



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: August 25, 2009
File: DP 09-472234
Re: **Application by Palmer Yachts Ltd. for a Development Permit at 23740 Dyke Road**

Staff Recommendation

That a Development Permit be issued which would permit the construction of a mixed use industrial/water oriented shipyard marina complex with nine single-family character residential units and a lot transferred to the City for future park use at 23740 Dyke Road on a site zoned Comprehensive Development District (CD/204) and School & Public Use District (SPU).

Brian J. Jackson, MCIP
Director of Development

BJJ:dcb
Att. 3

Staff Report

Origin

PALMER YACHTS LTD has applied to the City of Richmond for permission to develop a mixed use industrial/water oriented shipyard marina complex with nine single-family character residential units, a Marina building including a surface parking lot and a lot transferred to the City for future park use at 23740 Dyke Road. The site is currently vacant.

The site is being rezoned from Light Industrial District (I2) to Comprehensive Development District (CD/204) and School & Public Use District (SPU) for this project under Bylaw 8486 (RZ 08-414589).

A Servicing Agreement for frontage works along Dyke Road and Boundary Road, a public walkway and utility servicing is a requirement of the rezoning application.

Development Information

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

The size, shape and location of this long narrow waterfront lot make this a particularly challenging site from the design perspective. Some of the key design constraints include minimum flood construction elevation requirements of 3.5m GSC slab elevation, waterfront setback requirements established by Fisheries and Oceans for the residential units, the proximity of Highway 91A overpass and several areas of sensitive habitat - both on the upland and along the waterfront.

Key development features for this project include:

- Nine three-storey single family character residential dwellings west of the Highway 91A overpass;
- A marina office and repair facility plus a City lot for future park use to the east of the Highway 91A overpass;
- Both the residential units and the marina office have been designed with maritime character theme befitting the waterfront location;
- Each of the residential units has its own walkway entrance to Dyke Road and all units will have full elevators built in;
- The marina slips in front of the residential units were designed to allow for linkages to the individual units.
- A publicly accessible trail along the western portion of the site provides access adjacent to the waterfront;
- An outdoor amenity area with views to the riverfront;
- A trellis structure will help to screen parking in front of the marina office west of the Highway 91A overpass;
- Marina ramps have been located to minimize impacts upon sensitive shoreline habitat features;

- Retention of a number of significant waterfront trees at the eastern end of the site in an area which will be dedicated to the City, and an upland habitat compensation area also in the east half of the site;
- Maximum Floor Area Ratio (F.A.R.) of 0.72 on the residential side and 0.5 F.A.R. on the marina side, and;
- Frontage upgrades via a Servicing Agreement will include road widening, curb & gutter, street lighting, a sidewalk/trail combination with a wide treed boulevard.

Site Context

The property lies outside the City's diking system and is south of Dyke Road. The lot straddles the Highway 91A overpass between Richmond and Annacis Island in Delta.

To the North: Highway 91 and 91A ramps leading to the Alex Fraser Bridge and Delta. Lands adjacent to these highways are owned and controlled by the BC Ministry of Transportation and Infrastructure.

To the East: Single-family dwellings within the City of New Westminster sub area of Queensborough.

To the South: The main arm of the Fraser River. The waterlot in front of the subject property is managed by Port Metro Vancouver. Palmer Yachts has arranged a lease with Port Metro Vancouver for the use of the waterlot for moorage facilities.

To the West: A small vacant waterfront lot zoned Light Industrial District (I2). Further west are actively used industrial sites zoned Light Industry District (I2) and Business Park Industrial District (I3).

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

Additional refinement will be necessary through the Development Permit review. Some examples included:

- Detailing the outdoor amenity space and pedestrian walkways;
- Addressing the implications of grade changes on site and with Dyke Road;
- Refining landscaping plans;
- Refining architectural elevations and materials used; and
- Addressing any variance requests (e.g. vehicle setbacks, height calculations due grade related issues, etc.).

Staff worked with the applicant to ensure that each of these elements are appropriately addressed in the final plan submission. Landscape plans have been reviewed and signed off by both Fisheries and Oceans and Port Metro Vancouver.

The Public Hearing for the rezoning of this site was held on May 19, 2009. At the Public Hearing, no concerns about rezoning the property were expressed.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with Comprehensive Development District (CD/204) and School & Public Use District (SPU) schedules.

Zoning Compliance/Variances

No variances are currently contemplated as appropriate adjustments have been incorporated into the Comprehensive Development (CD/204) schedule.

The number and placement of driveways have been reviewed by both Transportation and Engineering staff with approval given by the General Manager, Engineering and Public Works in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. It was noted that the narrowness of the strata lot negates the possibility of an internal drive aisle on the lot and that each residential unit requires its own access to River Road.

Advisory Design Panel Comments

The Advisory Design Panel reviewed this application on Wednesday, June 17, 2009. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

FREMP Area Designation Amendment and FREMP Coordinated Project Review

As part of the Rezoning review for the subject site, staff were directed by Council to take the required steps to re-designate FREMP Management Unit II-23.1 under the FREMP-Richmond Area Designation Agreement from "Ic" to "Iwc". Staff submitted the request to FREMP on April 27, 2009. Upon enquiry to the status of this request, FREMP staff advised that consensus for this amendment has not, to time of writing, been achieved and there is no indication that a resolution is at hand. It was noted that one agency member has been undergoing cutbacks and their involvement with FREMP may be in question. The FREMP-Richmond Area Designation Agreement is not a binding agreement.

As the subject property lies outside the dyke system, the proponent was asked to submit an application to FREMP's Coordinated Project Review process for the on-land portion of the project. FREMP has concurred with this application (CPR#0908F022) and has issued a letter of advice which is valid until August 15, 2010.

Given the endorsement via the Coordinated Project Review and the indeterminate response for the non-binding Area Designation Agreement amendment, City staff are recommending that this Development Permit application proceed rather than being stalled waiting for a response. Staff will continue to work with FREMP to seek a more streamlined amendment process for future requests.

Analysis

Adjacency:

- In response to an Advisory Design Panel recommendation the owner has engaged an Acoustical Engineer to investigate the necessity of any special sound proofing or other noise attenuation measures to address any noise concerns that may be related to the proximity of the residential uses to the Highway 91A overpass. The Acoustical Engineer has provided initial advice that any such measures will not affect the exterior design of the residential structures. An acoustical assessment report is to be submitted prior to final approval of the Development Permit. Based upon the acoustical report recommendations registration of a legal agreement on title for any specific building modifications may be required. This condition will be assessed prior to final approval of the Development Permit.
- Both the residential and marine industrial buildings have been designed to fully meet the Flood Plain Protection Bylaw regarding the elevation of habitable space. At the City's request the applicant investigated the possibility of raising the site's frontage road but this was subsequently ruled out due to the costs involved and the presence of a gas utility line within the road which could not be easily relocated.
- The residential units will have a high profile due to the necessity of achieving the required flood construction level and the narrowness of the site which limits the ability to move the units away from the street. A slightly wider than normal boulevard, on-site landscaping elements and street trees have been employed along the front of these units to soften and improve the frontage and views from the street.
- As required by the BC Ministry of Transportation and Infrastructure (MOTI), a chain link fence with an access gate will be installed to MOTI specifications around the MOTI property at the base of the Highway 91A overpass). Structures will be set back a minimum of 3 metres from the fence. MOTI has reviewed and signed off on the Rezoning Bylaw for this site.

Urban Design:

- Because the property is halved by the Highway 91A overpass, the two halves of the property are, by necessity, configured as if they were two separate lots. The industrial marina portion on the eastern half has its own dedicated driveway access and accommodates all its parking needs on site. The western, residential half of the property is too narrow to accommodate an internal drive aisle resulting in driveways to each unit as if they were each on separate lots.
- No parking will be permitted on the street in front of the residential half of the site due to the number of driveway accesses. Two on-site visitor parking stalls are provided to meet the needs of the nine residential units in accordance with the Zoning Bylaw requirements.
- On the marina/industrial half of the site twenty parking stalls are provided including one handicapped stall. A loading stall is also provided just to the east of the marina building.
- No boat launch facilities are provided, nor intended for this site. Boat launching will occur elsewhere.
- Moorage facilities adjacent to the homes are intended for use by the home owners.
- To facilitate offloading of equipment for vessels moored off the proposed City lot at the east end of the site, a pull-off area has been incorporated along Dyke Road adjacent to the pathway that leads to the moorage. Provision for a licence agreement for use of the pathway was included as a condition of the Rezoning application.

- Both the residential units and the marina/industrial building incorporate bicycle spaces and facilities in accordance with the Zoning Bylaw.
- Each residential unit will provide its own space for garbage and recycling pick up. The marina/industrial half provides a common garbage and recycling facility which will serve both the building and the boat moorage needs.

Architectural Form and Character:

- The residential units have been designed as two storey single-family character dwellings over parking garages. No habitable uses are proposed within garage spaces and covenants are required as a condition of the Rezoning approval to ensure this. The marina service building is configured as an office and work area in the upper two floors over a workshop area on the ground floor. The ground floor is to be at 3.5 m GSC.
- The residential units are articulated on both the street front side and the water front side. Each unit has been designed independently with varying roof pitches and transitions between buildings – no two buildings are alike. The marina/industrial building was designed to appear similar in overall appearance to the residential units with articulations and varying roof pitches on all four sides of the building.
- Primary building materials include: asphalt roof shingles, hardi-plank siding, cedar shingles or board and batten on the gables, wood trim features and cultured stone are typical on both the residential units and the marina building. Additional maritime elements such as maritime lamp fixtures on metal poles have been employed on the marine service building.
- Some of the Advisory Design Panel members requested that the applicant consider differentiating the marina service building from the single family character homes. The proponent reviewed this but indicated that all the buildings were designed with a maritime theme. The marina service building is intended, in part, to provide for the needs of residents of the single family character homes. As such, the owner's strong preference is to maintain the continuity of the theme. The owner will be adding business name signage to the face of the marina building to emphasis the distinction between this building and the residential units to the west.
- Each of the residential units are to be equipped with full internal elevators and the proponent's Designer has indicated that the building permit plans will include wood blocking provisions for grab bars in all the washrooms. The Designer also advises that interior doors are typically 3 feet wide and lever door handles will be used throughout.

Landscaping and Open Space Design:

- The subject property is both outside the dyke and adjacent to the Fraser River. Because of this, the landscaping of the property is of particular importance to both the Department of Fisheries and Oceans (DFO) and Port Metro Vancouver – albeit from different objectives (i.e. fish habitat enhancement / ensuring continued maritime access along the waterfront). The landscaping plan submitted for this application is a result of numerous discussions between DFO, the Port Authority, the proponent and City staff. The resulting customized approach attempts to address all the parties concerned.
- Foreshore enhancement planting includes both the subject property and a portion of the waterlot lease controlled by Port Metro Vancouver. Habitat designations for this area have been mutually agreed to by DFO and Port Metro Vancouver.
- All plant material for this site will be native species as required by the Department of Fisheries and Oceans. In total, 78 trees are proposed to be planted which will include a

mixture of coniferous and deciduous species. More than 2,700 shrubs will be planted under the landscape plan.

- A pre-existing Fisheries compensation planting area on the marina upland side of the site is respected and protected with a low rail fence.
- A low rail fence is to be installed along the entire riparian foreshore on the residential half of the site. The rail continues along the industrial side of the site and transitions back to the street frontage in front of the dedicated City lot.
- A trellis and low landscaping are to be placed along the northern edge of the marina/industrial parking area to partially screen the parking from the street.
- The open space design includes a publicly accessible trail that crosses along the waterside of the four westernmost residential units and a gathering space with benches overlooking the bay area that separates the two halves of the residential units. The trail will be secured by a Public Right of Passage Right of Way and designed through the Servicing Agreement.
- In response to the ADP request, additional landscaping has been added to the front of the marina service building.
- City Parks staff have reviewed the proposed landscaping plan and recommend that the license agreement for use of the walkway through the City lot to the marina moorage include requirements for maintenance of vegetation overgrowth.

Crime Prevention Through Environmental Design:

- Twenty six bollard lights are employed along the publicly accessible walkway in the residential half of the site and at other strategic locations on the site to ensure these areas remain safely lit and to deter crime. The low height of the lights will effectively minimize any stray lighting to adjacent properties.
- Entrances to all the residential units will be clearly visible from the street.
- Moorage gangways will all be secured with access controlled gates.

Servicing Capacity

Servicing concerns for this site will be addressed through a Servicing Agreement which is a condition of the Rezoning approval. Some of the servicing components will also require approval from external agencies such as the Department of Fisheries and Oceans.

Conclusions

Considerable effort has been made by the proponent to refine the design aspects of the proposed development and to reasonably respond to issues identified by the Advisory Design Panel, Fisheries and Oceans, Port Metro Vancouver, the Ministry of Transportation and Infrastructure and City staff. The resulting design is a reasonable response to the site conditions and the general constraints posed by the property's location.

Staff recommend approval for this development permit application.



David Brownlee
Planner 2

DCB:cas

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$157,405.00 (115,080.00 + 42,325.00 based on the estimate provided by Fred Liu & Associates Inc, Landscape Architect – Letters dated August 18, 2009).
- Registration of a legal agreement on title for the protection of the compensation and enhancement areas shown in the site Planting Plan and the Compensation Plan.
- Submission of a report by an Acoustical Engineer regarding any noise attenuation measures required to address noise concerns due to the proximity of the residential dwellings to the Highway 91A overpass. Based upon the recommendations of the above report, registration of a legal agreement on title for any specific building modifications to address potential noise concerns may be required.

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).

It should be noted that the future the license agreement for use of the walkway through the City lot to the marina moorage will include requirements for maintenance of vegetation overgrowth.



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 09-472234

Attachment 1

Address: 23740 Dyke Road

Applicant: Palmer Yachts Ltd.

Planning Area(s): Hamilton

	Existing	Proposed
Owner:	Palmer Yachts Ltd.	Same
Site Size (m²):	approx. 5762.5 m ² (62,029.06 ft ²)	Same. Future subdivision will result in the following: Residential lot: 3,022.4 m ² Industrial Marina lot: 1,131.6 m ² Proposed City lot: 852.1 m ² Area reverted to crown: 504.8 m ²
Land Uses:	vacant	mixed use - industrial/water oriented marina complex, nine single-family character residential units and a City lot proposed future park.
OCP Designation:	Business and Industry	Same
Area Plan Designation:	Western portion: Mixed Use Water Oriented Industrial/Residential Eastern portion: no designation	Same
Zoning:	Light Industry (I2)	Comprehensive Development (CD/204) and School & Public Use (SPU) over the City lot.
Number of Units:	None	Nine Single-Family Character in a strata format.
Other Designations:	Environmentally Sensitive Area	Same. Covenants for foreshore planted areas.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	12.05 upa (residential side only)	none permitted
Floor Area Ratio: (CD/204 pending)	Residential 0.72 FAR with density bonus included. Industrial/marina 0.5 FAR	residential: 0.713 FAR industrial/marina: 0.304	none permitted
Lot Coverage – Building:	Residential 47.0% Industrial/marina 40.0%	residential: 46.6% industrial/marina: 15.7%	none
Lot Size (min. dimensions):	1,000 m ²	residential: 3,022.4 m ² industrial/marina: 1,131.6 m ²	none
Building Setbacks – Front Yard (m):	residential: 2.0 m min industrial/marina: 6.0 m	residential: 2.0 m min industrial/marina: 6+ m	none
Setback – Side & Rear Yards (m):	Residential (side): 3.0 m Residential (rear): Top extent of riprap 1.5m Industrial/Marina 3.0 m min.	Residential (side): 3.0 m Residential (rear): Top extent of riprap 1.5m Industrial/Marina 3.0 m min.	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Building Height (m):	12 m	12 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	Residential & adjacent Marina: 2 (R) and 0.2 (V) per unit plus 1 stall per 2 berths: 18R, 2V, 9M = 29 stalls Industrial Service: 2 spaces / 100 m ² : 7 stalls Marina: 1 stall per 2 berths: 13 stalls	Residential & adjacent Marina:36 (R) and 2 (V) Total = 38 stalls Industrial Service: 7 stalls (including 1 handicapped stall) Marina: 13 stalls	none
Off-street Parking Spaces – Total:	49 stalls	58 stalls	none
Tandem Parking Spaces:	permitted	18 stalls in tandem all within residential units	none
Bicycle Stalls:	Residential: Class1: 1.25/unit: 12 stalls Residential: Class2:0.2/unit: 2 stalls Industrial/Marina Class1: 0.27/100 m ² : 1 stall Industrial/Marina Class2: 0.27/100 m ² : 1 stall	Residential: Class1: 18 stalls Residential: Class2: 4 stalls Industrial/Marina Class1: 2 stall Industrial/Marina Class2: 2 stalls	none
Off Street Loading Stalls:	Industrial less than 500 m ² : 1 medium stall	1 medium stall	none
Amenity Space – Indoor:	Pay in Lieu: \$1000/unit	\$9,000	none
Amenity Space – Outdoor:	60 m ² per unit: 54 m ²	374.4 m ²	none
Affordable Housing:	\$2.00 /ft. ² buildable: 32,536.06 ft ² x 0.713 FAR:	\$65,072.12	none

- Other:
1. Registration of Restrictive covenants for riparian planting areas.
 2. Min. 3.5m GSC Flood Construction Elevation Requirement for all buildings.

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

**Wednesday, June 17, 2009 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

**1. DP 09-472234 - AN INDUSTRIAL/WATER ORIENTED SHIPYARD MARINA
COMPLEX AND NINE SINGLE-FAMILY RESIDENTIAL UNITS**

APPLICANT: Paul Palmer, Palmer Yachts Ltd.

**PROPERTY
LOCATION:** 23740 Dyke Road

Planner David Brownlee presented the site context and provided background information related to the subject site.

Panel Discussion

Comments from the Panel were as follows:

- commended the applicant for creating an interesting project on such a difficult site; asked that the applicant be aware of the overhead noise caused by the bridge traffic;
- appreciated the different styles of the homes; the model is well done and has good detail; support the project;
- glad to see full functioning elevators; consider the design of the main living floor in terms of the number of bathrooms, perhaps two larger, more comfortable bathrooms would be appropriate vs. three smaller ones;
- given constraints of the site, the proposal offers a very pleasing solution to a unique stretch of land; the project is well articulated; concerned with the impact of the adjacent overpass, in particular the proximity of the last two to three homes immediately adjacent to the bridge; do not believe that airport guidelines are sufficient for noise control; an acoustic consultant should be hired to prepare a noise analysis; concerned with potential debris from the bridge to the site;
- echoed previous comments; siting, scale, and color scheme have all been well done; overall, the project is very successful; encourage the applicant to consider the pedestrian environment and consider way finding to the beach (the applicant later clarified that opportunity is limited by the Department of Fisheries and Oceans, the owner of the water lot, which is the Port of Vancouver, and the Ministry of Transportation and Infrastructure's prohibition of access below the overpass); be cautious of a dry environment when planting to the building edge; review how the marina building meets with the parking lot, in particular consider some landscape elements at the main entrance at the front; consider the use of site lighting to enhance the aesthetics;

- strongly believe the project should be reviewed by an acoustic consultant; the marina building should have a different character than the homes; consider use of more light industrial products to distinguish this building from the residential component and reference riverfront/industrial building vernacular; concerned about the general site planning as there is a row of single-family dwellings separated by narrow eight foot passages, which does not contribute a real benefit to the project, and results in limited view corridors, which may result in overlook between buildings, and limits opportunities for landscaping between buildings; also, the view from the road is garage doors; and
- would like to see the applicant consider the public space around the lagoon; the space currently seems vast and open for little reason; suggest breaking the area for more intimate settings; there is too much paving; consider planting the lawn area between the sidewalk and the property line; encouraged the applicant to consider soil and mulch selection as a means to enhance sustainability and the environmental aspects of the project; as there is no parking, this creates an opportunity to fully play out the natural landscape of the site and reduce the impact of the driveways and the prominence of garage doors by planting; this will also help reduce storm water run off and the porousness of the soil; investigate the feasibility of introducing native species within the City boulevard to compliment the native planting required on the site.

Panel Decision

It was moved and seconded

That Development Permit 09-472234 move forward to the Development Permit Panel taking into consideration the following comments of the Advisory Design Panel:

1. the Panel generally supports the project and appreciate the applicant's response to what is a very difficult site with all its constraints;
2. consider looking at the design and number of bathrooms on the main floor;
Ans: The numbers of bathrooms is consistent with the buyers' preferences and the doorways are widened to allow handicapped access.
3. engage an acoustical consultant to look at noise abatement for the entire project, in particular the homes immediately adjacent to the bridge;
Ans: Brown Strachan has been hired to review the noise abatement requirements.
4. concern expressed regarding possible falling debris from the bridge to the homes;
Ans: MOT constraints may not allow any fencing or screening along the bridge deck.
5. encourage development of landscape treatment at the front of the marina building;
Ans: A landscaped area will be provided at the front of the marina service building.
6. consider a strategy to provide public access from the walkway to the beach;
Ans: DFO will not allow public access to the waterfront in order to protect fish habitat.
7. consider site lighting as a means to enhance the aesthetics of the project;

Ans: Landscape site lighting is now provided along all pedestrian walkways and

some strategic activity areas of the site for safety reasons.

8. consider building design and material development to differentiate the marina building from the residences;

Ans: The marina service building is intended to be part of the maritime theme of this project so it should look similar to the single family homes.

9. concern expressed regarding the narrow separation between homes;

Ans: There is a minimum of 2.4 metres between buildings which is similar to fee simple single family homes in Richmond. Between units 4 and 5 is a large amenity park which provides views through to the river.

10. consider reducing the paved area at the sitting area of the lagoon;

The paved activity area of the site in the Bay Area in fact is very small for the intended informal activity use however, we have reduced it slightly and added some plantings as requested.

11. replace the lawn between the sidewalk and the property line with shrubbery; and

The lawn between the sidewalk and the property line is now replaced with planting beds as requested.

12. consider the specification of the soil as a means to enhance sustainability of the project and reduce storm water run off.

The soil used for this site will certainly be a porous type with adequate sand in percentage to allow for proper drainage and in the meantime, sustaining plant growth.

CARRIED

Development Permit Considerations

23740 Dyke Road

DP 09-472234

Prior to final adoption of the Development Permit, the developer is required to complete the following:

1. Receipt of a Letter-of-Credit for landscaping in the amount of \$157,405.00 (based upon the sealed estimate provided by the Landscape Architect).
2. Registration of a legal agreement on title for the protection of the compensation and enhancement areas as shown in the site Planting Plan and the Compensation Plan. Submission of a reference plan prepared by a registered surveyor showing the restrictive covenant area will be required to facilitate the preparation of the above legal agreement.
3. Submission of a report by an Acoustical Engineer regarding any noise attenuation measures required to address noise concerns due to the proximity of the residential dwellings to the Highway 91A overpass. Based upon the recommendations of the above report, registration of a legal agreement on title for any specific building modifications to address potential noise concerns may be required.

Prior to Building Permit Issuance;

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division if required. 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.
- Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to the issuance of permits for any construction activities, including building demolition, occurring onsite.

It should be noted that the future the license agreement for use of the walkway through the City lot to the marina moorage will include requirements for maintenance of vegetation overgrowth.

Note:

- * Building Permit requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed Original on File]

Signed

Date



No. DP 09-472234

To the Holder: PALMER YACHTS LTD.
Property Address: 23740 DYKE ROAD
Address: C/O MR. PAUL PALMER
9857 RIVER ROAD
DELTA, BC V4G 1B4

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. 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 #6 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$157,405.00 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.
6. 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.

Development Permit

No. DP 09-472234

To the Holder: PALMER YACHTS LTD.

Property Address: 23740 DYKE ROAD

Address: C/O MR. PAUL PALMER
9857 RIVER ROAD
DELTA, BC V4G 1B4

7. 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

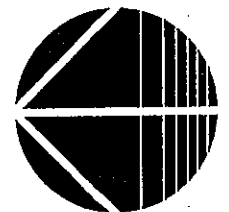
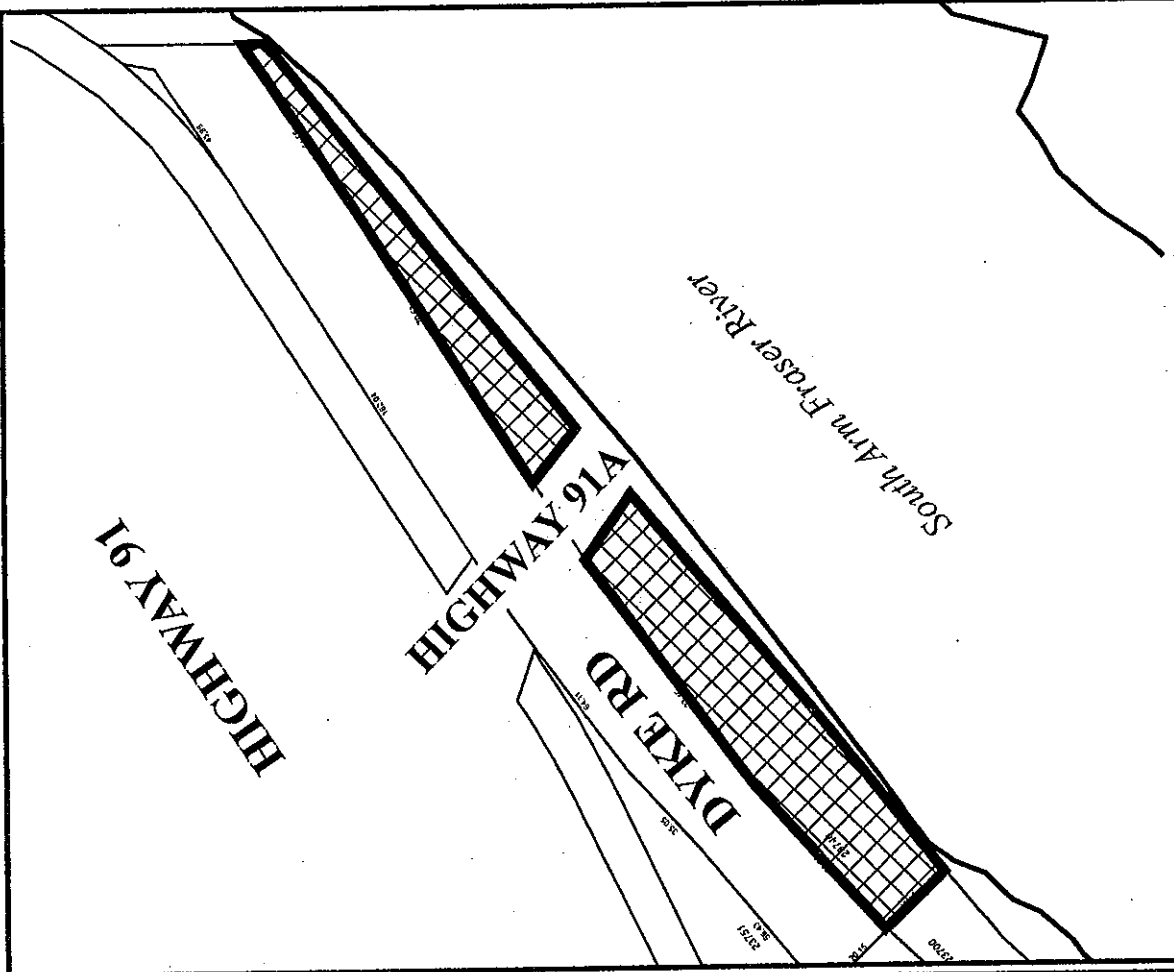
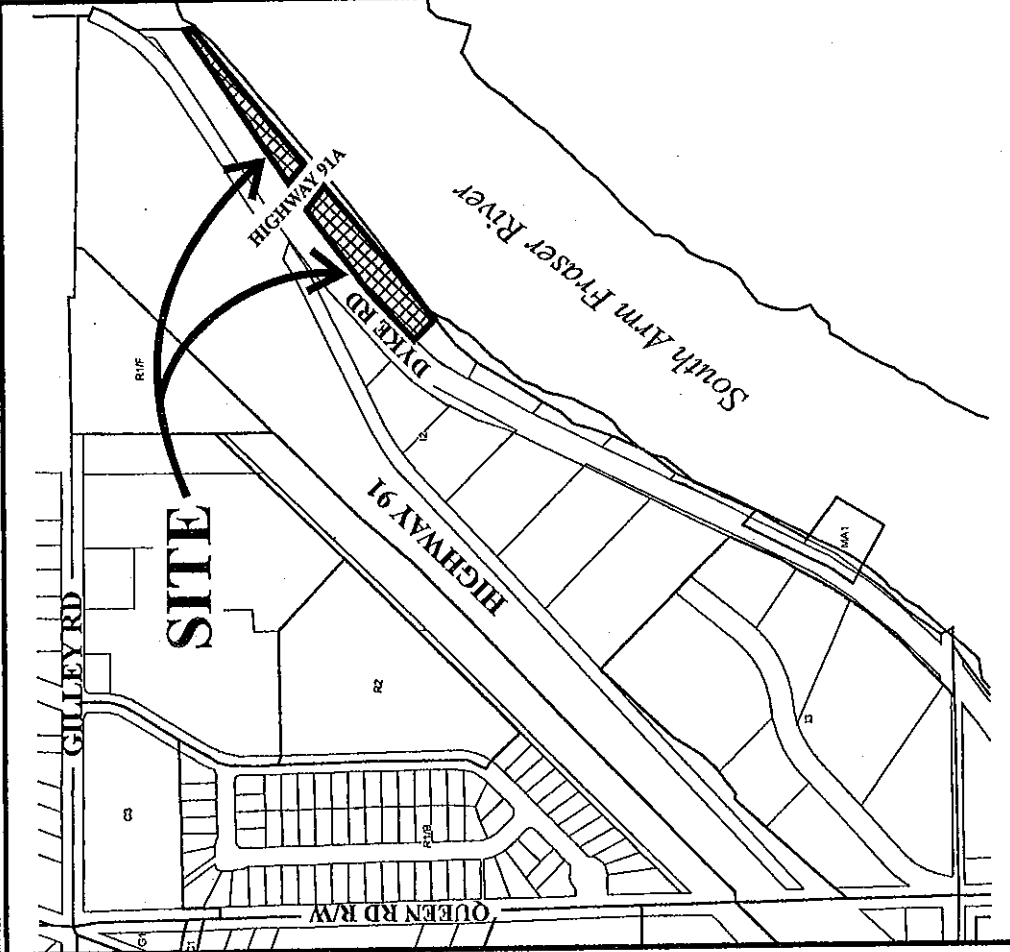
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond

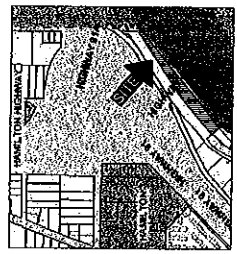
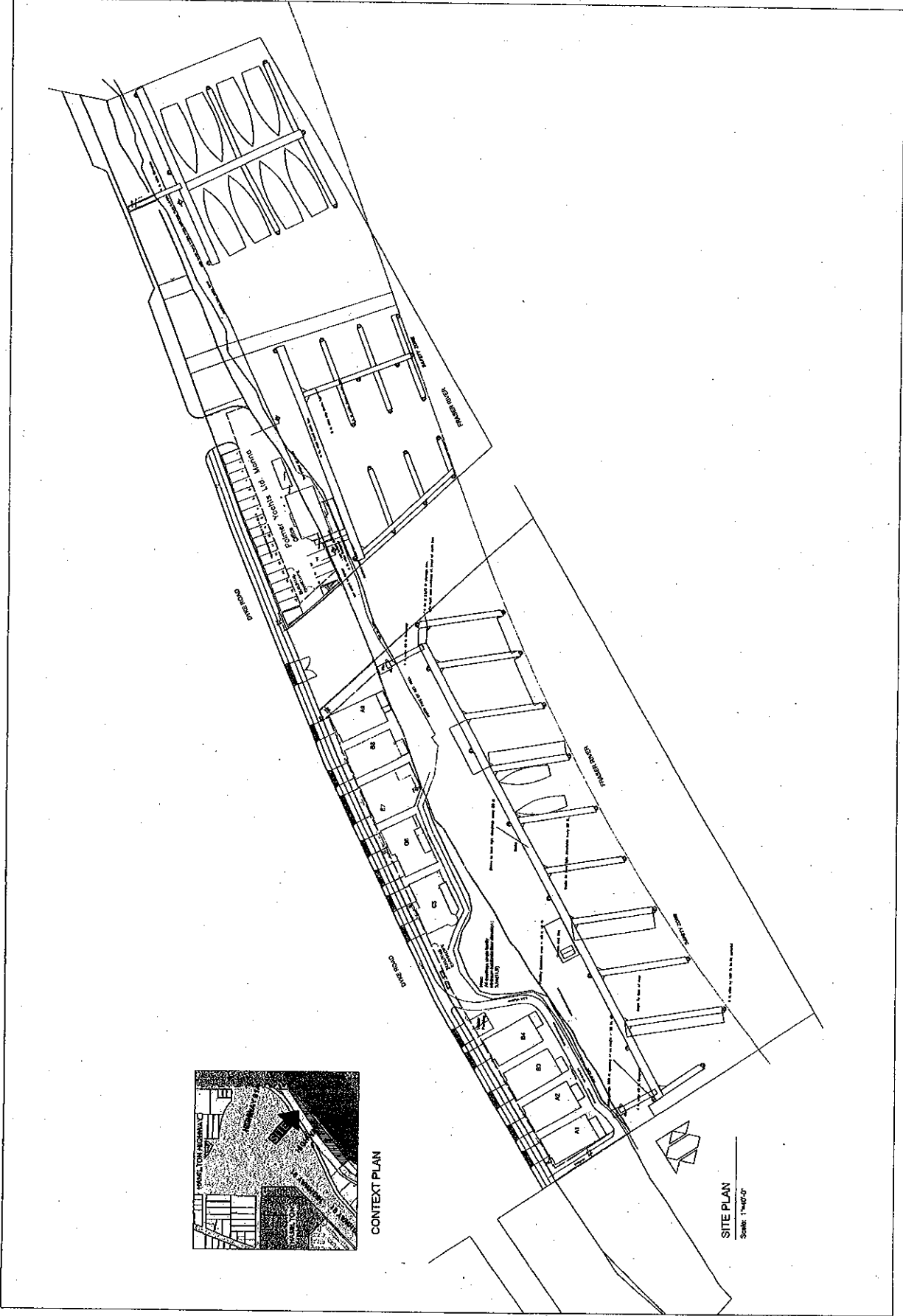


DP 09-472234 SCHEDULE "A"

Original Date: 06/05/09

Revision Date:

Note: Dimensions are in METRES

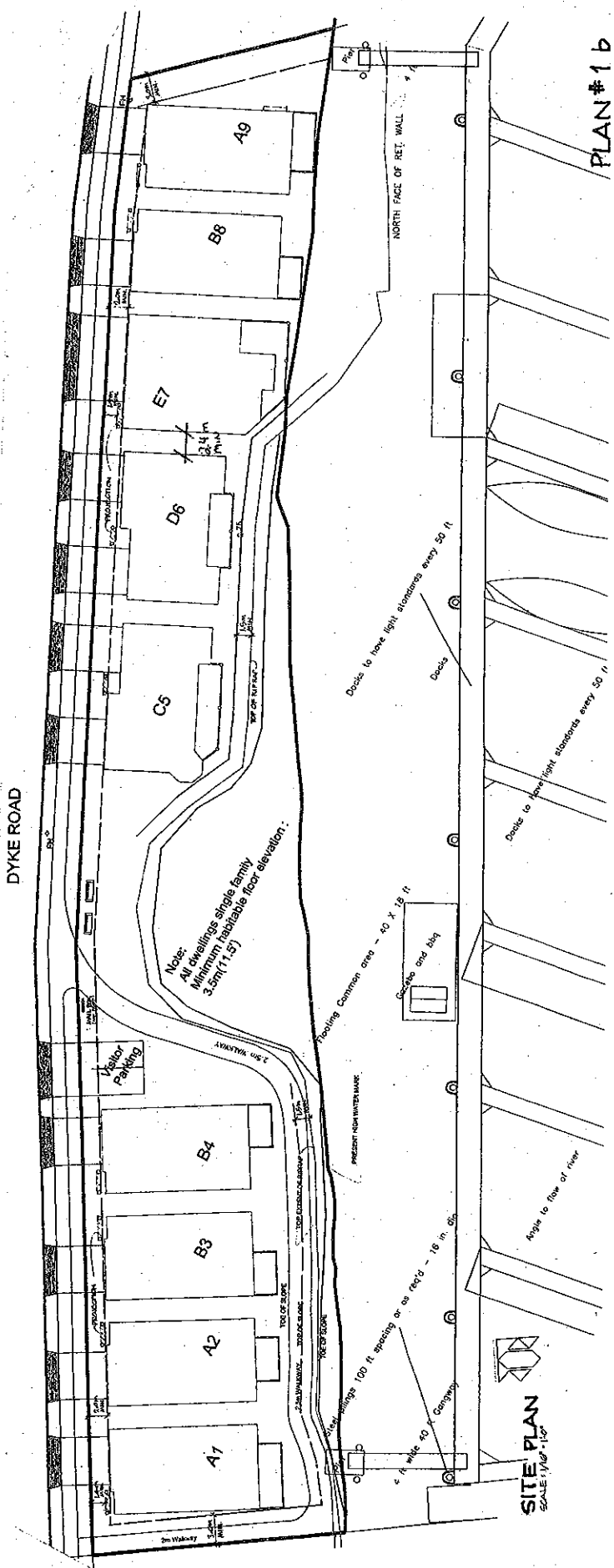
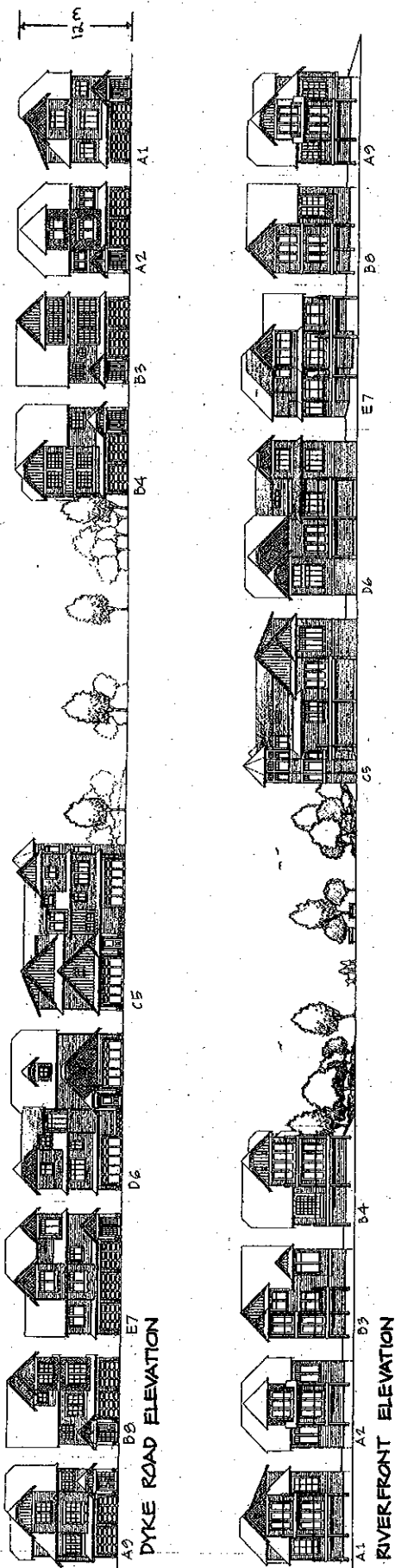


CONTEXT PLAN

SITE PLAN
 Scale: 1"=40'-0"

PLAN #1a

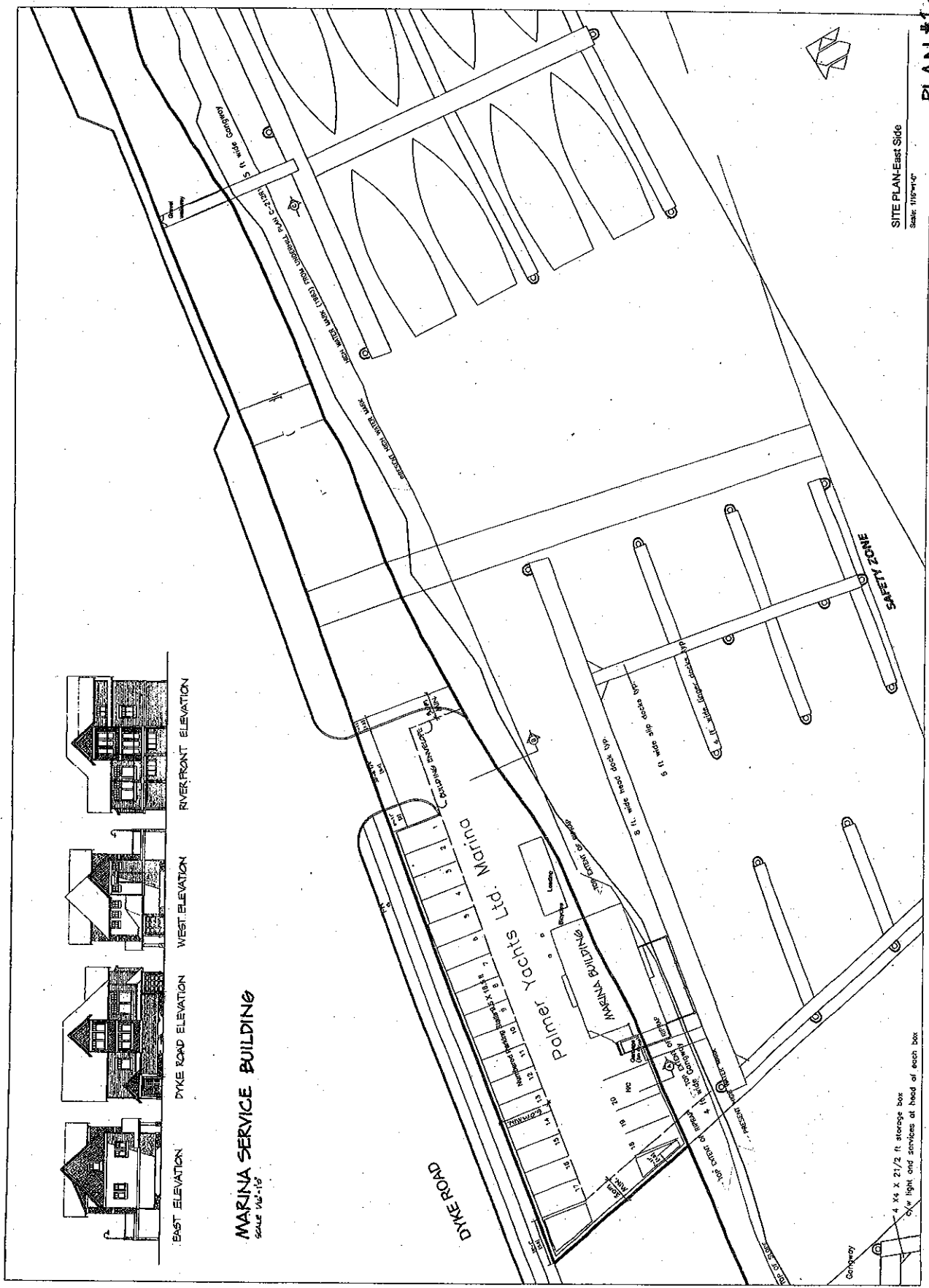
NP 09170901



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

PLAN #1b

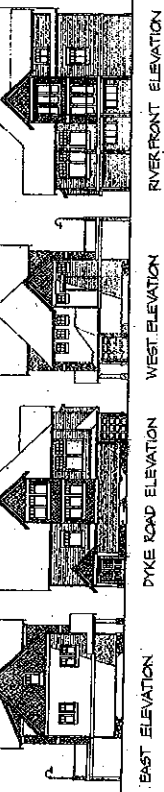
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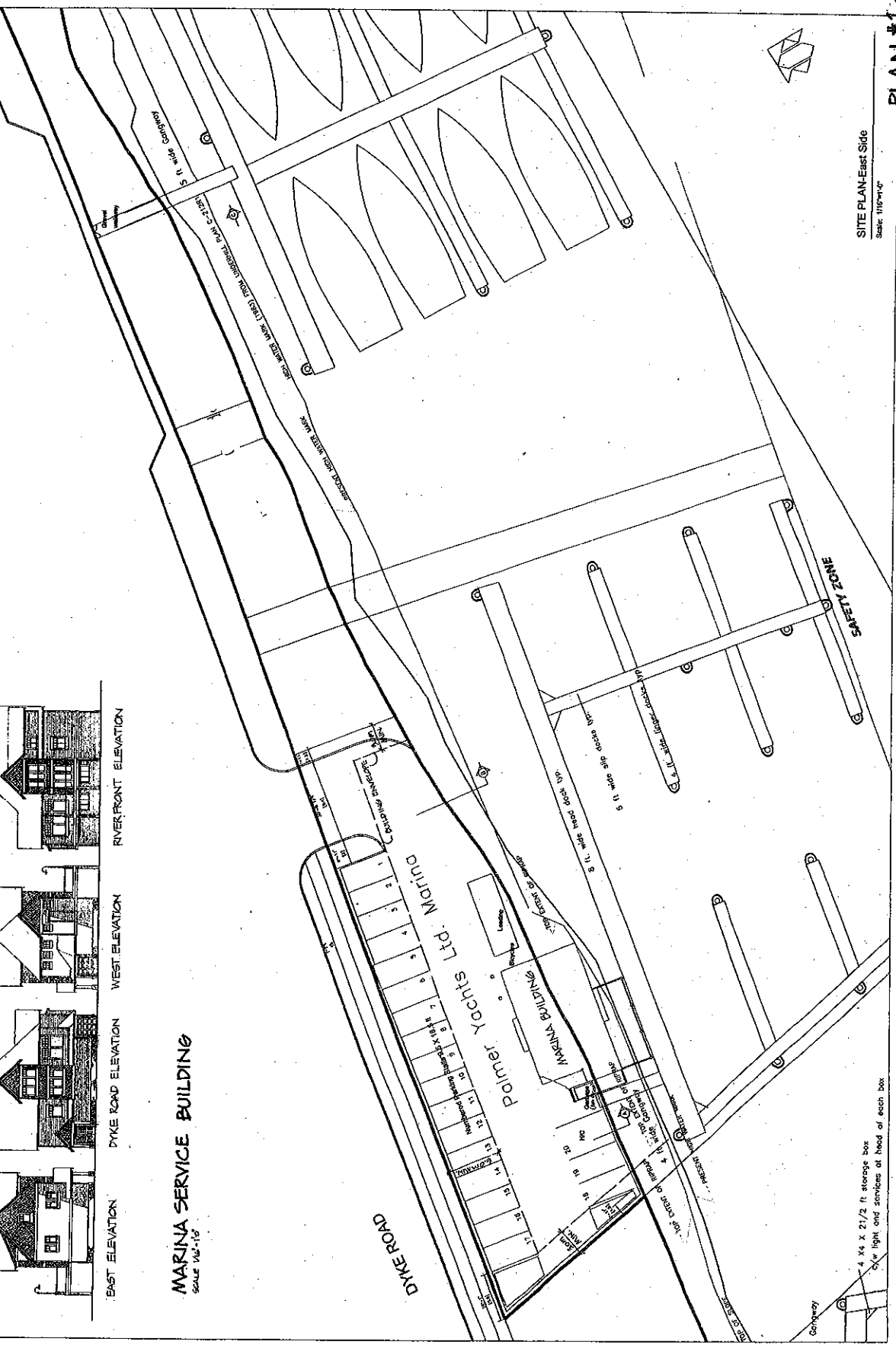
SITE PLAN-East Side
 Scale: 1/16"=1'-0"

PLAN #1C

4. X4 X 2 1/2 ft storage box
 for light and services at head of each box



MARINA SERVICE BUILDING
 SCALE 1/8"=1'-0"



SITE PLAN-East Side
 Scale: 1/16"=1'-0"

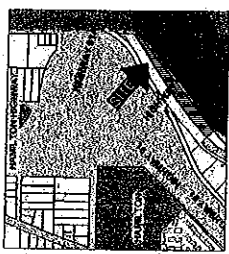
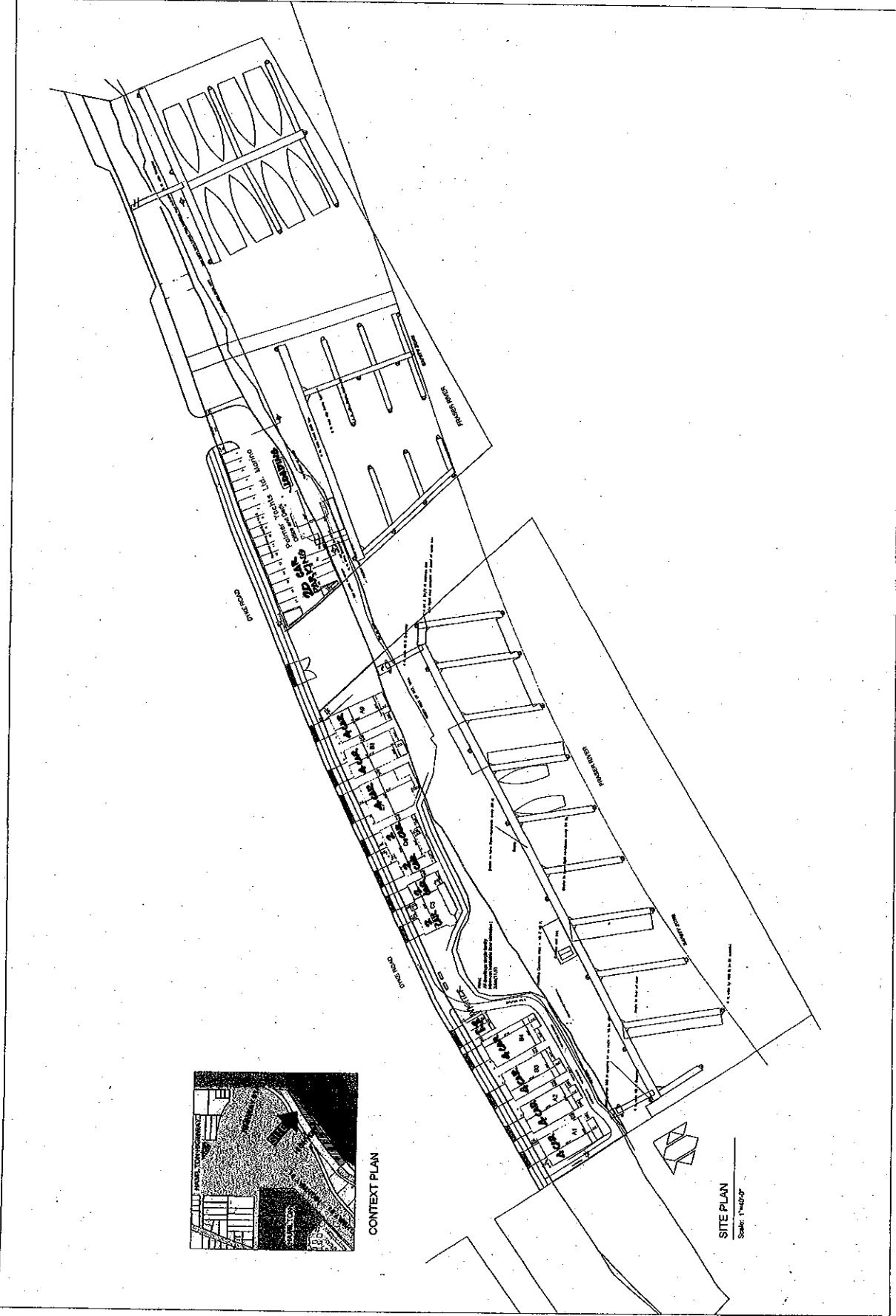
PLAN #1C

4. X4 X 2 1/2 ft storage box
 for light and services at head of each box

DATE MARCH 12, 2009
 DIV. NO. 08-34
 SHEET NO. 4 OF 7

COMPREHENSIVE DEVELOPMENT FOR PALMER YACHTS
 AT * 23740 DYKE ROAD, RICHMOND B.C. PARKING PLAN

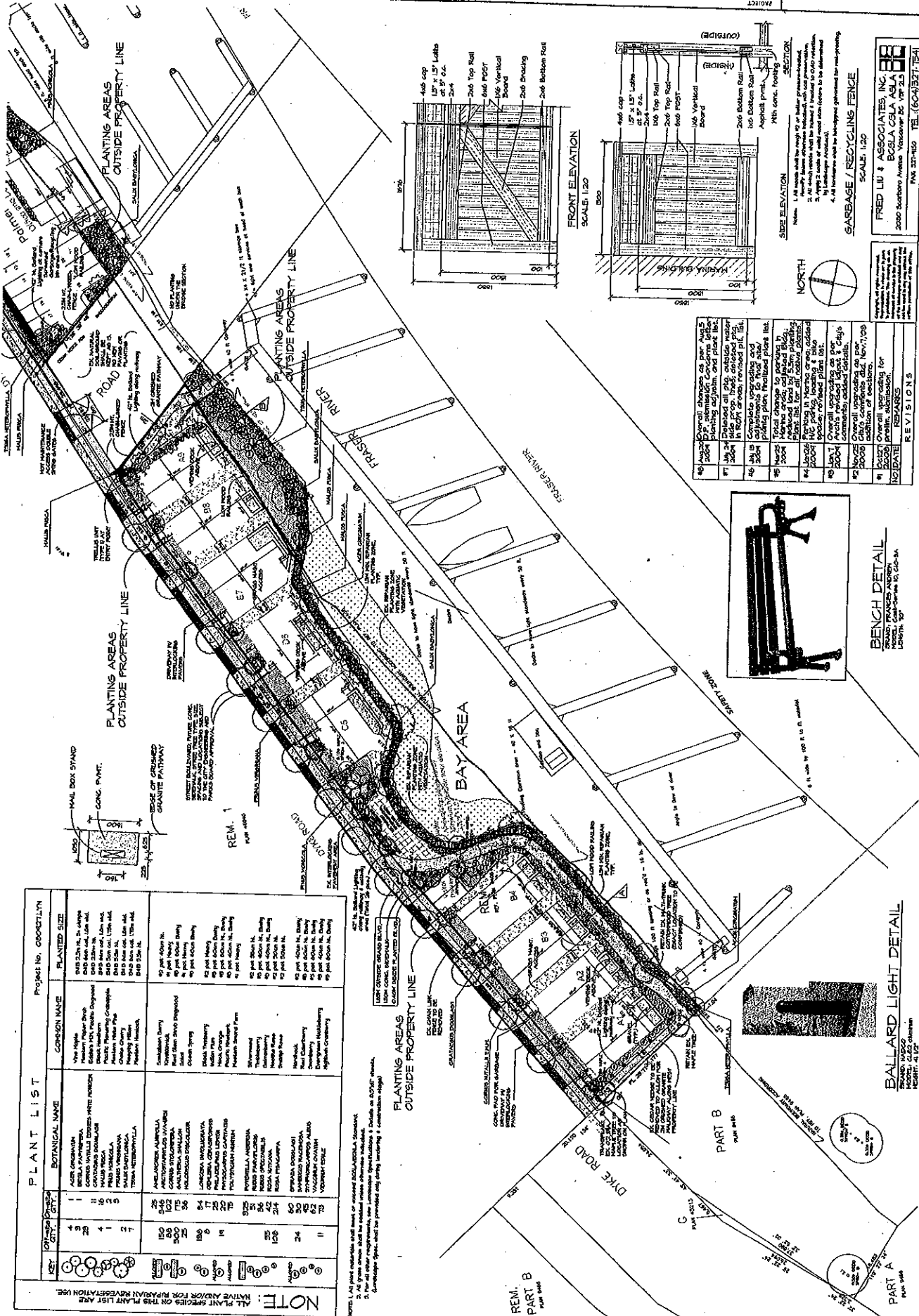
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CONTEXT PLAN

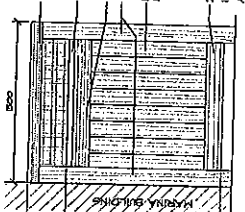
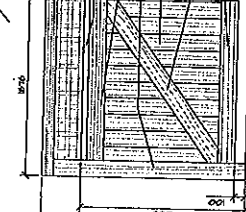
SITE PLAN
 Scale: 1"=60'

PLAN #2



PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE
1	1	ACER FRAXINOSA	Smooth Bark	100 x 100 x 100
2	1	ARTEMISIA ARBUSCULATA	Sea Thrift	100 x 100 x 100
3	1	BEACH STRAWBERRY	Beach Strawberry	100 x 100 x 100
4	1	BEACH YEW	Beach Yew	100 x 100 x 100
5	1	BIRCH	Birch	100 x 100 x 100
6	1	BURNING BUSH	Burning Bush	100 x 100 x 100
7	1	CHERRY	Cherry	100 x 100 x 100
8	1	DOGWOOD	Dogwood	100 x 100 x 100
9	1	DOGWOOD	Dogwood	100 x 100 x 100
10	1	DOGWOOD	Dogwood	100 x 100 x 100
11	1	DOGWOOD	Dogwood	100 x 100 x 100
12	1	DOGWOOD	Dogwood	100 x 100 x 100
13	1	DOGWOOD	Dogwood	100 x 100 x 100
14	1	DOGWOOD	Dogwood	100 x 100 x 100
15	1	DOGWOOD	Dogwood	100 x 100 x 100
16	1	DOGWOOD	Dogwood	100 x 100 x 100
17	1	DOGWOOD	Dogwood	100 x 100 x 100
18	1	DOGWOOD	Dogwood	100 x 100 x 100
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72	1	DOGWOOD	Dogwood	100 x 100 x 100
73	1	DOGWOOD	Dogwood	100 x 100 x 100



SECTION

Notes:
 1. All materials shall be rough to on better grade than shown.
 2. All framing shall be treated with preservative.
 3. All framing shall be treated with preservative.
 4. All materials shall be landscape grade for use in planting.

SARGASSO / RECYCLING FENCE
SCALE: 1:500

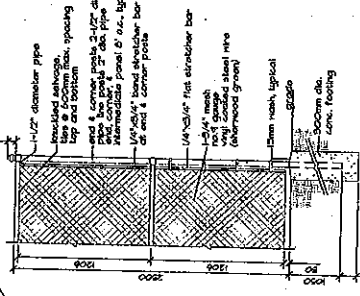
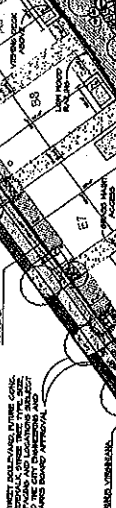
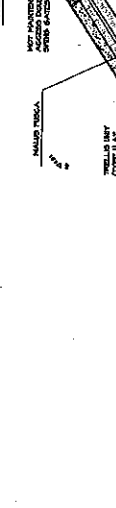
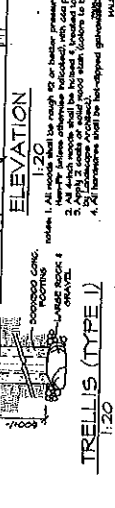
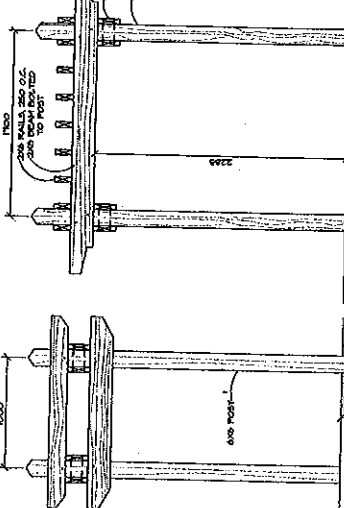
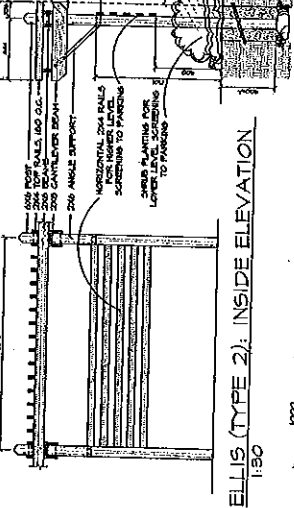
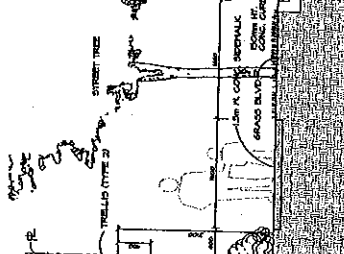
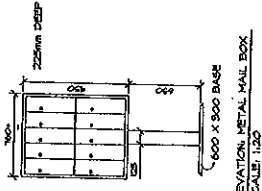
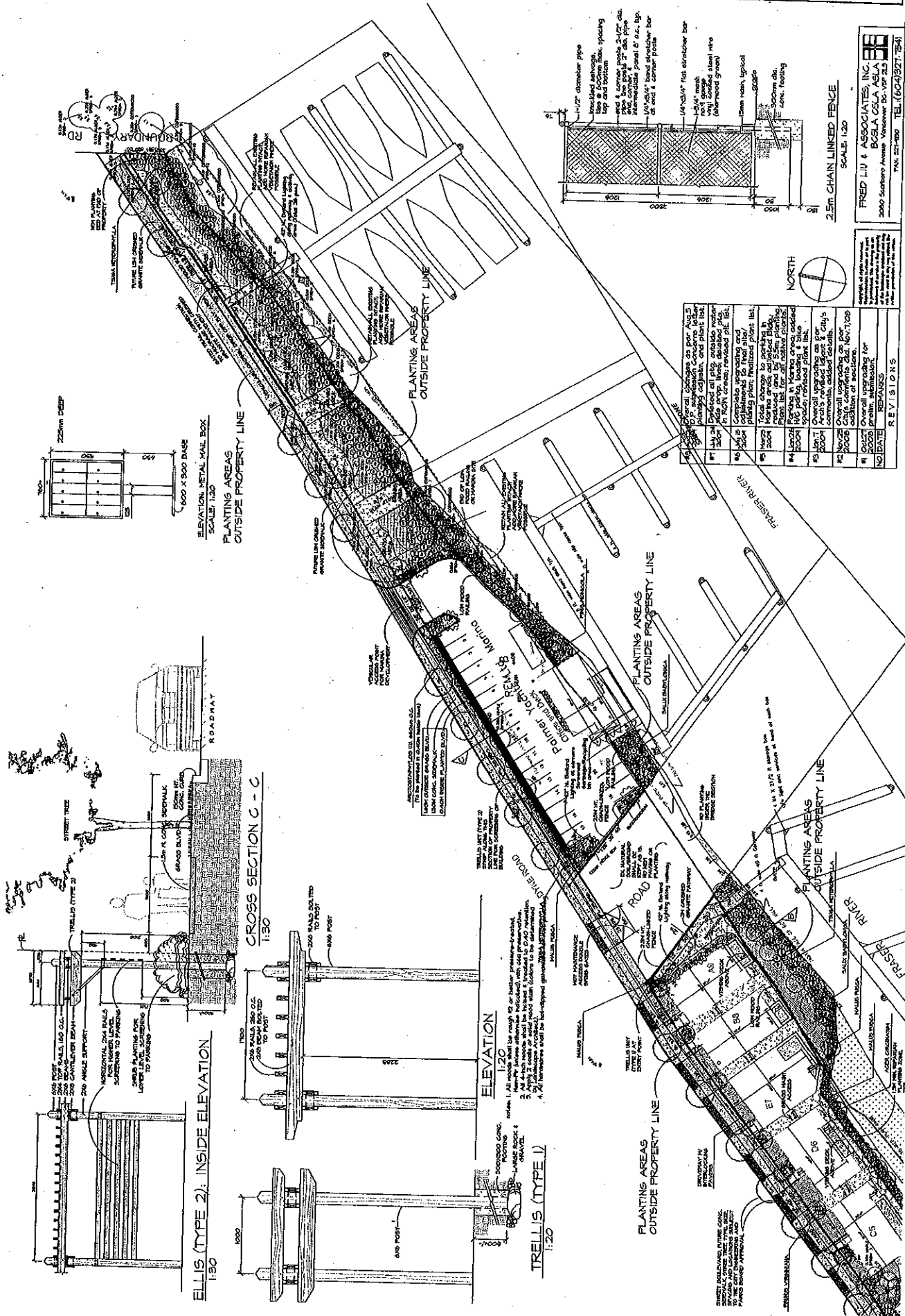
FRED LIU & ASSOCIATES INC.
 2000 BURNBURY AVENUE VANCOUVER BC V3R 5L3
 TEL: (604) 271-7541



NOTE: ALL PLANT PRICES ON THIS PLANT LIST ARE NATIVE AND/OR FOR REPLANT REGENERATION USE.

1. All plant materials shall be of standard quality, suitable for the site.
 2. All plant materials shall be of standard quality, suitable for the site.
 3. For all other requirements, see Landscape Specifications & Details on project sheets.
 4. All plant materials shall be landscape grade for use in planting.

PROJECT: 9 SINGLE-FAMILY DWELLINGS & MARINA
 2310 DYKE ROAD, RICHMOND, BC
 LANDSCAPE SITE / PLANTING PLAN - WEST
 SCALE: 1:500
 DATE: SEP 2008
 PROJECT NO.: 08092117N
 P30 OF 9



FRED LIU & ASSOCIATES, INC. ASLA
 BSLA CSLA
 2800 Steeles Avenue Vancouver BC V6P 2J3
 TEL: (604) 927-7541

REVISIONS

NO.	DATE	REVISIONS
1		Overall upgrading for precast concrete
2		Overall upgrading for precast concrete
3		Overall upgrading for precast concrete
4		Overall upgrading for precast concrete
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100		Overall upgrading for precast concrete

SEP 16 2009

09472234

A-2

This block contains architectural drawings for unit A-2. It includes three floor plans: a main living area, a kitchen, and a bedroom. The drawings also show two exterior elevations of the unit, one from the front and one from the side, highlighting the gabled roof and window placements.

A-1

This block contains architectural drawings for unit A-1. It includes three floor plans: a main living area, a kitchen, and a bedroom. The drawings also show two exterior elevations of the unit, one from the front and one from the side, highlighting the gabled roof and window placements.

B-4

This block contains architectural drawings for unit B-4. It includes three floor plans: a main living area, a kitchen, and a bedroom. The drawings also show two exterior elevations of the unit, one from the front and one from the side, highlighting the gabled roof and window placements.

B-3

This block contains architectural drawings for unit B-3. It includes three floor plans: a main living area, a kitchen, and a bedroom. The drawings also show two exterior elevations of the unit, one from the front and one from the side, highlighting the gabled roof and window placements.

PLAN #4

B-4

A-2

A-1

B-3

NO 09170281

D-6

This block contains architectural drawings for unit D-6. It includes three floor plans: a main floor plan, a second floor plan, and a third floor plan. Accompanying these are four exterior elevations: a front elevation, a rear elevation, a side elevation, and another side elevation. The drawings show a multi-story residential unit with a complex roofline and multiple windows.

B-8

PLAN #5

This block contains architectural drawings for unit B-8. It includes three floor plans: a main floor plan, a second floor plan, and a third floor plan. Accompanying these are four exterior elevations: a front elevation, a rear elevation, a side elevation, and another side elevation. The drawings show a multi-story residential unit with a complex roofline and multiple windows.

C-5

This block contains architectural drawings for unit C-5. It includes three floor plans: a main floor plan, a second floor plan, and a third floor plan. Accompanying these are four exterior elevations: a front elevation, a rear elevation, a side elevation, and another side elevation. The drawings show a multi-story residential unit with a complex roofline and multiple windows.

E-3

This block contains architectural drawings for unit E-3. It includes three floor plans: a main floor plan, a second floor plan, and a third floor plan. Accompanying these are four exterior elevations: a front elevation, a rear elevation, a side elevation, and another side elevation. The drawings show a multi-story residential unit with a complex roofline and multiple windows.

PLAN #6

ARCHITECTURAL DRAWINGS FOR PLAN #6, MARINA SERVICE BUILDING. The set includes a detailed front elevation showing a two-story building with a gabled roof, multiple windows, and a porch area. The elevation is labeled 'FRONT ELEVATION (DYKE ROAD)'. Surrounding the elevation are several floor plans, including a first floor plan, a second floor plan, and a roof plan. The drawings show the layout of rooms, structural elements, and exterior finishes.

MARINA SERVICE BUILDING

ARCHITECTURAL DRAWINGS FOR PLAN #9. This set includes a first floor plan, a second floor plan, and a roof plan. The first floor plan shows a large open area with a central service counter and several smaller rooms. The second floor plan shows a similar layout with additional rooms. The roof plan shows the structural layout of the roof. Surrounding the plans are four exterior elevations showing different views of the building, including side elevations and a rear elevation.

A.9

BP 09170901