



Development Permit Panel

Council Chambers

Wednesday, January 29, 2014

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, January 15, 2014.



2. Development Permit 13-630032

(File Ref. No.: DP 08-4105-20) (REDMS No. 4017355)

APPLICANT: Interface Architecture Inc.

PROPERTY LOCATION: 6711, 6771 and 6791 Williams Road

Manager's Recommendations

That a Development Permit be issued which would:

- 1. permit the construction of 14 townhouse units at 6711, 6771 and 6791 Williams Road on a site zoned Low Density Townhouses (RTL4); and*
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum ratio of tandem parking spaces from 50% to 58% of the total residential parking spaces required.*



3. New Business

4. Date Of Next Meeting: Wednesday, February 12, 2014

5. Adjournment



**Development Permit Panel
Wednesday, January 15, 2014**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
John Irving, Director, Engineering

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Thursday, December 12, 2013, be adopted.

CARRIED

2. Development Permit 12-617455

(File Ref. No.: DP 12-617455) (REDMS No. 4103774)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 6511 No. 2 Road (formerly 6471, 6491, 6511 No. 2 Road)

INTENT OF PERMIT:

1. Permit the construction of 15 townhouses at 6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road) on a site zoned "Low Density Townhouses (RTL4)".

Applicant's Comments

Matthew Cheng, Matthew Cheng Architect, Inc., advised that the following design changes on the subject development are proposed in response to the concerns raised by the Panel and owners of neighbouring properties:

- the height of the end units of the two street-fronting buildings was reduced from 2 ½

1.

Development Permit Panel

Wednesday, January 15, 2014

storeys to 2 storeys;

- two residential units were redesigned to reduce the tandem parking ratio, therefore the tandem parking variance will no longer be requested;
- the stairs at the end units of the buildings facing the street were relocated to allow additional articulation on the side elevations of the buildings; and
- transom windows above eye level were used and the proposed deck on the end unit was eliminated to respect the privacy of neighbouring homes.

Mr. Cheng also stated that a shadow analysis was conducted in response to the concern on the impact of shadowing on the adjacent property to the north. He noted that since the end units of the two buildings on the north side are limited to 2 storeys and are set back 3.0 meters and 3.5 meters respectively from the north property line, the impact of shadowing on the adjacent property to the north would be minimal.

Denitsa Dimitrova, PMG Landscape Architects, Inc., stated that in response to the previous comments of the Panel, the proposed “Spider Web” play equipment on the children’s play area has been replaced with “Mushrooms”, Arch Climber and Vine Climber play equipment to provide more social interaction opportunities for children and to develop their motor skills.

Staff Comments

Wayne Craig, Director of Development, advised that he has no further comment on the proposed design changes by the applicant.

Correspondence

████████████████████ (Schedule 1)

Mr. Craig advised that the correspondent, a resident of the property adjacent to the south of the subject development, expressed concern regarding (i) the end unit elevation along the south side of the proposed development and (ii) the tandem parking variance previously sought by the applicant.

In response to queries from the Panel, Mr. Craig commented that based on the letter dated December 16, 2013 (i) the correspondent’s concerns were based on the original design of the project, (ii) the design changes proposed by the applicant have adequately addressed the concerns of the Panel and residents of the neighbouring properties, and (iii) staff are satisfied with the applicant’s proposed changes to the landscaping, the play equipment on the outdoor amenity area, and the form and character of the buildings.

Gallery Comments

None.

Development Permit Panel

Wednesday, January 15, 2014

Panel Discussion

The Panel expressed appreciation for the significant changes to the project being proposed by the applicant, particularly the height reduction of the end units and the changes to the design elements which address the privacy concerns of the neighbouring homes. The Panel also noted that the proposed changes have significantly improved the project and adequately responded to the concerns of the Panel.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

Permit the construction of 15 townhouses at 6511 No. 2 Road (formerly 6471, 6491 and 6511 No. 2 Road) on a site zoned "Low Density Townhouses (RTL4)".

CARRIED

3. Development Permit DP 13-634111

(File Ref. No.: DP 13-634111) (REDMS No. 4049474 v4)

APPLICANT: Integra Architecture Inc.

PROPERTY LOCATION: 6511 Buswell Street

INTENT OF PERMIT:

1. Permit the construction of a 15-storey mixed use (residential/commercial) tower at 6511 Buswell Street on a site zoned "Downtown Commercial (CDT1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the residential parking rate from the standard City-wide parking rate to the City Centre Zone 1 parking rate.

Applicant's Comments

Duane Siegrist, Integra Architecture Inc., with the aid of artist renderings (attached to and forming part of these Minutes as **Schedule 2**) reviewed the City planning and design objectives for the project, noting that a primary objective is to emphasize the commercial use appearance at the street. Mr. Siegrist also spoke of (i) the rationale for the project's urban response, (ii) the use of building elements, (iii) the building concepts including the urban context, solar access, building and parking entries, and housing location to animate the street.

Development Permit Panel

Wednesday, January 15, 2014

Also, Mr. Siegrist spoke about (i) the solar shading study and its influence on the building design, (ii) the lighting analysis, (iii) the alignment of the proposed tower to the potential development to the west, and (iv) the basic universal features and aging-in-place features of the proposed development. Mr. Siegrist noted that building materials include stone panels in the dark areas, metal panels, spandrel glass, landscape screens and storefront systems at the lower level.

Ron Smith, Forma Design Inc., provided the following information regarding the landscape design of the parking structure roof deck:

- the two large patio areas for common use on the north and south sides of the podium level are connected by a narrow walkway/trike path along the west edge;
- the two large patios at the opposite ends of the podium level both have integrated but separate areas for adults and children;
- the sandbox is the children's version of urban agriculture at the south side; and
- gardens are located on the north and south sides of the podium level.

In response to queries from the Panel, Mr. Siegrist provided the following information:

- a private roof deck on the penthouse is provided for the luxury units on the upper floors and is designed to have an urban overlook; and
- shifting the indoor amenity space southward in order to increase the outdoor amenity area on the north side of the podium level would decrease the amount of indoor amenity space.

In response to a query from the Panel, Mr. Craig advised that the proposed development complies with the minimum Official Community Plan requirement for the amount of indoor and outdoor amenity spaces and even exceeds the minimum indoor amenity space requirement by 10 percent.

In response to further queries from the Panel, Mr. Siegrist stated the following:

- sidewalks along the Cook Road and Buswell Street frontages will be reconstructed;
- on the adjacent lot to the west of the subject site is a 2-storey wood frame and partially steel constructed building;
- the applicant took into consideration the City's guidelines on building separation and possible locations of potential developments in the area in the design and siting of the proposed tower; and
- the five affordable housing units are located throughout the building.

In response to queries from the Panel, Mr. Craig advised that (i) the three properties to the west of the subject site have the same owner, (ii) the applicant's schematic concept drawing and shadow analysis demonstrate that the proposed tower separation from the adjacent properties to the west complies with the City's guidelines, and (iii) the location of the proposed building allows the proposed extension of the pedestrian realm along Cook Road.

Development Permit Panel

Wednesday, January 15, 2014

Staff Comments

Mr. Craig advised that there is no rezoning associated with this development permit, so staff are supportive of the requested parking variance since the site is located within the City Centre Zone 1 area and the owner has agreed to provide the following:

- five affordable housing units; and
- a comprehensive Transportation Demand Management (TDM) package including the (i) provision of a continuous canopy and benches along the Buswell Street frontage, (ii) upgrade of the existing traffic signal at the Cook Road and Buswell Street intersection, and (iii) provision of electric vehicle charging stalls.

Also, Mr. Craig mentioned that the applicant has agreed to (i) Servicing Agreements for road frontage and infrastructure improvements, and (ii) participate in the Public Art Plan through a financial contribution of approximately \$56,000.

Mr. Craig further noted that the proposed building is District Energy Utility (DEU) - ready and designed to meet aircraft noise mitigation standards.

Correspondence

Jimmy Tham, Sylvan Learning Centre, 8171 Cook Road (Schedule 3)

Mr. Craig stated that Mr. Tham, representing Sylvan Learning Centre located directly across Cook Road from the subject site, expressed concern regarding the potential noise and safety hazards during the construction stage of the proposed development.

In response to the concerns expressed by Mr. Tham, Mr. Craig stated that (i) the applicant is required to submit a construction traffic management plan, (ii) the applicant has advised pile driving will not be used during construction, and (iii) the City's Noise Bylaw regulates the noise and construction hours.

Gallery Comments

None.

Panel Discussion

The Panel agreed to support the proposed project, noting that although it did not go through the rezoning process, the applicant had responded well to the development permit guidelines and design aspects.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a 15-storey mixed use (residential/commercial) tower*

Development Permit Panel
Wednesday, January 15, 2014

at 6511 Buswell Street on a site zoned "Downtown Commercial (CDT1)"; and

2. *Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the residential parking rate from the standard City-wide parking rate to the City Centre Zone 1 parking rate.*

CARRIED

4. Development Permit DP 13-641796

(File Ref. No.: DP 13-641796) (REDMS No. 4013268 v10)

APPLICANT: Townline Gardens Inc.

PROPERTY LOCATION: 10820 No. 5 Road

INTENT OF PERMIT:

1. Permit the construction of a 5-storey, mixed-use commercial and residential building (Building D – 'The Camellia') at 10820 No. 5 Road on a site zoned "Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)"; and
2. Vary the provisions of the Richmond Zoning Bylaw 8500 to reduce the parking rate for rental housing units from 1.7 spaces per residential unit (1.5 spaces for residents plus 0.2 spaces for visitors) to 1.2 spaces per residential unit (1.0 spaces for residents plus 0.2 spaces for visitors).

Applicant's Comments

Al Johnson, DA Architects + Planners, and Tiffany Duzita, Townline Group of Companies, provided the following details regarding the proposed development:

- Phase 2 of the overall development includes the U-shaped building (Building D) on the north end of the site located close to the corner of No. 5 Road and Steveston Highway;
- Phase 2 faces a dedicated "Agricultural Park" and a temporary sales centre to the north where the future child care facility will be located;
- the centre of the overall development is a vibrant community;
- the underground parking garage is accessed from No. 5 Road;
- the indoor amenities for Building D are provided in Building A (Phase 1 of the overall development) which is currently under construction ; and
- the indoor amenities in Building A include a multi-purpose gym, a meeting/fitness room, washrooms and change rooms.

Also, Mr. Johnson reviewed the architectural design of the proposed building and the building materials used, noting that the building is a hybrid, with two lower levels of concrete and two upper levels of wood.

Development Permit Panel

Wednesday, January 15, 2014

In reply to queries from the Panel, Mr. Johnson stated that (i) the depth of the balconies have been increased as per recommendation from the Advisory Design Panel, (ii) the current development proposal has a greater number and variety of units than the previous proposal, and (iii) there is actually more articulation on the north elevation of the building than what is shown in the model.

In response to queries from the Panel, Mr. Johnson reviewed the entry points to the commercial area on the south side and to the residential units on the north side of the building from an accessibility standpoint.

In response to queries from the Panel, Ms. Duzita and Mr. Johnson provided the following information:

- all commercial parking spaces have been provided in Phase 1 and 29 commercial parking stalls in Phase 2 have been allocated for residential parking in order to meet the required residential parking spaces for Phase 2;
- internal Road "A" is a privately- owned road but open for public use; parking is not allowed on this road; the proposed underground parking in Building D can be accessed from Road "A"; and
- parking spaces for users and visitors of commercial units in Building D (Phase 2) are provided in the underground parking in Building A (Phase 1).

In response to queries from the Panel, Mr. Craig stated the following:

- the proposed variance in residential parking rate has been supported by (i) a parking study based on comparable existing rental housing projects in Richmond, and (ii) Transportation Demand Management (TDM) measures.
- the rental tenure for both market and affordable housing units are secured by separate housing agreements with the City ; and
- there will be a covenant preventing the "stratification" of the proposed development.

Staff Comments

In addition to his previous comments regarding the proposed residential parking variance and housing agreements, Mr. Craig stated the following:

- there are three fully accessible units in the project;
- the applicant's participation in the Public Art Plan was secured through the rezoning process;
- TDM measures secured at the time of rezoning include (i) two transit shelters, (ii) two co-op parking stalls on the parking podium, and (iii) end-of-trip bike facilities in Building A; and
- as an additional TDM measure, the applicant will provide 2-zone transit passes for all residential units in Building D for a period of one year.

Development Permit Panel

Wednesday, January 15, 2014

In response to a query from the Panel, Mr. Craig advised that so far, no service provider has expressed interest in the co-op parking.

Correspondence

Emily Emberson, Shellmont area resident (Schedule 4)

Mr. Craig commented that Ms. Emberson expressed concern regarding the residential parking variance requested by the applicant. Mr. Craig noted that the required parking for market rental housing is 1.5 stalls per unit which the applicant is requesting to be reduced to one parking stall per unit. Also, Mr. Craig stated that the parking study submitted by the applicant which include a detailed analysis of comparable rental housing projects in the City demonstrate that the reduced parking rate is adequate.

Gallery Comments

None.

Panel Discussion

The Panel agreed to support the proposed project, noting the significant number of proposed market rental and affordable housing units, the TDM measures proposed by the applicant, and the sustainability features of the proposed development.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. Permit the construction of a 5-storey, mixed-use commercial and residential building (Building D – 'The Camellia') at 10820 No. 5 Road on a site zoned "Commercial Mixed Use (ZMU18) – The Gardens (Shellmont)"; and*
- 2. Vary the provisions of the Richmond Zoning Bylaw 8500 to reduce the parking rate for rental housing units from 1.7 spaces per residential unit (1.5 spaces for residents plus 0.2 spaces for visitors) to 1.2 spaces per residential unit (1.0 spaces for residents plus 0.2 spaces for visitors).*

CARRIED

5. Development Permit DP 13-642725

(File Ref. No.: DP 13-642725) (REDMS No. 4071535 v1)

APPLICANT: Amela Brudar - GBL Architects

PROPERTY LOCATION: 8888 Patterson Road

INTENT OF PERMIT:

1. Permit the construction of the second phase of a five-phase, residential development

Development Permit Panel

Wednesday, January 15, 2014

at 8888 Patterson Road on a site zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)” for a high-rise building containing 246 market dwellings and 17 affordable housing units (to be secured via a Housing Agreement), together with publicly-accessible open space and park; and

2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum allowable setback from a lot line abutting Garden City Road for portions of the building having a height greater than 28.0 m, for the purpose of permitting a cantilevered roof and balconies, from 50.0 m to 48.6 m; and
 - b) increase the maximum allowable building height for portions of the building located less than 50.0 m from a lot line abutting Garden City Road, for the purpose of permitting enclosed stair shafts, an elevator penthouse, and an indoor residential amenity space, from 28.0 m to 33.4 m.

Applicant's Comments

Amela Brudar, GBL Architects, provided the following information regarding the proposed development:

- the five-phase multi-family residential development sits on a 7 ½ acres site which is divided into three quadrants;
- the building permit for Phase 1 has already been issued; and
- the subject development permit application is for Phase 2 of the multi-phase development, which includes a 15-storey building, the Neighbourhood Park to the south, and the Patterson End Park to the north.

Ms. Brudar, with the aid of artist renderings (attached to and forming part of these Minutes as **Schedule 5**) also reviewed the phasing plan, building sections, indoor amenity spaces, and parking and floor plans for the proposed building. In addition, Ms. Brudar provided the following details:

- the proposed building has a clean and contemporary look;
- 17 affordable units are distributed throughout the proposed building;
- proposed building materials include window walls with spandrel glass, metal panels, and brick frames; and
- all residential units at grade are provided with direct access from the street to animate the street.

Grant Brumpton, PWL Partnerships, provided the following information regarding the landscaping of the proposed development:

- landscaping for Phase 2 builds on the landscaping for Phase 1;
- a primary element of the landscaping for Phase 2 is the sense of moving water;

Development Permit Panel

Wednesday, January 15, 2014

- the Neighbourhood Park directly facing the south elevation of the proposed building is a privately owned space with public access; and
- the applicant worked with City staff to develop the maintenance manual in order to clarify expectations between the developer and future strata management regarding the maintenance of the Neighbourhood Park.

Also, Mr. Brumpton, with the aid of artist renderings, reviewed the landscaping on the Patterson Road End Park, the proposed building and the Neighbourhood Park.

In response to a query from the Panel, Mr. Brumpton advised that the Neighbourhood Park can be accessed from Garden City Road through the stairs and ramp system with 5% grade.

In response to further queries from the Panel, staff commented that (i) the Neighbourhood Park has been designed and presented as a public park, and (ii) the present design of Patterson Road is interim but currently provides for 2 to 3 point turns for vehicles at its terminus adjacent to the Patterson End Park.

In response to a query from the Panel, Ms. Brudar mentioned that the applicant intends to maximize the balcony spaces and there is no intention to have them enclosed.

In response to queries from the Panel, Suzanne Carter-Huffman, Senior Planner-Urban Design, Planning and Development, advised that (i) balcony enclosures are currently not a concern in the City Centre Area developments although there have been such cases noted in the past, (ii) the indoor amenities in the proposed building such as the gym, swimming pool, and banquet hall and ballroom are intended to serve all phases of the project, and (iii) the bowling alley will not compromise the design and operational maintenance of the park.

Staff Comments

Mr. Craig commented that staff is agreeable to the location of the 17 affordable housing units which includes a clustering of family oriented townhouse units around the northeast corner of the proposed building. He noted that the total area of the City-owned and privately-owned parks to be developed is approximately 1.5 acres. Also, he stated that the proposed project has substantial electric vehicle (EV) charging stations, noting that (i) 30% of the parking stalls are equipped with 120-volt charging stations, (ii) 25% of the parking stalls are pre-ducted for future EV charging, and (iii) six additional 240-volt quick-charge stations are being proposed.

Mr. Craig further mentioned that (i) the two variances requested by the applicant are for very minor projections, and (ii) the public art proposal was approved by the Public Art Committee during the rezoning stage.

Development Permit Panel

Wednesday, January 15, 2014

In response to queries from the Panel, Mr. Craig advised that (i) the Patterson Road End Park is City-owned and operated, (ii) the Neighbourhood Park is privately-owned and maintained, (iii) the developer worked with Parks staff to develop the park's maintenance manual which will be attached to Right-of-Way agreement registered on title, and (iv) the future strata management will be responsible for the maintenance of the Neighbourhood Park.

Correspondence

None.

Gallery Comments

Francis Choy, 5460 Jaskow Drive, queried on the construction materials to be used in the project. In response to the query, Ms. Brudar advised that the proposed building materials include, among others, metal and glass panels and bricks.

Panel Discussion

The Panel agreed to support the project, noting its sustainability features and significant indoor and outdoor amenities.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of the second phase of a five-phase, residential development at 8888 Patterson Road on a site zoned "High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)" for a high-rise building containing 246 market dwellings and 17 affordable housing units (to be secured via a Housing Agreement), together with publicly-accessible open space and park; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum allowable setback from a lot line abutting Garden City Road for portions of the building having a height greater than 28.0 m, for the purpose of permitting a cantilevered roof and balconies, from 50.0 m to 48.6 m; and*
 - b) *increase the maximum allowable building height for portions of the building located less than 50.0 m from a lot line abutting Garden City Road, for the purpose of permitting enclosed stair shafts, an elevator penthouse, and an indoor residential amenity space, from 28.0 m to 33.4 m.*

CARRIED

Development Permit Panel
Wednesday, January 15, 2014

6. New Business

7. Date Of Next Meeting: Wednesday, January 29, 2014

8. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:26 p.m.

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the
Development Permit Panel of the Council
of the City of Richmond held on
Wednesday, January 15, 2014.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk

December 16, 2013
Re: Development Permit 12-617455

To Development Permit Panel	
Date:	JAN. 15 2014
Item #	2
Re:	DP 12-617455
6511, 91, 6511 NO. 2 RD	

	INT
DW	
MJ	
DB	

Schedule 1 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
January 15, 2014.

To: Richmond City Hall

I am writing to you in respect to the application notice for further development (DP 12-617455) at 6511 on No. 2 Road. My house () is directly adjacent to the right of the above property. Unfortunately, I was not able to attend the meeting on December 12, 2013 due to my work obligations. However, I will make sure that I attend the next meeting on Wednesday, January 15, 2014. Please inform me of the time and location of the upcoming meeting.

As a resident of Richmond for the past 12 years, I am hoping that my concerns and objections to any further new development in the lot (6511) is taken seriously and with considerations to the welfare of the neighbouring residences as well as the developers.

First, my very strong objection is to any increase of elevation of the last 2 units located at both ends over the legal and allowable limit. If the application for increasing elevation is approved, it will totally block whatever view we have left of No. 2 Road from our balcony. Furthermore, in comparison to the units that were built a few years ago on No. 2 Road close to Blundell Shopping Centre, the proposed elevation and number of units increase for 6531, as depicted by the recent architect design in the East Elevation section, would create a very unattractive and unsightly frontal appearance facing No. 2 Road.

My other concern is about the proposal of increasing the parking space from 50% to 60% or even more which could only stems from the desire to maximize the profitability without any consideration for the nearby residences. The traffic situation on No. 2 Road, in the past 12 years, has increased drastically and it is very difficult and time consuming to get in and out of the driveway on daily basis, even on the weekends. The only logical solution for increasing the parking space would be to decrease the number of townhouses in order to create more room.

The developers and their investors do not and will not have to deal with any of the hassles and inconveniences that they put us through day after day. For them, the profit margin is what it counts at the end of the day.

Sincerely,



Majorcal Developments Ltd.

Owner

Integra Architecture Inc.

Architect

Forma Design Ltd.

Landscape Architect

Schedule 2 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
January 15, 2014.

City of Richmond - Development Permit Panel - January 15, 2014

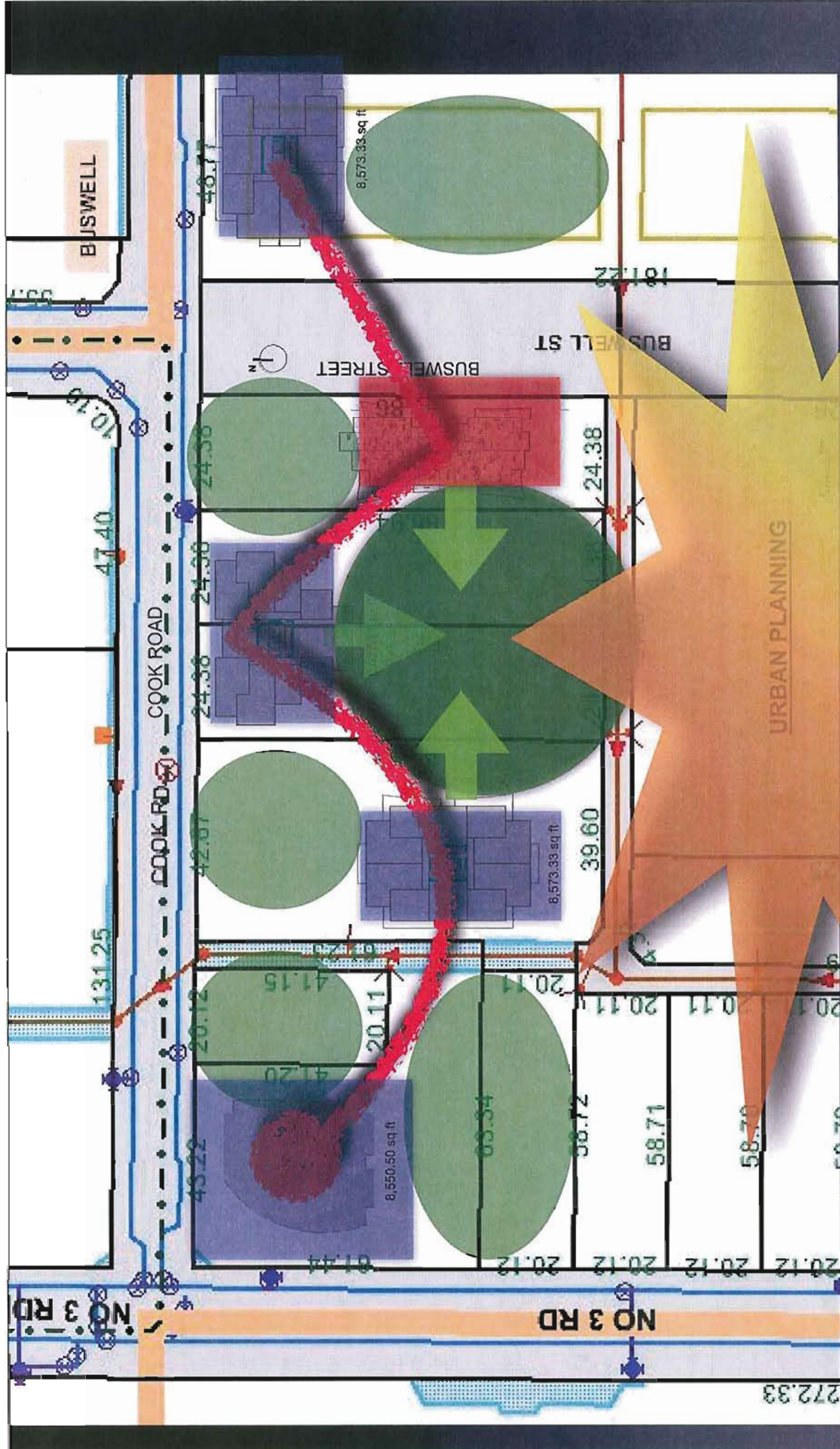
City planning objectives

- emphasize commercial use appearance at the street
- respond to an adjacent development
- enhance the street environment
- access / loading confirmation
- affordable housing
- adaptable design considerations

The project

- urban response
 - commercial use / animated facade
 - alignment for future development
 - the creation of urban garden space
 - building form / orientation
 - the creation of garden space
 - solar access
- building elements
 - the use of sun shading
 - building form
 - landscape deck integrated to street facade extending vertically to be integrated into the street environment

Building Concepts



urban context

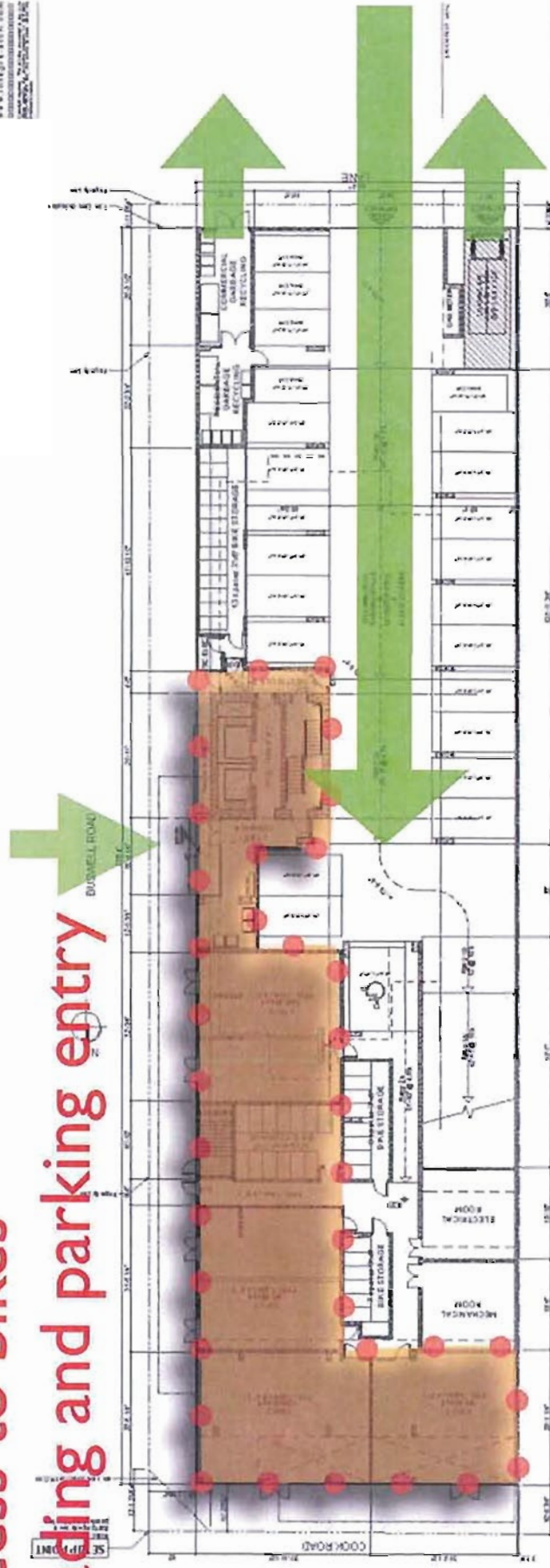
green space
building placement
solar access



- commercial / animated street maximized
- building entry
- access to bikes
- loading and parking entry



ARCHITECTURE
100 WEST FENDER STREET
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WWW.IA-ARCHITECT.COM



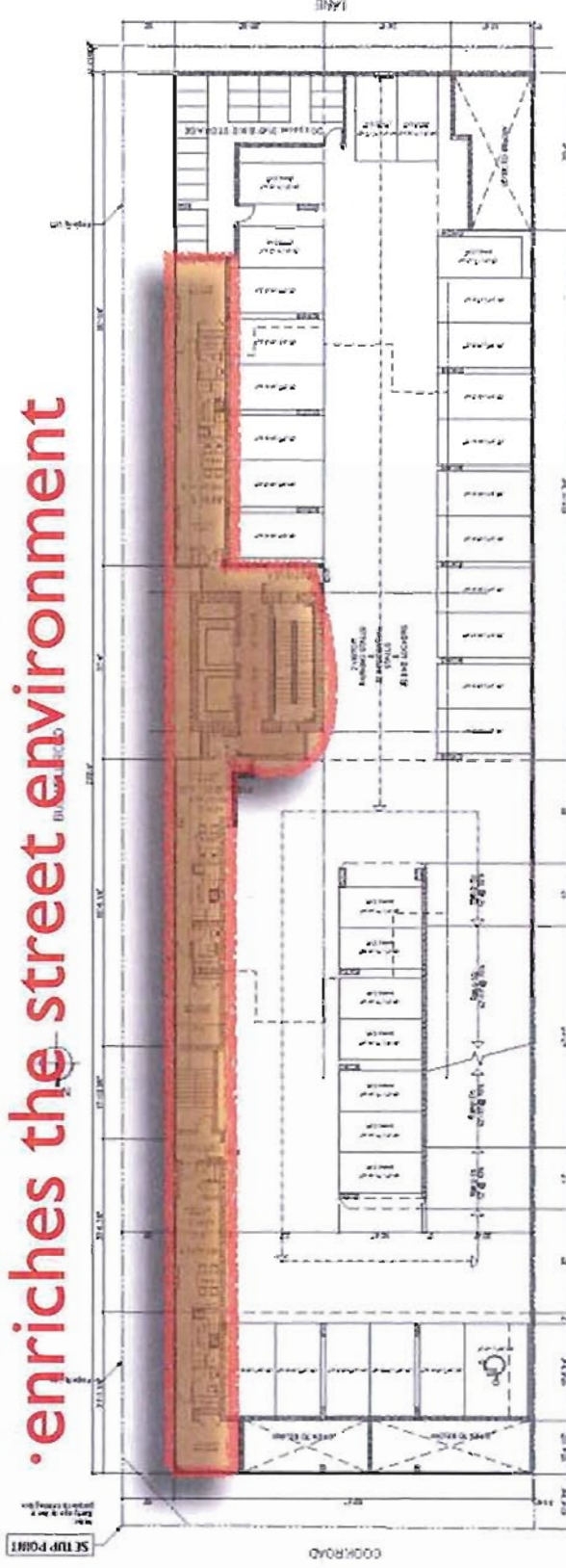
1st Floor

PROJECT
RESIDENT INTERNATIONAL
ARCHITECT
"THE BUSWELL"
100 WEST FENDER STREET
SAN FRANCISCO, CA 94103
DATE: 12.2011
SCALE: 1/8" = 1'-0"
SHEET: 1
A-2.10

- housing location
- continues the animation of street
- glazing (no parking visible)
- enriches the street environment



J.A. ASSOCIATES, INC.
400 WEST FENDER STREET
WASHINGTON, DC 20001
TEL: (202) 638-1100
FAX: (202) 638-1101
WWW.JAASSOCIATES.COM



2nd Floor

RECENT INTERIOR

"THE BUSMIT"

200 WEST FENDER STREET
WASHINGTON, DC 20001

2nd Floor
Plan

1/10/20

1" = 10'

DATE: 1/10/20

BY: [Signature]

A-2.20

landscape concept

1/20/28

backdrop

screen equipment
weeds

stairs to penthouse
open "garden stairwell"

upstand
"screen"
backdrop
lives

to
amenity
rooms

patio

lower
edge
planting

"seating"
gardens

patio

path

lighting

"sitting",
sandy
garden

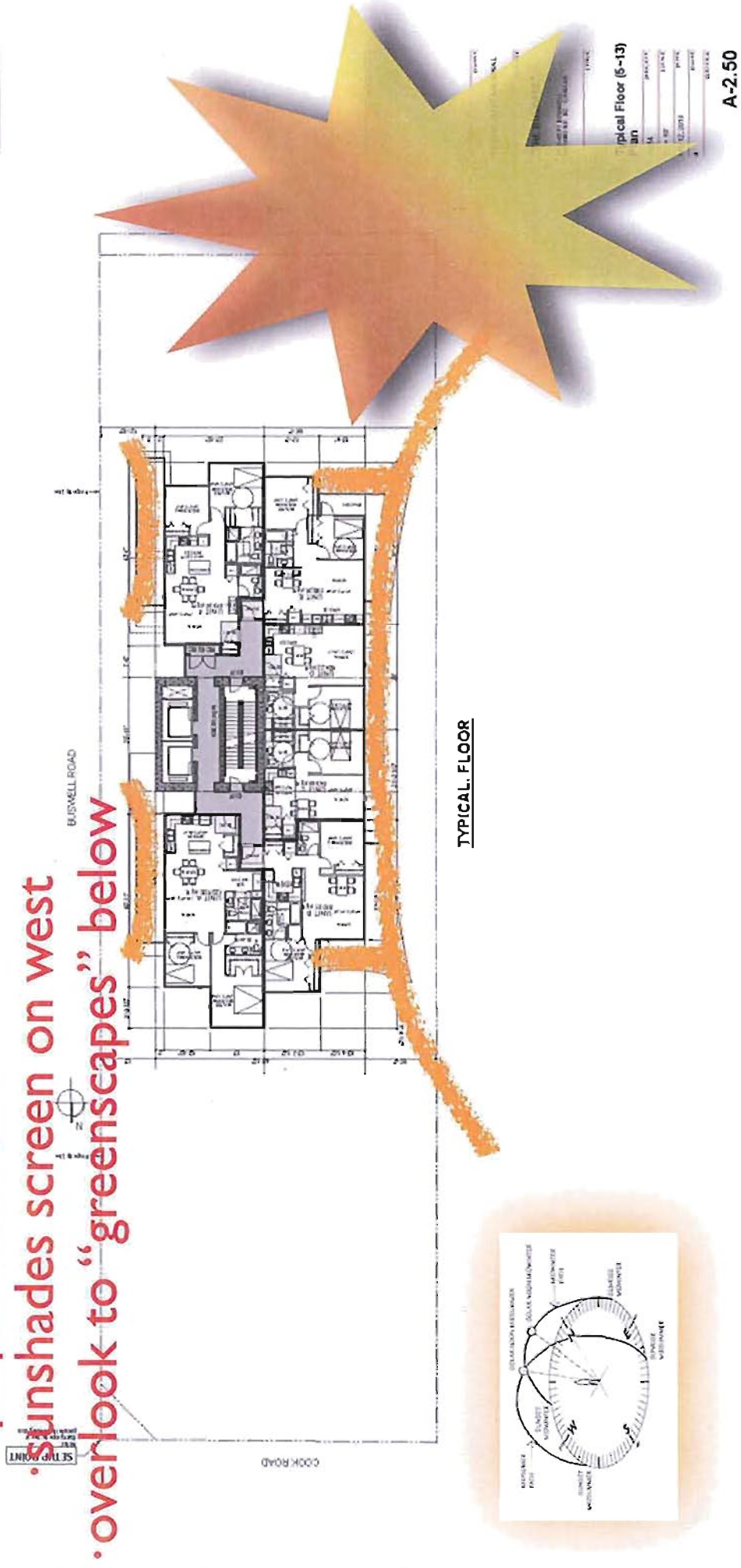
roof deck

•solar shading study

- less overhang at the east
- more overhang at south west / south
- opaque wall ratio
- sunshades screen on west
- overlook to “greenescapes” below



DESIGN & CONSTRUCTION INC.
AN MEET FINDER STREET
MELBOURNE VIC 3000
TEL: 03 9412 1234
FAX: 03 9412 1235
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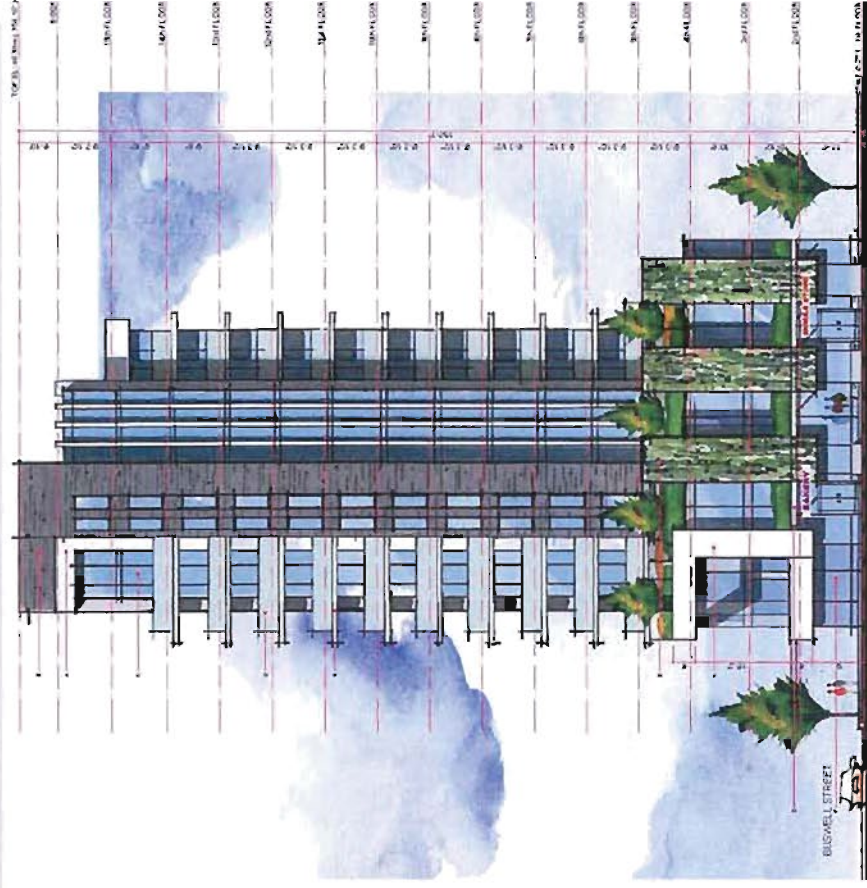
- extend the landscape into the public realm
- verticality and proportion to tie the building from the ground plane - upwards

MATERIAL & COLOUR LEGEND

NAME	DATE OF BIRTH		SEX	
	DAY	MONTH		
1. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
2. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
3. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
4. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
5. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
6. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
7. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
8. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
9. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX
10. NAME OF STUDENT	DATE OF BIRTH	SEX	DATE OF BIRTH	SEX

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415 WEST PENDER STREET
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**MAJORECA INTERNATIONAL
MOVIE STUDIOS LTD.**

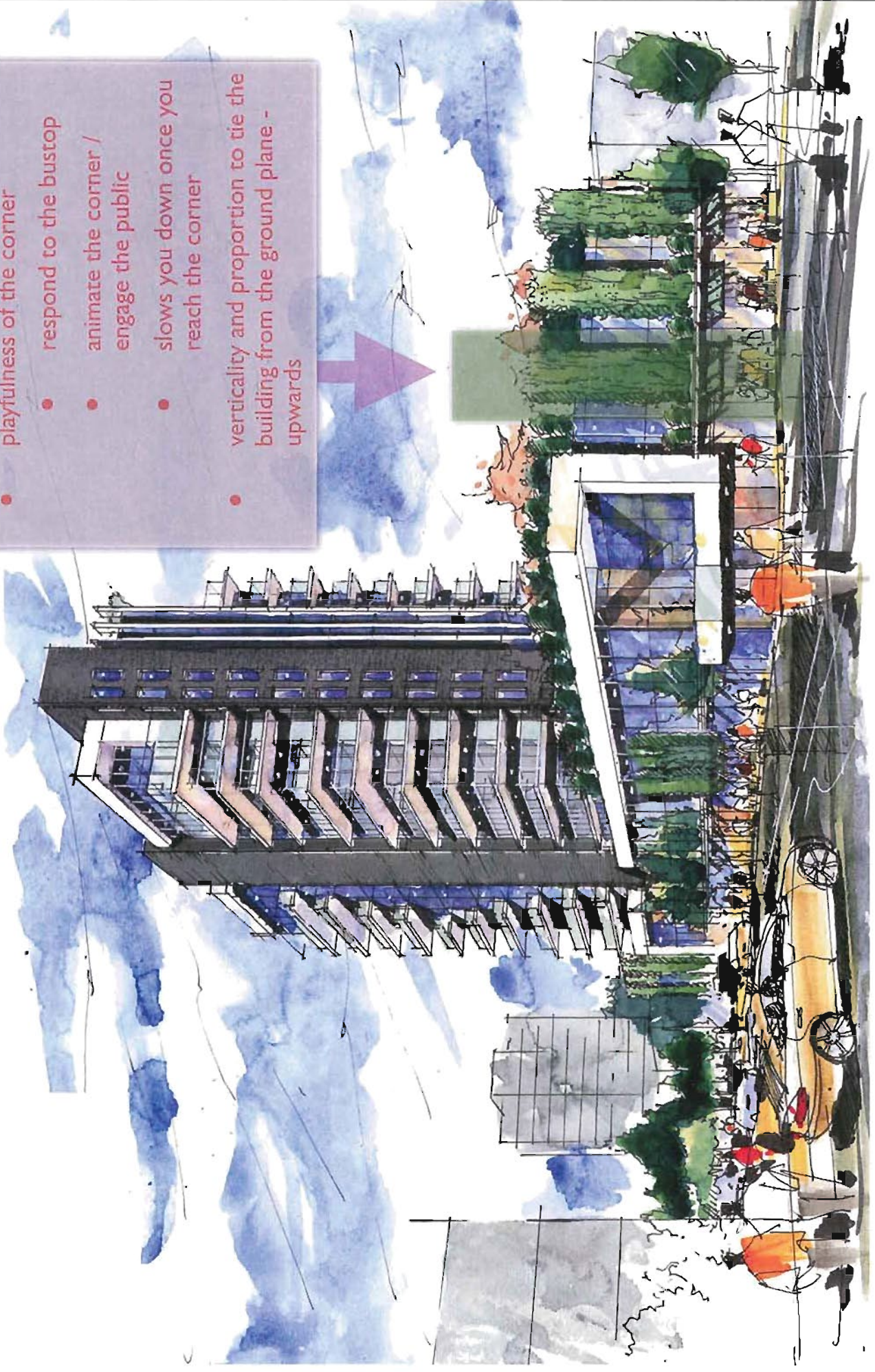
ELLE
405-4531 BUCHHEIT
BCHHEIT.DC CHIEF-A

**NORTH & SOUTH
'ELEVATION'**

90.254	10/25/13
$\theta^* = 90^\circ$	10/25/13
November 8, 2013	10/25/13
γ	10/25/13

A-4.20

- playfulness of the corner
 - respond to the bustop
 - animate the corner / engage the public
 - slows you down once you reach the corner
- verticality and proportion to tie the building from the ground plane - upwards

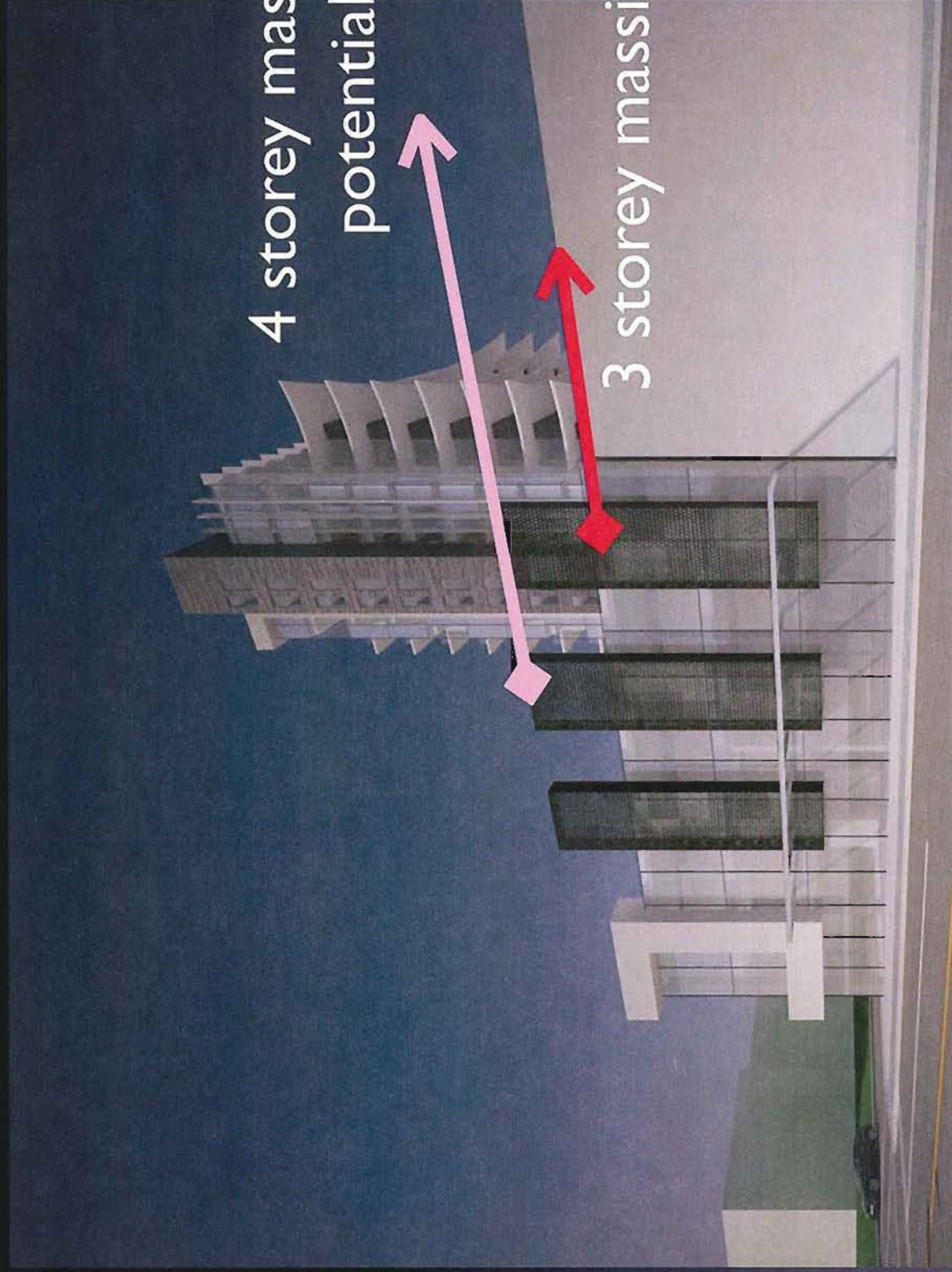




massing model
alignment to future development



massing model
alignment to future development



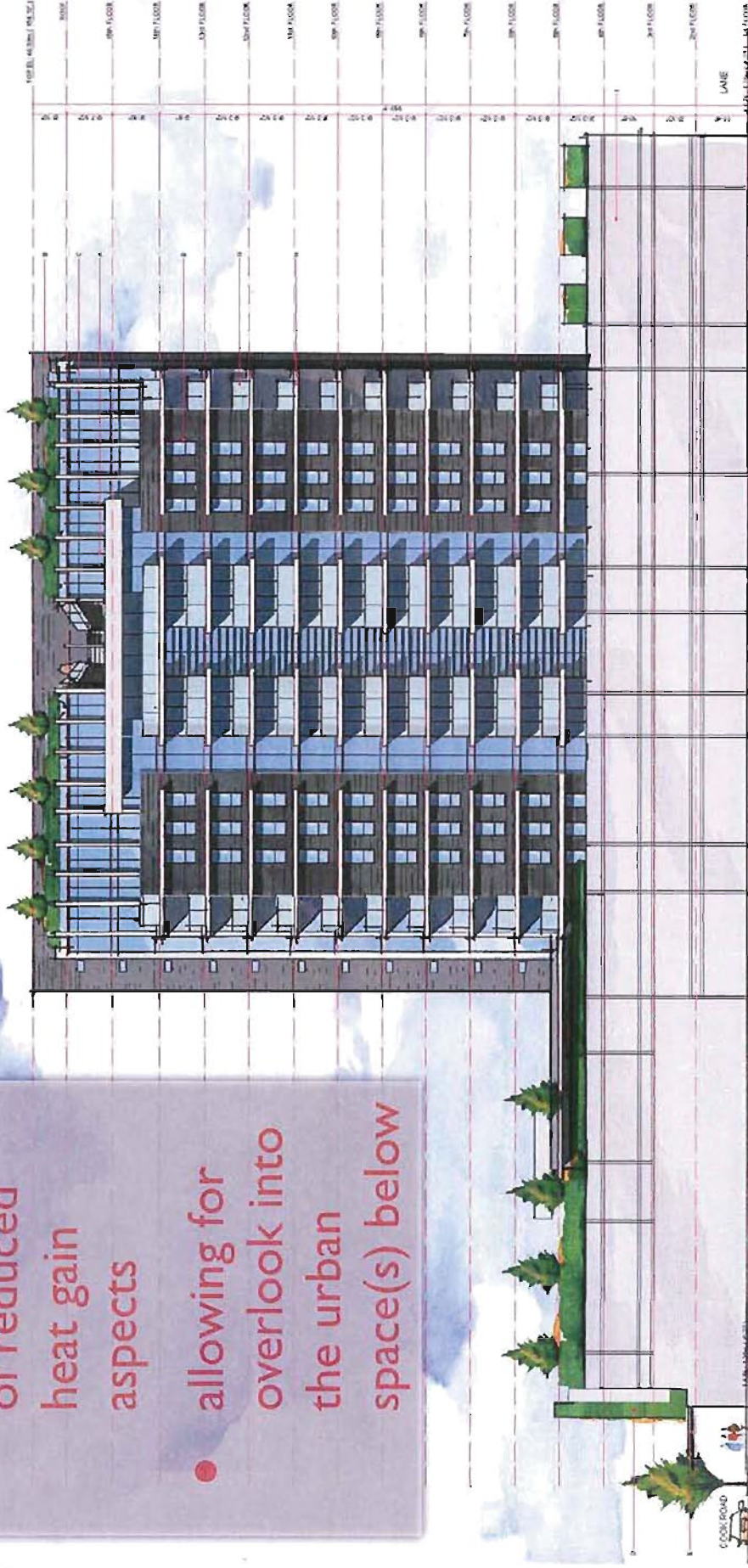
massing model
alignment to future development

- vertical solar shading and consideration of reduced heat gain aspects
- allowing for overlook into the urban space(s) below

MATERIAL & COLOUR LEGEND

Code	Finish	Material / Colour	Notes
A	Concrete	Concrete	Concrete
B	Brick	Brick	Brick
C	Stone	Stone	Stone
D	Wood	Wood	Wood
E	Paint	Paint	Paint

Code	Material / Colour	Notes
A	Concrete	Concrete
B	Brick	Brick
C	Stone	Stone
D	Wood	Wood
E	Paint	Paint



WEST ELEVATION

A-4.30



INTERNATIONAL ARCHITECTURE INC.
 100 WEST PETER STREET
 SUITE 100
 VANCOUVER, BC V6C 2E8
 TEL: 604.681.1111
 FAX: 604.681.1112
 WWW.IA-ARCHITECTURE.COM

MATERIAL & COLOUR LEGEND

Question	Answer	Answer	Answer
1. What is the main purpose of the study?	To investigate the effect of the intervention on the outcome.	Intervention	Control
2. What is the study design?	Randomized controlled trial.	Intervention	Control
3. What is the primary outcome?	Change in the level of the outcome.	Intervention	Control
4. What is the secondary outcome?	Change in the level of the outcome.	Intervention	Control
5. What is the significance of the study?	The study shows that the intervention has a significant effect on the outcome.	Intervention	Control

Case	Study/Intervention	Minimum	Maximum	Known Limit
1	Exercise	Aluminium 50mg/kg No water soluble binding [10-150]	Observed 3.8 No water soluble binding [10-150]	
2	Exercise	South in Britain [10-150]	None [10-150]	
3	Exercise and [10-150]		None [10-150]	Elimination is not [10-150]



MITORA ARCHITECTURE INC.
216 WELBY PARKER STREET
VANCOUVER, BC V6B 1Y1
TEL 604.688.4220 F 604.688.4220
info@mitora-arch.com
www.mitora-arch.com

animated facade (glazing not parking) variation in facade treatment (balconies and glazing treatment) identifies the use, separates the function

extend entry as a marker (verticality) and tie into the character of Buswell street

maintains the strong horizontal lines typical to Richmond, yet extends your eye upwards through a vertical expression

captures the corner and creates a lively creative expression for the retail yet ties the commercial function together



EAST ELEVATION

TABLE 1. Continued

MAJORCA INTERNATIONAL
HOTELS LTD.

313

RICHARD E. CLAYTON

EAST
ELEVATION

100-44117

References

October 22, 2013

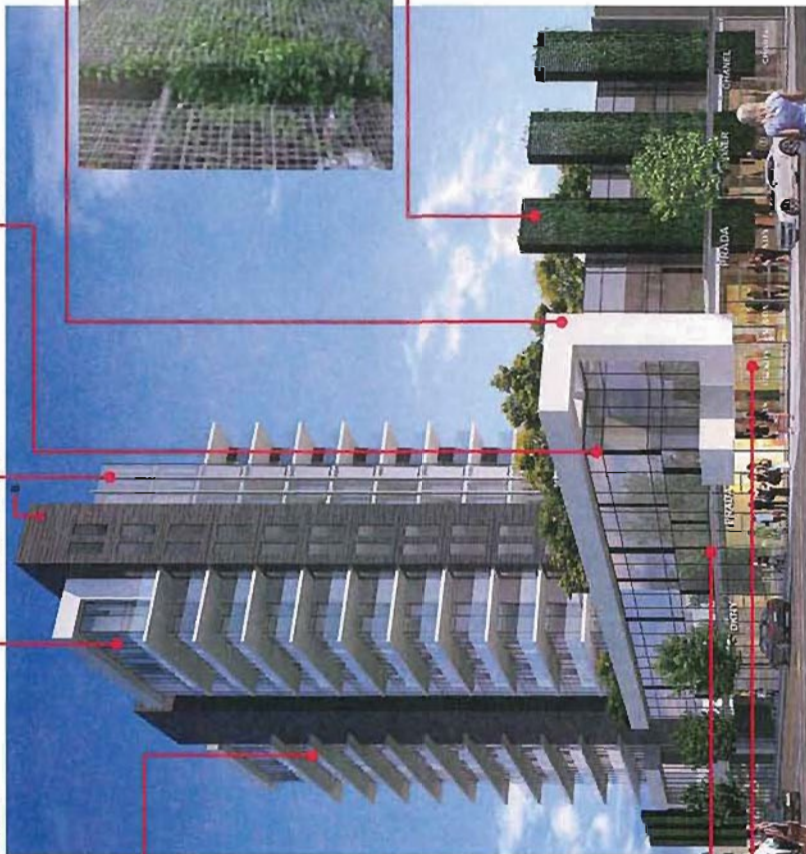
100
90
80
70
60
50
40
30
20
10
0

A-4.10

materials



CONCRETE OVERHANG RETURN WHITE

[illegible]

A-8.00

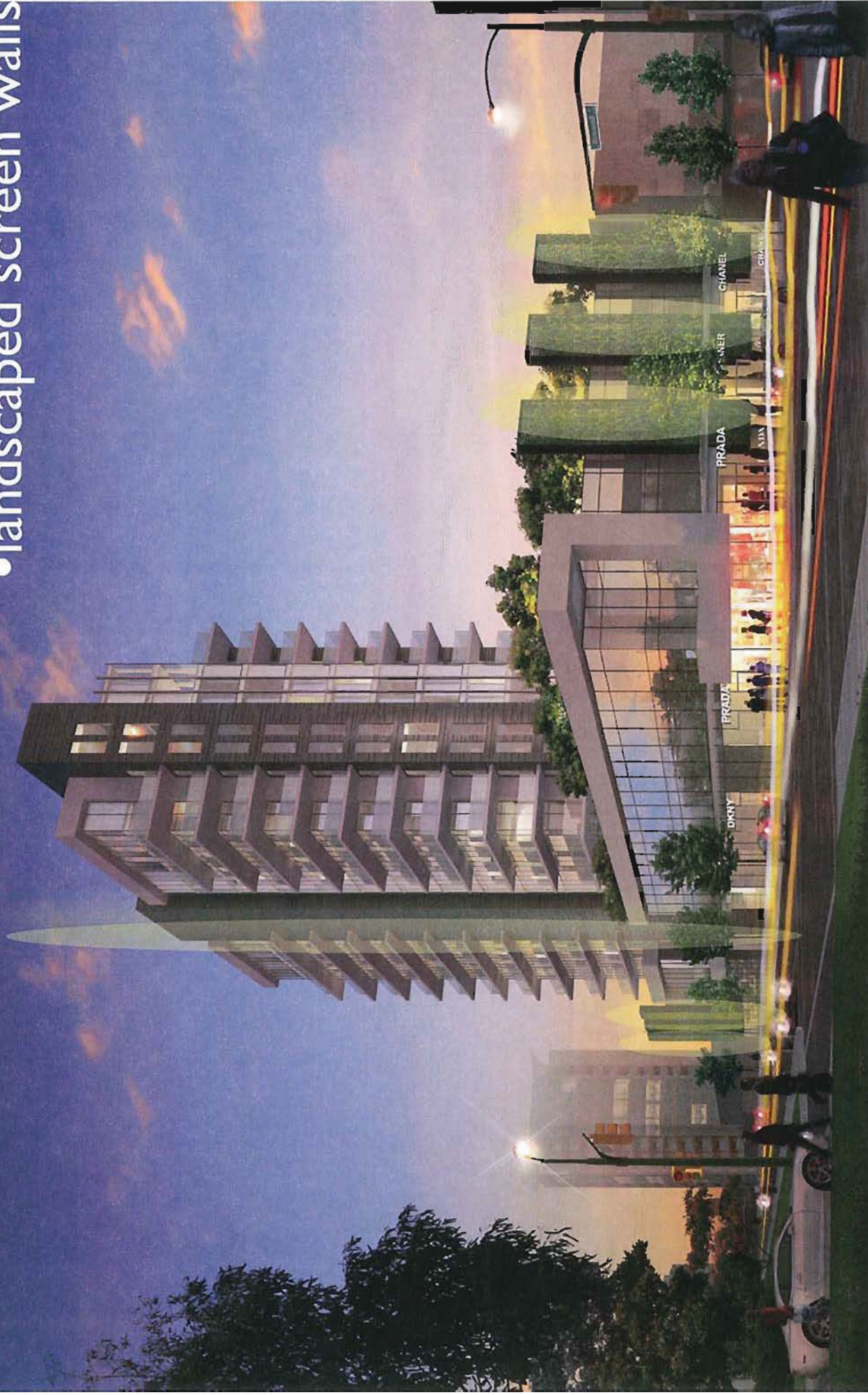






building lighting

- featured at main entry
- landscaped screen walls



basic universal housing features

BUHF

REQUIREMENTS FOR UNITS WITH BASIC UNIVERSAL HOUSING FEATURES :

NOTES:

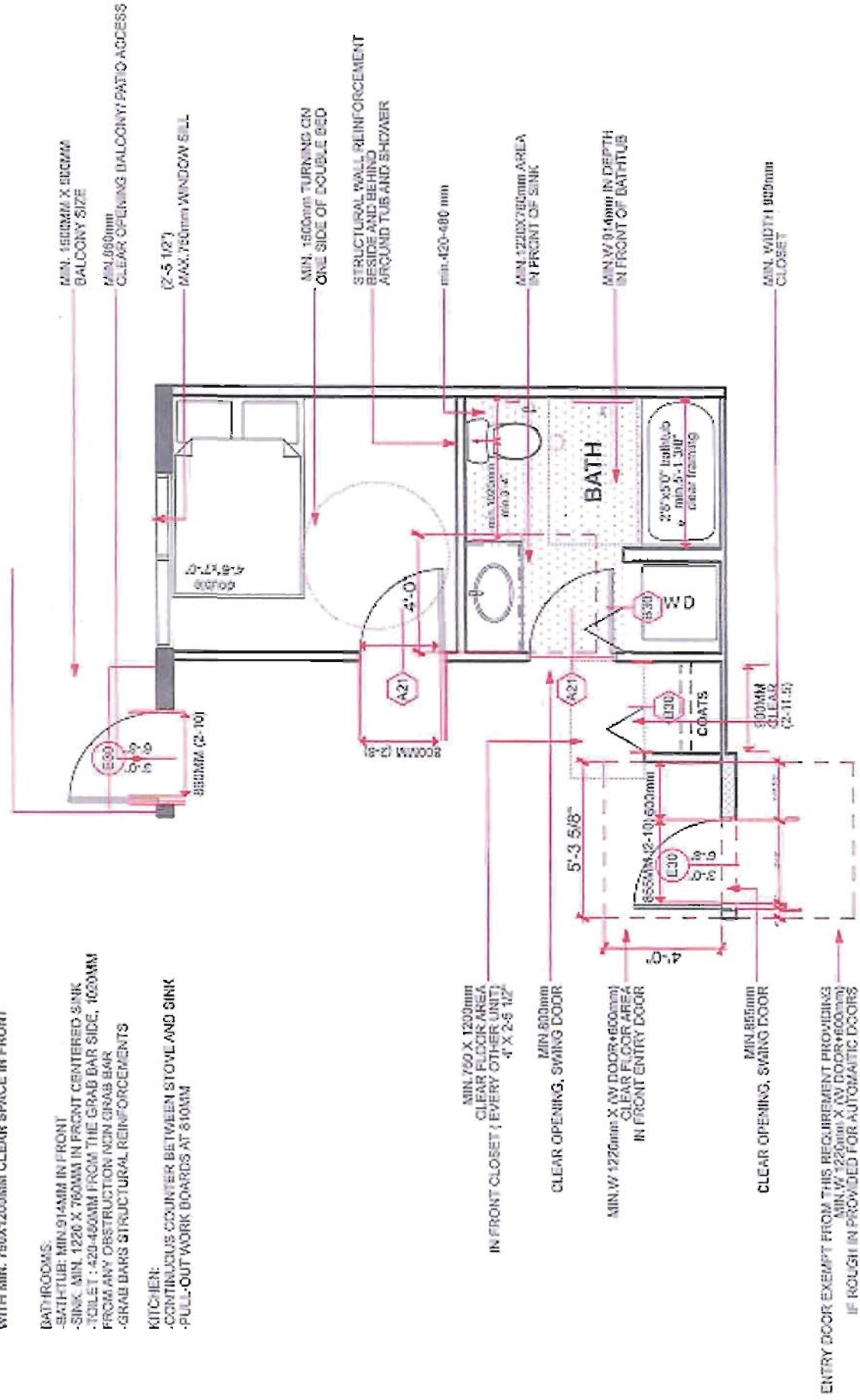
- ENTRY DOORS - MIN. 865MM CLEAR OPENING, SWING DOOR
- INTERIOR DOORS - MIN. 800MM CLEAR OPENING, SWING DOOR (AT LEAST 1 BEDROOM, BATHROOM)
- ACCESSIBLE WINDOWS SILL HEIGHT MAX. 760MM
- FLASH THRESHOLDS AT ALL DOORS
- SEE 1/8" SCALE DRAWINGS FOR SIZE AND CONFIGURATION OF WINDOWS
- BALCONY/PATIO ACCESS DOOR - CLEAR MIN 860MM
- MIN. DIMENSION OF BALCONY 1200 X 600 MM
- MIN. 900MM CLOTHES CLOSET IN EVERY OTHER UNIT, WITH MIN. 760X1200MM CLEAR SPACE IN FRONT

BATHROOMS:

- BATH TUB: MIN 914MM IN FRONT
- SINK: MIN. 1220 X 760MM IN FRONT CENTERED SINK
- TOILET: 420-460MM FROM THE GRAB BAR SIDE, 1020MM FROM ANY OBSTRUCTION NON GRAB BAR
- GRAB BARS STRUCTURAL REINFORCEMENTS

KITCHEN:

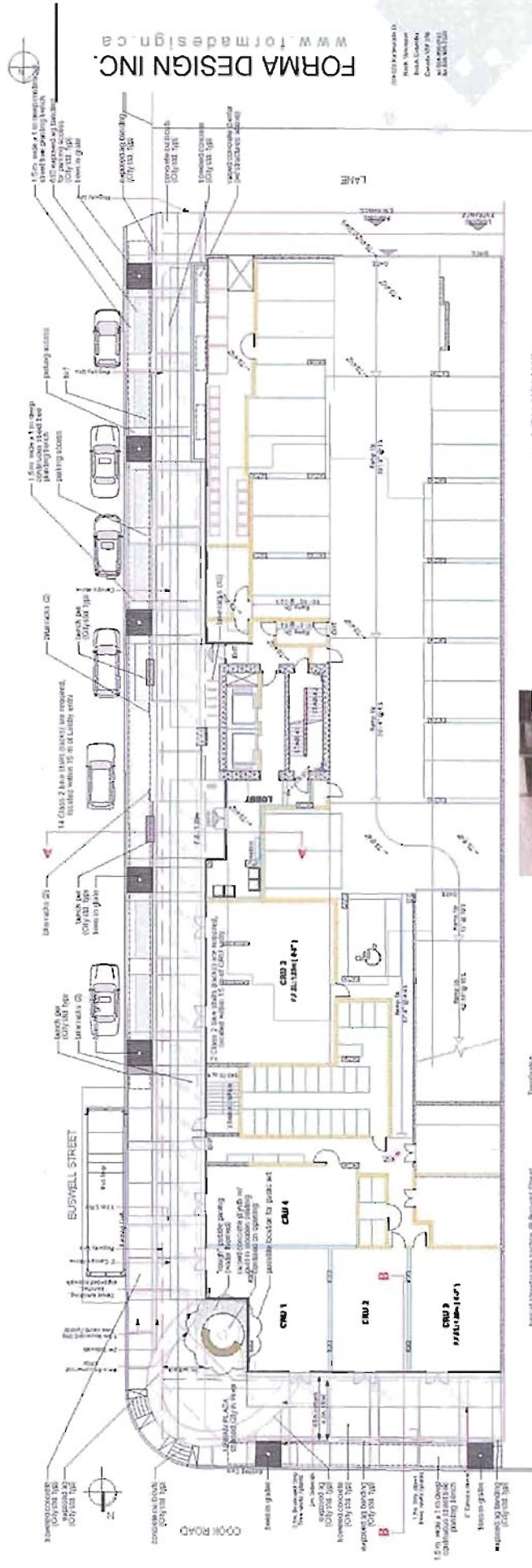
- CONTINUOUS COUNTER BETWEEN STOVE AND SINK
- PULL-OUT WORK BOARDS AT 810MM



convertible & ageing in place features

- in addition to space and functional requirements (per diagrams)
- lever-type handles for plumbing fixtures and door handles; and
- solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers;
- pull out work boards in kitchen area for optional work surfaces
- raised electrical plugs and lowered thermostat fixtures for ease of access
- adjustable shelving in kitchens
- prewiring for auto-door openers for main suite door entries
- demountable storage in closets
- accessible amenity (building) area
- mechanical plumbing under-counter so that conversion can be accommodated
- accessible outdoor gardening area for use by the residents

landscape



FORMA DESIGN INC.
www.formadesign.ca

1. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5
2. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5
3. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5

LAKE

1. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5
2. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5
3. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5

LAKE

1. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5
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LAKE

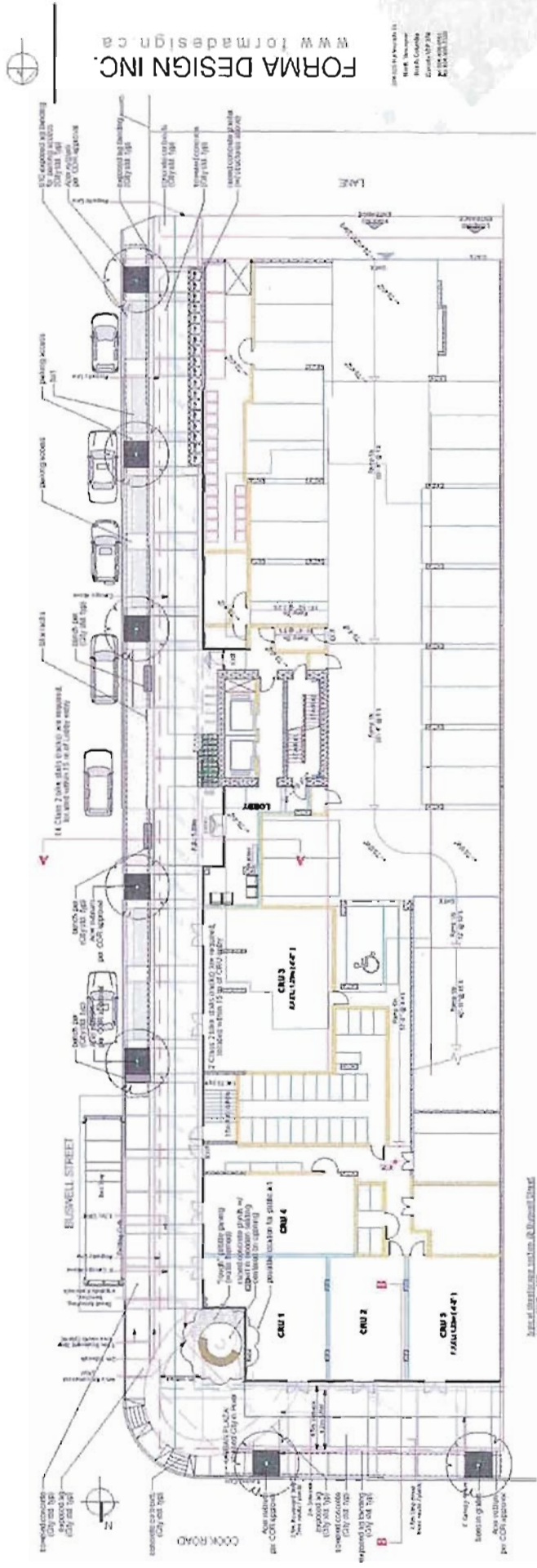
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3. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5

LAKE

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3. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5

LAKE

1. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5
2. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5
3. 1000 10th Avenue, Suite 100, Vancouver, BC V6C 1A5



Approved by: [Signature]
Date: 2022-01-14

OFF-SITE PLANT LIST

ITEM	QTY	REMARKS	PLANT NAME	SIZE	LOCATION/PLANTING DATE
1. CRU 1	1	10' x 10' x 10' (10' x 10' x 10')	Red Flowered Magnolia	10' x 10'	CRU 1
2. CRU 2	1	10' x 10' x 10' (10' x 10' x 10')	Red Flowered Magnolia	10' x 10'	CRU 2
3. CRU 3	1	10' x 10' x 10' (10' x 10' x 10')	Red Flowered Magnolia	10' x 10'	CRU 3
4. CRU 4	1	10' x 10' x 10' (10' x 10' x 10')	Red Flowered Magnolia	10' x 10'	CRU 4

REMARKS: CRU 1, CRU 2, CRU 3, CRU 4

1. CRU 1: 10' x 10' x 10' (10' x 10' x 10')
2. CRU 2: 10' x 10' x 10' (10' x 10' x 10')
3. CRU 3: 10' x 10' x 10' (10' x 10' x 10')
4. CRU 4: 10' x 10' x 10' (10' x 10' x 10')





Schedule 3 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
January 15, 2014.

Biason, Evangel

From: DevApps
Sent: Tuesday, 07 January 2014 10:40 AM
To: Biason, Evangel
Cc: Jansson, Michelle
Subject: FW: 6511 Buswell Street Richmond BC

To Development Permit Panel
Date: Jan. 15 2014
Item # 2
Re: DP B-634111
6511 Buswell St.

Evangel –

This is public correspondence for an item on the January 15 Development Permit Panel.

Regards,

Barry Konkin
Program Coordinator, Development
City of Richmond
6911 No. 3 Road
Richmond BC
TEL: 604.276.4138
FAX: 604.276.4052

From: Jimmy Tham [<mailto:jimmytham@ymail.com>]
Sent: Friday, 03 January 2014 13:57
To: DevApps
Subject: 6511 Buswell Street Richmond BC

Hi Mr Brian Guzzi - Planning & Development Department

(Sylvan Learning - 8171 Cook Road)

Sylvan Learning is probably amongst the closest neighbour to this proposed construction and we are deeply concerned on the noise, traffic and safety hazards/ control of any proposed construction site. Since this is a high rise building and If it involves hammer piling system then the noise will be unbearable given our last experience of another development at Brighthouse. That piling hounded us for a few months. A proper evaluation should be conducted on methods of construction to avoid pounding noise.

With this construction pending approvals, we hope that council will impose stringent controls and restrictions on the piling and construction noise levels that may be allowed within the city but taking into consideration that we are a learning centre and any noise levels or traffic obstructions during the construction will seriously affect our business.

Cook Road is a busy road as such we require the Council to ensure the traffic controls systems all day should be properly monitored. Any diversions and disruptions to the local traffic should be informed and notice to be provided so that we could inform parents of any changes. We have children of all ages coming in and out of the centre each day and we do hope that movements of heavy

vehicles are restricted to certain hours of the day/morning. Concreting trucks and heavy load vehicles should be parked along Buswell and not Cook Road.

Construction noise levels must not be un-bearable or nuisances to classes which begin at 3:30p.m. onwards. We are time sensitive as classes begin on the set schedules and any delays holding up the traffic will cause students delay in attending their classes

Please provide a list of contacts for City Hall managers or departments concerned so that we could call for immediate actions by the City enforcement unit. A close rapport between the construction team supervisors/ managers and the neighbours will be paramount to ensure good relationships in ensuring their success too.

Regards

Jimmy Tham
Sylvan Learning

**Schedule 4 to the Minutes of
the Development Permit
Panel Meeting of Wednesday,
January 15, 2014.**

Mayor and Councillors

To Development Permit Panel
Date: Jan. 15 2014
Item # 4
Re: DP-13-641796
10820 No. 5 Rd.

From: Emily Emberson [emilyemberson@icloud.com]
Sent: Thursday, 09 January 2014 18:11
To: Mayor and Councillors
Subject: The gardens project application.

Categories: 12-8060-20-8696 - Townline Gardens

Re dp13-641-1796 Townline Gardens Inc.

This company got its way and the Gardens are under way. When completed we will all see the possible folly of this development. So now they want to add more buildings to add to the possible problem. They also want to change the size of the parking spots, why?

The developers gave the permit, they did the figures and now want to get more spots taking away from all the residential property. If residence have two cars they will park in the nearest residential areas as they do now in all the residences that have a lane as their entrance, ie Williams Road.

I urge the council to turn down or delay this application until the project is complete and we all can see the possible problems it may create.

Your Truly,

Stefan Emberson

Shellmont area resident since 1972.

Sent from my iPad

Guzzi, Brian

From: Guzzi, Brian
Sent: Wednesday, 15 January 2014 09:45
To: 'Emily Emberson'
Subject: DP 13-641796 - 10800 No. 5 Road - The Gardens - Phase 2 (Building D)

Ms. Emberson,

Thank-you again for your email below.

The applicant (Townline Gardens Inc.) for this Development Permit application is not requesting any additional building floor area as the building size was established during the rezoning process. However, the applicant is proposing the next phase of this overall master planned development (Building D) exclusively as affordable rental housing. Typically affordable rental housing units are smaller therefore more residential units can be provided within the same amount of building floor area but these smaller affordable housing units typically have a reduced parking requirement.

Apartment residential units (not affordable housing) are typically required to provide 1.0 parking spaces per unit plus 0.2 parking spaces per unit for visitor parking while the parking requirements for affordable rental housing units include 0.9 parking spaces per unit plus 0.2 parking spaces per unit for visitor parking.

The requirement for commercial parking for the Garden development remains unchanged from the rezoning application. However, the applicant provided a surplus of commercial parking in phase 1 and some of that surplus is now proposed to be reassigned to parking requirements for the affordable rental housing units in phase 2. The applicant is not requesting any change to the size of the parking spaces.

Thank you again for your email, which has been forwarded to the Mayor and each Councillor for their information. Also, your email has been forwarded to the Wednesday, January 15, 2014 Development Permit Panel meeting, where the Development Permit (DP 13-641796) will be considered by the Panel.

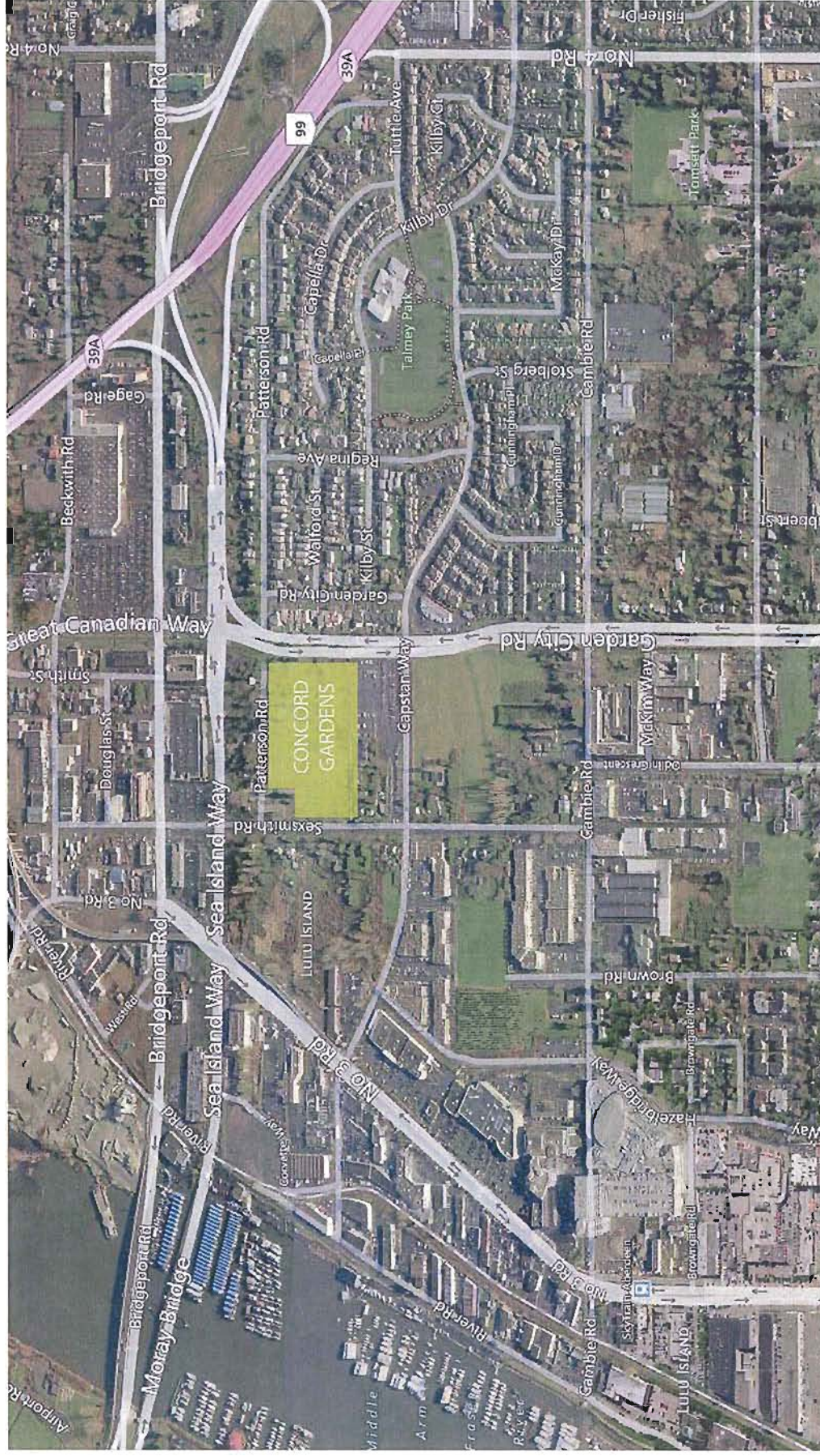
Regards,

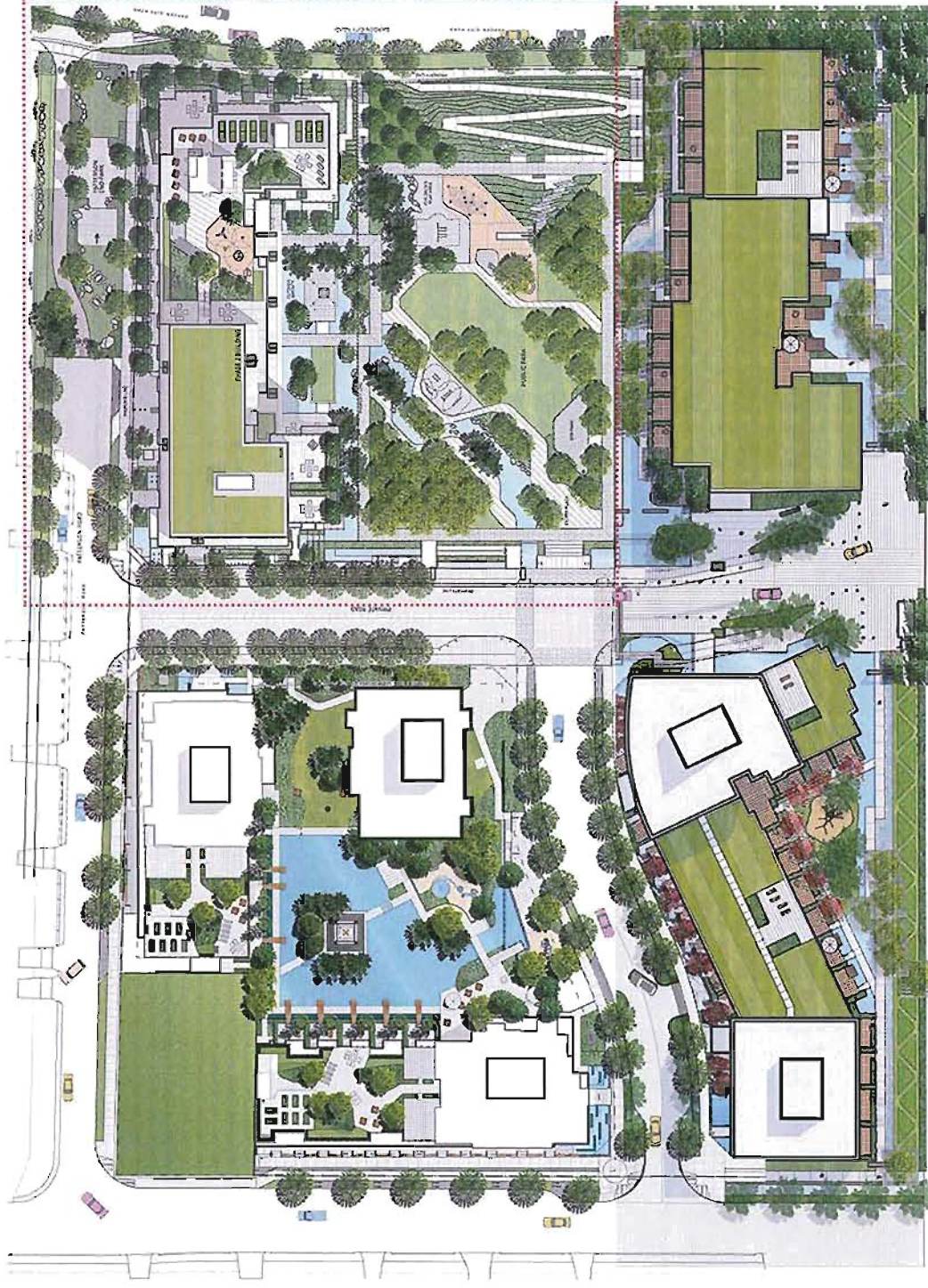
Brian Guzzi, RPP, CSLA
Senior Planner - Urban Design,
City of Richmond, Planning & Development Department, Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Tel: 604.276.4393 Fax: 604.276.4052
Email: BGuzzi@richmond.ca

CONCORD GARDENS PHASE II

PERSPECTIVE: VIEW FROM NEIGHBORHOOD PARK FACING NORTH-WEST

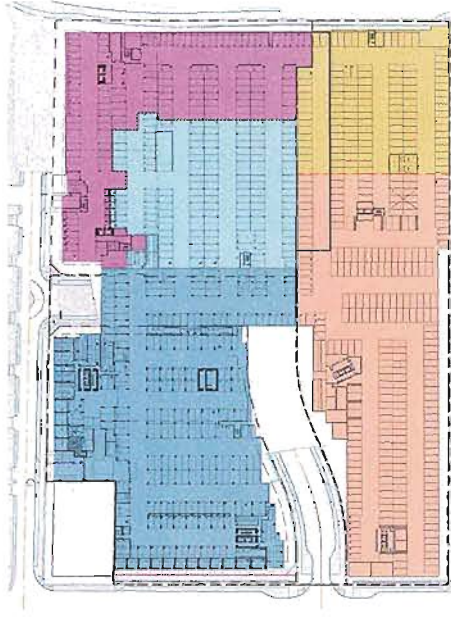




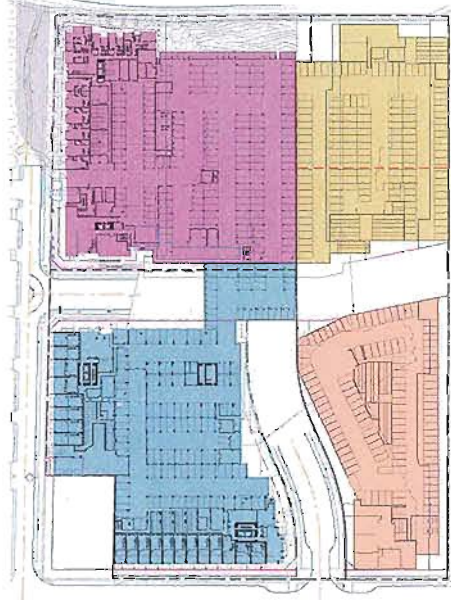


CONCORD GARDENS PHASE II

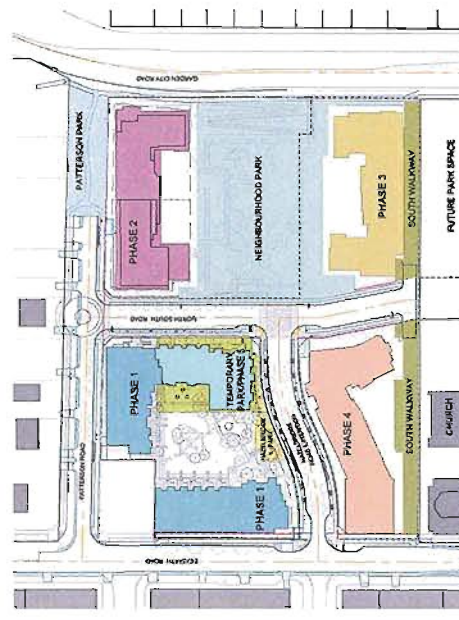
PHASING PLAN



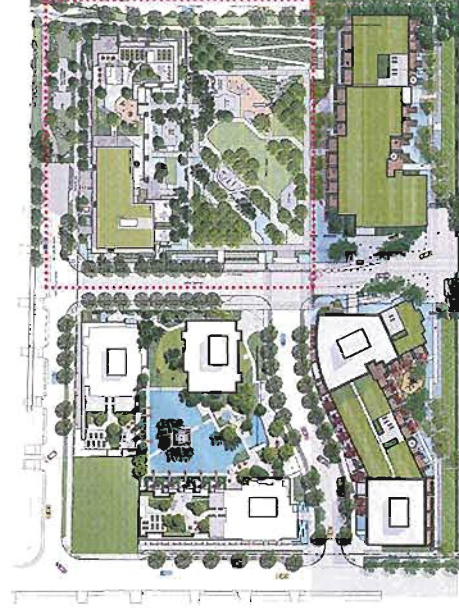
PARKING LEVEL 1



PARKING LEVEL 2



SITE PLAN

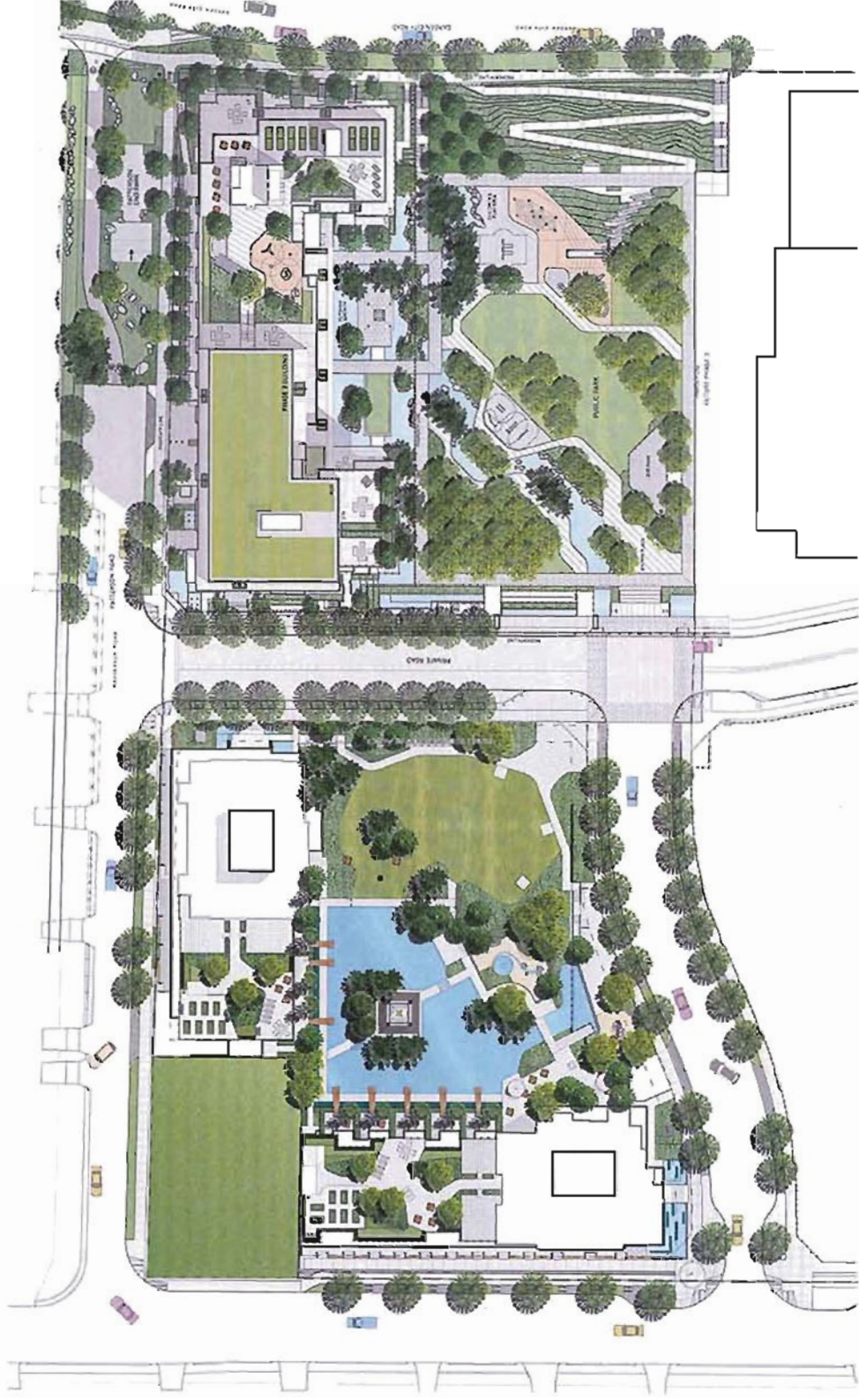


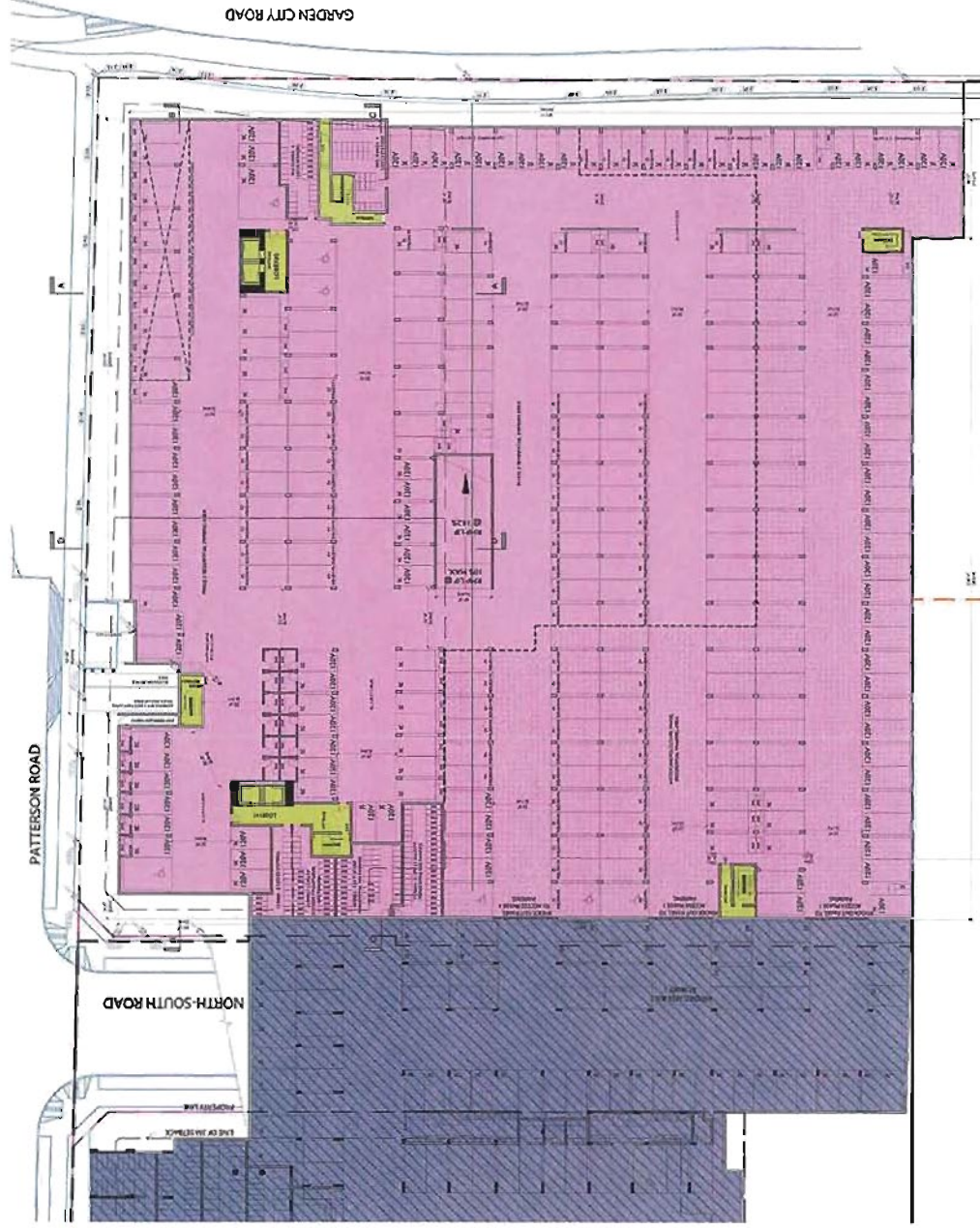
LANDSCAPE PLAN

LEGEND

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	HAZELBRIDGE PARK	NEIGHBOURHOOD PARK	SOUTH WALKWAY	PATTERSON PARK	TEMPORARY PARK
[Blue]	[Purple]	[Yellow]	[Orange]	[Light Blue]	[Green]	[Light Green]	[Dark Green]	[Light Green]	[Dark Green]



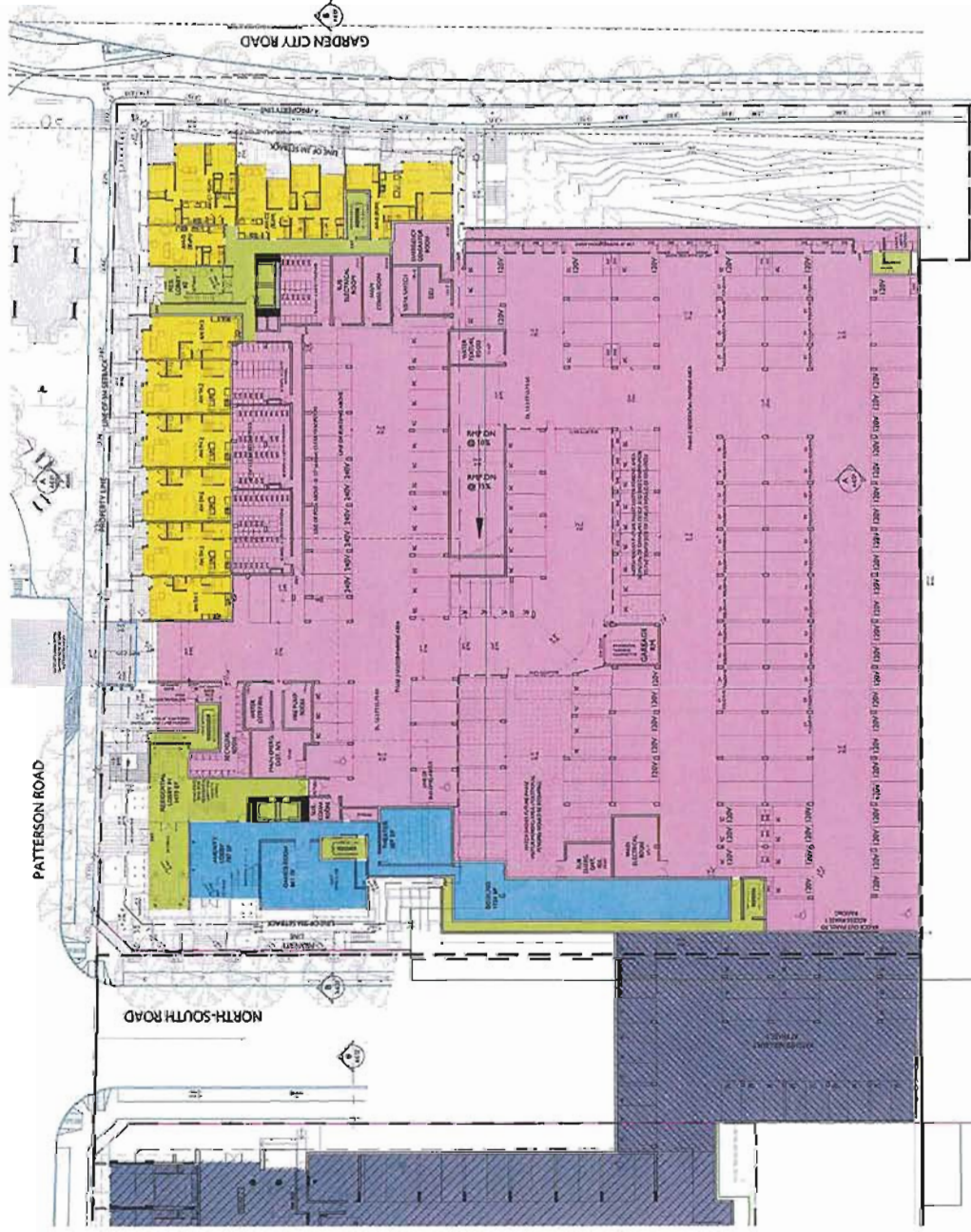




LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER

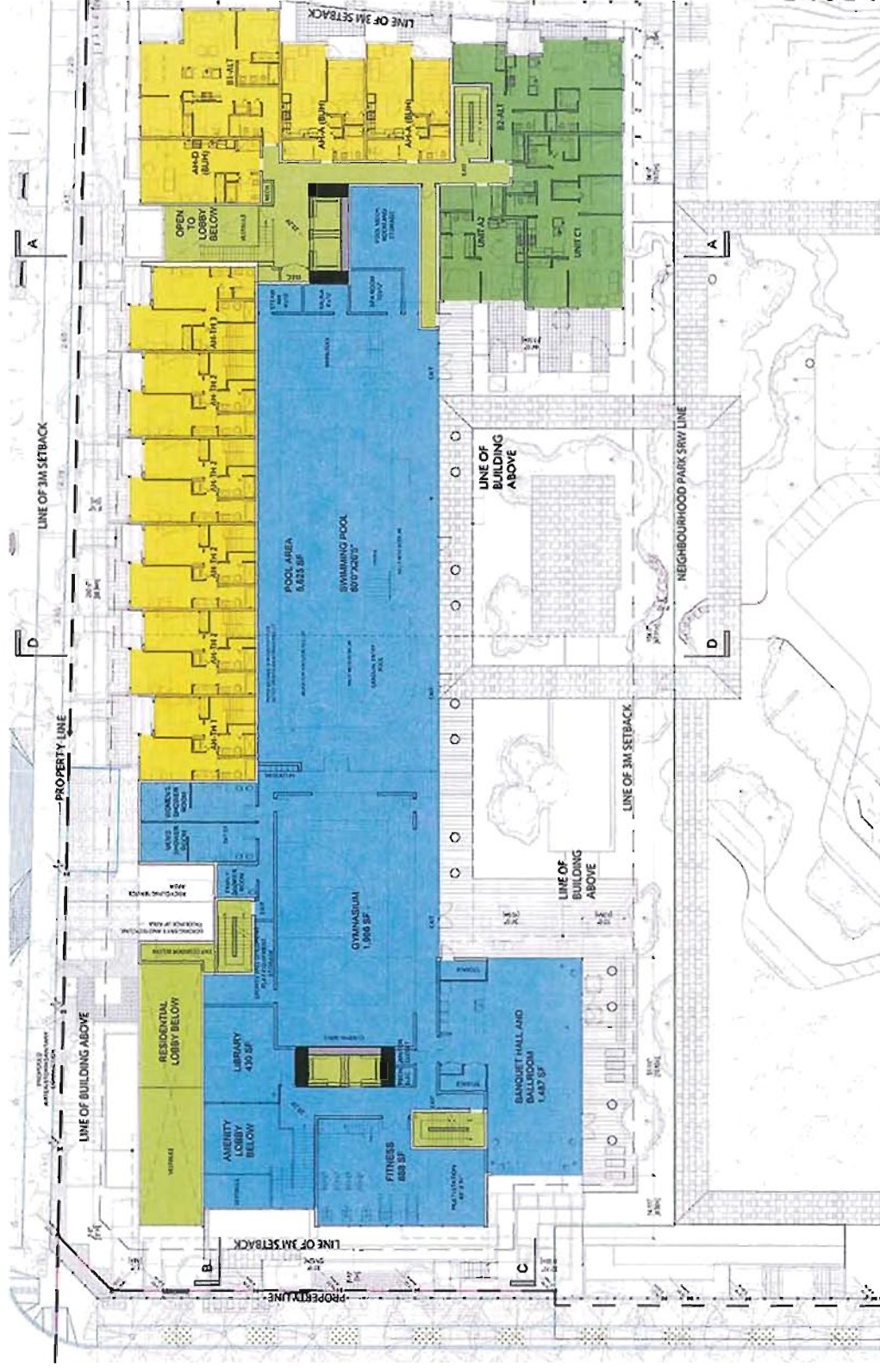




LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER

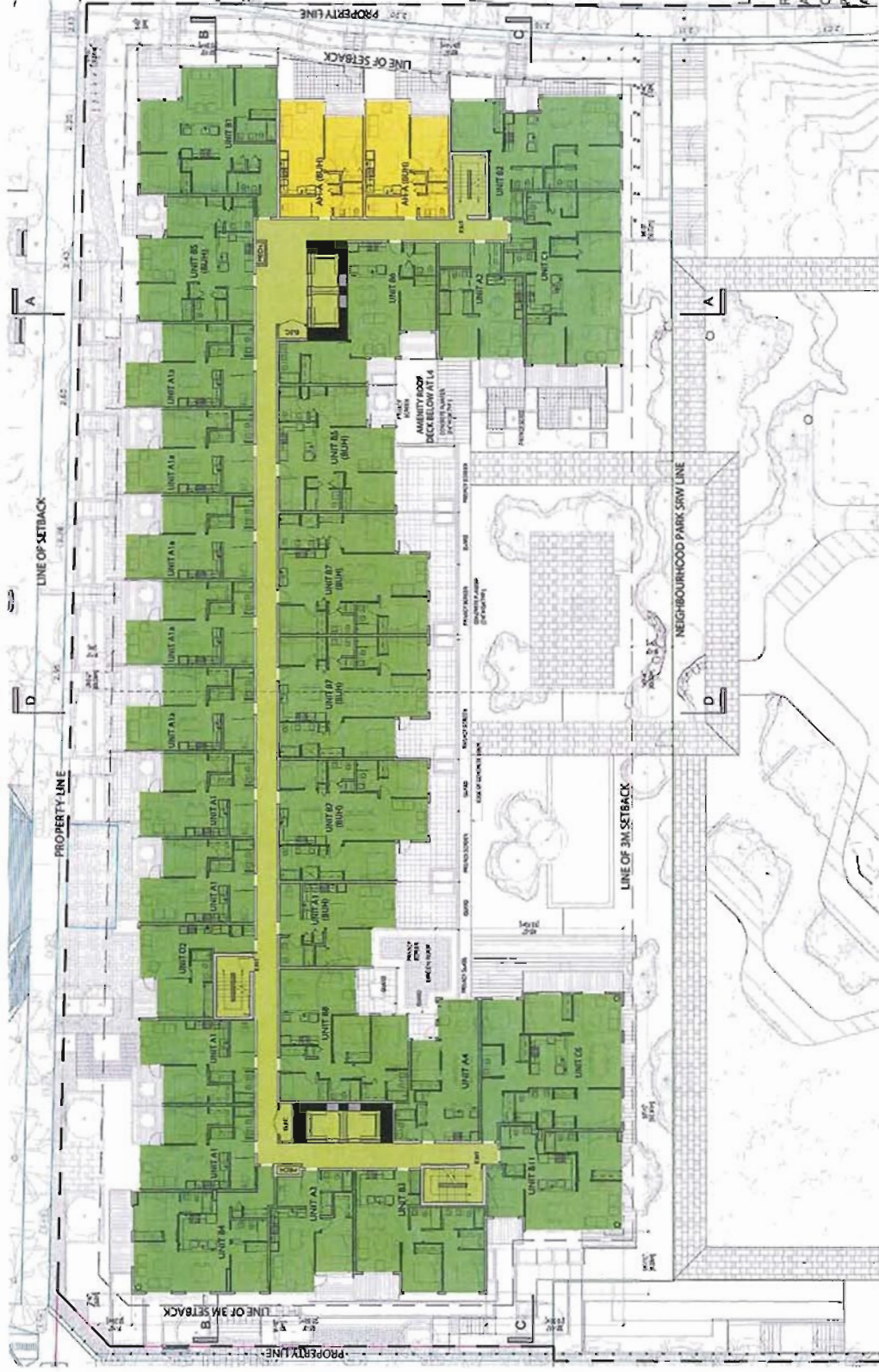




LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER

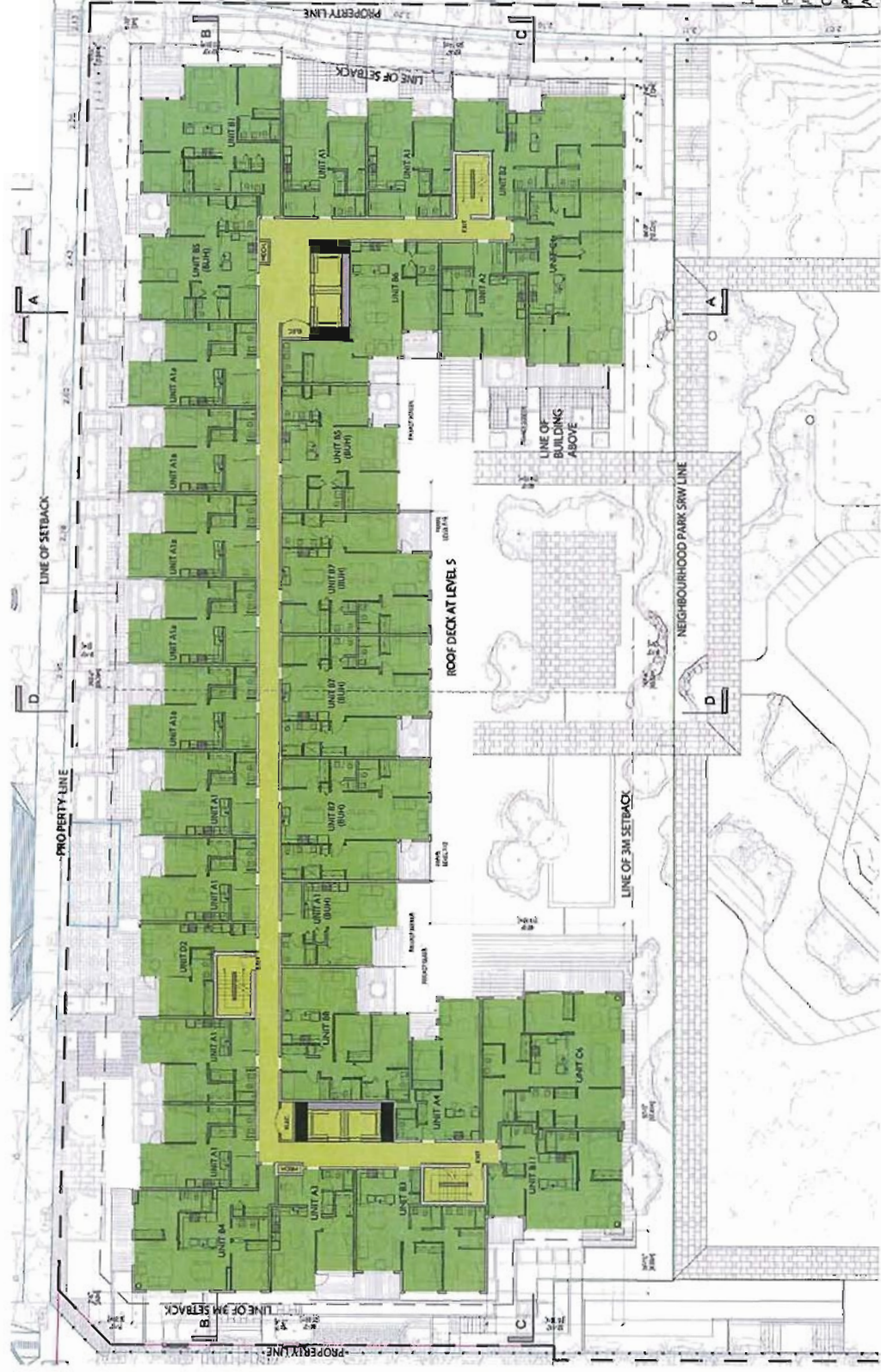




LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER

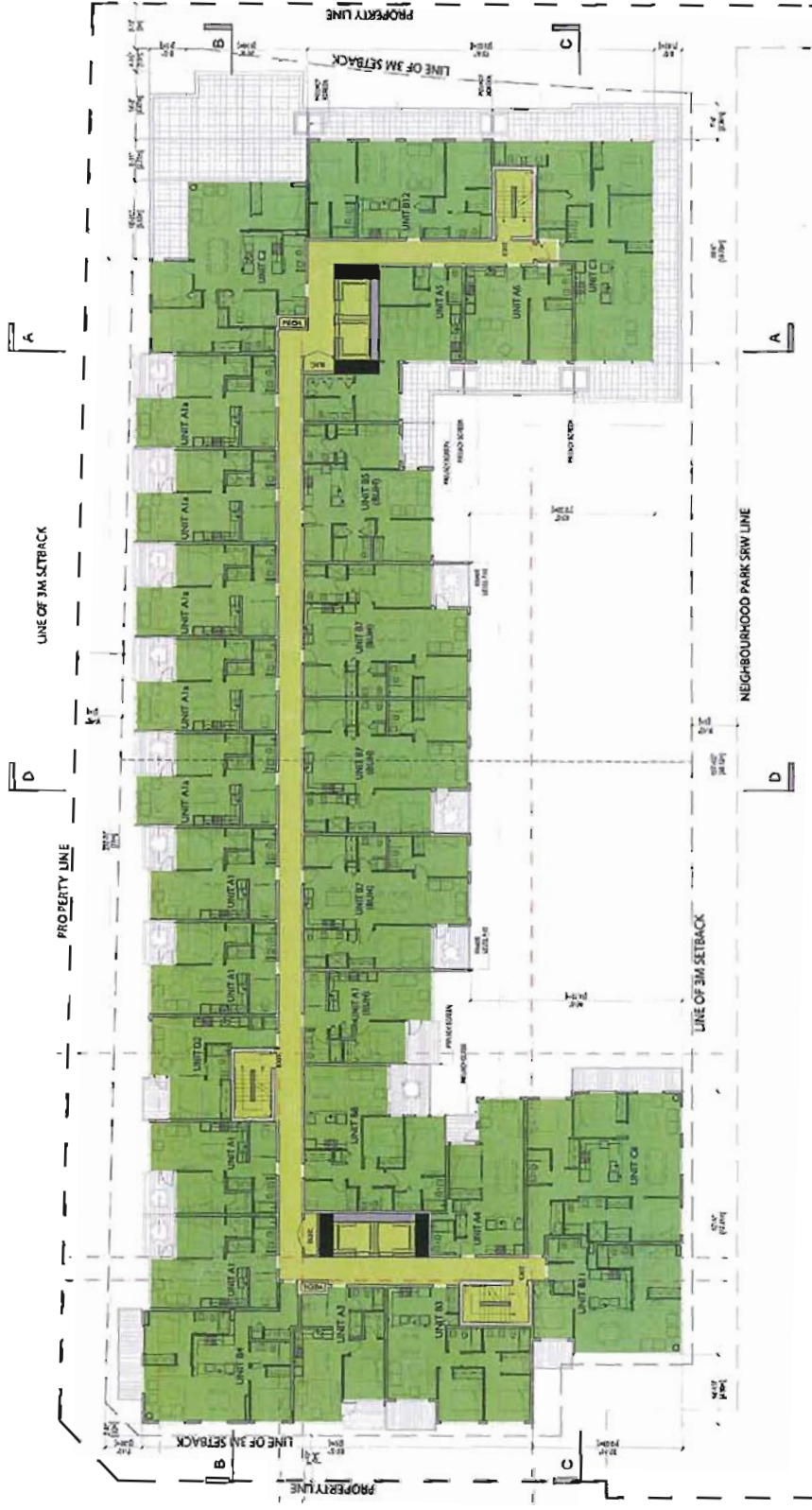




LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER





LEGEND:



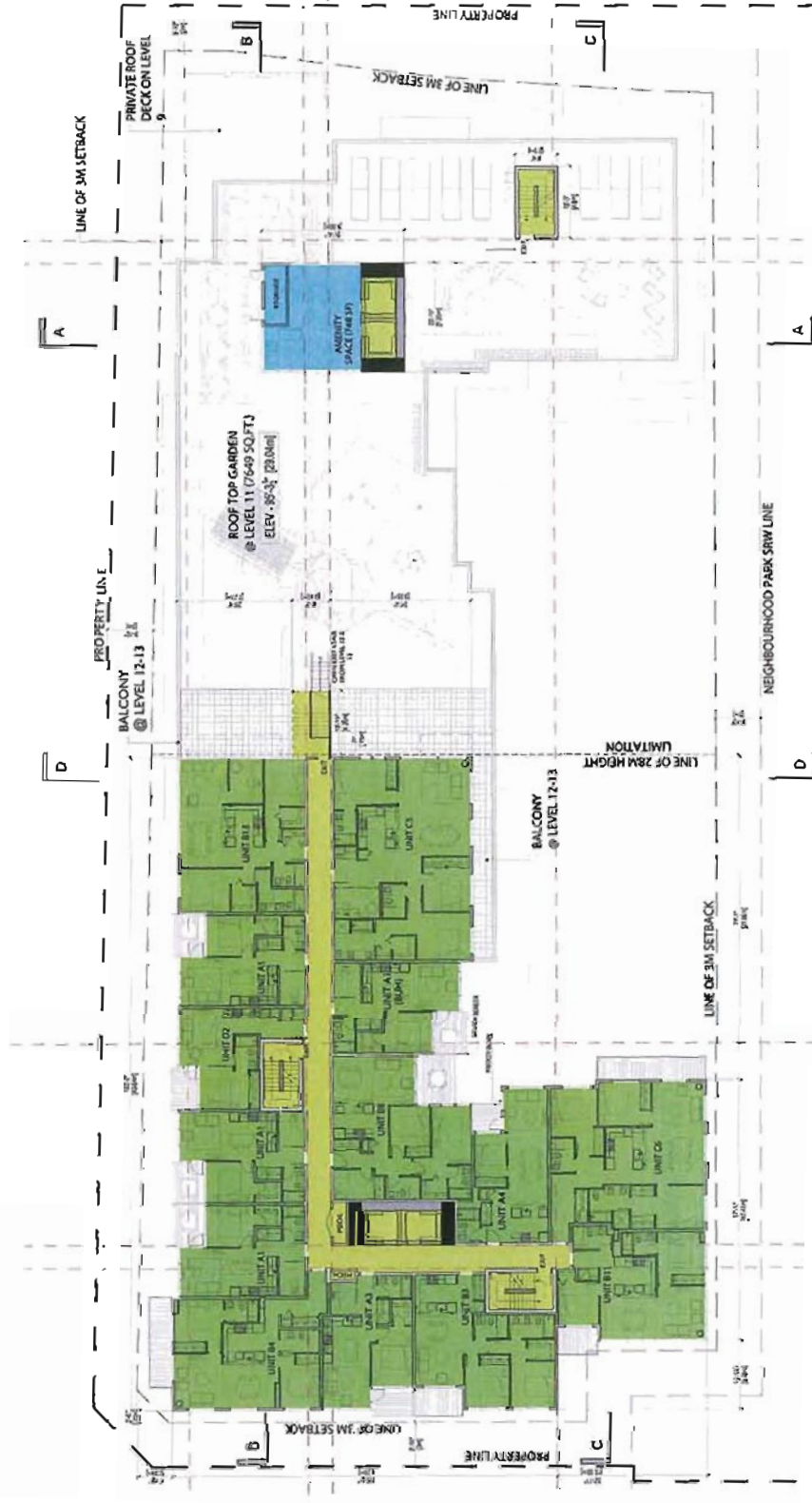


LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER



CONCORD GARDENS PHASE II



LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER



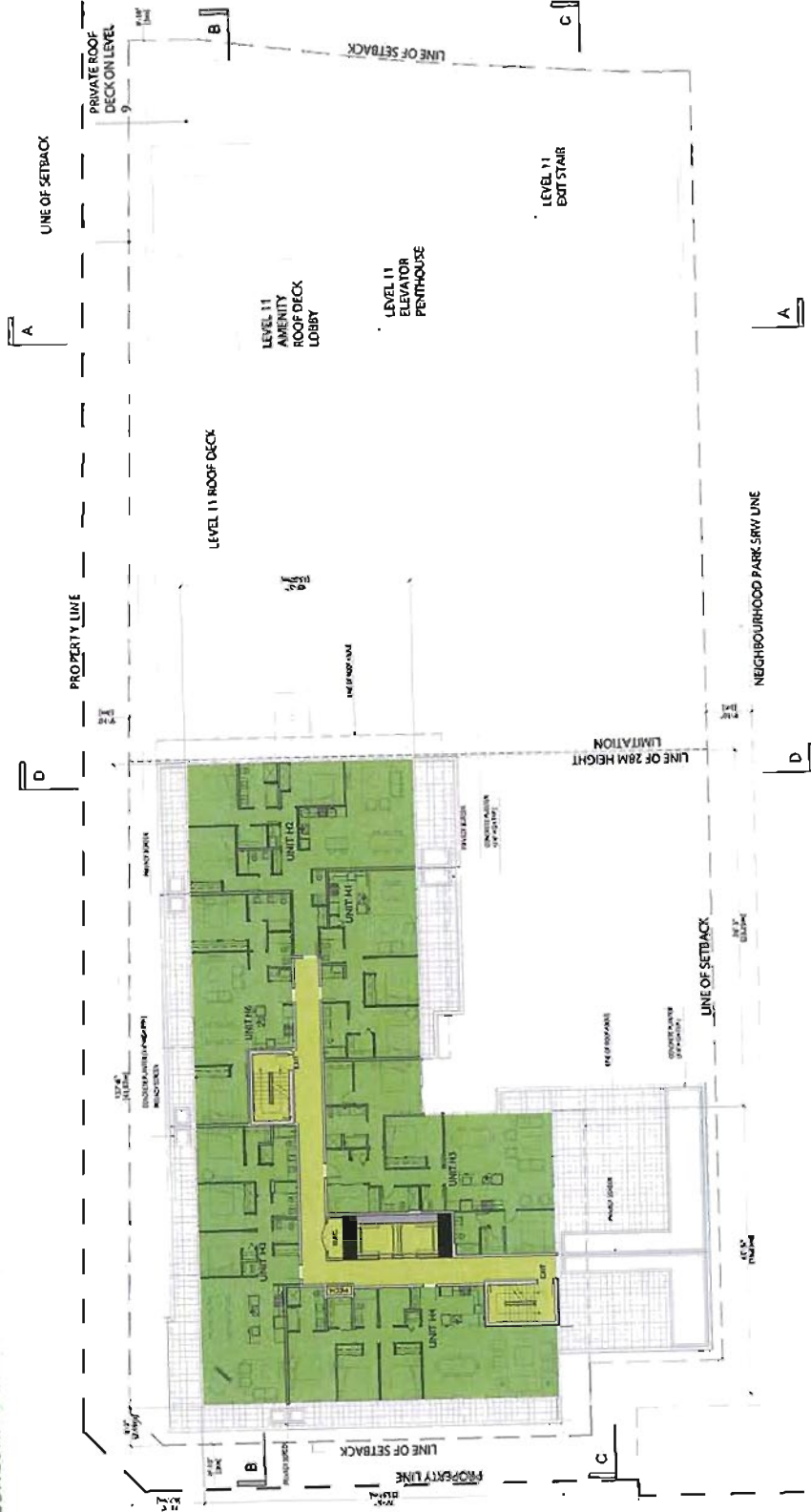


LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER



CONCORD GARDENS PHASE II

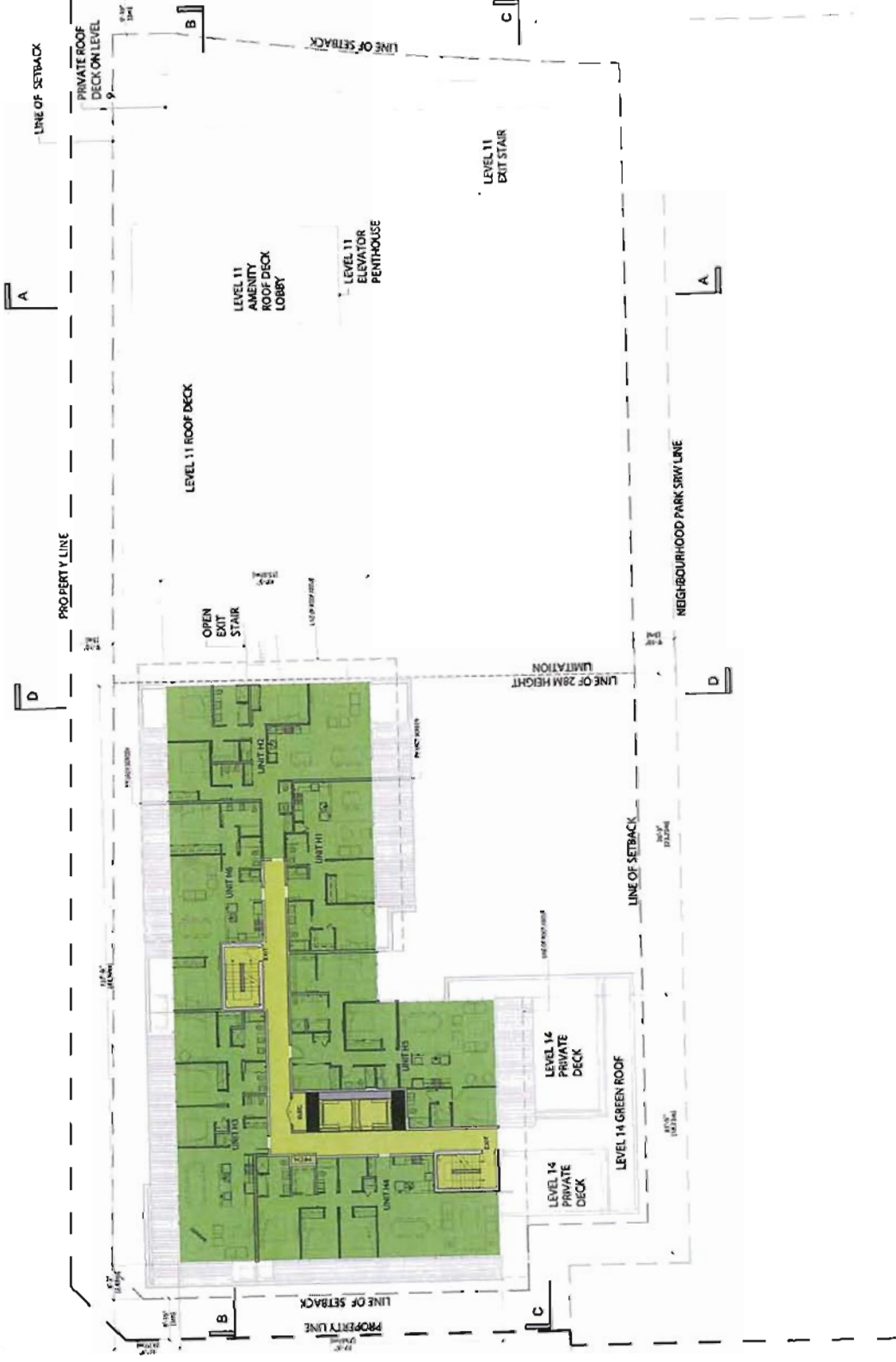


LEGEND:

- RESIDENTIAL
- AFFORDABLE HOUSING
- CIRCULATION
- PARKING
- AMENITY
- OTHER



PLANS: LEVEL 15

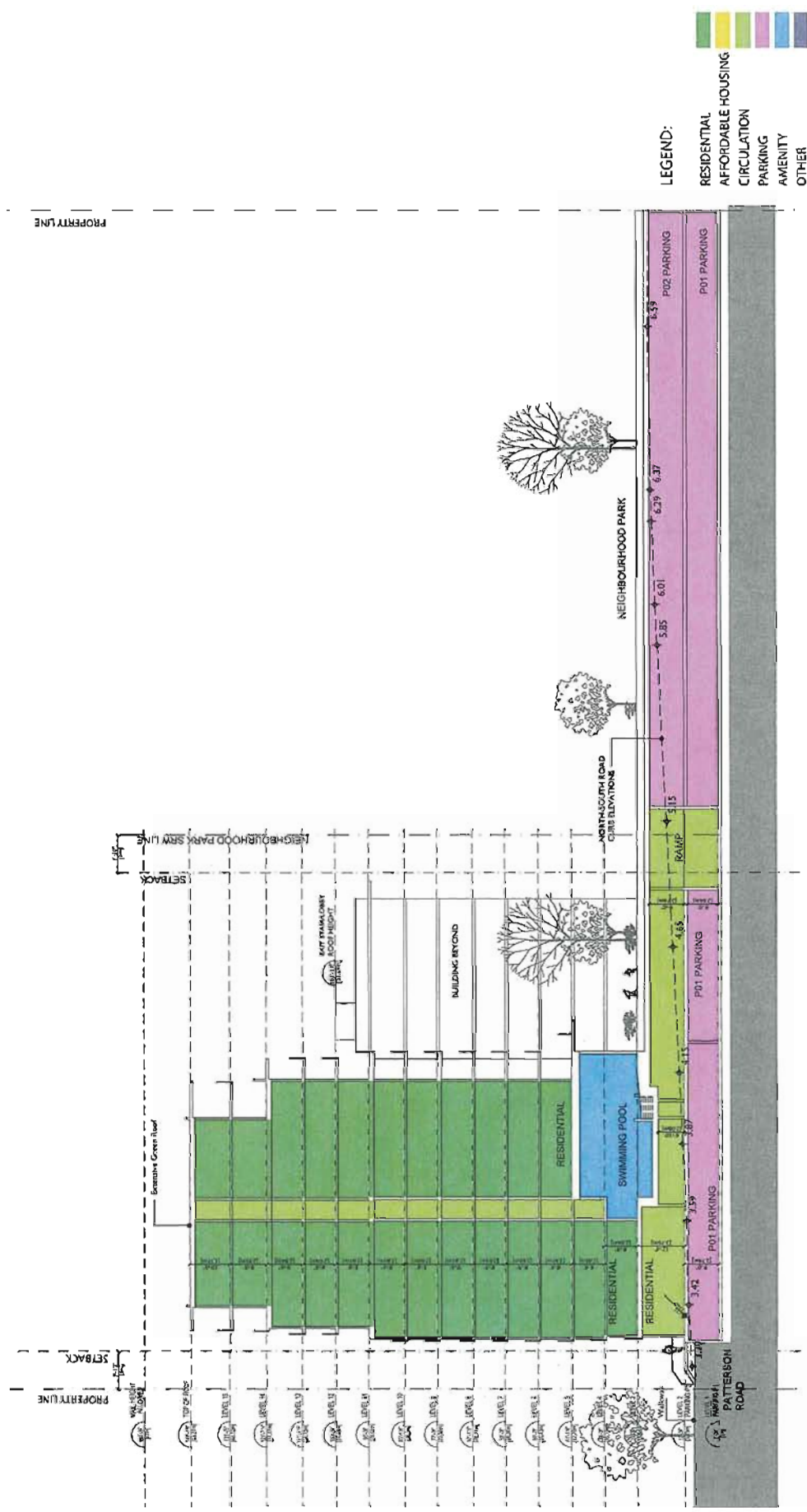


SECTION: C-C



SECTION: D-D

CONCORD GARDENS PHASE II



- LEGEND:
- RESIDENTIAL
 - AFFORDABLE HOUSING
 - CIRCULATION
 - PARKING
 - AMENITY
 - OTHER



ELEVATION: NORTH/SOUTH ROAD

CONCORD GARDENS PHASE II





ELEVATION: GARDEN CITY ROAD

CONCORD GARDENS PHASE II





PERSPECTIVE: VIEW FROM NEIGHBORHOOD PARK FACING NORTH EAST

CONCORD GARDENS PHASE II





PERSPECTIVE: VIEW FROM GARDEN CITY ROAD FACING NORTH-WEST

CONCORD GARDENS PHASE II



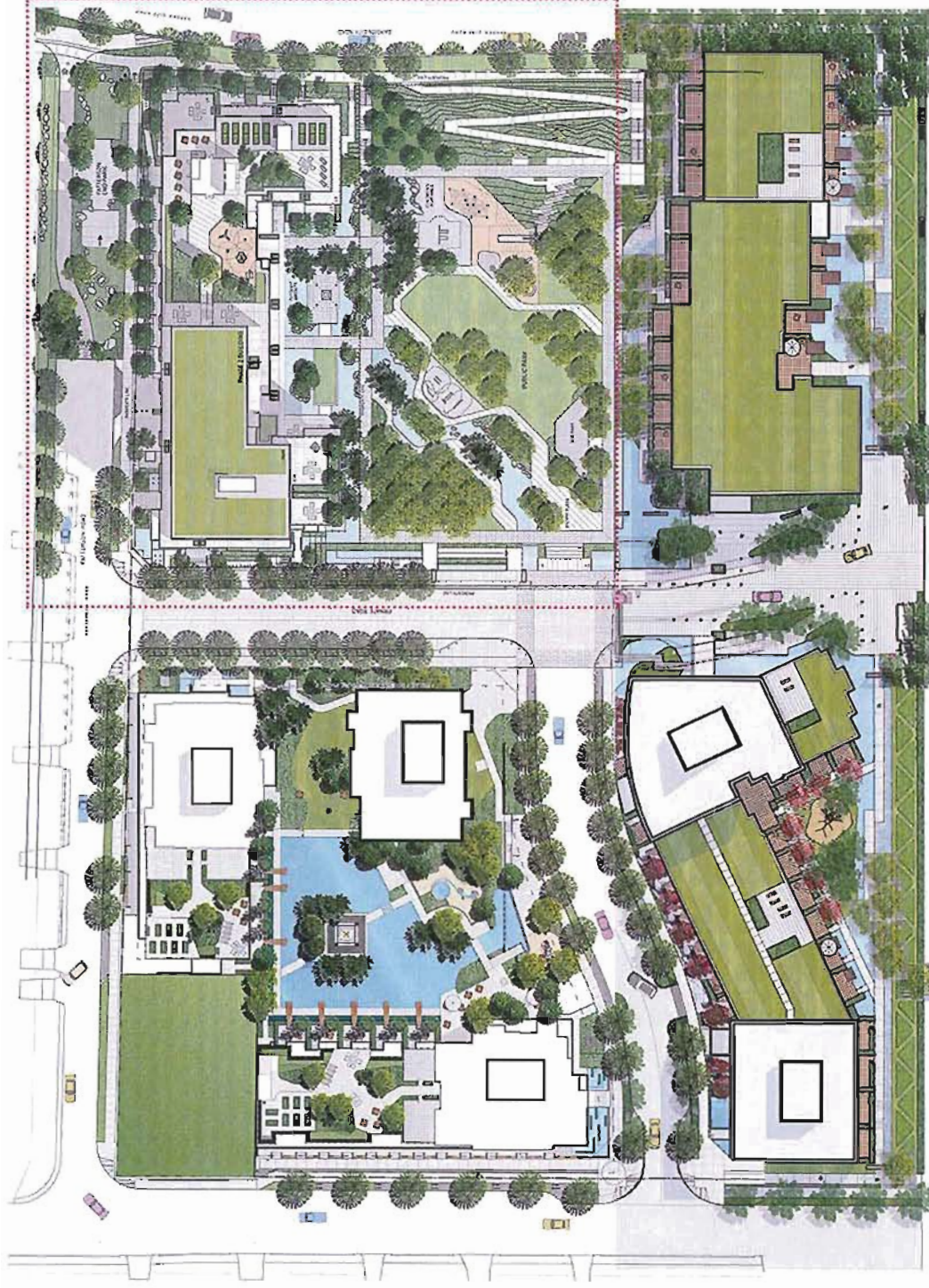


PERSPECTIVE: VIEW OF THE MAIN RESIDENTIAL LOBBY

CONCORD GARDENS PHASE II



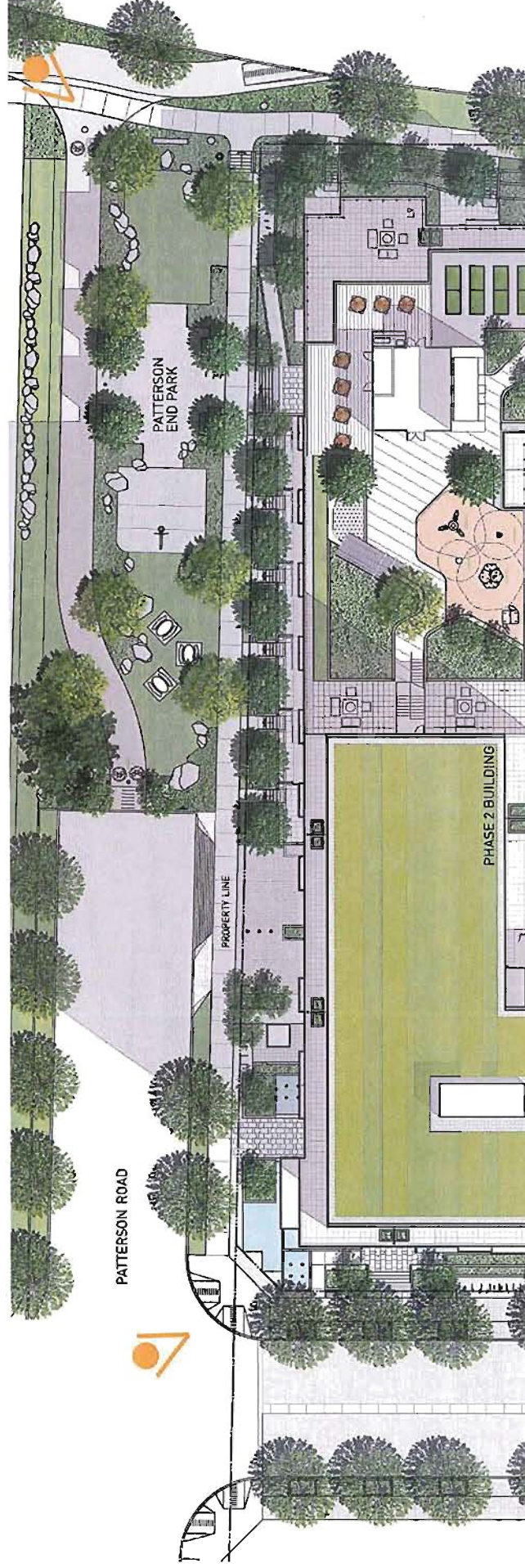




CONCORD GARDENS PHASE II

inspiration



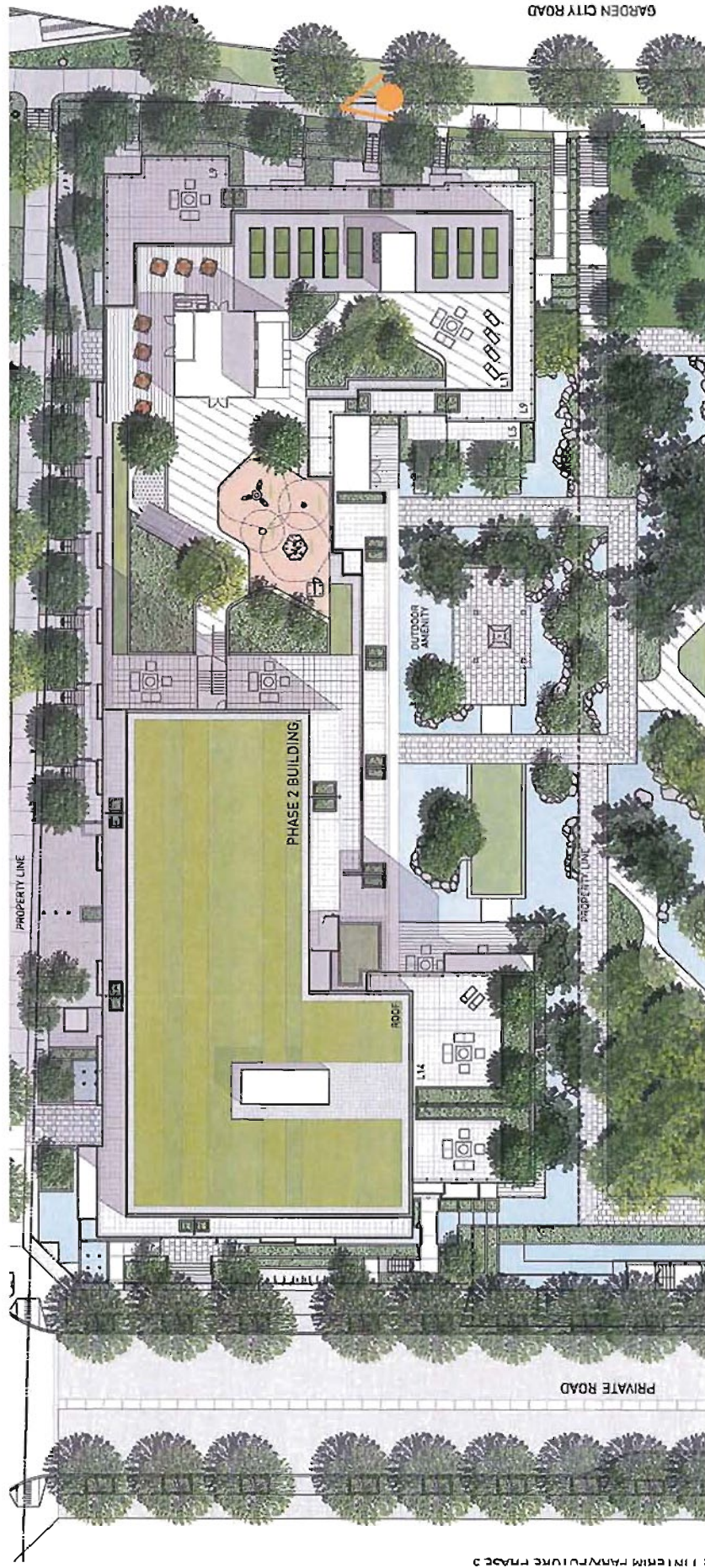






CONCORD GARDENS PHASE II

PLAN VIEW; TWO



PERSPECTIVE: PRIVATE TERRACES

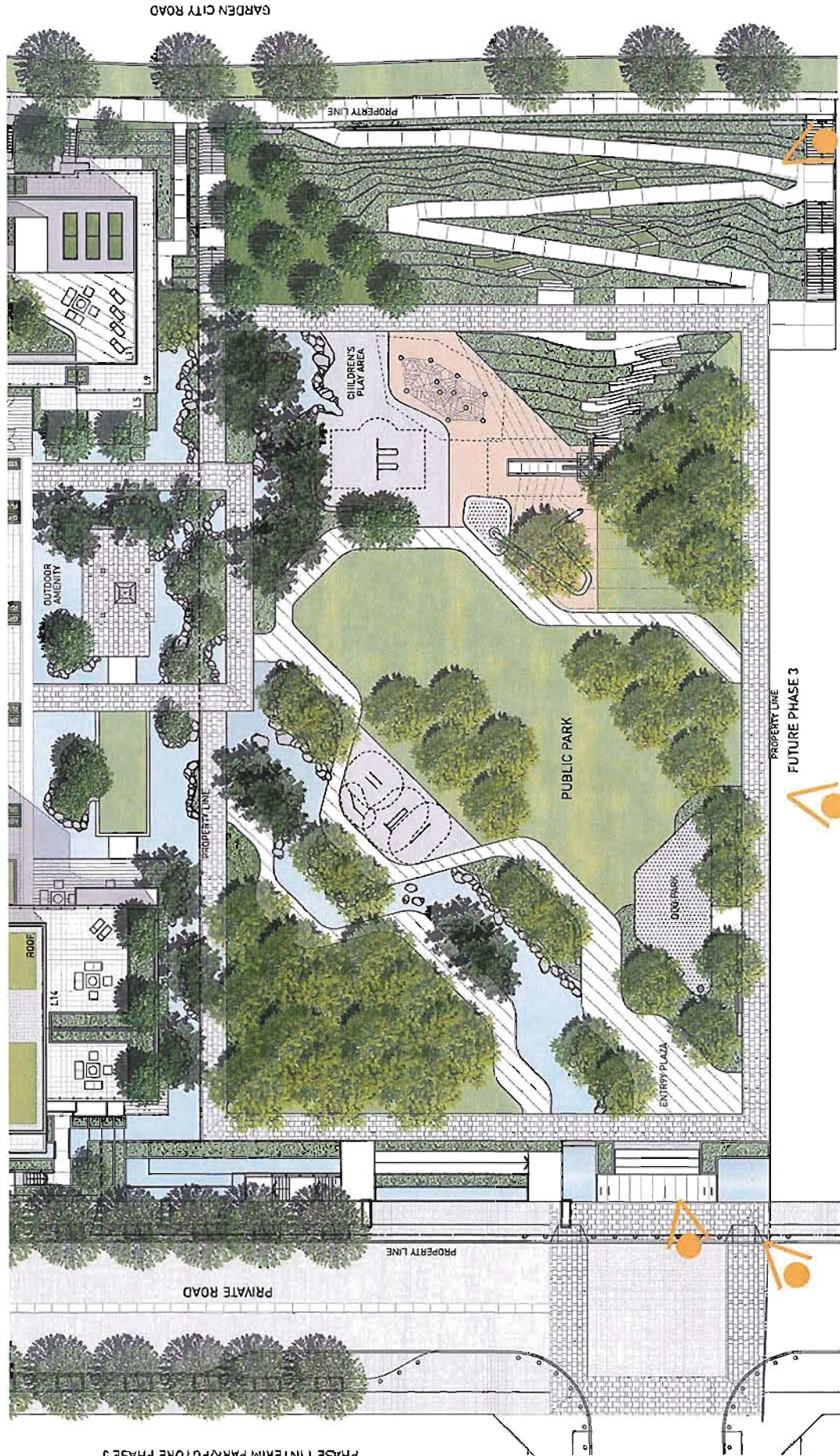
CONCORD GARDENS PHASE II



GBL ARCHITECTS

PLAN VIEW: THREE

CONCORD GARDENS PHASE II



PHASE I INTERIM PARK/FUTURE PHASE 3

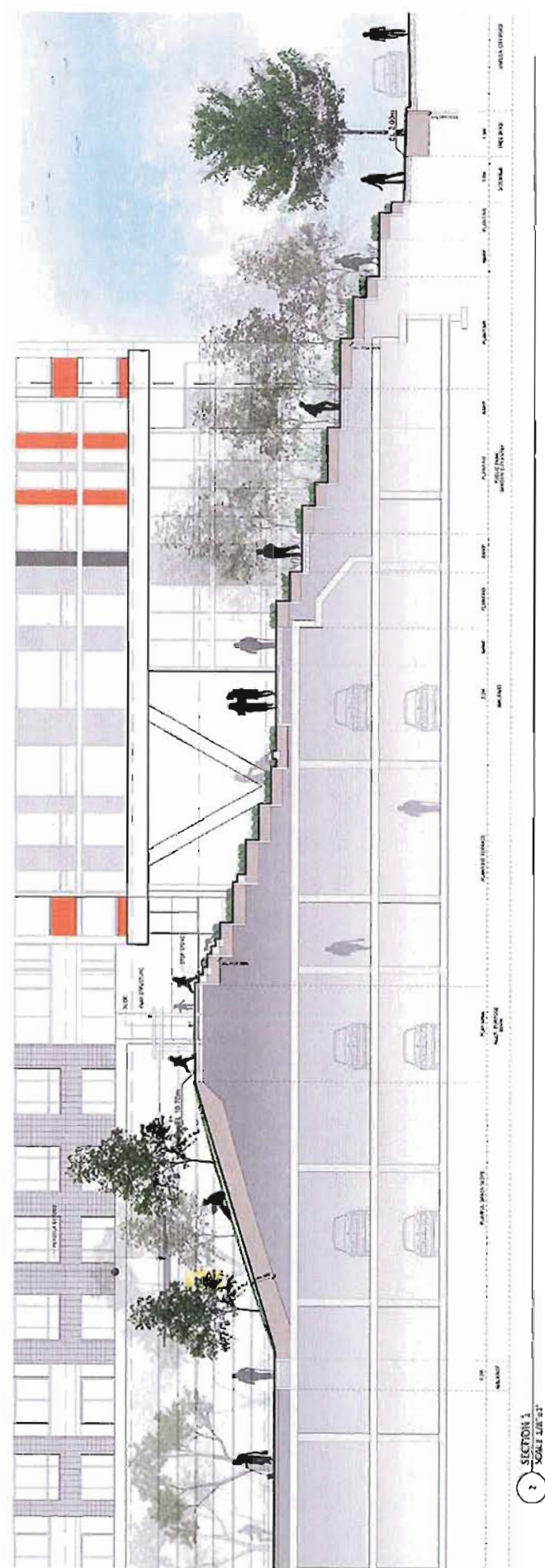
PERSPECTIVE: PYRAMID

CONCORD GARDENS PHASE II

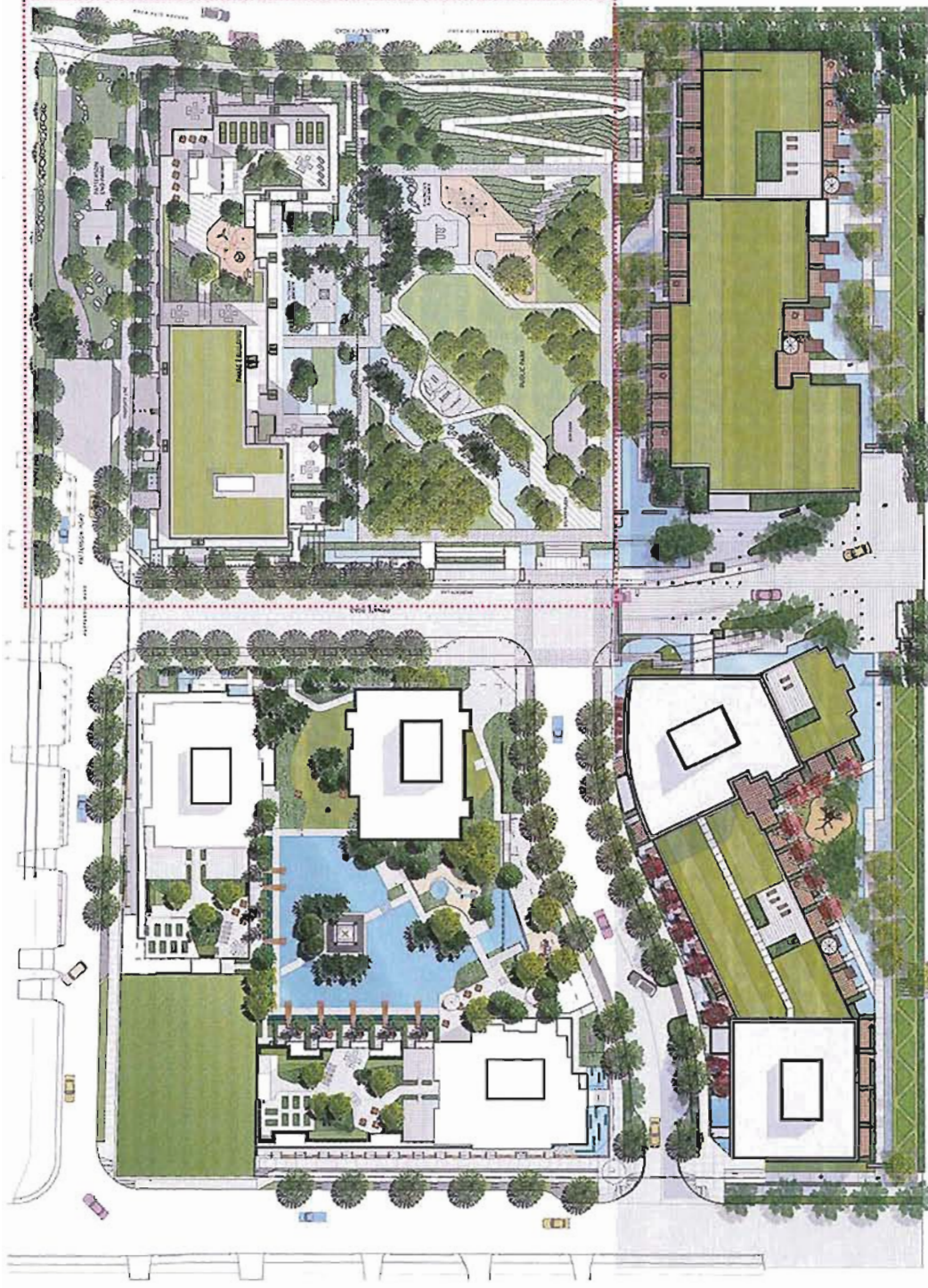


GBL ARCHITECTS

CONCORD GARDENS PHASE II











City of Richmond

Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel

Date: January 7, 2014

From: Wayne Craig
Director of Development

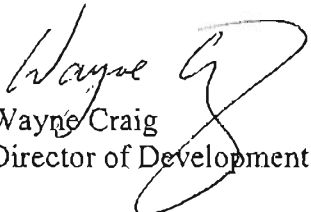
File: DP 13-630032

Re: Application by Interface Architecture Inc. for a Development Permit at 6711, 6771
and 6791 Williams Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 14 townhouse units at 6711, 6771 and 6791 Williams Road on a site zoned Low Density Townhouses (RTL4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum ratio of tandem parking spaces from 50% to 58% of the total residential parking spaces required.


Wayne Craig
Director of Development

EL:blg
Att.

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to develop 14 townhouse units at 6711, 6771 and 6791 Williams Road. This site is being rezoned from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)" for this project under Bylaw 8967 (RZ 12-598701), which received 3rd Reading following the Public Hearing on January 21, 2013. The site currently contains three (3) single-family dwellings.

Storm sewer upgrades and frontage improvements were secured through the rezoning process and will be constructed through the separate required Servicing Agreement (SA 13-634243), which must be entered into prior to final adoption of the rezoning bylaw. Works include, but are not limited to, upgrade to the existing storm sewer along the frontage to a minimum of 600 mm, removal of the existing sidewalk, and construction of a new 1.5 m wide sidewalk along the property line and a 1.42 m grass and treed boulevard up to the curb.

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.

Background

Development surrounding the subject site is as follows:

To the north and east: Older single-family homes on cul-de-sac lots under Land Use Contact (LUC063).

To the south: Across Williams Road, a 12-unit townhouse complex zoned "Low Density Townhouses (RTL1)", two (2) single-family homes on lots zoned "Single Detached (RS1/E)" and the entrance to the London Steveston Secondary School site.

To the west: A single-family home on a lot zoned "Single Detached (RS1/E)", and two (2) duplexes on lots zoned "Two-Unit Dwellings (RD1)".

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on January 21, 2013. At the Public Hearing, the property owner of the adjacent property to the north at 6860 Shawnigan Place expressed concerns in regards to tree preservation; in particular, he would like the significant trees on the subject development site and the large mature Cedar hedge located on the south boundary of his property be retained and protected.

The applicant has agreed to retain and protect one (1) Crimson King Maple tree located within the proposed outdoor amenity area located close to the rear property line, and three (3) existing trees located on site along the Williams Road frontage. In addition, Tree Protection Zones will be established on site to protect three (3) trees located on the adjacent property to the north (6840 Shawnigan Place) and the mature hedge along the rear property line (see Tree Management

Plan). No perimeter fencing is being proposed along the rear property line where the existing Cedar hedge is located in order to minimize trimming and pruning of the mature hedge.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the “Low Density Townhouses (RTL4)” zone except for the zoning variances noted below.

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

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

- 1) Increase the maximum ratio of tandem parking spaces from 50% to 58% of the total residential parking spaces required.

(Staff supports the proposed variance since the proposal was submitted prior to the Council's direction on tandem parking arrangements and related bylaw amendments approved by Council in March 2013.

Prior to March, 2013, staff typically supports variances related to tandem parking arrangements on the basis that tandem parking reduces pavement area on site and facilitate a more flexible site layout.

The proposed number of parking stalls meets the current bylaw requirements. The proposed variance is to accommodate one (1) additional tandem parking unit on site. Staff and the applicants have looked at opportunities to provide additional parking onsite but it is not possible without compromising the access to the outdoor amenity area.)

Heritage Review

Yarmish House, located at 6711 Williams Road, is listed on the City of Richmond's Heritage Inventory. The Statement of Significance of the Yarmish House can be found in **Attachment 2**. The highest heritage value of the house, as identified in the City of Richmond Heritage Inventory, is its association with the Ukrainian Catholic Church. The Yarmish family allowed the church to use the home for meetings before the congregation was able to build their own church.

A Heritage Review Report was submitted in support of the application. The architect has stated that, in his opinion, the house cannot be saved due to issues with the state of structure. The City's Heritage Planner reviewed the Heritage Review Report at the rezoning stage and had no concern with the proposed demolition, provided that the developer make references to the Arts and Crafts nature of the Yarmish House in the form and character of the proposed townhouse development.

The proposed townhouses are designed with a strong central roof ridge and gabled roof form, lower shed roofs, gable brackets, and upper floor gabled dormers, similar to that of the Yarmish House. The project also incorporates similar architectural details; such as short clerestory windows, paired entryway square columns, gable dentil molding, and shingled siding. The double-hung windows, with multi-paned upper sections, also echo the design of the Yarmish

House. In addition, the existing gate pillars will be relocated to the entrance to the on-site outdoor amenity area with metal plaques acknowledging the history of the Yarmish House mounted on them.

A Documentation Report was also submitted in support of the Rezoning and Development Permit Applications. This Documentation Report provides extensive photographic documentation of the Yarmish House and will be retained in the City of Richmond Archives.

Advisory Design Panel Comments

The Advisory Design Panel supported the project and changes have been incorporated in line with comments made by Panel members. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, October 9, 2013 is attached for reference (**Attachment 3**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

The subject Development Permit application was submitted after the adoption of the current OCP Bylaw 9000 (adopted on November 19, 2012); therefore, it is subject to the current Development Permit Guidelines (i.e., Section 14 of OCP Bylaw 9000). However, since the Rezoning application was submitted in January 2012 and the project was developed based on the previous OCP Bylaw 7100, certain exceptions to the current Development Permit Guidelines may be considered. These exceptions are discussed in this analysis section of the report, under the relevant sub-sections.

Conditions of Adjacency

- The current Arterial Road Guidelines for Townhouses (OCP Bylaw 9000) state that building height along the side yards should be stepped down to a maximum building height of two (2) storeys within 7.5 m of the side yard interface with single-family housing. However, the proposed development is developed based the previous multiple-family residential development guidelines in OCP Bylaw 7100; where building height along side yards may step down to a maximum building height of 2½ storeys. The applicant has considered revising the proposal to meet the current design guidelines (i.e., step down the street fronting buildings to 2 storeys high along the side yard), but the changes would make the design less desirable:
 - Arts & Crafts form: As recommended by the Heritage committee, the current proposal very much reflects and references the existing Yarmish House's Arts & Crafts roof forms. The large main gable visually envelopes the top half-storey of the end unit (i.e., Type D units, 2-1/2 storey). To meet the new guidelines, the top half-storey of the end Type D units would have to be deleted, and the roof forms would not so clearly reference the heritage house.
 - Central site entry: The proposed mid-site entry is an appropriate response to the retained mature King Crimson Maple tree; it allows open view of the proposed outdoor amenity area and the protected tree from the street. To meet the new guidelines, the site layout would have to be revised to accommodate additional ground floor habitable space for the end unit. The only option would be to relocate the entry driveway to the west edge of the site (partially located within the required side yard setback); however, this

arrangement is usually not preferred by adjacent property owners; and the driveway would be less efficient in terms of onsite turnaround capacity.

- The applicant has made an effort to address current guidelines and potential adjacency issues by narrowing the top storey of the end unit and removing all windows on the third floor overlooking the side yards.
- While the required side yard setback under the “Low Density Townhouses (RLT4)” zone is 3.0 m, a larger 3.5 m setback to the east property line will be provided to the first and second floors, and a 4.8 m setback will be provided to the third floor to minimize overlooking opportunity. A similar treatment will be provided along the west side yard setback, with a 3.3 m setback to the first and second floors and a 4.5 m setback to the third floor.
- It is also noted that the existing mature hedges (about 20-ft tall) along the east property line will be retained to provide a nature screen between the proposed development and the existing single-family homes to the east.
- The proposed building heights and form, as well as building setback to the rear units, follow the Arterial Road Guidelines for Townhouses in the OCP to provide an appropriate interface with the adjacent single-family developments.
- Existing mature hedges along the north property lines are to be retained. New trees and hedging materials will be planted within the setback to provide an appropriate privacy screen for the neighbouring lots.
- Adjacent property to the east at 6691 Williams Road is expected to be redeveloped into a townhouse complex in the future; a conceptual development of this site for illustration purposes is on file. A Public Rights-of-Passage (PROP) Right-of-Way (ROW) on the subject site, allowing access to/from the future development sites via the subject site has been secured at rezoning.
- Due to the small size of developable area on the adjacent site at 6691 Williams Road, the applicant has agreed to share the outdoor amenity space and the garbage/recycling facilities on the subject site with the future development at 6691 Williams Road. A cross-access easement has been secured at rezoning to facilitate this arrangement.

Urban Design and Site Planning

- The layout of the townhouse units is organized around one (1) driveway, providing access to the site from Williams Road and an east-west drive aisle providing access to all unit garages and surface parking stalls.
- A total of 14 units in five (5) clusters are proposed. The southern two (2) clusters are oriented towards Williams Road, while the northern three (3) clusters are oriented towards the internal drive aisle.
- A pedestrian scale is achieved along Williams Road with varied, stepped vertical building planes, retained trees, landscape features, articulated fencing, and individual street oriented unit entrances.
- All units will have two (2) vehicle parking spaces. Tandem parking garages are proposed in all of the street fronting units. All duplex units will have a standard parking stall in the garage and a small car surface parking stall located adjacent to the unit entry.

- While Bylaw 7100 is silent on this issue, OCP Bylaw 9000 states that parking areas should not be located adjacent to outdoor amenity spaces and children's play areas. The proposed site layout with outdoor resident parking stalls located adjacent to the outdoor amenity space is acceptable since the configuration of the proposed outdoor amenity space is much wider than the minimum width recommended in the design guidelines. In addition, the proposed configuration of the surface parking stalls and landscaping design maintain an open view to the outdoor amenity space.
- The outdoor amenity is proposed at a central location opposite to the main vehicle entry and adjacent to the tree preservation area. The size and location of the outdoor amenity space is appropriate in providing open landscape and on-site amenity in a convenient location to all of the units.
- Mailbox and garbage and recycling enclosures are proposed at the entry driveway and have been incorporated into the design of the adjacent building to minimize visual impacts.
- A total of three (3) visitor parking spaces (including one (1) accessible parking space) are provided throughout the site. The number of visitor parking spaces proposed complies with the bylaw requirement.

Architectural Form and Character

- The architect advised that the following design vocabularies referencing the Arts & Crafts nature of the existing Yarmish House are incorporated into the proposal:
 - Substantial use of shingled cladding at upper floors.
 - Low-pitched gables (6:12) at entry and dormer gables complete with soffit knee brackets.
 - Paired wood columns at entries.
 - Steeper main roof side gables and shallower-pitch attic shed roofs with slot windows.
 - Multi-paned windows.
 - Distinct top/middle/base treatment.
- Roof lines are designed to break down massing.
- The impact of blank garage doors has been mitigated with panel patterned doors, transom windows, secondary unit entrances, and planting islands.
- The proposed building materials (hardie lap siding, shingle panel, wood window trims and banding, stone veneer accents and asphalt roof shingles) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with the existing single-family character of the neighbourhood.
- Horizontal lap siding and shingle panels have been chosen to echo the heritage character of the Yarmish House.
- The proposed exterior colours (tan/olive/gray) with heritage red doors are chosen as typical 'nature' colours that reflect and strengthen the project theme built around the central King Crimson Maple tree.

Landscape Design and Open Space Design

- Tree preservation was reviewed at rezoning stage; four (4) trees are in good condition and identified for retention; 11 trees were identified for removal; 22 replacement trees are required; 40 replacement trees in a mix of conifer and deciduous are proposed.

- A 3.6 m diameter Tree Protection Zone (TPZ) around the protected King Crimson Maple tree is established based on the trunk diameter ratio method and the proposed “L” shaped footing (which will have less impact to the root plate than a conventional footing). Proposed buildings are setback 0.9 m from the established TPZ to provide a working space buffer.
- To ensure the protected trees will not be damaged during construction, tree protection fencing must be installed to City standards prior to any construction activities occurring on-site. A contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone is required prior to Development Permit issuance. In addition, no Landscaping Security will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees have survived the construction, is reviewed by staff.
- A well-developed landscaped treatment is proposed at all property edges and public/private interfaces:
 - The public realm is visually delineated from the development’s private spaces (i.e. the front yards of street fronting buildings) at the property line by the use of low metal picket fencing and stone pilasters, extensive landscaping, and a slight change in site grade.
 - At the entry drive aisle, entering the semi-private realm, the transition is accentuated by the use of permeable pavers; the same pavers are also used at the internal T-intersection, marking the entry to the outdoor amenity space, and serving as a visual cue for potential pedestrian activity.
 - The semi-private spaces along the internal drive aisle are lined with landscaped visual cues to identify functions (i.e., paved outdoor parking areas, garage door locations, and resident’s entry doors).
 - Private open space is provided by enclosed open yard spaces with wood fences and gates, as well as second floor open balconies facing the internal drive aisle; each unit’s private yard has a shade tree and shrub/ground cover edge planting.
- The outdoor amenity space is proposed at the top of the entry drive aisle, providing it with unobstructed southern exposure, and serving as a welcoming entry view vista. It consists of a children’s play equipment which promotes social and interactive play, and is geared towards children in the 2 to 5 years old age group. Benches are also provided in the area to encourage social activities and facilitate adult supervision of the area.
- In order to ensure the landscaping works are undertaken, the applicant is required to provide a landscape security of \$133,624.20 in association with the Development Permit.
- Indoor amenity space is not proposed on-site; a \$1,000 cash-in-lieu contribution per unit has been secured at rezoning.

Crime Prevention Through Environmental Design

- Entry to each of the duplex units is proposed behind the surface resident parking stall associated with the unit. This design is a result of the expansive building setbacks required to protect the King Crimson Maple tree located between the rear townhouse clusters. In order to retain the King Crimson Maple tree at its current location, the outdoor amenity area has been widened from 5.0 m to approximately 7.7 m.
- Due to the widening of the outdoor amenity space, frontage along the north side of the internal drive aisle available for parking and unit entry to the duplex units has been reduced.

Unlike the typical arterial road townhouse development where side-by-side double car garage and a decent unit entry are provided in each of the rear duplex units, only a single-car garage, along with a parking pad and a narrow walkway, could be provided for each of the rear units.

- While recessed entry is generally discouraged, in this particular case, recessed entry to the duplex units is being considered for the following reasons:
 - A walkway leading up to the unit entry is provided between the garage and the parking pad.
 - The front door will be visible from the internal drive aisle while the surface parking stall is occupied.
 - The arbour posts proposed at the surface parking stalls are narrow (6 in. x 6 in.) and view obstruction is minimal.
 - While a Beech tree is proposed in the landscaping pad along the internal drive aisle in front of each unit entry, the proposed tree species exhibits a narrow growing habit and will not screen the view of the entry door from the internal drive aisle.
 - Daylight-sensored lighting to operate at dusk and throughout the night will be installed along the internal drive aisle.
 - All duplex entries will have the advantage of neighbour surveillance from the unit across the drive aisle; where they are overlooked by bedrooms, dens, and balconies on the second and third floors.
- Since the proposed design will not cause any CPTED concern, a significant tree on site is being protected and retained at its current location, and a significantly larger outdoor amenity space is proposed, staff do not oppose the proposed recessed entry to the duplex unit.
- The architect advises that the following CPTED features and concepts are incorporated into the design:
 - Casual window surveillance over the outdoor amenity space (and all yard areas).
 - Mailbox area sheltered but open visually and lit by daylight-sensored lighting.
 - Unit entry doors in full view.
 - Low fencing at front yards.
 - Low, thicker planting at ground floor windows.
 - Placement of common amenities (mailbox, garbage depot, bench, bike parking) in high visibility areas.
 - Placement of play area in an open, high-visibility location away from the public street.
 - Clear division of territory.

Sustainability:

- The developer advises that the following features will be incorporated into the development:
 - Shared common party walls to minimize temperature gradients.
 - Deciduous tree shading at south side.
 - Through-unit natural ventilation.
 - Minimal east and west window exposure.
 - Permeable pavers to reduce storm drain load,
 - Significant tree retention and new tree planting.
 - Salvage of existing buildings encouraged.

Accessible Housing

- The proposed development includes one (1) convertible unit that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a chair lift (where the staircase has been dimensioned to accommodate this in unit Ac) in the future, if needed.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
 - Stairwell hand rails.
 - Lever-type handles for plumbing fixtures and door handles.
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. The applicant has agreed to the list of Development Permit considerations included as **Attachment 4** (signed concurrence on file). On this basis, staff recommend support of this Development Permit application.



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

EL:blg

Attachment 1: Development Application Data Sheet

Attachment 2: The Statement of Significance of the Yarmish House

Attachment 3: Excerpt from the Minutes of the Advisory Design Panel Meeting – October 9, 2013

Attachment 4: Development Permit Considerations



DP 13-630032

Attachment 1

Address: 6711, 6771 and 6791 Williams Road

Applicant: Interface Architecture Inc.

Owner: Garry West Holdings Inc.

Planning Area(s): Blundell

Floor Area Gross: 2403.9 m²

Floor Area Net: 1,613.8 m²

	Existing	Proposed
Site Area:	2759.2 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3	14

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	61%	none
Lot Coverage – Landscaping:	Min. 25%	30%	none
Setback – Front Yard (m):	Min. 6.0 m	6.15 m	none
Setback – East Side Yard (m):	Min. 3.0 m	3.0 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.1 m	none
Setback – Rear Yard (m):	Min. 3.0 m	4.6 m	none
Height (m):	Max. 12.0 m (3 storeys)	10.7 m	none
Lot Width:	Min. 40.0 m	54.86 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.214 (V) per unit	none
Off-street Parking Spaces – Total:	28 (R) and 3 (V)	28 (R) and 3 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (28 x Max. 50% = 14)	16 (58%)	variance required

Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (31 x Max. 50% = 15)	6	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.25 (Class 1) and 0.2 (Class 2) per unit	none
Bicycle Parking Spaces – Total:	Min. 18 (Class 1) and 3 (Class 2)	19 (Class 1) and 3 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 14 units = 84 m ²	120 m ²	none

Yarmish House

ATTACHMENT 2

General Information

Type of Resource: Building

Common Name: Yarmish House

Address: 6711 Williams Road

Neighbourhood (Planning Area Name): Blundell

Construction Date: 1923

Current Owner: Private

Designated: No



[Click to see full image](#)

Statement of Significance

Description of Site

The house is a late Craftsman style home situated in a residential neighbourhood on Williams Road. The house has a large front yard providing a separation from the street, with a concrete wall and entry columns between the front yard and the sidewalk.

Statement of Values

The heritage value of the Yarmish house lies in its historical association to the Ukrainian Catholic Church in Richmond, established to serve the Ukrainian cultural community as Richmond's population continued to diversify. Church services were held in the house before the congregation was able to build a church of its own. The house speaks to a time period in Richmond when the first suburban developments were occurring during the early 20th century.

The house also has aesthetic value as a good example of the late Craftsman building style, and its large front yard with mature trees speaks to the early suburban nature of the site.

Character Defining Elements

Key elements that define the heritage character of the site include:

- The Craftsman style and design of the entire house, as illustrated by triangular eave brackets, exposed rafter ends, shed dormers, and an open verandah with twinned columns
- Mature landscape features, including foundation planting and two original cherry trees located in the front yard
- Early concrete block perimeter wall with decorative concrete entry columns.

History

The house is a late Craftsman style home situated in a residential neighbourhood on Williams Road. The house has a large front yard providing a separation from the street, with a concrete wall and entry columns between the front yard and the sidewalk.

Architectural Significance

Architectural Style

Late Craftsman

Design Features

The house exhibits many features of the Late Craftsman style, notably triangular eave brackets and exposed rafter ends. It is rectangular in plan, with a concrete foundation and symmetrical massing. The roof is a side gable with a large gable dormer at the front, with a shed dormer on either side. The roof cover is asphalt shingle, documented as being new. The cladding consists of stucco on the first floor, horizontal clapboard on the basement, and double coursed shingles on the second storey. There is a full, open front verandah at the front of the house, supported by double square columns, one side possibly having been filled in. The windows are wooden sash casement; the windows in the gable dormer have coloured glass in a multi-paned transom. The gable dormer has possibly been filled in, and has a row of casement windows.

Construction Method

Wood frame construction.

Landscape Significance

Landscape Element

Mature trees; concrete wall

Design Attributes

Large original cherry trees are located in the front yard of the house. An early concrete block wall with columns demarcates the front property line of the house. The house has some foundation planting of indeterminate age.

Integrity

Alterations

A number of minor alterations have altered the appearance of the house, but appear to be reversible. These include new siding on the front facade, the filling in of the dormer balcony and the possible filling in of the east side of the verandah, a new roof installed in 1977, and alterations to the front gable bargeboard.

Original Location

Yes

Condition

The house appears to be in fair to good condition, requiring some upkeep

Lost

No

Documentation

Evaluated By

Denise Cook BLA, PBD (Public History)

Date

Sunday, September 24, 2000

Documentation

Inventory Sheets by Foundation Group Designs, January 1990

"Heritage Inventory Phase II" by Foundation Group Designs May 1989

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, October 9, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Comments from the Panel were as follows:

1. form, character and materials are good;
Noted.
2. good site planning; appreciate the retention of existing trees, especially the mature crimson king maple tree in the outdoor amenity area;
Noted.
3. proposed buildings do not reflect the form and character of the Yarmish House on the subject property, e.g. its clerestory windows;
The Yarmish House is historically significant due to its early prior church use, not for its architectural form or vocabulary. However, we have echoed some architectural elements to recognize the building's long presence and scale of integration with the existing neighbourhood.
4. proposed development is sensitive and responsive to its context; appreciate the applicant consulting with adjacent developments regarding the retention of mature plants and hedges;
Noted.
5. appreciate the applicant's attempt to provide good landscaping such as tree retention, internal drive aisle planting, trellis over parking, and permeable paving;
Noted.
6. reconsider the white garage doors; colour of the garage door should match with the darker paneling of residential units;
We acknowledge that the garage doors were not 'coloured' in our renderings. It is an off-white tan colour, now specified in our materials board and drawings.
7. backing out of vehicles from the visitor parking stalls might be an issue when they are fully occupied;
Of the 3 visitor stalls provided, 2 of these will not have an issue if and when the west property (6691 Williams) is developed and a hammerhead route is created. The visitor stall at the east PL does comply dimensionally and at worst will require an extra forward/backward iteration to exit.

8. good architectural form and character;
Noted.
9. massing of individual buildings works well;
Noted.
10. proposed development is relatively dense compared to the surrounding developments; the two front buildings appear like apartment buildings;
It is denser than single family but city policies are moving in the direction of carefully-considered higher densities. Our massing is appropriate in scale at the property edges and the building forms and spacing seem to fit in well with the existing.
11. proposed fencing does not provide a successful street edge;
This comment may be a result of graphic miscommunication, as we feel that the front landscaped edge is well-done. The metal picket fence is articulated at the entry gates & walk; the landscape between the back of the sidewalk and fence is nicely layered in plant species, colour, and height.
12. review the relationship of the outdoor parking stall with the main entry door;
The duplex homeowners would normally prefer side-by-side parking garages, which give them more storage space. However, the outdoor parking stalls (while serving to meet the 2-car requirement per unit) also serves to expose the main entry doors to the internal drive aisle, creating a more obvious and open entryway.
13. appreciate the arbours; consider planting with vines; i
Noted.
14. concern on the east elevation; consider adding columnar trees to the existing hedge to further soften the façade;
This is normally a good general suggestion but the east property line is heavily screened with a 18'+ high hedge.
15. consider continuous permeable paving treatment for the internal drive aisle from the site entrance to the amenity area to de-emphasize the mailboxes and garbage and recycling facilities;
This was considered but the owner is concerned that the permeable pavers will not stand up well to the constant wear from the garbage bins and recycle carts.
16. like the design of the units;
Noted.
17. ambient light may not be sufficient due to the presence of mature trees which block out lights from the surrounding units; consider introducing sensor lighting to provide lighting to dark areas;
Good reminder. Sensor lighting will be added to illuminate the drive aisle; locations to be determined by electrical consultant. Noted on site plan.

18. concern on the vertical circulation of the convertible unit; look at the width of the stairways to accommodate a future retrofit for occupants with disabilities;
The convertible unit is designed with accessible living, sleeping, and washroom areas on the main floor. To increase its accessibility potential, we have contacted and confirmed with a stair lift manufacturer (Vancouver Stair Lift, tech data attached), that their 'Bruno Elite Curve' model can be installed in our stair as presented configured. Also, we have a landing area on the ground floor to 'park' the seat when not in use.
19. appreciate the form and character of the buildings; a
Noted.
20. drawings submitted to the Panel are not consistent with the renderings and materials board presented by the applicant; consider improvements in future Panel presentations;
Yes, providing precision coordination with renderings, drawings, and material boards is getting more and more challenging as everyone expects perfect colour matching, and all details computer modeled. We will continue to try our best and negotiate more resources to work with the next time.
21. transition to 2 and 2 ½ storeys at the edges works;
Noted.
22. concern on lack of separation between residential parking and front entrance at the back units; revisit unit plans for further design development;
We agree that increased separation would be desirable, but we do provide a 4-ft wide walk plus a conforming small car space. The change of finish material for the parking spaces will visually enhance the functional difference of the two areas.
23. look at possible space conflict between pedestrians travelling into the development and residents using the mailboxes and garbage and recycling facilities located on both sides of the internal drive aisle; further design development is needed;
Although there seems to be a conflict between uses, we don't see this as an issue at all. If anything, there would be an added benefit to the forced meeting of pedestrians in terms of neighbourly interaction, and friendly surveillance.
24. agree with comment regarding the increase in density of the proposed development relative to the neighbouring developments;
refer to bullet #10.
25. concern on the safety of children at the children's play area due to its location at the back of the building;
In our opinion, the play area is ideally located. It is in a high-visibility location that is fenced with a single access c/w overlooking windows.

26. good front-back arrangement; view of the mature tree from the driveway entrance is more aesthetically appealing than a row of garage doors;
Noted.
27. appreciate the provision of flex space adjacent to the garage;
Noted.
28. appreciate the retention of four trees on site and making the mature crimson king maple tree a central feature in the proposed development;
Noted.
29. good location for site entrance; architecture is well done; good 2 ½ storey transition to neighbouring developments; appreciate the cruciform roof line; and g
Noted.
30. site is very tight; consider relocating the garbage and recycling facilities and mailboxes.
These kind developments are always pushed to be tight (efficient) which, in this case, means locating these near site entrances without drawing the trucks deeper into the site. On a larger site, these facilities could be located more discreetly.



Development Permit Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 6711, 6771 and 6791 Williams Road

File No.: DP 13-630032

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

1. Final adoption of the Zoning Amendment Bylaw 8967.
2. Receipt of a Letter-of-Credit for landscaping and tree survival in the amount of \$133,624.20; Letter-of-Credit will not be released until the Letter of Assurance that landscaping installed from Landscape Architect as well as the Post Construction Impact Assessment Report confirming the protected trees survived the construction from Arborist are reviewed by staff.
3. Submission of a proof of contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone.

Prior to Demolition Permit Issuance, the developer must complete the following requirements:

1. Allow the Ukrainian Catholic Church to salvage materials from the Yarmish House.

Prior to Building Permit Issuance, the developer must complete the following requirements:

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

Note:

- * This 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.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends

Initial: _____

that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



City of Richmond

Development Permit

No. DP 13-630032

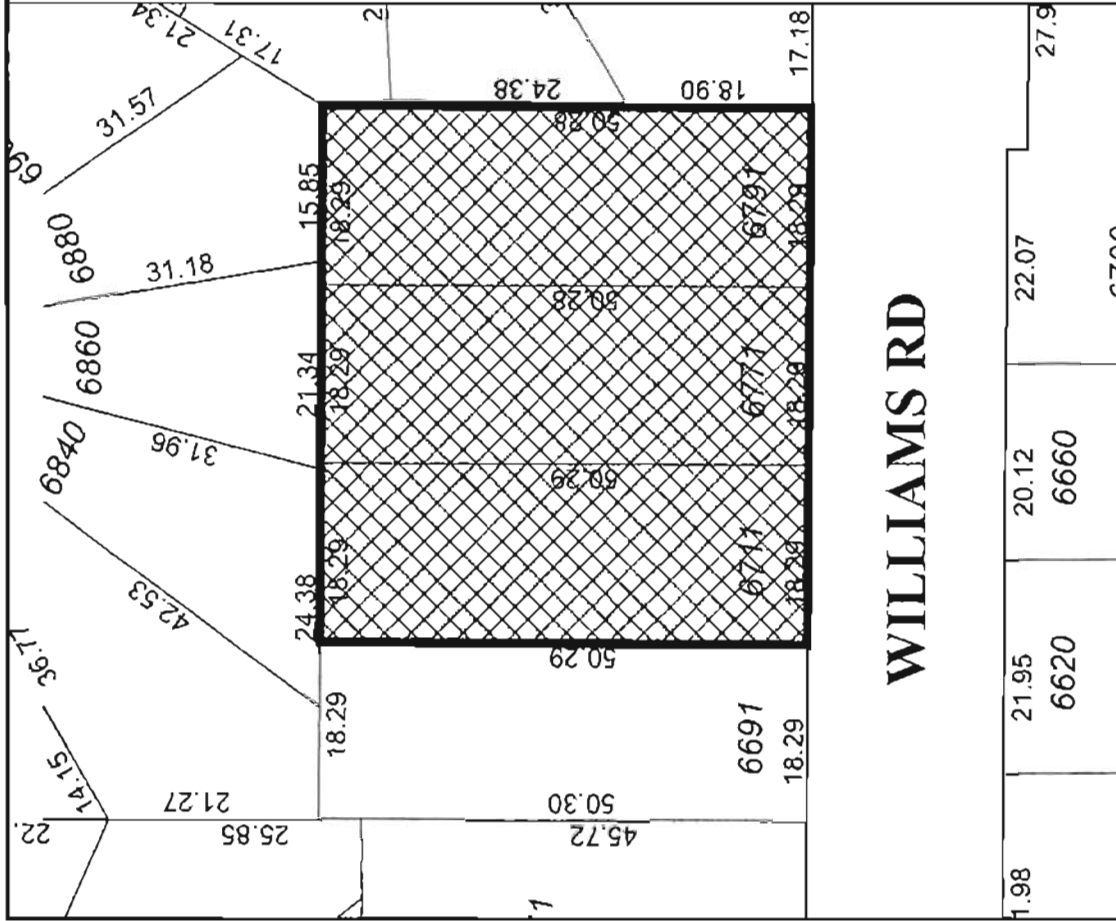
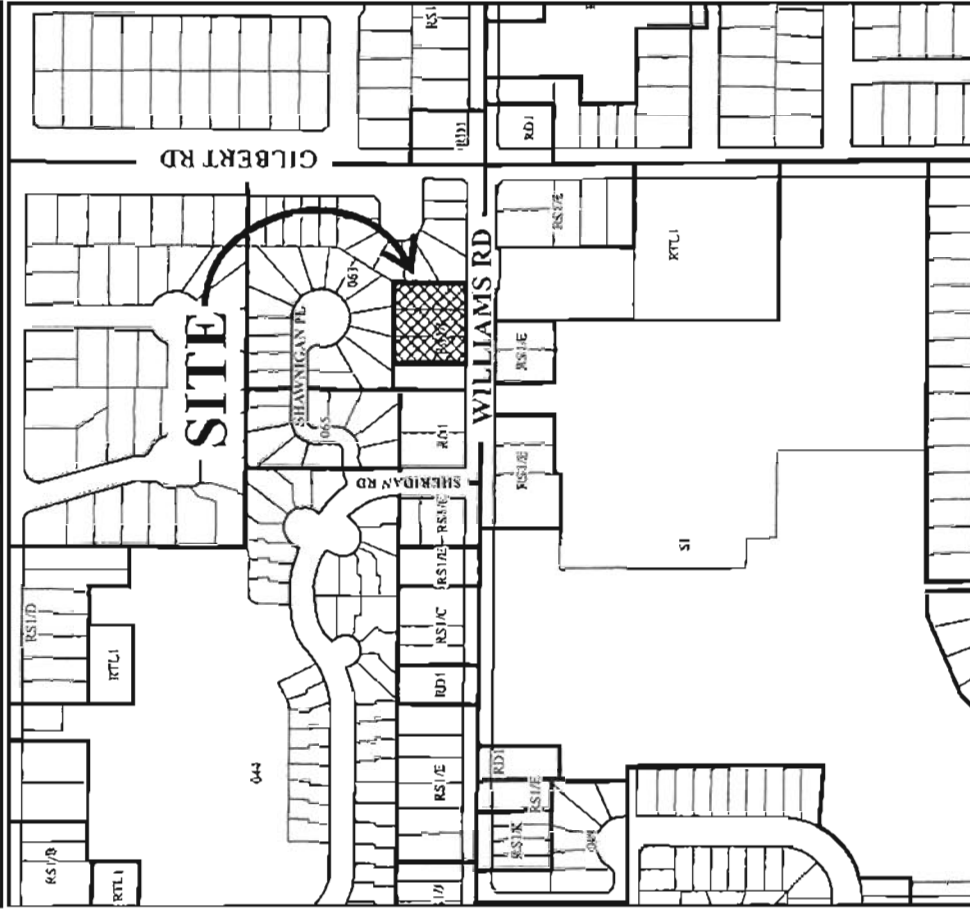
To the Holder: INTERFACE ARCHITECTURE INC.
Property Address: 6711, 6771 AND 6791 WILLIAMS ROAD
Address: C/O KEN CHOW
#230 - 11590 CAMBIE ROAD
RICHMOND, BC V6X 3Z5

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 increase the maximum ratio of tandem parking spaces from 50% to 58% of the total residential parking spaces required.
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 #0 to #10 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 \$133,624.20 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.

No. DP 13-630032



City of Richmond



WILLIAMS RD



DP 13-630032 SCHEDULE "A"

Original Date: 03/06/13

Revision Date:

Note: Dimensions are in METRES

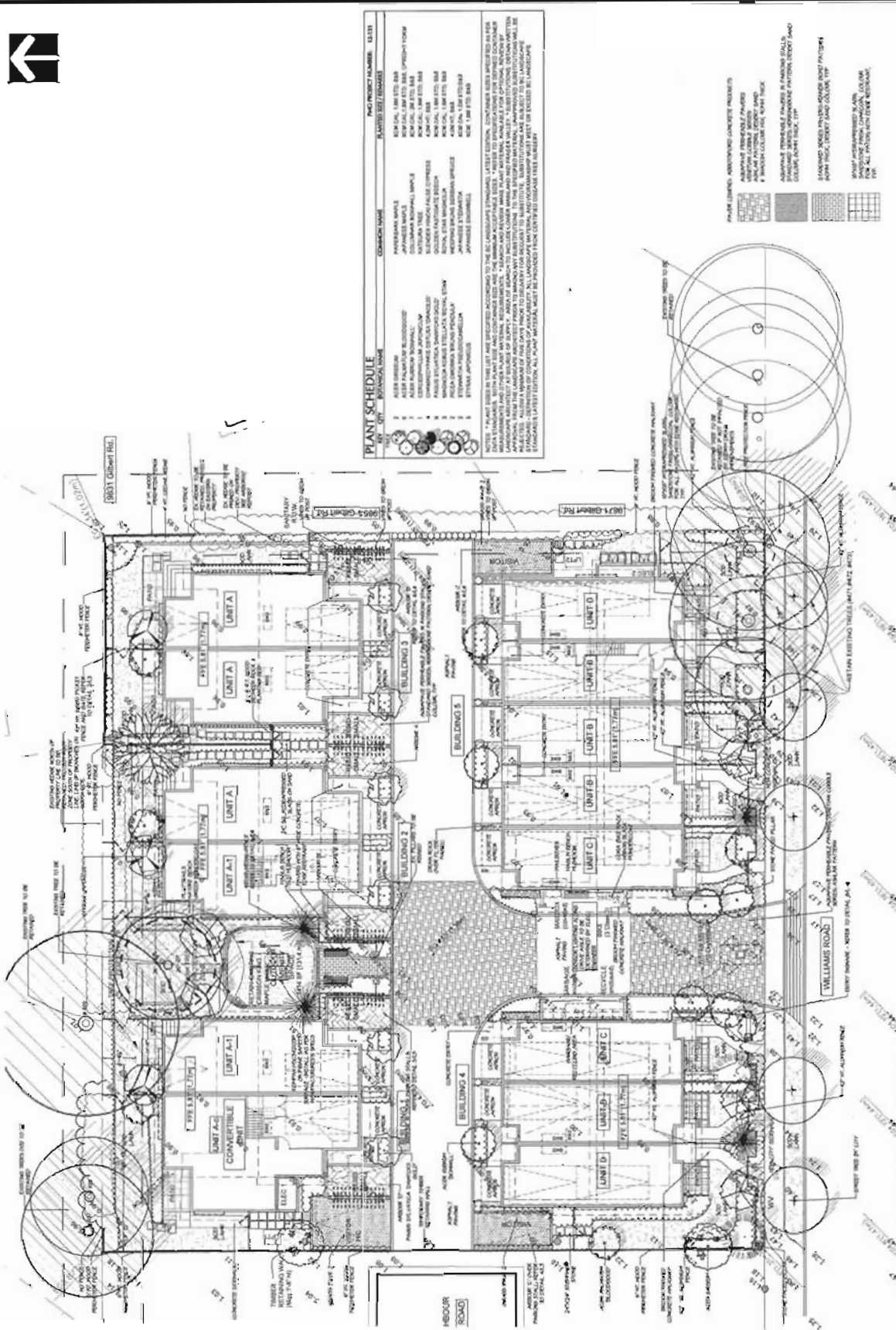






pmlg
PML LANDSCAPE ARCHITECTS
1401 C100 - 4100 88th Street SW
Burien, WA 98148
P: 206-835-1111 F: 206-835-1112

2/1



PLAN #3A DP 13-63003C

JAN 07 2015

14 UNIT TOWNHOUSE DEVELOPMENT
3711 57TH AVE SW, BURDEN, WA
PMLG-000000

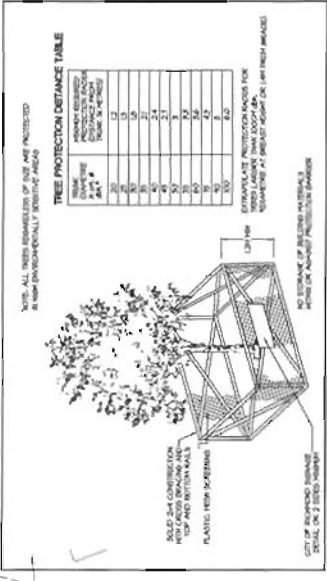
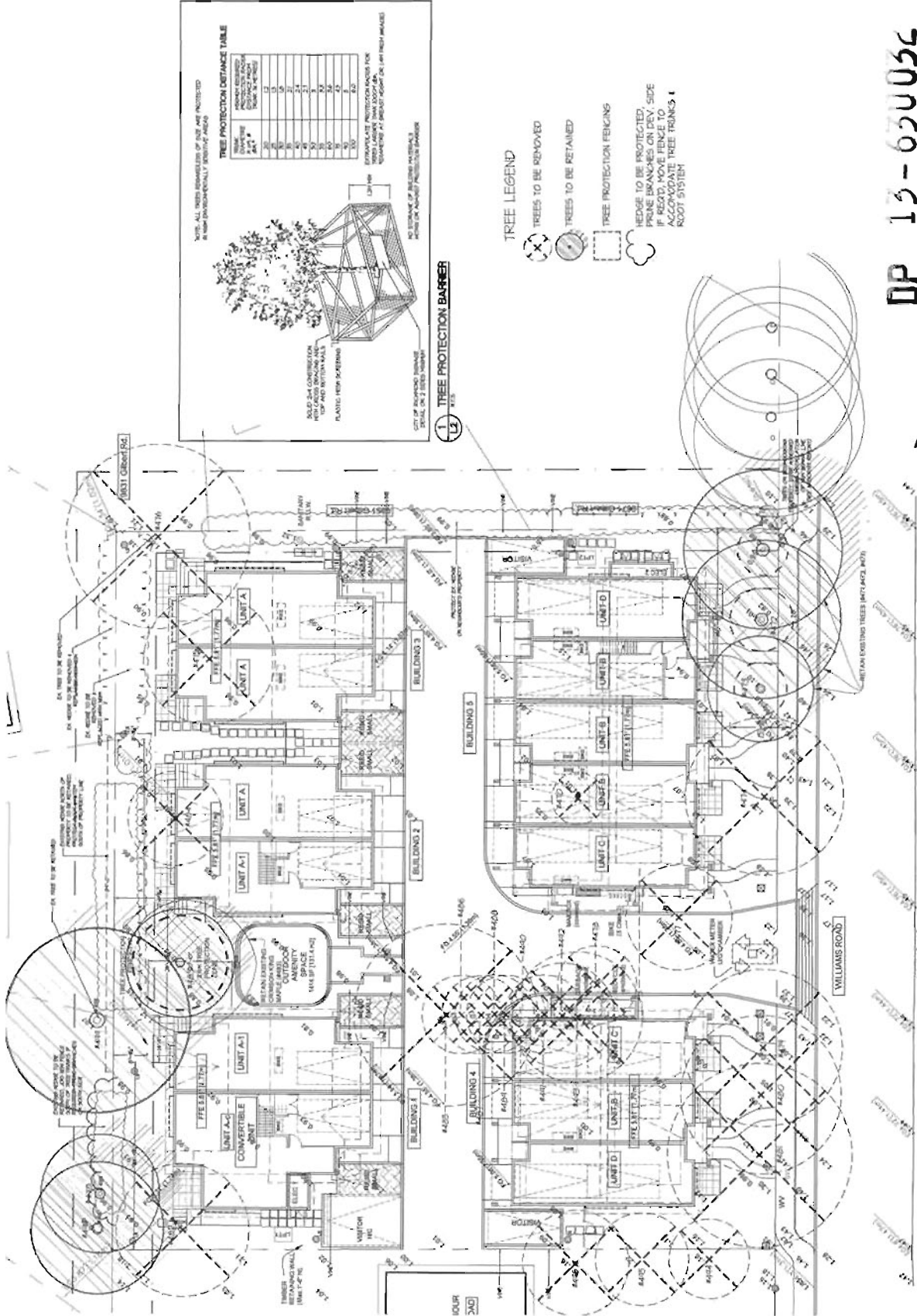
LANDSCAPE PLAN

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SCALE: 1/8" = 1'-0"
SHEET: 1-1
PROJECT: 13-63003C
PLAN #3A
PMLG-000000

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pmg
LANDSCAPE
ARCHITECTS
P&G Landscape Architecture
1000 N. 10th Street, Suite 200
Tulsa, Oklahoma 74103
P: 918.244.0011 F: 918.244.0022

DATE:



TREE PROTECTION BARRIER

TREE LEGEND

- TREES TO BE REMOVED
- TREES TO BE RETAINED
- TREE PROTECTION FENCING
- HEDGE TO BE PROTECTED, PRUNE BRANCHES ON DEV. SIDE
- PROTECT EXISTING TREES (WITH 40% DBH)
- ACCOMMODATE TREE TRUNKS & ROOT SYSTEM

PROJECT
14 UNIT TOWNHOUSE
DEVELOPMENT
6711 67th, 67th WILLIAMS RD
RICHMOND

DESIGNED BY
P&G
DATE
12/11/13

SCALE
1" = 10'-0"
DATE
12/11/13
PROJECT NUMBER
14-001

DP 13-63003C
PLAN #3B

JAN 07 2014

13-63003C

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25.50

14 UNIT TOWNHOUSE
DEVELOPMENT
SUFFIL, 6772, 6758 WILLIAMS RD
RICHMOND

STANDARD TITLE

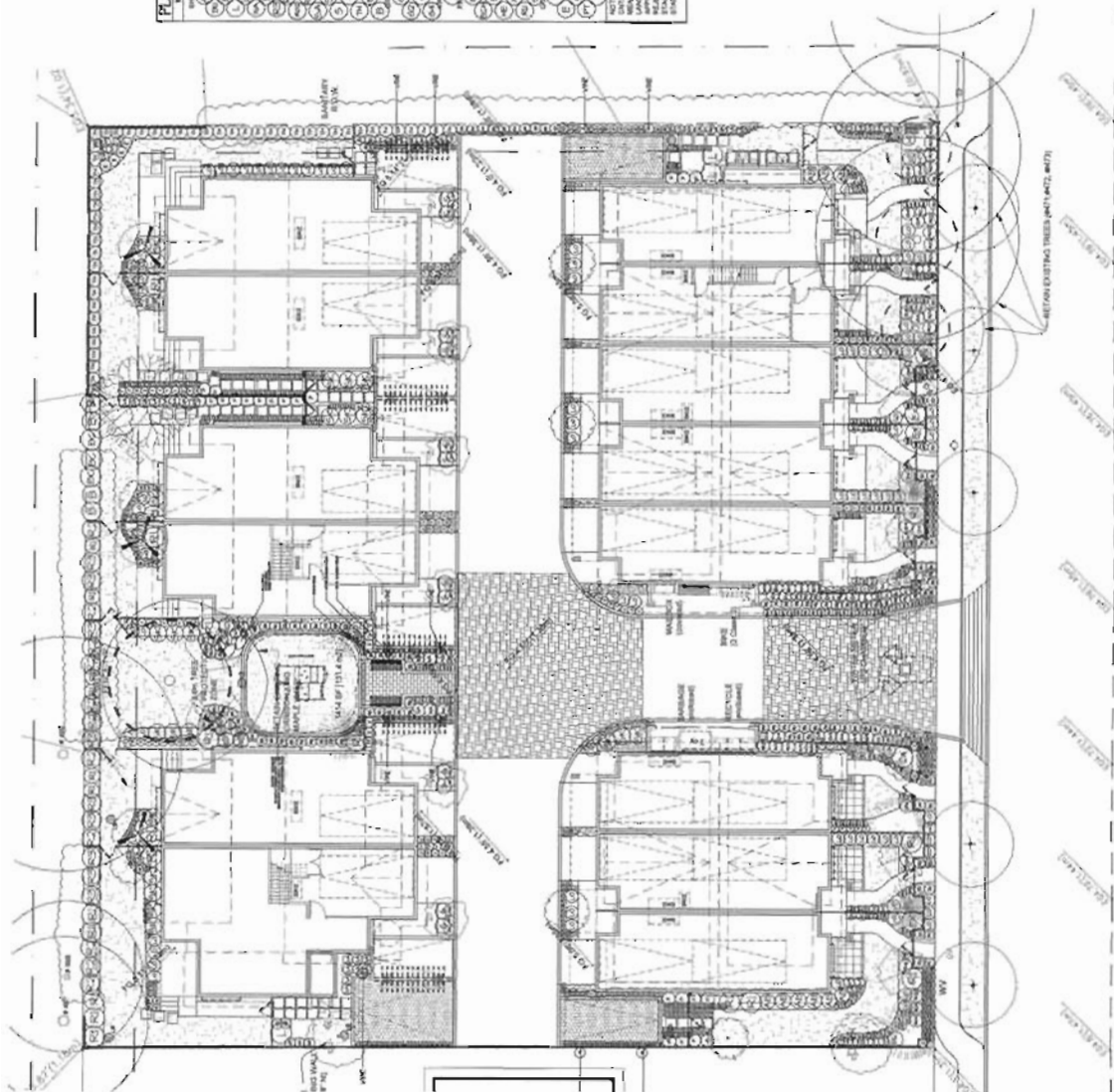
SHRUB
PLAN

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13 PROJECT NUMBER: 12-252
DRAWING NUMBER: L-3
CR 2

DP 15-63U032

JAN 8 7 2014

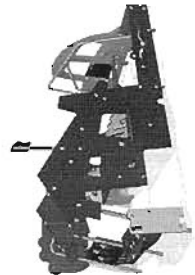
1991, 1992.



pmg
LANDSCAPE
ARCHITECTS

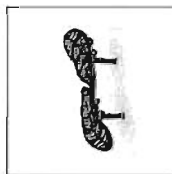
Suite C100 - 4145 388 Creek Drive
Burnaby, British Columbia V5C 6G8
P: 604 294-0011 F: 604 294-0022

RECEIVED NOVEMBER 2009 • 10.1523/JNEUROSCI.4867-09.2010



PLAY EQUIPMENT: DUNNELL HUMMINGBIRD CHALLENGE 20-21
THE EQUIPMENT AND CHALLENGES: 1. EATERS, CLIMBERS, NETS,
COATINGS, REMOTE, PUZZLE, MISC. 2. HIDDEN ANIMALS, MISC.

MARTIALD - NATURE BEAUTY GAZETTE FORBIDDEN



DATE	DESCRIPTION	AMOUNT	BALANCE
10/1/00	OPENING BALANCE	100.00	100.00
10/15/00	PAYROLL	25.00	75.00
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10/25/00	UTILITIES	10.00	50.00
10/30/00	SALES	30.00	80.00
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11/10/00	RENT	15.00	40.00
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1000

**14 UNIT TOWNHOUSE
DEVELOPMENT**
6711, 6771, 6791 WILLIAMS RD
RICHMOND

THE JOURNAL OF THE

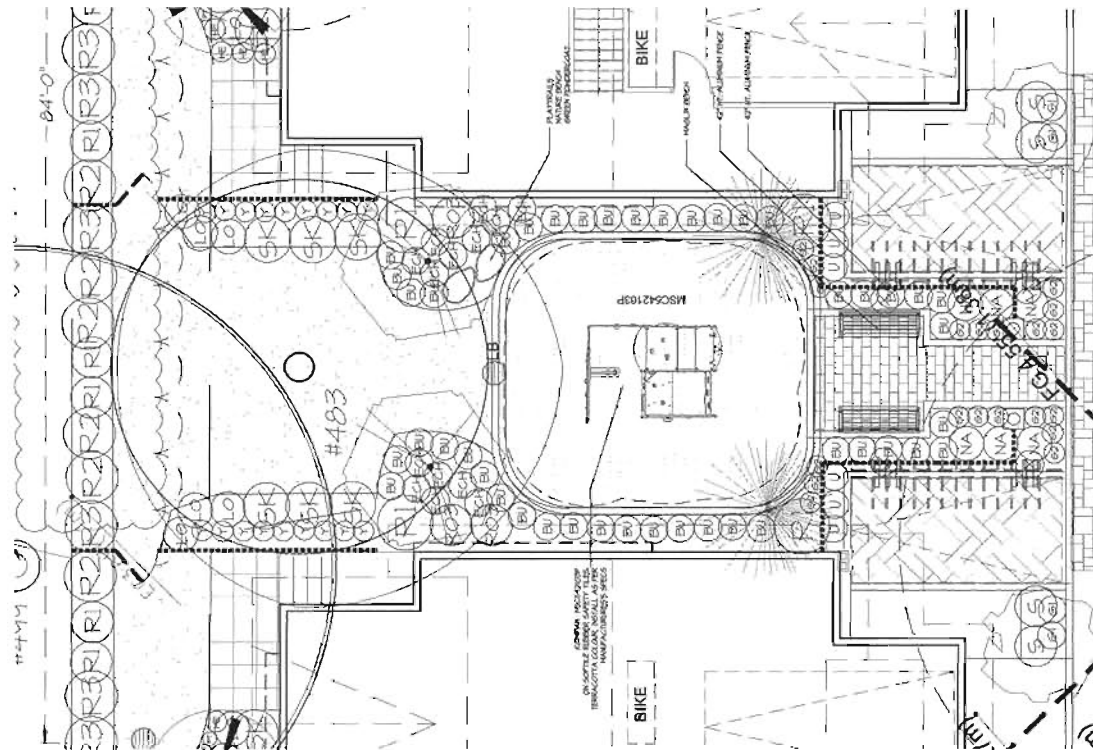
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 DESIGNED: CH
 CHECKED: MCF
PLAN # 3D
 PWD PROJECT NUMBER: 13-111
L-4
 DRAWING NUMBER: 057

1998

PLAN# 3D
DP 13-630032
JAN 07 2014

PLAY AREA ENLARGEMENT
SCALE 1"=10'





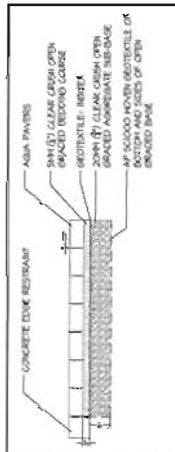
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MOUNTAGE POSITIONED AS PER MANUFACTURER'S SPECIFICATIONS



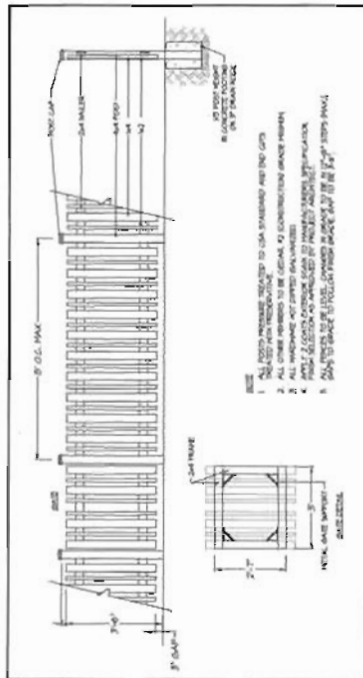
MAGLIN
MAGLIN BENCH FILMCOOL SURFACE MOUNTED
AS PER MANUFACTURER'S SPECIFICATIONS
COLOUR INSIDE: FINETEX WITH IFE SLITS



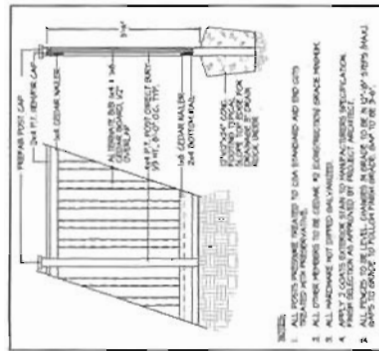
PLAYTRAILS NATURE DESIGN 38003, GREEN
ON-GRASS, TO BE INSTALLED AS PER
MANUFACTURER'S SPECIFICATIONS



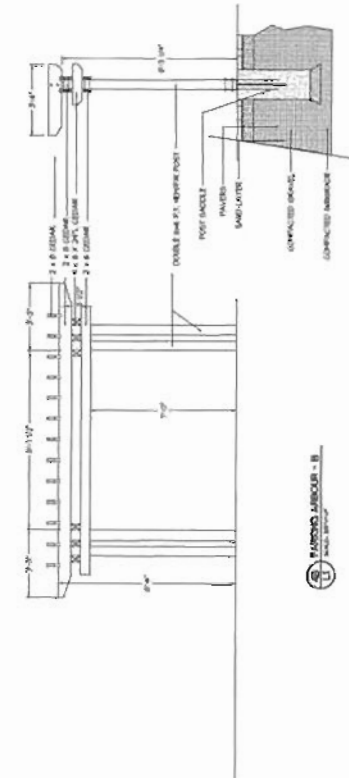
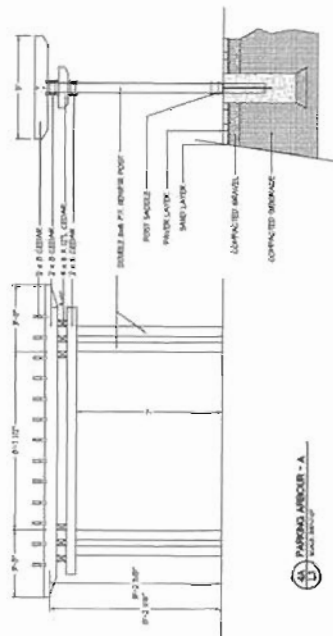
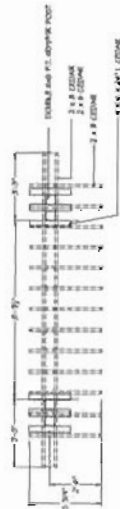
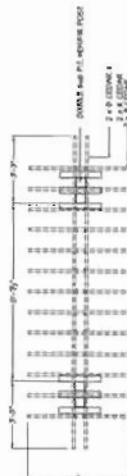
PERMEABLE PAVERS



42" HT. WOOD PICKET FENCE



③ 6'0" HT. SOLID WOOD PERIMETER FENCE



PARKING ANSWER - A

11 - PROPERTY CHARGES

JAN 07 2014

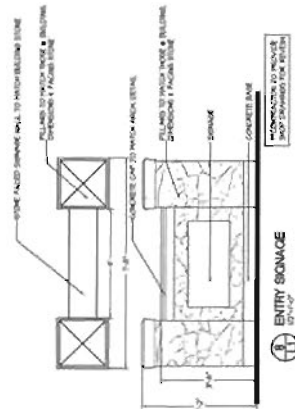
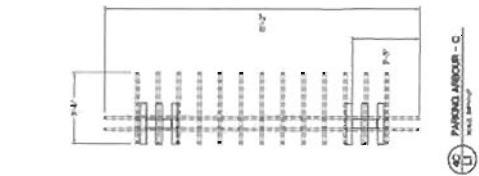
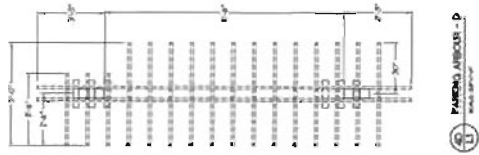
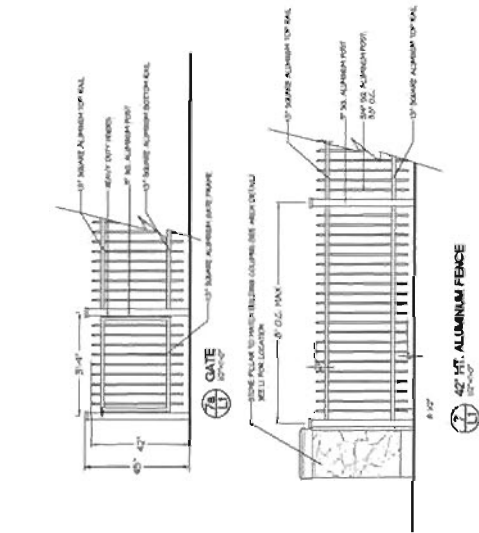
PLAN 3E DP 13-630032

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Suite 2100 - 4185 888 Coast Centre
Brentwood, British Columbia, V6C 6B8
P: 604.274.8111 F: 604.274.8122

6/16/14



JAN 07 2014

PLAN # 3F DP 13-630032

DATE: 12/16/14
SCALE: 1/8\"/>

**14 UNIT TOWNHOUSE
DEVELOPMENT**
6711, 6715, 6791 WILLIAMS RD
RICHMOND

DETAILS

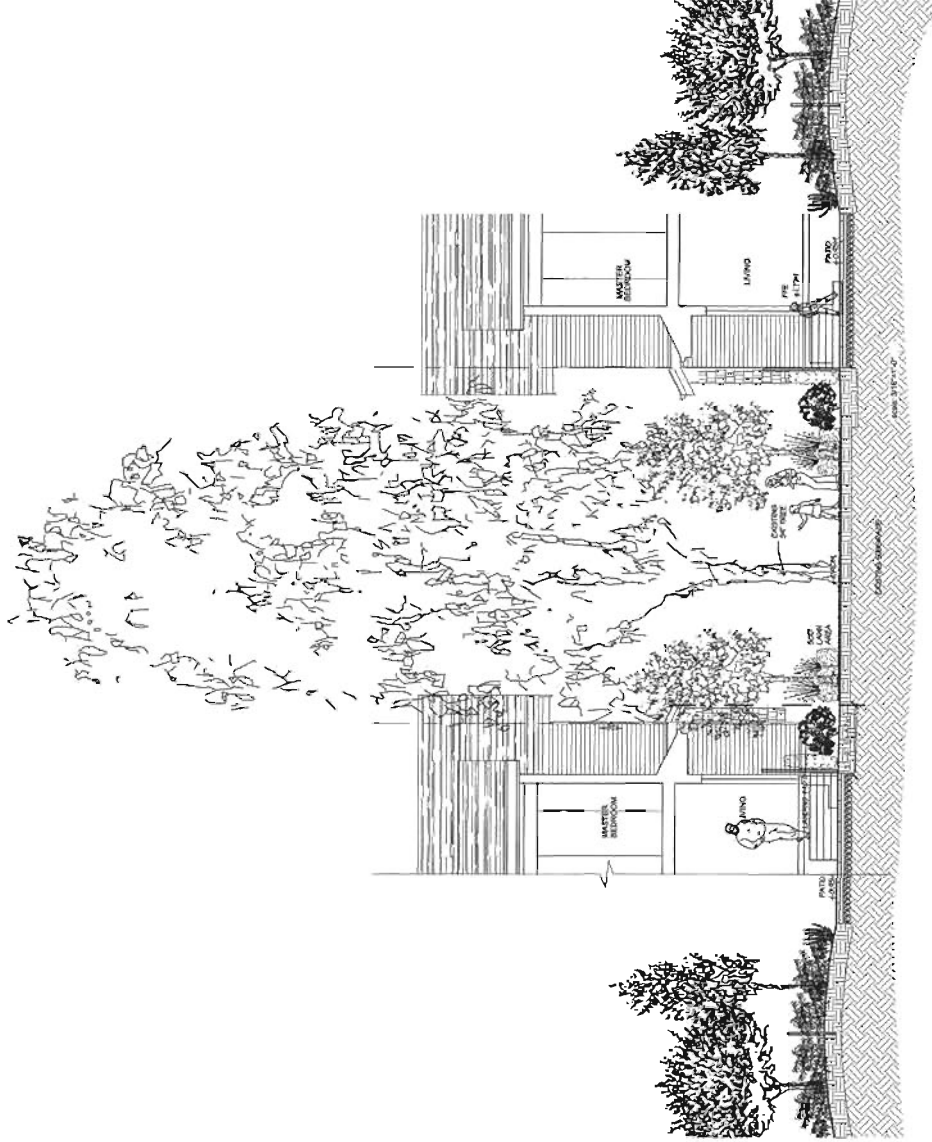
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100	12/16/14	ISSUED FOR PERMIT	PMG

12/16/14 12:29 PM

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LANDSCAPE
ARCHITECTS
Bulfinch - 4155 5th Street, Suite 200
Richmond, BC V6X 2K6
Tel: 604.278.0011 | Fax: 604.278.0022

14-1



SECTION A-A - EXISTING TREE AT AMENITY AREA
SCALE 1/4"=1'-0"

PLAN # 3G DP 12-03U032

JAN 07 2014

NO.	DATE	REVISION DESCRIPTION	BY
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2	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
3	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
4	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
5	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
6	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
7	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
8	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
9	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
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99	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG
100	12/07/13	ISSUE FOR PERMIT SUBMISSION	PMG

PROJECT
14 UNIT TOWNHOUSE
DEVELOPMENT
5711, 5717, 5751 WILLIAMS RD
RICHMOND

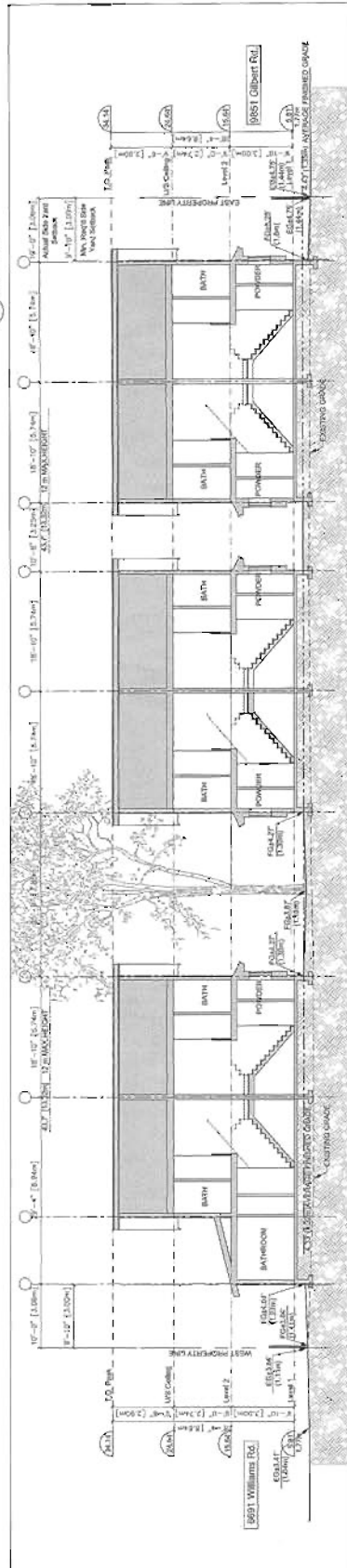
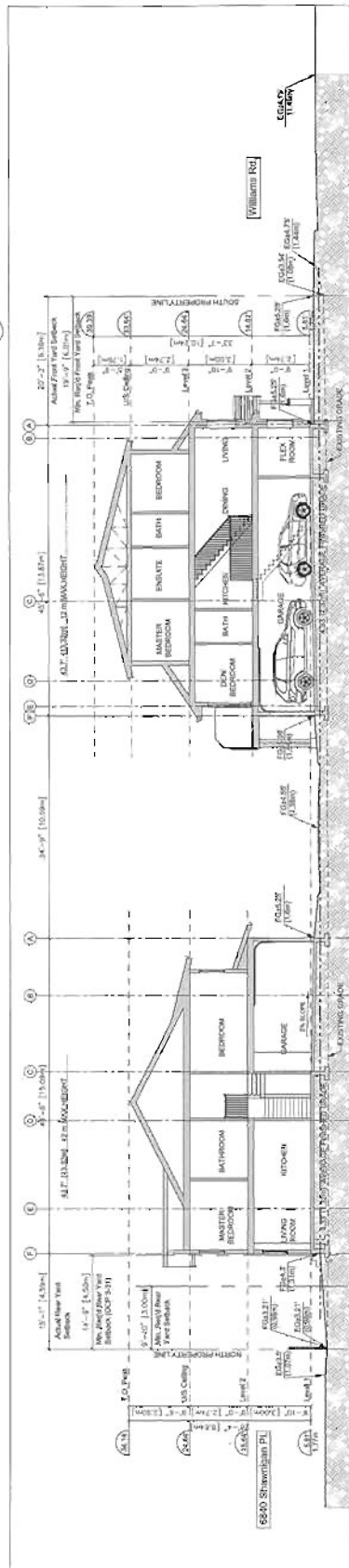
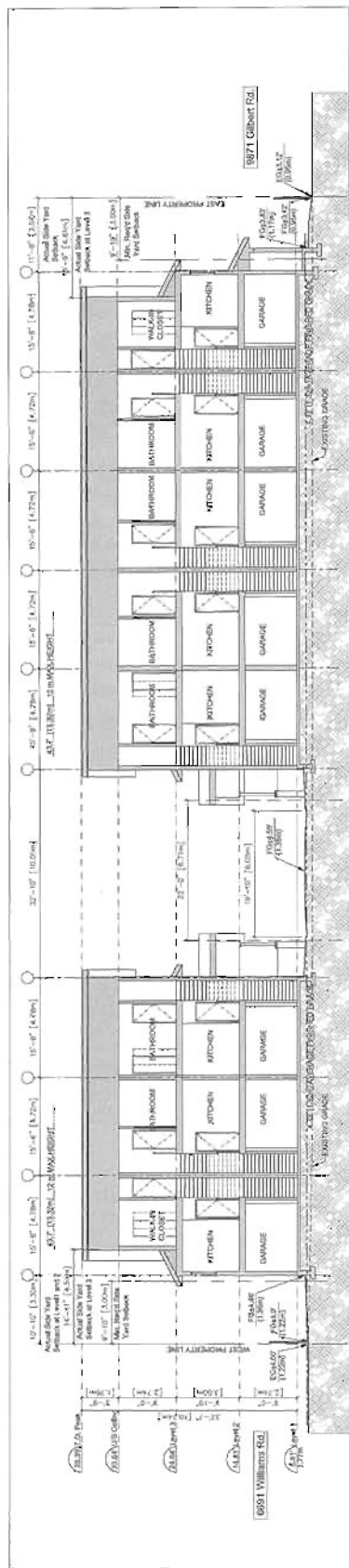
DRAWING TITLE
LANDSCAPE
SECTIONS

DATE: 12/07/13 DRAWING NUMBER: L-7
SCALE: AS SHOWN
DESIGNED BY: PMG
CHECKED BY: PMG
DATE: 12/07/13
PROJECT NAME: 14-1
PROJECT NUMBER: 12-101

A3.5

INTERFACE:
Suite 730
11600 Cummer Road
Richmond BC
Canada V6X 3Z9
T 604 831 1162
F 604 831 1146

PROJECT	Proposed 14.2th Transportation Development RT 1071, 1071, 1071 Western Road Richmond, B.C.
PROJECT NO.	1113
SCALE	A4 Noted
DRAWN BY	Rev. 24, 2011
CHECKED BY	KYC, BMS, BP
INSET TITLE	XYZ
SITE SECTIONS A, B, C	
DRAWING	A5.1



DP 15-630032

PL 92 #10A

JAN 07 2014

DP 13-630032 I

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

