



City of Richmond

Memorandum Planning and Development Department

To: David Weber
Director, City Clerk's Office

Date: February 21, 2012

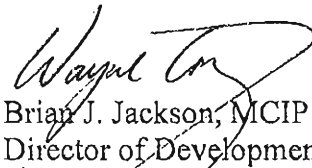
From: Brian J. Jackson, MCIP
Director of Development

File: DP 11-584282

Re: Application by – Am-Pri Construction Ltd. for Development Permit at
9811 Ferndale Road (formerly 9791 and 9811 Ferndale Road and 6071, 6091 and
6131 No. 4 Road)

The attached Development Permit was given favourable consideration by the Development Permit Panel at their meeting held on January 25, 2012.

It would now be appropriate to include this item on the agenda of the next Council meeting for their consideration.

for 
Brian J. Jackson, MCIP
Director of Development

DJ:blg
Att.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 31 townhouse units at 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road on a site zoned Medium Density Townhouses (RTM2); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to allow 30 tandem parking spaces in 15 of the 31 townhouse units.*

CARRIED

4. Development Permit 11-584282

(File Ref. No.: DP 11-584282) (REDMS No. 3414815)

APPLICANT: AM-PRI Construction Ltd.

PROPERTY LOCATION: 9811 Ferndale Road (formerly 9791 & 9811 Ferndale Road and 6071, 6091 & 6131 No. 4 Road)

INTENT OF PERMIT:

1. Permit the construction of 24 Townhouse Units at 9811 Ferndale Road (formerly 9791 and 9811 Ferndale Road and 6071, 6091 and 6131 No. 4 Road) on a site zoned "Medium Density Townhouses (RTM2)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the required side yard setback along the north property line from 3.0 meters to 2.69 meters to allow the projection of an electrical room outside Unit C1b; and
 - b) permit resident parking to be provided in a tandem parking configuration for 15 units (30 stalls).

Applicant's Comments

Taizo Yamamoto, Yamamoto Architect Inc., advised that the proposed 24 townhouse units are on a left over corner of Ferndale Road and No. 4 Road, and that they are surrounded by single-family detached dwellings to the east, and multi-unit townhouse developments to the north, south and west. He provided the following design details:

- originally, access to the subject site was provided by access from the townhouse unit complex to the west, at 9751 Ferndale Road, but through the public process, residents of the complex to the west expressed a desire that residents of the proposed townhouse unit complex not use this access; the architect created as robust a buffer as possible between the two sites to provide some meandering, and to allow large plants and some depth;

- the planned three-storey townhouse units are stepped down to two-stories to respond to the lower density single-family residents to the east, across No. 4 Road;
- the tight nature of the subject site dictated different unit styles, thus allowing some affordability, and with some units allowing parking for only one vehicle;
- one of the proposed two-storey units is adaptable, with living areas closer to grade;
- all proposed townhouse units have aging-in-place measures;
- the overall architectural character is that of a subdued appearance, mirroring a similar form of the residences across the street, including more of a hip roof;
- the entry area is increased by allowing paving; the public space is located at the centre of the subject site, at the intersection of the drive aisle;
- a seating area with permeable paving and a climbing structure is also located at the centre of the subject site;
- each unit has a patio, trees, some lawn space where possible, and sun exposure;
- easy pedestrian access to the No. 4 Road transit stop is provided; and
- materials include Hardi-Board siding for the first floor and the intermix of vinyl siding and Hardi-Plank panels for the upper floors;

Panel Discussion

In response to Panel queries, Mr. Yamamoto provided further information:

- the end unit facing No. 4 Road has gables that address the street, large wrap porches to provide depth, and a bay window starting at the second story that comes down to ground level, and each unit facing No. 4 Road has a punched-in entry; and
- the amenity area at the northwest corner of the subject site is paved, includes benches, includes a small climbing play structure for children aged two through six years, as well as a lawn area on its south side, and some trees along its west side.

Staff Comments

Mr. Jackson advised that staff supports the application, and the applicant's request for variances. He stated that the application:

- respects the Agricultural Land Reserve to the east of the subject site, by providing a six metre setback and quite dense landscaping, which was reviewed and supported by the City's Agricultural Advisory Committee;
- in terms of architectural form, it provides low pitched roof forms that are low in profile;
- in terms of the central location of the amenity space it provides "eyes" on the play space and play equipment; and

- in terms of the proposed development's relation to the neighbour to the west, it provides landscaping buffering that breaks down what could have been an unattractive "bowling lane" design.

Mr. Jackson summarized his remarks by saying that the architect has done much to address issues of adjacencies, and for this, and the other listed reasons, the best term to apply to the proposed design is "respectful".

In response to the Chair's query regarding whether staff is advising applicants with regard to Council's preference to see side-by-side parking stalls in townhouse unit developments, Mr. Jackson advised that staff promotes that idea over tandem stalls, and attempts to steer applicants and architects in the direction of side-by-side stalls for new development applications.

Gallery Comments

None.

Correspondence

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 24 Townhouse Units at 9811 Ferndale Road (formerly 9791 and 9811 Ferndale Road and 6071, 6091 and 6131 No. 4 Road) on a site zoned "Medium Density Townhouses (RTM2)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the required side yard setback along the north property line from 3.0 meters to 2.69 meters to allow the projection of an electrical room outside Unit C1b; and*
 - b) *permit resident parking to be provided in a tandem parking configuration for 15 units (30 stalls).*

CARRIED

5. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled for Wednesday, February 15, 2012 be cancelled, and that the next meeting of the Development Permit Panel be tentatively scheduled to take place in the Council Chambers, Richmond City Hall, at 3:30 p.m. on Wednesday, February 29, 2012.



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

From: Brian J. Jackson, MCIP
Director of Development

Re: **Application by AM-PRI Construction LTD. for a Development Permit at 9811 Ferndale Road (formerly 9791 & 9811 Ferndale Road and 6071, 6091 & 6131 No. 4 Road)**

To: DPP Mtg. JAN. 25, 2012

Date: January 10, 2012

File: DP 11-584282

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 24 Townhouse Units at 9811 Ferndale Road (formerly 9791 and 9811 Ferndale Road and 6071, 6091 and 6131 No. 4 Road) on a site zoned "Medium Density Townhouses (RTM2)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the required side yard setback along the north property line from 3.0 meters to 2.69 meters to allow the projection of an electrical room outside Unit C1b; and
 - b) Permit resident parking to be provided in a tandem parking configuration for 15 units (30 stalls).

Brian J. Jackson, MCIP
Director of Development

BJJ:dj

- | | |
|--------------|--|
| Attachment 1 | Development Application Data Sheet |
| Attachment 2 | Advisory Design Panel Comments |
| Attachment 3 | Agricultural Advisory Committees comments on Landscaping buffer along No. 4 Road |

Staff Report

Origin

Am-Pri Construction Ltd. has applied to the City of Richmond for permission to develop 24 townhouse units at 9811 Ferndale Road (formerly 9791 and 9811 Ferndale Road and 6071, 6091 and 6131 No. 4 Road) on a site zoned “Medium Density Townhouses (RTM2)”. The site currently contains a Single Detached Dwelling on each site.

The site was rezoned from “Single Detached (RS1/F)” to “Medium Density Townhouses (RTM2)” under Bylaw 8763 (RZ 10-554759). Adoption of rezoning occurred at the December 19, 2011 Council meeting.

A separate Servicing Agreement is required for road upgrades and frontage improvements to Ferndale Road and No. 4 Road. The Servicing Agreement will also include service connections for water, storm upgrades and sanitary sewer.

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

Development surrounding the subject site is as follows:

To the North: At 6188 Birch street, a new 51 unit, 3 storey townhouse complex on a site zoned “Town Housing (ZT59) – North McLennan (City Centre)”.

To the East: Across No. 4 Road, Single Detached Dwellings on land zoned “Agriculture and Golf Zones (AG1)”.

To the South: Across Ferndale Road at 6300 Birch Street, a 98 unit, 2 storey townhouse complex on a site zoned “Town Housing (ZT32) – North McLennan (City Centre)”.

To the West: At 9751 Ferndale Road, a 21 unit, 3 storey townhouse complex, on a site zoned “Town Housing (ZT59) – North McLennan (City Centre)”.

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage. (Staff comments are provided in ***bold italics***):

1. Design of the outdoor amenity area, including the play area.

The outdoor amenity area has achieved an adequate level of design. It is centrally located within the complex, just off of the main north-south drive aisle and contains a children's play area, benches and open lawn space. The entrance is at the northeast corner of the area, and the landscape plan provides good sightlines to allow the entrance to be easily located.

2. Overall appropriateness of the landscaping plan.

The applicant has provided a good landscaping proposal for the complex, with a variety of plantings to engage interest. Several trees surround the perimeter of the complex which softens the appearance of the two (2) and three (3) storey units as well as providing a good buffer along the No. 4 Road side to provide a good transition to the low density, agricultural lands to the east of the road. The plan also does well to address a comment raised by the Advisory Design Panel to position a good buffer between the north-south drive aisle of the subject site and the adjacent drive aisle to the complex directly west. This adjacent site has their drive aisle butting up against the shared property line.

3. Manoeuvrability of larger vehicles (SU-9) within the site.

The applicant has submitted a plan that illustrates and confirms appropriate manoeuvrability for larger vehicles such as SU-9 within the site.

4. Form and Character of the townhouse units and how they address adjacent properties.

The applicant has submitted elevations and a context renderings that show that the proposed development has similar characteristics and is an adequate fit with the adjacent townhouses in the area.

5. Provide a sense of territory for pedestrian use within the site.

The building arrangement of the subject site facilitates ample opportunity for pedestrian movement to avoid interaction with vehicle movement. The corner condition of the development site, with units fronting the street, along with access points along No. 4 Road, provides easy pedestrian movement within the site.

6. Identify unit(s) to allow easy conversion for Universal access.

The applicant is proposing one of the two level units (Unit A1) to be converted for Universal access, with provisions made for this unit to be framed to allow for a future lift, doors that are wide enough and adequate space is available to manoeuvre to accommodate wheelchair access.

In addition to the convertible unit, all units in this development will have aging in place measures that include backer blocks in bathrooms for easy installation of future grab bars, and door frames wide enough to accommodate walkers and scooters.

7. Landscaping along the No. 4 Road side to facilitate a buffer to the agricultural lands across No. 4 Road.

The applicant has provided an extensive landscaping plan along the No. 4 Road frontage that will provide adequate screening to the properties across No. 4 Road to the east, through a mixture of tree and shrub plantings. The massing of the units fronting No. 4 Road, by being two storey units, further contributes to the transition from urban form to an agricultural character.

The Public Hearing for the rezoning of this site was held on June 20, 2011. At the Public Hearing, there were no public concerns about the rezoning of this property.

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 generally in compliance with the Zoning Bylaw 8500 except for the zoning variances noted below.

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

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

- 1) Reduce the required side yard setback along the north property line from 3.0 meters to 2.69 meters to allow the projection of an electrical room outside Unit C1b.

Staff supports the proposed variance as a relatively minor variance for a small component of the proposal that will be screened from view by surrounding landscaping and perimeter fencing.

- 2) Permit resident parking to be provided in a tandem parking configuration for 15 units (30 stalls).

The tandem parking configuration is proposed in 15 of the 24 attached garages and will not cause interference with other units. A covenant will be registered to prevent conversion of parking area to habitable space prior to the issuance of the Development Permit.

Agricultural Advisory Committee Comments

With the subject site located along the western side of No. 4 Road, the agricultural lands to the east side of No. 4 Road contrasts to the more urban form to the west. To help with keeping the greater urban form from disrupting the appearance of the land to the east, a landscaped buffer is required as part of the design guidelines within the McLennan North Sub-Area Plan. To obtain an impartial review of the proposed buffer for this project, the proposal was taken before the City's Agricultural Advisory Committee (AAC) for comment. The AAC was supportive of the proposal and identified areas for consideration that would limit any impacts coming onto the agricultural lands to the east as well as provide an attractive buffer to the street front. A relevant excerpt from the Committee's September 14, 2011 meeting is attached for reference (**Attachment 3**).

Advisory Design Panel Comments

The Advisory Design Panel was supportive of the proposal and identified areas for design development and consideration. The applicant addressed staff and Panel comments and made refinements to the design proposal. A copy of the relevant excerpt from the Advisory Design Panel Minutes from their November 2, 2011 meeting 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 subject site is located in the North McLennan area, where there has been significant townhouse development over the past several years, with most of the surrounding parcels

being redeveloped from Single Detached Houses to Townhouses. The proposed development will be of similar height and massing to these recent redevelopments and conforms to the guidelines set out in the neighbourhood plan.

- The proposal for this two (2) and three (3) level townhouse complex respects the agricultural lands, consisting of low density single detached dwellings to the east of No. 4 Road, by locating the two level units at the eastern side of the property. These units are also at the end of building clusters of townhouse units that reduces the massing of townhouse buildings and provides a softer scale to the street frontage.
- The applicant is proposing landscaping and metal fencing with brick columns along the street fronting sides of the site to help soften the streetscape, and six foot high cedar fence with a lattice top to help protect the visual privacy to the neighbouring property to the west and north. Additional attention has been given to the landscaping along the north-south internal drive aisle where a buffer has been provided to allow for effective planting to take place to create a good separation with the drive aisle on the adjacent property to the west.

Urban Design and Site Planning

- The townhouse units are arranged in four (4), five (5) and six (6) unit clusters located throughout the site.
- The clusters are arranged in a predominately east-west direction to reduce the impact of townhouse units fronting No. 4 Road. The two (2) storey end units provide a good transition to the less dense single detached homes to the east of No. 4 Road.
- All units fronting the street have their main pedestrian access from the street.
- Vehicle access will be off Ferndale Road and will not require access connecting to adjacent properties.
- Pedestrian access is along the street frontages of both Ferndale Road and No. 4 Road. Additional pedestrian access to the units is provided within the complex, accessing off of the internal drive-aisle, and site access points connecting to No. 4 Road.
- An outdoor amenity space is centrally located within complex and contains an area for seating, the mailbox for the complex, and a child's play area consisting of a rope ladder, climbing walls with grips and crawl through holes. The play structure is listed suitable for children from ages 2-5.

Architectural Form and Character

- The proposed form and massing of the buildings meet the intent of the guidelines set out in the neighbourhood plan.
- The choice of materials used for the façade of the buildings is satisfactory. The use of brick at the base of the building, along with hardiboard siding for the first floor and the intermix of vinyl siding and hardiplank panels for the upper floors is effective to create additional interest to the buildings by arranging them in a base, middle and top formation that adds to the articulation of the building massing.
- Colour choice for the façade is varied but match well together and should complement the other developments in the surrounding area.
- Note: the roof design of the proposal differs from the gable dominated form to the townhouse complexes to the north and west, but the overall form and massing works well. As the subject site is at the end of the block on a corner site, the different roof form works well to provide an anchor or a bookend feature to the streetscape.

Transportation

- Vehicle access to the site is off Ferndale Road, as far west of the intersection to No. 4 Road as possible. A slight land dedication for the improvements of both Ferndale Road and No. 4 Road was secured at the rezoning stage. Design and construction of these improvements will be undertaken by the developer as part of the servicing agreement.
- All 24 units have an attached garage to serve resident parking needs. Fifteen of the units will have two car garages in a tandem configuration, which will require a variance to the Zoning Bylaw. The remaining units have room for either a single car garage, or allows two cars in a side-by-side configuration. The number of proposed parking stalls meet the number required by the Zoning Bylaw. A restrictive covenant will be registered prior to the issuance of the Development Permit to ensure the tandem stalls cannot be converted into habitable living space. The covenant will also include the 'L-shaped' single car garage proposed for unit type 'A'.
- Visitor parking is provided within the site, off the main north-south drive aisle. The stalls are spaced far enough through the site to allow for easy access to all units. One stall is provided for those with disabilities and is located near to the unit that is identified for conversion to universal access (unit type A1). The number of visitor stalls meets the requirements of the Zoning Bylaw.
- Bicycle parking is provided within the individual garages for long term storage and an outdoor bike rack is located next to Building 2, near the main entrance to the complex will serve for short term bike parking. Both meet the requirements of the Zoning Bylaw.
- A Flood Plain covenant is secured through the rezoning conditions that will specify the minimum elevation of habitable floor space.

Landscaping

- The submitted landscape plan identifies a mixture of soft and hard landscaping to help identify edge treatments throughout the site. Hard surfaced landscaping is also proposed through a mixture of asphalt and a permeable paving system to help reduce the apparent length of the drive-aisle and identifies areas of interest such as the amenity area and visitor parking. The amount of permeable paving within the hard surfacing is about 40%.
- The applicant has provided a lighting plan to illustrate how the site is to be illuminated during evening hours. The fixtures themselves will provide good illumination but will avoid illumination spilling onto adjacent properties.
- An Arborist report was submitted at the rezoning application stage and was reviewed by City staff. The report identified eighteen (18) on-site trees that are affected by this development and called for the removal of these trees due to its poor condition and its location within the development footprint. City Staff concur with the report and will secure a security from the developer to ensure survival of the proposed landscaping plan.
- In accordance with City Policy, the applicant must provide at least 36 trees to meet the 2:1 replacement ratio policy. In response, the applicant easily meets this requirement by proposing 62 trees. The table below summarises this requirement.

Number of trees to be removed	Number of trees to be retained	Required number of trees to be planted	Proposed number of trees to be planted	Surplus (Deficit)
18	0	36	62	26 Surplus

Amenity Space

- The applicant is not proposing indoor amenity space with this application. Instead, the applicant volunteered a contribution in lieu of providing an indoor amenity space through the rezoning process.
- The applicant is providing an outdoor amenity space that meets the minimum size requirements and provides adequate open space for sitting and a child's play structure.

Garbage and Recycling

- The garbage and recycling containers are located next to Building 1, next to the entrance to the complex to facilitate proper service by collection trucks. The number of bins and access to these bins meet the requirements of Environmental Programs.

Aircraft Noise

- The site is located within the Aircraft Noise Sensitive Development (ANSD) area and will require an acoustical report by a professional acoustical engineer when applying for their Building Permit. The report is to outline mitigation measures to the building envelope to minimise the amount of aircraft noise infiltration to all townhouse units. A restrictive covenant was registered at the rezoning stage to identify this site as being within the ANSD area to ensure purchasers are aware the site is affected by aircraft noise.

Affordable Housing

- The applicant will make a contribution towards the Affordable Housing Reserve Fund in accordance with policy. This payment has been secured through the rezoning stage.

Sustainability Indicators

- The proposed plan is reusing existing single-family sites to increase living density within the neighbourhood, utilizing existing and proposed infrastructure more efficiently.
- The residential units will provide energy efficient appliances and water saving faucets.
- The site is close to a major transit corridor and close to stops for convenient use.
- A permeable paving system covering approximately 40% of the hard surfaces are proposed on areas where the concrete pavers are located.
- The proposed landscaping provides a variety of plantings that are appropriate for the geographical area, are low maintenance and will improve over time.

Universal Access

- All units will provide aging in place features such as additional backer blocks for the easy installation of future grab bars, door handles instead of knobs and sufficient door openings to allow access for wheelers.
- To provide design flexibility and to allow for better movement to those with limited mobility, the applicant has provided a unit plan for unit type A1 (one of the two level units) to allow for conversion to those who require wheelchair mobility. Items that have been taken into consideration are:

- Wider doors for easier access to the unit. Adequate dimensions are to be shown on the Building Permit drawings.
- Closet space that can be removed to accommodate an elevator to provide access for occupants to different floors of the unit. Dimensions to the future openings are to be shown on the Building Permit drawings.
- Proper design of the layout of the kitchen and bathrooms for wheelchair mobility. Dimensions are to be shown in the Building Permit drawings to indicate full mobility.
- Additional blocking behind the finished walls for the future installation of grab bars. Notations are to be indicated on the Building Permit drawings.

Crime Prevention Through Environmental Design

- The proposed plan provides good edge features such as low fencing, landscaping and paving materials to separate public and private space, giving the site a good sense of territoriality to residents and visitors.
- The submitted lighting plan should provide good evening illumination as well as not extending unwanted light onto adjacent properties.
- The site design allows for good sight lines through the development site for open observation including looking onto the outdoor amenity area. There are enough windows looking out onto the common property to promote casual surveillance.

Conclusions

Am-Pri Construction Ltd. has applied to the City of Richmond for permission to develop 24 townhouse units at 9811 Ferndale (formerly 9791 and 9811 Ferndale Road and 6071, 6091 and 6131 No. 4 Road). The design has gone through some modifications with staff assistance and the result is a design proposal that addresses the design guidelines for the area. Staff recommend that this Development Permit application be approved as the proposed design should fit well within the streetscape and the character of the neighbourhood.



David Johnson
Planner

DJ:cas

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 \$53,808.00 (based on total floor area of 26,904 square feet).
- Registration of a legal agreement prohibiting the conversion of the Tandem Parking area into habitable space, including the additional space of the 'L-shaped' garage in unit type 'A'.

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

- 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.*
- Submit a floor plan for the units identified as easily convertible for Universal Access. Information provided on the plans are to be in accordance with Section 4.16 of Zoning Bylaw 8500.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



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 10-546272

Attachment 1

Address: 9811 Ferndale Road
(formerly 9791 and 9811 Ferndale Road and 6071, 6091 and 6131 No. 4 Road)

Applicant: Am-Pri Construction Ltd. Owner: Same

Planning Area(s): McLennan North Sub-Area Plan (Schedule 2.10C)

	Existing		Proposed
Site Area:	3,960 m ²		3,857 m ²
Land Uses:	Residential – Single Detached		Residential – Townhouse
OCP Designation:	Residential Area 4 0.55 FAR One and Two-Family Dwelling& Townhouses (2.5-storeys typical, 3-storeys maximum where a maximum 30% lot coverage is achieved)		No Change
Zoning:	Residential – Single Detached (RS1/F)		Medium Density Townhouses (RTM2)
Number of Units:	1 Single Family Dwelling per Lot		20 – 3 Storey Townhouse and 4 – 2 Storey Townhouse Units 24 townhouse units total
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	3,857.0m ² (0.65) = 2,508.0m ²	2499.5m ² (0.65 FAR)	none permitted
Lot Coverage:	Max. 40%	37.2%	none
Setback – Ferndale Road:	Min. 6.0 m	5.09m for porch projection of Building 1	0.91m porch projection
Setback – Alder Street:	Min. 6.0 m	4.78m for porch projection of units A, A1 and A2	1.22m porch projection
Setback – North:	Min. 3.0 m	2.69 for electrical room	0.31m for electrical room
Setback – East:	Min. 3.0 m	3.0 m	none
Height (m):	Max. 12.0m	10.51m	none
Lot Size:	Width (min): 30.0m Depth (min): 35.0m	Width: 40.8m Depth: 78.4m	none
Off-street Parking Spaces – Resident/Visitor:	34 (resident min.) and 5 (visitor min.)	40 (resident) and 5 (visitor)	none
Off-street Parking Spaces – Accessible:	1 Stall (included with visitor parking)	1 Stall (included with visitor parking)	none

	Bylaw Requirement	Proposed	Variance
Total off-street Spaces:	39 spaces (min.)	45 spaces	none
Tandem Parking Spaces	not permitted	15 tandem stalls (30 parking stalls)	15 tandem stalls (30 parking stalls)
Amenity Space – Indoor:	Min. 70 m ²	None provided Optional cash-in-lieu payment secured at Rezoning stage.	none
Amenity Space – Outdoor:	Min. 144m ²	144m ²	none

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

**Wednesday, November 2, 2010 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

1. DP 11-584282 – 24-UNIT TOWNHOUSE DEVELOPMENT

ARCHITECT: Yamamoto Architecture Inc.

PROPERTY LOCATION: 9811 Ferndale Road (formerly 9791 and 9811 Ferndale Road
and 6071, 6091 and 6131 No. 4 Road)

Panel Decision

It was moved and seconded

That DP 11-584282 move forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel, including the items highlighted below:

- 1. consider unifying the paving of the driveway and integrating signage and paving at the main entry to the development;*

The asphalt paving between the two paver areas has been replaced with concrete paver. The paving at the entry is now, continuous paver from the site entrance to the end of first intersection of the internal road.

A new project sign has been introduced at the site entrance as suggested.

Please refer to detail #7/3a.

- 2. create a landscaped area planted with sizeable trees between the drive aisle of the subject development and the adjacent project;*

The internal roadway along the west property line has been reconfigured to accommodate 6 large trees.

- 3. design development to reduce the repetitiveness of windows on the second floor of Building 4 (north elevation); and*

Windows on the second floor has been revised, please see Plan #7.

- 4. consider design development at the corner of Building 1 (corner of Ferndale Road and No. 4 Road).*

Larger window in BR-2 on the East elevation (Unit Ba).

Unit Ba BR-2 window (South elevation) reduced and moved to corner.

Unit A ground floor porch extended to the west edge of unit.

7. Development Proposal – No. 4 Road and Ferndale Road (Buffering and Adjacency to ALR)

Staff provided an overview of the multi-family development adjacent to the ALR, situated on the east site of No. 4 Road. The description included the layout of buildings, massing for units along No. 4 Road, pedestrian access points along the public road and the proposed landscape treatment for areas adjacent to the ALR. The ALR buffer composition consisted of the road frontage upgrades (new sidewalk and grass and treed boulevard along No. 4 Road, 6m to 7m setback for buildings along this adjacency. The setback areas along No. 4 Road would consist of low level shrubbery, low-medium height shrubs/hedging and equally spaced deciduous trees.

Based on a review of the development proposal, AAC members commented that:

- Proponents should explore the integration of coniferous plantings along the road frontages to assist in providing year round screening and that selected deciduous trees should be replaced with conifers and/or new conifers added where appropriate.
- The landscape treatment along No. 4 Road should wrap around the corner of the development site and continue along Ferndale Road as far as possible.
- Eliminate the proposed Northern Highbush Blueberry shrub from the plant listing as this could result in the spreading of diseases amongst plant species if an outbreak were to occur, which would be detrimental to the nearby blueberry operations. It was also identified that any vacciniums (fruit berry producing) would not be considered appropriate for this site as well.

As a result of the discussion, the AAC forwarded the following motion:

That the Agricultural Advisory Committee support the landscape buffer scheme associated with the multi-family development at the corner of northwest corner of Ferndale Road and No. 4 Road subject to the incorporation of the following minor revisions:

- *Integration of coniferous plantings into ALR landscape buffer.*
- *Extension of ALR landscape buffer treatment around corner and along Ferndale Road.*
- *Elimination of the Northern Highbush Blueberry planting and substitution with appropriate alternative.*

Carried Unanimously



City of Richmond
Planning and Development Department

Development Permit

DP 11-584282

To the Holder: AM-PRI CONSTRUCTION LTD.

Property Address: 9811 FERNDAL ROAD (FORMERLY 9791 AND 9811
FERNDAL ROAD AND 6071, 6091 AND 6131 No. 4 ROAD)

Address: C/O KAREN MA
YAMAMOTO ARCHITECTURE
9751 NO. 6 ROAD
RICHMOND, BC V6W 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 Bylaw 8500" is hereby varied to:
 - a) Reduce the required side yard setback along the north property line from 3.0 meters to 2.69 meters to allow the projection of an electrical room outside Unit C1b; and
 - b) Permit resident parking to be provided in a tandem parking configuration for 15 units (30 stalls).
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 #12 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 \$53,808.00 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

DP 11-584282

To the Holder: AM-PRI CONSTRUCTION LTD.

Property Address: 9811 FERNDAL ROAD (FORMERLY 9791 AND 9811
FERNDAL ROAD AND 6071, 6091 AND 6131 No. 4 ROAD)

Address: C/O KAREN MA
YAMAMOTO ARCHITECTURE
9751 NO. 6 ROAD
RICHMOND, BC V6W 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.

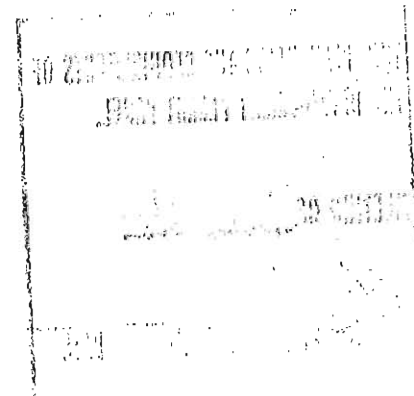
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

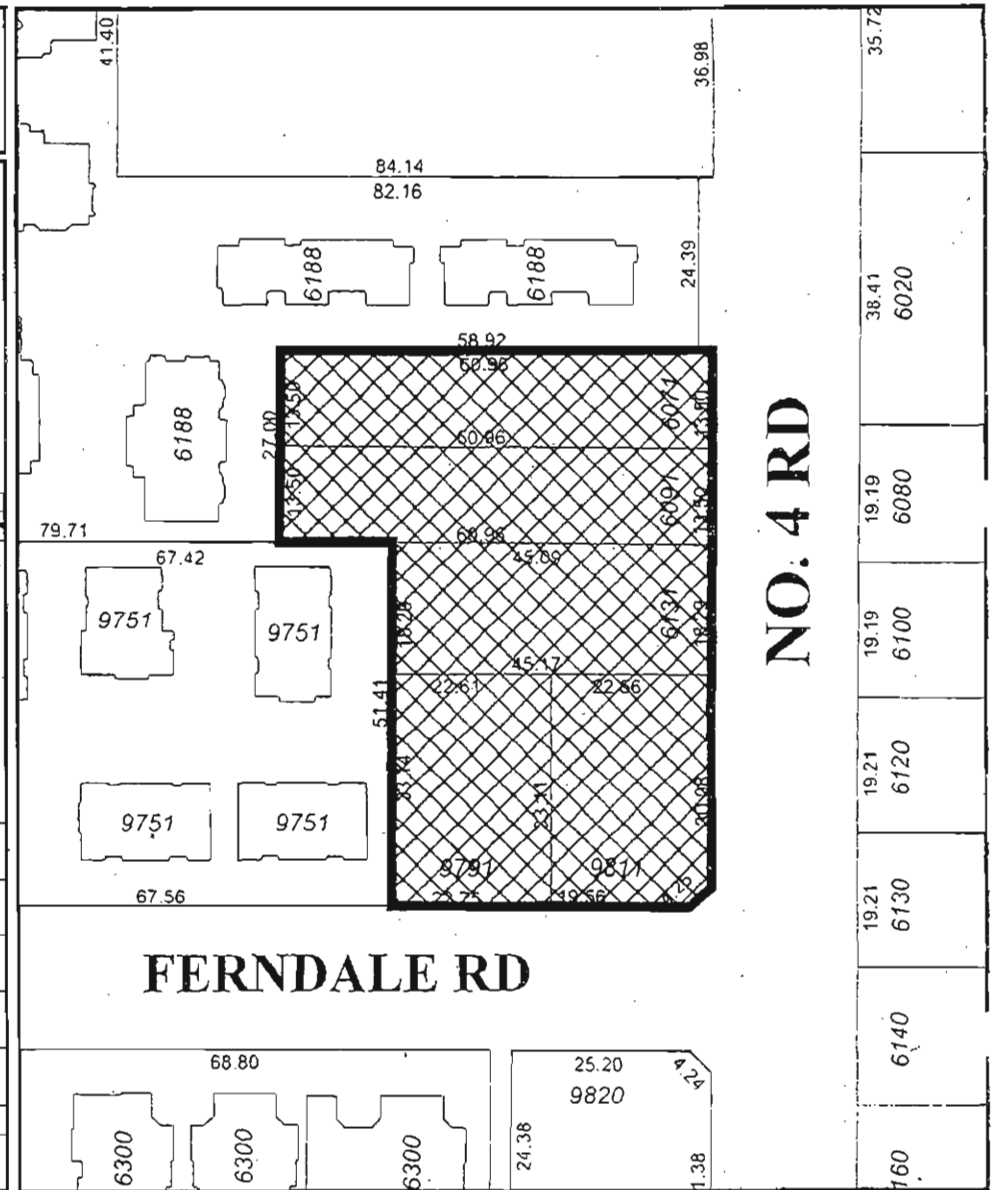
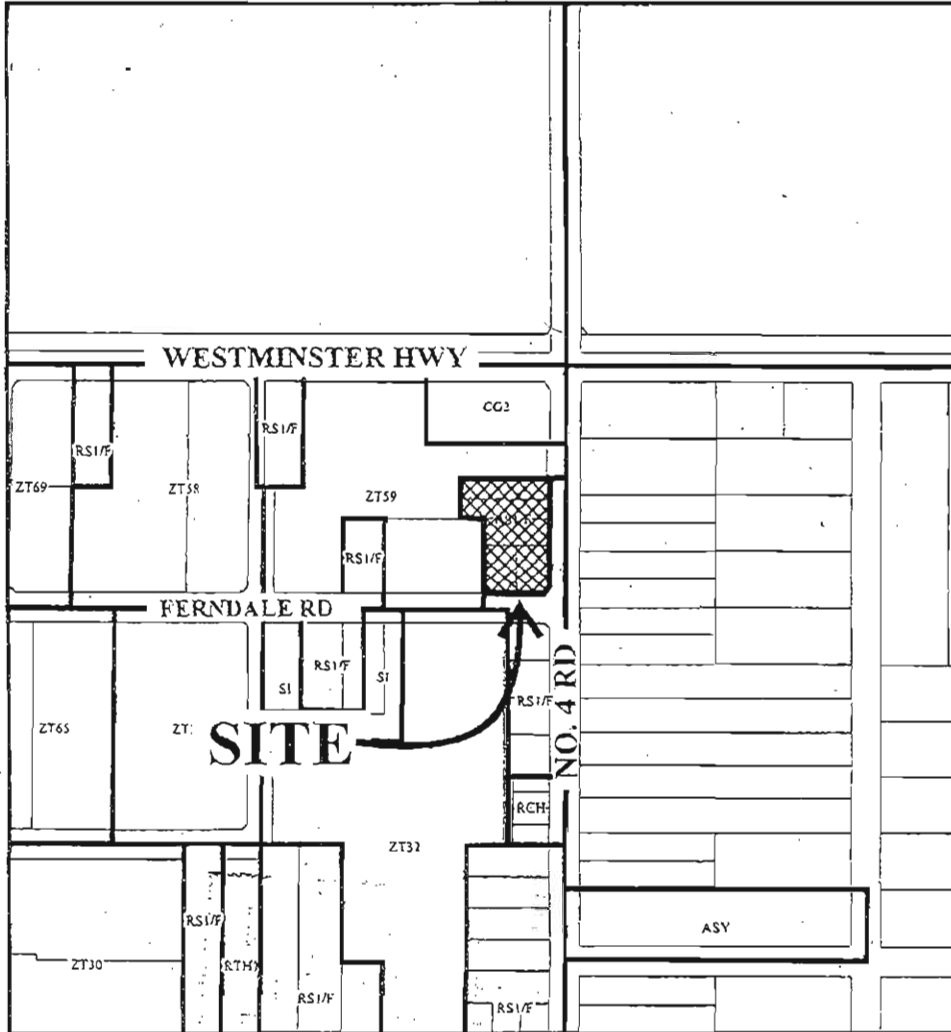
DELIVERED THIS DAY OF , .

MAYOR





City of Richmond

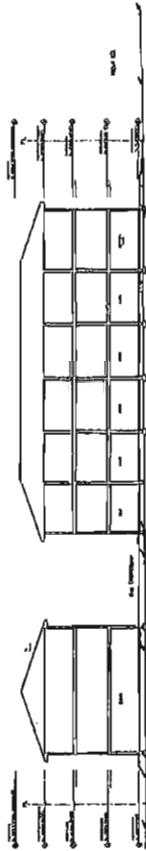


NO. 4 RD

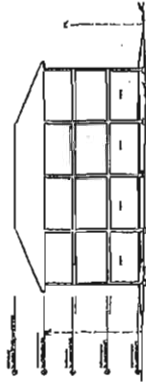


DP 11-584282
SCHEDULE "A"

Original Date: 07/26/11
Revision Date:
Note: Dimensions are in METRES



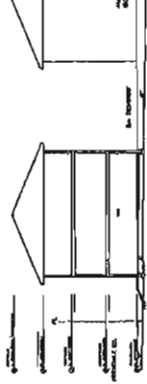
SITE SECTION A



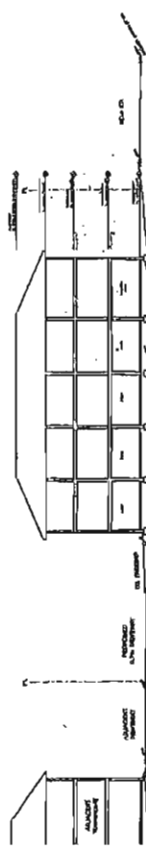
SITE SECTION 1



SITE SECTION B



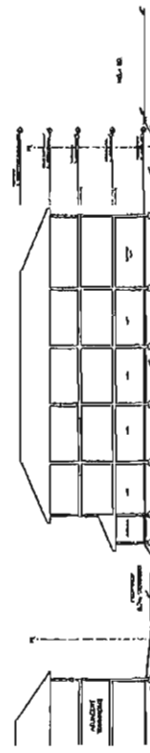
SITE SECTION 2



SITE SECTION C



SITE SECTION 3



SITE SECTION D

11584282 pg. 23

Yamamoto Architecture Inc.		PROJECT	
24 UNIT TOWNHOUSE DEVELOPMENT		SITE SECTIONS	
DATE: 04/15/11		SCALE: 1/8" = 1'-0"	
DRAWN BY: J. YAMAMOTO		CHECKED BY: J. YAMAMOTO	
DATE: 04/15/11		DATE: 04/15/11	
PROJECT NO: 11584282		SHEET NO: 23	
PROJECT NAME: 24 UNIT TOWNHOUSE DEVELOPMENT		PLAN #3	



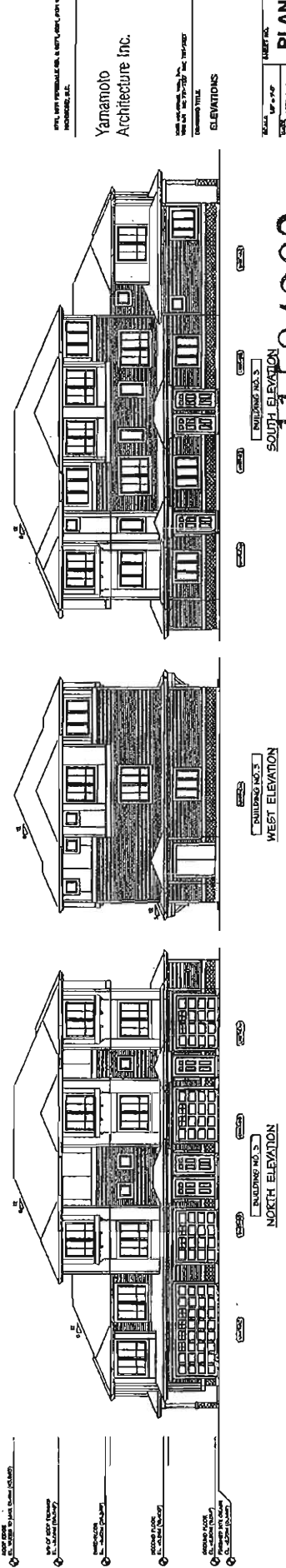
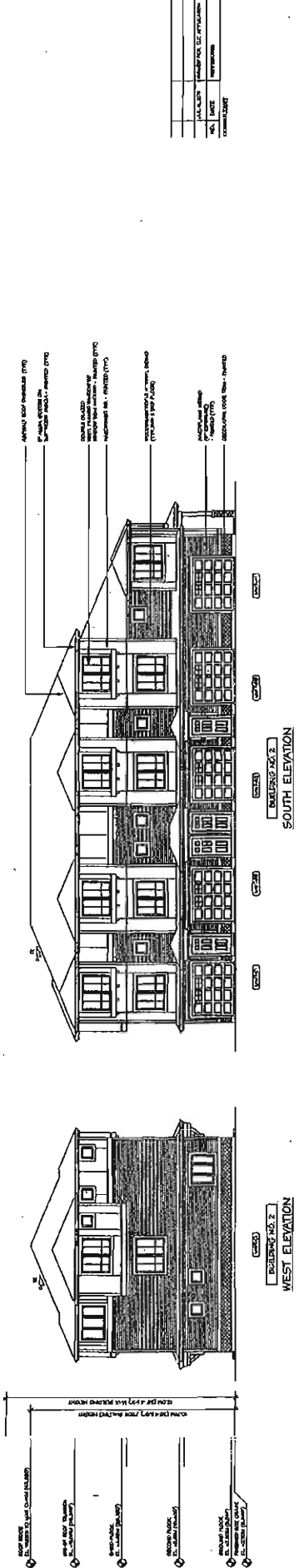
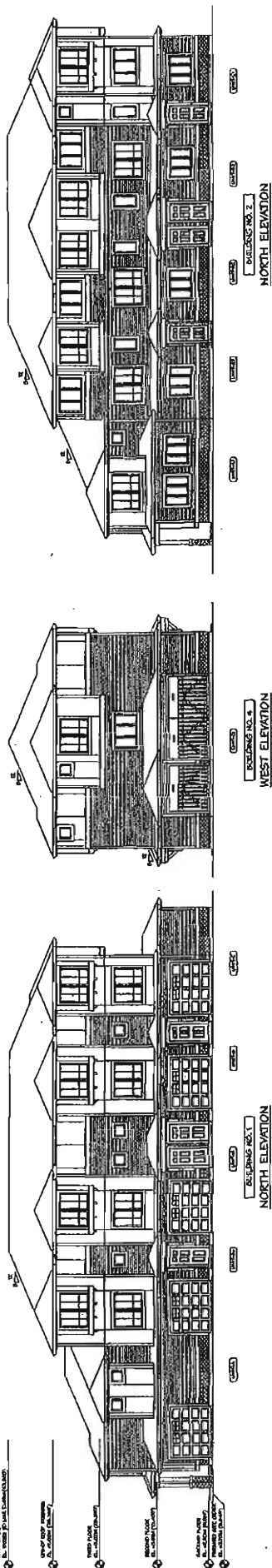
FEENDALE STREETSCAPE
SCALE 1/8"=1'-0"



NO. 4 RD STREETSCAPE
SCALE 1/8"=1'-0"

11584282 pg. #4

PROJECT 24 UNIT TOWNHOUSE DEVELOPMENT		DRAWING TITLE STREETSCAPE	
ARCHITECT Yamamoto Architecture Inc.		DATE APRIL 11, 2019	
PROJECT LOCATION 10000 100TH AVE, UNIT 100, RICHMOND, BC		DRAWING NO. PLAN #4	
SCALE 1/8"=1'-0"		SHEET NO. 1 OF 1	



PLAN #6

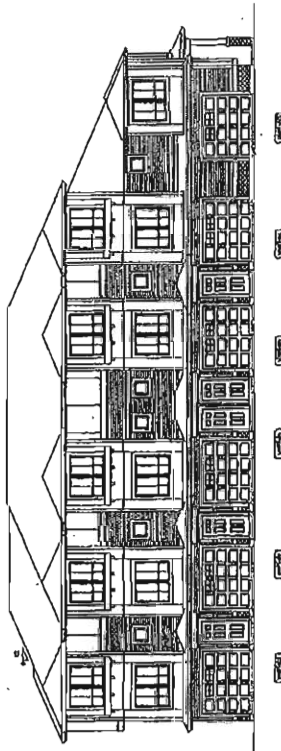
11584282

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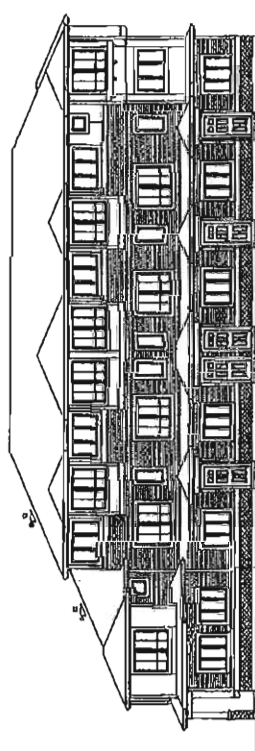
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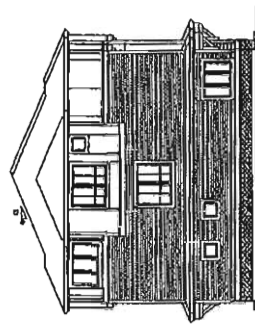
11584282



SOUTH ELEVATION



BUILDING NO. 2



WEST ELEVATION

[illegible][illegible][illegible]

NO.	DATE	REMARKS
NO. 1, 2001		RECEIVED FOR THE MONTH
NO. 2, 2001		RECEIVED FOR THE MONTH
NO. 3, 2001		RECEIVED FOR THE MONTH

DEVELOPMENT
24 UNIT TOWNHOUSE

**Yamamoto
Architecture Inc.**

ELEVATIONS

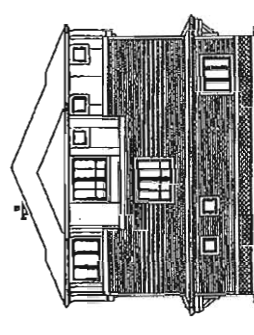
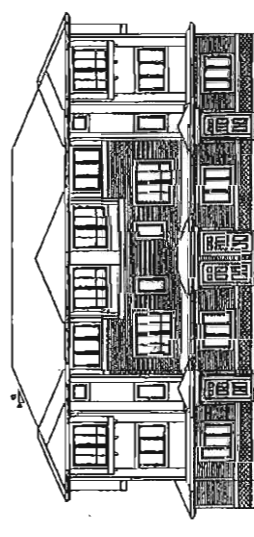
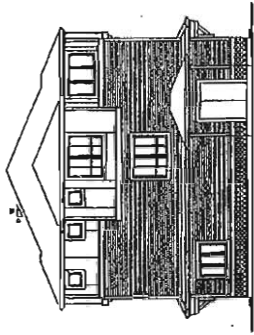
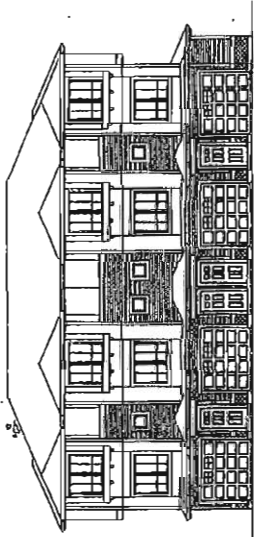
CHANGING TITLE

ENTER NEW ELEVATION, PRESS **END**
TO GO OUT AND **RESET** FROM 791-0000

SCALE	1/8" = 1'-0"	PLAN #	PROJECT NO.
DATE	APRIL 21, 1974		
DESIGNED BY			PROJECT NO.

1584282 pg. #7

PLAN #7



CONSTITUENT		
NO.	DATE	REMARKS
		ANALYSIS OF MATERIAL

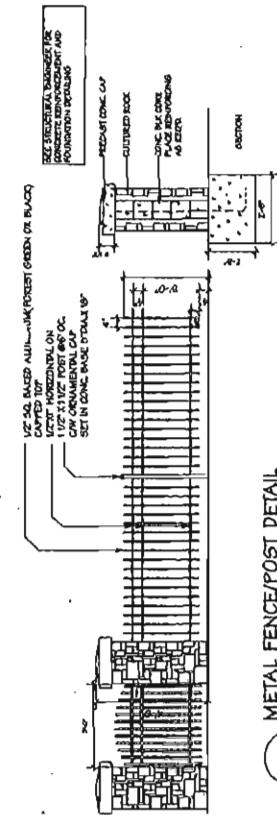
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STANLEY STEINBERG, PRESIDENT, AMERICAN OVERSIGHT

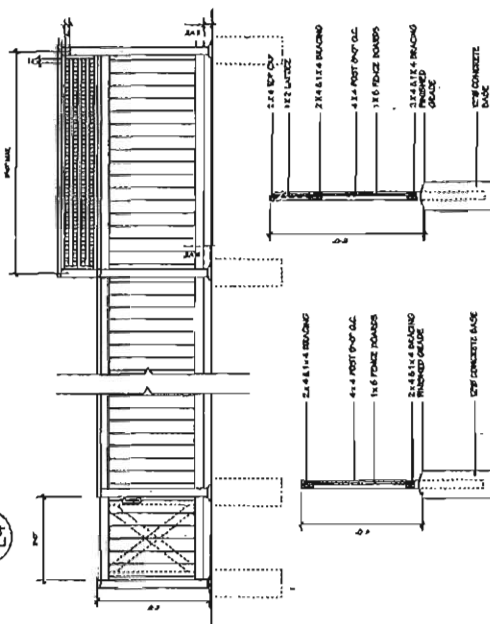
Yamamoto
Architecture Inc.

1. DATE
 2. TIME
 3. LOCATION
 4. WIND DIRECTION
 5. WIND SPEED
 6. WAVE HEIGHT
 7. WAVE PERIOD
 8. WAVE DIRECTION
 9. WAVE TYPE
 10. WAVE COLOR
 11. WAVE TEMPERATURE
 12. WAVE DENSITY
 13. WAVE VISCOSITY
 14. WAVE REFRACTIVE INDEX
 15. WAVE ABSORPTION COEFFICIENT
 16. WAVE TRANSMISSION COEFFICIENT
 17. WAVE REFLECTION COEFFICIENT
 18. WAVE SCATTERING COEFFICIENT
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 100. WAVE REFRACTION COEFFICIENT

DATE	10/10/2014	PROJECT NO.	1008
CALCULATED BY	IV		
PLAN #8			

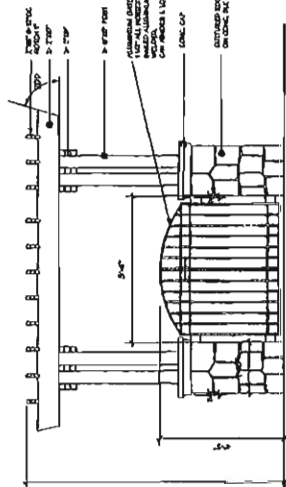


1 METAL FENCE/POST DETAIL
SCALE: 1/2\"/>

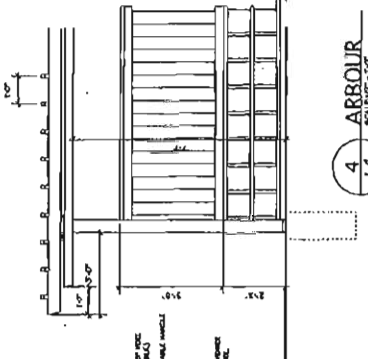


2 4'HT/6'HT WOOD FENCE
SCALE: 1/2\"/>

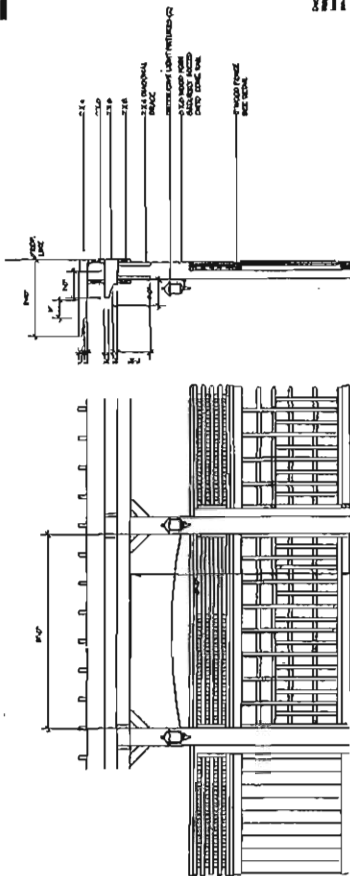
NOTE:
ALL WOOD SHALL BE PRESSURE TREATED PER S4.5.
ALL WOOD SHALL BE STAINED WITH 2 COATS SOLID STAIN COLOR TO BE COORDINATED WITH THE BUILDING AND APPROVED BY THE ARCHITECT PRIOR TO APPLICATION.
ALL NAILS AND STAPLE METAL COMPONENTS SHALL BE GALVANIZED.
ALL SPICES SHALL BE PROVIDED WITH METAL UPHOLSTERY BUSHES.



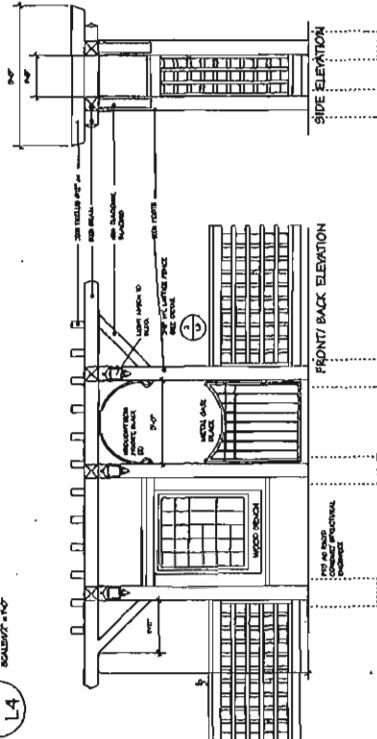
3 ALUMINUM PEDESTRIAN ENTRY
SCALE: 1/2\"/>



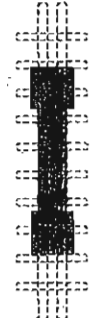
4 ARBOUR
SCALE: 1/2\"/>



5 ROAD END TRELLIS
SCALE: 1/2\"/>



6 ARBOUR AT AMENITY
SCALE: 1/2\"/>



7 SIGN
SCALE: 1/2\"/>

Due L2011:
100 E 4th Ave
Richmond, BC V6Y 1A2
Tel: 604.278.1111
Fax: 604.278.1112
Email: info@ito.ca
Website: www.ito.ca



ITO ASSOCIATES
Landscape Architects
100 E 4th Ave
Richmond, BC V6Y 1A2
Tel: 604.278.1111
Fax: 604.278.1112
Email: info@ito.ca
Website: www.ito.ca

PERDANEO 4 RD.
RICHMOND B.C.

FOR AMFPI
DEVELOPMENTS

DETAIL

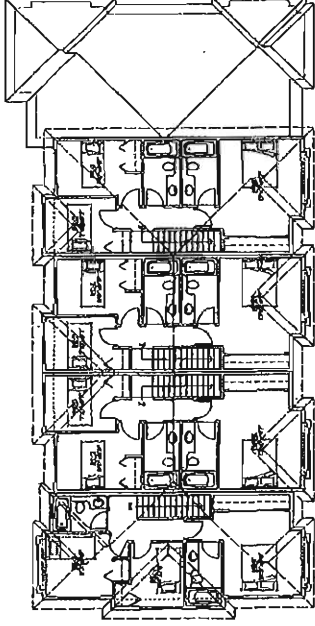
11584282
Pg. 12

Project	11584282
Client	AMFPI
Location	Perdaneo 4 Rd.
Drawn By	JANE ROBERTS
Check	11.11.12
Date	11.11.12

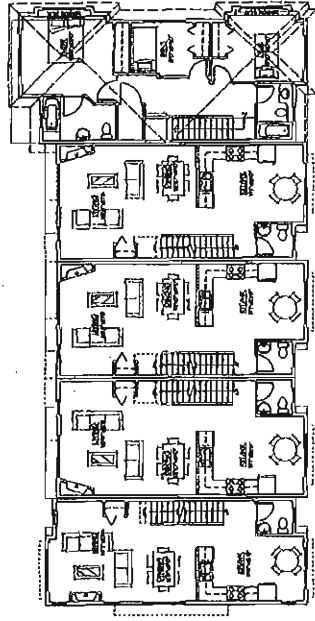
3d

AGING IN PLACE FEATURES
(TO BE PROVIDED IN ALL UNITS):

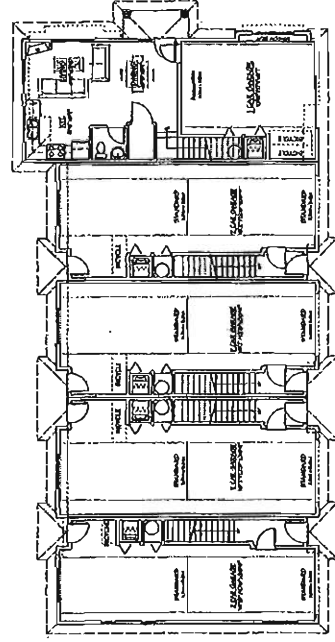
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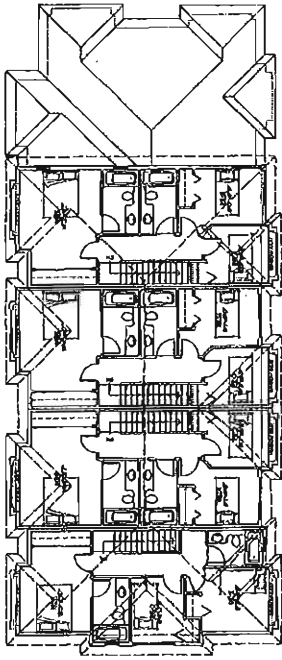
UPPER FLOOR PLAN
SCALE: 1/8" = 1'-0"



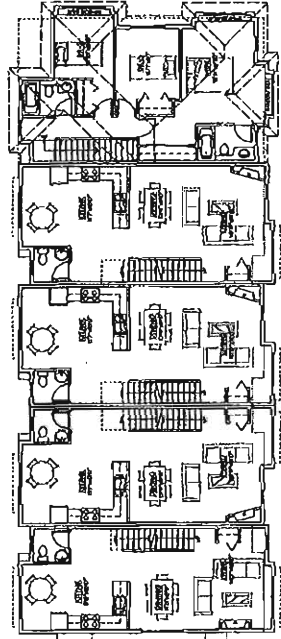
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



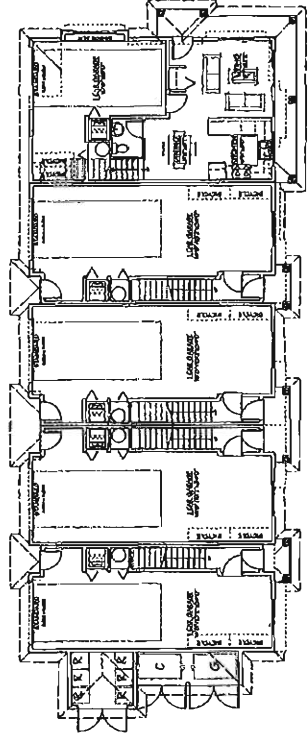
GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"



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



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



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

PROJECT	24 UNIT TOWNHOUSE DEVELOPMENT
OWNER	24 UNIT TOWNHOUSE DEVELOPMENT
ARCHITECT	Yamamoto Architecture Inc.
DATE	11/15/2011
BY	JAM
CHECKED	JAM
DATE	11/15/2011

24 UNIT TOWNHOUSE DEVELOPMENT

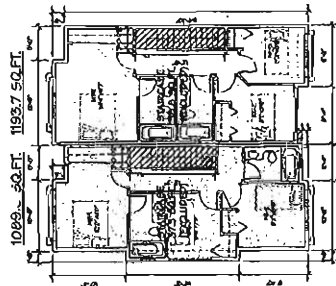
Yamamoto Architecture Inc.

Yamamoto Architecture Inc.

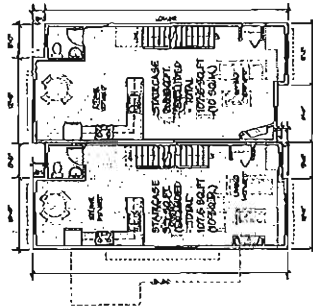
FLOOR PLANS

11584282
REF. PG. #1/1

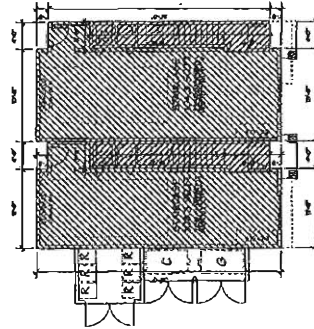
PLAN #9



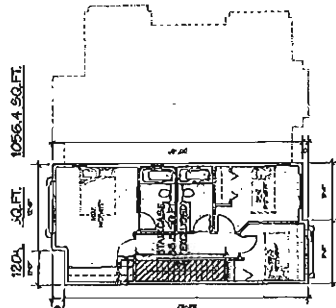
GROSS 577.2 SQ. FT. GROSS 477.0 SQ. FT.
NET 576.8 SQ. FT. NET 476.6 SQ. FT.



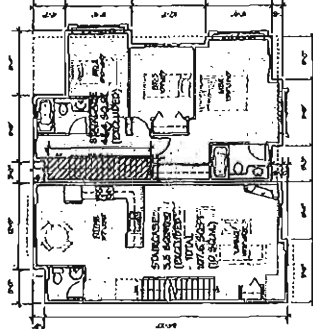
GROSS 577.2 SQ. FT. GROSS 477.0 SQ. FT.
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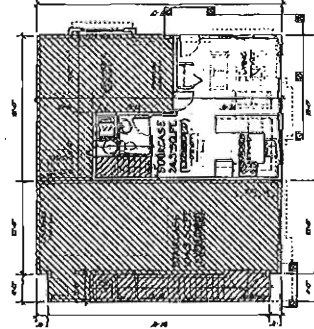
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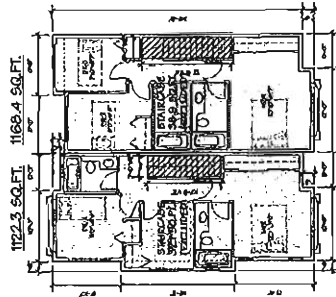
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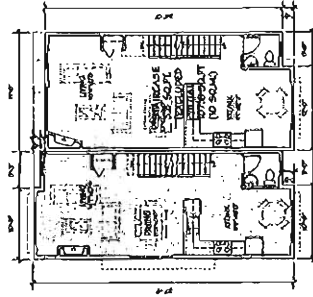
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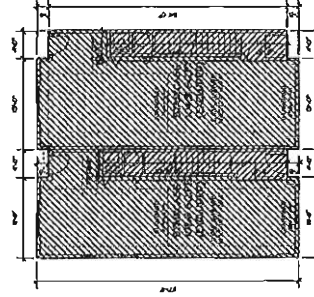
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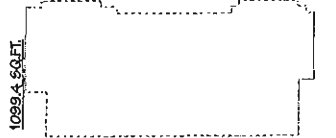
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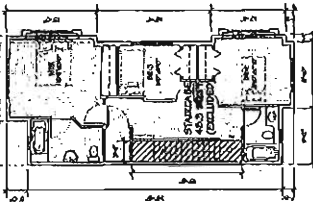
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NET 576.8 SQ. FT. NET 476.6 SQ. FT.



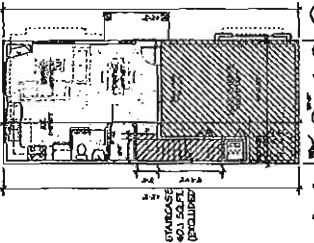
GROSS 577.2 SQ. FT. GROSS 477.0 SQ. FT.
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GROSS 577.2 SQ. FT. GROSS 477.0 SQ. FT.
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DP 11584282 REF Pg 42

NO. 1	DATE	DESCRIPTION
1	10/1/2011	PRELIMINARY
2	10/1/2011	REVISION
3	10/1/2011	REVISION
4	10/1/2011	REVISION
5	10/1/2011	REVISION
6	10/1/2011	REVISION
7	10/1/2011	REVISION
8	10/1/2011	REVISION
9	10/1/2011	REVISION
10	10/1/2011	REVISION

PROJECT: 24 UNIT TOWNHOUSE DEVELOPMENT

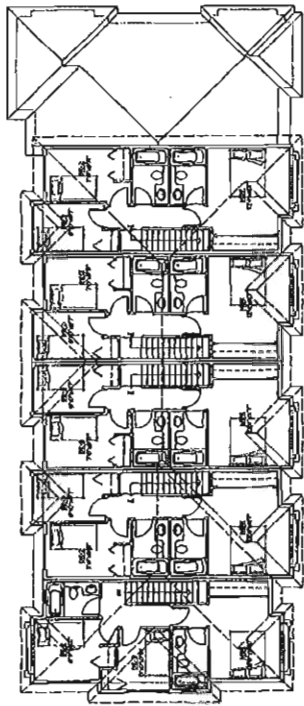
24 UNIT TOWNHOUSE DEVELOPMENT

Yamamoto Architecture Inc.

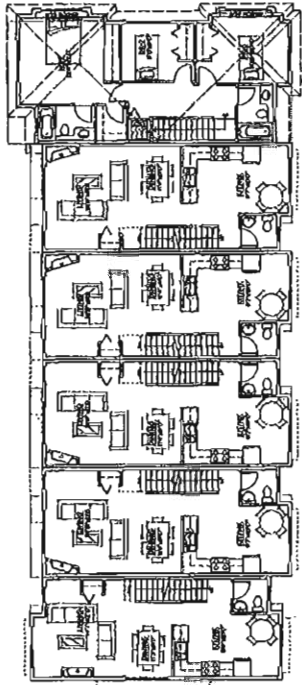
24 UNIT TOWNHOUSE DEVELOPMENT

PLAN #9a

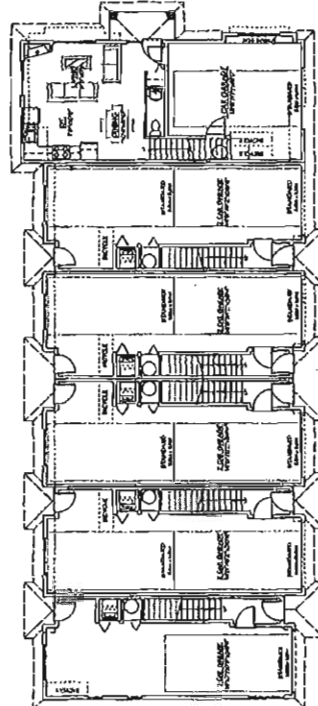
AGING IN PLACE FEATURES
(TO BE PROVIDED IN ALL UNITS):
- 100% ACCESSIBLE BATHROOMS
- 100% ACCESSIBLE KITCHENS
- 100% ACCESSIBLE LIVING AREAS
- 100% ACCESSIBLE STAIRS
- 100% ACCESSIBLE ENTRYWAYS
- 100% ACCESSIBLE HALLWAYS
- 100% ACCESSIBLE LOBBY
- 100% ACCESSIBLE RECEPTION AREA
- 100% ACCESSIBLE STORAGE AREAS
- 100% ACCESSIBLE TOWERS



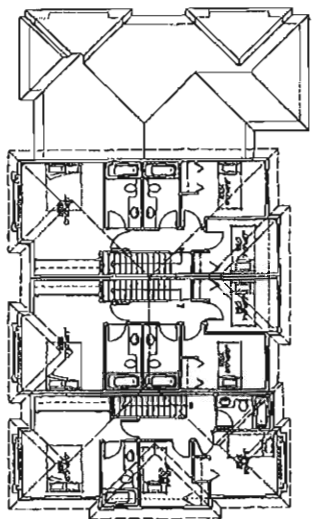
UPPER FLOOR PLAN
SCALE: 1/8" = 1'-0"



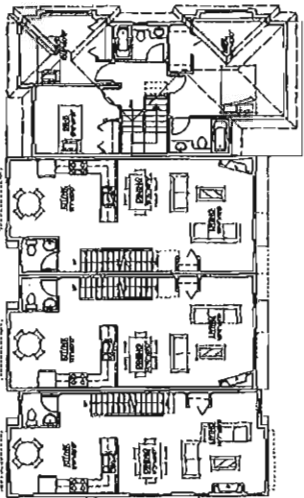
SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



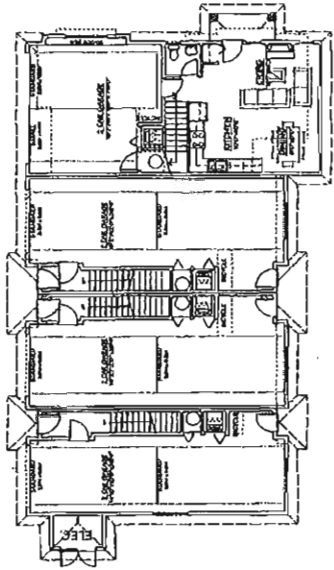
GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"



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



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



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

DATE	DESCRIPTION	BY	CHKD
10/1/01	CONCEPT DESIGN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM

24 UNIT TOWNHOUSE
DEVELOPMENT

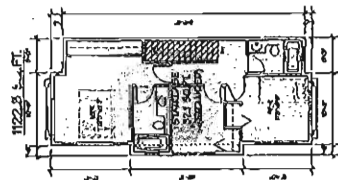
24 UNIT TOWNHOUSE
DEVELOPMENT

Yamamoto
Architecture Inc.

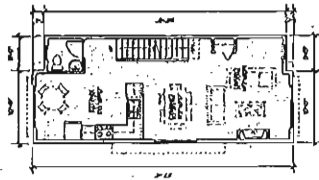
FLOOR PLANS

DATE	DESCRIPTION	BY	CHKD
10/1/01	CONCEPT DESIGN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
10/1/01	PRELIMINARY PLAN	JAM	JAM
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10/1/01	PRELIMINARY PLAN	JAM	JAM
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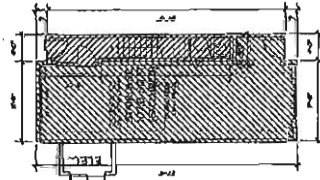
PLAN #10
REF. PG. 43



1122.3 SQ. FT.
GROSS 1122.3 SQ. FT.
NET 1122.3 SQ. FT.



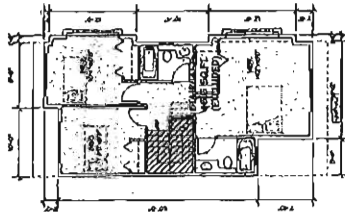
1122.3 SQ. FT.
GROSS 1122.3 SQ. FT.
NET 1122.3 SQ. FT.



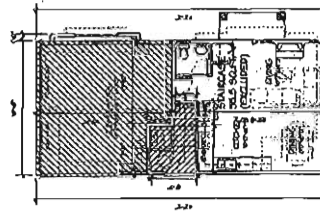
1122.3 SQ. FT.
GROSS 1122.3 SQ. FT.
NET 1122.3 SQ. FT.



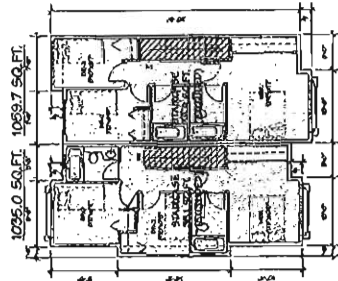
1092.7 SQ. FT.
GROSS 1092.7 SQ. FT.
NET 1092.7 SQ. FT.



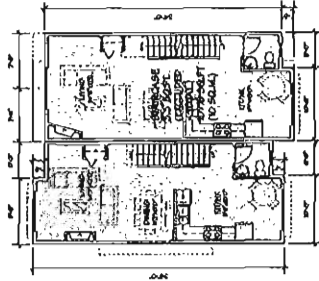
1092.7 SQ. FT.
GROSS 1092.7 SQ. FT.
NET 1092.7 SQ. FT.



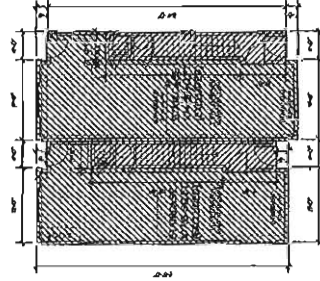
1092.7 SQ. FT.
GROSS 1092.7 SQ. FT.
NET 1092.7 SQ. FT.



1095.0 SQ. FT.
GROSS 1095.0 SQ. FT.
NET 1095.0 SQ. FT.



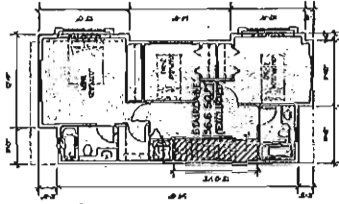
1095.0 SQ. FT.
GROSS 1095.0 SQ. FT.
NET 1095.0 SQ. FT.



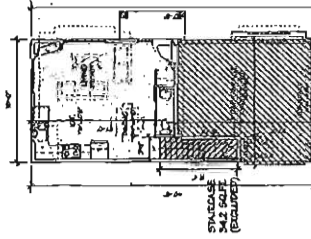
1095.0 SQ. FT.
GROSS 1095.0 SQ. FT.
NET 1095.0 SQ. FT.



1042.4 SQ. FT.
GROSS 1042.4 SQ. FT.
NET 1042.4 SQ. FT.



1042.4 SQ. FT.
GROSS 1042.4 SQ. FT.
NET 1042.4 SQ. FT.



1042.4 SQ. FT.
GROSS 1042.4 SQ. FT.
NET 1042.4 SQ. FT.

11584282 REF. #4

DATE	10/1/00
BY	YAMAMOTO
CHECKED	YAMAMOTO

24 HUNT TOWNHOUSE
DEVELOPMENT

24 HUNT TOWNHOUSE
DEVELOPMENT

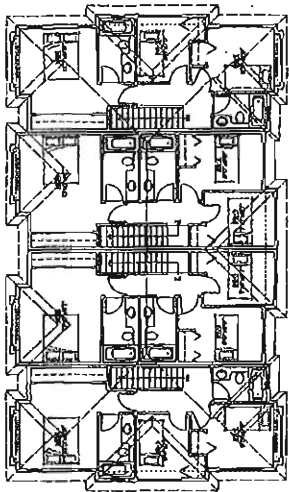
Yamamoto
Architecture Inc.

24 HUNT TOWNHOUSE
DEVELOPMENT

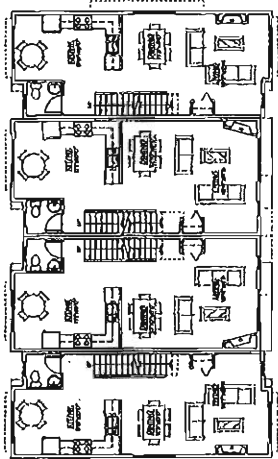
F.A.R. OVERLAY

DATE	10/1/00
BY	YAMAMOTO
CHECKED	YAMAMOTO

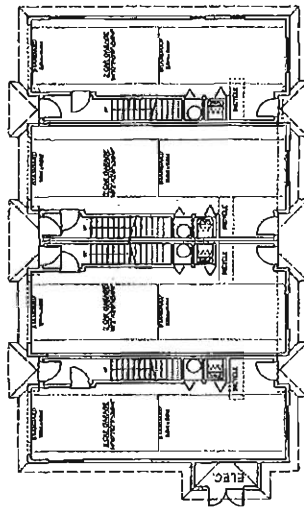
AGING IN PLACE FEATURES
 TO BE PROVIDED IN ALL UNITS(2):
 - WALKER/STAIRS IN BATHROOM BUILT TO MEASUREMENT
 - TURNING SPACES FOR WALKING AND ROOM MANEUVER



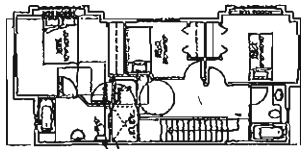
UPPER FLOOR PLAN
 SCALE: 1/8" = 1'-0"



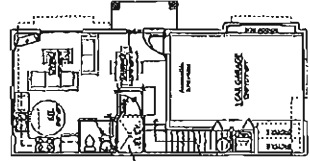
SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"



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



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



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

SEE NOTE 10 FOR
 DIMENSIONS OF
 THE UNIT ROOMS

SEE NOTE 10 FOR
 DIMENSIONS OF
 THE UNIT ROOMS

NO.	DATE	REVISIONS
1	10/1/00	ISSUED FOR B.L. APPLICATION
2	10/1/00	REVISIONS

24 UNIT TOWNHOUSE
 DEVELOPMENT

24 UNIT TOWNHOUSE
 DEVELOPMENT

Yamamoto
 Architecture Inc.

FLOOR PLANS

NO.	DATE	REVISIONS
1	10/1/00	ISSUED FOR B.L. APPLICATION
2	10/1/00	REVISIONS

DP 11584282
 REF. PG. #5

PLAN #11

