



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Raul Allueva
Director of Development
Date: June 22, 2004
File: DP 04-268678
Re: **Application by 675106 B.C. Ltd. for a Development Permit at 10651 and 10671 Odlin Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 14 townhouses at 10651 and 10671 Odlin Road on a site zoned Townhouse District (R2) consisting of six (6) 2 1/2 storey units and eight (8) three-storey units; and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the minimum front yard setback from 6 m to 3 m for the townhouse units and 0.5 m for the recycling enclosure/mail kiosk;
 - b) Permit projections of maximum 1 m into the front yard setback for open covered porches and bay windows where no projections are permitted;
 - c) Increase the maximum building height from 9 m to 10.1 m for central portions of the buildings; and
 - d) Permit tandem parking for 6 units.

Raul Allueva
Director of Development

SB:blg
Att.

Staff Report

Origin

675106 B.C. Ltd. has applied to the City of Richmond for permission to develop fourteen (14) 2 ½-storey and 3-storey townhouse units at 10651 and 10671 Odlin Road in the form of two (2) units facing the Odlin Road cul-de-sac and twelve (12) units in behind, fronting onto a manoeuvring aisle. The consolidated site contained two (2) existing single-family homes, which were demolished for this project.

The site is being rezoned from Single-Family Housing District, Subdivision Area F (R1/F) to Townhouse District (R2) for this project under Bylaw 7530 (rezoning application RZ 03- 231597).

Development Information

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

Background

The subject site is located in the West Cambie area. It is an irregular triangular shaped lot with wide frontage onto a cul-de-sac and interfaces with single-family homes and Highway 99. The proposed development consists of two (2) rows of townhouse units in three (3) buildings with two (2) end units facing the street and twelve (12) units facing the internal manoeuvring aisle.

The existing development surrounding the site is described as follows:

- To the north and east, is Highway 99;
- To the south, across Odlin Road, are single-family homes;
- To the immediate west, facing Hall Avenue, are single-family homes; and
- To the northwest, multi-family developments also backing onto Highway 99.

Rezoning and Public Hearing Results

A Public Hearing Meeting for the rezoning of this site (RZ 03-231597) was held on July 21, 2003. No concerns were raised at the Public Hearing.

Several variances were noted in the rezoning report:

- Reduced front yard setback to the cul-de-sac from 6 m to 4.5 m;
- Porch encroachments into the front yard setback of 2.5 m; and
- Increased building height for portions of the building facing Highway 99 from 9 m to 9.7 m.

In addition to the variances noted in the rezoning process, requested variances include:

- Reduced front yard setback to the cul-de-sac from 6 m to 3 m for the townhouse units and 0.5 m for the recycling enclosure/mail kiosk;
- Maximum 1 m projections into the front yard setback for open porches and bay windows;
- Increased building height for all three (3) buildings from 9 m to 10.1 m; and
- Tandem parking.

Please refer to the Zoning Compliance/Variations section below for an analysis of the requested variances.

Generally, during the rezoning process, the variances were not seen as problematic and the details were to be worked out during the Development Permit process. It was also noted at that time that there would be some impact on the properties to the west in terms of overlooking with a new building setback 3 m from the fence.

In terms of the required variances, staff noted the following:

- There are precedents in the area for height variances (4711 Blair Drive, 10411 Hall Avenue, 4811 Blair Drive and 10711 Shepherd Drive);
- The variance for the front yard setback is not seen as problematic given that the adjacent single family home is sited as close to the road and the cul-de-sac dedication results in the buildings being much further away from existing homes across Odlin Road; and
- The porch encroachments are a more standard variance that is granted for many projects which provides outdoor living space for the residents and a more visually interesting façade. The details of the encroachment of the south façade facing the street could be worked out at the Development Permit stage.

The proposal to construct a combination of 2 1/2 –storey and 3-storey townhouse units at the end of Odlin Road next to the freeway was supported by staff because:

- It is consistent with the West Cambie Area Plan;
- Other developments in the area have been given height variances;
- The proposal finishes off this area with the last bit of redevelopable land; and
- The impact on the neighbours is limited and can be regulated through the Development Permit process.

Staff Comments

The proposed revised scheme attached to this report has satisfactorily addressed all the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Townhouse District (R2) Schedule except for the zoning variances noted below.

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

The applicant requests the following variances to the Zoning and Development Bylaw No. 5300:

- 1) To vary the provision of Section 203.4 (Minimum Setbacks from Property Lines) of the 203 Townhouse District (R2) Zoning Schedule in Division 200 (Zoning District Schedules) to reduce the minimum required front yard setback from 6 m to a minimum of 3 m for the townhouse units and 0.5 m for the recycling enclosure/mail kiosk;

(Staff supports the variance as it is considered minor, raised no concern during the rezoning process and is a result of trying to maximize the setback to the adjacent single family homes and achieve the permitted density of 0.55 floor area ratio (F.A.R.) on an irregularly shaped triangular lot with a substantial 14 m setback from Highway 99 and a curved half cul-de-sac frontage road dedication. Due to the cul-de-sac, although the front

yard setback is reduced, the impact is limited to one (1) end unit facing two (2) single-family homes across the street. In addition, it matches the setback of the adjacent single-family home front elevation, which has a 3 m setback as permitted due to its corner location).

- 2) To vary the provision of Section 203.4 (Minimum Setbacks from Property Lines) of the 203 Townhouse District (R2) Zoning Schedule in Division 200 (Zoning District Schedules) to permit projections into the front yard setback of maximum 1 m for open porches and bay windows, where none are permitted;

(Staff supports the variance as it is considered minor, no concerns were raised during the rezoning process, improves the streetscape, improves the liveability of the pedestrian oriented street units and covered porches are consistent with Official Community Plan (OCP) guidelines. The depth of the covered porches has been reduced from the 2.5 m proposed during rezoning).

- 3) To vary the provision of Section 203.5 (Maximum Heights) of the 203 Townhouse District (R2) Zoning Schedule in Division 200 (Zoning District Schedules) to increase the maximum building height from 9 m to 10.1 m for central portions of the buildings; and

(Staff supports the variance, as it is a result of a proposal, which attempts to provide a highly liveable multi-family development on a difficult irregular triangular site backing onto Highway 99. The proposal includes compact footprints, which allows for greater open space and results in a building form with 3-storey units flanked by 2 1/2-storey units. The proposal includes the following measures to mitigate the impact of the development onto the adjacent single-family homes: the building heights are stepped down at the end units; the third storey presents itself to the adjacent single-family homes in the form of a false gable end and dormers with hip roofs; the setback has been increased from the required 3 m to 3.91 m; the 3-storey portions of the buildings have been setback further to 4.93 m).

- 4) To vary Division 400 (Off-Street Parking & Loading) to permit tandem parking for 6 units.

(Staff supports the variance as it is considered minor, reduces the visual impact of garage doors on the internal manoeuvring aisle and is consistent with other multi-family development in Richmond).

Advisory Design Panel Comments

The Advisory Design Panel was supportive of the proposed development. An excerpt from the relevant section of the Advisory Design Panel Minutes from June 09, 2004 is attached for reference and is annotated with the design response in **'bold italics'** (**Attachment 2**).

Analysis

Criteria and policies for the issuance of Development Permits appear in Schedule 1 of Bylaw 7100, the Official Community Plan:

- 9.2 General Development Permit Guidelines
9.3 Multiple-Family Residential Development Permit Guidelines (Townhouses)

Conditions of Adjacency:

- The applicant has addressed the adjacency to the six (6) single-family homes to the east through a building form with central 3-storey units flanked by 2 ½-storey units with the building heights stepped down at the end units; presentation of the third storeys to the adjacent single-family homes in the form of a false gable end and dormers with hip roofs; and the planting of at least one (1) daybreak Cherry tree in the rear yard of each unit to provide privacy screening;
- A shadow analysis identifies that the development will have a minor impact on the availability of morning sun to a portion of the back yards of the adjacent single-family homes. However, availability of afternoon sun is not affected;
- The applicant has provided a proposal which animates the streetscape with end units with pedestrian oriented open porch entrances and an outdoor amenity area; and
- The applicant has addressed the adjacency of Highway 99 through the retention of an acoustical engineer and the incorporation of noise attenuation measures in both the building envelopes and the fence, which separates the outdoor amenity green space and private outdoor spaces from the highway.

Site Planning and Urban Design:

- The siting of the building and the relationship between the indoor spaces and the outdoor areas allow for adequate surveillance to meet safety and crime prevention objectives; and
- The outdoor amenity area is substantial for this development and includes a playground area with play equipment. The location and use was not acceptable to the RCMP. In response, the play area was realigned and the surrounding landscaping revised to increase the passive surveillance opportunities from the adjacent cul-de-sac and end unit.

Architectural Form and Character:

- The building form is well articulated; and
- The proposed building materials (vinyl siding, board and batten, wood trim and asphalt shingle roofing) are generally consistent with the Official Community Plan (OCP) Guidelines.

Landscape Design:

- The retention plan includes four (4) major trees, a substantial Evergreen hedge and an established Blackberry hedge (providing barrier ground cover on the incline to the highway and taking advantage of southwest exposure). In addition, 79 new trees and additional Cedar hedging will be planted onsite; and
- The landscape design includes a pedestrian path system, tree grove; special paving treatment, communal gathering spaces with benches, a child's play area as well as carefully considered planting and trees to provide a highly liveable environment adjacent to Highway 99.

Conclusions

The applicant has presented a highly liveable development on a difficult lot, which provides a transition and noise attenuation from Highway 99 to the adjacent single-family homes to the west. Therefore, staff recommend support of this Development Permit application.



Sara Badyal, M.Arch.
Planner 1
(Local 4282)

SB:blg

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

- Consolidation of the lots into one (1) development parcel;
- Payment of cash in-lieu of on-site indoor amenity space in the amount of \$14,000; and
- A Letter of Credit for landscaping in the amount of \$38,952 is required (based on a total floor area of 19,476 ft²).

List of Attachments

- | | |
|--------------|--|
| Attachment 1 | Development Application Data Sheet |
| Attachment 2 | Excerpt from Advisory Design Panel Meeting Minutes |



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1

**Development Application
Data Sheet**
Development Applications Department

DP 04-268678

Attachment 1

Address: 10651 and 10671 Odlin Road

Applicant: 675106 B.C. Ltd. Owner: same

Planning Area(s): West Cambie Area

	Existing	Proposed
Site Size:	10651 1,702 m ² gross 10671 1,764 m ² gross	3,468.4 m ² gross 3,290.4 m ² net
OCP Designation & Land Uses:	Residential	no change
702 Policy Designation:	none	no change
Zoning:	previously R1/F	R2
Number of Units:	previously 2	14

	Bylaw Requirement	Proposed	Variance
Density (units/hectare)	n/a	43 upHa	none permitted
Floor Area Ratio:	Max. 0.55	0.55	none permitted
Lot Coverage – Building:	Max. 40%	28.4%	none
Setback – Front Yard*:	Min. 6 m	Min. 3 m and 0.5 m	3 m and 5.5 m reductions, 1 m porches and bay windows
Setback – Side & Rear Yards:	Min. 3 m	Min. 3 m	none
Height* (m):	Max. 9 m	Max. 10.1 m	1.1 m increase
Lot Size:	Min. 30 m width and Min. 35 m depth	35.1 m width and 49.5 m depth	none
Off-street Parking Spaces – Regular/Visitor:	28 and 3	28 and 3	none
Off-street Parking Spaces – Total:	31	31	none
Tandem Parking Spaces*	none permitted	12	12 tandem spaces
Amenity Space – Indoor:	Min 70 m ²	\$14,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 84 m ²	823 m ²	none

Other: *Variances have been requested to: reduce the front yard setback from 6 m to 3 m for the townhouse units and 0.5 m for the recycling enclosure/mail kiosk; permit projections into the front yard setback of 1 m for open porches and bay windows; increase the maximum building height from 9 m to 10.1 m; and permit 12 tandem parking spaces.

EXCERPT FROM DESIGN PANEL MEETING MINUTES

Wednesday, June 9th, 2004 – 4:00 p.m.

Rm. 1.002

RICHMOND CITY HALL

2. 2004-25 **Townhouses**

Tom Yamamoto, Architect
10651, 10671 Odlin Road

DP 04-268678

The comments of the Panel were as follows:

- the location to the freeway was the biggest consideration;
- a further clarification of acoustic mitigation was requested;
- the notes of Al Tanzer are attached as Schedule 3 and form a part of these minutes;
- the project had a quirkiness because of the site and the way the building had been handled, and could be quite expressive if pushed a bit further. Although the project was well done, it was encouraged that the quirkiness be used to provide more of an edge. The location of the recycling was difficult – it should be internalized to the area of the visitor parking. How the freeway would be dealt with was questioned including whether another hedge should be incorporated on the north edge which would promote the triangular shape of the site, and whether a fence should be added. The connection to the children's play area could be better tied to the buildings. The detailing of the elements at the children's play area could be enhanced;
- it was questioned whether staff were supportive of the non-compliance areas of the area guidelines;
- the location of the outdoor amenity area, which is fenced off and isolated, was considered a dangerous location. It was suggested that the area be moved to the visitor parking area, or removed. The location of the mailbox location was also discouraged due to the potential for vandalism. The proper maintenance of shrubs was encouraged;
- although an elevator shaft had been provided for accessibility, the shaft should be rotated 90 degrees to bring it parallel to the stairwell, with the entrance placed on the short side;

The Chair provided the following points in summary of the project:

- it was agreed that the Panel was concerned about the reinforcement of sound attenuation in the wall and requested that this be discussed with the acoustic consultant at the appropriate time;

- the difficulty of the proximity to Highway 99 was acknowledged. The tight site and geometry of the project produced constraints but also design opportunities which should be looked at;
- it was agreed that the site planning worked well given the size and location of the site but that other opportunities existed;
- the three storey wall along the north/south property line that abutted single family units would create shadowing for those properties facing the development;
- the relocation of the recycling was preferred;
- the issue was raised about the safety of the children's play area. It was suggested that the area be opened up to the cul-de-sac or the back of the houses to the north by the use of transparent fencing.

Cst. Martin said that she could not support the play area as a pre-school area but that the area was supportable as a seating/congregation area.

It was moved and seconded that:

(1) the play area be converted to an amenity area. ***The Children's play area has been moved slightly and opened up for better surveillance;***

(2) the recycling area be relocated. ***The alternate location was not supported by the RCMP due to CPTED surveillance issues regarding proximity to pedestrian path and children's play area. The original location has been retained and the visual impact of the enclosure has been mitigated with the addition of doors to completely enclose the recycling carts and the incorporation of architectural details that compliment the buildings. Project signage will be mounted on the front and mailboxes on the rear;***

(3) an acoustic engineer be retained to address noise attenuation along Highway 99 and the related gaps in landscaping be filled in.

Incorporated.;

(4) the possibility of more design opportunities be explored in the planning and architecture. ***A grove of trees and sitting area have been incorporated into the northern corner of the site;*** and

(5) the expression of the buildings themselves be explored given the uniqueness of the location. ***Expressed in plan***

CARRIED

The vote in support of the project moving forward, subject to the above comments, was unanimous.



No. DP 04-268678

To the Holder: 675106 B.C. LTD.

Property Address: 10651 AND 10671 ODLIN ROAD

Address: C/O TOMIZO YAMAMOTO ARCHITECT INC.
954 BAYCREST DRIVE
NORTH VANCOUVER, BC V7G 1N8

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 and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans #2 and #3 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plans #3, #3a and #3b attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plan #3 attached hereto and as required.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #4 to #6 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below 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, or should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

Development Permit

No. DP 04-268678

To the Holder: 675106 B.C. LTD.
 Property Address: 10651 AND 10671 ODLIN ROAD
 Address: C/O TOMIZO YAMAMOTO ARCHITECT INC.
 954 BAYCREST DRIVE
 NORTH VANCOUVER, BC V7G 1N8

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$38,952.

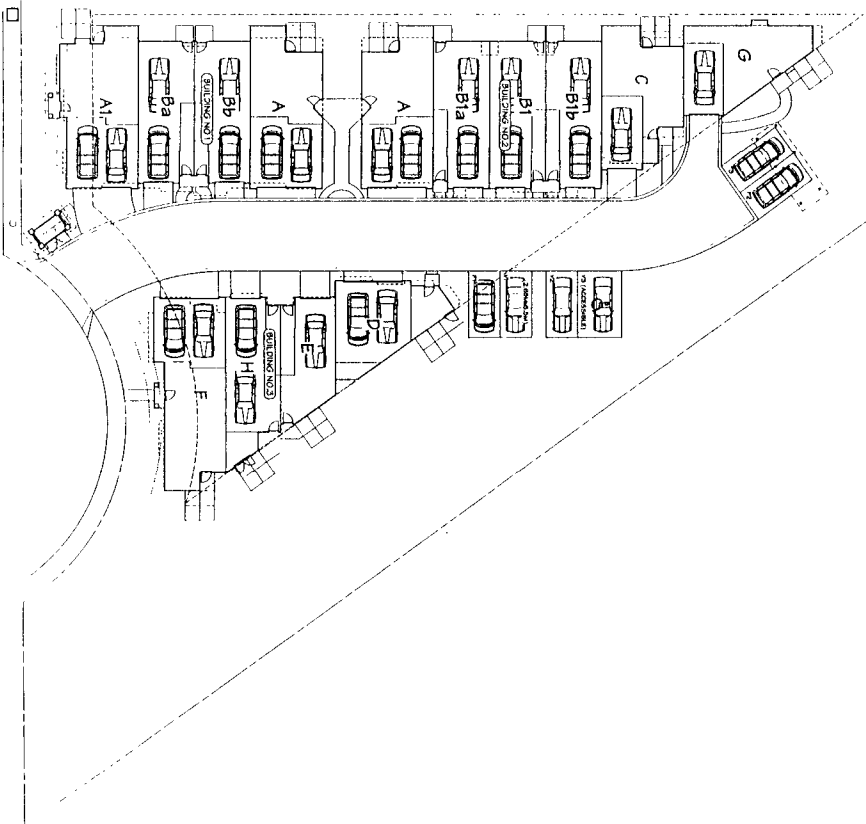
- 5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
- 6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
 DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



PARKING:

REQUIRED	20 SPACES PER UNIT (RESIDENT) =	239 SPACES
2.5 SPACES PER UNIT (VISITOR)	10 UNITS =	25 SPACES
0.5 SPACES PER UNIT (TOTAL)	10 UNITS =	5 SPACES
TOTAL		269 SPACES

NUMBER	3 UNITS x 1 CAR GARAGE	3 SPACES
	OPEN PARKING (RESIDENT) =	33 SPACES
	11 UNITS x 2 CAR GARAGE =	22 SPACES
	GUEST PARKING SPACES =	33 SPACES
	TOTAL	91 SPACES



SITE PLAN - PARKING LAYOUT

JUL 14 2004

DP 04-268678

PLAN #2

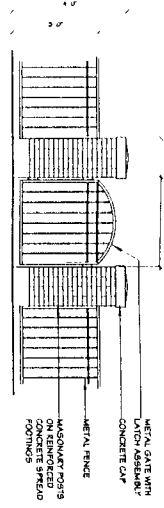
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NO.	1	ISSUING FOR PERMITTING	
DATE		REVISION	
CONTRACT NO.			

PROJECT
14 UNIT
TOWNHOUSE DEVELOPMENT

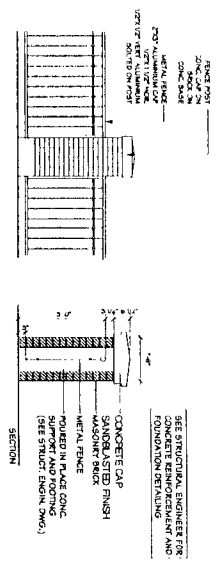
18611 WERT ROAD
MCKINNEY, TX
tomizo
yamamoto
architect inc.

18611 WERT ROAD, WORTH, TEXAS 75090-2126
SHEPARD TITLE
PARKING LAYOUT
PLAN

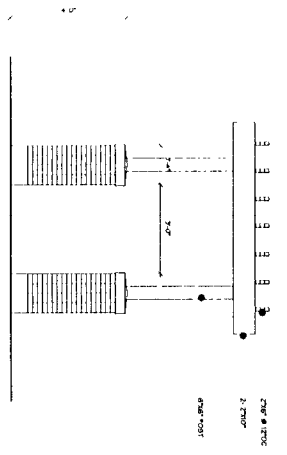
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DATE	JUL 14 2004		
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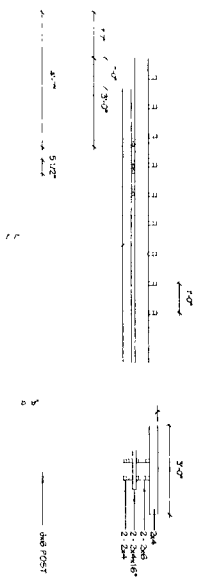
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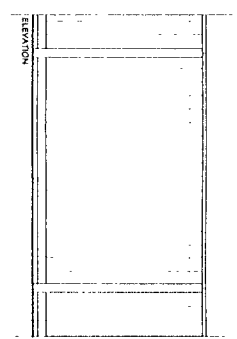
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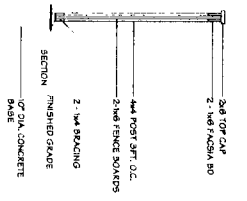
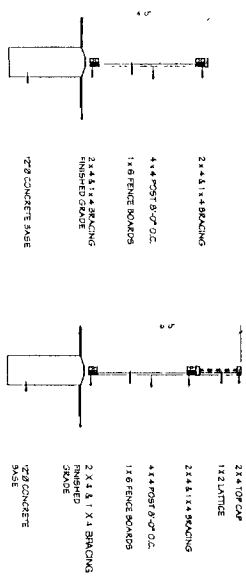
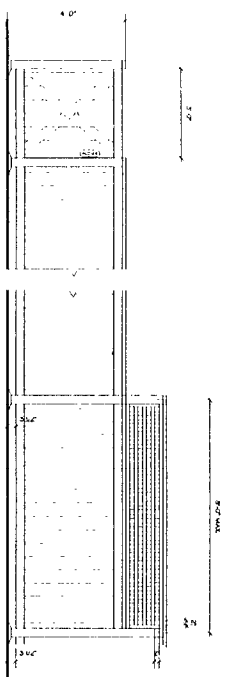
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5 PATIO DIVIDER FENCE
SCALE: 1/4" = 1'-0"



4 FENCE ALONG HIGHWAY
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ELEVATION
3b ARBOUR DETAIL
SCALE: 3/8" = 1'-0"
ELEVATION

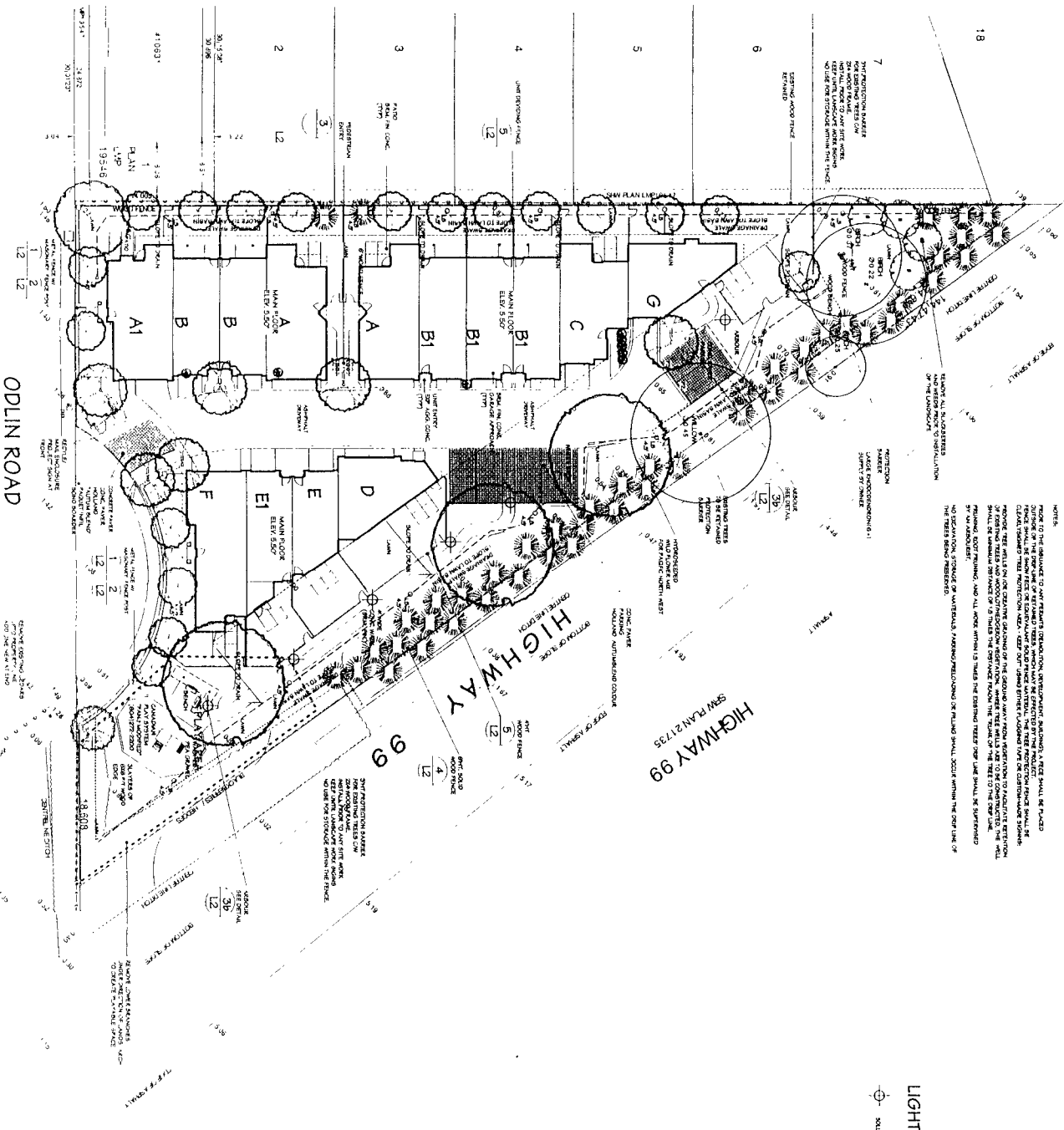
JUL 14 2004
DP 04-268678
PLAN #3A

DATE: 11/20/04
PROJECT: 04-268678
DRAWING NO: 04-268678-03
SCALE: 3/8" = 1'-0"
REVISIONS / ISSUES

8. ASSOCIATES
Landscape Architects
1180 Main Street
Richmond BC V7E 3L4
Voice: (604) 275-2812
Facsimile: (604) 275-2836
Email: info@8associates.com

Client: ODUN RD.
LOT 15 & 16
RICHMOND, B.C.

LANDSCAPE DETAIL:
L2
3 of 3



NOTE:
 1. THE BALANCE OF THE PLANNING, DESIGN, DEVELOPMENT, AND CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CLIENT.
 2. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
 3. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY UTILITIES INFORMATION AND PROVIDING IT TO THE DESIGNER.
 4. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SURVEYING INFORMATION AND PROVIDING IT TO THE DESIGNER.
 5. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ENVIRONMENTAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 6. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY HISTORICAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 7. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY CULTURAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 8. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SOCIAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 9. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ECONOMIC INFORMATION AND PROVIDING IT TO THE DESIGNER.
 10. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY POLITICAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 11. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LEGAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 12. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY TECHNICAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 13. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY FINANCIAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 14. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY OPERATIONAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 15. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY MAINTENANCE INFORMATION AND PROVIDING IT TO THE DESIGNER.
 16. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SAFETY INFORMATION AND PROVIDING IT TO THE DESIGNER.
 17. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SECURITY INFORMATION AND PROVIDING IT TO THE DESIGNER.
 18. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY HEALTH INFORMATION AND PROVIDING IT TO THE DESIGNER.
 19. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ENVIRONMENTAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 20. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SOCIAL INFORMATION AND PROVIDING IT TO THE DESIGNER.
 21. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ECONOMIC INFORMATION AND PROVIDING IT TO THE DESIGNER.
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 29. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SECURITY INFORMATION AND PROVIDING IT TO THE DESIGNER.
 30. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY HEALTH INFORMATION AND PROVIDING IT TO THE DESIGNER.

LIGHTING LEGEND
 ⊕ SOLAR LIGHT



JUL 14 2004
 P P 04-268-678
 PLAN # 3 B

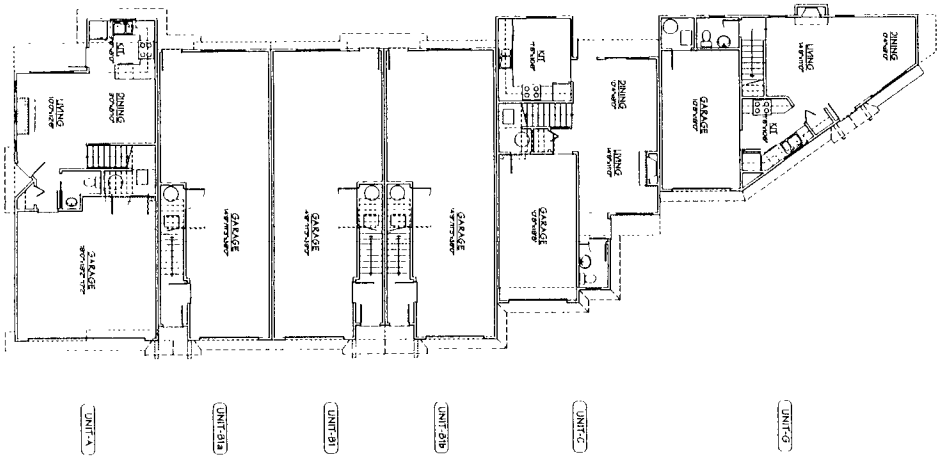
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2004.07.14	ISSUED FOR CONSTRUCTION
2004.07.14	ISSUED FOR AS-BUILT
2004.07.14	ISSUED FOR FINAL
2004.07.14	ISSUED FOR ARCHIVE

ODLIN RD.
 LOT 15 & 16
 RICHMOND, B.C.

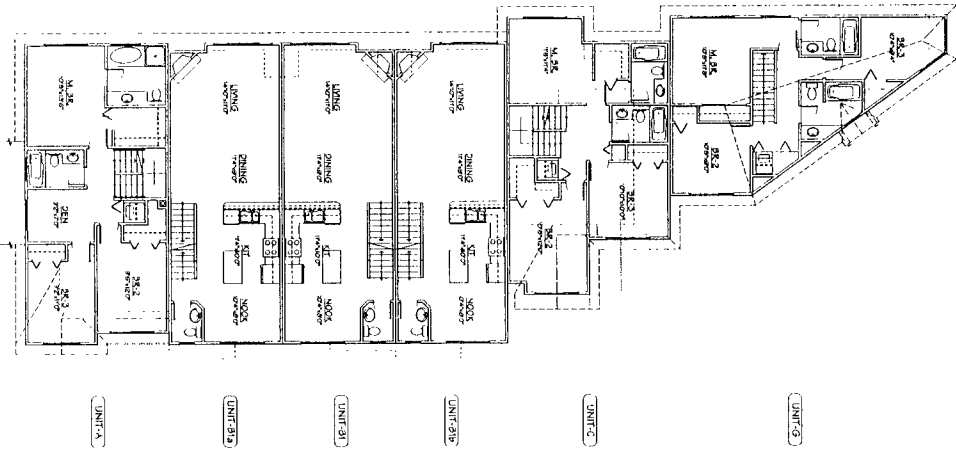
JTO
 J & ASSOCIATES
 Landscape Architects
 3180 Hunt Street
 Richmond, BC V7E 2L4
 Voice: (604) 275-2912
 Fax: (604) 275-2688
 Email: jto@jto.ca

Drawing Title
 LANDSCAPE
 GRADING PLAN

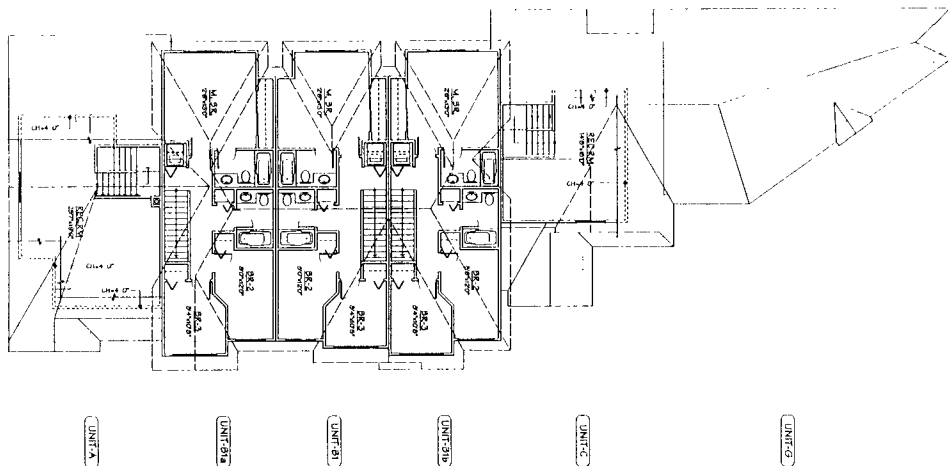
L3
 of 3



BUILDING NO.2
GROUND FLOOR PLAN



BUILDING NO.2
SECOND FLOOR PLAN



BUILDING NO.2
THIRD FLOOR PLAN

Reference PLAN #7

DP 04-268678

SCALE	1" = 1'-0"	SHEET NO.	A03
DATE	MAR 11 2004	PROJECT	
DRAWN	SM	CHECKED	
NO.		REVISED	

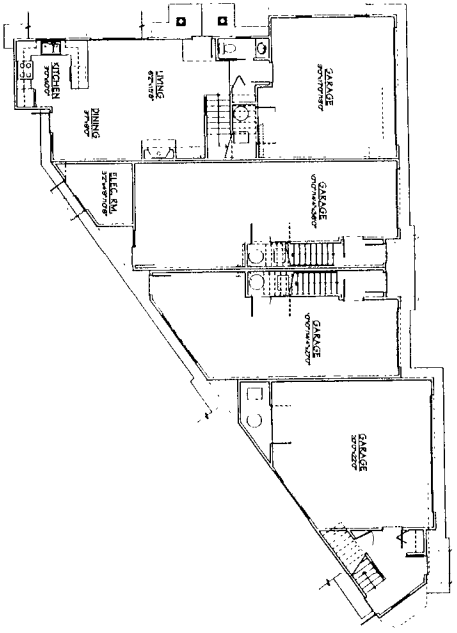
14 UNIT
TOWNHOUSE DEVELOPMENT

tomizo
yamamoto
architect inc.

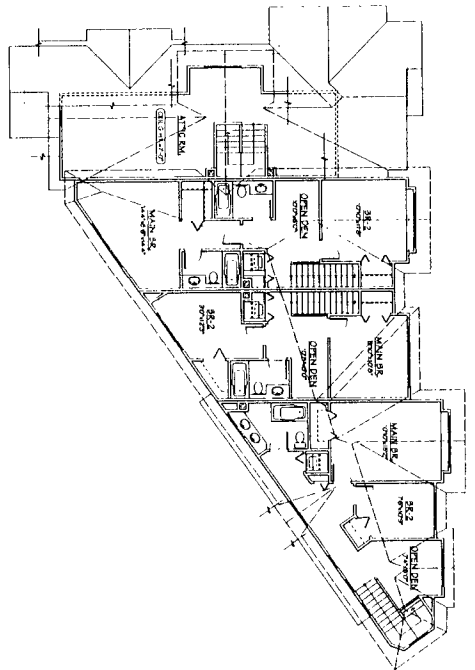
14 UNIT
TOWNHOUSE DEVELOPMENT

DATE	11/20/03	REVISION	REVISED PER COMMENTS
DATE	11/20/03	REVISION	REVISED PER COMMENTS
DATE	11/20/03	REVISION	REVISED PER COMMENTS
DATE	11/20/03	REVISION	REVISED PER COMMENTS

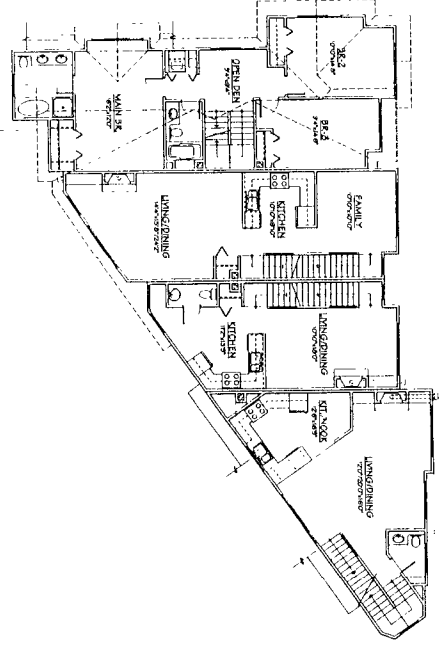
14 UNIT
TOWNHOUSE DEVELOPMENT



BUILDING NO.3
GROUND FLOOR PLAN
SCALE 1/8"=1'-0"



BUILDING NO.3
THIRD FLOOR PLAN
SCALE 1/8"=1'-0"

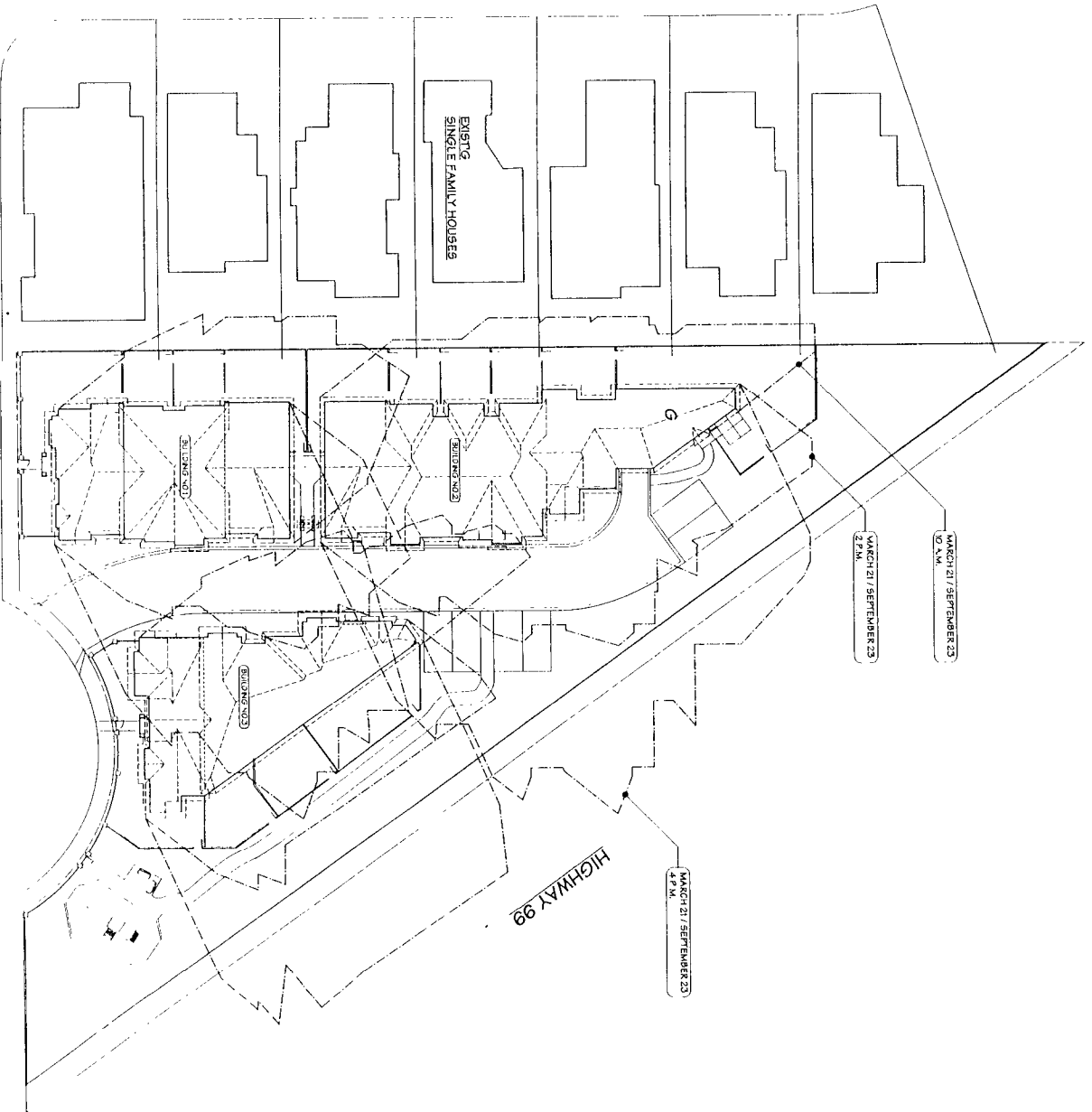


BUILDING NO.3
SECOND FLOOR PLAN
SCALE 1/8"=1'-0"

Reference

DP 04-268678
PLAN #

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10/11/04	2	YAMAMOTO	YAMAMOTO
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ODLIN ROAD

HIGHWAY 99



SHADOW ANALYSIS

Reference

DP 04-268678
PLAN #9

DATE	10/1/12	SHEET NO.	A01.2
DATE	JAN 17 2014		
DATE			
DATE			

14 UNIT
TOWNHOUSE DEVELOPMENT

14000 1/2 ODLIN ROAD
HOUSTON, TX

tomizo
yamamoto
architect inc.

SHADOW ANALYSIS
PLAN

DATE: 10/1/12
PROJECT: 14 UNIT TOWNHOUSE DEVELOPMENT
PRODUCT: SHADOW ANALYSIS
CONSULTANT: TOMIZO YAMAMOTO ARCHITECT INC.

NO.	DATE	REVISIONS
1	JUN 2 2014	SHADOW ANALYSIS