



**Development Permit Panel  
Wednesday, September 26, 2012**

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
Dave Semple, General Manager, Community Services  
John Irving, Director of Engineering

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

**1. Minutes**

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, August 22, 2012, be adopted.*

**CARRIED**

**2. Development Permit 12-597695**

(File Ref. No.: DP 12-597695) (REDMS No. 3645372)

APPLICANT: Am-Pri Construction Ltd.

PROPERTY LOCATION: 7691, 7711 and 7731 Bridge Street

INTENT OF PERMIT:

1. Permit the construction of 34 Townhouse Units at 7691, 7711 and 7731 Bridge Street 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 south property line from 3.0 metres to 1.50 metres for Building 7 to enable the retention of a mature tree on the Bridge Street frontage of the site; and
  - b) permit resident parking to be provided in a tandem parking configuration for all 34 units.

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#### Applicant's Comments

Taizo Yamamoto, Yamamoto Architects Inc., provided the following information regarding the proposed development of 34 townhouse units on Bridge Street, north of Blundell Road, near No. 4 Road:

- there are townhouse residences to the east, to the south, and to the west of the subject site, and to the north of the subject site is a single-family home;
- originally the northern edge of the property was to become part of Keefer Street, but was changed into a six-metre wide public walkway right-of-way that is at the northern edge of the property, creating two frontages, and which will connect Bridge Street to Armstrong Street to the west with future development to the north;
- the five townhouse units facing Bridge Street have gated front yards and are oriented to create a “rowhouse” feeling;
- to accommodate trees, and the outdoor amenity space, the setback in the northeast corner exceeds the distance required by the zoning bylaw, and to accommodate trees in the southwest corner of the subject site, the setback exceeds the distance required by the zoning bylaw;
- the requested variance to reduce the required side yard setback in the southeast corner of the site from 3.0 metres to 1.50 metres would enable the retention of the tree on the Bridge Street frontage;
- the 22 townhouse unit development to the south of the subject site also has a 1.5-metre setback for one of the buildings in the middle of the site;
- in response to suggestions by the Advisory Design Panel, the public walkway was redesigned to achieve a more “meandering” appearance, the number of pavers on site has been increased, and to reduce the massing and the overlook, a side window has been eliminated, and the second level of the proposed townhouse units have been stepped back;
- the addition of coniferous trees will provide screening, and enhance privacy, between the subject site and neighbouring lots;
- a more shallow, or lower, pitch roof is in keeping with the character of the roofs in the area;
- materials include brick at the base of the elevations for units fronting Bridge Street and the public walkway; with painted Hardi-plank panels as a middle and top feature of the facades;
- sustainability features include low flow fixtures and high efficiency appliances;
- there is one convertible unit with all units providing aging-in-place features, such as backing for the future installation of grab-bars; and



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- residents can short-cut through the site by taking advantage of a pedestrian connection.

Amit Sandhu, CEO, Ampri Group/Am-Pri Construction Ltd., addressed the Panel and advised that he was aware of correspondence (attached to these Minutes as Schedule 1) submitted by Barbara To, AA Property Management Ltd., Agent for the Owners of Strata Plan BCS 4241 – Newbury, located at 7771 Bridge Street, to the south of the subject site.

Mr. Sandhu submitted a letter, and timeline of events, to the Panel (attached to these Minutes as Schedule 2) in response to Ms. To's correspondence. Mr. Sandhu then advised that he had received a call from Ms. To on September 4, 2012, to address the issue of damage caused at 7771 Bridge Street as a result of pre-loading on the subject site, and that he had emailed Ms. To to explain that, due to natural settlement and contraction of wood building materials, deficiencies can arise in the first year after construction. He recommended that she contact both the developer and also the warranty provider. Mr. Sandhu then listed various dates in September 2012 on which the applicant addressed the matters that Ms. To brought forward.

Mr. Sandhu concluded his remarks by stating that: (i) Am-Pri would take the necessary steps to determine where the responsibility of the defects at 7771 Bridge Street falls; (ii) Mr. Nick Poon had agreed that the developer would fix the shifted pavers; and (iii) Am-Pri had offered to patch the concrete gaps.

Masa Ito, Ito and Associates Landscape Architects, addressed the Panel and responded to the Chair's queries regarding tree retention on the subject site. Mr. Ito explained that:

- four trees are being retained on the subject site; two other on-site trees will be relocated from the southeast and northwest corners of the site, to the centre of the subject site;
- to protect the root systems of the trees, before construction begins, a protective barrier will be placed around the retained trees; and
- at the conclusion of the construction phase, the landscape contractor will do additional planting, and will provide additional soil around the landscape elements to enhance the health of the trees.

Discussion continued, due to further queries from the Panel, and Mr. Ito and Mr. Yamamoto provided the following advice:

- the development presents a front yard character to the public walkway and to the Bridge Street frontage;
- the public pedestrian walkway is to be illuminated during evening hours;
- the proposed tree protection barriers are effective and prevent the need for storage of trees during the preloading and construction phases, and a tree well is not necessary on this site;
- the grade of the subject site is approximately the same as the grade of the site to the south; and

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- eventually, the public walkway will be City property, and will be maintained by the City.

#### Staff Comments

Wayne Craig, Director of Development, advised that the public walkway along the north property line is part of a City Servicing Agreement and that the intent is for the City to provide greater pedestrian access in the neighbourhood.

In response to a query from the Chair, Mr. Craig noted that the site to the north of the subject site is intended for the development of new single-family lots fronting onto Bridge and Armstrong Streets.

Mr. Craig added that the applicant had, on September 26, 2012, submitted a revised landscape plan, and the revised plan includes two new trees adjacent to the south side of Building No. 7.

#### Gallery Comments

Jeanne Chen, President, Strata Council, Strata Plan BCS 4241 (Newbury), 7771 Bridge Street, addressed the Panel regarding the damages to her strata complex as a result of the pre-loading activities by Am-Pri Construction. Ms. Chen distributed copies of her statement, a fence assessment report, and photographs (attached to these Minutes as Schedule 3).

Ms. Chen described: (i) that the foundation and structure of the perimeter fences at the north property lines had been compromised; (ii) the lawns, concrete slabs and tiles on the ground facing the perimeter fences have settled; and (iii) that there have been interior damages to units #1, 3, 4, and 6.

Ms. Chen advised that the owners at 7771 Bridge Street agree that the property foundation and structure have been damaged, and that they are concerned for their safety.

Johnny, resident of a home adjacent to the subject site, stated that: (i) construction on the subject site starts at 7:00 a.m., thereby disrupting his sleep; (ii) two interior doors in his home no longer close as a result of the damage done by construction activities on the subject site; (iii) stucco flakes from his ceilings are shaken loose by the construction; and (iv) he was dismayed that construction took place on Saturdays.

The Chair advised the delegate that the City's noise bylaw defines the allowable hours of construction and that if he wished Johnny could call the Director of Development directly regarding: (i) hours of construction; and (ii) noise levels from construction sites, and ask that the City look into the issues.



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### Correspondence

Barbara To, AA Property Management Ltd., Agent for the Owners of Strata Plan BCS 4241 – Newbury, located at 7771 Bridge Street (Schedule 1)

Amit Sandhu, Ampri Group (Schedule 2)

Jeanne Chen, Strata Plan BCS 4241 – Newbury, Located at 7771 Bridge Street (Schedule 3)

In relation to the correspondence from Ms. To (Schedule 1) Mr. Craig advised that the Strata Council and Strata owners, in addition to concerns regarding potential damage from pre-load activities, also stated their opposition to the requested reduction of the required side yard setback along the south property line from 3.0 metres to 1.50 metres for Building 7.

The Chair invited Mr. Sandhu to address the Panel for a second time, and Mr. Sandhu said that representatives of his development company: (i) advise new homeowners, who take possession of new residential units, that in the first year after the completion of construction, there may be minor settlement issues; and (ii) conduct a review and check for any deficiencies, after a one year period, and if necessary, undertake any repairs. Mr. Sandhu added that he had requested that Ms. To explain this to the residents of buildings at 7771 Bridge Street.

Further, Mr. Sandhu stated that Am-Pri had sent a crew to patch gaps in the curbs at 7771 Bridge Street, but that if there were problems with construction of the buildings at 7771 Bridge Street, he questioned the integrity of those buildings and suggested that they be reviewed by the buildings' structural engineer.

A brief discussion ensued between the Chair and Mr. Sandhu, and Mr. Sandhu advised that: (i) Am-Pri did not acknowledge that cracks in the curbs at 7771 Bridge Street were the result of activity on the subject site, but that Am-Pri nonetheless undertook to patch the gaps out of goodwill; and (ii) Am-Pri has undertaken repairs to the fencing.

The Chair advised that the dispute between Am-Pri and residents of buildings at 7771 Bridge Street is a civil matter, and for that reason it is beyond the scope of the Development Permit Panel, or the City of Richmond, to propose a solution.

The Chair noted that delegate Ms. Chen had expressed concern that she, and other residents of buildings at 7771 Bridge Street, had been unable to communicate with Mr. Sandhu or anyone affiliated with Am-Pri, and when asked by the Chair if Mr. Sandhu would be willing to be contacted by Ms. Chen and other residents who live near the subject site, Mr. Sandhu stated that he was available by telephone.

The Chair then reiterated that the Panel and the City would not become involved in any civil matter, but that the Panel could ask the applicant to make himself available to residents of buildings at 7771 Bridge Street, in order to try to resolve the matter. He added that it was possible that problems on the interior of their residences might be due to reasons other than activity on the subject site.

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The Chair, in addressing Mr. Sandu, stated that the Panel expected Mr. Sandhu to: (i) meet with concerned neighbours; and (ii) provide feedback of the meeting through City staff, to the Panel.

**Panel Discussion**

There were positive remarks regarding the applicant's effort to retain trees on site, the amenity area, the public walkway, and the integration of the project into the neighbourhood.

Comments were made regarding the Panel's desire that the applicant be a good neighbour and address concerns raised by residents at 7771 Bridge Street.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of 34 Townhouse Units at 7691, 7711 and 7731 Bridge Street 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 south property line from 3.0 metres to 1.50 metres for Building 7 to enable the retention of a mature tree on the Bridge Street frontage of the site; and*
  - b) *permit resident parking to be provided in a tandem parking configuration for all 34 units.*

**CARRIED**

The Chair directed staff to report to the Panel on the outcome of the discussion Mr. Sandhu was to have with residents at 7771 Bridge Street.

**3. Development Permit 12-615424**

(File Ref. No.: DP 12-615424) (REDMS No. 3644532)

APPLICANT: Onni Contracting Ltd.

PROPERTY LOCATION: 7731 and 7771 Alderbridge Way

INTENT OF PERMIT:

1. Permit the construction of a 659-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures located at 7731 and 7771 Alderbridge Way;
2. Vary the provision of Richmond Zoning Bylaw 8500 to:



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- a) reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 metres to 0.0 metres respectively along Cedarbridge Way and Gilbert Road;
- b) reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 metres to 0.0 metres along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;
- c) reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development as a whole; and
- d) relax the requirement for the provision of on-site loading spaces for two (2) WB-17 loading spaces.

### **Applicant's Comments**

Eric Hughes, Development Department, Onni Contracting Ltd., spoke on behalf of the applicant regarding the proposal to develop four, six-storey buildings, over two concrete parking structures on a site near the Olympic Oval. He stated that the project encompasses 620,000 square feet, and includes 659 units, 48 of them affordable housing units, and that 528 the proposed units meet universal guidelines.

Mr. Hughes mentioned that Onni is making a voluntary contribution to Richmond's Public Art Program, including a cash contribution for a public art piece at the City-owned corner lot at Gilbert Road and the New River Road.

With regard to a timeline for the proposed development, Mr. Hughes noted that the Planning Committee had considered the staff report regarding the site's rezoning, the project had been discussed by the Advisory Design Panel on two separate occasions, the project had been considered at the May, 2012 and June 2012 Public Hearings, and that after approval of a development permit, Onni hoped to launch sales of the proposed residential units in the autumn of 2012.

Mr. Hughes described the wood frame structures as different from surrounding concrete towers, and said that Onni desired to bring a variety of housing stock to the Lansdowne neighbourhood.

He said that the architect's design has a 'concrete feel' and includes design features such as a terrace on the upper floor and aluminum window systems.

Mr. Hughes concluded his remarks by saying that the applicant had worked with staff to refine the project and that upon completion the project, "Riva", would set a benchmark for six-storey wood frame development projects in the Lower Mainland.

Taizo Yamamoto, Yamamoto Architects Inc. provided the following details regarding the proposed development:

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- two greenways are to be provided with pedestrian paths: (i) one runs from the east to the west boundaries of the development, crossing Cedarbridge Way in the centre of the development site; and (ii) one extends from the north to the south on the west side and intersects the west end of the east-west greenway;
- there are four buildings on four quadrants, and each building is arranged around a courtyard, thereby providing semi-public space within each building, while allowing for the maximum amount of sunlight into the courtyards; three buildings are oriented west, while one is oriented north, facing the Fraser River;
- a main challenge is that Alderbridge Way's current elevation is lower than that of the New River Road, resulting in: (i) a 2.6 metre geodetic elevation; and (ii) a 2.5 metre grade difference between Alderbridge Way and the first floor of the adjoining units;
- one solution to the issues that arise from the grade difference is a set pattern around the perimeter of the site realized by a continuous street wall, complete with railings mounted on the face of the wall, or post-mounted, so that there is no additional height requirement;
- there is access to the sidewalk from all ground floor units, with some units having steps up, splitting to individual units;
- along the Alderbridge Way frontage, Buildings 1 and 4 have setbacks that are in excess of those required by the zoning bylaw, and the sidewalk is well within the generous setback;
- Cedarbridge Way will slope up gradually to achieve a 4.0 metre elevation that creates level access through the centre of the subject site, with terraced planters located between the unit patios and the street level;
- the on-site greenway slopes up to a height of 4.0 metres and is level with all at-grade units and lobbies;
- the four lobbies are situated such that they create a "node", which serves as the project's public realm;
- there is one parkade under Buildings 1 and 2, with a second parkade under Buildings 3 and 4; each of the four buildings has its own parkade entrance and visitor parking area; the reduction of parking spaces from 0.20 spaces per dwelling unit to 0.15 spaces per dwelling unit has been worked out with the City's Transportation staff;
- the current lane that runs north/south at the western property line will eventually be turned into a greenway;
- in Building 1 there is a shared ground floor indoor amenity space that includes an indoor swimming pool that will open up on a large common courtyard patio; small meeting rooms will be a feature of both Buildings 3 and 4;



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- the central lobby design, as well as the secondary lobbies, create the opportunity to introduce a “store front” element, with full glazing from ceiling to floor, to provide more emphasis, and a more iconic character;
- the architectural goal was to form a distinctive and modern wood-frame project, with a heavier base for each building, clad in panels, with materials chosen to allow hidden fasteners to create a more solid appearance;
- work was done to differentiate the appearance of the buildings, in terms of massing and material treatment, to ensure a lack of conformity;
- some secondary balconies in Building 1 have been removed since the first design iteration, so that the elements read strongly and create a break in the building’s facade;
- the vertical corner element in Building 2 has the appearance of a concrete and glass tower;
- elements were created for the exterior of Building 3 in order for it to respond better to the existing buildings on Cedarbridge Way;
- Building 4 was designed to create more diversity throughout its streetscape;
- Onni has committed to achieving LEED silver equivalent criteria;
- sustainability features include permeable pavers in the pedestrian pathway areas, and the use of low flow fixtures; and
- the plan is to be ready to connect with a future district energy utility.

David Stoyko, Sharp and Diamond Landscape Architecture Inc., addressed the Panel and briefly described the project’s landscape scheme:

- water features and a variety of gardens in the building’s courtyards will create attractive transitions from the semi-private courtyards to the public streets;
- landscape elements will be applied to the on-site walkways, and individual garden plots will be featured;
- the stepped patio and landscaped terraces help reduce the appearance of grade differences;
- the street walls on Alderbridge Way and New River Road create attractive greenway edges;
- each of the four central courtyards provide a high level of amenity space available to all residents, with generous private terraces, creating a mix of spaces;
- individual buildings feature slightly different amenities, including flex space, a children’s play space, and gardening plots; and
- generally, the landscape materials include ones that relate to the river environment, connect with the river, and provide seasonal colour.

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#### Panel Discussion

Discussion ensued between the Chair and Mr. Yamamoto, and in particular regarding how the project is in conflict with its parking scheme. In response to that comment, and queries from the Chair, Mr. Yamamoto provided the following advice for clarification:

- due to the lower grade of Alderbridge Way, the rest of the development has been designed to be relative to the grade of Alderbridge Way, with lowered patios and stepped walls; and
- the water table on the subject site impacted the parkades, and if the two parkades were lowered: (i) the privacy of the patios sited on the New River Road would be compromised; and (ii) the parkades would have to be “tanked”, something that is not proposed in the design scheme; the “River Green” project has tanked parkades, but that project is concrete, not wood-frame, as is “Riva”;

Discussion continued among the Panel, Mr. Yamamoto and Mr. Hughes. In response to Panel queries the delegates provided the following information:

- the public art component for the prominent corner at Gilbert Road and the New River Road was discussed with the City’s public art staff and it was determined that the design for the art component would: (i) be undertaken with the City; and (ii) come at a later date;
- the interim treatment of a parched block, with a concrete wall, is planned if the requested variance to reduce the required interior side yard setback for limited portions of the partially-below grade parking structure along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2 is granted;
- in terms of the 25% reduction in visitor parking spaces, the request to vary the required visitor parking from 0.20 spaces per dwelling unit to 0.15 spaces per dwelling unit for the development as a whole was informed by the intent to provide the 0.15 spaces, even during the rezoning process;
- there are 192 proposed tandem parking spaces on the site;
- due to the connectivity of Alderbridge Way the “ramp up” and “ramp down” design element remains constant: and the private courtyards as well as the water feature will soften the appearance of the ramp elements;
- the private courtyards as well as the waterfall feature, will soften the interface between the subject site and the roadway; and
- the orientation of the buildings’ individual courtyards is such that they will receive the maximum amount of sunlight; and the relatively short height of six stories will also enhance the quantity of sunlight in the courtyards.



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### Staff Comments

Mr. Craig drew attention to: (i) the substantial indoor amenity space in Building 1 and noted that it would be part of the first phase of construction; and (ii) the two small amenity spaces in Buildings 3 and 4.

Mr. Craig added that the project was designed to meet the noise mitigation standards set out in the City's Official Community Plan, in relation to aircraft noise.

In response to a query regarding the lack of comment from the City's Parks staff on the Gilbert Road greenway, Mr. Craig advised that only a portion of the greenway is adjacent to the proposed project, and that staff's desire is to look at the entire length of the Gilbert Road greenway. Mr. Craig added that there is no timeline for this.

### Gallery Comments

Gordon Walker, CTC Group, advised that he owns the property to the west of the subject site. Mr. Walker supports Onni's "Riva" project but stated concern about the requested variance along the west property line. Mr. Walker stated that his company is in the process of examining its site for development, and was concerned that if the "Riva" parkade was to rise to 8.2 feet, as he understood from the staff report, his company's building and Onni's building would butt up against one another.

Mr. Walker suggested that the applicant meet with the principals of CTC Group to: (i) explain what Onni's proposed development will look like; and (ii) how the proposed development would impact CTC Group's property.

The Chair queried the applicant regarding the proposed height of the street wall. In response Mr. Hughes advised that City staff requested a 10 metre-wide north-south link, and that the design scheme proposes a 5 metre wide right-of-way, with the other 5 metres being added at the time of future development of the property to the west of the subject site.

When the Chair stated that the street wall's height was approximately 8 feet, Mr. Walker advised that that height would have an impact on what CTC Group could develop on their site in the future, and that it should not be assumed that CTC Group's future development would "match" what Onni proposes to do on the subject site.

The Chair directed the applicant to meet with Mr. Walker and the principals of CTC Group for discussions, and to apply the City's area plan guidelines to that discussion.

### Correspondence

None.

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### Panel Discussion

The Chair complimented many of the features in the proposed design scheme, but raised some concerns. He remarked that the parkade, despite being partially below-grade, dominated the streetscape, and due to this, the project was inconsistent with the City's desired "eyes on the street" casual surveillance of public streets.

The Chair then stated that he would like the applicant to revisit the treatment, particularly for the Alderbridge Way frontage, to determine whether something more can be done. He said that he would like staff to: (i) prepare more information on the northwest corner of the subject site, as well as the plan and timeline for the City's Parks and Transportation departments to work within the adjacent Gilbert Road allowance; and (ii) examine the effect of the disproportionate 25% reduction in visitor parking.

The Chair added that he also wanted the applicant and staff to work together to provide more information regarding the interface with the property to the west of the subject site.

There was general agreement that the Panel supported the Chair's suggestion to refer the application back to staff, to explore the areas outlined by the Chair, and that the application should be brought back for consideration at the Wednesday, October 10, 2012 meeting of the Development Permit Panel.

### Panel Decision

It was moved and seconded

*That Onni Contracting Ltd.'s DP 12-615424 (7731 and 7771 Alderbridge Way) be referred back to staff, and brought forward for consideration by the Development Permit Panel at its October 10, 2012 meeting, to be held at 3:30 p.m. in the Council Chambers, City Hall, in order for:*

1. *The applicant to revisit the treatment, in relation to the parkade and other elements, for the Alderbridge Way frontage, and determine whether something more could be done;*
2. *Staff to prepare more information regarding:*
  - (a) *the northwest corner of the subject site; and*
  - (b) *the plan and timeline for the City's Parks and Transportation plans within the adjacent Gilbert Road allowance;*
3. *Staff to examine the effect of the disproportionate 25% reduction in visitor parking on the development; and*
4. *The applicant and staff to provide more information regarding the interface with the property to the west of the subject site.*

**CARRIED**



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**4. New Business**

**5. Date Of Next Meeting: Wednesday, October 10, 2012**

**6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 5:01 p.m.*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, September 26, 2012.

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Joe Erceg  
Chair

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Sheila Johnston  
Committee Clerk



**Schedule 1 to the Minutes of the Development Permit Panel Meeting of Wednesday, September 26, 2012.**

September 24, 2012

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

<b>To Development Permit Panel</b>
Date: <u>SEPT. 26, 2012</u>
Item # <u>2</u>
Re: <u>DP 12-597695</u>
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**BY HAND**

CITY OF RICHMOND  
INFO CENTRE

SEP 25 2012

2:30  
d

Attn: David Johnson  
Planning & Development Dept

Dear David,

**Re: Damage On Our Property Due To Adjacent Site Construction  
BCS 4241 – Newbury  
7771 Bridge Street, Richmond, BC**

We are the Strata Agent acting for and on behalf of the Owners, Strata Plan BCS 4241 – Newbury located at 7771 Bridge Street, Richmond.

A Notice of Application for the Development Permit DP12-597695 from City of Richmond regarding AM-Pri Construction Ltd’s development was received.

As the current pre-loading has already caused damage(s) on our property, we would like to relay the dispute from the Strata Council and the Strata Owners for the item - a) reduce the required side yard setback along the south property line from 3.0 meters to 1.50 meters.

To assess the damage(s) on the said property as well as to support the dispute to reduce the setback from 3.0 meters to 1.50 meters, enclosed is the Inspection Report by GeoPacific Consultant Ltd

The report confirms damages to the adjoining property line of Newbury and the Am-Pri’s construction location at 7691, 7711 and 7731 Bridge Street. The strata council is concerned wit the continued damages and safety to the affected units and common property at the Newbury North property line.

Attached are some pictures of the patched work to repair the damages outside Unit # 4 and Unit 6. It is believed that this patched work was done by the related developer.

The Strata Council would like to bring this matter to your attention, as the related developer has not discussed with the Strata Council or the Strata Agent the proper way to address these damage(s), which would make the Strata Council and the owners worry once the construction is commenced.



Thank you for your attention in this matter.

Yours truly,  
AA PROPERTY MANAGEMENT LTD.  
Agent for the Owners BCS 4241

Per: Barbara To  
c.c.: Council  
Encl: as stated

Strata Plan BCS 4241  
c/o AA Property Management Ltd.  
#150-8600 Cambie Road  
Richmond, B.C.  
V6X 4J9

September 20, 2012  
File: 10792

Attention: Barbara To

**Re: Damage Assessment Report- Newbury Townhouse Development  
7771 Bridge Street, Richmond, BC**

## **1.0 INTRODUCTION**

On September 17<sup>th</sup>, 2012 GeoPacific Consultants Ltd. conducted a condition assessment of the Newbury Townhouse Complex at 7771 Bridge Street in Richmond, for which we were the original geotechnical engineer on record. The review was undertaken to determine the impact of neighbouring construction activities on the subject property and document visible damage within 15m of the complex's north property line. The review was based on visual inspection alone. The following summarizes the general condition of the Newbury townhouse development in the vicinity of the north property line, as well as photographs of any defects or deficiencies noted.

## **2.0 BACKGROUND**

On November 4<sup>th</sup>, 2009, GeoPacific Consultants Ltd. conducted a geotechnical investigation for the original development of the Newbury Complex. Soil conditions consisted of thin layers of variable fills and up to 1.6m of peat overlying up to 2.5m of firm to soft clay and silt. The clay and silt was underlain by Fraser River Channel Fill Sediments. Site preparation for the development included the stripping of fills and peat, and the consolidation of clays under the loading of grading fills. Residents of some of the effected units have indicated that no defects or damage were visible in their units until preload was placed on the adjacent property to the north, in about March of 2012.

At the time of our site review, the preload consisted of a combination of sloped and lock block retained sand fill placed to heights ranging from 0.3m to 2.5m above grade, based on visual observation. The sloped boundaries of the preload fill extended directly against the Newbury Complex's northern property line. In May of 2012, residents of the Newbury Complex noticed ground settlements and resulting damage to both interior and exterior structures and roads within approximately 6.0m of the northern property line. The most significant of which were located within 1.0m to 3.0m of the preload boundary. Furthermore, settlements were most prevalent around units 4 and 6, where the adjacent preload was the highest.

Approximate preload location and dimensions at the time of our review is provided on drawing 10792-01, following this report.



### 3.0 CONDTION REVIEW

#### 3.1 Interior Damage – Unit 6

Damage to the interior of unit 6 was noted on the north wall of the first floor. Damage consisted of minor hairline cracks in wall paint (photos 1, 3, & 9), separation of floorboards and cabinets from floors and walls respectively (photos 2, 4, 5, & 6), and propagation of existing shrinkage cracks in the garage floor slab (photos 7 & 8). In general, cracks ranged from less than 1mm to 3mm in aperture.

Similar damage has been reported in units 1 and 4. However, GeoPacific was unable to access these units at the time of our site review and therefore cannot confirm this.

#### 3.2 Exterior Damage -- Units 1, 4, and 6

Considerable ground movements and resulting impacts on serviceability of exterior structures were noticed along the north sides of units 1, 4, and 6. These included separations of fence sections up to 20mm wide (photos 10 & 11), movements of fence gates up to 55mm (photos 13, 21, & 23), stress cracks in soil up to 25mm wide running parallel to and at a distance of approximately 1.0m from the preload boundary (photos 12, 14, & 22), separation of paving bricks up to 30mm (photos 14 to 20, & 26), and settlements (<30mm) and cracks (<15mm) in concrete curbs (photos 16, 17, 18, & 25)

The majority of exterior damage was found to be located within 1.0m to 3.0m of the north fence extending along the property line. Damage was most prevalent around units 4 and 6, where the neighbouring preload was approximately 2.0m above grade

#### 3.3 Summary

Table 1 provides a list of photographs taken on the property outlining areas of observed damage both inside and outside the home. The numbered photographs and photograph locations are attached to this letter for reference.

**Table 1. List of Existing Damage at the Photograph Locations at 7771 Bridge Street, Richmond, BC**

Photo #	Location of Damage	Comments
1	Unit 6 interior-kitchen	Cracks in wall tile (<1mm)
2	Unit 6 interior-kitchen	Separation of cabinet from wall (<2mm)
3	Unit 6 interior-dining room	Crack in wall paint (<1mm)
4	Unit 6 interior- dining room	Window sill crack (<2mm)
5	Unit 6 interior- dining room	Separation of floor board from floor (<2mm)
6	Unit 6 interior- dining room	Window sill crack (<1mm)
7	Unit 6 interior- garage	Cracks in slab-on-grade (<5mm)
8	Unit 6 interior- garage	Cracks in slab-on-grade (<5mm)

9	Unit 6 interior- garage	Crack in wall paint (<1mm)
10	Unit 6 exterior	Fence section separation (<20mm)
11	Unit 6 exterior	Fence section separation (<20mm)
12	Unit 6 exterior	Soil stress crack (<25mm)
13	Unit 6 exterior	Movement of fence door (<55mm)
14	Unit 6 exterior	Soil crack and paving stone separation (<30mm)
15	Unit 6 exterior	Paving stone separation (<30mm)
16	Unit 6 exterior	Paving stone separation and curb settlement (<30mm)
17	Unit 6 exterior	Curb settlement (<30mm)
18	Unit 4 exterior	Paving stone separation and curb settlement (<30mm)
19	Unit 4 exterior	Paving stone separation (<30mm)
20	Unit 4 exterior	Paving stone separation (<30mm)
21	Unit 4 exterior	Movement of fence door (<30mm)
22	Unit 4 exterior	Soil stress crack (<20mm)
23	Unit 4 exterior	Movement of fence door (<10mm)
24	Unit 1 exterior	Crack in concrete curb (<15mm)
25	Unit 1 exterior	Example of non-damaged paving brick
26	Unit 1 exterior	Paving stone separation (<20mm)

#### 4.0 CONCLUSIONS

Based on our review of site conditions and existing geotechnical documentation, it is our opinion that the preloading activities on the neighbouring property have caused compression of the soils on the Newbury complex, resulting in ground settlement as well as lateral displacement of the ground on the Newbury complex. This movement has resulted in cosmetic damage and serviceability issues within approximately 4.0m of the northern property line. The majority of the settlements are concentrated 1.0m to 3.0m from the preload boundary and are proportional to the adjacent preload height. That is, settlements more significant near areas with higher preload heights. We expect settling to continue, at a decreasing rate, for the full duration of preloading. Specific ground movements on the Newbury property can be monitored with the use of survey pins spanning the northern portion of the complex.



We are pleased to be of assistance to you on this project and we trust that our comments are sufficient for your current purposes. If you would like further details or would like clarification of any of the above, please do not hesitate to call.

For:  
GeoPacific Consultants Ltd.

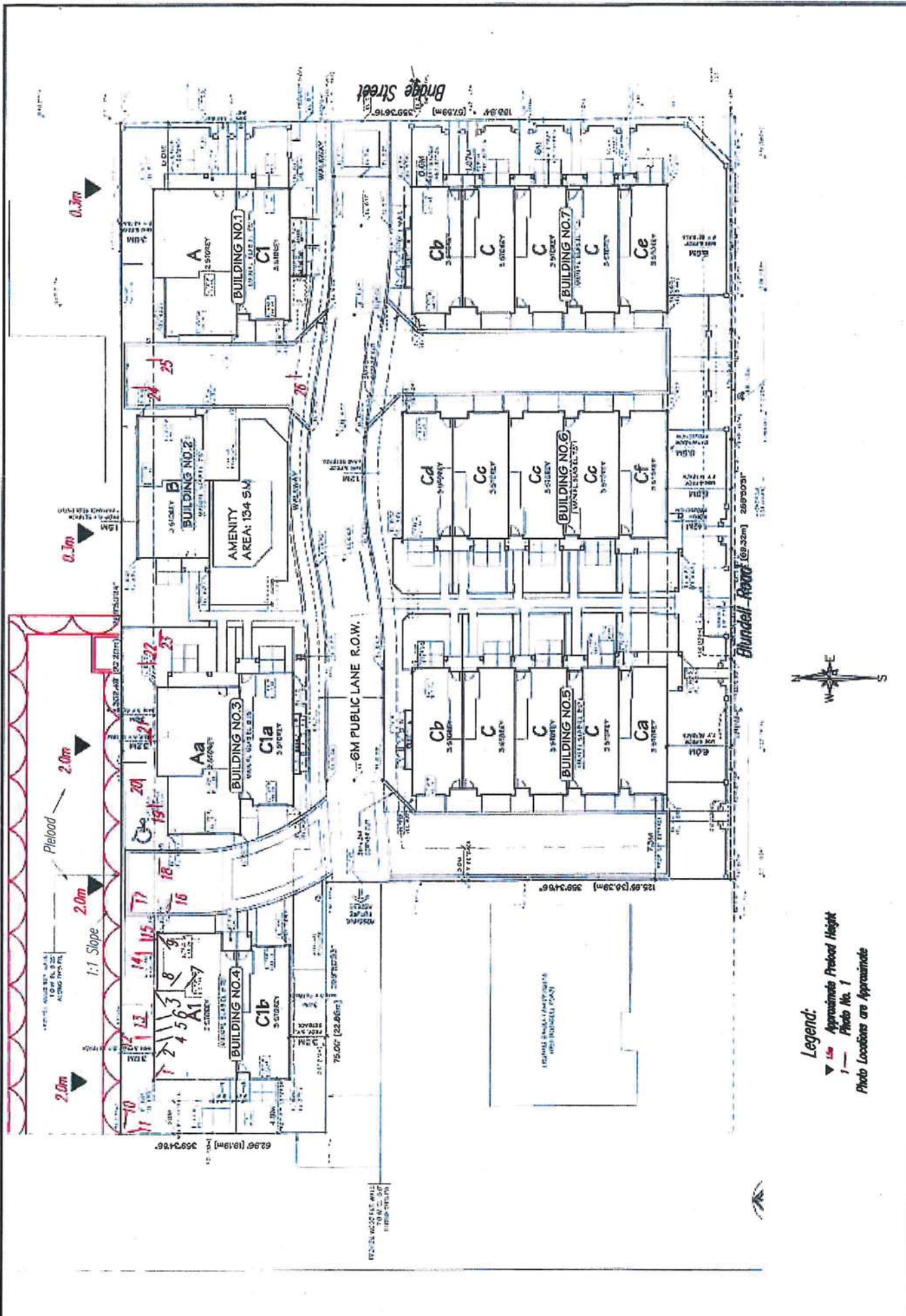
Michael Mains, EIT  
Junior Geotechnical Engineer

Reviewed By:



Matt Kokan, M.a.Sc., P.Eng.  
Principal

*Sept 20, 2012.*



**Legend:**  
 ▲ 1.5m Approximate Preload Height  
 1- Photo No. 1  
 Photo Locations are Approximate

441 GLEN SUE PROJECT NO: DATE:	PROJECT NO: DATE:	FILE NO.: <b>10792</b> TITLE: <b>10792-01</b>	REVISION: NO. 1 DATE:
	DATE: <b>September 18, 2012</b> DRAWN BY: <b>MM</b> SCALE: <b>Not To Scale</b>	<b>Newbury</b> <b>7771 Bridge Street, Richmond, BC</b> <b>Photo Locations and Approximate Preload Heights</b>	

**GeoPacific**  
**Consultants Ltd.**  
 P.O. Box 43-827  
 Richmond, BC V6V 1Y9  
 Tel: (604) 438-8227  
 Fax: (604) 438-7128

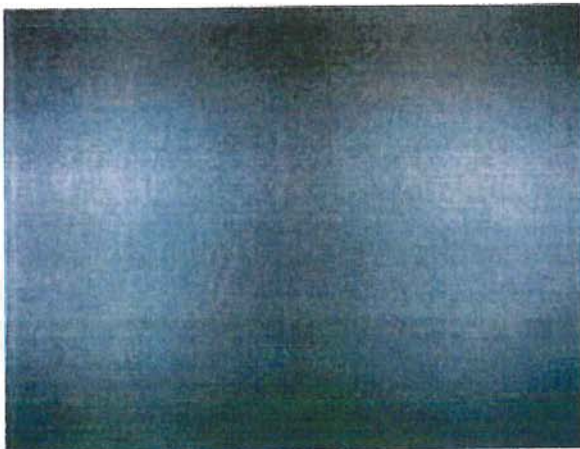




**Photo No.01**



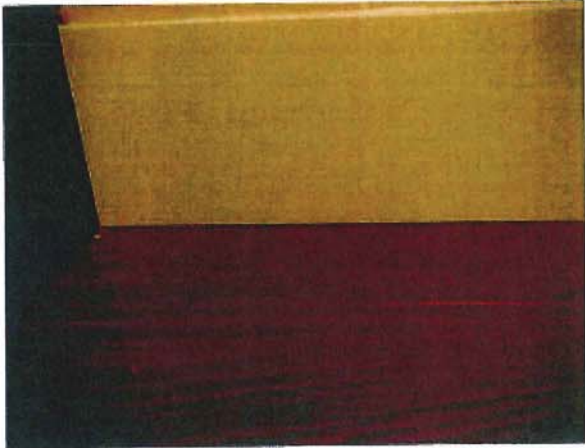
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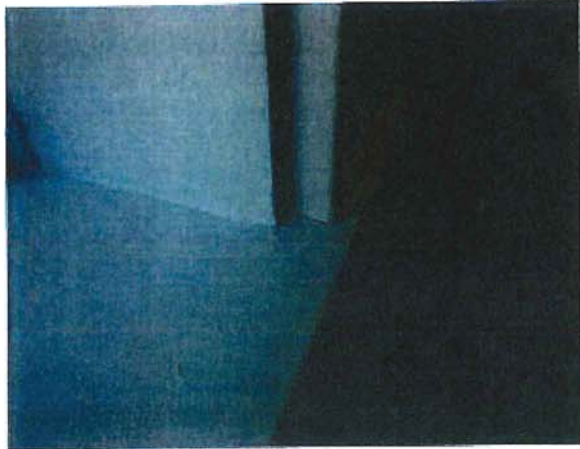
**Photo No.03**



**Photo No.04**



**Photo No.05**



**Photo No.06**

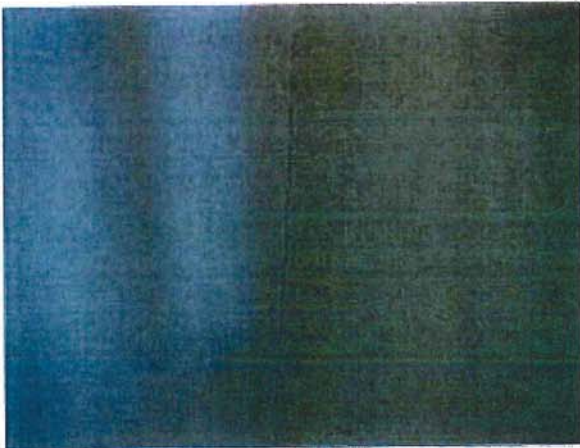


**Photo No.07**



**Photo No.08**





**Photo No.09**



**Photo No.10**



**Photo No.11**



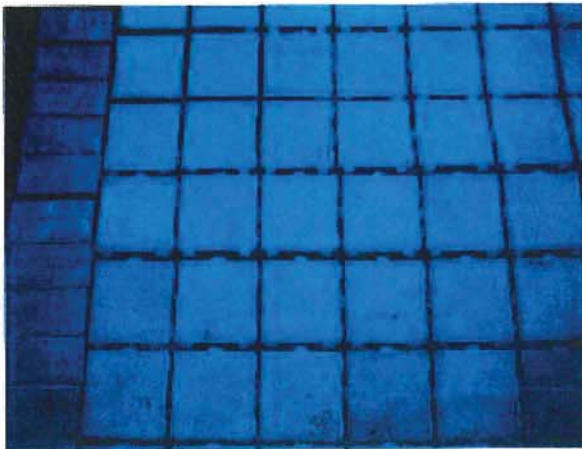
**Photo No.12**



**Photo No.13**



**Photo No.14**



**Photo No.15**



**Photo No.16**

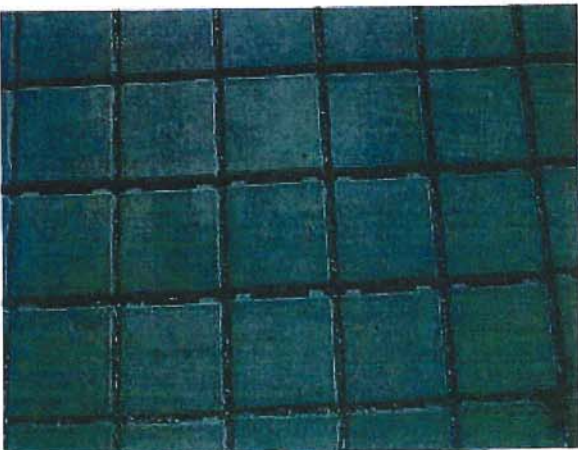




**Photo No.17**



**Photo No.18**



**Photo No.19**



**Photo No.20**



**Photo No.21**



**Photo No.22**



**Photo No.23**

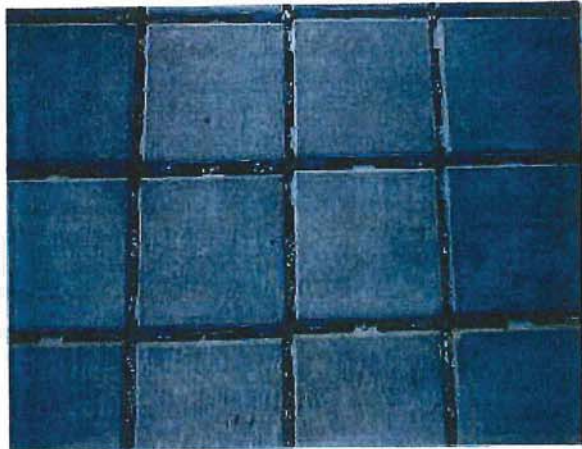


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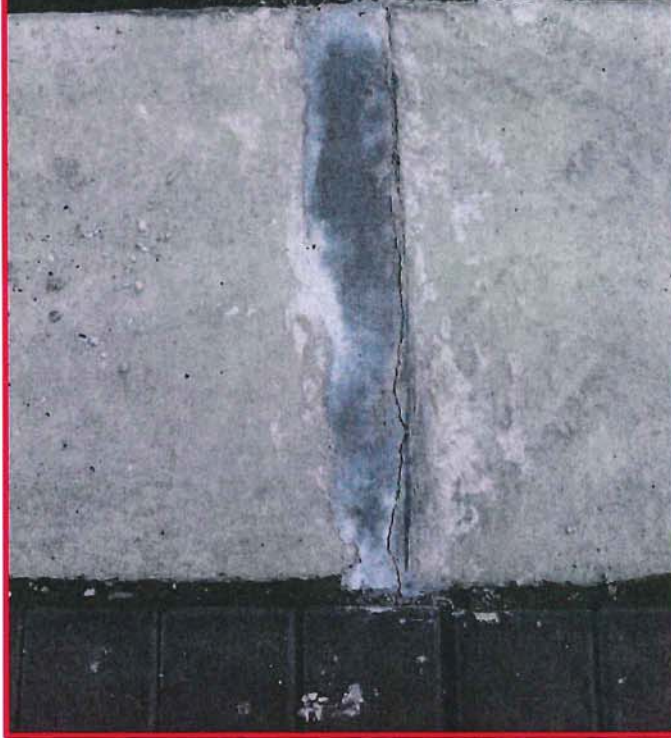


**Photo No.25**



**Photo No.26**

Unit #6 - 9/22/12

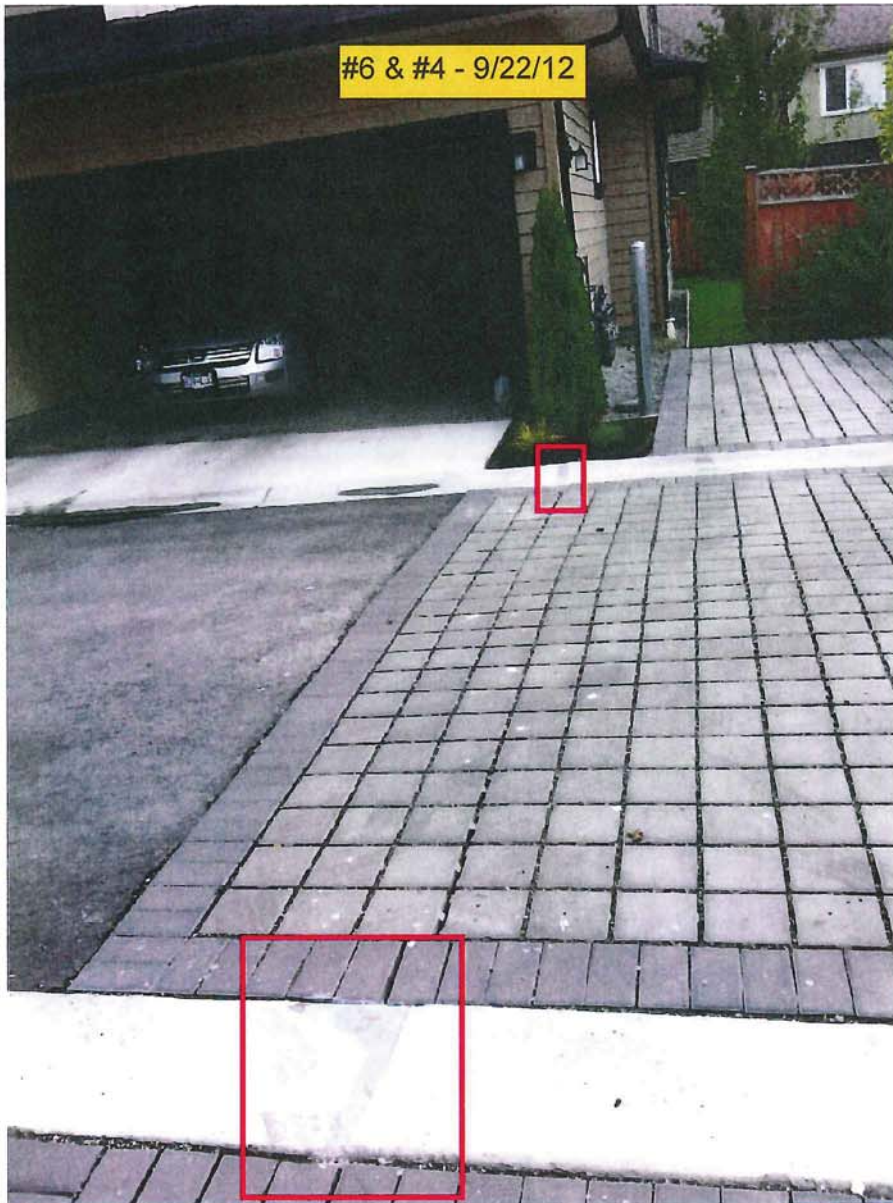


Unit #4 - 9/22/12





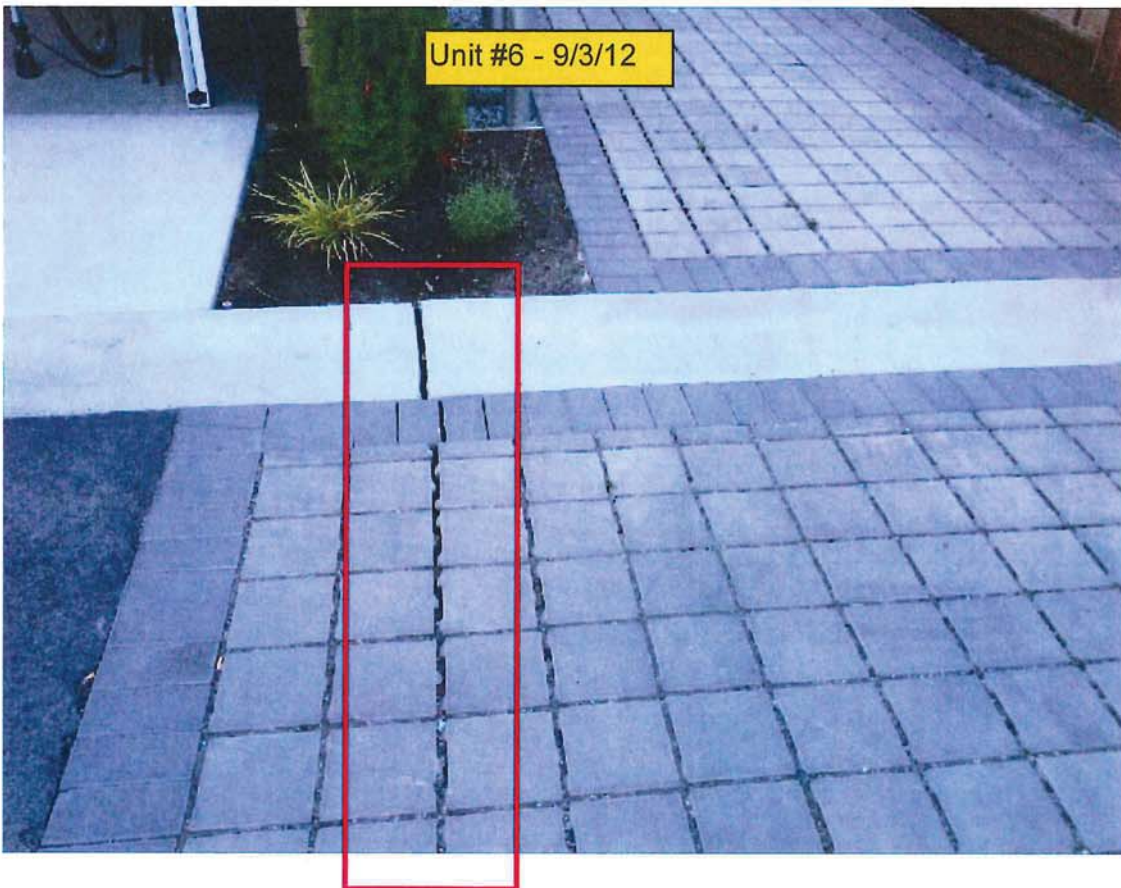
#6 & #4 - 9/22/12



Unit #06



Unit #6 - 9/3/12





Unit #6 - 9/3/12

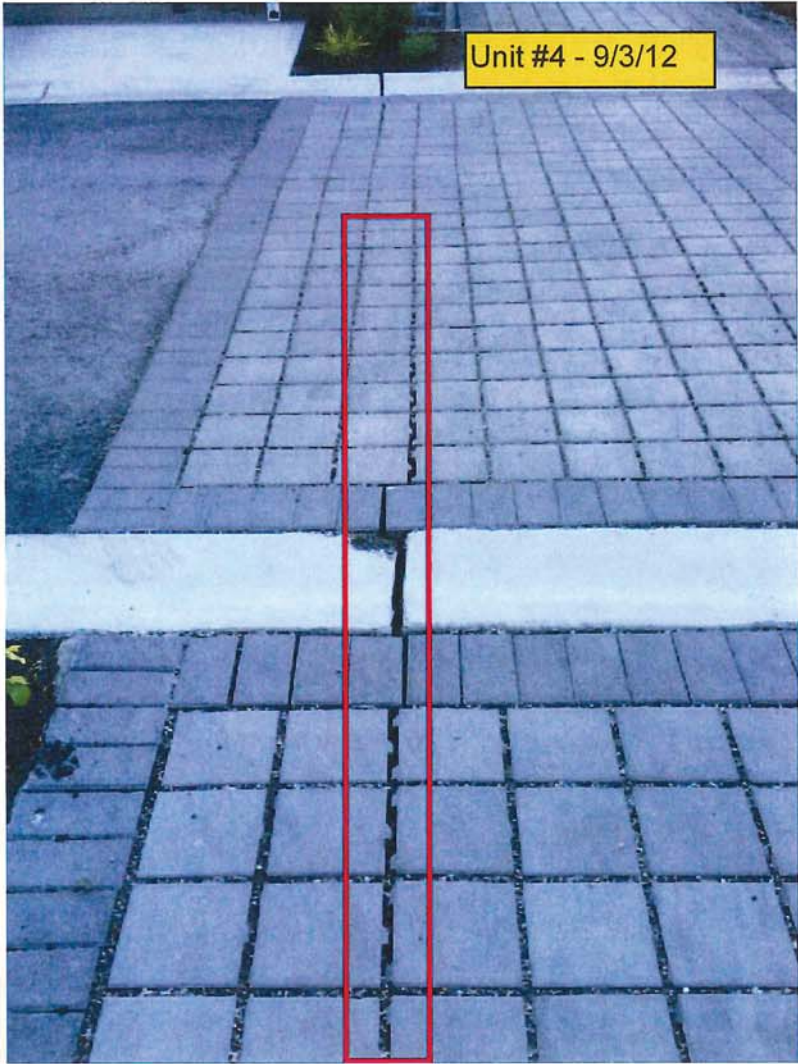


Unit #04



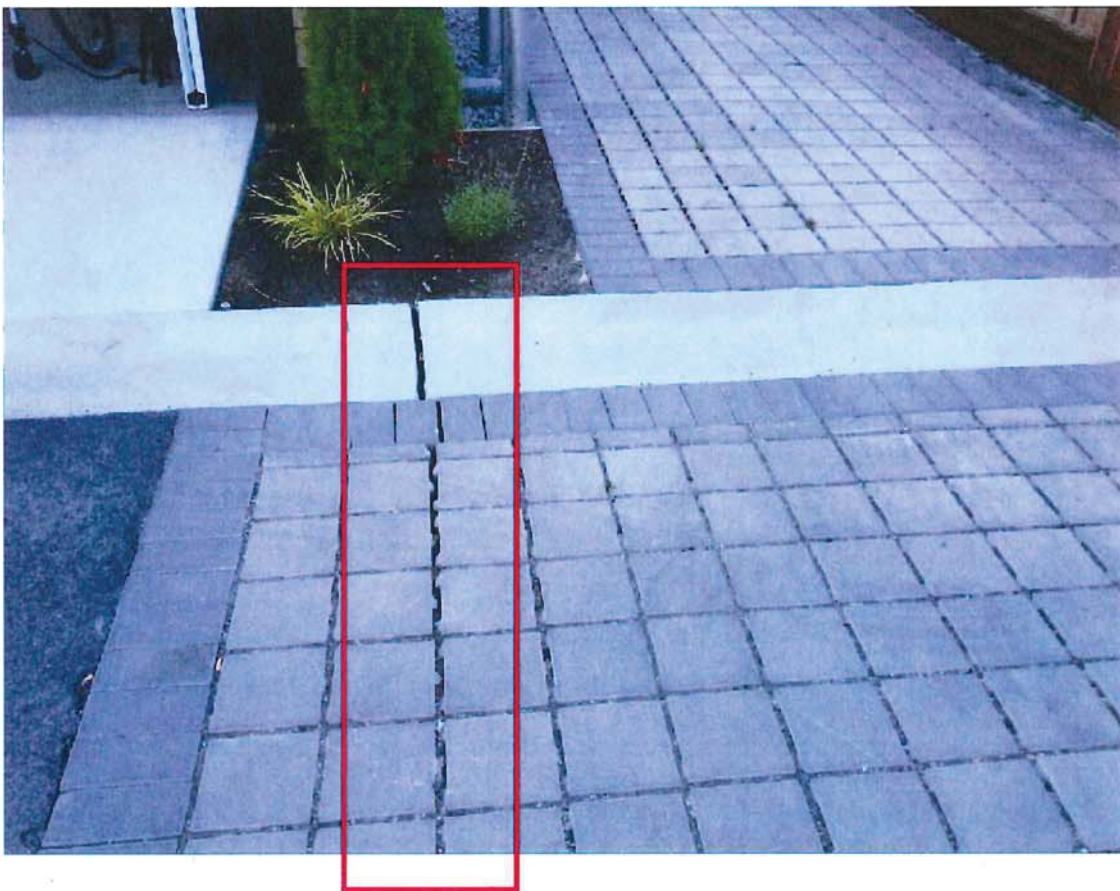


Unit #4 - 9/3/12



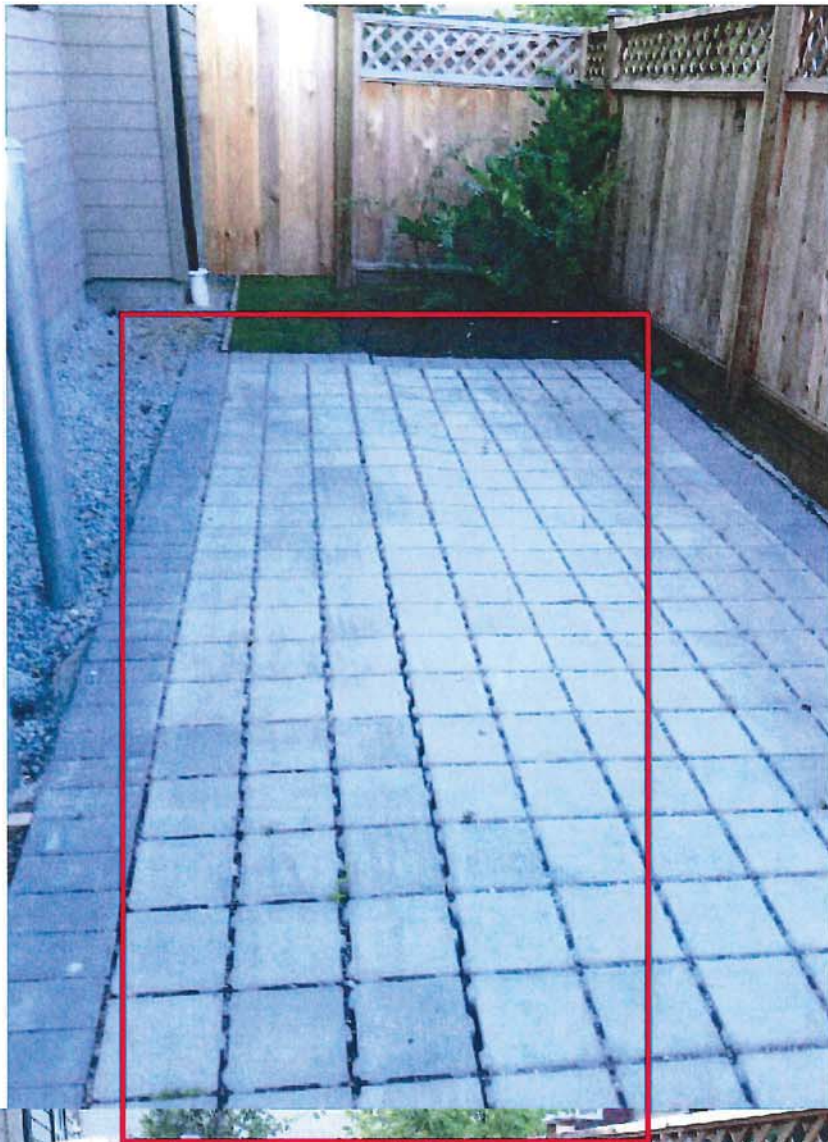
photos taken  
on 9/3/12

Unit #06









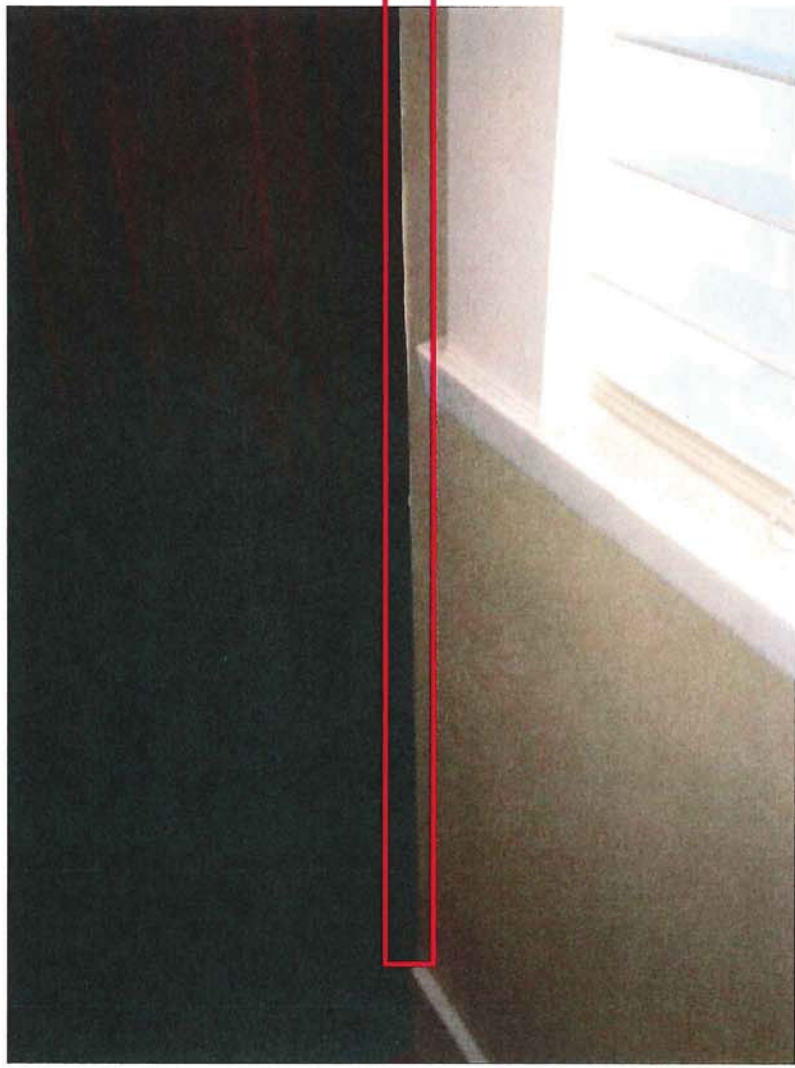




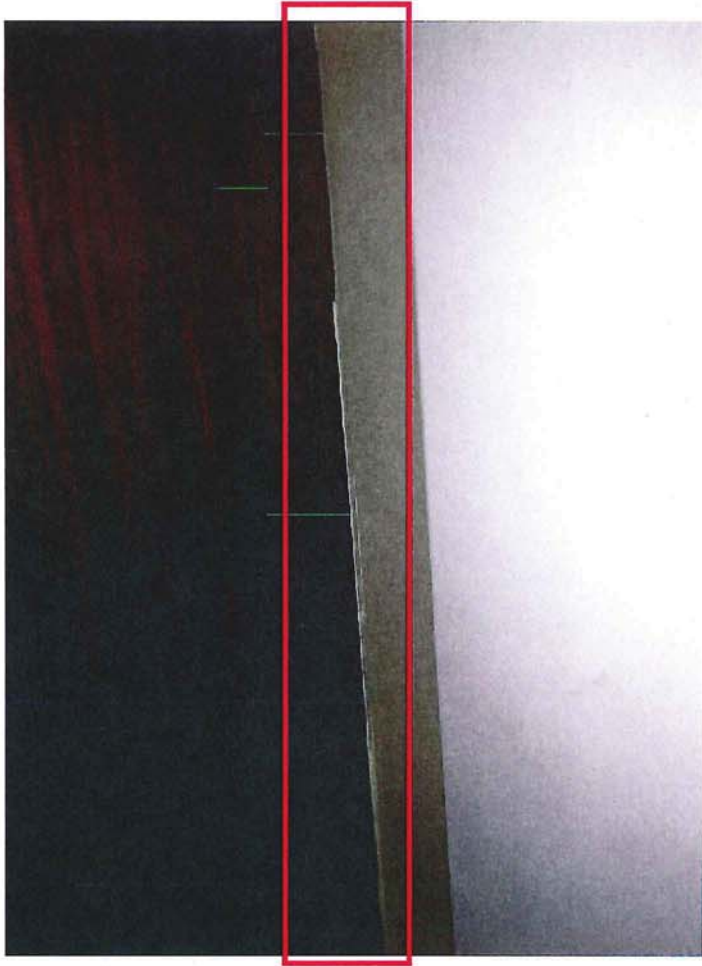


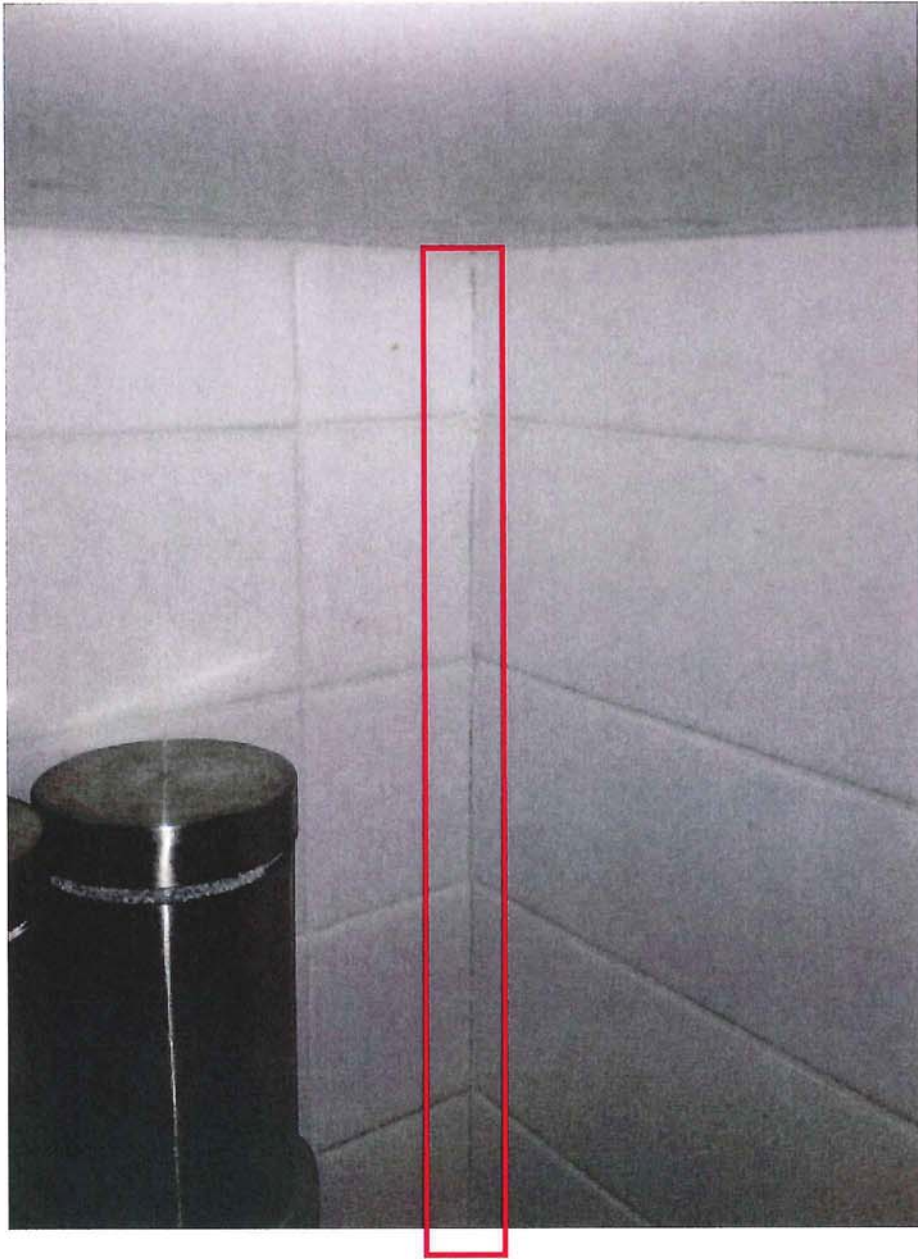








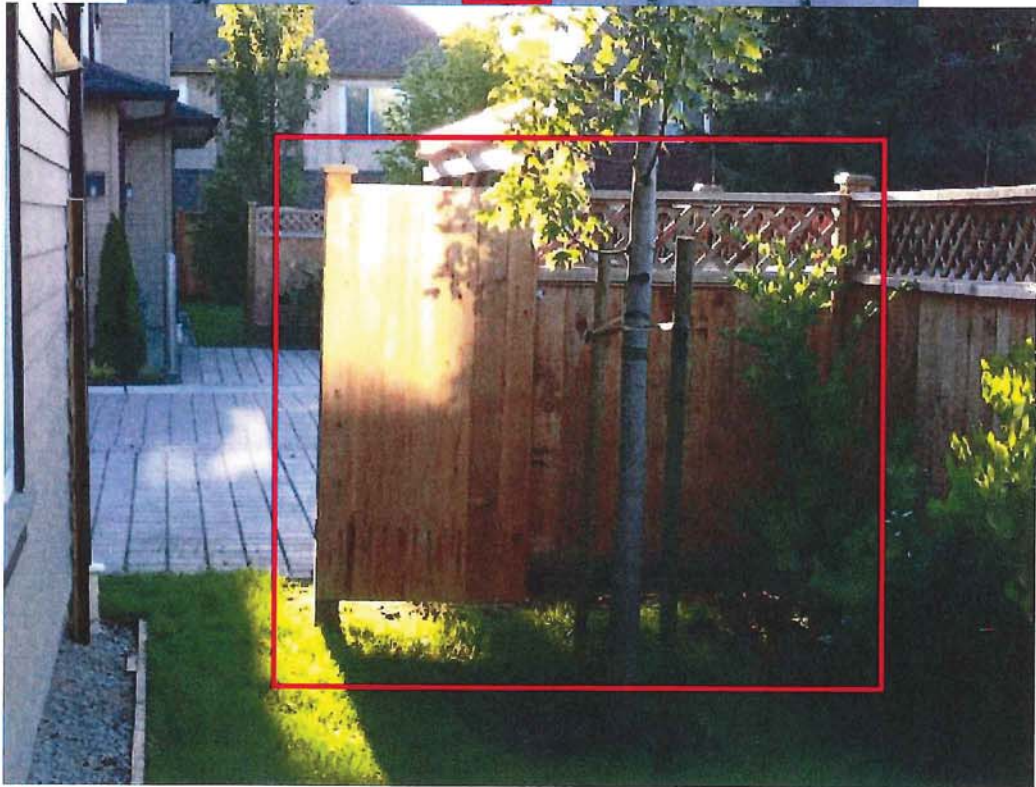
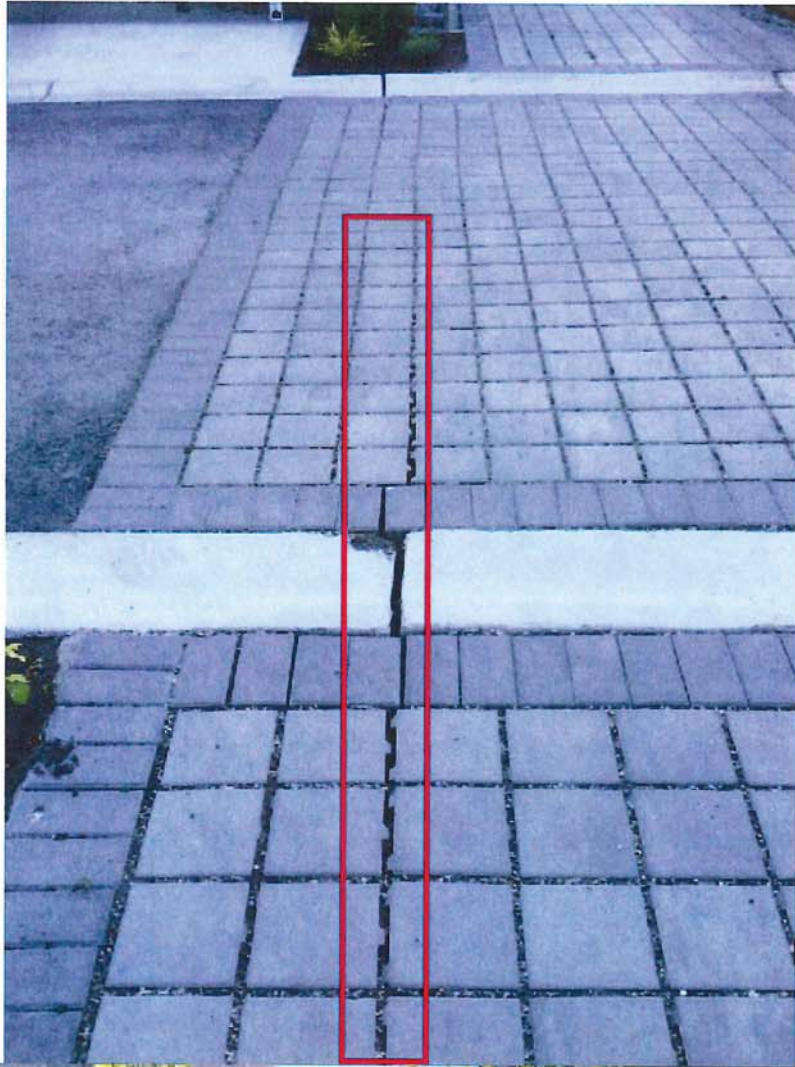




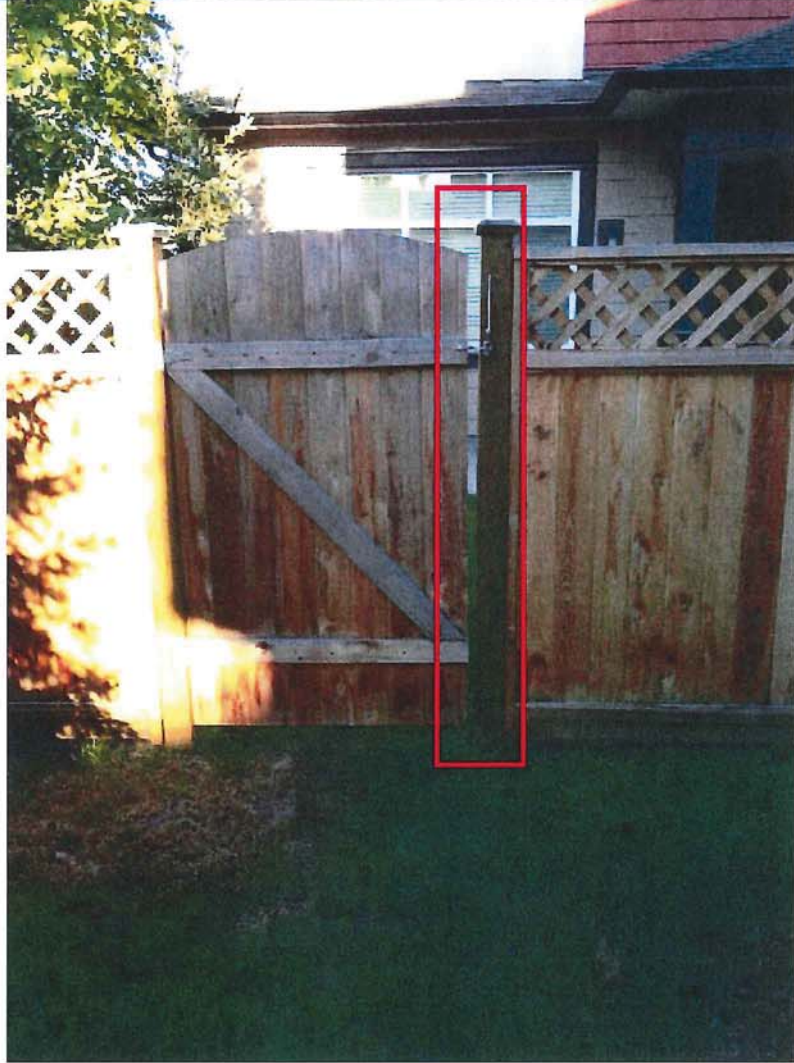
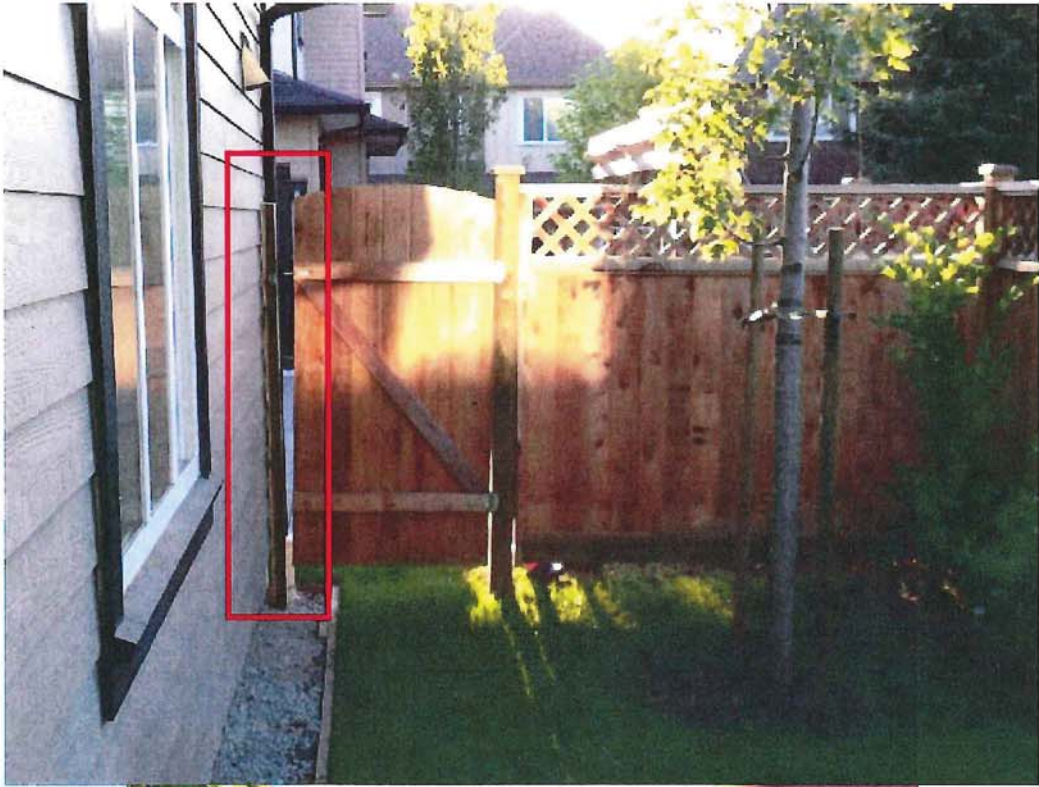


Unit #04









Unit #01













Prepared for City of Richmond  
Development Permit Panel  
September 26<sup>th</sup>, 2012

This letter and timeline of events has been written in response to Barbara To's (Strata Agent representing BCS 4241 – Newbury at 7771 Bridge Street) letter to the City of Richmond dated September 24<sup>th</sup>.

**Table of events pertaining to issues at Newbury**

**September 4<sup>th</sup>:** Barbara To called me to address the issue, followed by an email outlining the concerns of residents at Newbury.

**September 4<sup>th</sup>:** I emailed Barbara and explained that due to natural settlement and contraction of wood building materials of a new development like Newbury, deficiencies will definitely arise and should be brought to the attention of their Developer and Warranty Provider as is due process for such issues.

**September 12<sup>th</sup>:** Barbara sends Ampri another letter stating the Strata Council would like to hire their own Geotechnical Engineers for a review.

**September 13<sup>th</sup>:** I emailed Barbara to ask for a site meeting with her, a representative from the Strata Council and their builder Nick Poon. In this letter I mentioned that we would bring along our Geotechnical Engineer. We received no response or correspondence after this email. I followed up with a call to Barbara to confirm receipt of the email and request but did not receive a response from Barbara or the Strata Council.

**September 14<sup>th</sup>:** Ampri President Param Sandhu visits Newbury with Edward Yip of Earthbitat Geotechnical Engineering to review damages. The pair knocked on doors of affected units but no one was able to let them in to assess interior deficiencies. Note: Newbury's Geotechnical Engineer also wasn't able to assess interior deficiencies.

**September 17<sup>th</sup>:** After no response from the Strata Manager or Council, Param Sandhu contacted the developer of Newbury himself to arrange a site visit that same day. The pair met with Newbury's landscaper, who agreed to rectify any issues with the gates at Newbury. At this time, Param asked Nick Poon if he would like Ampri's concrete placers to patch the gaps in the curbs at Newbury. He agreed and we sent our crew to patch these gaps out of goodwill for the neighboring property. During this meeting, Newbury's developer also agreed to fix the deficiencies in the paving stones on his site.

**September 24<sup>th</sup>:** Barbara sends a letter to City Hall to ask for assistance in this matter. To this point, we believe both the Strata Agent nor the Strata Council or homeowners at Newbury have contacted their developer or warranty provider.

Being neighbors to this development we intend to grow a healthy working relationship throughout the duration of construction. We believe that a communication gap has led to the acceleration of this matter due to the poor handling of this issue by the Strata Agent. We have carried out all of our site preparation in accordance with City Bylaws and building codes. We are working well within our limits and use standard equipment for the required work. We would question the integrity of Newbury's construction if the interior defects over and above those caused by new building settlement issues were attributed to our work. With all this said, we will take the necessary steps to determine where the responsibility of interior defects falls.



**Schedule 3 to the Minutes of  
the Development Permit  
Panel Meeting of Wednesday,  
September 26, 2012.**

Good afternoon, ladies and gentlemen, City of Richmond Council members.  
My name is Jeanne Chen. I am the Council President for Strata Plan BCS  
4241 (Newbury) located at 7771 Bridge Street, Richmond BC. We are the Owners  
neighboring the developing site at 7691, 7711 and 7731 Bridge Street.

Today, I am presenting one of many concerns by the Owners of Newbury **"to dispute"** the  
request from AM-Pri Construction Ltd. to vary the provisions of Richmond Zoning Bylaw 8500,  
specifically item A: to reduce the required side yard setback along the south property line from  
3.0 meters to 1.50 meters.

The pre-loading activities by the Developer, Am-Pri Construction, has already caused  
substantial damages to our complex's North Property lines - the foundation and structure of our  
perimeter fences at the North Property lines have been compromised; the grass lawns, the  
concrete slabs & tiles on the ground directly facing the perimeter fences have settled  
noticeably; the damages inside the units # 1, 3, 4, and 6 have been reported, and are still  
ongoing...

We have submitted an inspection report for City of Richmond Council member's review. This  
report was prepared by a professional Geo-engineer – GeoPacific Consultant Ltd. attesting to  
the damages caused by the pre-loading activities by the neighboring Developer. We  
have also included some pictures of damages to our common area and pictures of damages to  
the insides of some of those units. Moreover, some of those Owners whose units are directly  
affected are here today in person to testify to those damages. We are also submitting a report  
last minute from Premium Fence Company that explains how the structure & foundation for our  
perimeter fences at the North Property lines have been severely compromised. The Technician  
was able to physically move the fence at certain areas, making it wobble side to side.

All the Owners are in agreement that our property foundation and structure have already been  
damaged. If the setback line is too close, we are very concerned that  
the damages will continue to escalate and worsen. Furthermore, we are concerned about our  
safety, and the safety of the children and the elderly. These damages and settling of the  
grounds are safety and tripping hazards, not to mention potential liability lawsuits. The fallout  
from these damages and the resulting consequences are still ongoing and yet to be  
determined.

Richmond is the best place to live. We love our community, its members, and its elected  
officials. We are building our homes here, we moved in with our dreams. All of these are based  
on the confidence and trust to the City and the Council members who are sitting here today.  
Personally, I have been a 16 years Richmond resident, and I still am. I have never thought of  
moving out of Richmond, because I have seen the improvements of Richmond and its  
continued progress by all the hard work done by the City Council members. I still believe City  
Council members are listening to residents' concerns, and are addressing the issues.

Thank you,





## FENCE ASSESSMENT REPORT

**BCS 4241 Newbury  
7771 Bridge Street  
Richmond, BC**

**Attention:** Jeanne Chen

The north perimeter fence is crooked due to excavation and preloading on the neighboring property to the north of Newbury. The fence consists of posts set in the ground 8 feet apart with a prefabricated cedar fence panel fastened between them. Although not easily visible, there is also a 2-3 foot high timber wall installed between these posts below ground level. The purpose of this wall was probably to retain the north neighbor's soil while excavation, preloading and construction was proceeding on Newbury buildings. Now that the earth is currently being disturbed on the other (north) side of the wall, its integrity or stability has been compromised to the extent that I could shake the fence back and forth about 10 to 12 inches in certain areas.

The solution to this problem is to have the developer (Am-Pri Construction Ltd) straighten and brace the fence until the final landscaping on the neighboring property is completed. The cost to address this problem now is negligible compared to the cost of straightening a fence with a crooked foundation after the timber wall is completely hidden from both sides by paving, gardens, etc. It is difficult to evaluate what such a cost would be and whether an entire new fence would not be more efficient.

Here at Premium Fence we are more than willing to be of any further assistance. Please send any questions or concerns to [clint@premiumfence.ca](mailto:clint@premiumfence.ca) or call: 604 576 9910 ext 304

**Prepared by:**  
Clint Hunte

Strata Plan BCS 4241  
c/o AA Property Management Ltd.  
#150-8600 Cambie Road  
Richmond, B.C.  
V6X 4J9

September 20, 2012  
File: 10792

Attention: Barbara To

**Re: Damage Assessment Report- Newbury Townhouse Development  
7771 Bridge Street, Richmond, BC**

## **1.0 INTRODUCTION**

On September 17<sup>th</sup>, 2012 GeoPacific Consultants Ltd. conducted a condition assessment of the Newbury Townhouse Complex at 7771 Bridge Street in Richmond, for which we were the original geotechnical engineer on record. The review was undertaken to determine the impact of neighbouring construction activities on the subject property and document visible damage within 15m of the complex's north property line. The review was based on visual inspection alone. The following summarizes the general condition of the Newbury townhouse development in the vicinity of the north property line, as well as photographs of any defects or deficiencies noted.

## **2.0 BACKGROUND**

On November 4<sup>th</sup>, 2009, GeoPacific Consultants Ltd. conducted a geotechnical investigation for the original development of the Newbury Complex. Soil conditions consisted of thin layers of variable fills and up to 1.6m of peat overlying up to 2.5m of firm to soft clay and silt. The clay and silt was underlain by Fraser River Channel Fill Sediments. Site preparation for the development included the stripping of fills and peat, and the consolidation of clays under the loading of grading fills. Residents of some of the effected units have indicated that no defects or damage were visible in their units until preload was placed on the adjacent property to the north, in about March of 2012.

At the time of our site review, the preload consisted of a combination of sloped and lock block retained sand fill placed to heights ranging from 0.3m to 2.5m above grade, based on visual observation. The sloped boundaries of the preload fill extended directly against the Newbury Complex's northern property line. In May of 2012, residents of the Newbury Complex noticed ground settlements and resulting damage to both interior and exterior structures, and roads within approximately 6.0m of the northern property line. The most significant of which were located within 1.0m to 3.0m of the preload boundary. Furthermore, settlements were most prevalent around units 4 and 6, where the adjacent preload was the highest.

Approximate preload location and dimensions at the time of our review is provided on drawing 10792-01, following this report.



### 3.0 CONDTION REVIEW

#### 3.1 Interior Damage -- Unit 6

Damage to the interior of unit 6 was noted on the north wall of the first floor. Damage consisted of minor hairline cracks in wall paint (photos 1, 3, & 9), separation of floorboards and cabinets from floors and walls respectively (photos 2, 4, 5, & 6), and propagation of existing shrinkage cracks in the garage floor slab (photos 7 & 8). In general, cracks ranged from less than 1mm to 3mm in aperture.

Similar damage has been reported in units 1 and 4. However, GeoPacific was unable to access these units at the time of our site review and therefore cannot confirm this.

#### 3.2 Exterior Damage -- Units 1, 4, and 6

Considerable ground movements and resulting impacts on serviceability of exterior structures were noticed along the north sides of units 1, 4, and 6. These included separations of fence sections up to 20mm wide (photos 10 & 11), movements of fence gates up to 55mm (photos 13, 21, & 23), stress cracks in soil up to 25mm wide running parallel to and at a distance of approximately 1.0m from the preload boundary (photos 12, 14, & 22), separation of paving bricks up to 30mm (photos 14 to 20, & 26), and settlements (<30mm) and cracks (<15mm) in concrete curbs (photos 16, 17, 18, & 25)

The majority of exterior damage was found to be located within 1.0m to 3.0m of the north fence extending along the property line. Damage was most prevalent around units 4 and 6, where the neighbouring preload was approximately 2.0m above grade

#### 3.3 Summary

Table 1 provides a list of photographs taken on the property outlining areas of observed damage both inside and outside the home. The numbered photographs and photograph locations are attached to this letter for reference.

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7	Unit 6 interior- garage	Cracks in slab-on-grade (<5mm)
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#### 4.0 CONCLUSIONS

Based on our review of site conditions and existing geotechnical documentation, it is our opinion that the preloading activities on the neighbouring property have caused compression of the soils on the Newbury complex, resulting in ground settlement as well as lateral displacement of the ground on the Newbury complex. This movement has resulted in cosmetic damage and serviceability issues within approximately 4.0m of the northern property line. The majority of the settlements are concentrated 1.0m to 3.0m from the preload boundary and are proportional to the adjacent preload height. That is, settlements more significant near areas with higher preload heights. We expect settling to continue, at a decreasing rate, for the full duration of preloading. Specific ground movements on the Newbury property can be monitored with the use of survey pins spanning the northern portion of the complex.



We are pleased to be of assistance to you on this project and we trust that our comments are sufficient for your current purposes. If you would like further details or would like clarification of any of the above, please do not hesitate to call.

For:  
GeoPacific Consultants Ltd.

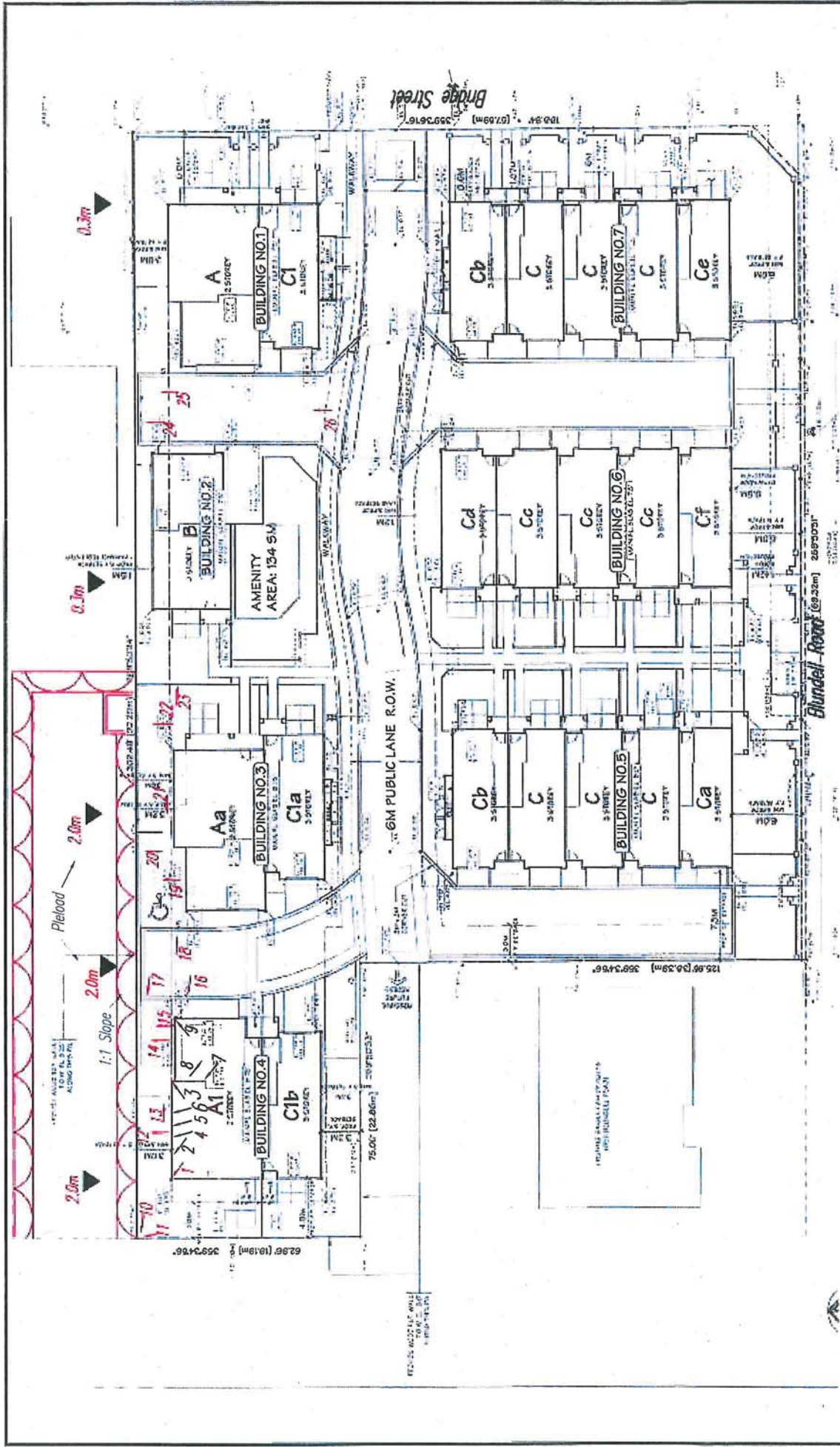
Michael Mains, EIT  
Junior Geotechnical Engineer

Reviewed By:



Matt Kokan, M.a.Sc., P.Eng.  
Principal

*Sept 20, 2012.*

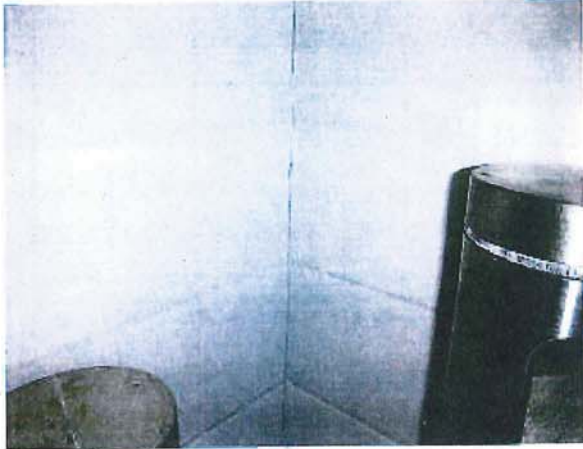


**Legend:**  
 ▼ 1.5m Approximate Prelood Height  
 1- Photo No. 1  
 Photo Locations are Approximate

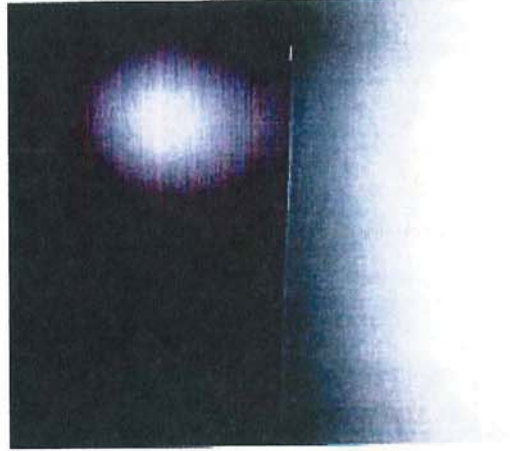
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PROJECT: Newbury	SCALE: Not To Scale
PROJECT NO.: 10792-01	DATE: 09/18/12
PROJECT: Newbury	SCALE: Not To Scale

**GeoPacific**  
 Consultants Ltd.  
 1100 W. 4th Ave.  
 Vancouver, BC  
 V6C 1A7  
 Tel: (604) 45-8022  
 Fax: (604) 45-8022

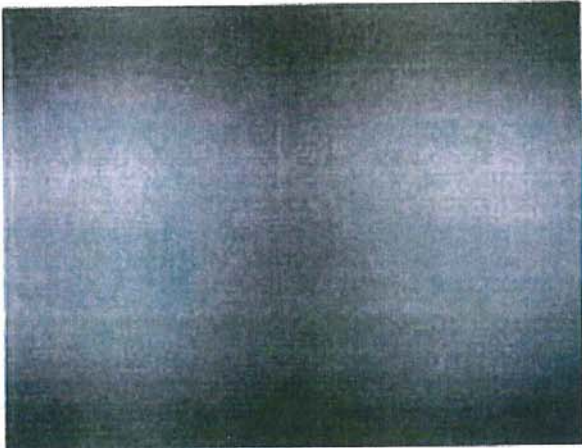




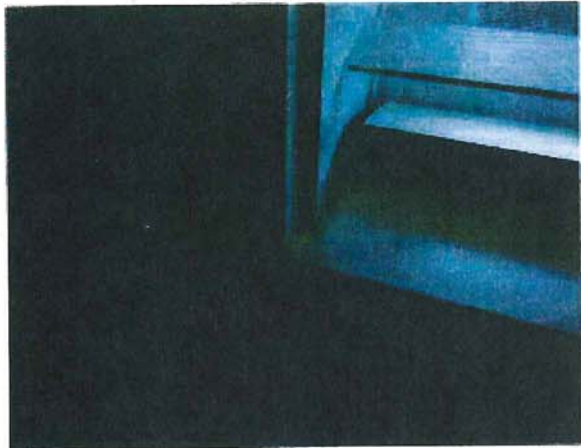
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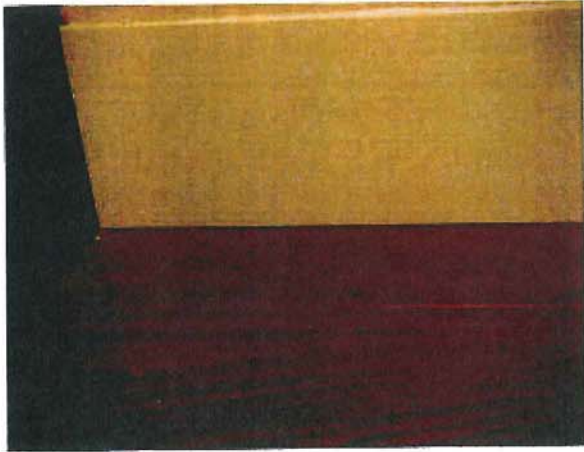
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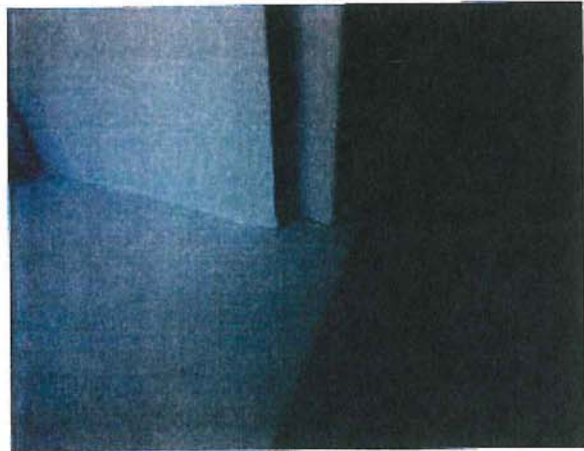
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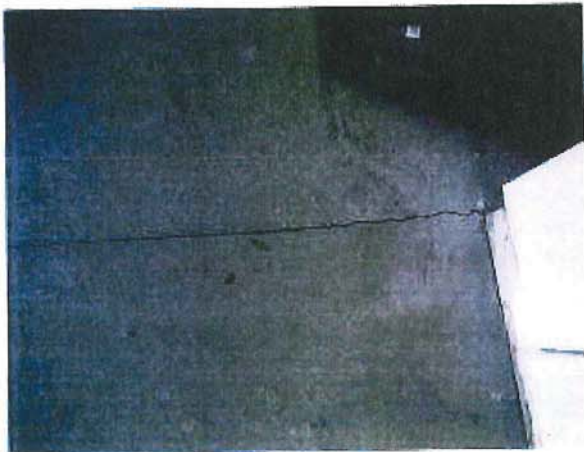
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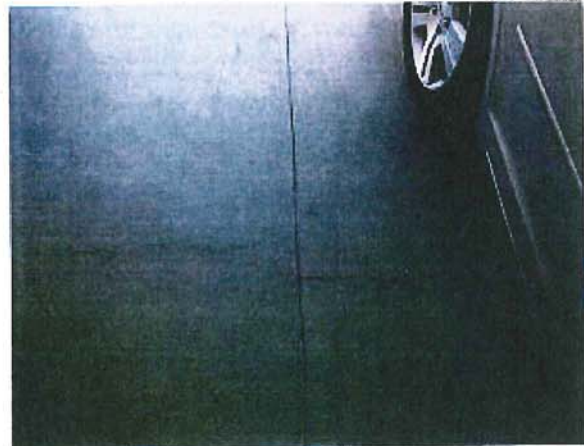
**Photo No.05**



**Photo No.06**

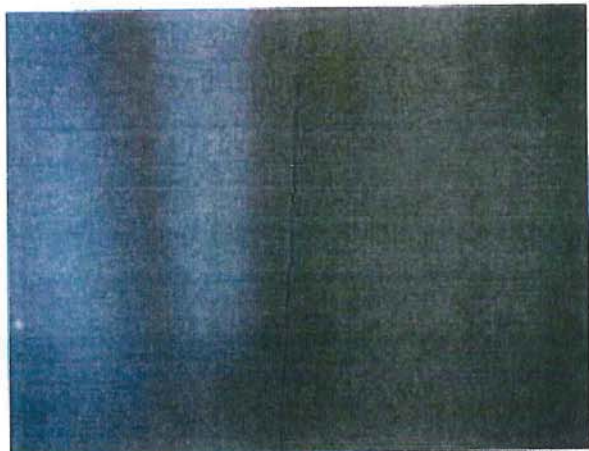


**Photo No.07**



**Photo No.08**





**Photo No.09**



**Photo No.10**



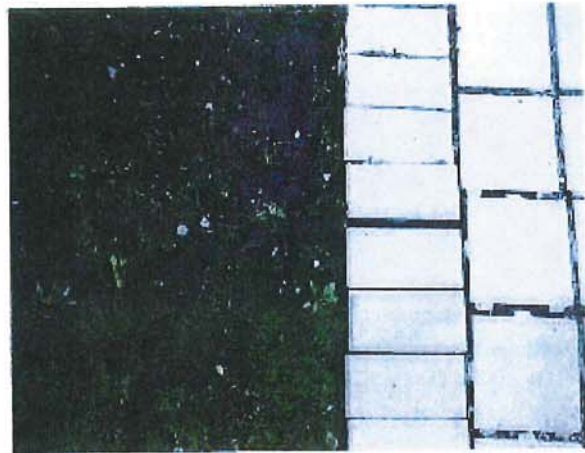
**Photo No.11**



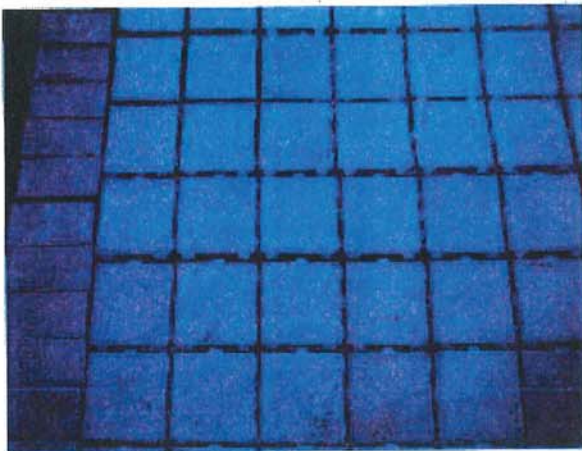
**Photo No.12**



**Photo No.13**



**Photo No.14**

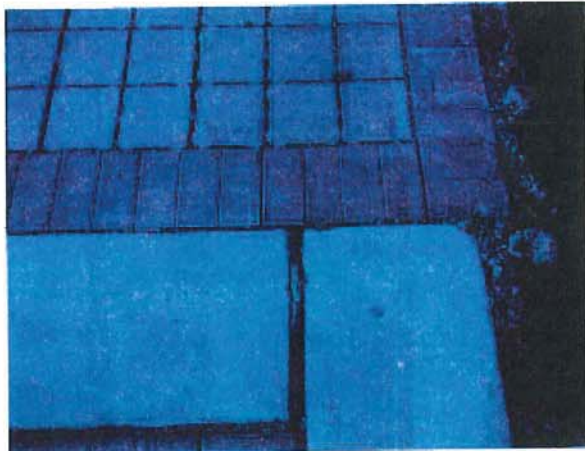


**Photo No.15**

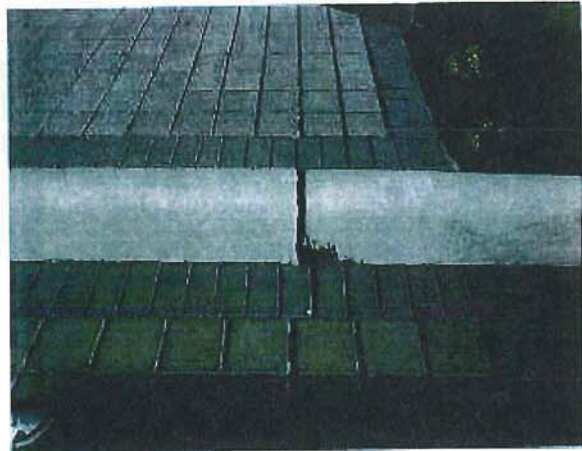


**Photo No.16**

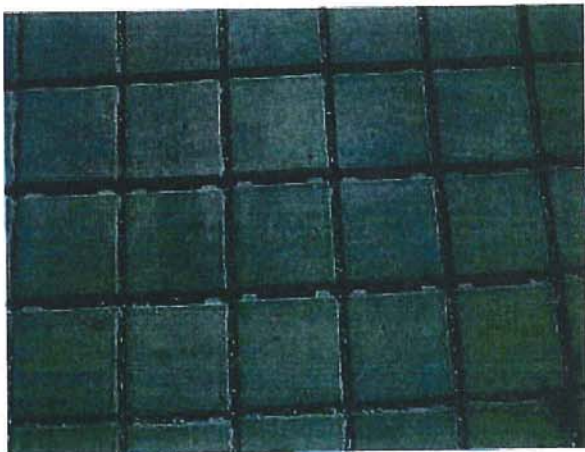




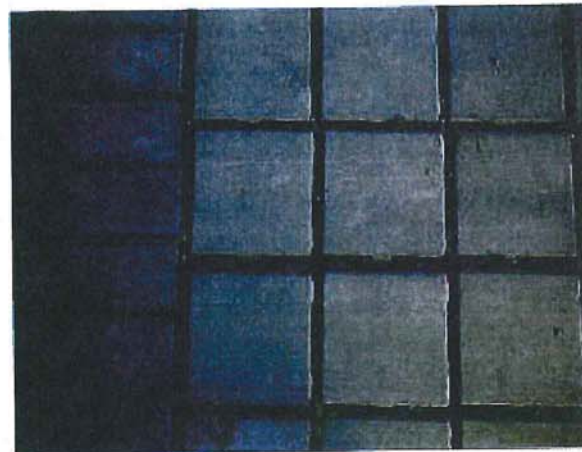
**Photo No.17**



**Photo No.18**



**Photo No.19**



**Photo No.20**



**Photo No.21**



**Photo No.22**



**Photo No.23**

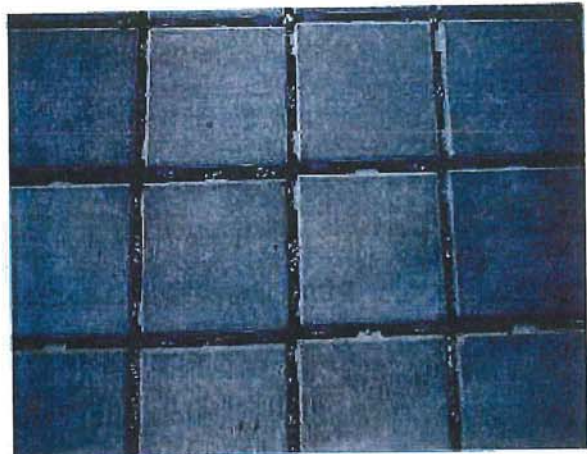


**Photo No.24**





**Photo No.25**



**Photo No.26**