



City of Richmond
Planning and Development Department

Report to Development Permit Panel

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: February 3, 2012
File: DP 11-577719
Re: **Application by Westmark Developments (Woodwards Pointe) Ltd. for a
Development Permit at 9900 No. 2 Road and 6011, 6031, 6051 &
6071 Williams Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 23 townhouse units at 9900 No. 2 Road and 6011, 6031, 6051 & 6071 Williams Road on a site zoned Medium Density Townhouses (RTM3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum Williams Road setback from 6.0 m to 4.5 m;
 - b) Reduce the minimum Parsons Road setback from 6.0 m to 4.5 m for the ground floor of Building No. 2;
 - c) Reduce the minimum road setback to landscape structure from 2.0 m to 1.5 m for trellises located along the No. 2 Road and Parsons Road frontages at the dead ends of the internal drive aisle; and
 - d) Allow a total of 36 tandem parking spaces in 18 townhouse units.

Brian J. Jackson, MCIP
Director of Development

EL:blg
Att.

Staff Report

Origin

Westmark Developments (Woodwards Pointe) Ltd. has applied to the City of Richmond for permission to develop 23 townhouse units at 9900 No. 2 Road and 6011, 6031, 6051 & 6071 Williams Road. This site is being rezoned from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) for this project under Bylaw 8676 (RZ 09-489238).

The site is currently vacant. Road and infrastructure improvements were secured through the rezoning and will be constructed through the separate required Servicing Agreement (SA 10-529604). Works include, but are not limited to, upgrades to the existing storm and sanitary systems, and beautification works along No. 2 Road, Williams Road, and Parsons Road frontages.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north: Along the east side of No. 2 Road, a townhouse development on a lot zoned Low Density Townhouses (RTL1). Along the west side of Parsons Road, a duplex on a lot zoned Single Detached (RS1/E);
- To the east: Across Parsons Road, single-family dwellings on lots zoned Single Detached (RS1/C);
- To the south: Across Williams Road, single-family dwellings on lots zoned Single Detached (RS1/E) and Land Use Contract (LUC072); and
- To the west: Across No. 2 Road, single-family dwellings on lots zoned Single Detached (RS1/A) and a townhouse development on a lot zoned Medium Density Townhouses (RTM1).

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on March 21, 2011. At the Public Hearing, residents from the adjacent single-family neighbourhood expressed their concerns related to traffic and parking on Williams Road and Parsons Road. City staff were directed to investigate:

- (i) Moving the only access to a right in/right out Williams Road access and egress onto the subject site as part of the Development Permit;
- (ii) Tandem parking in future townhouse projects;
- (iii) On-street vehicle parking and speeding issues on Parsons Road; and
- (iv) Safety measures to be added by the City, and/or Westmark Developments (Woodwards Pointe) Ltd., at the intersection of No. 2 Road and Williams Road before the project is completed.

A Memorandum from the Director of Transportation and the Director of Development was forwarded to Mayor and Council on August 16, 2011 to report the investigation results on items (i), (iii) and (iv) (see **Attachment 2**). A Report dated September 6, 2011, from the Director of Transportation and the Director of Development, was forwarded to Planning Committee on September 20, 2011 to present the results of staff's analysis on item (ii). There was a subsequent referral to consult with stakeholders, including the Urban Development Institute (UDI), Greater Vancouver Home Builders Association (GVHBA), and other small townhouse builders not part of the UDI and GVHBA, on parking-related topics specific to multi-family residential development. Transportation Division staff is currently working on this referral.

Further to the concerns related to traffic and parking, residents in the adjacent single-family neighbourhood have also expressed the following concerns. The response to the concern is provided in *italics*.

1. Concern that the height of the new townhouses would be significantly taller than the existing single-family houses in the area (predominantly 2-storey) and would be out of place in this single-family neighbourhood.

The site plan has been significantly revised since Public Hearing. Site access has been shifted from Parsons Road to Williams Road. The interface to the single-family homes/duplexes and townhouses to the north has been improved with 2-storey adjacency and an increased setback for the eastern portion (single-family side yard interface), and 2-storey and 2½-storey interface on the western portion (multiple-family rear yard interface). The streetscape along Parsons Road has been modified to create a scale sympathetic to the duplex units to the north and the single-family homes across the street with two (2) end units.

2. Concern that the removal of existing trees on site would destroy the landscapes and scenery in the vicinity as well as the coordination to the existing environment.

The proposed site layout is driven by retention of mature trees within the centre of the site in the proposed outdoor amenity area and along both No. 2 Road and Williams Road frontage to maintain the existing scenery and streetscape greenery. Additional large replacement trees are proposed for inclusion.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Medium Density Townhouses (RTM3) zone except for the zoning variances noted below.

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

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

- 1) Reduce the minimum Williams Road setback from 6.0 m to 4.5 m.

(Staff supports the proposed variance, as the variance is mainly a result of a dedication of land for future road widening on Williams Road as well as preservation of mature trees within the centre of the site. The Tree Protection Zone for trees being preserved in the proposed outdoor amenity area dictates the location of the internal drive aisle, which set the position of the 3-storey units fronting Williams Road. The mature trees being preserved along Williams Road will mitigate the slight encroachment of the buildings into the required road setback.)

- 2) Reduce the minimum Parsons Road setback from 6.0 m to 4.5 m for the ground floor of Building No. 2.

(Staff supports the proposed variance, as the variance is mainly a result of preservation of mature trees within the centre of the site. The variance is required for a projection of the ground floor on only one (1) unit. As a means to create a sympathetic transition to the neighbouring single-family homes/duplexes, 2-storey duplex units (which requires a larger footprint in order to provide a liveable main level) are proposed along that portion of the north property line. These 2-storey buildings cannot be shifted west due to the Tree Protection Zone required for trees being preserved in the proposed outdoor amenity area. The proposed ground floor projection into the front yard is in alignment with the front porch projection allowed under RTM3 zone. This minor encroachment onto the required front yard has no impact on massing of the building and no reduction in the required area of landscaping within the front yard along Parsons Road.)

- 3) Reduce the minimum road setback to landscape structure from 2.0 m to 1.5 m for trellises located along the No. 2 Road and Parsons Road frontages at the dead ends of the internal drive aisle.

(Staff supports the proposed variance, as it is a minor variance to allow landscape structures that do not form part of the principal building to locate closer to the front property line. The location of BC Hydro kiosks prevents a 2 m road setback to the proposed trellises, which is a nice feature to enhance the streetscape and screen the kiosks.)

- 4) Allow a total of 36 tandem parking spaces in 18 townhouse units.

(Staff supports the proposed tandem parking arrangement on the basis that tandem parking reduces pavement area on site and facilitate a more flexible site layout. A restrictive covenant to prohibit the conversion of the garage area into habitable space will be required as a condition of the Development Permit.)

Advisory Design Panel Comments

The proposal was presented to the Advisory Design Panel (ADP) for review on September 21, 2011. Since quorum was not present, the Panel did not vote on the item; however, the consensus of the Panel was that the item should go forward in the usual manner. A copy of the relevant excerpt from the Advisory Design Panel is attached for reference (**Attachment 3**). 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 respect the massing, and achieve a good transition to the existing residential developments adjacent to the site.
- The 3-storey units proposed on-site are located along No. 2 Road and Williams Road. Units located adjacent to the existing duplex to the north are 2-storeys high and end units located adjacent to the neighbouring 2-storey detached townhouse units to the north have been stepped down to 2½ storeys and 2-storeys.
- The proposed building height and setback along the yard interface with the existing duplex lot to the north comply with the guidelines under the Arterial Road Redevelopment Policy on rear yard interface with single-family housing (4.5 m).
- New trees and hedges to be planted along the north property line will provide natural privacy screens between the proposed development and the existing adjacent residential developments.
- Only two (2) end units are proposed along the Parsons Road frontage and the units are designed to imitate the single-family streetscape character across the street.

Urban Design and Site Planning

- The proposed site layout includes 23 townhouses in seven (7) separate buildings with a mix of 2-storey to 3-storey building height.
- All units have two (2) vehicle parking spaces. Tandem parking spaces are proposed in 18 of the 23 units.
- A total of five (5) visitor parking spaces are provided throughout the site, including one (1) accessible parking space.
- Vehicular access is from Williams Road where access and egress are restricted to right in/right out turns only. A restrictive covenant to reflect this arrangement will be required as a condition of the Development Permit.
- Pedestrian accesses to the proposed development are provided on both No. 2 Road and Parsons Road.
- The outdoor amenity space is provided in a central consolidated location and is appropriate in providing open landscape and amenity convenient to all of the units.
- Centralized mailboxes are located in the outdoor amenity area, at the centre of the proposed development.
- Garbage and recycling enclosures are proposed at either side of the vehicle entry to the development and have been incorporated into the design as part of the adjacent buildings to minimize its visual impact.

Architectural Form and Character

- The building forms are well articulated. The pedestrian residential streetscape along the road frontages is enhanced by a mix of gable roofs and hip roofs as well as with the direct access provided from the street to the street facing units.
- A pedestrian scale is achieved along the internal drive aisle with the inclusion of varying building height, projections, recesses, varying material combinations, a range of colour finishes, and well defined individual unit entries.
- The impact of blank garage doors along the internal drive aisle has been mitigated with panel patterned doors, transom windows, secondary unit entrances, and planting islands.
- The proposed building materials (asphalt roof shingles, shingle cement fibre board, wood grain vinyl siding, painted board & batten, decorative wood bracket, etc.) are generally consistent with the Official Community Plan (OCP) Guidelines. Visual interest is achieved by the use of contrasting colours on sidings and trims.
- One (1) convertible unit has been incorporated into the design. Alternate floor plan demonstrating simple conversion potential to accommodate a person in a wheelchair is provided (see alternative floor plans for Unit Aa2 where a vertical lift may be installed).
- Accessibility features that allow for aging in place have been incorporated into this development (i.e., blocking in all bathrooms for grab-bars, level handle for all doors, and lever faucet in all bathrooms and powder rooms).

Tree Preservation

- 22 of the 29 bylaw-sized trees noted on-site were identified for removal at rezoning stage due to general poor condition and conflict with the proposed development.
- A recent site visit to re-assess the protected trees' structural stability and long-term retention feasibility concluded that a Douglas Fir tree (70 cm calliper) located within the proposed amenity area has developed twin leaders as a result of previous topping. These co-dominant leaders are each minimum 0.3 m in diameter with a height of approximately 10 m. As these leaders continue to add biomass (i.e. grow), they will become weaker at the attachment point with a high propensity for branch failure (targets would be the adjacent buildings, vehicles, residents). As a result, the tree's long-term retention value is low.
- In light of the above, the City's Tree Preservation Coordinator confirmed that a more beneficial long-term solution would be seeking of two (2) large specimen replacement trees to compensate for the loss of this tree. The applicant proposes to plant two (2) Oak trees at 14 cm calliper (along Parsons Road frontage).
- As noted at the rezoning stage, the developer proposes to protect 11 trees located within the boulevard along No. 2 Road and Williams Road as well as one (1) tree located on the adjacent property to the north (9931 Parsons Road). A contract with a certified arborist to oversee site preparation activities on-site and supervise any constructions and hard surface paving within the protection zone is required.
- A total of 46 replacement trees are required. The applicant is proposing to plant 44 replacement trees on-site and provide cash-in-lieu in the amount of \$1,000 for off-site planting of the balance of the replacement trees (2 trees) prior to issuance of the Development Permit.

Landscape Design and Open Space Design

- 12 conifer and 32 deciduous trees are proposed on-site; hedges, an assortment of shrubs and ground covers, and perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- Retention of existing mature trees along with a substantial planting buffer along all street frontages creates a lush green streetscape along the public road.
- A low line of wood picket fence along the front yards defines private outdoor space from the public realm and enhances both the privacy of residences and the pedestrian experience.
- Fence along the street frontage is setback from the property line to allow for a landscaped area between the fence and the edge of the public sidewalk.
- Children's play equipment, which offers multiple activities for several children at the same time, is provided and nestled amongst the large retained trees.
- A wheelchair ramp is provided to allow access to all area of the outdoor amenity space.
- Benches are proposed adjacent to the children's play area to create an opportunity for passive surveillance of the outdoor amenity area.
- Indoor amenity space is not proposed on-site. The applicant proposes to provide a cash-in-lieu contribution. Due to the change in unit yield under the current proposal, the cash-in-lieu secured at rezoning stage should be revised from \$29,000 to \$27,000.

Crime Prevention Through Environmental Design

- The site plan and individual unit design create opportunity for passive surveillance of both of the street frontage, outdoor amenity space, and internal drive aisle.
- Porch wall mounted light fixtures on unit along streets will contribute to safer pedestrian environment.
- Individual unit entrances are visible from either the public street or the internal drive aisle.
- Hierarchy of public to private spaces is reinforced with planting and fences.
- Clear sight lines are achieved through the site for walkways and drive aisle configuration.

Sustainability

- The project will incorporate energy efficient appliances, low flow fixtures, low-E glazing, and drought tolerant planting.
- Permeable pavers are introduced within the internal driveway as accent areas at intersections as well as visitor parking stalls to enhanced site permeability.

Conclusions

The applicant has satisfactorily addressed staff'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. Therefore, staff recommend support of this Development Permit application.



Edwin Lee
Planning Technician -- Design
(604-276-4121)

EL:blg

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

- Registration of a covenant prohibiting the conversion of parking area into habitable space.
- Registration of a covenant to ensure vehicular access to the site is from Williams Road where access and egress are restricted to right in/right out turns only; no vehicular access is permitted to/from No. 2 Road or Parsons Road.
- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- City acceptance of the developer's offer to voluntarily contribute \$1,000 to the City's Tree Compensation Fund for the planting of two (2) replacement trees within the City.
- Submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$27,000.
- Receipt of a Letter-of-Credit for landscaping in the amount of \$78,500 (based on total floor area of 39,250 ft²).

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

- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the rezoning and/or Development Permit processes.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.



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 11-577719

Attachment 1

Address: 9900 No. 2 Road and 6011, 6031, 6051 & 6071 Williams Road

Applicant: Westmark Developments (Woodwards Pointe) Ltd. Owner: Westmark Developments (Woodwards Pointe) Ltd.

Planning Area(s): Blundell

Floor Area Gross: 3,646 m² (39,250 ft²) Floor Area Net: 2,569 m² (27,654 ft²)

	Existing	Proposed
Site Area:	4,144 m ² (44,607 ft ²)	3,855 m ² (41,495 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Zoning:	Single Detached (RS1/E)	Medium Density Townhouses (RTM3)
Number of Units:	5	23

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.7	0.67	none permitted
Lot Coverage – Building:	Max. 40%	39.9%	none
Lot Coverage – Non-porous Surfaces	Max. 65%	55.1%	none
Lot Coverage – Landscaping:	Min. 25%	28.4%	none
Setback – Front Yard – No. 2 Road (m):	Min. 6 m	6.0 m	none
Setback – Front Yard – Williams Road (m):	Min. 6 m	4.5 m	variance requested
Setback – Front Yard – Parsons Road (m):	Min. 6 m	Building 1: 6.0 m Building 2: 4.5 m (ground floor only)	variance requested
Setback – Side Yard (North) (m):	Min. 3 m	3.0 m Min.	none
Height (m):	12.0 m (3 storeys)	11.52 m	none
Lot Size (min. dimensions):	Min. 50 m wide (major arterial) x 35 m deep	Min. 50 m wide on No. 2 Road x min. 90 m wide on Williams Road	none
Off-street Parking Spaces – Regular:	Min. 2 x 23 units = 46 stalls	46	none
Off-street Parking Spaces – Visitor:	Min. 0.2 x 23 units = 5 stalls	5	none
Off-street Parking Spaces – Total:	51	51	none

Tandem Parking Spaces:	not permitted	36	variance requested
Small Car Parking Spaces:	Max. 50% x 51 = 26 stalls	5	none
Off-street Parking Spaces - Accessible	2	1 stall within convertible unit + 1 visitor parking	none
Bicycle Parking Spaces – Class 1:	Min. 1.25 x 23 units = 29 stalls	40	none
Bicycle Parking Spaces – Class 2:	Min. 0.2 x 23 units = 5 stalls	5	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$27,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 23 units = 138 m ²	188.5 m ²	none



City of Richmond

Memorandum

Planning and Development Department
Transportation

To: Mayor and Councillors
From: Victor Wei, P. Eng.
Director, Transportation
Brian Jackson
Director, Development
Date: August 16, 2011
File: 08-4105-20-AMANDA
#/2011-Vol 01
Re: INVESTIGATION OF TRAFFIC SAFETY CONCERNS IDENTIFIED FOR RZ 09-489238

At the March 21, 2011 Council meeting for Public Hearings regarding an application by Westmark Developments (Woodwards Pointe) Ltd. to the City of Richmond for permission to rezone 9900 No. 2 Road, 6011, 6031, 6051, and 6071 Williams Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) in order to permit the development of 24 townhouse units on the site, City staff were directed to investigate:

- (i) moving the only access to a right in/right out Williams Road access and egress onto the subject site as part of the development permit;
- (ii) tandem parking in future townhouse projects;
- (iii) on-street vehicle parking and speeding issues on Parsons Road; and
- (iv) safety measures to be added by the City, and/or Westmark Developments (Woodwards Pointe) Ltd., at the intersection of No. 2 Road and Williams Road before the project is completed.

This memorandum responds to items (i, iii and iv) of the referral as item (ii) will be addressed in a separate report that is currently scheduled to be presented at the September 20, 2011 meeting of the Planning Committee.

1. Access to Subject Site

The applicant has agreed to move the proposed development's access from Parsons Road to Williams Road and to restrict access and egress to right in/right out turns only. This revision will be reflected and form part of the requirements of the development permit and servicing agreement. Staff will work with the applicant to ensure that the access is suitably designed and located.

2. On-Street Parking and Traffic Safety on Parsons Road

Parsons Road is currently an 8.8 metre wide local road with curb and gutter on both sides, a sidewalk on the east side only and on-street vehicle parking permitted on both sides of the roadway. As part of the proposed development, the roadway would be widened on the west side (along the frontage of the development site) to 11.2 metres and a sidewalk and treed boulevard established on the west side to be consistent with the City's standard for local streets fronting multi-family dwellings. On-street parking would be retained on both sides of the roadway.

The widened road width will further improve safe passage of vehicles in both directions with parking on both sides.

Over the past five years, Community Bylaws has issued a total of six parking violations each on Parsons Road and Williams Road in the vicinity of Parsons Road. Of the six parking violations on Parsons Road, five were issued as a result of residents' complaints regarding vehicles parked for longer than three or 48 hours.¹ The remaining ticket issued on Parsons Road was for an uninsured vehicle. All six tickets issued on Williams Road were for vehicles parked on the sidewalk and were likely related to construction activities.

Transportation staff also undertook a traffic study on Parsons Road in July-August 2011 to establish current vehicle volumes and speeds. The results indicate that the average daily traffic volume is 629 vehicles, which is less than the typical daily volume of 1,000 vehicles for a local road. The 85th percentile vehicle speed was 46 km/h, which is less than the posted speed limit of 50 km/h. Based on these results, no traffic calming measures are recommended at this time, but staff will continue to monitor the area and implement mitigation measures as deemed necessary.

3. Proposed Safety Measures for No. 2 Road and Williams Road Intersection

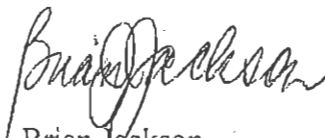
Williams Road and No. 2 Road is a fully signalized intersection that currently has left-turn bays, one through-right turn lane and bike lanes on Williams Road (east and west legs) and two through lanes (which operate as through-left and through-right) on No. 2 Road (north and south legs). All four legs of the intersection have advance left-turn arrows.

In addition to the streetscape upgrades for Parsons Road, the developer will contribute \$12,000 towards the installation of accessible pedestrian signal features for the traffic signal at this intersection, which will enhance pedestrian safety particularly for people with vision loss. These features are anticipated to be installed in 2012. No further road safety measures are required at this time.

Please contact either of the undersigned if you have any questions or would like further information on this matter.



Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)



Brian Jackson
Director, Development
(604-276-4138)

pc: TAG
JC:lce

¹ Per Section 12.4(l) of the City's *Traffic Bylaw*, an individual cannot park a vehicle between the hours of 8:00 am and 6:00 pm on any roadway abutting a premises used for residential or commercial purposes for more than three hours unless those premises are the property or residence of the person or his employer. Per Section 12.4 (d) of the City's *Traffic Bylaw*, an individual cannot park a vehicle at any one place on any street for a period longer than 48 consecutive hours.

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, September 21, 2011 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Comments from the Panel were as follows (applicant's responses in *bold italics*):

1. General design is good; fits well with the context and scale of the neighbourhood; appreciate that the existing mature trees are to be retained; massing and roof character also fit well with the neighbourhood.

OK

2. Consider varying the colours and textures on the façade to enhance its visual appeal.

Two colour schemes are incorporated to provide variety on the facades. Materials are consistent to maintain a sense of unity and identity throughout the development.

3. Like the treatment of the end units of buildings at the back of the development; lower height of end units reduces the scale of the buildings.

OK

4. Reduction of road setback along Williams Road from 6.0 meters to 4.5 meters is not a concern; green space is still adequate; appreciate the retention of mature trees particularly at the corner of Williams Road and No. 2 Road.

OK

5. Concern on Building No. 6 which is at the corner of No. 2 and Williams Road; west elevation of the building is treated like a side façade; consider further treatment as it is facing a major street; design development to enhance corner building expression toward the street.

Porch element on corner increased to create more depth and frontage character for building 6 No.2 Road frontage. Note that the appearance of this corner will be defined by the existing, mature trees.

6. A good and handsome project; fits well with the neighbourhood; retention of existing trees is commendable; concern on how to deal with retaining wall and grade changes to ensure long-term survivability of trees.

OK

7. Appreciate that townhouse units have individual entrances facing the street.

OK

8. Consider treating the entire drive aisle with permeable pavers; will create a sense of warmth and community; could be used by children and teen-agers for outdoor sports activities; encourage the use of the drive aisle as a social gathering place.

Pavers remain as accent elements and a linear walkway to differentiate a pedestrian pathway within the drive aisle

9. Entrance to the development needs further treatment to identify entry to the complex and provide a sense of identity; consider incorporating signage and more details to fences and trellises to provide identity to the project.

The project sign, and fences are subtle to emphasize the streetscape of existing tall coniferous and deciduous trees, all of which will provide a sense of entry and contribute to the project identity.

10. One of the stronger projects presented by the applicant.

OK

11. Agree with comments regarding paving; consider treating the entire drive aisle with permeable pavers; at the minimum, suggest that the applicant introduce permeable pavers adjacent to the amenity area or (forming a square(s)) at the intersection of the north-south and east-west drive aisles; and like the stepping down of the end units of the buildings at the north side to 2 and 2 1/2 storeys.

Pavers remain as accent elements and a linear walkway is added in coloured concrete to differentiate a pedestrian pathway within the drive aisle.



No. DP 11-577719

To the Holder: WESTMARK DEVELOPMENTS
(WOODWARDS POINTE) LTD.

Property Address: 9900 NO. 2 ROAD AND 6011, 6031, 6051
AND 6071 WILLIAMS ROAD

Address: C/O TAIZO YAMAMOTO
YAMAMOTO ARCHITECTURE INC.
2386 OAK STREET
VANCOUVER, BC V6H 4J1

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 minimum Williams Road setback from 6.0 m to 4.5 m;
 - b) Reduce the minimum Parsons Road setback from 6.0 m to 4.5 m for the ground floor of Building No. 2;
 - c) Reduce the minimum road setback to landscape structure from 2.0 m to 1.5 m for trellises located along the No. 2 Road and Parsons Road frontages at the dead ends of the internal drive aisle; and
 - d) Allow a total of 36 tandem parking spaces in 18 townhouse units.
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 #4 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 \$78,500.00 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

No. DP 11-577719

To the Holder: WESTMARK DEVELOPMENTS
(WOODWARDS POINTE) LTD.

Property Address: 9900 NO. 2 ROAD AND 6011, 6031, 6051 &
6071 WILLIAMS ROAD

Address: C/O TAIZO YAMAMOTO
YAMAMOTO ARCHITECTURE INC.
2386 OAK STREET
VANCOUVER, BC V6H 4J1

- 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 _____, _____

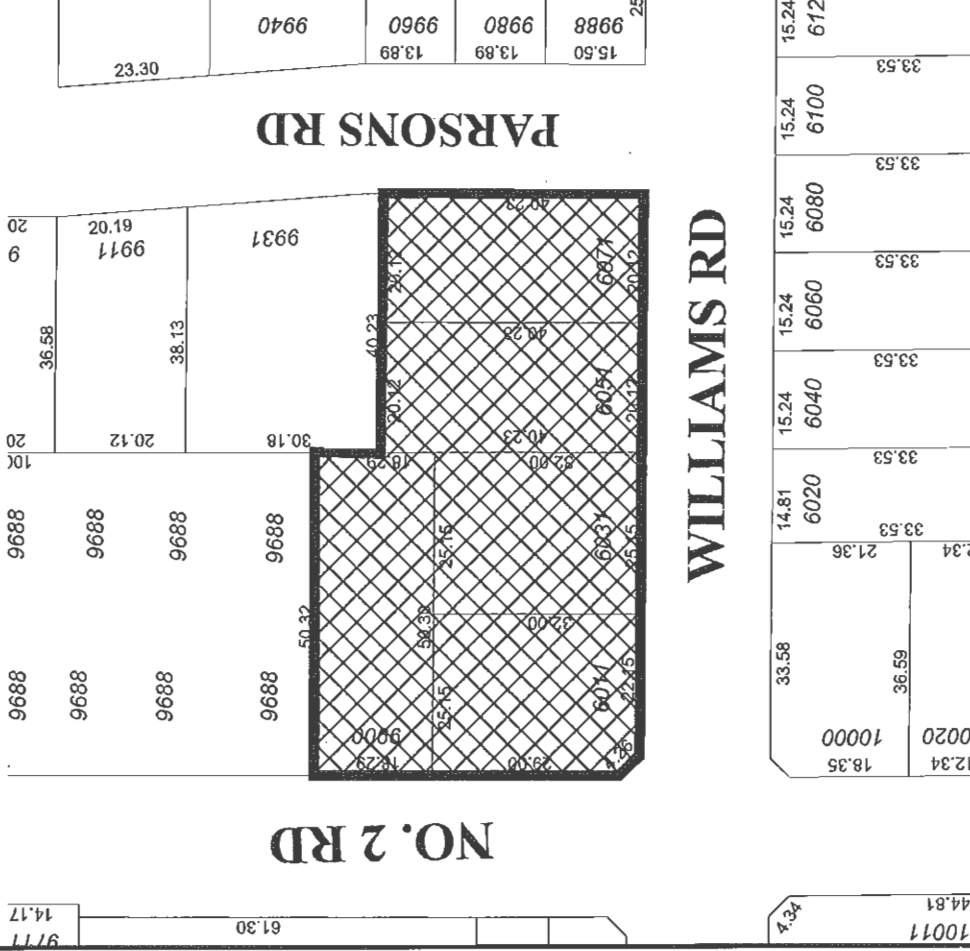
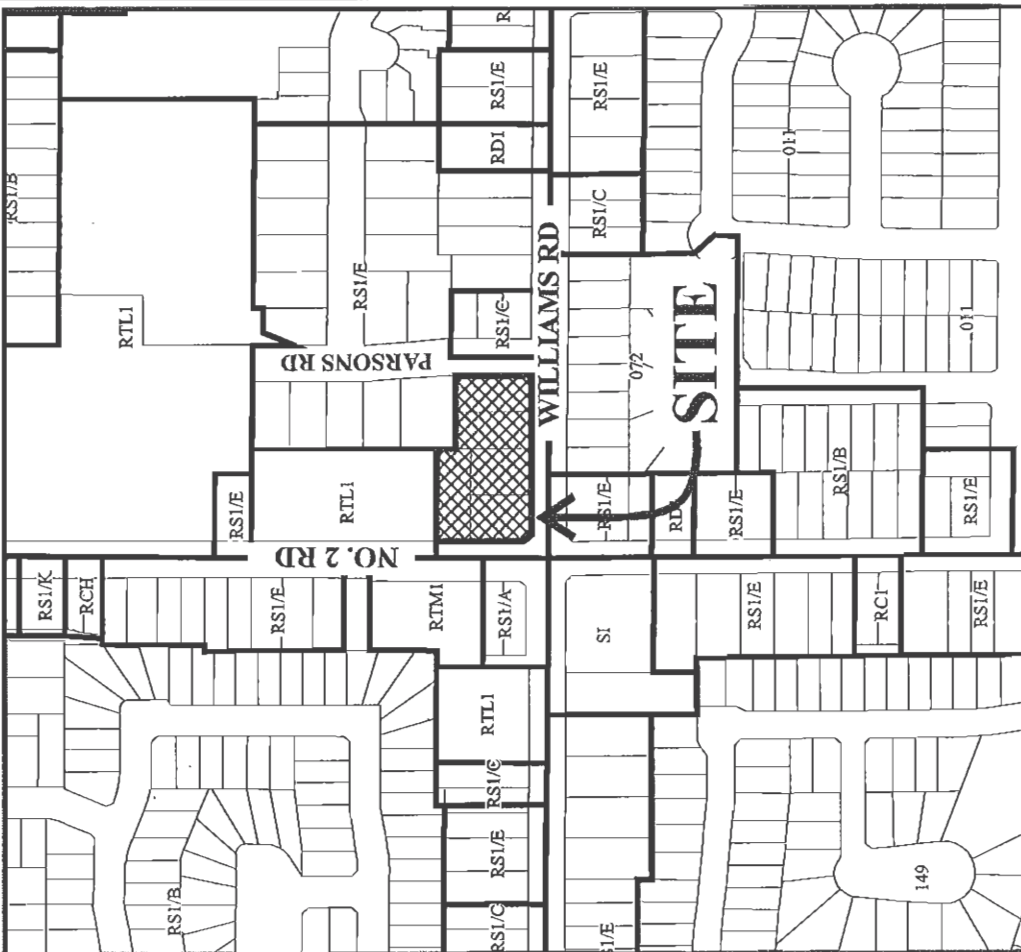
ISSUED BY THE COUNCIL THE

DELIVERED THIS _____ DAY OF _____, _____

MAYOR



City of Richmond

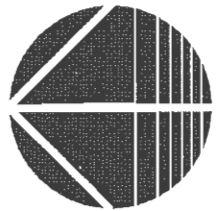


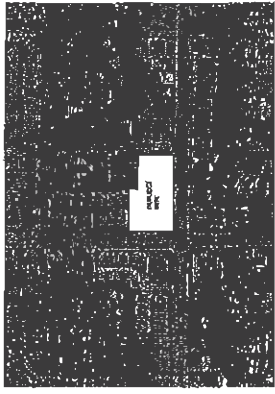
DP 11-577719 SCHEDULE "A"

Original Date: 05/17/11

Revision Date:

Note: Dimensions are in METRES





CONTEXT PLAN
SCALE: N.T.S.

VARIANCES REQUESTED:
 1) VARIANCE OF 15' FROM THE SIDE SETBACK OF ONE LINE STREET
 2) VARIANCE OF 15' FROM THE SIDE SETBACK OF THE OTHER LINE STREET
 3) 15' SETBACK FROM RADIUS PARKING



ADDITIONAL NOTES:
 ONE COMPARTMENT UNIT REQUIRED - UNIT TO BE PROVIDED IN
 2 CAR TRIPWAYS (SEE NOTES) - UNIT TO BE PROVIDED IN
 2 CAR TRIPWAYS (SEE NOTES) - UNIT TO BE PROVIDED IN
 2 CAR TRIPWAYS (SEE NOTES) - UNIT TO BE PROVIDED IN

PRIVATE OPEN SPACE AREA:
 REQUIRED: 30.0 SQ.M. (32.0 UNITS) - 30.0 SQ.M. (32.0 UNITS)
 PROVIDED: 30.0 SQ.M. (32.0 UNITS)

PARKING:
 REQUIRED: 2 SPACES x 20 UNITS = 40 SPACES (RESIDENTS)
 2 CAR TRIPWAYS (SEE NOTES) x 10 UNITS = 20 SPACES (RESIDENTS)
 2 CAR TRIPWAYS (SEE NOTES) x 10 UNITS = 20 SPACES (RESIDENTS)
 TOTAL: 80 SPACES

AMENITY AREA:
 REQUIRED: 100.0 SQ.M. (100.0 UNITS)
 PROVIDED: 100.0 SQ.M. (100.0 UNITS)

STATISTICS:
 ONE ADDRESS: 8000 NO. 2 ROAD & 8001, 8002, 8003, 8004 WILLIAMS ROAD
 LEGAL IDENTIFICATION: 1715
 ZONING: 1715
 NET AREA (SQ.M.): 3,000 SQ.M. (4,000 SQ.FT.)
 NET AREA (SQ.FT.): 4,000 SQ.FT. (1,100 SQ.M.)
 MAX. LOT COVERAGE: 44.4% (4,000 SQ.FT. / 9,000 SQ.FT. (844.5 SQ.M.))

PROPOSED FLOOR AREAS:
 FLOOR 1: 1,000 SQ.M. (10,764 SQ.FT.)
 FLOOR 2: 1,000 SQ.M. (10,764 SQ.FT.)
 FLOOR 3: 1,000 SQ.M. (10,764 SQ.FT.)
 TOTAL: 3,000 SQ.M. (32,300 SQ.FT.)

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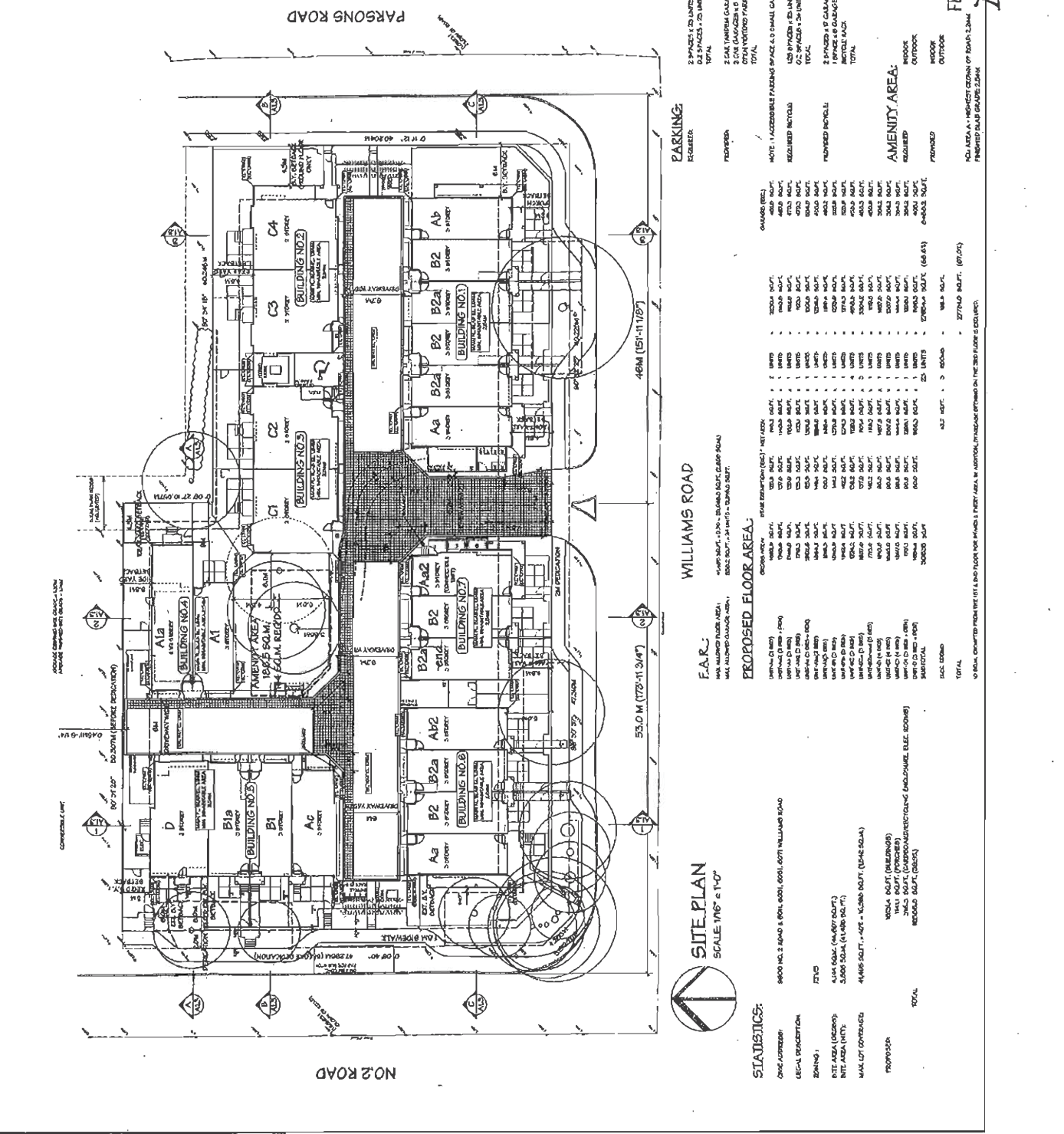
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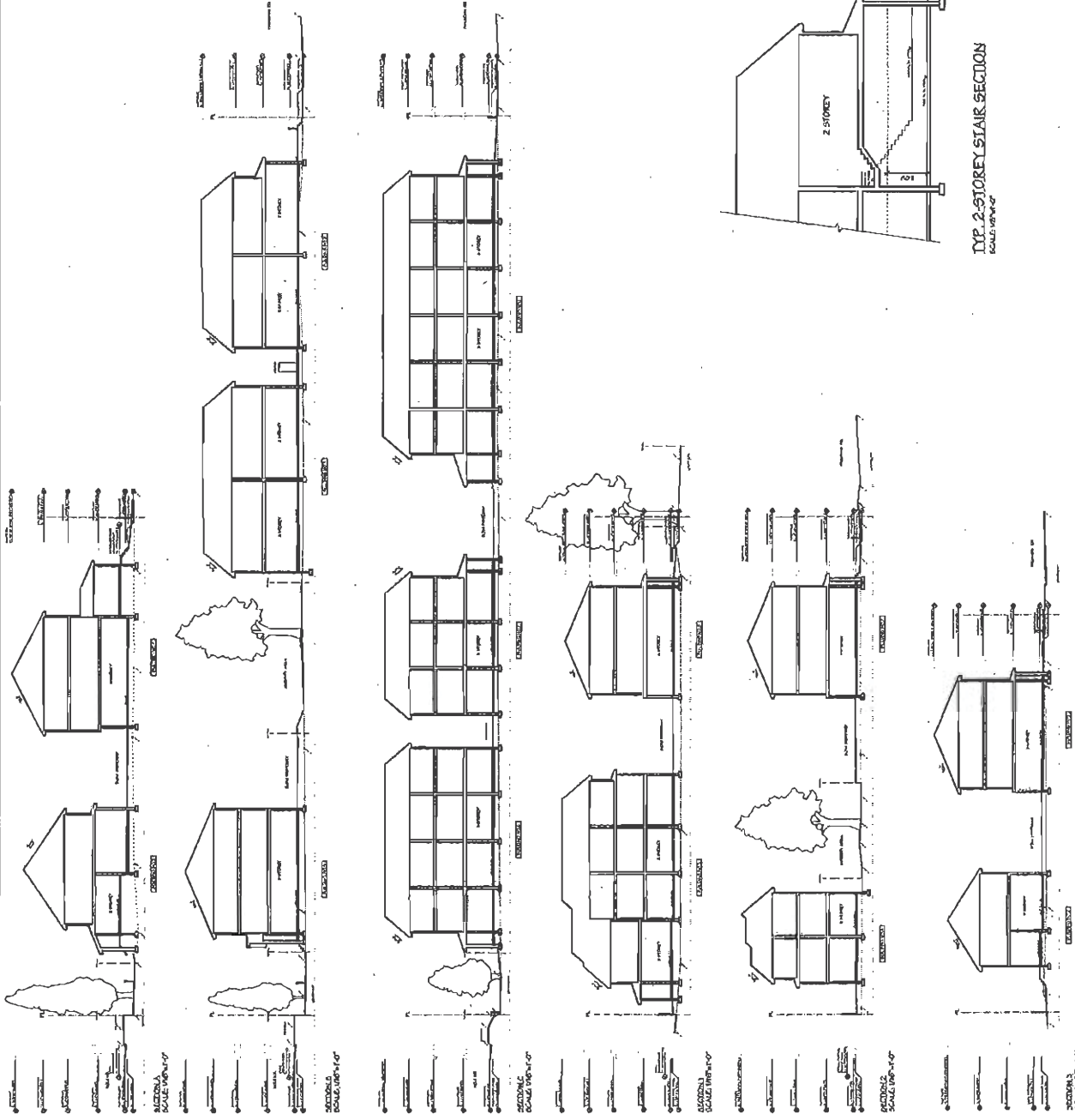
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PROPOSER:	YAMAMOTO ARCHITECTURE INC.
DATE:	FEB 03 2012
SCALE:	1/8" = 1'-0"
PROJECT NO.:	DP-11-07719
DATE:	FEB 03 2012
SCALE:	1/8" = 1'-0"
PROJECT NO.:	DP-11-07719
DATE:	FEB 03 2012

PLAN #1
DP-11-07719



FEB 03 2012 PLAN #1C
 DP 11577719

TYP. 2-STORY STAIR SECTION
 SCALE 1/8" = 1'-0"

- 1. ROOF EDGE TO FINISH FLOOR LEVEL
- 2. FINISH FLOOR TO FINISH FLOOR LEVEL
- 3. FINISH FLOOR TO FINISH FLOOR LEVEL
- 4. FINISH FLOOR TO FINISH FLOOR LEVEL

NO.	DATE	DESCRIPTION
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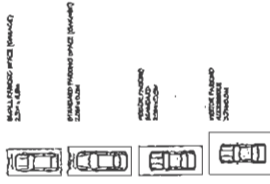
PROJECT: 21 UNIT TOWNHOUSE DEVELOPMENT
 21 UNIT TOWNHOUSE DEVELOPMENT
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Yamamoto Architecture Inc.

SITE SECTIONS

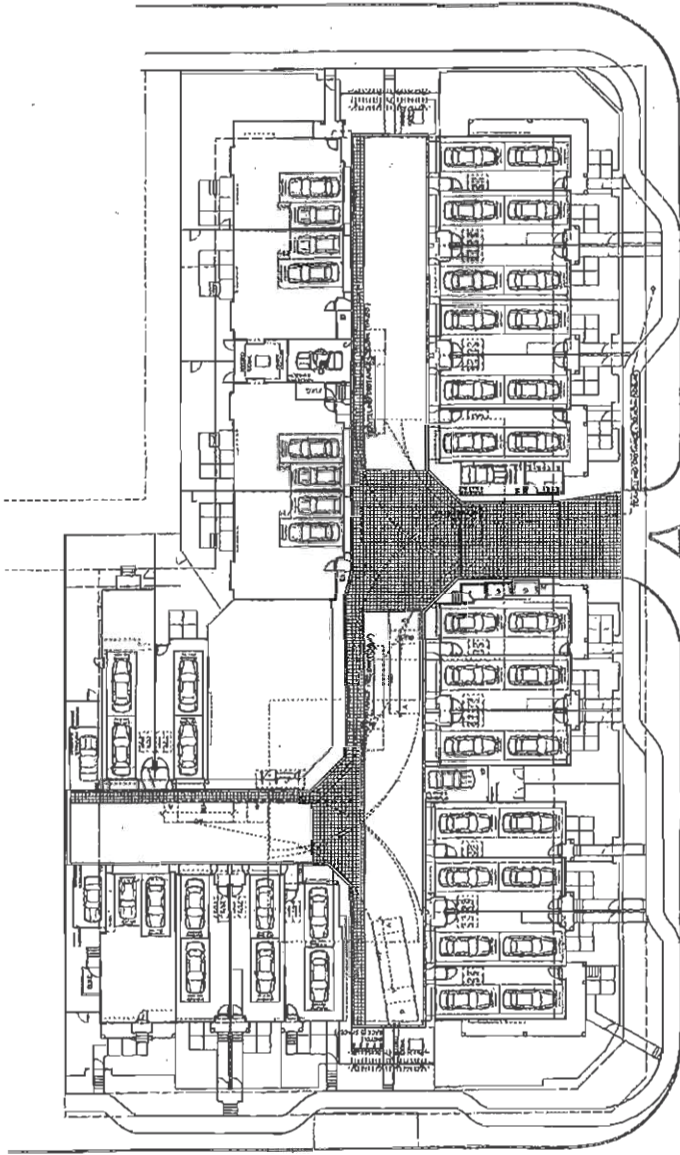
DATE: 01/11/12	SCALE: 1/8" = 1'-0"
DRAWN: [Name]	PROJECT: 21 UNIT TOWNHOUSE DEVELOPMENT
CHECKED: [Name]	PROJECT: 21 UNIT TOWNHOUSE DEVELOPMENT

STALL DIMENSIONS



- 1. PARALLEL PARKING (STANDARD)
- 2. PARALLEL PARKING (NARROW)
- 3. PERPENDICULAR PARKING (STANDARD)
- 4. PERPENDICULAR PARKING (NARROW)

PARSONS ROAD



NO. 2 ROAD

WILLIAMS ROAD

PARKING PLAN
SCALE: 1/8" = 1'-0"

PARKING:

REQUIRED:	446 SPACES (REQUIREMENT)
	446 SPACES (REQUIRED)
	504 SPACES
PROPOSED:	504 SPACES (REQUIREMENT)
	504 SPACES (REQUIRED)
	504 SPACES

NOTE: (1) ACCESSIBLE PARKING SPACES & SMALL CAR PARKING SPACES ALSO INCLUDED

REQUIRED BICYCLE:	100 SPACES (CLASS 1)
	100 SPACES (CLASS 2)
	200 SPACES
PROPOSED BICYCLE:	200 SPACES (CLASS 1)
	200 SPACES (CLASS 2)
	400 SPACES

DP 11577719

FEB 03 2012 PLAN #2

NO.	DATE	REVISION
1	02/03/12	ISSUE FOR PERMITTING
2	02/03/12	ISSUE FOR PERMITTING
3	02/03/12	ISSUE FOR PERMITTING
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19	02/03/12	ISSUE FOR PERMITTING
20	02/03/12	ISSUE FOR PERMITTING

PROJECT: 20 UNIT TOWNHOUSE DEVELOPMENT

DEVELOPER: WILLIAMS REAL ESTATE

ARCHITECT: Yamamoto Architecture Inc.

DATE: FEB 03 2012

SCALE: 1/8" = 1'-0"

PROJECT NO: 11577719

DATE: 02/03/12

PROJECT: 20 UNIT TOWNHOUSE DEVELOPMENT

DEVELOPER: WILLIAMS REAL ESTATE

ARCHITECT: Yamamoto Architecture Inc.

DATE: FEB 03 2012

SCALE: 1/8" = 1'-0"

PROJECT NO: 11577719

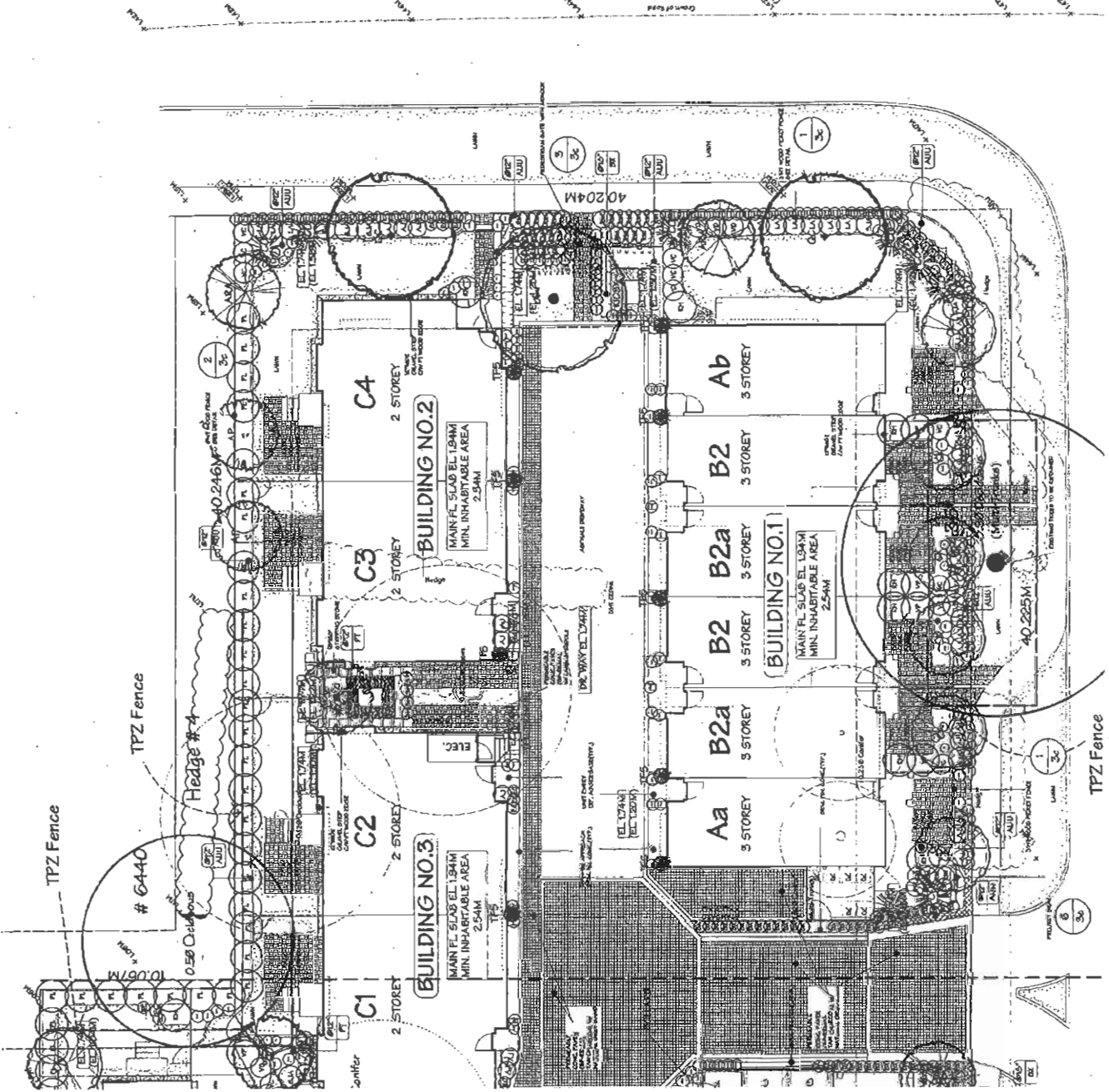
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19	02/03/12	ISSUE FOR PERMITTING
20	02/03/12	ISSUE FOR PERMITTING

ITO
 & ASSOCIATES
 LANDSCAPE ARCHITECTS
 1942 E. 29th Ave.
 Vancouver, BC V6M 1M2
 T: (604) 283-3000
 Email: Ito@ito.com

Project:
 6600 NO.2 RD.
 RICHMOND
 WOODWARDS POI
 Landscaping Plan



DP 11577719
 FEB 03 2012
 PLAN #3A
 3a



NO.	DATE	DESCRIPTION
1	08/21/2012	ISSUE FOR PERMIT
2	09/12/2012	REVISED PER COMMENTS
3	10/15/2012	REVISED PER COMMENTS
4	11/20/2012	REVISED PER COMMENTS
5	12/10/2012	REVISED PER COMMENTS
6	01/15/2013	REVISED PER COMMENTS
7	02/03/2013	REVISED PER COMMENTS
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41	01/25/2014	REVISED PER COMMENTS
42	02/05/2014	REVISED PER COMMENTS
43	02/15/2014	REVISED PER COMMENTS
44	02/25/2014	REVISED PER COMMENTS
45	03/05/2014	REVISED PER COMMENTS
46	03/15/2014	REVISED PER COMMENTS
47	03/25/2014	REVISED PER COMMENTS
48	04/05/2014	REVISED PER COMMENTS
49	04/15/2014	REVISED PER COMMENTS
50	04/25/2014	REVISED PER COMMENTS

Jan 11 11:22 AM
 Project: 1000 HIGHLAND BOULEVARD
 Location: 1000 HIGHLAND BOULEVARD
 Date: 1/11/11
 Author: J. L. ...
 Title: ...

REPLACEMENT TREE PLAN

SIZE OF TREE	QTY OF TREES	DATE OF REPLACEMENT	RECOMMENDED TREE SPECIES	RECOMMENDED QTY OF TREES	PROPOSED TREES	BALANCE
80-100cm	4	1/11/11	BRACHYCARPUS COLLECTOR	10	11/05/2/7/3	7
80-100cm	1	1/11/11	BRACHYCARPUS COLLECTOR	1	1/1	0
80-100cm	3	1/11/11	BRACHYCARPUS COLLECTOR	5	1/1	2
80-100cm	5	1/11/11	BRACHYCARPUS COLLECTOR	10	1/1	5
80-100cm	1	1/11/11	BRACHYCARPUS COLLECTOR	2	1/1	1

PLANT LIST

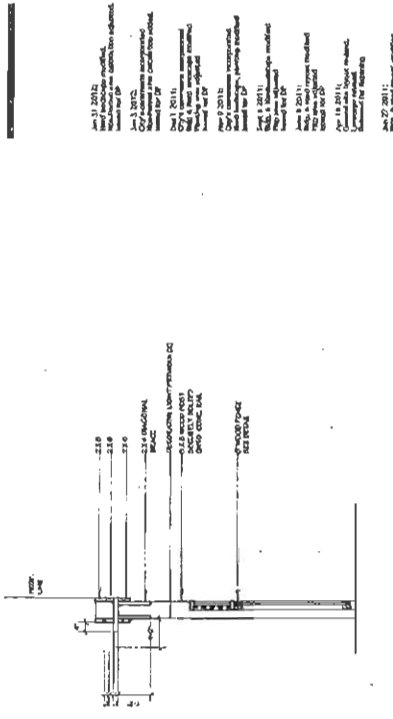
QTY	SYMBOL	COMMON NAME	SIZE
4	AZ	AZALEA	15 FT
5	BA	BANKSIA	15 FT
6	CA	CAMELLIA	15 FT
7	DA	DAPHNE	15 FT
8	EA	ERICA	15 FT
9	FA	FORSYTHIA	15 FT
10	GA	GARDENIA	15 FT
11	HA	HEBE	15 FT
12	IA	IRIS	15 FT
13	JA	JASMINE	15 FT
14	KA	KALIMERIS	15 FT
15	LA	LEUCODENDRON	15 FT
16	MA	MAGNOLIA	15 FT
17	NA	NANDINA	15 FT
18	OA	ORANGE BLOSSOM	15 FT
19	PA	PANICLE	15 FT
20	QA	QUERCUS	15 FT
21	RA	Rhododendron	15 FT
22	SA	SANTALUM	15 FT
23	TA	TAXUS	15 FT
24	UA	UNIDENTIFIED	15 FT
25	VA	VIBURNUM	15 FT
26	WA	WAX PALM	15 FT
27	XA	XANTHOXANTHON	15 FT
28	YA	YUCCA	15 FT
29	ZA	ZEBRA GRASS	15 FT
30	AA	AGAVE	15 FT
31	BA	BANANA PALM	15 FT
32	CA	CASHEW	15 FT
33	DA	DALYIA	15 FT
34	EA	ERICA	15 FT
35	FA	FORSYTHIA	15 FT
36	GA	GARDENIA	15 FT
37	HA	HEBE	15 FT
38	IA	IRIS	15 FT
39	JA	JASMINE	15 FT
40	KA	KALIMERIS	15 FT
41	LA	LEUCODENDRON	15 FT
42	MA	MAGNOLIA	15 FT
43	NA	NANDINA	15 FT
44	OA	ORANGE BLOSSOM	15 FT
45	PA	PANICLE	15 FT
46	QA	QUERCUS	15 FT
47	RA	Rhododendron	15 FT
48	SA	SANTALUM	15 FT
49	TA	TAXUS	15 FT
50	UA	UNIDENTIFIED	15 FT
51	VA	VIBURNUM	15 FT
52	WA	WAX PALM	15 FT
53	XA	XANTHOXANTHON	15 FT
54	YA	YUCCA	15 FT
55	ZA	ZEBRA GRASS	15 FT
56	AA	AGAVE	15 FT
57	BA	BANANA PALM	15 FT
58	CA	CASHEW	15 FT
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60	EA	ERICA	15 FT
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62	GA	GARDENIA	15 FT
63	HA	HEBE	15 FT
64	IA	IRIS	15 FT
65	JA	JASMINE	15 FT
66	KA	KALIMERIS	15 FT
67	LA	LEUCODENDRON	15 FT
68	MA	MAGNOLIA	15 FT
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76	UA	UNIDENTIFIED	15 FT
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118	KA	KALIMERIS	15 FT
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120	MA	MAGNOLIA	15 FT
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141	HA	HEBE	15 FT
142	IA	IRIS	15 FT
143	JA	JASMINE	15 FT
144	KA	KALIMERIS	15 FT
145	LA	LEUCODENDRON	15 FT
146	MA	MAGNOLIA	15 FT
147	NA	NANDINA	15 FT
148	OA	ORANGE BLOSSOM	15 FT
149	PA	PANICLE	15 FT
150	QA	QUERCUS	15 FT

Project: 1000 HIGHLAND BOULEVARD
 Location: 1000 HIGHLAND BOULEVARD
 Date: 1/11/11
 Author: J. L. ...
 Title: ...

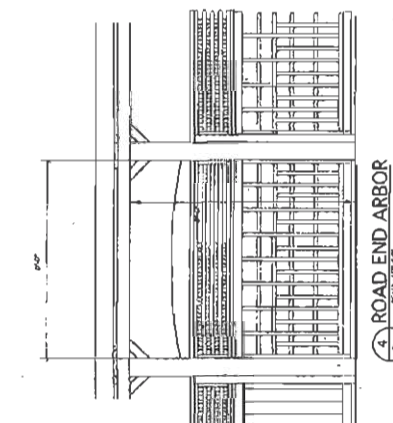
DP 11577719
 FEB 03 2012 PLAN #38
 3b

ITTO & ASSOCIATES
 Landscape Architects
 1042 E 9th Ave.
 Vancouver, BC V6H 1A2
 Tel: 604.275.5800
 Fax: 604.275.5801
 Email: info@itto.ca

Plant List
 Drawing No.:

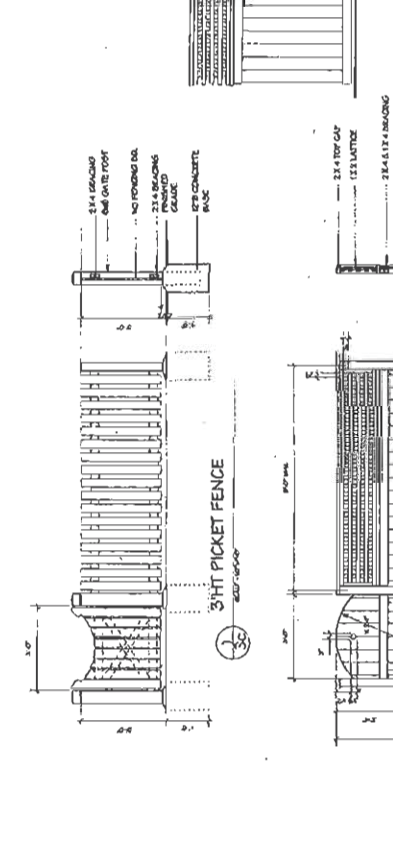


NOTE:
 1. ALL WOOD SHALL BE SAVED AND REUSED AS MUCH AS POSSIBLE.
 2. ALL WOOD SHALL BE TREATED WITH A PRESERVATIVE.
 3. ALL WOOD SHALL BE TREATED WITH A PRESERVATIVE.
 4. ALL WOOD SHALL BE TREATED WITH A PRESERVATIVE.
 5. ALL WOOD SHALL BE TREATED WITH A PRESERVATIVE.
 6. ALL WOOD SHALL BE TREATED WITH A PRESERVATIVE.
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 8. ALL WOOD SHALL BE TREATED WITH A PRESERVATIVE.
 9. ALL WOOD SHALL BE TREATED WITH A PRESERVATIVE.
 10. ALL WOOD SHALL BE TREATED WITH A PRESERVATIVE.

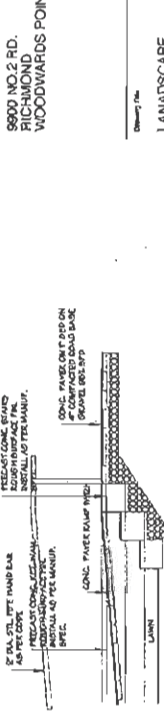
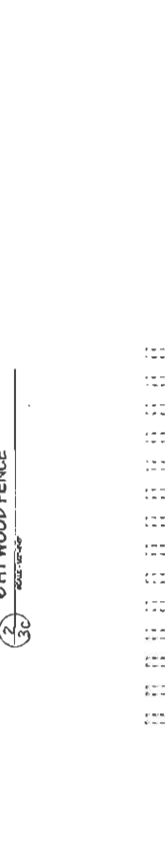
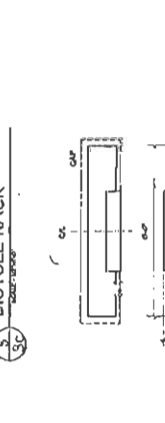


BICYCLE RACK
SCALE: 1/4" = 1'-0"

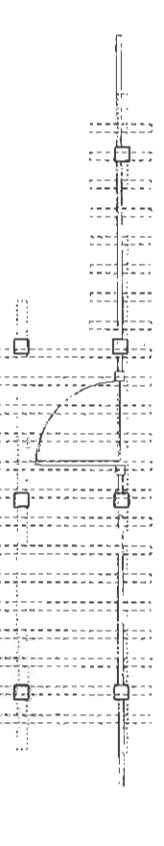
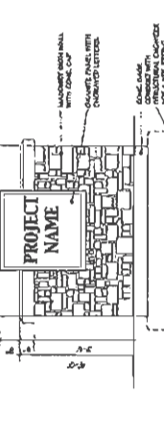
PROJECT SIGN
SCALE: 1/4" = 1'-0"



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ITIO
 & ASSOCIATES
 Landscape Architects
 1000 E. 5th Ave.
 Vancouver, BC V6H 1M6
 T: (604) 282-5000
 Email: info@itio.com

**9800 NO.2 RD.
 RICHMOND
 WOODWARDS POIN**

Drawing Title
**LANDSCAPE
 DETAILS**

Scale: 1/4" = 1'-0"

DATE: FEB 03 2012

PLAN # 3C

BENCH:
 SARITA BY
 SARITA FURNITURE
 888-472-7482

Date: 11/20/12
 Project: LOT COVERAGE FOR LIVE PLANTS
 Client: ITO & ASSOCIATES
 Drawn by: [Name]
 Checked by: [Name]
 Date: 11/20/12
 Project: LOT COVERAGE FOR LIVE PLANTS
 Client: ITO & ASSOCIATES
 Drawn by: [Name]
 Checked by: [Name]
 Date: 11/20/12

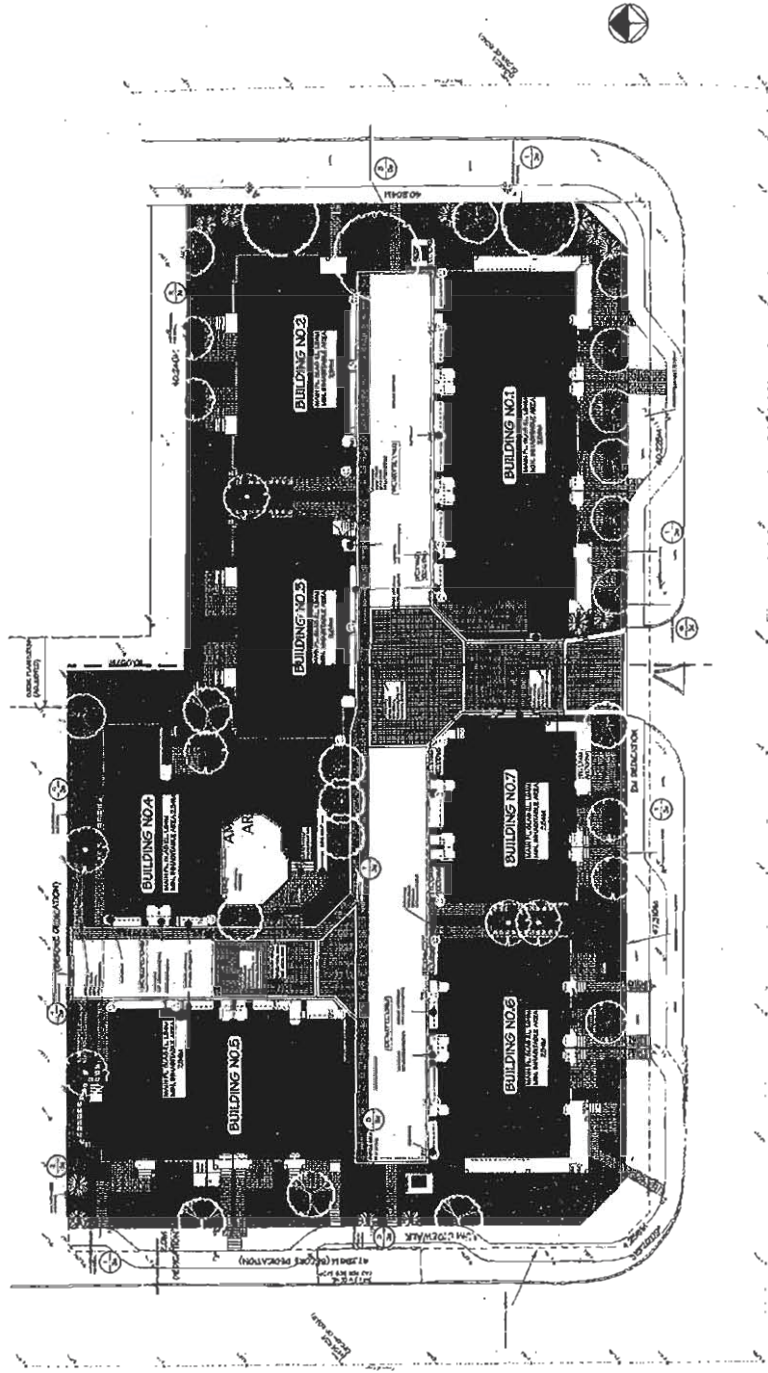
ITO
 & ASSOCIATES
 5600 NO. 2 RD.
 RICHMOND, VA 23234
 PHONE: 804.283.2000
 FAX: 804.283.2000
 E-MAIL: info@ito.com

Project:
 5600 NO. 2 RD.
 RICHMOND, VA
 WOODWARDS POI

Drawing No:
 LOT COVERAGE
 LIVE PLANTS

DATE	NOV 17 2012
BY	[Name]
CHECKED BY	[Name]
DATE	NOV 17 2012
BY	[Name]
CHECKED BY	[Name]
DATE	NOV 17 2012
BY	[Name]
CHECKED BY	[Name]
DATE	NOV 17 2012
BY	[Name]
CHECKED BY	[Name]
DATE	NOV 17 2012
BY	[Name]
CHECKED BY	[Name]

3d



LOT COVERAGE FOR LIVE PLANTS

TOTAL SITE AREA: 41,495 SF
 LANDSCAPE AREA: 11,780 SF
 LOT COVERAGE FOR LIVE PLANTS: 11,780/41,495 = 28.4% (MIN. 2.5%)

DP 1157719
 FEB 03 2012 PLAN #37

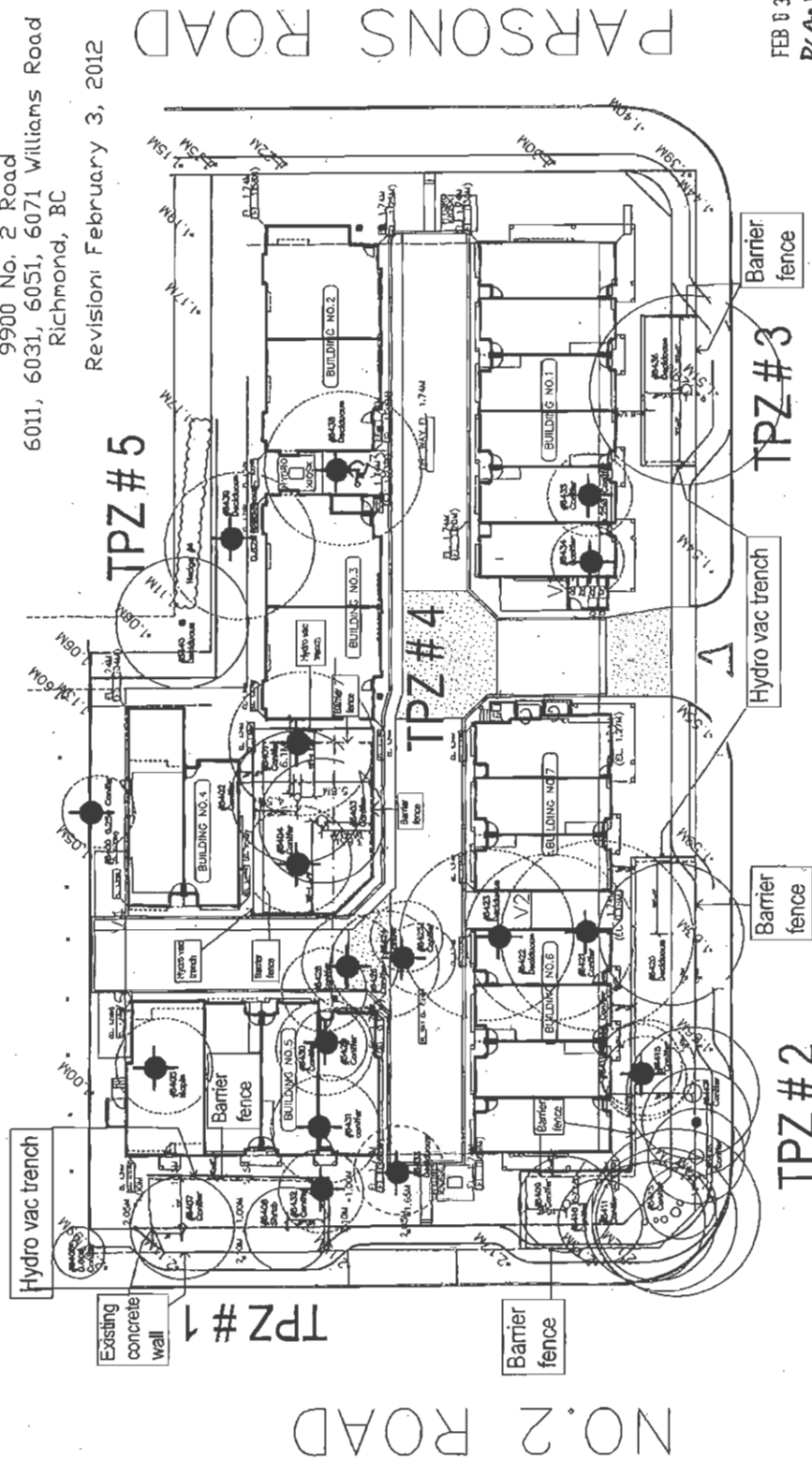
AVERAGE EXISTING SITE GRADE = 1.39M
 AVERAGE FINISHED SITE GRADE = 1.74M
 S.R.W. PLAN 52339 (ADJUSTED)

Arborist Site Plan

SCALE: 1/16" = 1'-0"

9900 No. 2 Road
 6011, 6031, 6051, 6071 Williams Road
 Richmond, BC

Revision: February 3, 2012



FEB 03 2012
 PLAN #3F

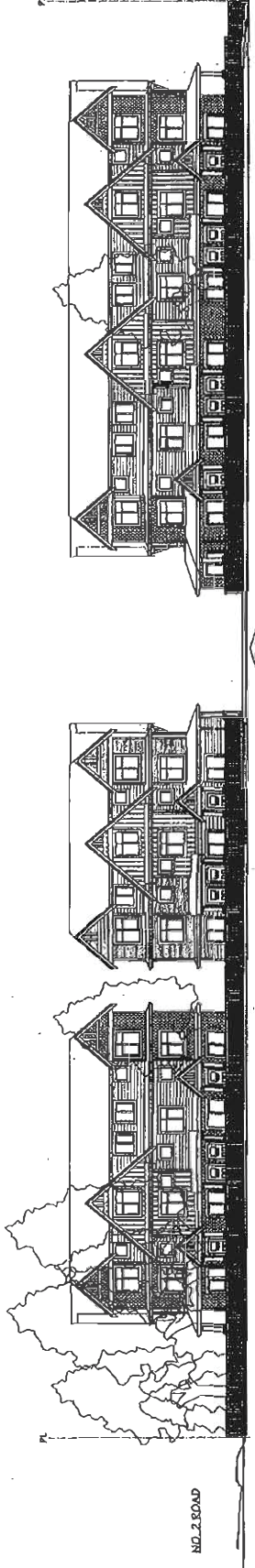
Legend **P11577719**

- Trees proposed for removal
- Trees proposed for preservation

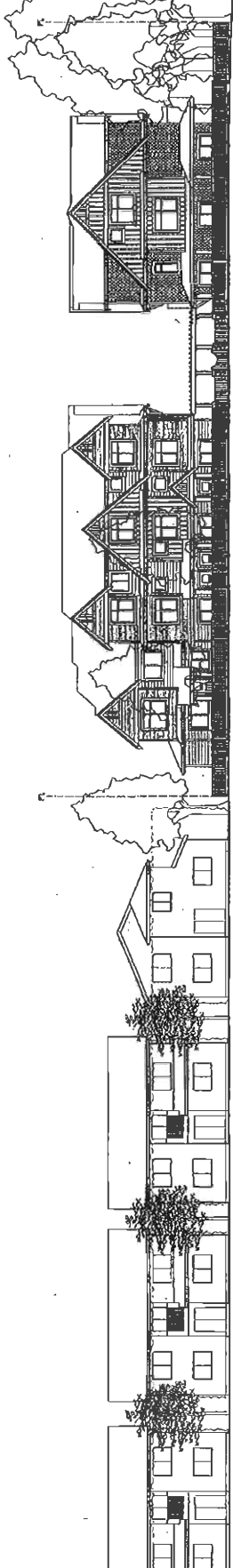
WILLIAMS ROAD

Note: Retaining walls and perimeter drainage to be placed just outside Hydro-vacuum trench

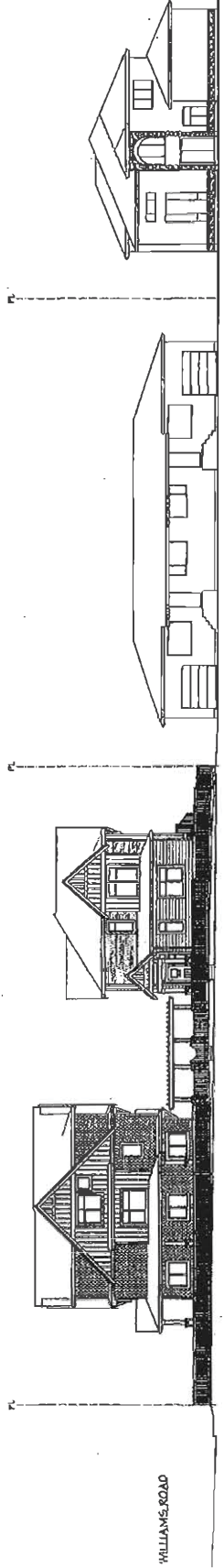
Site Plan annotation by VanArbor, February 3, 2012; Base plan by Yamamoto Architects



SOUTH ELEVATION - WILLIAMS ROAD



WEST ELEVATION - NO. 2 ROAD



EAST ELEVATION - PARSONS ROAD

NO.	DATE	DESCRIPTION
1	10/15/10	GENERAL ELEVATIONS
2	11/15/10	REVISIONS
3	12/15/10	REVISIONS
4	01/15/11	REVISIONS
5	02/15/11	REVISIONS
6	03/15/11	REVISIONS
7	04/15/11	REVISIONS
8	05/15/11	REVISIONS
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98	11/15/18	REVISIONS
99	12/15/18	REVISIONS
100	01/15/19	REVISIONS

YAMAMOTO ARCHITECTURE INC.
 21 EAST TOWN SQUARE
 DEVELOPMENT

YAMAMOTO ARCHITECTURE INC.
 21 EAST TOWN SQUARE
 DEVELOPMENT

Yamamoto
 Architecture Inc.

1000 W. 10th St., Suite 100
 Anchorage, AK 99503
 PHONE: 907.561.1111
 FAX: 907.561.1112
 WWW.YAMAMOTOARCHITECTURE.COM

DP 11577719

FEB 03 2012 PLAN #4

SCALE	AS SHOWN
DATE	FEB 03 2012
PROJECT	21 EAST TOWN SQUARE
CLIENT	YAMAMOTO ARCHITECTURE INC.
DESIGNER	YAMAMOTO ARCHITECTURE INC.
PROJECT NO.	11577719
DATE	FEB 03 2012
SCALE	AS SHOWN

AGING IN PLACE FEATURES
 TO BE PROVIDED IN ALL UNITS:
 - 1/2" MIN. CLEARANCE UNDER ALL CABINETS
 - 1/2" MIN. CLEARANCE UNDER ALL BENCHES
 - 1/2" MIN. CLEARANCE UNDER ALL VANES
 - 1/2" MIN. CLEARANCE UNDER ALL VANES
 - 1/2" MIN. CLEARANCE UNDER ALL VANES
 - 1/2" MIN. CLEARANCE UNDER ALL VANES

SUSTAINABLE FEATURES
 TO BE PROVIDED IN ALL UNITS:
 - ENERGY EFFICIENT LIGHTING
 - ENERGY EFFICIENT LIGHTING
 - ENERGY EFFICIENT LIGHTING
 - ENERGY EFFICIENT LIGHTING

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	02/03/2012
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3	ISSUED FOR PERMIT	02/03/2012
4	ISSUED FOR PERMIT	02/03/2012
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77	ISSUED FOR PERMIT	02/03/2012
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24 UNIT TOWNHOUSE
 DEVELOPMENT

24 UNIT TOWNHOUSE
 DEVELOPMENT

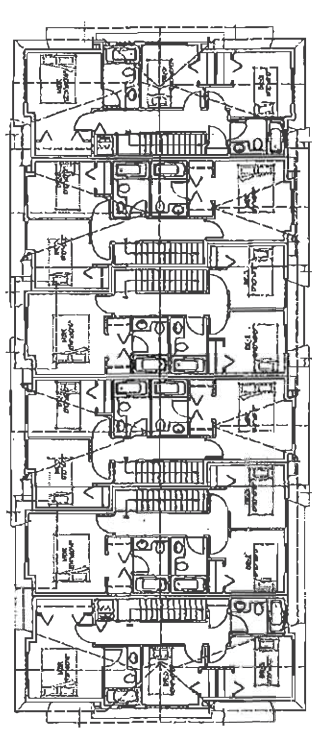
Yamamoto
 Architecture Inc.

DATE: 02/03/2012
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: 24 UNIT TOWNHOUSE DEVELOPMENT

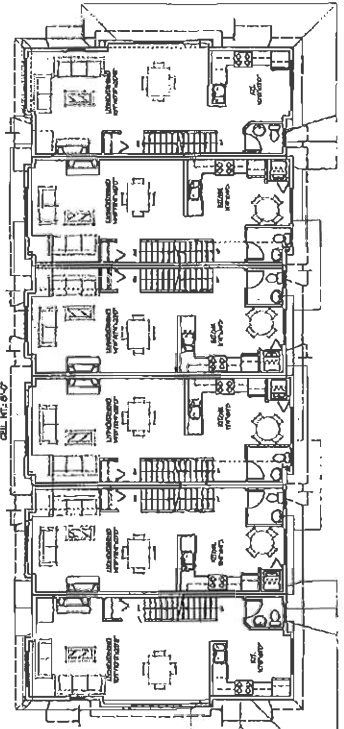
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 SHEET NO.: A5.0
 PROJECT NO.: DP-1157719

FEB 03 2012

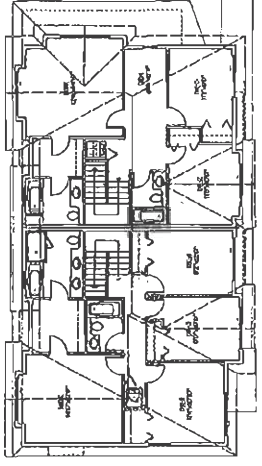
DP 1157719
 REFERENCE PLAN PLAN #5



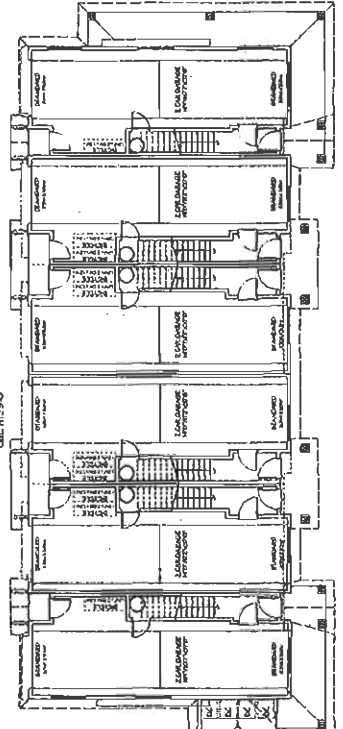
UNIT 301 UNIT 302 UNIT 303 UNIT 304
 BUILDING NO. 1
 THIRD FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SHEET NO. A5.0



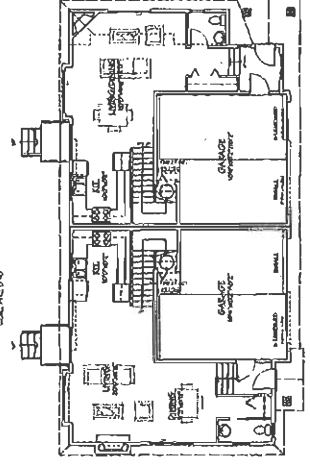
UNIT 201 UNIT 202 UNIT 203 UNIT 204
 BUILDING NO. 1
 SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SHEET NO. A5.0



UNIT 201 UNIT 202 UNIT 203 UNIT 204
 BUILDING NO. 1
 SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SHEET NO. A5.0



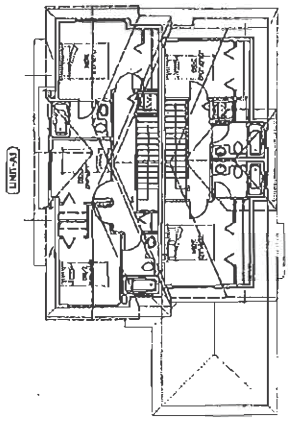
UNIT 101 UNIT 102 UNIT 103 UNIT 104
 BUILDING NO. 1
 GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SHEET NO. A5.0



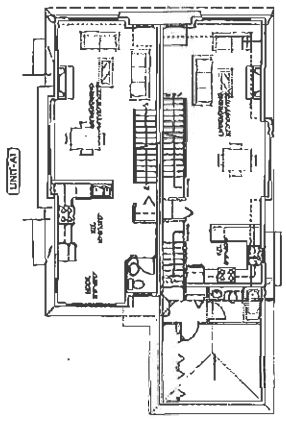
UNIT 101 UNIT 102 UNIT 103 UNIT 104
 BUILDING NO. 1
 GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 SHEET NO. A5.0

AGING IN PLACE FEATURES
 TO BE PROVIDED IN ALL UNITS:
 1. WALKWAY TO ENTRY
 2. WALKWAY TO BATHROOM
 3. WALKWAY TO KITCHEN
 4. WALKWAY TO LIVING AREA
 5. WALKWAY TO BEDROOM
 6. WALKWAY TO STAIRS
 7. WALKWAY TO ENTRY

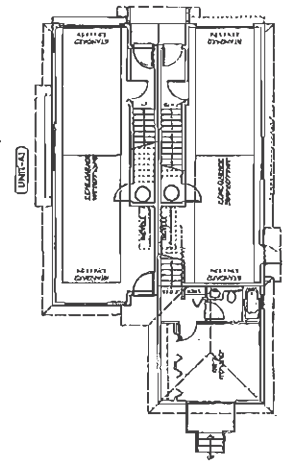
SUSTAINABLE FEATURES
 TO BE PROVIDED IN ALL UNITS:
 1. ENERGY EFFICIENT LIGHTING
 2. ENERGY EFFICIENT APPLIANCES
 3. ENERGY EFFICIENT WATER FIXTURES
 4. ENERGY EFFICIENT ROOFING
 5. ENERGY EFFICIENT WINDOWS
 6. ENERGY EFFICIENT DOORS
 7. ENERGY EFFICIENT FLOORING
 8. ENERGY EFFICIENT PAINTS AND COATINGS
 9. ENERGY EFFICIENT MECHANICAL SYSTEMS
 10. ENERGY EFFICIENT ELECTRICAL SYSTEMS



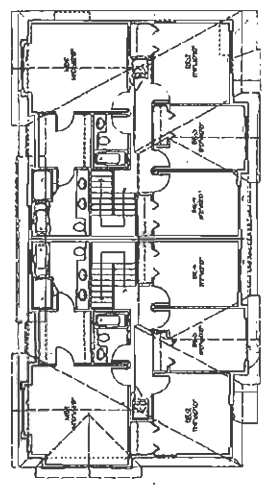
UNIT A1
 BUILDING NO. 2
 THIRD FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 CELL: 111, 112, 113



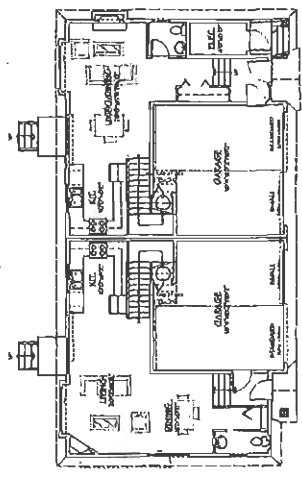
UNIT A2
 BUILDING NO. 2
 SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 CELL: 111, 112, 113



UNIT A3
 BUILDING NO. 2
 GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 CELL: 111, 112, 113



UNIT C1
 BUILDING NO. 3
 SECOND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 CELL: 111, 112, 113



UNIT C2
 BUILDING NO. 3
 GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 CELL: 111, 112, 113

NO.	DATE	DESCRIPTION
1	02/03/2012	ISSUED FOR PERMIT
2	02/03/2012	ISSUED FOR PERMIT
3	02/03/2012	ISSUED FOR PERMIT
4	02/03/2012	ISSUED FOR PERMIT
5	02/03/2012	ISSUED FOR PERMIT
6	02/03/2012	ISSUED FOR PERMIT
7	02/03/2012	ISSUED FOR PERMIT
8	02/03/2012	ISSUED FOR PERMIT
9	02/03/2012	ISSUED FOR PERMIT
10	02/03/2012	ISSUED FOR PERMIT

PROJECT:
 21 UNIT TOWNHOUSE DEVELOPMENT

Yamamoto
 Architecture Inc.

FLOOR PLANS

FEB 03 2012

DP 1157719

REFERENCE PLAN PLAN #5a

NO.	DATE	DESCRIPTION
1	02/03/2012	ISSUED FOR PERMIT
2	02/03/2012	ISSUED FOR PERMIT
3	02/03/2012	ISSUED FOR PERMIT
4	02/03/2012	ISSUED FOR PERMIT
5	02/03/2012	ISSUED FOR PERMIT
6	02/03/2012	ISSUED FOR PERMIT
7	02/03/2012	ISSUED FOR PERMIT
8	02/03/2012	ISSUED FOR PERMIT
9	02/03/2012	ISSUED FOR PERMIT
10	02/03/2012	ISSUED FOR PERMIT

AGING IN PLACE FEATURES
 (TO BE PROVIDED IN ALL UNITS):
 - WALK-BLADING IN TRANSITION ZONES TO PROVIDE FASTER
 - IMPROVED HANDRAILS AND VOICE CONTROL
 SUSTAINABLE FEATURES
 (TO BE PROVIDED IN ALL UNITS):
 - ENERGY EFFICIENT WINDOWS, DOORS, AND WALLS
 - LIGHT-UP STAIRS

NO. 1	GENERAL CONTRACTOR
NO. 2	MECHANICAL CONTRACTOR
NO. 3	ELECTRICAL CONTRACTOR
NO. 4	PLUMBING CONTRACTOR
NO. 5	PAINT CONTRACTOR
NO. 6	LANDSCAPE CONTRACTOR
NO. 7	CONCRETE CONTRACTOR
NO. 8	ROOFING CONTRACTOR
NO. 9	GLAZING CONTRACTOR
NO. 10	SMALL BUSINESS DEVELOPMENT
NO. 11	ARCHITECT
NO. 12	ENGINEER
NO. 13	INSURANCE
NO. 14	LEGAL
NO. 15	FINANCIAL
NO. 16	MARKETING
NO. 17	OPERATIONS
NO. 18	MAINTENANCE
NO. 19	PROPERTY
NO. 20	CONSTRUCTION

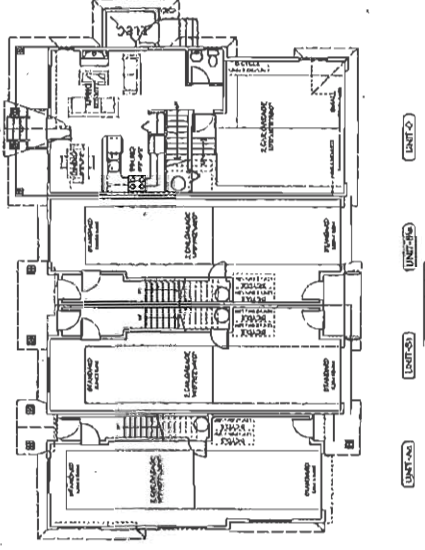
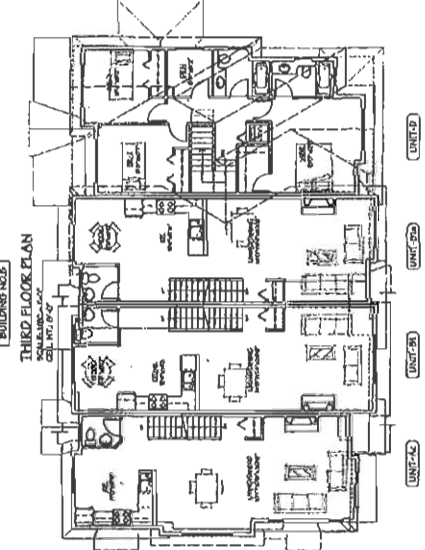
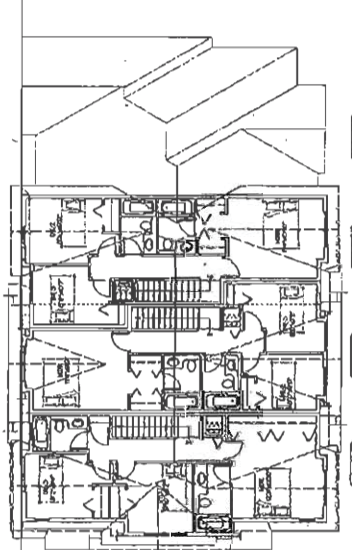
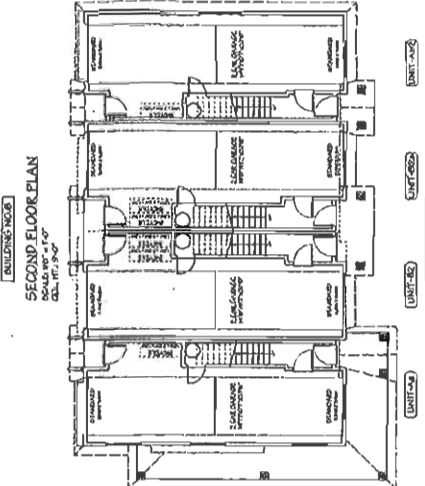
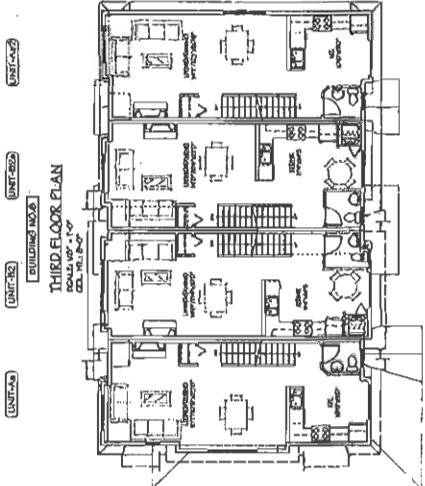
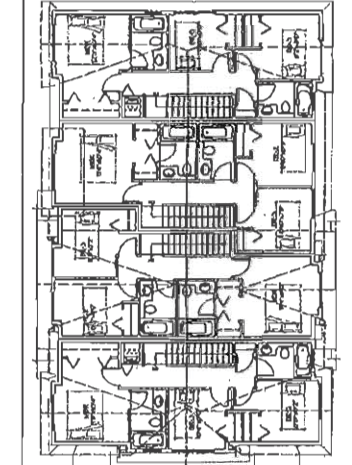
23 UNIT TOWNHOUSE
 DEVELOPMENT
 1000 W. 10TH ST. SUITE 100, DENVER, CO 80202
 YAMAMOTO ARCHITECTURE INC.
 1000 W. 10TH ST. SUITE 100, DENVER, CO 80202

Yamamoto
 Architecture Inc.
 1000 W. 10TH ST. SUITE 100, DENVER, CO 80202
 PHONE: 303.733.1111
 WWW.YAMAMOTOARCHITECTURE.COM

DATE	02/03/2012
SCALE	1/8" = 1'-0"
PROJECT	23 UNIT TOWNHOUSE DEVELOPMENT
NO.	A52
DATE	02/15/2012
SCALE	1/8" = 1'-0"
PROJECT	23 UNIT TOWNHOUSE DEVELOPMENT
NO.	A52

DP 1157719
 REFERENCE PLAN PLAN #5b

FEB 03 2012



GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 DIM: 100'-0" x 100'-0"

GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 DIM: 100'-0" x 100'-0"

