Mitchell & Associates, Ltd.  
Patrick Campbell & Associates, Ltd.  
Mary Chen 'Ye' Consultants Ltd.  
Suite C100 - 4180 688 Creek Drive  
Richmond, British Columbia  
V6X 6K6  
PH (604) 402-8842, FX 402-8722

AUG 12 2011

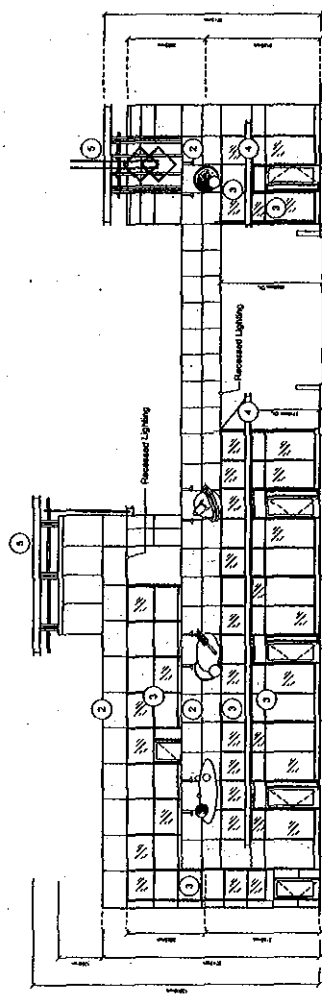
PROJECT:  
**MIXED USE DEV.**  
4340 NO. 3 ROAD  
RICHMOND, B.C.

DRAWING TITLE:  
**LANDSCAPE DETAILS**

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SCALE: AS SHOWN	3.a
DRAWN: DP	
DESIGN: JEN	
CHECK: JEN	OF 2

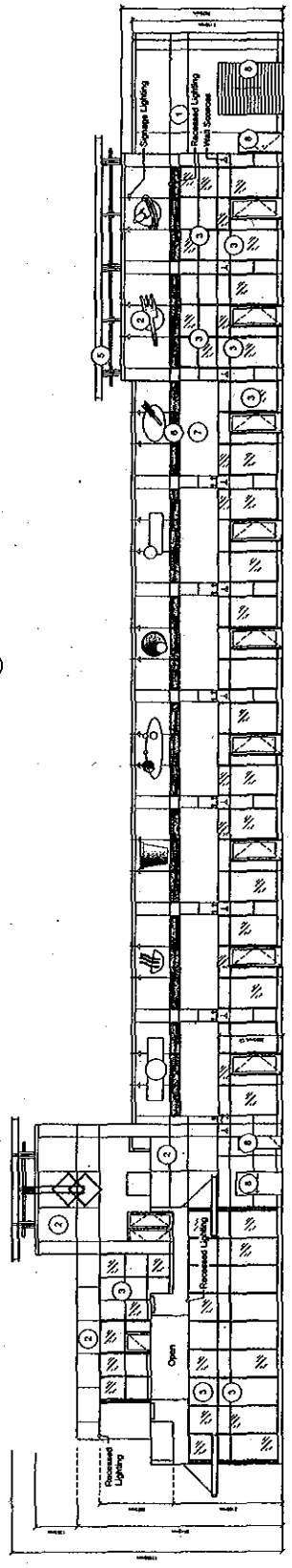
DP 1055353 1

#7  
 DP 10553531  
 PLAN #4

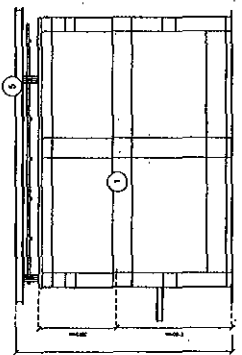


1 East Elevation  
 Scale: 1/16"

2 West Elevation  
 Scale: 1/16"



3 South Elevation / Section  
 Scale: 1/16"



4 North Elevation  
 Scale: 1/16"

Materials Legend	
1 Concrete Block	Painted to Match Lead Panels
2 Prefabricated Glass Panels	Translucent
3 Structural Glazing System	Painted
4 Metal / Glass Framing	Painted
5 Metal Trim	Painted
6 Penetration Impact Collar	Painted
7 Fabric Framing	
8 Metal Door	

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

ANDREW CHEUNG  
 ARCHITECTS INC.

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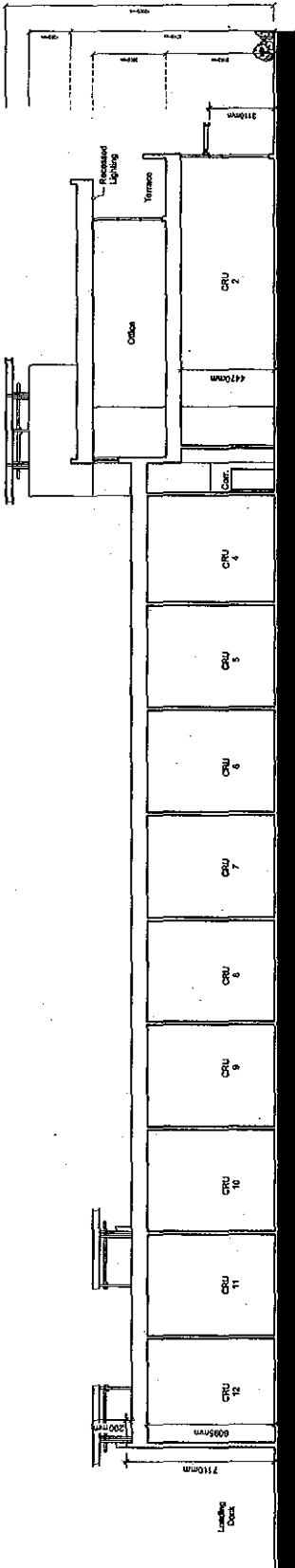
DP 10-553531  
 4240 Ne.3 Rd., Richmond, B.C.

Corner

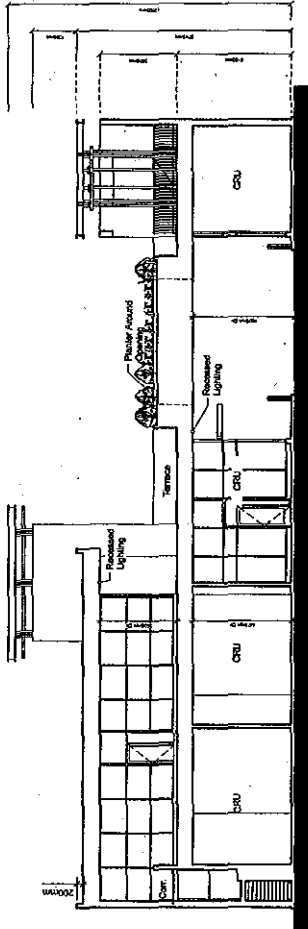
DATE: 08/24/11  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1/16"

PROJECT NO.: DP 10-553531  
 SHEET NO.: PLAN #4

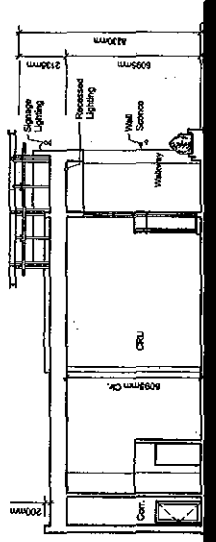
PLAN #4  
 DP 10-553531



A Section East-West  
Scale: 1/8" = 1'-0"



B Section North-South  
Scale: 1/8" = 1'-0"



C Section North-South  
Scale: 1/8" = 1'-0"

REV	DATE	BY	DESCRIPTION
E	02/21		Revised for DP Revisions
D	01/21		Revised for DP Revisions
C	02/21		Revised for DP Revisions - Terrace
B	01/21		Revised for DP Revisions
A	11/13/10		Revised for DP

AUG 17 2011

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Fax: (604) 685-1888

Project: DP 10 - 553531  
Client: 6546 Huls Rd, Richmond, B.C.  
Cover

Drawn: [blank]  
Checked: [blank]  
Scale: 1/8" = 1'-0"

PLAN #43  
DP 10-553531

PLAN #4a  
DP 10 553531

#8