



Development Permit Panel

Council Chambers

Wednesday, November 16, 2011

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, October 26, 2011.



2. Development Permit 11-573871

(File Ref. No.: DP 11-573871) (REDMS No. 3322238)

TO VIEW ePLANS CLICK HERE

APPLICANT: Yamamoto Architecture Inc.

PROPERTY LOCATION: 7251 St. Albans Road

INTENT OF PERMIT:

To permit the construction of four (4) townhouse units at 7251 St. Albans Road on a site zoned High Density Townhouses (RTH1).

Manager's Recommendations

That a Development Permit be issued which would permit the construction of four (4) townhouse units at 7251 St. Albans Road on a site zoned High Density Townhouses (RTH1).



3. New Business

4. Date Of Next Meeting: Wednesday, November 30, 2011

5. Adjournment



Development Permit Panel

Wednesday, October 26, 2011

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Terry Crowe, Manager, Policy Planning
Mike Redpath, Senior Manager, Parks

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, October 12, 2011, be adopted.

CARRIED

2. Development Permit DP 11-561612

(File Ref. No.: DP 11-561612) (REDMS No. 3358101)

APPLICANT: Abbarch Architecture Inc.

PROPERTY LOCATION: 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

INTENT OF PERMIT:

1. Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - c) Reduce the parking setbacks from a lot line, which abuts a road from 3m to 0m.

Applicant's Comments

David O'Sheehan, Principal, Abbarch Architecture Inc., accompanied by Elsa Yip, Architect Technician, Abbarch Architecture Inc., provided the following details regarding the proposed Mini Cooper Automobile Dealership on Cambie Road, near Shell Road:

- the site is near a Holiday Inn hotel, and until recently the site had four separate buildings, two of them now demolished;
- the triangular shaped site is between Cambie Road on the north, and Hwy. 99 to the south/east, with Shell Road to the west;
- a former BMW dealership vacated the site, but a McDonald's Restaurant remains on the site, as does an existing building that will be modified for use in vehicle detailing;
- the design scheme of the proposed dealership includes design considerations provided by the Mini Cooper corporation, and the completed building will be 'funky' to reflect the Mini Cooper product;
- when the design was presented to the City's Advisory Design Panel, the applicant was advised to strengthen the proposed landscape scheme to increase the number of landscaping elements on the site;
- when the landscape design was submitted to the Ministry of Highways and Infrastructure (MOTI) the applicant received advice that existing trees on lands owned by MOTI in front of the proposed building should not be removed;
- off-street/on-site parking spaces total 97, including three handicapped stalls; customer parking stalls are situated near the dealership main entry for convenience and are compatible with McDonald's Restaurant's customer parking scheme;
- the request to vary the minimum aisle width from 7.5 metres to 7.0 metres applies to one location in the drive aisle, a location that is not the busiest part of the site, and if the variance is permitted, the reduction will not impede movement by vehicles around the building; and
- the request to vary the 3.0 metre wide landscaped area requirements adjacent to Hwy. 99 provides an opportunity to supplement the greening of the property edge, and enhance the subject site's appearance.

Panel Discussion

In response to queries, Mr. O'Sheehan advised that:

- there is overgrowth along Hwy. 99 that is not attended to on a frequent basis;
- the requested variances are a result of the unique shape of the subject site, that presents difficulties in designing a prototype building on the site;
- the request for 0 metres for the parking setbacks are driven by the geometry and configuration of the site; and a reduction in the parking setbacks from 3 metres to 0 metres will facilitate parking storage, but will not impede customer parking;

- a green wall, featuring vertical panels covered with vegetation in an artistic arrangement, is situated on a portion of the east property line; signage, but no green wall, is proposed for the north façade.

Mr. O'Sheehan described the architectural form and character of the proposed dealership building and drew the Panel's attention to the following details:

- a variety of shapes and elevations give the facades some sculpturing;
- the primarily dark colour scheme featuring an exterior with a pre-finished aluminum composite panel system, accented with grey and green, provides a contemporary look, reflecting the Mini Cooper product;
- signage located on the south/east side of the building, facing Hwy. 99, features a replicated, life size Mini Cooper that appears to be coming out of the building; this is surrounded by LED lighting;
- glazed doors and windows define the showroom component of the proposed dealership; and
- regular signage is featured at the building's main entry, with LED lighting used at different locations in the building to provide a sense of 'playfulness'.

Ms. Yip added that a solar rooftop on the main building, featuring over 100 panels, greens the building.

In response to the Chair's inquiry, Ms. Yip added that the solar panel rooftop element will not be unsightly as the panel arrays will be boxed in, to make them appear to be an extension of the building.

Mary Chan, Landscape Architect with DMG Landscape Architects, described the landscape design and highlighting the following details:

- the existing landscaping at the McDonald's Restaurant site will not be changed;
- a landscaped island near the dealership main entry will be enhanced, and supplemented with additional trees;
- Katsura trees, as well as yellow foliage trees, will add variety to the site;
- additional evergreen and coniferous trees are part of the landscaping plan, as are ornamental grasses and shrubs, including drought tolerant planting material; and
- new canopy trees will be featured along the Hwy. 99 frontage.

In response to a query regarding the request to reduce the 3.0 metre wide landscaped area requirements adjacent to public roads to 0 metres, Ms. Chan advised that the 0 metre location was a 'pinch point' and did not extend along the length of the Hwy. 99 frontage.

Brian J. Jackson, Director of Development, further advised that: (i) there is an existing 0 metre setback condition also the west of the smaller, existing building; and (ii) the requested 0 metre setback fronting Hwy. 99 would be mitigated with extra vertical green elements to provide a more appealing view for drivers on the highway who would not see shrubs, if shrubs were planted there.

Ms. Chan then added the following information as part of her presentation:

- decorative, permeable pavers are featured on the pedestrian walkways, to delineate them from driving surfaces and to provide a traffic calming measure; permeable pavers used on parking stall surfaces reduce site runoff; and
- trees along Cambie Road, including Austrian Pines, are: (i) well established; (ii) will be maintained; and (iii) will provide a generous canopy.

In response to the Chair's inquiry, the design team advised that the applicant uses a green wall designer who specializes in this type of vertical landscaping. The green wall will feature a variety of plant material changed throughout the year, to add seasonal appeal.

Staff Comments

Mr. Jackson advised that staff supports the application. He noted that, in terms of what existed on the subject site before two of the former buildings on the site were torn down, the previous owners had been parking on MOTI property, substantially encroaching along Hwy. 99 frontage.

To mitigate this situation, staff wanted a significant improvement, and recognizing that (i) a number of cars had to be parked there, and (ii) trucks had to access the site, the plan represents the best achievement for improving upon the past parking situation, with the addition of a significant amount of landscaping along Hwy. 99.

As noted during the discussion, in a couple of locations, the parking setbacks from the lot line that abuts the highway reduces to 0 metres, but in other locations the setback is more generous. Staff is satisfied with the response the applicant had to that set of variances.

Mr. Jackson stated that the minimum drive aisle width variance is very minor, and very localized.

He drew the Panel's attention to the energy efficient features of the design, including the solar panels and water infiltration pavers, and added that although the applicant is not required to do so, the applicant proposes an electric vehicle charge station on site.

Mr. Jackson concluded his remarks by stating that the applicant's building design, construction materials, and the colour scheme respond well to a challenging site. He added that the 'funky' design of the dealership would enhance the Cambie Road/Shell Road/Hwy. 99 location.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair stated that the applicant had done a good job on a site that presented physical constraints. He commended the applicant on the sustainability elements and the number of landscaping elements.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum aisle width from 7.5m to 7.0m;*
 - b) *reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and*
 - c) *reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.*

CARRIED

3. Development Variance Permit 11-586308

(File Ref. No.: DV 11-586308) (REDMS No. 3311399)

APPLICANT: Rashpal Walia

PROPERTY LOCATION: 8200 Claybrook Road

INTENT OF PERMIT:

To vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

Applicant's Comments

Applicant Rashpal Walia, 4831 Tilton Road, advised that the single-family dwelling he proposes for 8200 Claybrook Road was originally designed to front Cobden Road, but when he learned that the City's Parks Department desires to incorporate this road end into Grauer Park, the design plans for the proposed residence were changed. The new plan calls for the proposed dwelling to front onto Claybrook Road.

Mr. Walia noted that the request to vary the exterior side yard to 1.2 metres was in keeping with interior side yard setbacks for other residents in the neighbourhood.

In response to the Chair's query regarding the Panel's request for a landscaping plan for both the front and the side yards, Mr. Walia stated that he is willing and able to provide the requested landscaping plan.

Staff Comments

Mr. Jackson reported that the driveway access to Mr. Walia's proposed dwelling is from Claybrook Road, not Cobden Road, thus making Cobden Road a vehicle free road end.

He stated that Mr. Walia thought the proposed 1.2 metre side yard setback was reasonable to achieve, in light of the exchange for the City to transform the existing roadway into a pedestrian entry to the neighbourhood park.

Mr. Jackson added that a typo in the staff report, on the Data Sheet and the Permit, would be rectified to reflect the 1.2 metre variance, instead of the incorrectly stated 2.0 metre variance.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair reiterated the Panel's request that the applicant submit to the Development Application division of the Planning Department a landscape plan for the front and side yards.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

CARRIED

4. New Business

Mr. Jackson advised that he would arrange for an off-site meeting of Panel members and staff to explore new technology that allows for computer modelling instead of physical modelling, due to an interest expressed by developers.

Development Permit Panel
Wednesday, October 26, 2011

5. Date Of Next Meeting: Wednesday, November 16, 2011

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:06 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, October 26, 2011.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: October 21, 2011
File: DP 11-573871
Re: **Application by Yamamoto Architecture Inc. for a Development Permit at
7251 St. Albans Road**

Staff Recommendation

That a Development Permit be issued which would permit the construction of four (4) townhouse units at 7251 St. Albans Road on a site zoned High Density Townhouses (RTH1).

Brian J. Jackson, MCIP
Director of Development

EL:blg
Att.

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to develop four (4) townhouse units at 7251 St. Albans Road. This site is being rezoned from Single Detached (RS1/E) to High Density Townhouses (RTH1) under Bylaw 8689 (RZ 10-528329).

The site currently contains one (1) single-family home. A Servicing Agreement for frontage beautification along St. Albans Road is required prior to issuance of a Building Permit for the site. It is noted that the new sidewalk must be designed to meander around the protected tree along St. Albans Road. All works at developers sole cost. In addition, a \$3,000 contribution to the Audible Pedestrian Sign (APS) system and pole modifications at the nearby special crosswalk at Bennett Road is required.

Development Information

Please refer to the 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: An 8-unit townhouse complex zoned Medium Density Low Rise Apartments (RAM1);
- To the East: Across St. Albans Road, St. Albans' Anglican Church zoned Assembly (ASY);
- To the South: A duplex zoned Single Detached (RS1/E) and then a three-storey apartment (on top of parking) zoned Medium Density Low Rise Apartments (RAM1); and
- To the West: A three-storey apartment (over a single-storey parking structure) zoned Medium Density Low Rise Apartments (RAM1).

Rezoning and Public Hearing Results

The subject site is located between an townhouse complex (to the north) and a duplex (to the south). There is no opportunity to expand the development site since the owners of the duplex have no intention to sell prior to this proposal being forwarded to Public Hearing.

The Public Hearing for the rezoning of this site was held on February 21, 2011. At the Public Hearing, a resident from the adjacent apartment building expressed his concerns about the removal of a large tree on site and requested that consideration be given to larger replacement trees during the Development Permit Process.

The City's Tree Preservation Coordinator confirmed that the 60 cm calliper Douglas Fir tree has been previously topped at 8 m and again at 10 m. The result is the development of twin co-dominant branches at the 8m up the trunk. There is a visible 14 in. long inclusion at this main branch union. These structural defects are significant points in branch failure, especially in soft wood species such as Douglas Fir. This structural defect cannot be corrected by proper pruning measures. In addition, the tree has a significant lean to the north and at some point, the root plate has shifted as indicate by the lack of basal flare on the north side the tree. Although this tree has

visual presence, it is structurally defective such that it cannot be considered for long-term retention.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP) four (4) replacement trees are required. Due to the configuration of the site and the optimal size for both ease of transport and maximum survival rate after planting, Tulip trees at 11 cm calliper, Purple Saucer Magnolia trees at 7 cm calliper, and Serbian Spruce trees at 4 m height are being proposed. A total of seven (7) replacement trees are integrated into the landscape design, which exceeds the 2:1 replacement ratio.

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 High Density Townhouses (RTH1).

Advisory Design Panel Comments

The subject application was not presented to the Advisory Design Panel on the basis of its small size, that the project generally met all the applicable Development Permit Guidelines, and the overall design and site plan adequately addressed staff comments.

Analysis

Conditions of Adjacency

- The proposed height, building form, siting and orientation of the buildings respect the massing with surrounding existing residential developments.
- Windows on west side of unit A1 are reduced to minimize overlook to west property. Living spaces of the middle units are oriented towards the outdoor amenity space. High windows on second and third floor are incorporated on the north side of all "A" units to minimize loss of privacy and overlook to the adjacent development.
- A 1.8 m (6 ft.) high fence along the south property line will mitigate headlight glare to adjacent duplex to the south.
- Adjacent property to the south is expected to be redeveloped in the future to a housing form similar to the proposed development. A conceptual site development plan is on file. A cross-access agreement allowing access to/from the future development site to the south is secured through the rezoning.

Urban Design and Site Planning

- The layout of the townhouse units is organized along one (1) short east-west drive aisle, providing access to the site and access to all unit garages from St. Albans Road.
- A total of four (4) units in two (2) duplex buildings are proposed. The eastern unit is oriented towards St. Albans Road and its main entrance is oriented towards the street. The main pedestrian accesses to the remaining three (3) units are oriented towards the internal drive aisle.
- Pedestrian character has been maintained and enhanced along St. Albans Road with the provision of at-grade living space, street front entries and additional landscaping.

- Unit A1 is proposed to encroach 1.0 m into the statutory right-of-way (SRW) along the west property line. Engineering Department has no concerns on the proposed encroachment. An encroachment agreement is required prior to Building Permit issuance.
- The provision of residential parking exceeds the bylaw requirement with a total of seven (7) parking spaces for four (4) units.
- One (1) visitor parking space is provided. Although accessible visitor parking space is not required for this small development, the visitor parking stall is proposed next to a walkway in order to provide additional door opening space for wheelchair users.
- A total of five (5) Class-1 bicycle parking spaces are provided within the garages and four (4) Class-2 bicycle parking spaces are provided in the outdoor amenity area.
- An outdoor amenity area is proposed at the center of the site with a play area where it will have passive surveillance from the adjacent units.
- Each unit has private outdoor spaces of approximately 37 m² consisting of front or rear yard and balconies on the second floor. All of the private outdoor spaces can be accessed directly from the living space.
- The recycling enclosure and a concrete pad of garbage collection are located just off the main vehicle entry to the site for easy access. The recycling enclosure has been incorporated into the design of the building to minimize its visual impact.

Architectural Form and Character

- The building forms are well articulated. Visual interest has been incorporated with varying building height, projections, recesses, varying material combinations, and a range of colour finishes.
- A pedestrian scale is achieved along St. Albans Road with the inclusion of windows, well defined individual unit entry, and landscape features.
- The impact of blank garage doors along the internal drive aisle has been mitigated with panel patterned doors, transom windows, planting islands, and pedestrian entries.
- The proposed building materials (hardie-plank siding, hardie-panel, vinyl window, wood trim, wood fascia) are generally consistent with the Official Community Plan (OCP) Guidelines.
- The colour palette includes a range of earth tone colours, highlighted with contrasting trims.
- Accessibility features that allow for aging in place have been incorporated into this development (i.e., blocking in all bathrooms for grab-bars, level handle for all doors, and lever faucet in all bathrooms and powder rooms).
- One (1) convertible unit has been incorporated into the design. Alternate floor plans demonstrating simple conversion potential to accommodate a person in a wheelchair are provided (see alternative floor plans for Unit B where a vertical lift may be installed).

Landscape Design and Open Space Design

- Tree preservation was reviewed at rezoning stage and two (2) bylaw-sized trees on-site are to be removed due to general poor condition. A total of four (4) replacement trees are required.
- The landscape design includes the planting of seven (7) new trees and a variety of shrubs and ground covers, which meets the Official Community Plan (OCP) guidelines for tree replacement and landscaping.
- A mix of large sized coniferous and deciduous trees (in addition to the protected street tree) is proposed in the front yard to provide substantial greenery to the streetscape along St. Albans Road.

- An attractive trellis is proposed at the end of the internal road at the interface with neighbouring site.
- Feature paving is proposed to highlight the site entrance as well as the entrance to the outdoor amenity area.
- Purple flowering Magnolia, which provide a profusion of flowers in spring, summer foliage, fall colour, and sculptural branches in winter along with large open grass area for flexible private use are proposed in each of the private back yards.
- A large children's play area, is proposed for this four (4) unit development. A Cottage Panel, which intended to develop experimenting and pretending skills as well as engaging interactions between children, is proposed in the play area.
- A paved walkway to the play area and a bench complement the play area and facilitate parent supervision.
- Cash-in-lieu for indoor amenity has been provided as a condition of rezoning approvals.
- The applicant has committed to the retention of one (1) street tree along the road frontage and protection of three (3) of the four (4) trees located on the adjacent properties to the north and south. Tree protection fencing on-site around the drip lines of all trees to be retained will be required prior to any construction activities, including building demolition occurring on-site. A contract with a certified arborist to oversee site preparation activities on-site and supervise any constructions and hard surface paving within the protection zone is required.

Crime Prevention Through Environmental Design

- Large glazing areas are included in the unit design to allow for good surveillance around the property and the central amenity area.
- Mailbox is centrally located to allow for passive surveillance.
- Low fences at front yard provide a hierarchy of private spaces.
- 6 ft. high fences at rear yards provide security and privacy.

Sustainability

- Energy efficient appliances will be provided to conserve energy and water.
- Drought tolerant and native planting materials are incorporated into the landscaping design.
- Light coloured roof membrane is chosen to minimize heat island effect.
- Duplex form allows for windows on three (3) sides of units for provision of ample natural light and ventilation.
- High quality exterior materials used with no use of vinyl siding.

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. Therefore, staff recommend support of this Development Permit application



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

EL:blg

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$17,356 (based on total floor area of 8,678ft²).
- Provide proof of contract with a Certified Arborist for supervision of on-site works conducted on the subject site close to all trees to be retained within City's boulevard and on adjacent properties to the north and south (8380 Bennett Road and 7271 St. Albans Road). This includes overseeing all site preparation activities, inspection of tree protection fencing, and supervision of any tree removals, pruning, and fence installation during various stages of the development. The contract should include provisions for completion of a post-impact assessment report (if applicable) to be reviewed by the City;
- City acceptance of the developer's offer to voluntarily contribute \$3,000 towards the Audible Pedestrian Sign (APS) system and pole modifications at nearby special crosswalk at Bennett Road.

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

- Enter into a Servicing Agreement* for the design and construction of beautification treatment to the road frontage. Beautification works include relocating the sidewalk to the property line (a 2 m concrete sidewalk) and installing a 1.51 m grassed and treed boulevard behind the existing curb with City Centre Zed streetlights. It is noted that the new sidewalk must be designed to meander around the protected tree along St. Albans Road. All works at developers sole cost.
- Registration of an encroachment agreement to allow the proposed Building No. 1 to encroach 1.0 m into the SRW along the west property line (Ref. # AC109646, Plan # 81464).
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

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

Development Application Data Sheet Development Applications Division

DP 11-573871

Attachment 1

Address: 7251 St. Albans Road

Applicant: Yamamoto Architecture Inc.

Owner: Kaori Bhimani

Planning Area(s): City Centre Area Plan (Schedule 2.10) – Sub-Area B.1 / St. Albans Sub Area Plan

Floor Area Gross: 806 m² (8,678 ft²)

Floor Area Net: 598 m² (6,436.82 ft²)

	Existing	Proposed
Site Area:	797.5 m ²	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	Multi-Family Low-Rise: three-storey apartments, townhouses, two-family or single-family dwellings	No Change
Zoning:	Single Detached (RS1/E)	High Density Townhouses (RTH1)
Number of Units:	1	4

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.75	0.75	none permitted
Lot Coverage – Building:	Max. 45%	36.6%	none
Lot Coverage – Non-porous Surface	Max. 70%	62.3%	none
Lot Coverage – Landscaping:	Min. 20%	21.2%	none
Setback – Front Yard (m):	Min. 4.5 m	4.5 m	none
Setback – North Side Yard (m):	Min. 2.0 m	2.0 m	none
Setback – South Side Yard (m):	Min. 2.0 m	7.0 m	none
Setback –Rear Yard (m):	Min. 2.0 m	2.0 m	none
Height (m):	12.0 m (3 storeys)	10.21 m (3 storeys)	none
Lot Size (min. dimensions):	600 m ² (min. 20 m wide x 30 m deep)	797.5 m ² (Min. 20.94 m wide x 38.08 m deep)	none
Off-street Parking Spaces – Residential (R) / Visitor (V):	1.4 (R) and 0.2 (V) per unit	1.75 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	7	8	none

Tandem Parking Spaces:	not permitted	0	none
Bicycle Parking Space - Class-1	1.25 spaces per unit = 5 spaces	5	none
Bicycle Parking Space – Class-2	0.2 spaces per unit = 1 space	4	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$4,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	31 m ²	none



City of Richmond
Planning and Development Department

Development Permit

No. DP 11-573871

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 7251 ST. ALBANS ROAD

Address: C/O TAIZO YAMAMOTO
2386 OAK STREET
VANCOUVER, BC V6H 4J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$17,356.00. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 11-573871

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 7251 ST. ALBANS ROAD

Address: C/O TAIZO YAMAMOTO
2386 OAK STREET
VANCOUVER, BC V6H 4J1

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

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

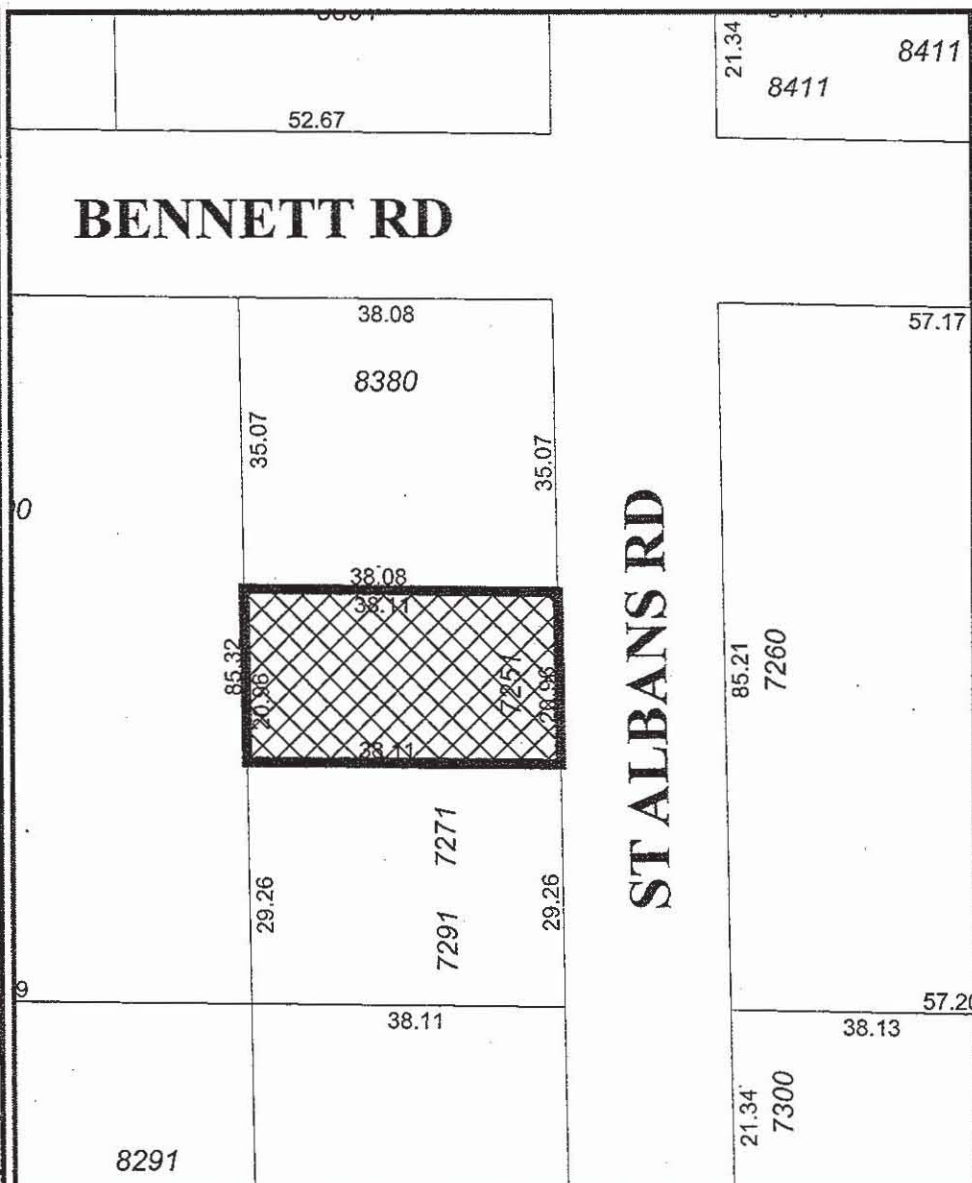
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



City of Richmond

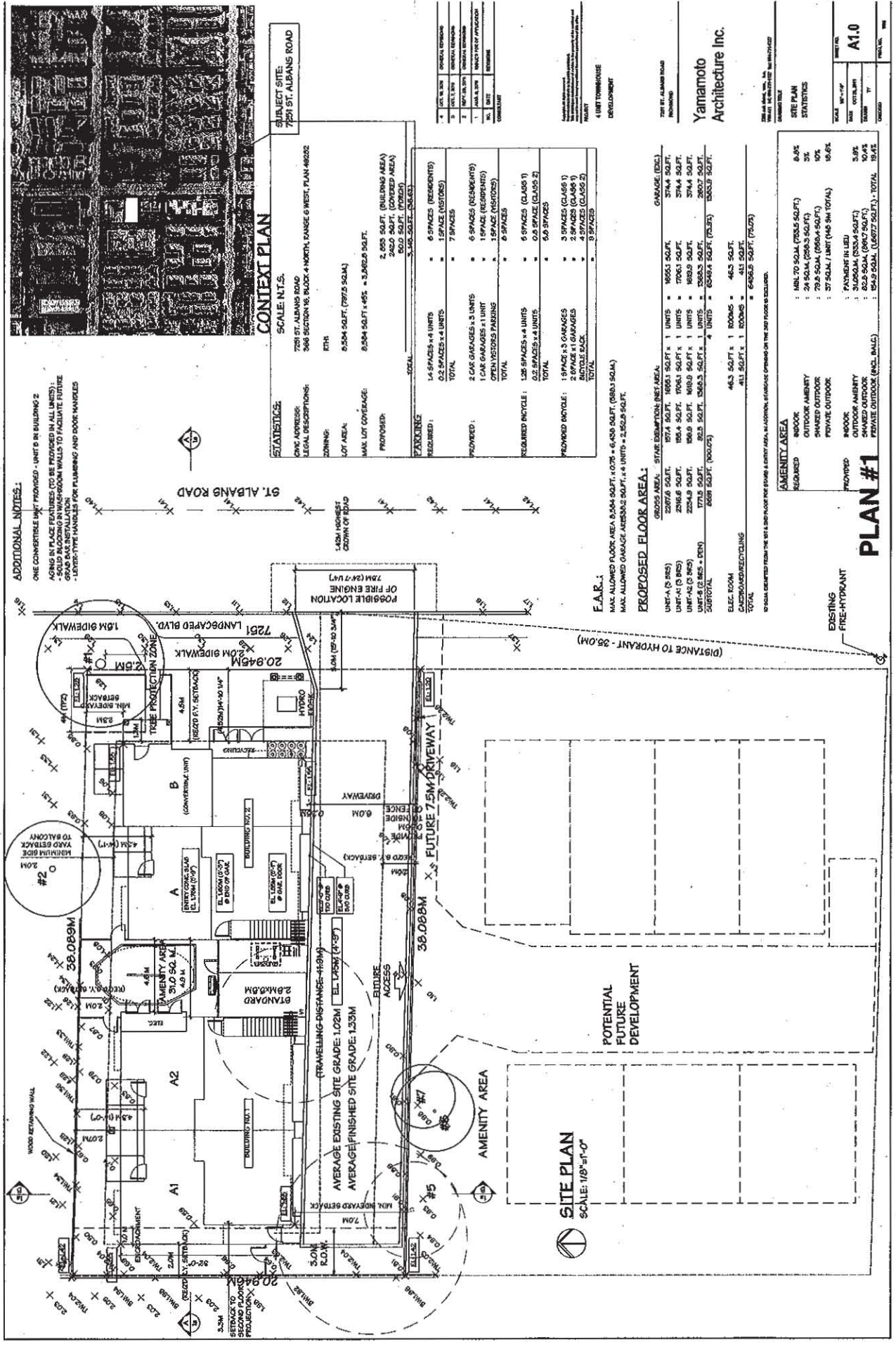


DP 11-573871
SCHEDULE "A"

Original Date: 04/21/11

Revision Date:

Note: Dimensions are in METRES



ADDITIONAL NOTES:
 ONE CONVERTIBLE UNIT PROVIDED - UNIT 6 IN BUILDING 2
 AGING IN PLACE FEATURES TO BE PROVIDED IN ALL UNITS.
 GRADE BAS INSTALLATION APPROX WOULD TO FACILITATE FUTURE
 - LEVEL-TYPE HANDLES FOR PLUMBING AND DOOR MARKERS

CONTEXT PLAN

STATISTICS:
 SCALE: N.T.S.
 7251 ST. ALBANS ROAD
 2466 SECTION 16, BLOCK 4 NORTH, PARSE 6 WEST, PLAN 46222

LEGAL DESCRIPTIONS:
 ZONING: RTH
 LOT AREA: 9,504 SQ.FT. (997.5 SQ.M.)
 MAX LOT COVERAGE: 8,504 SQ.FT. 45% = 3,862.9 SQ.FT.
 PROVIDED: 2,003 SQ.FT. (BUILDING AREA)
 242.0 SQ.FT. (COVERED AREA)
 850.0 SQ.FT. (PARKING)
TOTAL: 3,095.9 SQ.FT. (346.3)

REQUIRED	PROVIDED
14 SPACES (RESIDENTS)	2 CAR GARAGES x 3 UNITS
0.5 SPACES x 4 UNITS	1 CAR GARAGES x 1 UNIT
TOTAL	OPEN VISTORS PARKING
	TOTAL
	138 SPACES x 4 UNITS
	0.2 SPACES x 4 UNITS
	TOTAL
	19 SPACES x 3 GARAGES
	2 SPACES x 1 GARAGES
	BIKES RACK
	TOTAL

F.A.R.:
 MAX ALLOWED FLOOR AREA 8,504 SQ.FT. 45% = 3,862.9 SQ.FT. (386.3 SQ.M.)
 MAX ALLOWED GARAGE AREA 850.0 SQ.FT. 4 UNITS = 2,125.0 SQ.FT.

PROPOSED FLOOR AREA:

PROPOSED AREA	STAFF DEVELOPMENT AREA	GARAGE (GCL)
UNIT-A (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A1 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A2 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A3 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A4 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A5 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A6 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A7 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A8 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A9 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A10 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A11 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A12 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A13 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A14 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A15 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A16 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A17 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A18 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A19 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A20 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A21 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A22 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A23 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A24 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A25 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A26 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A27 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A28 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A29 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A30 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A31 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A32 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A33 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A34 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A35 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A36 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A37 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A38 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A39 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A40 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A41 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A42 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A43 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A44 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A45 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A46 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A47 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A48 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A49 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A50 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A51 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A52 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A53 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A54 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A55 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A56 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A57 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A58 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A59 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A60 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A61 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A62 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A63 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A64 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A65 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A66 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A67 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A68 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A69 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A70 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A71 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A72 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A73 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A74 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A75 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A76 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A77 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A78 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A79 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A80 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A81 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A82 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A83 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A84 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A85 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A86 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A87 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A88 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A89 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A90 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A91 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A92 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A93 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A94 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A95 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A96 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A97 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A98 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A99 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.
UNIT-A100 (RES)	1074.0 SQ.FT. (100.1 SQ.M.)	1074.0 SQ.FT.

EXISTING FIRE-HYDRANT
 (DISTANCE TO HYDRANT - 35.0M)

AMENITY AREA
 REQUIRED
 INDOOR
 OUTDOOR AMENITY
 SHARED OUTDOOR
 PRIVATE OUTDOOR
 PROVIDED
 INDOOR
 OUTDOOR AMENITY
 SHARED OUTDOOR
 PRIVATE OUTDOOR (INC. BAL.)

PLAN #1

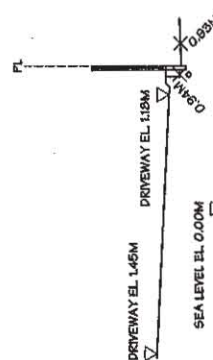
SCALE: 1/8"=1'-0"

Yamamoto
Architecture Inc.

DATE: 10/21/11
 SCALE: 1/8"=1'-0"
 SHEET: 11
 TOTAL: 11

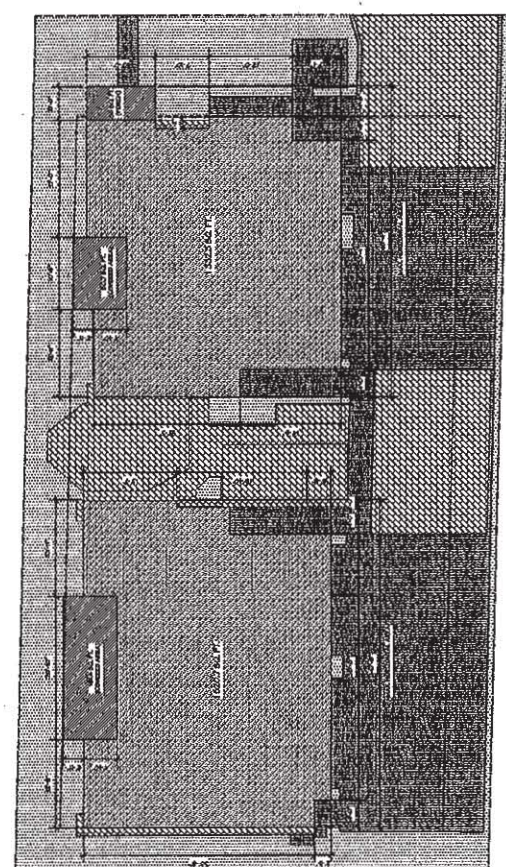
- 1. DRIVEWAY
- 2. DRIVEWAY
- 3. DRIVEWAY
- 4. DRIVEWAY
- 5. DRIVEWAY
- 6. DRIVEWAY
- 7. DRIVEWAY
- 8. DRIVEWAY
- 9. DRIVEWAY
- 10. DRIVEWAY
- 11. DRIVEWAY
- 12. DRIVEWAY
- 13. DRIVEWAY
- 14. DRIVEWAY
- 15. DRIVEWAY
- 16. DRIVEWAY
- 17. DRIVEWAY
- 18. DRIVEWAY
- 19. DRIVEWAY
- 20. DRIVEWAY
- 21. DRIVEWAY
- 22. DRIVEWAY
- 23. DRIVEWAY
- 24. DRIVEWAY
- 25. DRIVEWAY
- 26. DRIVEWAY
- 27. DRIVEWAY
- 28. DRIVEWAY
- 29. DRIVEWAY
- 30. DRIVEWAY
- 31. DRIVEWAY
- 32. DRIVEWAY
- 33. DRIVEWAY
- 34. DRIVEWAY
- 35. DRIVEWAY
- 36. DRIVEWAY
- 37. DRIVEWAY
- 38. DRIVEWAY
- 39. DRIVEWAY
- 40. DRIVEWAY
- 41. DRIVEWAY
- 42. DRIVEWAY
- 43. DRIVEWAY
- 44. DRIVEWAY
- 45. DRIVEWAY
- 46. DRIVEWAY
- 47. DRIVEWAY
- 48. DRIVEWAY
- 49. DRIVEWAY
- 50. DRIVEWAY
- 51. DRIVEWAY
- 52. DRIVEWAY
- 53. DRIVEWAY
- 54. DRIVEWAY
- 55. DRIVEWAY
- 56. DRIVEWAY
- 57. DRIVEWAY
- 58. DRIVEWAY
- 59. DRIVEWAY
- 60. DRIVEWAY
- 61. DRIVEWAY
- 62. DRIVEWAY
- 63. DRIVEWAY
- 64. DRIVEWAY
- 65. DRIVEWAY
- 66. DRIVEWAY
- 67. DRIVEWAY
- 68. DRIVEWAY
- 69. DRIVEWAY
- 70. DRIVEWAY
- 71. DRIVEWAY
- 72. DRIVEWAY
- 73. DRIVEWAY
- 74. DRIVEWAY
- 75. DRIVEWAY
- 76. DRIVEWAY
- 77. DRIVEWAY
- 78. DRIVEWAY
- 79. DRIVEWAY
- 80. DRIVEWAY
- 81. DRIVEWAY
- 82. DRIVEWAY
- 83. DRIVEWAY
- 84. DRIVEWAY
- 85. DRIVEWAY
- 86. DRIVEWAY
- 87. DRIVEWAY
- 88. DRIVEWAY
- 89. DRIVEWAY
- 90. DRIVEWAY
- 91. DRIVEWAY
- 92. DRIVEWAY
- 93. DRIVEWAY
- 94. DRIVEWAY
- 95. DRIVEWAY
- 96. DRIVEWAY
- 97. DRIVEWAY
- 98. DRIVEWAY
- 99. DRIVEWAY
- 100. DRIVEWAY

SITE SECTION B
SCALE: 1/8"=1'-0"



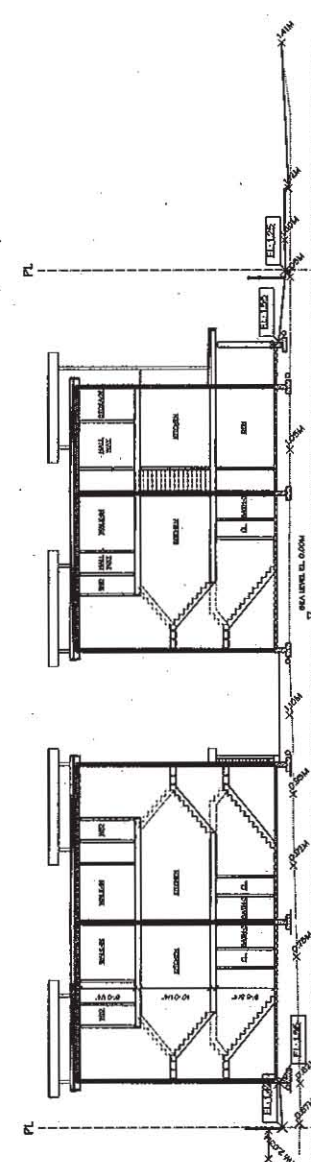
SECTION DETAIL A
SCALE: 1/4"=1'-0"

LOT COVERAGE PLAN
SCALE: 1/8"=1'-0"



- 1. DRIVEWAY
- 2. DRIVEWAY
- 3. DRIVEWAY
- 4. DRIVEWAY
- 5. DRIVEWAY
- 6. DRIVEWAY
- 7. DRIVEWAY
- 8. DRIVEWAY
- 9. DRIVEWAY
- 10. DRIVEWAY
- 11. DRIVEWAY
- 12. DRIVEWAY
- 13. DRIVEWAY
- 14. DRIVEWAY
- 15. DRIVEWAY
- 16. DRIVEWAY
- 17. DRIVEWAY
- 18. DRIVEWAY
- 19. DRIVEWAY
- 20. DRIVEWAY
- 21. DRIVEWAY
- 22. DRIVEWAY
- 23. DRIVEWAY
- 24. DRIVEWAY
- 25. DRIVEWAY
- 26. DRIVEWAY
- 27. DRIVEWAY
- 28. DRIVEWAY
- 29. DRIVEWAY
- 30. DRIVEWAY
- 31. DRIVEWAY
- 32. DRIVEWAY
- 33. DRIVEWAY
- 34. DRIVEWAY
- 35. DRIVEWAY
- 36. DRIVEWAY
- 37. DRIVEWAY
- 38. DRIVEWAY
- 39. DRIVEWAY
- 40. DRIVEWAY
- 41. DRIVEWAY
- 42. DRIVEWAY
- 43. DRIVEWAY
- 44. DRIVEWAY
- 45. DRIVEWAY
- 46. DRIVEWAY
- 47. DRIVEWAY
- 48. DRIVEWAY
- 49. DRIVEWAY
- 50. DRIVEWAY
- 51. DRIVEWAY
- 52. DRIVEWAY
- 53. DRIVEWAY
- 54. DRIVEWAY
- 55. DRIVEWAY
- 56. DRIVEWAY
- 57. DRIVEWAY
- 58. DRIVEWAY
- 59. DRIVEWAY
- 60. DRIVEWAY
- 61. DRIVEWAY
- 62. DRIVEWAY
- 63. DRIVEWAY
- 64. DRIVEWAY
- 65. DRIVEWAY
- 66. DRIVEWAY
- 67. DRIVEWAY
- 68. DRIVEWAY
- 69. DRIVEWAY
- 70. DRIVEWAY
- 71. DRIVEWAY
- 72. DRIVEWAY
- 73. DRIVEWAY
- 74. DRIVEWAY
- 75. DRIVEWAY
- 76. DRIVEWAY
- 77. DRIVEWAY
- 78. DRIVEWAY
- 79. DRIVEWAY
- 80. DRIVEWAY
- 81. DRIVEWAY
- 82. DRIVEWAY
- 83. DRIVEWAY
- 84. DRIVEWAY
- 85. DRIVEWAY
- 86. DRIVEWAY
- 87. DRIVEWAY
- 88. DRIVEWAY
- 89. DRIVEWAY
- 90. DRIVEWAY
- 91. DRIVEWAY
- 92. DRIVEWAY
- 93. DRIVEWAY
- 94. DRIVEWAY
- 95. DRIVEWAY
- 96. DRIVEWAY
- 97. DRIVEWAY
- 98. DRIVEWAY
- 99. DRIVEWAY
- 100. DRIVEWAY

SITE SECTION A
SCALE: 1/8"=1'-0"



PLAN #1a

SCALE	AS SHOWN
DATE	10/15/2011
BY	Y
PROJECT	LOT COVERAGE OVERLAY
DESCRIPTION	SITE SECTION & DETAIL

Yamamoto
Architecture Inc.

TEST OF ALABAMA ROAD

4 UNIT TOWNHOUSE

DEVELOPMENT

1	LOCAL EL. 1.20M	LOCAL EL. 1.20M
2	LOCAL EL. 1.20M	LOCAL EL. 1.20M
3	LOCAL EL. 1.20M	LOCAL EL. 1.20M
4	LOCAL EL. 1.20M	LOCAL EL. 1.20M
5	LOCAL EL. 1.20M	LOCAL EL. 1.20M
6	LOCAL EL. 1.20M	LOCAL EL. 1.20M
7	LOCAL EL. 1.20M	LOCAL EL. 1.20M
8	LOCAL EL. 1.20M	LOCAL EL. 1.20M
9	LOCAL EL. 1.20M	LOCAL EL. 1.20M
10	LOCAL EL. 1.20M	LOCAL EL. 1.20M
11	LOCAL EL. 1.20M	LOCAL EL. 1.20M
12	LOCAL EL. 1.20M	LOCAL EL. 1.20M
13	LOCAL EL. 1.20M	LOCAL EL. 1.20M
14	LOCAL EL. 1.20M	LOCAL EL. 1.20M
15	LOCAL EL. 1.20M	LOCAL EL. 1.20M
16	LOCAL EL. 1.20M	LOCAL EL. 1.20M
17	LOCAL EL. 1.20M	LOCAL EL. 1.20M
18	LOCAL EL. 1.20M	LOCAL EL. 1.20M
19	LOCAL EL. 1.20M	LOCAL EL. 1.20M
20	LOCAL EL. 1.20M	LOCAL EL. 1.20M
21	LOCAL EL. 1.20M	LOCAL EL. 1.20M
22	LOCAL EL. 1.20M	LOCAL EL. 1.20M
23	LOCAL EL. 1.20M	LOCAL EL. 1.20M
24	LOCAL EL. 1.20M	LOCAL EL. 1.20M
25	LOCAL EL. 1.20M	LOCAL EL. 1.20M
26	LOCAL EL. 1.20M	LOCAL EL. 1.20M
27	LOCAL EL. 1.20M	LOCAL EL. 1.20M
28	LOCAL EL. 1.20M	LOCAL EL. 1.20M
29	LOCAL EL. 1.20M	LOCAL EL. 1.20M
30	LOCAL EL. 1.20M	LOCAL EL. 1.20M
31	LOCAL EL. 1.20M	LOCAL EL. 1.20M
32	LOCAL EL. 1.20M	LOCAL EL. 1.20M
33	LOCAL EL. 1.20M	LOCAL EL. 1.20M
34	LOCAL EL. 1.20M	LOCAL EL. 1.20M
35	LOCAL EL. 1.20M	LOCAL EL. 1.20M
36	LOCAL EL. 1.20M	LOCAL EL. 1.20M
37	LOCAL EL. 1.20M	LOCAL EL. 1.20M
38	LOCAL EL. 1.20M	LOCAL EL. 1.20M
39	LOCAL EL. 1.20M	LOCAL EL. 1.20M
40	LOCAL EL. 1.20M	LOCAL EL. 1.20M
41	LOCAL EL. 1.20M	LOCAL EL. 1.20M
42	LOCAL EL. 1.20M	LOCAL EL. 1.20M
43	LOCAL EL. 1.20M	LOCAL EL. 1.20M
44	LOCAL EL. 1.20M	LOCAL EL. 1.20M
45	LOCAL EL. 1.20M	LOCAL EL. 1.20M
46	LOCAL EL. 1.20M	LOCAL EL. 1.20M
47	LOCAL EL. 1.20M	LOCAL EL. 1.20M
48	LOCAL EL. 1.20M	LOCAL EL. 1.20M
49	LOCAL EL. 1.20M	LOCAL EL. 1.20M
50	LOCAL EL. 1.20M	LOCAL EL. 1.20M
51	LOCAL EL. 1.20M	LOCAL EL. 1.20M
52	LOCAL EL. 1.20M	LOCAL EL. 1.20M
53	LOCAL EL. 1.20M	LOCAL EL. 1.20M
54	LOCAL EL. 1.20M	LOCAL EL. 1.20M
55	LOCAL EL. 1.20M	LOCAL EL. 1.20M
56	LOCAL EL. 1.20M	LOCAL EL. 1.20M
57	LOCAL EL. 1.20M	LOCAL EL. 1.20M
58	LOCAL EL. 1.20M	LOCAL EL. 1.20M
59	LOCAL EL. 1.20M	LOCAL EL. 1.20M
60	LOCAL EL. 1.20M	LOCAL EL. 1.20M
61	LOCAL EL. 1.20M	LOCAL EL. 1.20M
62	LOCAL EL. 1.20M	LOCAL EL. 1.20M
63	LOCAL EL. 1.20M	LOCAL EL. 1.20M
64	LOCAL EL. 1.20M	LOCAL EL. 1.20M
65	LOCAL EL. 1.20M	LOCAL EL. 1.20M
66	LOCAL EL. 1.20M	LOCAL EL. 1.20M
67	LOCAL EL. 1.20M	LOCAL EL. 1.20M
68	LOCAL EL. 1.20M	LOCAL EL. 1.20M
69	LOCAL EL. 1.20M	LOCAL EL. 1.20M
70	LOCAL EL. 1.20M	LOCAL EL. 1.20M
71	LOCAL EL. 1.20M	LOCAL EL. 1.20M
72	LOCAL EL. 1.20M	LOCAL EL. 1.20M
73	LOCAL EL. 1.20M	LOCAL EL. 1.20M
74	LOCAL EL. 1.20M	LOCAL EL. 1.20M
75	LOCAL EL. 1.20M	LOCAL EL. 1.20M
76	LOCAL EL. 1.20M	LOCAL EL. 1.20M
77	LOCAL EL. 1.20M	LOCAL EL. 1.20M
78	LOCAL EL. 1.20M	LOCAL EL. 1.20M
79	LOCAL EL. 1.20M	LOCAL EL. 1.20M
80	LOCAL EL. 1.20M	LOCAL EL. 1.20M
81	LOCAL EL. 1.20M	LOCAL EL. 1.20M
82	LOCAL EL. 1.20M	LOCAL EL. 1.20M
83	LOCAL EL. 1.20M	LOCAL EL. 1.20M
84	LOCAL EL. 1.20M	LOCAL EL. 1.20M
85	LOCAL EL. 1.20M	LOCAL EL. 1.20M
86	LOCAL EL. 1.20M	LOCAL EL. 1.20M
87	LOCAL EL. 1.20M	LOCAL EL. 1.20M
88	LOCAL EL. 1.20M	LOCAL EL. 1.20M
89	LOCAL EL. 1.20M	LOCAL EL. 1.20M
90	LOCAL EL. 1.20M	LOCAL EL. 1.20M
91	LOCAL EL. 1.20M	LOCAL EL. 1.20M
92	LOCAL EL. 1.20M	LOCAL EL. 1.20M
93	LOCAL EL. 1.20M	LOCAL EL. 1.20M
94	LOCAL EL. 1.20M	LOCAL EL. 1.20M
95	LOCAL EL. 1.20M	LOCAL EL. 1.20M
96	LOCAL EL. 1.20M	LOCAL EL. 1.20M
97	LOCAL EL. 1.20M	LOCAL EL. 1.20M
98	LOCAL EL. 1.20M	LOCAL EL. 1.20M
99	LOCAL EL. 1.20M	LOCAL EL. 1.20M
100	LOCAL EL. 1.20M	LOCAL EL. 1.20M

DP11573871

PLAN #1A

OCT 2 1 2011

4	OCT. 16, 2004	ORIGINAL RETURNED
5	OCT. 7, 2004	ORIGINAL RETURNED
2	OCT. 28, 2004	ORIGINAL RETURNED
1	AUG. 9, 2004	MAILED FOR DE APPLICATION
NO.	DATE	REMARKS

Copyright and design reserved.
Reproduction without written consent is prohibited.
This drawing is an indication of the value for the property. The actual cost
may not be identical to the value indicated by this drawing.

7351 ST. ALBANS ROAD

**Yamamoto
Architecture Inc.**

SECRET

PARKING PLAN



GF-02

HH CLASS 2
BICYCLE RACK (EXTERIOR)
4 SLOTS


CLASS 1
HORIZONTAL BICYCLE SPACE (GARAGE)
1.8M x 0.6M


STANDARD PARKING SPACE (GARAGE)
2.5M x 5.5M


ACCESSIBLE PARKING SPACE
(GARAGE)
3.7M x 5.5M

STANDARD PARKING SPACE
(VISITOR PARKING)
2.8M x 5.5M

PARKING	1.4 SPACES x 4 UNITS	6 SPACES (RESIDENTS)
	0.2 SPACES x 4 UNITS	1 SPACE (VISITORS)
	TOTAL	7 SPACES
PROVIDED:	2 CAR GARAGES x 3 UNITS	6 SPACE (RESIDENTS)
	1 CAR GARAGES x 1 UNIT	1 SPACE (RESIDENTS)
	OPEN VISITOR PARKING	1 SPACE (VISITORS)
	TOTAL	8 SPACES
REQUIRED BICYCLE:	128 SPACES x 4 UNITS	5 SPACES (CLASS 1)
	0.2 SPACES x 4 UNITS	0.8 SPACE (CLASS 2)
	TOTAL	5.8 SPACES
PROVIDED BICYCLE:	1 SPACE x 3 GARAGES	3 SPACES (CLASS 1)
	2 SPACE x 3 GARAGES	2 SPACES (CLASS 2)
	BICYCLE RACK	4 SPACES (CLASS 2)
	TOTAL	9 SPACES

 SHARED OUTDOOR AMENITY AREA: 310 SQ.M.

 SHARED OUTDOOR SPACE: 820 SQ.M.

 PRIVATE OUTDOOR SPACE (INCL. BALC.) - 154.7 SQ.M.

PROJECT
4 UNIT TOWNHOUSE
DEVELOPMENT

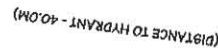
**Yamamoto
Architecture Inc.**

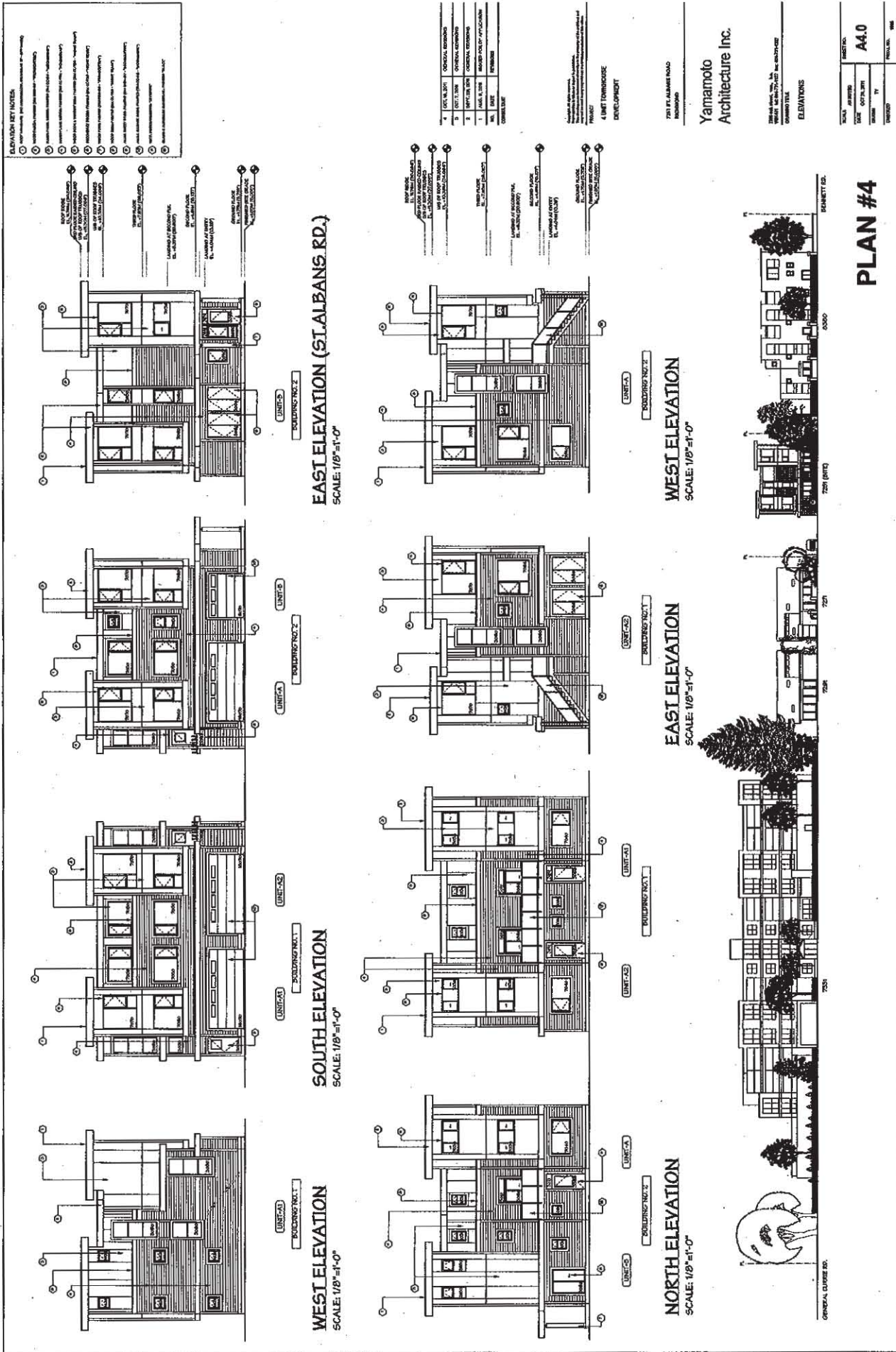
CONCEPT PLAN

SCALE	AS NOTED	A2.1	SHEET NO.
DATE	APPROVED & SEAL		P&M NO. 1985
DESIGN	BY		
CHECKED			

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

POTENTIAL
FUTURE
DEVELOPMENT





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

PLAN #4

Yamamoto
Architecture Inc.

ELEVATIONS

201 PL ALBANS ROAD

BRANDENBURG

4 UNIT TOWNHOUSE

DEVELOPMENT

NO.	DATE	DESCRIPTION
1	01/11/11	CONCEPT DESIGN
2	02/11/11	CONCEPT DESIGN
3	03/11/11	CONCEPT DESIGN
4	04/11/11	CONCEPT DESIGN
5	05/11/11	CONCEPT DESIGN
6	06/11/11	CONCEPT DESIGN
7	07/11/11	CONCEPT DESIGN
8	08/11/11	CONCEPT DESIGN
9	09/11/11	CONCEPT DESIGN
10	10/11/11	CONCEPT DESIGN
11	11/11/11	CONCEPT DESIGN
12	12/11/11	CONCEPT DESIGN
13	01/12/11	CONCEPT DESIGN
14	02/12/11	CONCEPT DESIGN
15	03/12/11	CONCEPT DESIGN
16	04/12/11	CONCEPT DESIGN
17	05/12/11	CONCEPT DESIGN
18	06/12/11	CONCEPT DESIGN
19	07/12/11	CONCEPT DESIGN
20	08/12/11	CONCEPT DESIGN
21	09/12/11	CONCEPT DESIGN
22	10/12/11	CONCEPT DESIGN
23	11/12/11	CONCEPT DESIGN
24	12/12/11	CONCEPT DESIGN
25	01/01/12	CONCEPT DESIGN
26	02/01/12	CONCEPT DESIGN
27	03/01/12	CONCEPT DESIGN
28	04/01/12	CONCEPT DESIGN
29	05/01/12	CONCEPT DESIGN
30	06/01/12	CONCEPT DESIGN
31	07/01/12	CONCEPT DESIGN
32	08/01/12	CONCEPT DESIGN
33	09/01/12	CONCEPT DESIGN
34	10/01/12	CONCEPT DESIGN
35	11/01/12	CONCEPT DESIGN
36	12/01/12	CONCEPT DESIGN
37	01/02/12	CONCEPT DESIGN
38	02/02/12	CONCEPT DESIGN
39	03/02/12	CONCEPT DESIGN
40	04/02/12	CONCEPT DESIGN
41	05/02/12	CONCEPT DESIGN
42	06/02/12	CONCEPT DESIGN
43	07/02/12	CONCEPT DESIGN
44	08/02/12	CONCEPT DESIGN
45	09/02/12	CONCEPT DESIGN
46	10/02/12	CONCEPT DESIGN
47	11/02/12	CONCEPT DESIGN
48	12/02/12	CONCEPT DESIGN
49	01/03/12	CONCEPT DESIGN
50	02/03/12	CONCEPT DESIGN
51	03/03/12	CONCEPT DESIGN
52	04/03/12	CONCEPT DESIGN
53	05/03/12	CONCEPT DESIGN
54	06/03/12	CONCEPT DESIGN
55	07/03/12	CONCEPT DESIGN
56	08/03/12	CONCEPT DESIGN
57	09/03/12	CONCEPT DESIGN
58	10/03/12	CONCEPT DESIGN
59	11/03/12	CONCEPT DESIGN
60	12/03/12	CONCEPT DESIGN
61	01/04/12	CONCEPT DESIGN
62	02/04/12	CONCEPT DESIGN
63	03/04/12	CONCEPT DESIGN
64	04/04/12	CONCEPT DESIGN
65	05/04/12	CONCEPT DESIGN
66	06/04/12	CONCEPT DESIGN
67	07/04/12	CONCEPT DESIGN
68	08/04/12	CONCEPT DESIGN
69	09/04/12	CONCEPT DESIGN
70	10/04/12	CONCEPT DESIGN
71	11/04/12	CONCEPT DESIGN
72	12/04/12	CONCEPT DESIGN
73	01/05/12	CONCEPT DESIGN
74	02/05/12	CONCEPT DESIGN
75	03/05/12	CONCEPT DESIGN
76	04/05/12	CONCEPT DESIGN
77	05/05/12	CONCEPT DESIGN
78	06/05/12	CONCEPT DESIGN
79	07/05/12	CONCEPT DESIGN
80	08/05/12	CONCEPT DESIGN
81	09/05/12	CONCEPT DESIGN
82	10/05/12	CONCEPT DESIGN
83	11/05/12	CONCEPT DESIGN
84	12/05/12	CONCEPT DESIGN
85	01/06/12	CONCEPT DESIGN
86	02/06/12	CONCEPT DESIGN
87	03/06/12	CONCEPT DESIGN
88	04/06/12	CONCEPT DESIGN
89	05/06/12	CONCEPT DESIGN
90	06/06/12	CONCEPT DESIGN
91	07/06/12	CONCEPT DESIGN
92	08/06/12	CONCEPT DESIGN
93	09/06/12	CONCEPT DESIGN
94	10/06/12	CONCEPT DESIGN
95	11/06/12	CONCEPT DESIGN
96	12/06/12	CONCEPT DESIGN
97	01/07/12	CONCEPT DESIGN
98	02/07/12	CONCEPT DESIGN
99	03/07/12	CONCEPT DESIGN
100	04/07/12	CONCEPT DESIGN

NOTES

1. ALL DIMENSIONS ARE IN FEET AND INCHES.

2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.

3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

4. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

5. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

6. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

7. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

8. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

9. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

10. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

11. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

12. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

13. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

14. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

15. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

16. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

17. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

18. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

19. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

20. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

21. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

22. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

23. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

24. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

25. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

26. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

27. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

28. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

29. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

30. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

31. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

32. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

33. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

34. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

35. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

36. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

37. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

38. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

39. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

40. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

41. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

42. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

43. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

44. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

45. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

46. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

47. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

48. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

49. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

50. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

51. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

52. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

53. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

54. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

55. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

56. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

57. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

58. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

59. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

60. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

61. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

62. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

63. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

64. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

65. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

66. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

67. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

68. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

69. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

70. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

71. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

72. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

73. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

74. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

75. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

76. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

77. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

78. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

79. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

80. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

81. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

82. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

83. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

84. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

85. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

86. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

87. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

88. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

89. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

90. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

91. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

92. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

93. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

94. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

95. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

96. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

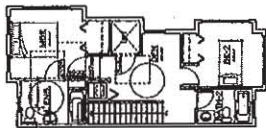
97. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

98. ALL DIMENSIONS ARE TO INTERIOR FACE UNLESS NOTED OTHERWISE.

99. ALL DIMENSIONS ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

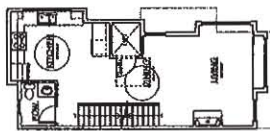
100. ALL DIMENSIONS ARE TO EXTERIOR FACE UNLESS NOTED OTHERWISE.

THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE ARCHITECT TO PROVIDE THE NECESSARY INFORMATION FOR THE ENGINEER TO DESIGN THE STRUCTURE. THE ENGINEER SHALL BE RESPONSIBLE FOR THE STRUCTURAL DESIGN AND FOR THE NECESSARY CALCULATIONS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ARCHITECTURAL DESIGN AND FOR THE NECESSARY DETAILS. THE ENGINEER SHALL BE RESPONSIBLE FOR THE STRUCTURAL DESIGN AND FOR THE NECESSARY CALCULATIONS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ARCHITECTURAL DESIGN AND FOR THE NECESSARY DETAILS.

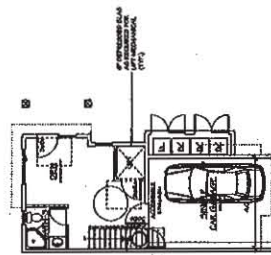


THE KITCHEN IS TO BE CONVERTED INTO A LIVING AREA. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ARCHITECTURAL DESIGN AND FOR THE NECESSARY DETAILS. THE ENGINEER SHALL BE RESPONSIBLE FOR THE STRUCTURAL DESIGN AND FOR THE NECESSARY CALCULATIONS.

THIRD FLOOR



SECOND FLOOR



GROUND FLOOR

CONVERTIBLE UNIT PLAN
SCALE: 1/8"=1'-0"

PLAN #6

DATE	10/2/2011
BY	YAMAMOTO
SCALE	1/8"=1'-0"
PROJECT	CONVERTIBLE UNIT PLAN
SHEET NO.	A6.0

CONVERTIBLE UNIT PLAN
YAMAMOTO ARCHITECTURE INC.
1000 10TH AVENUE, SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.YAMAMOTOARCHITECT.COM

Yamamoto
Architecture Inc.

PROJECT
CONVERTIBLE UNIT PLAN
DEVELOPMENT

1	1000 10TH AVENUE, SUITE 100
2	1000 10TH AVENUE, SUITE 100
3	1000 10TH AVENUE, SUITE 100
4	1000 10TH AVENUE, SUITE 100
5	1000 10TH AVENUE, SUITE 100
6	1000 10TH AVENUE, SUITE 100
7	1000 10TH AVENUE, SUITE 100
8	1000 10TH AVENUE, SUITE 100
9	1000 10TH AVENUE, SUITE 100
10	1000 10TH AVENUE, SUITE 100

REFERENCE PLAN

OCT 2 1 2011

2011 11 573871