



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Holger Burke
Acting Director of Development
Date: October 11, 2005
File: DP 05-297694
Re: **Application by Am-Pri Construction Ltd. for a Development Permit at
9420 Ferndale Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 24 townhouse dwellings at 9420 Ferndale Road on a site zoned Comprehensive Development District (CD/167); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the minimum Ferndale Road setback from 6.0 m to 5.39 m for secondary bay and window dormers;
 - b) Reduce the minimum Ferndale Road setback from 2 m to 0.3 m for a trellis covered landscape structure;
 - c) Reduce the minimum Hemlock Drive setback from 5.0 m to 4.5 m for third storey window dormers; and
 - d) Reduce the minimum side yard setback from 3.0 m to 2.1 m for a third storey dormer on Building 5.

Holger Burke
Acting Director of Development

EF:ef
Att. 4

Staff Report

Origin

Am-Pri Construction Ltd. has applied to the City of Richmond for permission to develop 24 townhouse dwellings at 9420 Ferndale Road on a site zoned Comprehensive Development District (CD/167). The site was rezoned from Single-Family Housing District, Subdivision Area F (R1/F) as part of the rezoning application (RZ 04-270154) for this site. The site was formerly occupied by a single-family residence, currently undergoing demolition.

Development Information

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

Background

The subject site is located at 9420 Ferndale Road. The development surrounding the subject site is as follows:

- To the north, a proposed development by Western Ferndale Holdings (RZ 04-274082 and DP 05-292191) for 48 three-storey townhouses;
- To the east, the proposed similar townhouse development (RZ 04-272343 and DP 05-296789) for 24 townhouses, with a shared driveway with the subject application;
- To the south, across Hemlock Drive, existing single-family homes located between a recently developed 4-storey apartment to the west and a 101 unit townhouse development to the east; and
- To the west, an existing single-family home fronting Ferndale Road and a proposed 5-storey apartment development (RZ 96-162 and DP 05-302414).

Rezoning and Public Hearing Results

The rezoning application for this development (RZ 04-270154) was presented to Planning Committee on April 19, 2005. The Public Hearing for the rezoning of this site was held on May 16, 2005. At the Public Hearing, concerns were expressed about the impact on privacy on the adjacent existing single-family residence at 9400 Ferndale Road. In response to questions from Council, staff advised that this issue would be addressed during the Development Permit stage.

Staff worked with the applicant to address the privacy concerns of the single-family residence at 9400 Ferndale Road in the following ways:

- The townhouses have been oriented so that windows from the major living spaces do not face the adjacent property;
- The buildings step down to two storeys adjacent to the neighbouring property;
- No balconies face 9400 Ferndale Road;
- Visitor parking spaces have not been located adjacent to the neighbouring property;
- The tall existing hedge adjacent to the neighbouring front yard is to be retained; and
- A 1.8 m (6 ft.) solid privacy fence and a new tree are proposed at the property line.

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 and is in compliance with the Comprehensive Development District (CD/167) except for the zoning variances noted below.

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

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

- 1) Reduce the minimum Ferndale Road setback from 6.0 m to 5.39 m to permit 0.5 and 0.61 m building projections into the setback area;

(Staff supports the proposed variance to limited portions of the building as the reductions to the public road setback permit a secondary bay and window dormers to project beyond the principal plane of the building to improve the architectural expression and character of the development, consistent with the design guidelines in the Area Plan.)

- 2) Reduce the setback to the Ferndale Road property line from 2 m to 0.3 m for landscape structures located within the public road setback;

(Staff supports the proposed variance as the trellis covered structure within the front yard setback integrates the project sign with a convenient location for recycling.)

- 3) Reduce the minimum Hemlock Drive setback from 5.0 m to 4.5m to permit 0.5 m building projections at the third storey into the setback area; and

(Staff supports the proposed variance as the reductions to the public road setback permit window dormers to project beyond the principal plane of the building to improve the architectural expression and character of the development, consistent with the design guidelines in the Area Plan.)

- 4) Reduce the minimum side yard setback from 3.0 m to 2.1 m for a third storey dormer on Building 5.

(Staff supports the proposed variance as the reductions to the side yard setback permit a third storey dormer on Building 5 to project beyond the principal plane of the building to improve the architectural expression and character of the development, consistent with the design guidelines in the Area Plan.)

Advisory Design Panel Comments

The Advisory Design Panel was unanimously supportive of the proposal, provided improvements to the landscape treatment of the central driveway to improve “greenness” of the project were incorporated. These concerns have been addressed by the applicant in the revised submission.

A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, June 22, 2005 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*.

Analysis***Conditions of Adjacency***

- The proposed height, siting and orientation of the buildings respects the massing of the existing single-family home and potential future multi-family development; and
- The applicant has addressed privacy for the adjacent single-family home to the west through siting and window placement, the provision of a 1.8 m height solid wood privacy fencing, landscape plantings and retention of the existing high hedge.

Urban Design and Site Planning

- Vehicle access to the site will be from a single driveway from Ferndale Road, to be shared with the adjacent site at 9440 Ferndale Road, with no access to Hemlock Drive, to minimize pavement and increase open space;
- Pedestrian frontage character facing Ferndale Road and Hemlock Drive have been incorporated to enhance the pedestrian residential streetscape. There are individual unit and communal entries on both streetscapes;
- A total of five (5) visitor parking spaces are provided throughout the site, including one (1) required accessible parking space;
- All units have two vehicle parking spaces, which exceeds zoning parking requirements, although the majority are provided in tandem as permitted in Comprehensive Development District (CD/167);
- A Public right-of-passage right-of-way for pedestrians and bicycles is provided along the entire length of the development to connect Ferndale Road and Hemlock Drive, with a 1.2 m wide sidewalk on each side of the driveway;
- Buildings along the central driveway have been oriented to reduce the number of garages and driveways along the shared driveway and public right-of-way;
- The site has been designed to accommodate fire-fighting requirements and permit individual unit garbage private collection by private garbage collection service;
- A recycling enclosure located adjacent to project entry for convenience of pick-up has been provided, and is screened by a six foot high solid cedar fence enclosure; and
- The location of buildings and amenity areas maximize the open space at the middle of the development.

Architectural Form and Character

- Building design is consistent with the surrounding residential character of the neighbourhood;
- The building forms are well articulated;
- The proposed building materials (wood and fibre cement board siding and shingles, vinyl siding, painted wood trim, shake profile asphalt shingle roofing, and painted wood brackets) are consistent with the Official Community Plan (OCP) Guidelines;
- A pedestrian scale is provided at the ground floor level of the units along public streets and driveways with the inclusion of windows, doors, porches, and landscape features;
- Visual interest and variety has been incorporated with dormers and bays, varying material combinations and a range of colour finishes; and
- The impact of blank garage doors has been mitigated on the internal manoeuvring aisles with planting of new trees and individual unit entry porches.

Landscape Design and Open Space Design

- Outdoor amenity areas are to be shared through agreement secured at rezoning with the adjacent site at 9440 Ferndale Road (which in a reciprocal agreement will share an outdoor amenity area, designed for active children's play area, with this site);
- The outdoor amenity includes benches, pathways, planting beds and a lawn area;
- The landscape design includes the retention of an existing hedge, relocation of two existing cherry trees, and the planting of 237 new trees (including large calliper or ornamental species) and approximately 416 shrubs. Existing Cedar hedging will be protected and retained along the west property line;
- The landscape design also includes special paving treatment with patterning and colour, as well as substantial planting;
- Children's play opportunities on site include private yards, informal communal lawn areas, and a screened play structure on a soft, matted surface, through agreement, on the adjacent site at 9440 Ferndale Road;
- Cash-in-lieu (\$29,000) for indoor amenity has been provided as a condition of rezoning approval (RZ 04-270154);
- Decorative low metal picket fencing with brick pilasters is provided along the streetscape, with six feet maximum height solid cedar fencing elsewhere;
- Trellis arbour feature is provided at the pedestrian and vehicle entry on Ferndale Road; and
- Pavers are provided at principle intersections throughout the drive aisle, with maintenance to be provided by the strata through the right-of-way agreement.

Crime Prevention Through Environmental Design

- The site design provides both internal unit privacy and passive surveillance of internal roadways and communal areas to enhance safety for residents; and
- Mailboxes have been located internal to the site at 15 m from the entrance property line to improve security.

Transportation and Traffic Comments

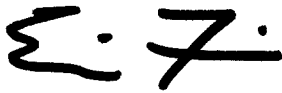
- Mailboxes have been located at a convenient location along the central driveway and set back 15 m from the entry at Ferndale Road to minimize traffic conflicts during mail pick-up; and
- Design and construction of the raised driveway hump to be in accordance to the TAC standards.

Engineering Works Comments

- Storm sewer capacity analysis has been submitted and is being reviewed by Engineering staff with no major problems anticipated.

Conclusions

The applicant has satisfactorily addressed issues that were identified through the rezoning process, as well as staff and the Advisory Design Panel's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context and will fit the future context of Ferndale Road and Hemlock Drive. Therefore, staff recommend support of this Development Permit application.



Eric Fiss
Policy Planner

EF:cas

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$90,856 (based on total floor area of 45,428).

Prior to issuance of a Building Permit:

1. A construction parking and traffic management plan is to be provided to the Transportation Department to include:
 - location for parking for services, deliveries, workers, loading;
 - application for request for any lane closures (including dates, times, and duration); and
 - proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Enter into a Servicing Agreement* for the design and construction of any required storm sewer capacity analysis upgrades, the greenway and Ferndale Road and Hemlock Drive frontages complete with:
 - the approximately 4.5 m (minimum 3.0 m) greenway: Exact details to be determined in consultation with Parks and Policy Planning, and are to include provisions for pedestrians and cyclists (e.g., a portion of the PROP ROW is to be a sidewalk for pedestrians and a portion is to be on the internal driveway through the site to accommodate cyclists). The design and location of the greenway is to be done in conjunction with the proposed adjacent development at 9440 Ferndale Road (RZ 04-272343 - Toyo/Garden City Development).
 - Ferndale Road frontage: Works include road widening, curb and gutter, creation of a 3.91m grass and treed boulevard, with Zed street lighting and BC Hydro and Telus preducting all in the same corridor, with a 1.75m sidewalk at the property line. Ferndale Road is on the DCC program, so credits will apply.
 - Hemlock Drive half-road construction: Works include a 1.75m concrete sidewalk at property line, with a 4.25m grass and treed boulevard, Zed street lighting and a BC Hydro/Telus ducting corridor included, the curb and gutter, and a 3.8m+/- asphalt surface, the easterly portion of which will match up with existing Hemlock Drive. No DCC credits for Hemlock Drive.

* Note: This requires a separate application.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1

Development Application Data Sheet Development Applications Department

DP 05-297694

Attachment 1

Address: 9420 Ferndale Road

Applicant: Am-Pri Construction Ltd. Owner: Am-Pri Construction Ltd.

Planning Area(s): City Centre – McLennan North Sub-Area (Schedule 2.10C)

Floor Area Gross: 4,186 m² Net: 3,047 m²

	Existing	Proposed
Site Area (m ²):	3,681.3 m ² (39,627 ft ²)	3,681.3 m ² (39,627 ft ²)
Land Uses	Single-Family Residential	Townhouse Residential
OCP Designation	Residential	No Change
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/167)
Number of Units	Previously, 1 Single-family dwelling	24 Townhouse Units
Other Designations	Airport Noise Sensitive Development Area 4	No Change

	Bylaw Requirement CD/167	Proposed	Variance
Floor Area Ratio:	Max. 0.86 F.A.R.	0.86 F.A.R.	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Size (min. area)	0.3 ha	0.36 ha	none
Setback (m) – Ferndale Road Hemlock Drive	6.0 m Min. 5.0 m Min.	5.39 m Min. 4.5 m Min.	Variances supported for secondary bays and window dormers and trellis covered landscape structure
Setback – Side & Rear Yards (m):	Min. 3.0 m for 3-storeys Min. 2.0 m for 2-storeys Min. 1.5 m for 1-storey	Min. 3.0 m for 3-storeys 2.1 m proposed at Bldg 5 Min. 2.0 m for 2-storeys Min. 1.5 m for 1-storey	Variances supported for secondary bay at third storey
Height (m):	12 m, no more than 3 storeys	11.3 m, 3 storeys	none
Off-street Parking Spaces – Residents (R) / Visitor (V):	(R): 1.5 spaces /unit x 24 units = 36 spaces, and (V): 0.2 spaces/unit x 24 units = 5 spaces	(R): 48 spaces, and (V): 5 spaces	none
Off-street Parking Spaces – Total:	41 spaces	53 spaces	none

Bylaw Requirement CD/167		Proposed	Variance
Tandem Parking Spaces	Where two parking spaces provided per single dwelling unit	42 spaces for 21 units	none
Amenity Space – Indoor:	70 m ² or payment of cash-in-lieu	payment of cash-in-lieu \$29,000 with Rezoning	none
Amenity Space – Outdoor:	6 m ² per unit x 24 units = 144 m ²	175 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, June 22, 2005 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Attendance:

Members: Mr. Jim Carter-Huffman
Mr. Dana Westermarck
Cst. Tai Chang
Mr. Jerry Doll
Mr. David Kirsop
Mr. Al Tanzer - Chair
Mr. Greg Andrews

Staff: Ms. Cecilia Achiam
Mr. Eric Fiss

Recording Secretary: Ms. Cecilia Achiam

Representatives: **Item 3 DP 05-297694**
Mr. Tom Yamamoto
Mr. Masa Ito
Mr. Paramjit Sandhu

3. Townhouses

Tom Yamamoto Architect
9420 Ferndale Road
(Formal)

DP 05-297694

Both projects (Item 3 and 4) were presented at the same time as they are “sister projects” sharing the same driveway and employ the same design team. Developers of both projects are present.

Mr. Eric Fiss, Planner, reviewed the staff comments provided for the project. Staff support proposed variances as noted in the staff comment.

With the aid of a model and an artist’s renderings, Mr. Tom Yamamoto, the architect, described the project.

Mr. Masa Ito, landscape architect, reviewed the details of the landscape plan.

General questions put forth by the Panel included:

- None.

The comments of the Panel were as follows:

- Insufficient “green” in the greenway (central shared drive aisle). Additional landscaping required adjacent to the building edges along the central driveway to soften the treatment. **Applicant will consider incorporating additional paving and enhancing additional tree island provided that fire-fighting access is maintained.**
(More planting is added along walkways since the electric rooms are now relocated within the buildings along the garage facades.)

- Traffic calming device will be required especially where the central outdoor amenity area is located. There are two play areas proposed. Paved area is raised and act as traffic calming. **Applicant will consider incorporating traffic calming measures such as raised paved area.**

(Raised hump with decorative paving patterns revised in central driveway.)

- Perhaps one outdoor amenity area should remain passive, and play area can be located in the other area. This will prevent tendencies for children to travel back and forth across the driveway to address safety and reduce the “sameness” of the mirroring treatment. Bosque of trees may be incorporated into the passive area and more open treatment be provided on the active side.

(Amenity area in this development will be developed as a sitting area and children’s play area will be located at the development on 9440 Ferndale.)

- Driveway width can be reduced in the middle section (adjacent to the amenity area) without compromising manoeuvring and fire fighting path for more planting opportunities. The setting back of the adjacent buildings should be maintained.

(Driveway at amenity area will be the same width with bulge to reduce vehicular speed.)

- Maintain two sidewalks for the pedestrian access to Hemlock and incorporate landscaping in between the two pathway.

(We will have a 1.8m wide shared sidewalk between the main driveway and Hemlock drive. This will allow for more landscaping along the sidewalk.)

- An alternative to the reducing the driveway budge is to off set the driveway so that more planting is incorporated on one side instead of equal treatment on both sides.
- Bulge in the middle focuses the development and strengthens the design. An island of trees may be incorporated to increase soft landscaping.

(There is a lack of efficient space to plant an island of trees. Decorative paving patterns are used to improve the appearance of this central driveway feature.)

- Developers of both projects are commended for working together.
- Extend the paving across the entire “bulge” area and incorporate island of trees in the middle.

(Decorative paving blocks is increased significantly along and beyond the bulge.)

- Entry definition along Ferndale may be enhanced by clustering major trees to enhance the “sister project” image. The same treatment may be applicable to Hemlock Drive

(Large trees clustered along both entries, shown on landscape plan.)

- Clarify garbage and recycling area location.

(Garbage will be based on individual pickup, and recycling container location is at Ferndale Road for both projects.)

- The two building blocks along Hemlock can be “squeezed” to free up some green space as no cross access agreement is required.

Discussion then ensued that resulted in the following motion:

It was moved and seconded

That DP 05-298331 moved forward, with support for the requested variances, subject to the following:

- Design development to the central amenity areas/driveway bulge to increase soft landscaping such as incorporating an island of trees and to enhance the paving to accentuate the greenway

(Due to a few factors, most of all available space, can not provide an island of trees in the central bulge of driveway. There would also been concerns of accessing the garages adjacent to the island of trees as well as problems with visibility across the trees for drivers as well as pedestrians using the 2 amenity spaces.)

- Incorporate additional planting along the entire green way to enhance the greenness.

(More planting is added along walkways since the electric rooms are now relocated within the buildings along the garage facades.)

- Maximize play structure in the active area

(The play structure will be located only at the development on 9440 Ferndale.)

- Consider incorporating an active children's play area and a passive area in the common amenity to enhance the diversity of programming

(The play structure is located on east side at 9440 Ferndale and on this development, have incorporated a sitting area.)

- Narrow the drive aisle between all flanking building adjacent to Hemlock Drive and Ferndale Road to increase the green space.

(The roadway is at the minimum width to meet transportation standards)

- Traffic calming to be incorporated into the roadway between the amenities

(A speed-hump has been incorporated as traffic calming device at the 2 amenities, as well as more decorative pavings.)

- Incorporate large specimen street trees along Ferndale Road frontage at entrance driveway to mark the sister project. Similar treatment to be incorporated along Hemlock Drive street frontage

(Large maple trees proposed at streetside entry.)

**CARRIED
Unanimous**



City of Richmond
Urban Development Division

Development Permit

No. DP 05-297694

To the Holder: AM-PRI CONSTRUCTION LTD.

Property Address: 9420 FERNDAL ROAD

Address: C/O PARAMJIT SANDHU
AM-PRI CONSTRUCTION LTD.
9751 NO. 6 ROAD
RICHMOND, BC V5W 1E5

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 minimum Ferndale Road setback from 6.0 m to 5.39 m for secondary bay and window dormers;
 - b) Reduce the minimum Ferndale Road setback from 2 m to 0.3 m for a trellis covered landscape structure;
 - c) Reduce the minimum Hemlock Drive setback from 5.0 m to 4.5 m for third storey window dormers; and
 - d) Reduce the minimum side yard setback from 3.0 m to 2.1 m for a third storey dormer on Building 5.
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 #9 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required, including any necessary off-site servicing upgrades.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$90,856. 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.

Development Permit

No. DP 05-297694

To the Holder: AM-PRI CONSTRUCTION LTD.

Property Address: 9420 FERNDAL ROAD

Address: C/O PARAMJIT SANDHU
AM-PRI CONSTRUCTION LTD.
9751 NO. 6 ROAD
RICHMOND, BC V5W 1E5

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.
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 , .

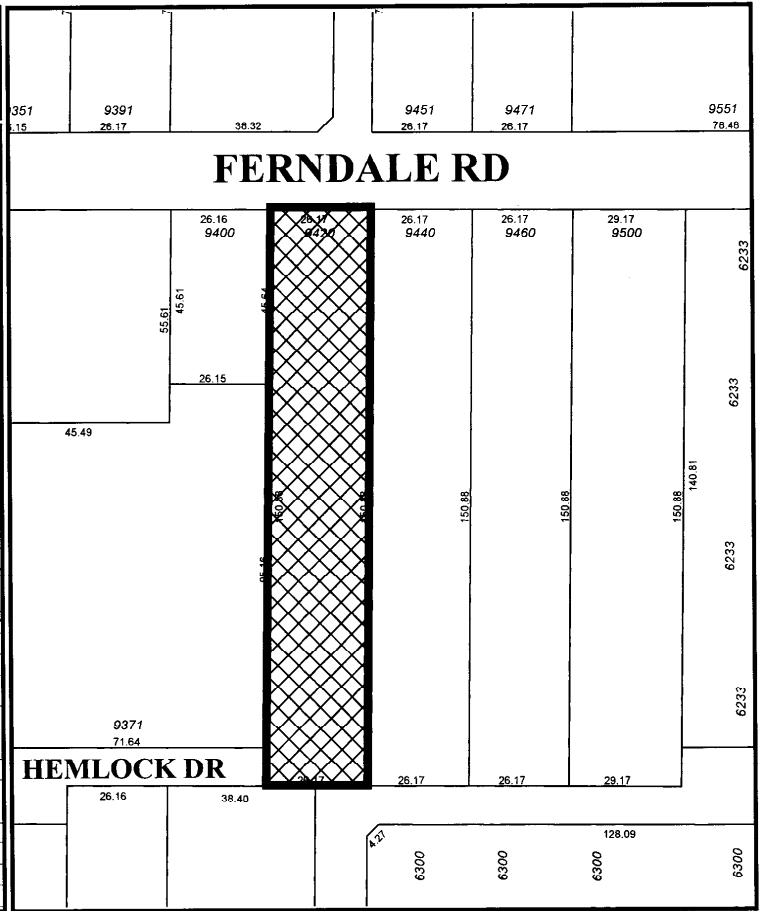
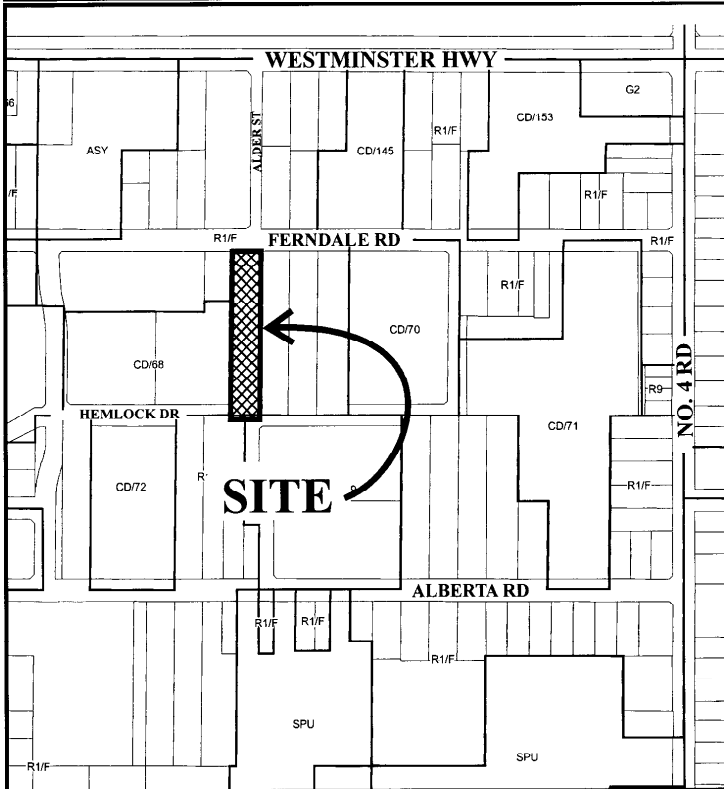
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 05-297694
SCHEDULE "A"

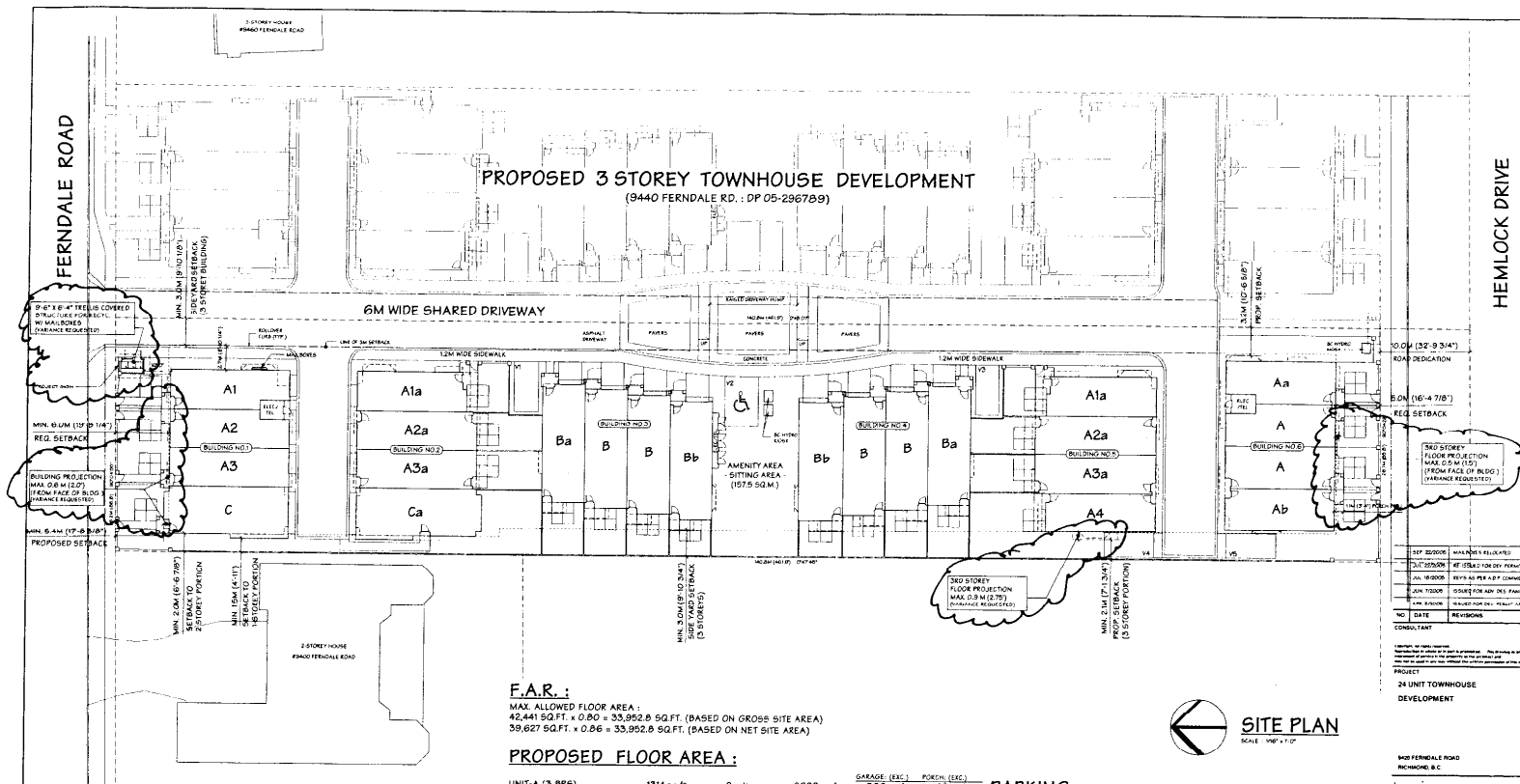
Original Date: 04/21/05

Revision Date: 10/17/05

Note: Dimensions are in METRES

FERNDALE ROAD

HEMLOCK DRIVE



CIVIC ADDRESS:	9420 FERDALE ROAD
LEGAL DESCRIPTION:	EAST 1/2 LOT 7, BLOCK 8, SECTION 10, B. 4 N., R. 6 W., NEW WEST. DISTRICT. PLAN 1305
ZONING:	CD167
SITE AREA (GROSS):	42,442 SQ.FT. (3,943.1 SQ.M.)
SITE AREA (AFTER DEDICATION):	39,627 SQ.FT. (3,691.6 SQ.M.)
SITE COVERAGE:	
MAX. ALLOWED :	39,627 SQ.FT. + 40% = 15,850.8 SQ.FT.
PROPOSED :	15,838 SQ.FT. (40.0%)

MAX. ALLOWED FLOOR AREA :
 42,441 SQ.FT. x 0.80 = 33,952.8 SQ.FT. (BASED ON GROSS SITE AREA)
 39,627 SQ.FT. x 0.86 = 33,952.8 SQ.FT. (BASED ON NET SITE AREA)

		GARAGE (EG)		PORCH (EG)	
UNIT-A (3 BR5)	1314sq. ft.	x	2units =	2628 sq.ft.	2628 sq.ft.
UNIT-Aa (3 BR5)	1374sq. ft.	x	1unit =	1374sq. ft.	506sq. ft.
UNIT-Aa (3 BR5)	1359sq. ft.	x	1unit =	1359sq. ft.	506sq. ft.
UNIT-Aa (3 BR5)	1359sq. ft.	x	1unit =	585sq. ft.	570sq. ft.
UNIT-A2 (3 BR5)	1359sq. ft.	x	2units =	2718sq. ft.	2718sq. ft.
UNIT-A2 (3 BR5)	1314sq. ft.	x	1unit =	1314sq. ft.	516sq. ft.
UNIT-A3 (3 BR5)	1314sq. ft.	x	2units =	2628sq. ft.	519sq. ft.
UNIT-A3a (3 BR5)	1314sq. ft.	x	1unit =	1314sq. ft.	519sq. ft.
UNIT-A3a (3 BR5)	1314sq. ft.	x	1unit =	1314sq. ft.	519sq. ft.
UNIT-B (3 BR5-DEN)	1474sq. ft.	x	1unit =	1474sq. ft.	460sq. ft.
UNIT-Ba (3 BR5-DEN)	1469sq. ft.	x	2units =	2937sq. ft.	568sq. ft.
UNIT-Ba (3 BR5-DEN)	1469sq. ft.	x	2units =	3000sq. ft.	568sq. ft.
UNIT-Ca (3 BR5-DEN)	1200sq. ft.	x	1unit =	1200sq. ft.	374sq. ft.
UNIT-Ca (3 BR5-DEN)	1200sq. ft.	x	2units =	2420sq. ft.	504sq. ft.
ELEC. ROOMS (EXCLUDED)					
	420sq. ft.	x	2rooms =	840sq. ft.	
TOTAL					
	(FACR.03)	24units =		32739 sq.ft.	12199 sq.ft.
					4396 sq.ft.

REQUIRED:	2.0 SPACES x 24 UNITS =	36SPACES (RESIDENTS)
	0.2 SPACES x 24 UNITS =	4.8SPACES (VISITORS)
PROVIDED:	24 UNITS x 2 CAR GARAGE =	48SPACES
	VISITOR PARKING SPACES =	55SPACES
	<u>TOTAL</u>	<u>53SPACES</u>

NOTE: 22 UNITS HAVE 2 PARKING SPACES IN TANDEM

REQUIRED: 24 UNITS x 64.584 SQ.FT.(6 SQ.M.)= 1550 SQ.FT.
PROVIDED: 2290 SQ.FT.

DP 05-297694
PLAN #1

SEP 22/2006	MAILNOTES RELAYED	
OCT 25/2006	RE ISSUED FOR DEV PERMIT	
JUN 18/2006	KEYS AS PER A.D.P. COMING	
JUN 7/2006	ISSUED FOR ADV DES FARM	
APR 5/2006	REVISED FOR DEV. PERMIT AS	
NO	DATE	REVISIONS

COMSU, TANT

I warrant, but do not warrant, that the information contained in this document is accurate and is not to be granted any. No liability is assumed by the government of Jamaica in the preparation of this document and the government of Jamaica is not responsible for any errors or omissions in this document. The information contained in this document is for informational purposes only and is not to be used for any other purpose without the written permission of the Ministry of Natural Resources and Environment.

PROJECT

24 UNIT TOWNHOUSE DEVELOPMENT

tomizo
yamamoto
architect inc.

7286 Oak Street, Vancouver, B.C.
V6H 4J1 tel: 604-731-1127 fax: 604-731-1327

SITE PLAN

SCALE 3/16" = 1'-0"	SHEET NO A02 OF 9
DATE MAR 2, 2005	
DRAWN DINK	
CHECKED	

FERNDAL ROAD

6M WIDE SHARED DRIVEWAY



HEMLOCK DRIVE

REQUIRED:	2.0 SPACES x 24 UNITS=	36SPACES (RESIDENTS)
	0.2 SPACES x 24 UNITS=	4.8SPACES (VISITORS)
PROVIDED:	24 UNITS x 2 CAR GARAGE=	48SPACES
	VISITOR PARKING SPACES=	55SPACES
	<u>TOTAL</u>	<u>53SPACES</u>

NOTE: 22 UNITS HAVE 2 PARKING SPACES IN TANDEM

	JUN 1/2005	ISSUED FOR DEV DES PA
	APR 5/2005	ISSUED FOR DEV PERMIT
NO	DATE	REVISIONS

CONSULTANT

PROJECT

24 UNIT TOWNHOUSE

DEVELOPMENT

4420 FERRISDALE ROAD
RICHMOND, B. C.

tomizo
yamamoto
architect inc.

186 Oak Street, Vancouver, B.C.
 Tel 604-681-1127 Fax 604-791-1997

PARKING LAYOUT PLAN

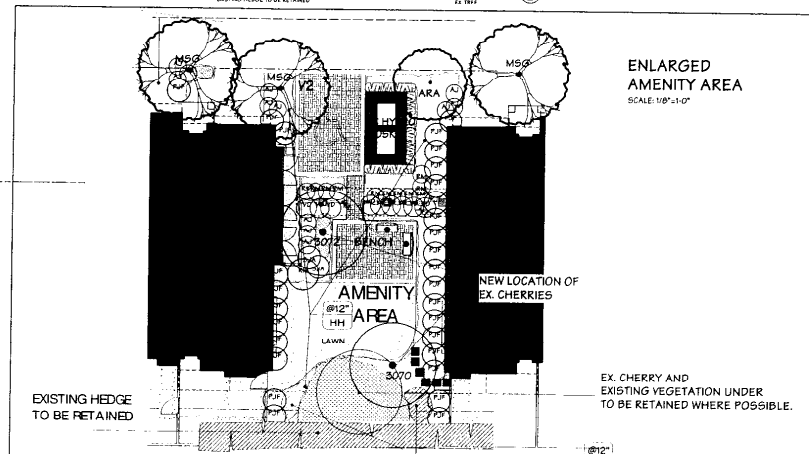
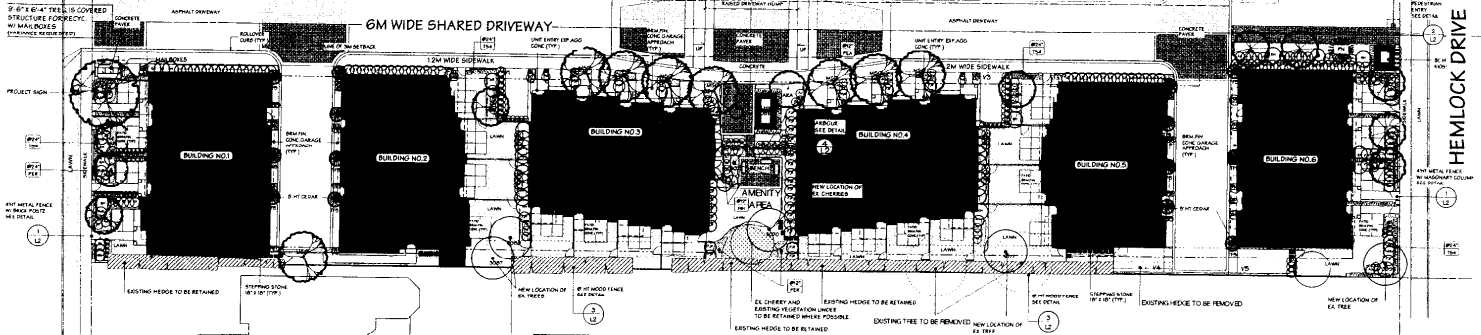
DATE 1/15/01	SHEET NO. A03
TYPE MAR. 2, 2008	
NAME DRG	OF 9

DP 05-297694
PI AN #2

FERNDAL ROAD

PROPOSED 3 STOREY TOWNHOUSE DEVELOPMENT (9440 FERNDAL RD. : KZ 04-272343)

HEMLOCK DRIVE



DP 05-297694
PLAN #3

Oct 11, 2005
Final Design
July 20, 2005
City Council Review
June 10, 2005
June 4, 2005
Review Issues

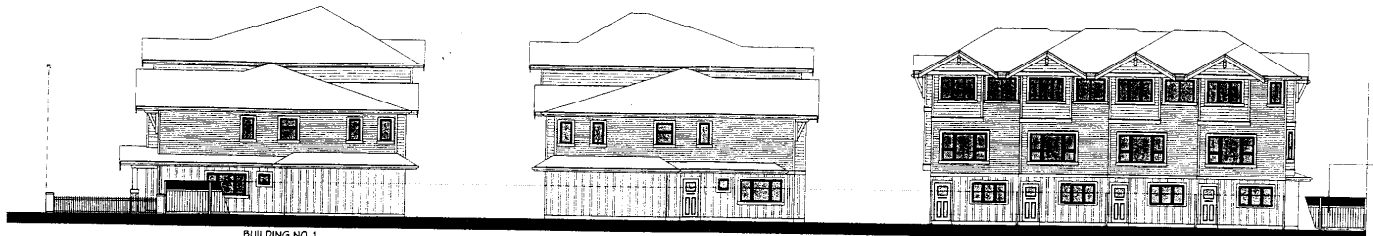
ITO
& ASSOCIATES
Landscape Architects
3130 Hurst Street
Richmond, BC V7E 2L4
Voice: (604) 275 2812
Facsimile: (604) 275 4836
Email: info@ito.ca

FORMS
9420 FERNDAL RD
RICHMOND, B.C.

Drawing Title
LANDSCAPE PLAN

Scale: 1/8" = 1'-0"
Drawn: ML
Checked: ML
Date: APR 4, 2005
Job: 0508

L1 of 2

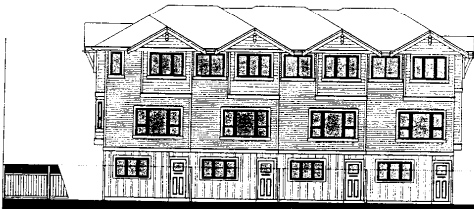


BUILDING NO. 1
UNIT-C
WEST ELEVATION

View From 9400 Ferndale

BUILDING NO. 2
UNIT-CA
WEST ELEVATION

BUILDING NO. 3
UNIT-Ba UNIT-B UNIT-B UNIT-Bb
WEST ELEVATION



BUILDING NO. 4
UNIT-Bb UNIT-A UNIT-B UNIT-Ba
WEST ELEVATION



BUILDING NO. 5
UNIT-Aa
WEST ELEVATION



BUILDING NO. 6
UNIT-Aa
WEST ELEVATION



BUILDING NO. 1
UNIT-C UNIT-A3 UNIT-A2 UNIT-A1
SOUTH ELEVATION



BUILDING NO. 2
UNIT-A1a UNIT-A2a UNIT-A3a UNIT-Ca
NORTH ELEVATION



BUILDING NO. 2
UNIT-Ca UNIT-A3a UNIT-A2a UNIT-A1a
SOUTH ELEVATION

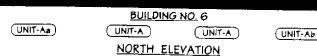
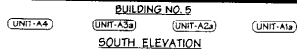
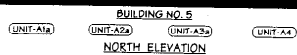
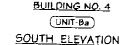
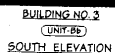
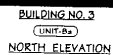
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24 UNIT TOWNHOUSE
DEVELOPMENT

tomizo
yamamoto
architect inc.

ELEVATIONS

SCALE: 1/8" = 1'-0"
DATE: MAR. 2, 2008
DRAWING: 0000
CHECKED: [blank]
PROJECT NO. 05-297694
SHEET NO. A05
OF 9



JAN 15/2005	ELC-BUJET. REVISED LOCATIONS
JAN 20/2005	ISSUED FOR ADV. DES. PANEL
APR 5/2005	ISSUED FOR DEV. PERMIT APP.
NO.	DATE
	REVISIONS

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PROJECT

24 UNIT TOWNHOUSE
 DEVELOPMENT

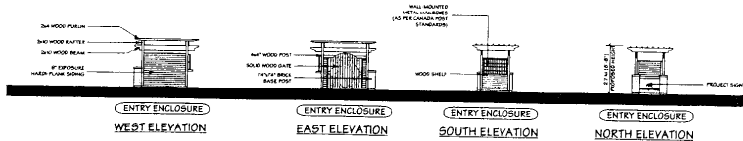
5420 FERNDALE RD
RICHMOND, B C.

tomizo
yamamoto
architect inc.

7385 oak street, vancouver, b.c.
v6h 4j7 tel 604-731-1127 fax: 604-731-1327

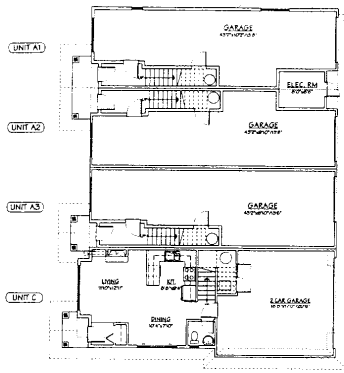
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ELEVATIONS

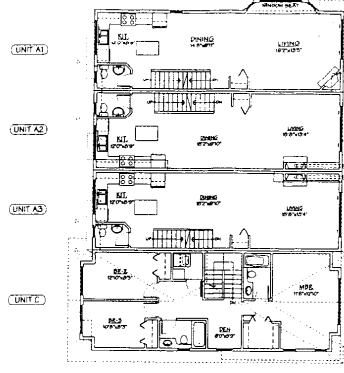


DP 05-297694
PLAN #6

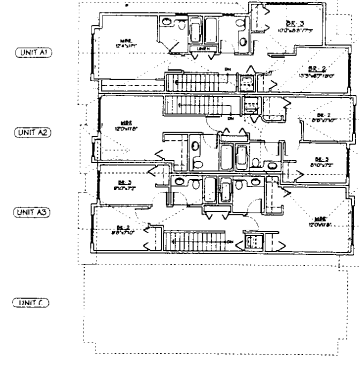
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DATE MAR 2, 2006	OF 9
DRAWN DIXIE	
CHECKED	PROJ. NO. 0403



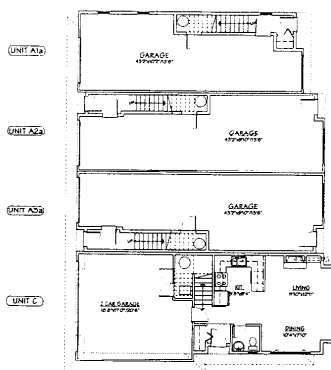
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SCALE 1/8" = 1'-0"



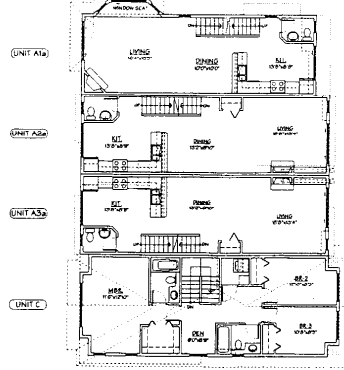
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SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



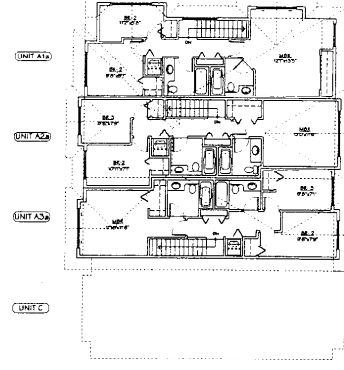
BUILDING NO. 1
THIRD FLOOR / ROOF PLAN
SCALE 1/8" = 1'-0"



BUILDING NO. 2
FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"



BUILDING NO. 2
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



BUILDING NO. 2
THIRD FLOOR / ROOF PLAN
SCALE 1/8" = 1'-0"

ALL WORK	DATE: 04/11/2017
FOR REVIEW	DATE: 04/11/2017
FOR APPROVAL	DATE: 04/11/2017
FOR CONSTRUCTION	DATE: 04/11/2017

PROJECT
24 UNIT TOWNHOUSE
DEVELOPMENT

1000 PINEHURST ROAD
ROCKFORD, IL 60087

tomizo
yamamoto
architect inc.

DRAWING TITLE
FLOOR PLANS

SCALE: 1/8" = 1'-0"
DATE: 04/11/2017
DRAWN: JMS
CHECKED: JMS
A07
OF

DP 05-297694
01 A&T 4/17



FIRST FLOOR PLAN



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



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



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

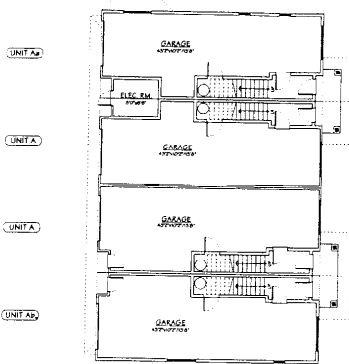


SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

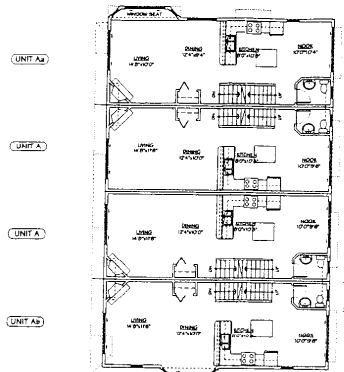


THIRD FLOOR / ROOF PLAN
SCALE 1/8" = 1'-0"

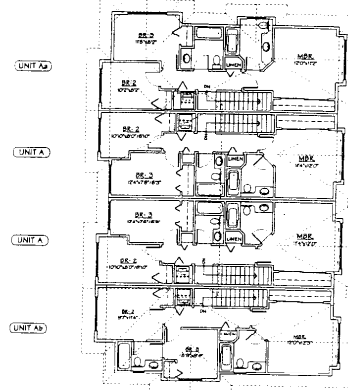
DP 05-297694
PLAN #8



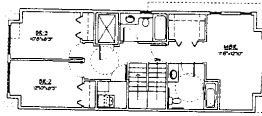
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FIRST FLOOR PLAN
SCALE 1/8" = 1'-0"



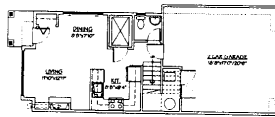
BUILDING NO. 6
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



BUILDING NO. 6
THIRD FLOOR / ROOF PLAN
SCALE 1/8" = 1'-0"



UNIT - C
UNIVERSAL UNIT CONVERSION
2ND FLOOR PLAN



UNIT - C
UNIVERSAL UNIT CONVERSION
GROUNDING FLOOR PLAN

ALL DIMENSIONS	UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS	SHOWN FOR THE ENTIRE PROJECT
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ALL DIMENSIONS	SHOWN FOR THE ENTIRE PROJECT

UNIVERSAL UNIT CONVERSION
24 UNIT TOWNHOUSE
DEVELOPMENT

1407 FENWICK ROAD
RICHMOND, B.C.

tomizo
yamamoto
architect inc.

FOR MORE INFORMATION, PLEASE
CALL 604-731-1227
FLOOR PLANS

DP 05-297694
PLAN #9

SCALE	1/8" = 1'-0"	SHEET NO.	A09
DATE	MAY 1, 2006	OF 9	
DRAWN	DMK		
CHECKED			