



To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: March 3, 2010
File: DP 09-504501
Re: **Application by Yamamoto Architecture Inc. for a Development Permit at
8051/8091/8111 Williams Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 16 two and three-storey townhouses at 8051/8091/8111 Williams Road on a site zoned Medium Density Townhouses (RTM3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) To increase the maximum lot coverage from 40% to a maximum of 41.3% on the net site (i.e. after dedications), .
 - b) To reduce the front yard setback from a minimum of 6.0m to a minimum of 5.4m along Williams Road, and
 - c) To permit tandem stalls in up to three units (i.e. 6 tandem parking stalls).

Brian J. Jackson, MCIP
Director of Development

BJJ:dcb
Att. 2

Staff Report

Origin

YAMAMOTO ARCHITECTURE INC has applied to the City of Richmond for permission to develop 16 two and three-storey townhouses at 8051/8091/8111 Williams Road on a site zoned Medium Density Townhouses (RTM3). The site currently contains three single family dwellings.

The site is being rezoned from RS1/E Single Detached to Medium Density Townhouses (RTM3) for this project under Bylaw 8504 (RZ 08-417995).

A Servicing Agreement (SA 10-509480) for frontage improvements and City utility upgrades is required prior to Building Permit issuance.

Development Information

The development proposal consists of 7 two storey units at the rear of the site, primarily in duplex format with one stand alone unit, and 9 two and three storey units in two clusters, one with 5 units and the other cluster with 4 units, fronting onto Williams Road. A single vehicle/pedestrian access will be provided to Williams Road. The internal drive aisle will allow for connections to both the east and west should the adjacent properties be permitted to redevelop into multiple family residential in the future. The project will provide 36 vehicle parking stalls including 4 visitor parking stalls and will accommodate an outdoor amenity area of approximately 101 m² (1,087 sq. ft.) in size.

An Arborist's report was submitted for this site and was concurred to by the City's Tree Preservation Coordinator. Of sixteen bylaw sized trees assessed on site, the report recommends retention of a 25ft high Grand Fir tree in the front yard plus retention half of a cedar hedge and a smaller tree in the south east corner of the lot. The Arborist's report also recommended pruning of a row of 22 trees overhanging into the subject lot from an adjacent property.

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

Background

Development surrounding the subject site is as follows:

- To the North and East: A mix of older and newer single family residential homes on large lots zoned Single Detached (RS1/E) residential units (18m minimum width).
- To the West: A newer single family residential home on a large RS1/E zoned lot adjacent to a corner lot (currently vacant) zoned Gas & Service Station (CG2) to accommodate a gas station.
- To the South: The south side of Williams Road is primarily multiple family residential dwellings ranging from low density townhousing (Low Density Low Rise Apartments (RAL1), Low Density Townhouses (RTL1) through to "Medium Density Low Rise Apartments (RAM1)". A portion of the

south-east corner of No. 3 Rd and Williams Rd. accommodates an at grade commercial development zoned as "Local Commercial (CL)" The Broadmoor Shopping Centre lies just to the southwest of subject properties across No. 3 Road.

Rezoning and Public Hearing Results

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

- Examination of elements such as the proposed pedestrian access to the interior of the site, landscaping elements particularly associated with the site frontage and the amenity space.
- Other considerations for review will be the design and materials proposed for supporting structures such as the trash collection and mail facilities. *Each of these elements have been reviewed and adjustments incorporated into this plan submission.*

The Public Hearing for the rezoning of this site was held on of July 20, 2009 . At the Public Hearing, the following concerns about rezoning the property were expressed:

Mr. Michael Chung, 8031 Williams Road, submitted a letter regarding avoidance of impacts when removing the foundations of the existing homes, and Ms. Joyce Liu, 8131 Williams Road, submitted a letter regarding her request for hedging along her fence to screen her property. Staff worked with the applicant to address these issues as follows:

- Regarding Mr. Chung's concerns, the applicant reports that the existing house is 7m from the adjacent property to the west. As this is a slab on grade, there should be no settlement issues that could damage the neighbouring property. There is a paved carport but it is 3m from the adjacent property and will be removed carefully to ensure no damage occurs to the neighbour's house. The developer has also spoken with Mr. Chung and reports that he is satisfied there will be no impact to his property.
- Regarding Ms. Liu's concerns, the developer has made several attempts to contact her directly without success. Most recently they emailed the neighbour to the east stating that they are proposing a new, 6' high fence along the entire property line to alleviate privacy concerns. A reply has not been forthcoming. In the final set of landscape plans the applicant has now added hedgerow cedars along part of the east property line in addition to the 6 foot high wood fence.

Staff are satisfied that all reasonable measures have been made to address the neighbour's concerns as identified at the Public Hearing of July 20, 2009.

Staff Comments

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

Zoning Compliance/Variations (staff comments in bold)

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

- 1) To increase the maximum lot coverage from 40% to a maximum of 41.3% on the net site (after dedications). **This variance primarily results from the road frontage dedications associated with this project and two storey buildings along the existing single family interfaces. The size of the lot does not afford much flexibility in terms of coverage and efficiency. Density is not affected by this variance.**
- 2) To reduce the front yard setback from a minimum of 6.0m to a minimum of 5.4m along Williams Road. **This variance also arises out of the frontage dedication provided for future road widening. Staff also note that the development has relocated the trash facilities away from the front drive aisle entrance to the interior of the development site improving the streetscape views.**
- 3) To permit tandem stalls in up to three units (i.e. 6 tandem parking stalls). **Registration of a restrictive covenant to prevent the conversion of the tandem parking spaces is required as a condition of final Development Permit approval.**

Both The Advisory Design Panel members and staff have reviewed each of these variance requests and support their approval for this site.

Advisory Design Panel Comments

The Advisory Design Panel was February 3, 2010. 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**'. The applicant has incorporated the changes indicated in their responses into the application plans.

Analysis*Conditions of Adjacency*

- Along Williams Road, the fronting units are arranged in two clusters, one with five units and one with four units. These two clusters are massed with a two and three storey mix. The two storey units are located at the outer edges to better transition to dwellings on neighbouring properties.
- The seven units at the rear of the lot are all two storey units arranged in three duplex clusters and one standalone unit. The massing is intended to correspond to adjacent units heights.
- A minimum of 3.2m setback is maintained along the west side of the development and 3.3m along the east side. Both setbacks exceed the required minimum. The rear yard setback is 4.5m also exceeding the required minimum. As noted earlier a 0.6m variance is sought along the Williams Rd. frontage in part due to the road widening requirements.
- Privacy concerns for adjacent neighbours are addressed with the installation of a 6ft. high cedar fence, hedgerows in certain locations and the retention of trees at the rear of the site.

- The site will not require a significant amount of fill. Habitable space on the ground floor will meet the minimum 0.3m height over the crown of the adjacent road requirement of the flood plain bylaw.
- The structures are well articulated with varying roof lines and different siding treatments (i.e. vinyl and hardi plank siding with board and batten and wood trims) effectively breaking up larger facades.

Urban Design and Site Planning

- The internal road layout is in a T shape with future cross access connections to the neighbouring properties to the east and west. The registration of the cross access agreements are a condition of the Rezoning approval. The primary vehicle access has been designed with a widened throat within 9m of Williams Rd.
- Four visitor parking stalls, including one handicapped stall, have been provided meeting the Zoning Bylaw requirements for a development of this size. Both inside and external bicycle parking is provided and is also in compliance with the Zoning Bylaw requirements.
- Six parking stalls are arranged in tandem configurations within the three “C” units (two tandem stalls per unit). Registration of a covenant is a condition of final Development Permit approval restricting these areas from being converted to habitable space.
- A recycling facility has been located between the two “D” units on the south side of the main entrance drive aisle. Garbage is intended to be door to door pickup but provision has been made for a future facility near the T intersection in the interior of the site. Transportation staff feel this is a preferred location over placement near the entrance of the development. A mail facility is located adjacent to the future trash facility pad.
- Units fronting Williams Rd. each have dedicated pedestrian walkways / entrances to the street. Vegetation landscaping and fencing provides a clear differentiation of private and public space along Williams Rd.
- One convertible unit (“Aa”) has been designed with the potential for installation of an elevator between floors. Notations have been made on the plans to a six inch drop in the concrete slab to accommodate the elevator’s carriage and allow for a near level transition between the living area and the elevator floor. Notations have also been included in the plans to ensure that the ceiling joists can accommodate an elevator with minimal renovations.
- Wood blocks have been included in all the washroom units throughout the complex to support handrail installations.

Architectural Form and Character

- Building materials and colors are generally in compliance with the Official Community Plan guidelines. Vinyl siding is utilized for upper floor siding areas while higher quality hardi plank is used at ground floor siding areas. Wood trim and board and batten is used to create interest and accentuate features on the building’s facades. Roofing materials are asphalt in a weatherwood pattern adding to the overall character of the structures.
- The structures are well articulated with varying roof forms to provide interest. A couple of different garage door patterns have been introduced in response to suggestions by the Advisory Design Panel and all the garage doors include glazing to light interior spaces and provide a more appealing interior streetscape.

Landscape Design and Open Space Design

- An Arborist's report was submitted for this site and was concurred to by the City's Tree Preservation Coordinator. Of sixteen trees assessed on site, the report recommends retention of a 25ft. high Grand Fir tree in the front yard plus a second smaller tree at the south east corner of the lot. The Arborist's report has also recommended pruning of a row of 22 trees overhanging into the subject lot from an adjacent property. The Grand Fir is shown on the landscape plan. Tree replacements are typically sought at a ratio of two for one per the Official Community Plan. Only thirteen replacement trees are included in this project's landscaping plan since three metre wide rights-of-way prevent the installation of additional trees along the northern (rear yard) and western (sideyard) spaces. In calculating the contribution to the City's tree planting fund for trees which could not be replaced on-site, credit for two replacements was given for retention of the large fir at the front of the lot. The net contribution to the City's tree planting fund is for 13 trees totalling \$6,500.
- An outdoor amenity space of approximately 101 sq. m. in size is located along the western property line. It is anticipated that this space could be enlarged should the adjacent property redevelop. At the Advisory Design Panel's recommendation, this amenity space has been designed as a more adult space with seating areas and a landscaped area which includes edible plant species. A gated pedestrian pathway connects the interior of the site to Williams Rd. and the outdoor amenity space.
- Cash in lieu is provided instead of indoor amenity space.
- Paving stones have been integrated into the driveway entrance way, the T intersection in the interior of the site, the visitor parking stalls, the pedestrian walkway and the amenity area. These areas will assist with water permeability on the site but also serve to differentiate key areas of the site (e.g. intersection areas, visitor parking stalls, etc.).
- Low metal fencing and landscaping vegetation is used along the Williams Road frontage to enhance the appearance from the street.

Crime Prevention Through Environmental Design

- The mailbox facility is located in a high surveillance location near the T intersection in the interior of the site.
- Additional lighting and surveillance windows have been added to the rear units to ensure that recessed entrances are well lit and highly visible. Vegetation in these areas have been kept low to maintain visibility.
- Unit entrances along all the units fronting Williams Rd. will be highly visible from the street.
- A gate at the pedestrian walkway establishes a clear distinction between the public and private space along Williams Rd. This is reinforced by the metal fencing and shrubbery vegetation along the street frontage.

Servicing Capacity

- Servicing concerns for this site will be addressed through a Servicing Agreement which is a condition of the Building Permit approval.

Conclusions

The proponent has made a strong effort to respond to all the concerns and recommendations put forward by both the Advisory Design Panel and City staff. Appropriate attention has been taken to also address the concerns identified by the adjacent neighbours. The resulting design is an appropriate response to the conditions associated with this development site.

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:

- A contribution to the City's tree planting fund in the amount of \$6,500, and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$43,248.40 (based on total floor area of 21,624.2 sq. ft.).
- Registration of a covenant ensuring tandem spaces are not converted to habitable space.

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.*
- As part of the Servicing Agreement, the applicant is required to confirm that the construction of the buildings will not impede the City's ability to construct, maintain, operate, repair or remove City utilities within the right-of-way along the western property boundary without impacting to the buildings/foundations on the site; and that the buildings/foundations, or their construction, will not cause damage to the City utilities.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

**Development Application
 Data Sheet**
 Development Applications Division

DP 08-417995 **Attachment 1**

Address: 8051/8091/8111 Williams Road

Applicant: Yamamoto Architecture Inc. Owner: Sian Group Investments Inc.

Planning Area(s): Broadmoor

Floor Area Net: Net: 2,009.04 m² (21,625.8 sf)

	Existing		Proposed
Site Area:	2,939.8 m ²		2870.0 m ² after dedication
Land Uses:	Single Family Residential		Multiple Family Residential
OCP Designation:	Neighbourhood Residential		Same
Zoning:	Single Detached (RS1/E)		Medium Density Townhouses (RTM3)
Number of Units:	3		16
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max 0.7	0.7	none permitted
Lot Coverage:	Max. 40%	41.3%	variance
Landscaping Coverage	Min 30%	34%	none
Setback – Front Yard:	Min. 6 m	5.4 m	variance
Setback – Side and Rear Yard:	Min. 3 m	3.2 /3.3m sides and 4.5m at rear	none
Height (m):	Max. Three storeys 11 m max	Two and three storeys along frontage, two storeys at rear	none
Lot Size:	50m wide by 35m deep	58.36m wide (net) by 48.71m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V)	32 R and 4 V	32 R and 4 V	none
Off-street Parking Spaces – Accessible:	1	1	none
Off-street Parking Spaces – Total:	36 stalls	36 stalls	none
Tandem Parking Spaces	not permitted	6 stalls (3 units)	variance
Amenity Space – Indoor:	Min. 70 m ²	cash in lieu \$16,000	none
Amenity Space – Outdoor:	Min. 96 m ²	101 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, February 3, 2010 – 4:00 p.m.
Chinese Bunkhouse Building, Britannia Shipyards

1. **DP 09-504501 – 16-UNIT TWO AND THREE-STOREY TOWNHOUSE DEVELOPMENT**

ARCHITECT: Taizo Yamamoto, Yamamoto Architecture Inc.

PROPERTY LOCATION: 8051, 8091, 8111 Williams Road

Panel Discussion

Comments from the Panel were as follows:

- generally good scale for a tight site; commend the roof scale and stepping down of the roof form; dormers are good; show consistency and architectural appropriateness;
- concern on the safety of children who will use the lanes for outdoor games; consider how to respond to this challenge considering that the lanes will also be used by cars moving in and out of the garages on both sides of the lanes;
- consider looking into the sustainable aspects of landscape such as storm water management given the tightness of the site;
- consider providing residents with yards/lawns or small paved areas where they have control over rather than planted areas;
- townhouse developments tend to look the same; provide more details to fences, gates and benches to give identity to the subject development and differentiate it from others;
- plant palette is basic; consider tough plant materials that are drought tolerant;
- like the scale, massing, materials and colours; generally support the project; provides variety in the neighbourhood;
- concern on the lane; two-car garage facing the lane with front entrance as secondary element is a negative aspect of the project; concern also on the security of entrances at Buildings 2,3,4 and 5; addition of glazing is highly recommended;
- overall, the project is good; form and character are good; materials and colours proposed are appropriate and will blend well into the neighbourhood; massing and stepping of form fits well with the site context;

- overall site planning is appropriate but question the provision of 4 parking stalls instead of just 3; eliminating one stall will increase the spatial separation of the buildings and bring in some lighting; will also provide some buffer between the parking stalls and the residents' private walkways;
- proposed location of garbage area is adjacent to windows; potential conflict in overall design need to be addressed by the applicant;
- extending the adaptability features throughout the other units, especially to the other A units, will have a positive impact on the project; City and the applicant can discuss this;
- well-resolved development considering the tightness of the site;
- unit pavers at the front of the entrance way is not a big issue; consider relocating unit pavers from the intersection to the entry drive to enhance the experience from the sidewalk;
- consider reconstruction of sidewalk to anticipate road dedication and effect streetscape consistency; suggest to eliminate the lawn area, plant trees in the interim and move back the fence to provide a bit of shrub planting similar to the one on the east side for consistency in character in the development; will help improve the street environment;
- consider reconfiguration of the play area to eliminate play equipment and replace with walkway; consider adding benches and planting with edible plants (e.g., blueberries and blackberries) along the walkway; applicant is encouraged to think outside of the prescriptive approach;
- generally support the project; good design;
- garage doors on the lane way are typical and entry is quite hidden; consider introducing patterns and glazing to break down volumes;
- observe dominant use of hardi panels; introduce more types of building materials such as stone veneer;
- overall, design is effective considering the constraints of the site;
- requests for variances are acceptable as they are needed to accommodate 2-meter dedication for future road expansion;
- not supportive of placement of unit pavers at the junction point; area is used by cars for turning and pavers will loosen after 2-3 years of use; consider also removing unit pavers from parking spaces due to maintenance issues;
- congratulate the applicant for the convertibility features and thoughtfulness in the design of the project;
- encourage the City and the applicant to seriously consider extending the convertible features to all the A units;
- support the project; applicant has done a good job of squeezing the project into a tight site and dealt well with the road dedication; like the play of the roofs and the way they fall down to the adjacency; would appreciate the extension of the streetscape in the renderings in both directions to see the relationship of stepped down roofs with adjacent developments; model is great; aids in understanding how the project works; materials are very rich and residential;

- windows flanking both sides of the entry to the site look plain and open; appear to be out of character with the overall detail of the project; add detail to the windows consistent with the rest of the project; will enhance pedestrian experience upon entry to the site; and
- consider paneling of electrical closets next to an entry in Building No. 6; treatment should be consistent with the vocabulary of the residential units in the development.

Panel Decision

It was moved and seconded

That the Advisory Design Panel supports DP 09-504501 moving forward to the Development Permit Panel subject to the following:

- A. The applicant making the following improvement to the project design:
 1. design development to the entrances to Buildings 2,3,4 and 5 to address visibility and security issues (e.g., lighting of pathways to the entrances, adding sidelights and glazing); *Glazing added to entry doors, lights to be added to entrance pathways.*
- B. The applicant taking into consideration the following comments:
 2. consider looking at on-site storm water management; *Enhanced permeability provided.*
 3. consider a cohesive identity in fencing, benches, and gate features of the development; *Fence/gate/bench details have been revised to create a cohesive identity.*
 4. consider drought tolerant plants; *Plant list revised -- more drought tolerant planting added.*
 5. consider the detailing at the future garbage location including relationship to windows; *Windows revised.*
 6. consider expanding convertibility features throughout the development; *Blocking to be provided in all bathrooms of all units.*
 7. consider looking at paver placement, its relationship to vehicle turning and the opportunity to enhance the experience from the sidewalk; *Increased paving area at entry, all pavers kept within property line.* (Staff have reviewed the implications to permeability of this consideration and requested that the applicant retain the pavers as shown on the plans.)
 8. consider an alternative approach to the amenity area without play equipment and with the introduction of edible planting; *Amenity area has been revised. a) Play equipment removed, plaza/planting area added. b) Edible berries added to planting bed.*

9. consider providing alternating pattern to the garage doors in the drive aisle which may include door pattern, door size, colours or glazing; ***An additional garage door pattern is introduced.***
10. consider whether the addition of stone veneer would be useful in the project; ***Proposed materials are consistent with materials used in existing neighbourhood.***
11. consider adding detail at the entry from the street particularly at the windows; ***Details added.***
12. consider matching the character of the electrical closets to the overall architectural design; ***Electrical closet revised.***
13. consider locating the sidewalk at the new property line after the dedication with the intention of bringing the level of streetscape design consistent with the both the east and west sides of the lane way/entrance way; ***Sidewalk located at new property line.***
14. consider eliminating one visitor parking space or relocating the parking space to the amenity area to increase both sunlight penetration and separation between buildings. ***Variance not supported by City of Richmond.*** (Staff requested that the required number of visitor parking stalls be provided given the lack of parking on the adjacent arterial roads, the volume of traffic in the area and the limited ability to park on most of the internal driveway aprons within the development.)



No. DP 09-504501

To the Holder: YAMAMOTO ARCHITECTURE INC.
Property Address: 8051/8091/8111 WILLIAMS ROAD
Address: 2386 OAK STREET, VANCOUVER B.C., V6H 4J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500 is hereby varied to:
 - a) To increase the maximum lot coverage from 40% to a maximum of 41.3% on the net site (i.e. after dedications),
 - b) To reduce the front yard setback from a minimum of 6.0m to a minimum of 5.4m along Williams Road, and
 - c) To permit tandem stalls in up to three units (i.e. 6 tandem parking stalls).
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #6 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$43,248.40 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.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 09-504501

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 8051/8091/8111 WILLIAMS ROAD

Address: 2386 OAK STREET, VANCOUVER B.C., V6H 4J1

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR

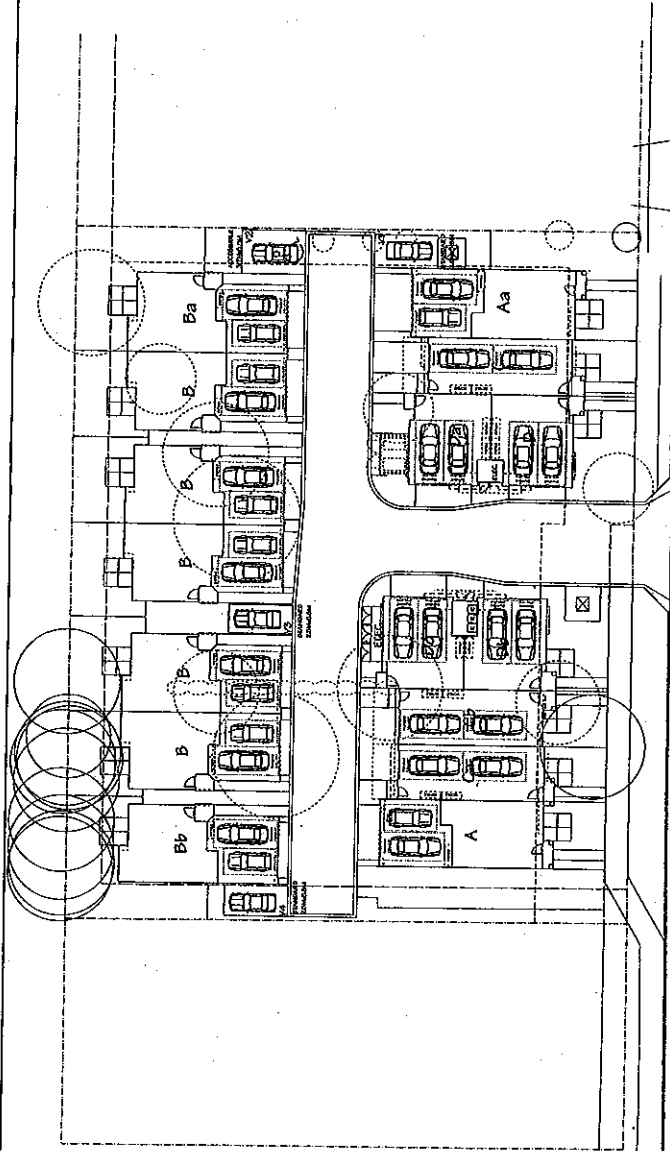


PARKING PLAN

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



WILLIAMS ROAD



PARKING REQUIREMENTS:

2.0 SPACES + 1.0 UNIT
6.0 SPACES + 3.0 UNITS
TOTAL

1.0 SPACES (RESIDENTS)
5.0 SPACES (VISITORS)
TOTAL

2 CAR DOUBLE GARAGES + 3 UNITS
2 CAR DOUBLE GARAGES + 3 UNITS
OPEN VISITOR PARKING
TOTAL

1.0 SPACES (RESIDENTS)
5.0 SPACES (VISITORS)
TOTAL

2 SPACES + 1 GARAGE
1 SPACES (RESIDENTS)
1 SPACES (VISITORS)
BICYCLE PARK
TOTAL

1.0 SPACES (RESIDENTS)
5.0 SPACES (VISITORS)
TOTAL

2 SPACES + 1 GARAGE
1 SPACES (RESIDENTS)
1 SPACES (VISITORS)
BICYCLE PARK
TOTAL

1.0 SPACES (RESIDENTS)
5.0 SPACES (VISITORS)
TOTAL

2 SPACES + 1 GARAGE
1 SPACES (RESIDENTS)
1 SPACES (VISITORS)
BICYCLE PARK
TOTAL

1.0 SPACES (RESIDENTS)
5.0 SPACES (VISITORS)
TOTAL

2 SPACES + 1 GARAGE
1 SPACES (RESIDENTS)
1 SPACES (VISITORS)
BICYCLE PARK
TOTAL

1.0 SPACES (RESIDENTS)
5.0 SPACES (VISITORS)
TOTAL

2 SPACES + 1 GARAGE
1 SPACES (RESIDENTS)
1 SPACES (VISITORS)
BICYCLE PARK
TOTAL

1.0 SPACES (RESIDENTS)
5.0 SPACES (VISITORS)
TOTAL

2 SPACES + 1 GARAGE
1 SPACES (RESIDENTS)
1 SPACES (VISITORS)
BICYCLE PARK
TOTAL

1.0 SPACES (RESIDENTS)
5.0 SPACES (VISITORS)
TOTAL

NOTE: 1) ACCESSIBLE PARKING SPACE IS PROVIDED.

2) VARIANCE REGISTER 2 CAR TANDEN GARAGES IN 3 UNITS (TOTAL 6 TANDEN PARKING SPACES).

3) VARIANCE REGISTER 2 CAR TANDEN GARAGES IN 3 UNITS (TOTAL 6 TANDEN PARKING SPACES).

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15) VARIANCE REGISTER 2 CAR TANDEN GARAGES IN 3 UNITS (TOTAL 6 TANDEN PARKING SPACES).

16) VARIANCE REGISTER 2 CAR TANDEN GARAGES IN 3 UNITS (TOTAL 6 TANDEN PARKING SPACES).

FILE NO.	2010-01-01
DATE	2010-01-01
PROJECT	16 UNIT TOWNHOUSE DEVELOPMENT
CONTRACTOR	

16 UNIT TOWNHOUSE DEVELOPMENT
 PROJECT
 16 UNIT TOWNHOUSE DEVELOPMENT

Yamamoto
 Architecture Inc.

PARKING PLAN

DATE	01-01-2010
SCALE	1/8" = 1'-0"
PROJECT	16 UNIT TOWNHOUSE DEVELOPMENT
CONTRACTOR	

PLAN #2

09504501

MAR 24 2010

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NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	2010.03.24
2	REVISED PER COMMENTS	2010.03.24
3	REVISED PER COMMENTS	2010.03.24
4	REVISED PER COMMENTS	2010.03.24
5	REVISED PER COMMENTS	2010.03.24
6	REVISED PER COMMENTS	2010.03.24
7	REVISED PER COMMENTS	2010.03.24
8	REVISED PER COMMENTS	2010.03.24
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11	REVISED PER COMMENTS	2010.03.24
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15	REVISED PER COMMENTS	2010.03.24
16	REVISED PER COMMENTS	2010.03.24
17	REVISED PER COMMENTS	2010.03.24
18	REVISED PER COMMENTS	2010.03.24
19	REVISED PER COMMENTS	2010.03.24
20	REVISED PER COMMENTS	2010.03.24



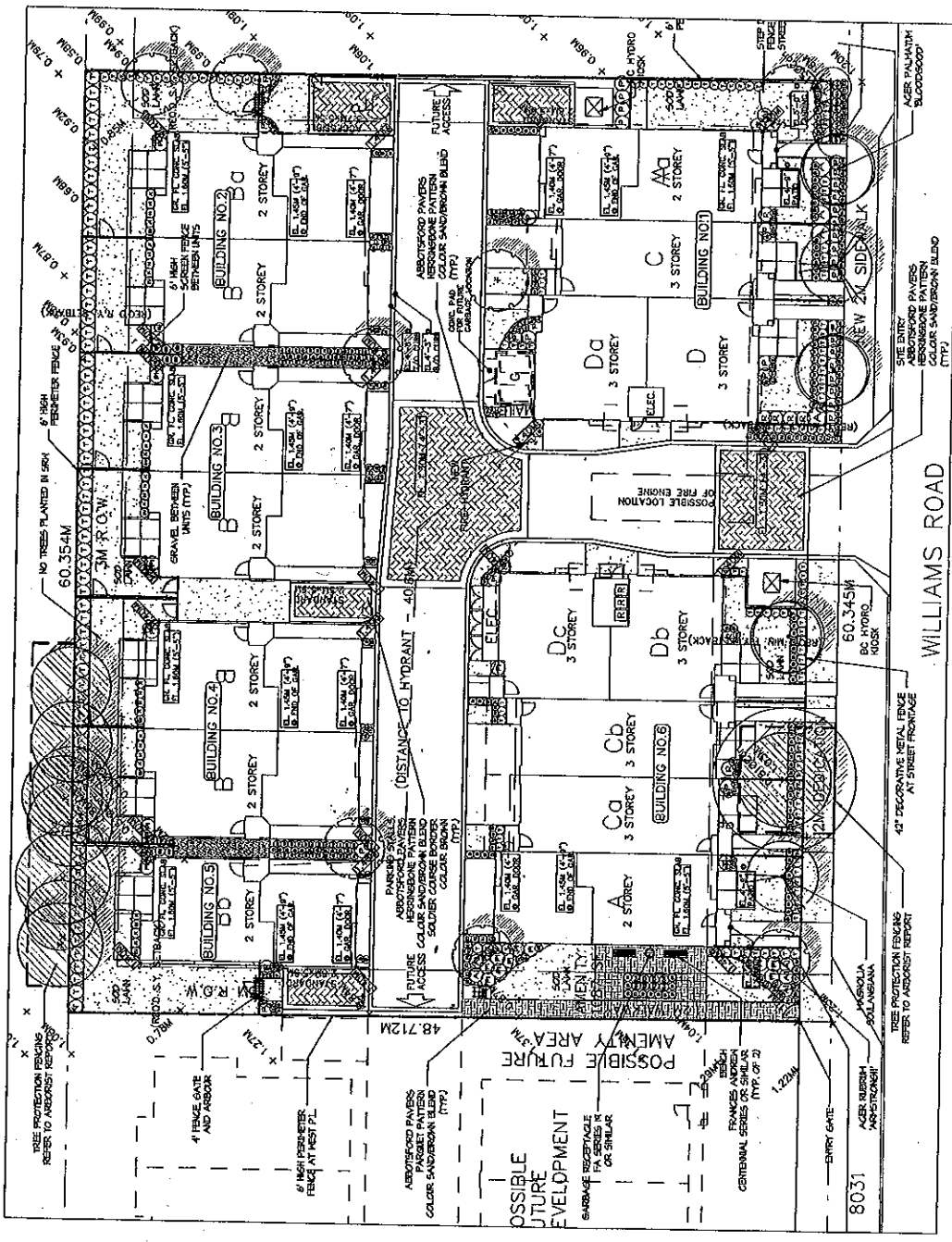
DMG Landscape Architecture
 11111 111th Street, Suite 100
 Richmond, BC V6V 1K1
 Tel: 604-273-1111
 Fax: 604-273-1112
 www.dmg.ca

TOWNHOUSE DEVELOPMENT
 8051, 8051, 8111
 WILLIAMS RD,
 RICHMOND, BC

LANDSCAPE PLAN

DATE	03/24/10
SCALE	AS SHOWN
DRAWN BY	DMG
CHECKED BY	DMG
PROJECT NO.	11111
DATE	03/24/10
SCALE	AS SHOWN
DRAWN BY	DMG
CHECKED BY	DMG
PROJECT NO.	11111
DATE	03/24/10
SCALE	AS SHOWN
DRAWN BY	DMG
CHECKED BY	DMG
PROJECT NO.	11111

PLAN # 3



8031

WILLIAMS ROAD

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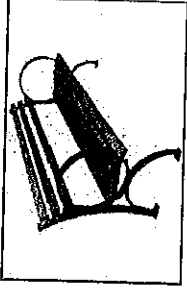
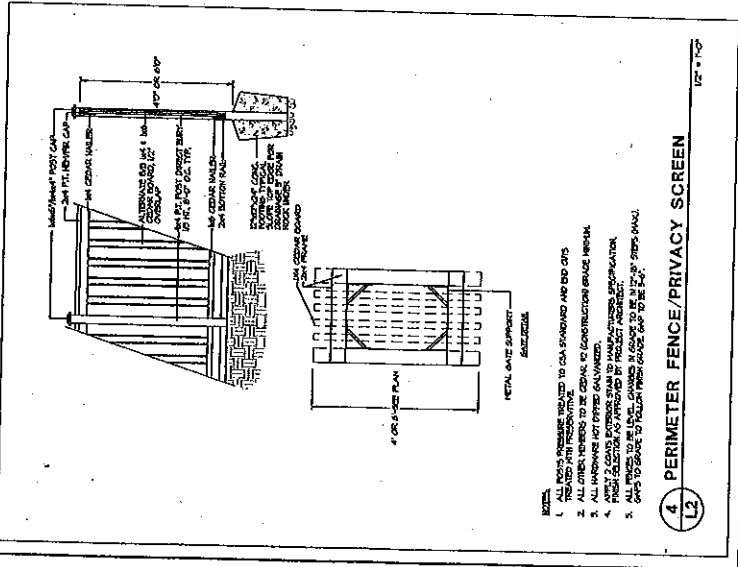
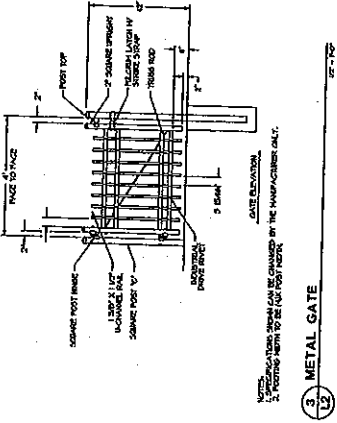
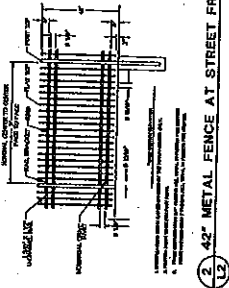
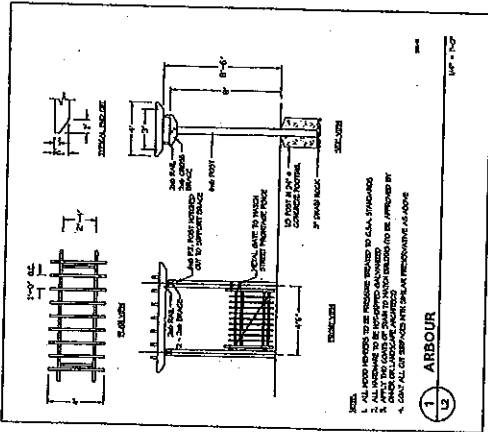
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PLANT SCHEDULE

PLANT	QUANTITY	PLANT NAME	PLANT NUMBER	PLANT SIZE	PLANT TYPE
1	1	ACER FRAXINOSA	00-000	12"	DECIDUOUS
2	1	FRAXINUS EUROPEA	00-000	12"	DECIDUOUS
3	1	QUERCUS ALBA	00-000	12"	DECIDUOUS
4	1	QUERCUS ROBUR	00-000	12"	DECIDUOUS
5	1	QUERCUS ILEX	00-000	12"	DECIDUOUS
6	1	QUERCUS PRINCEPIS	00-000	12"	DECIDUOUS
7	1	QUERCUS BACCATA	00-000	12"	DECIDUOUS
8	1	QUERCUS LAEVIS	00-000	12"	DECIDUOUS
9	1	QUERCUS CUNEIFOLIA	00-000	12"	DECIDUOUS
10	1	QUERCUS LAEVIS	00-000	12"	DECIDUOUS
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13	1	QUERCUS LAEVIS	00-000	12"	DECIDUOUS
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17	1	QUERCUS LAEVIS	00-000	12"	DECIDUOUS
18	1	QUERCUS LAEVIS	00-000	12"	DECIDUOUS
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50	1	QUERCUS LAEVIS	00-000	12"	DECIDUOUS

DMG
 landscape architects

1221 West 10th Street
 Vancouver, BC V6H 2M6
 Tel: 604-681-1111
 Fax: 604-681-1112

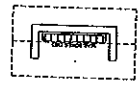
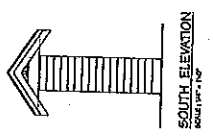
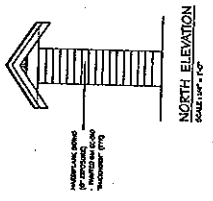
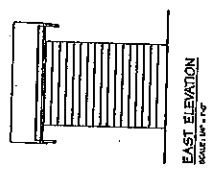
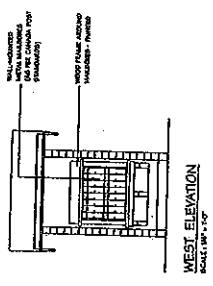
TOWNHOUSE DEVELOPMENT
 8051, 8061, 8111
 WILLIAMS RD.
 RICHMOND, BC

DETAILS

DATE:	02/24/2010
SCALE:	AS SHOWN
DRAWN BY:	LT
CHECKED BY:	LT
PROJECT NUMBER:	09-120
SHEET NUMBER:	09-120

PLANT # 31

09504501
 MAR 24 2010



MAILBOX ENCLOSURE PLAN
SCALE 1/8" = 1'-0"

DATE	DESCRIPTION
NO.	BY
DATE	BY
DATE	BY

TE UNIT TOWNHOUSE DEVELOPMENT
PROJECT

Yamamoto Architecture Inc.
100-10000 W. 10th Ave.
Suite 100
Denver, CO 80231

Yamamoto Architecture Inc.
100-10000 W. 10th Ave.
Suite 100
Denver, CO 80231

DATE: 03/24/2010
TIME: 10:00 AM
DRAWING TITLE: ELEVATIONS

SCALE	DATE	BY
DATE	BY	DATE
DATE	BY	DATE

PLAN #6

MAR 24 2010

09504501

PROJECT NO.	18 UNIT TOWNHOUSE DEVELOPMENT
DATE	03/24/10
DESIGNER	YAMAMOTO ARCHITECTURE INC.
SCALE	AS SHOWN
CONTRACT NO.	

18 UNIT TOWNHOUSE DEVELOPMENT
 PROJECT NO. 09504501
 DATE 03/24/10
 DESIGNER YAMAMOTO ARCHITECTURE INC.
 SCALE AS SHOWN
 CONTRACT NO.

1811 W. 4TH ST. WILMINGTON, DE 19804

Yamamoto
 Architecture Inc.

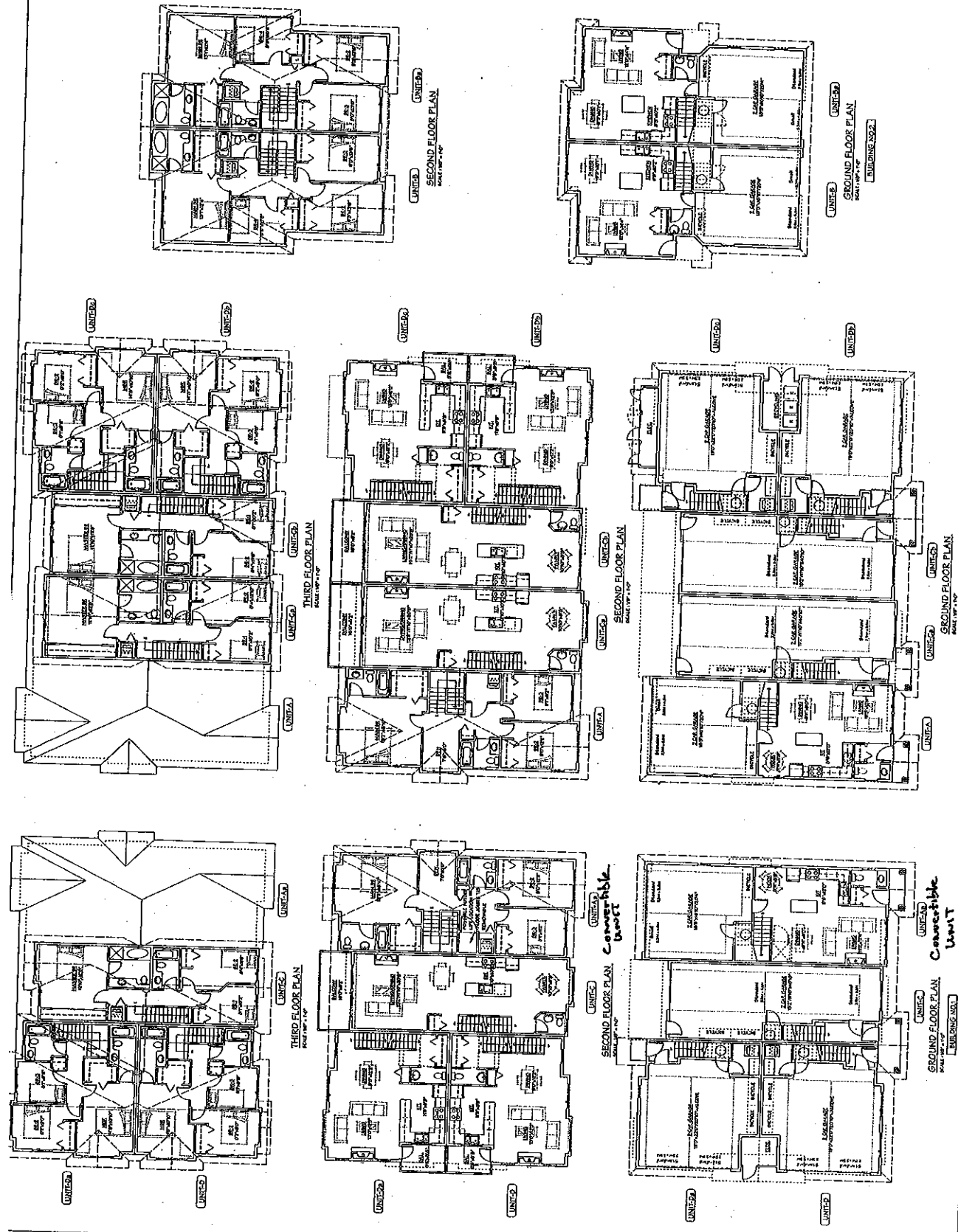
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 PROJECT NO. 09504501
 DATE 03/24/10
 DESIGNER YAMAMOTO ARCHITECTURE INC.
 SCALE AS SHOWN
 CONTRACT NO.

FLOOR PLANS

PROJECT NO.	09504501
DATE	03/24/10
DESIGNER	YAMAMOTO ARCHITECTURE INC.
SCALE	AS SHOWN
CONTRACT NO.	

PLAN #7

Referencing P1...



MAR 24 2010

09504501

DATE	10/11/07	ISSUED FOR	2007
BY	YAMAMOTO	REVISION	1
PROJECT	15 UNIT TOWNHOUSE DEVELOPMENT		
CLIENT	YAMAMOTO ARCHITECTURE INC.		
ADDRESS	1500 W. 10TH AVE. WILLOW RIDGE, IL 60091		

15 UNIT TOWNHOUSE DEVELOPMENT
 YAMAMOTO ARCHITECTURE INC.
 1500 W. 10TH AVE. WILLOW RIDGE, IL 60091

Yamamoto
 Architecture Inc.

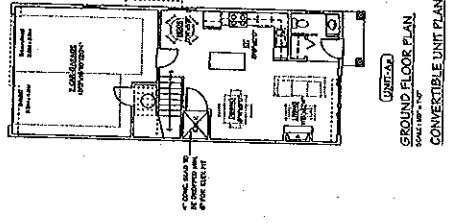
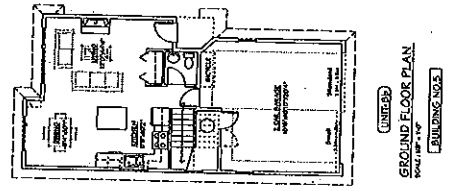
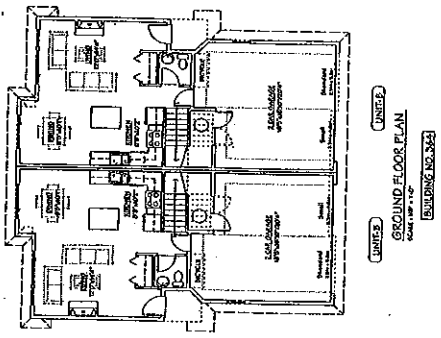
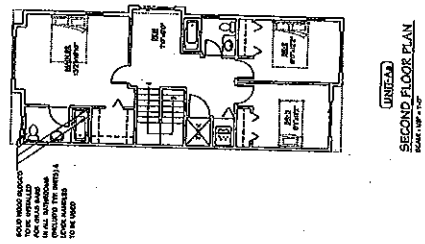
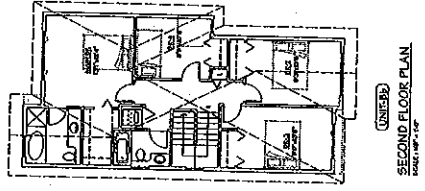
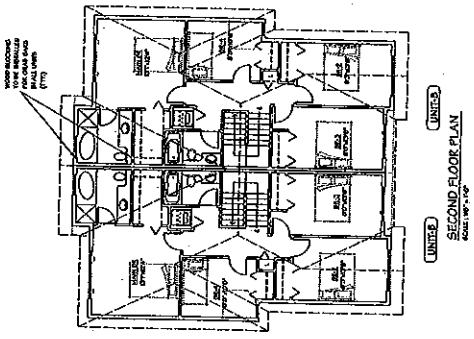
1500 W. 10TH AVE. WILLOW RIDGE, IL 60091
 TEL: 708.441.1111 FAX: 708.441.1112
 WWW.YAMAMOTOARCH.COM

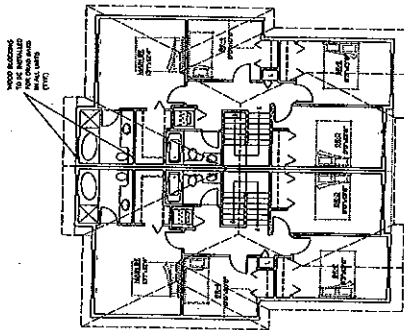
FLOOR PLANS

SCALE	1/8" = 1'-0"	SHEET NO.	01
DATE	JUL 14, 2009	DIP NO.	09-04501
PROJECT	15 UNIT TOWNHOUSE DEVELOPMENT		
CLIENT	YAMAMOTO ARCHITECTURE INC.		
ADDRESS	1500 W. 10TH AVE. WILLOW RIDGE, IL 60091		

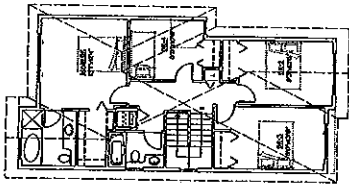
PLAN #8

Reference Plan

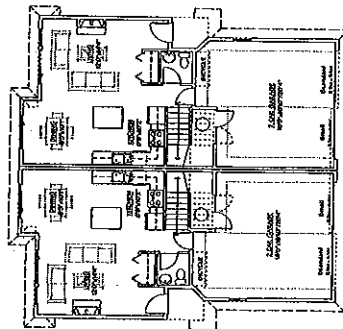




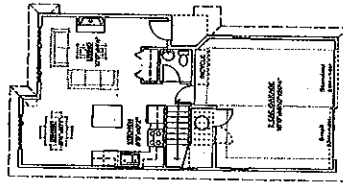
UNIT C
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"



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



UNIT A
GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"
BUILDING NO. 304



UNIT B
GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"
BUILDING NO. 305

PROJECT NO.	09504501
DATE	MARCH 24, 2010
PROJECT	16 UNIT TOWNHOUSE DEVELOPMENT
CLIENT	YAMAMOTO ARCHITECTURE INC.
ARCHITECT	YAMAMOTO ARCHITECTURE INC.
CONSULTANT	

16 UNIT TOWNHOUSE DEVELOPMENT
 1611 WILLIAMS ROAD
 ROCKY HILL, CT 06067

1611 WILLIAMS ROAD
 ROCKY HILL, CT 06067

Yamamoto
 Architecture Inc.

DATE: 03/24/10
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 SCALE: 1/8" = 1'-0"

SCALE: 1/8" = 1'-0"
 DATE: 03/24/10
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT NO.: 09504501
 SHEET NO.: 08

PLAN #8

Reference Plan:

MAR 24 2010

09504501

NO.	DATE	REVISIONS

PROJECT
15 UNIT TOWNHOUSE DEVELOPMENT

1511 WEST 10TH WILLIAMS ROAD
DOUGLASS, FL.

Yamamoto
Architecture Inc.

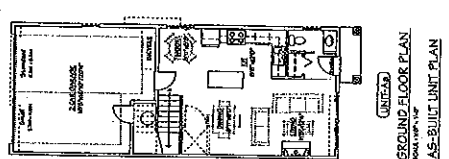
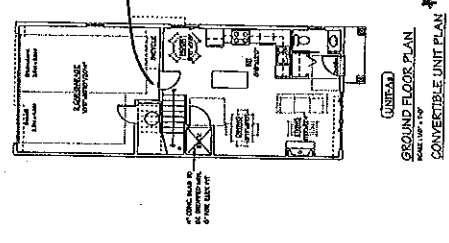
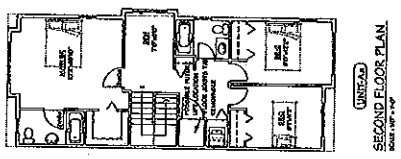
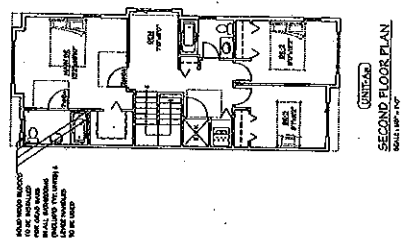
DATE: JUL 15, 2009
DRAWN: JRM
CHECKED: JRM

AS BUILT & CONVERTIBLE
FLOOR PLANS

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DATE	JUL 15, 2009
DRAWN	JRM
CHECKED	JRM
PROJECT NO.	DP 08-046501
DRAWING NO.	
DESIGNED BY	
PROJECT NO.	

PLAN #9

Reference Plan



* Door widths to be 3.0' (210) for all accessible rooms.