



## Development Permit Panel

### Council Chambers

Wednesday, August 24, 2011

3:30 p.m.

#### 1. Minutes

*Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, July 27, 2011.*



#### 2. Development Permit 09-498967

(File Ref. No.: DP 09-498967) (REDMS No. 3256988)

TO VIEW ePLANS CLICK HERE

APPLICANT: OTO Development Ltd.

PROPERTY LOCATION: 8080 and 8100 Blundell Road

INTENT OF PERMIT:

1. Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - (a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and
  - (b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.

#### Manager's Recommendations

*That a Development Permit be issued which would:*

1. *Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and*

2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*

- (a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and*
- (b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.*



3. **Development Variance DV 11-581634**

(File Ref. No.: DV11-581634 )(REDMS No. 3288463)

TO VIEW ePLANS CLICK HERE

APPLICANT: CTA Design Group

PROPERTY LOCATION: 11120 Silversmith Place

INTENT OF PERMIT:

- 1. To vary the maximum building height of a building within the Industrial Business Park (IB1) zone:
  - (a) from 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and
  - (b) from 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.

**Manager's Recommendations**

- 1. *That a Development Variance Permit be issued which would vary the maximum building height of a building within the Industrial Business Park (IB1) zone:*
  - (a) from 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and*
  - (b) from 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.*



4. **New Business**

5. **Date Of Next Meeting: Wednesday, September 14, 2011**

6. **Adjournment**



## Development Permit Panel

Wednesday, July 27, 2011

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
Robert Gonzalez, General Manager, Engineering and Public Works  
Dave Semple, General Manager, Parks and Recreation

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, July 13, 2011, be adopted.*

**CARRIED**

### 2. Development Permit 10-545704

(File Ref. No.: DP 10-545704) (REDMS No. 3218163)

APPLICANT: Chen Design Studio

PROPERTY LOCATION: 7900 Bennett Road

INTENT OF PERMIT:

1. Permit the construction of two (2) back-to-back duplexes at 7900 Bennett Road on a site zoned "Infill Residential (RI2)"; and
2. Vary the provisions of the Richmond Zoning Bylaw No. 8500 to permit a 0.5m building projection beyond the vertical height envelope.

#### Applicant's Comments

Xi Chen, Designer, Chen Design Studio, provided the following details regarding the proposed two back-to-back duplexes at 7900 Bennett Road:

- the subject site was subdivided into two new lots, and a two-unit duplex building is proposed for each lot;

- the proposed design of the buildings are two-storey wood frame homes, approximately the same height as existing adjacent residences;
- the proposed front yard setback matches the front yard setback of existing adjacent homes;
- the proposed density is 0.55 floor area ratio;
- architectural form and character is similar to single-family, duplex, and two-storey townhouse residences on adjacent lots;
- Crime Prevention Through Environmental Design (CPTED) is applied to the proposed development, and safety and security is enhanced by: (i) a front fence that is less than 1 metre in height to allow casual observation of the street; (ii) well lit entrances to residences; and (iii) a shared tenant pathway for “B” units;
- accessibility features are in place throughout the design scheme, and aging-in-place features are provided in all units;
- the rear “B” units will be convertible, and have the base level of accessible features, such as widened doors, stairs and corridors throughout;
- framing and electrical elements are included for a future stair lift, and the living room is convertible into a bedroom, with an accessible washroom included;
- sustainability features on site include permeable pavers, low flow fixtures and faucets, water efficient appliances, and dual flush toilets;
- there are motion sensors and timers in the public area to reduce electricity consumption;
- low glazing is used, as are low emitting materials, where applicable; and
- operable windows will create a better indoor environment.

In response to the Chair’s query regarding parking, Ms. Chen stated that the zoning bylaw requirement of greater than 1.0 resident parking spaces per dwelling unit, or 0.5 parking spaces per bedroom (3 spaces per lot), is achieved.

In response to the Chair’s request for information regarding access to the site, garages, and landscaping, Masa Ito, Ito and Associates, Landscape Architects, advised that:

- rear lane access is provided to this site from Acheson Road, with parking garages at the rear of the site;
- the landscape scheme includes a patio space at the front of each unit, and boulevard street trees; and
- an open arbour denotes the main entrance to the site.



### **Panel Discussion**

Discussion ensued between the Panel and Mr. Ito regarding:

- all parking is at the rear of the subject site, and a pathway in the centre of the site features some low landscaping to soften the edges;
- the proposed fence could be relocated further toward the north, to allow the addition of more landscaping elements;
- the access from the lane is a hard surface;
- no outdoor amenity space is provided on site, but the project is located close to the City's Brighthouse Park, an area that offers outdoor space; and
- fencing the perimeter is a questionable solution to adjacency issues.

Discussion continued with the Panel questioning the appropriateness of: (i) a lack of outdoor space; (ii) reliance on Brighthouse Park for outdoor activity for children; (iii) questionable safety for children leaving the subject site and going to Brighthouse Park for play; and (iv) the general lack of quiet outdoor space on the subject site.

### **Staff Comments**

Brian J. Jackson, Director of Development, advised that the unique zone "Infill Residential" was created specifically for the Atchison Road/Bennett Road area, and that the zone has no requirement for a common outdoor amenity space, though the infill residential project to the east of the subject site features detached garages.

The design scheme includes a trade off between attached garages and having additional parking off the lane, and pushing the garages further south.

In response to a query from the Chair, Mr. Jackson advised that if the applicant moved the garages further north on the subject site without a dedication on the south side, vehicles might have a problem manoeuvring onto the half lane.

### **Gallery Comments**

Bob Harrison, 9591 McBurney Drive, stated that a 3:30 p.m. start time for a Panel meeting was inconvenient for some residents.

### **Correspondence**

None.

### **Panel Discussion**

The Chair stated that the project's design could be more appropriate and more sensitively executed in terms of: (i) landscaping; (ii) presentation to the lane; (iii) whether there is a way to make access to the site, and parking, more workable; and (iv) the provision for usable outdoor space for each unit.

The Chair added that he had a concern regarding liveability for future residents of the rear, or, "B" units.

The Panel further commented that: (i) now was an opportune time to be creative; and (ii) replacing fences was an inadequate response to interface with adjacent properties.

**Panel Decision**

It was moved and seconded

***That Development Permit 10-545704 be referred back to staff for further examination of:***

- (i) the landscaping scheme;***
- (ii) presentation to the lane;***
- (iii) access to the site;***
- (iv) on-site parking; and***
- (v) provision of useable outdoor space for each unit.***

**CARRIED**

**3. Development Permit DV 10-542375**

(File Ref. No.: DV 10-542375) (REDMS No. 3227953)

APPLICANT: Provincial Rental Housing Corporation

PROPERTY LOCATION: 8180 Ash Street

INTENT OF PERMIT:

1. Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
2. Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6

To permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing affordable single-family dwellings.

**Applicant's Comments**

Julio Gomberoff, Retired Architect, 455 Beach Crescent, Vancouver, spoke in general terms regarding: (i) the more than 6 feet of frontage; (ii) the recessed property line; (iii) the unique hammerhead driveway arrangement that allows for cars to go forward onto Dayton Court; (iv) the size of the six proposed lots exceeds the zoning bylaw requirement; (v) the 2 ½ storey height of the proposed homes; (vi) the finished site grade; (vii) the subject site's potential to add between 6 and 9 cars to the neighbourhood; and (viii) shrubs, grass, and the number of trees to be planted on site as part of the landscaping scheme.



**Development Permit Panel**  
**Wednesday, July 27, 2011**

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In concluding his remarks, Mr. Gomberoff stated that the project is 99.9% in compliance with the City's zoning bylaw.

The Chair noted that the requested variances indicated that the project is not in compliance with the City's zoning bylaw.

Naomi Brunemeyer, Manager, Regional Development, B.C. Housing Management Commission, explained the relationship between the Provincial Rental Housing Corporation and the B.C. Housing Management Commission.

She remarked that the application is an overall housing package, and that the Provincial Rental Housing Corporation has owned the site for some time, and has tried to achieve more density on the site. Ms. Brunemeyer drew the Panel's attention to the following features of the proposed development:

- the application was originally presented to the Development Permit Panel in February 2011, and since that time the applicant has worked with City staff to address concerns regarding the original driveway design;
- the hammerhead driveway arrangement that has been incorporated addresses the manoeuvring issue, allowing vehicles to turn around and exit the common driveway by driving forward, not backing out;
- single-family residences would better suit the neighbourhood's needs;
- six lots on the site would make for cost efficiency;
- the application presents an affordable home ownership opportunity for families and individuals with low to moderate incomes, defined as a household income of slightly below \$65,000 annually, and purchasers would qualify for an external mortgage;
- income from tenants in small rental suites in each proposed residence would help the owners' finances;
- there is not much affordable housing ownership in the province, but research shows that it is usually young families who take advantage of opportunities such as those offered by the applicant, and that the owners are willing to spend more time living in their affordable homes;
- on-site parking provisions are more generous in the current design scheme than those in the earlier design scheme, presented to the Panel in February 2011;
- at a public Open House hosted by BC Housing on June 21, 2011, the application was submitted to attendees for feedback;
- before the applicant can move forward with the proposal, the applicant must learn if the request for variances is successful;
- building drawings could be submitted for review by the applicant, to area residents, to provide assurance before construction began; and
- the applicant would work with the City to ensure that the project complies with all City bylaws and policies.

### **Panel Discussion**

The Chair noted that efforts had been made to address the issues of access, parking and manoeuvring of vehicles on site that arose at the February 16, 2011 Development Permit Panel meeting, and that the modified plans, including the hammerhead driveway design, appeared to be a good one.

Mr. Gomberoff remarked that an extension of the existing cul de sac was considered, but the dimensions did not work for that scenario, and so the hammerhead driveway design was the best solution.

In response to a query from the Chair, Mr. Gomberoff advised that the proposed development exceeds the minimum parking requirements, as each lot fronting Dayton Court provides adequate space for four vehicles outside of the on-site manoeuvring area.

### **Staff Comments**

Mr. Jackson noted that although the application is an unusual one, staff supports the proposed variances that would facilitate subdivision of the subject site to accommodate six single-family homes.

Mr. Jackson also noted that no increase in the height of the dwellings was being sought, and, in response to a query from the Chair, indicated that the single family houses would be built at the same density as other houses on Dayton Court, and the lot coverage was significantly less.

He noted that the applicant had made changes to the plan since first presenting it to the Panel in February 2011, to reflect concerns raised by neighbours, and to ensure that vehicles would not back out onto the cul de sac.

In response to a query from the Chair, Mr. Jackson stated that financial security will be achieved to ensure the installation of the landscaping element to reconfigure the emergency access.

In response to a further query from the Chair, Mr. Jackson advised that the applicant is willing to submit the building permit information for review.

### **Gallery Comments**

The Chair requested that, for the benefit of those assembled in the gallery, Mr. Gomberoff use the display boards to provide details regarding: (i) parking and landscaping; (ii) the pedestrian walkway; (iii) the siting of the proposed houses; and (iv) the location of the replacement trees.

Bob Harrison, 9591 McBurney Drive, outlined his understanding of the history of past applications for 8180 Ash Street. He complimented the architect on the design scheme and then stated that he thought four or five, not six, structures were planned for the subject site.



In conclusion he remarked that he wanted to: (i) see a proposal outlining how the proposed development would be sold; and (ii) hear an admission that the project was 'experimental'.

Henry Lim, 9391 Dixon Avenue, was concerned that the two proposed structures that would be adjacent to his residence would appear to 'dwarf' his home. He questioned whether the proposed structure that abuts the lane to the south of the subject site is the same height as the residence across the lane, and queried how safe the alley would be for emergency vehicles using the lane.

Discussion between the Panel and Mr. Jackson ensued regarding the density and height components of Mr. Lim's queries, and the following information was provided:

- the height of the proposed structures meet the zoning bylaw requirement;
- if the requested variances are granted there would be six separate lots at the subject site, but the density of structures is based on the floor area ratio, or square footage;
- a typical structure on Dayton Court is allowed to cover 45% of the lot, and in the case of this application, the structures on Dayton Court are proposed to cover between 26% and 33% of the lot, thereby providing more green space than does a typical Dayton Court lot;
- due to the north/south orientation, the stepped down end of the proposed structure abutting the lane would face the lane; and
- the lane is for emergency vehicles only.

The Panel commented that the applicant had offered to submit building drawings for review by area residents to provide assurance, and the Chair requested that staff take note of the offer.

Janet Yeung, 8211 McBurney Court, stated two concerns: (i) to reduce the minimum lot frontage from 6 metres to 0.38 metres represented a large variance, and she questioned the veracity of the zoning bylaw; and (ii) although the scheme allows for cars to drive forward, not back out, onto the cul de sac, the subject site might accommodate 12 cars, and this number represents a safety issue for children in the neighbourhood who play street hockey, and other games, in the cul de sac.

The Chair explained that the City's zoning bylaw effectively addresses minimum lot frontage, and that the standards in the bylaw apply to approximately 95% of zoning cases, but that the bylaw standards do not fit the other 5%, as in this case, due to the limited amount of frontage on Dayton Court, making it difficult for this application to meet the bylaw requirement.

The Chair stated that the choice was between fewer lots to accommodate larger homes, versus a greater number of lots to accommodate smaller homes. He added that the built square footage of the structures would achieve the same density, regardless of the number of lots created.



Arzina Hamir, 8480 Dayton Court, spoke in support of the proposed development and stated that in the neighbourhood, where she has resided since 1985, there are some troubling issues regarding affordability of homes.

She advised that she liked: (i) the creative use of the lot; (ii) the smaller size of the proposed residences and the resulting size of green space; and (iii) trees on the site, although she wanted to see fruit trees included in the landscaping scheme.

She stated that the neighbourhood has distinctive architecture, and expressed the hope that the applicant would design the proposed new residences to reflect the current architectural expression.

She noted that the price for a home in her neighbourhood averaged \$700,000, and that families with young children find it difficult to afford such homes, and that declining enrolment in the area's public school attests to the lack of new families moving into the area.

Ms. Hamir said that there are traffic issues in the area, due to families having up to four cars each, creating busy traffic on a cul de sac that features 35 homes, and she asked if a speed bump could be added, especially at the end of the cul de sac, where drivers are more likely to speed.

The Chair advised that before the City commits to the placement of a speed bump, Transportation staff assesses the speed and volume of traffic at specific locations to ascertain if traffic calming is warranted.

The Chair directed Mr. Jackson to pass Ms. Hamir's comment along to Transportation staff.

### **Correspondence**

Ling Ho, address unknown (Schedule 1)

Vivienne Ho, address unknown (Schedule 2)

Tony Ho, address unknown (Schedule 3)

In addressing the concerns expressed by the correspondents Mr. Jackson advised that: (i) the significant apron provided in the forecourt of the proposed development allows cars to drive forward, not back out, onto the cul de sac, thereby improving safety in the neighbourhood; and (ii) each residential unit's one bedroom secondary suite would measure approximately 800 square feet.

### **Panel Discussion**

The Chair commented that the applicant had taken the time since presenting the earlier design iteration to the Panel in February 2011, to meet with the community and to participate in more dialogue regarding the proposal.

He noted that the project design was significantly improved, and said he was pleased with the solutions for access, on-site parking, and manoeuvring vehicles from the hammerhead driveway design forward onto the cul de sac.

The Chair added that in terms of the proposed size and character of the proposed houses, they were more in keeping with the character of the neighbourhood, than larger homes on fewer lots.

Further comments from the Panel included support for: (i) the improved access and egress schemes; (ii) the lane would not be overpowered by the size of the proposed house; (iii) how the six proposed residences provide advantages, such as landscaping elements, that four larger residences may not provide; and (iv) the design's compatibility with the neighbourhood.

The Chair requested that a Building Scheme for house design be registered at the time of subdivision, and that the applicant share design information with the neighbourhood.

#### **Panel Decision**

It was moved and seconded

*That:*

*(1) a Development Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to:*

*(a) Vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and*

*(b) Vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6*

*To permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing affordable single-family dwellings; and that*

*(2) (a) a Building Scheme for house design be registered at time of subdivision; and*

*(b) the applicant undertake consultation with the neighbours once house designs have been developed further.*

**CARRIED**

#### **4. New Business**

It was moved and seconded

*That the Development Permit Panel meeting tentatively scheduled for Wednesday, August 10, 2011 be cancelled, and that the next meeting of the Development Permit Panel be tentatively scheduled to take place in the Council Chambers, Richmond City Hall, at 3:30 p.m. on Wednesday, August 24, 2011.*

**CARRIED**

**Development Permit Panel**  
**Wednesday, July 27, 2011**

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**5. Date Of Next Meeting: Wednesday, August 24, 2011**

**6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:55 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, July 27, 2011.

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Joe Erceg  
Chair

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Sheila Johnston  
Committee Clerk



Schedule 1 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday, July  
27, 2011.

To City of Richmond and BC Housing,

<b>To Development Permit Panel</b>	
Date:	<u>July 27, 2011</u>
Item #	<u>3</u>
Re:	<u>DN 10-542375</u> <u>8180 Ash St.</u>

I am happy that BC Housing is proposing 8180 Ash Street property to single family lots to create affordable homes for low to moderate income families, but I have many concerns. Below are concerns with the width of the access point of the 3 units at Dayton Court.

1. All units will have secondary suites, therefore the 3 units that access to Dayton Court will be equivalent to 6 families and there will be a minimum of 10 to 12 cars backing up through that small access point every day. The visibility given for backing up through that small access point is not clear and it is dangerous to the people who live in that cul-de-sac.
2. Kids like to bike around and play out door games in the cul-de-sac, in the area where the driveway of the 3 units would be located. Dayton Court residents and many other people around the neighborhoods take daily walks with their families and dogs in the cul-de-sac. With the extra 10 to 12 cars in and out of that small access point it is not safe for the kids to bike and play at that cul-de-sac anymore.
3. BC housing maximized the lot to 6 units with secondary suits, but would provide extremely limited parking space for them. The people or tenants in that 3 units will not park their cars behind one another (on the drive way) to avoid having to move their cars for people who want to exit or park in the garage. Therefore, the tenants will park on the streets of Dayton Court but Dayton Court Residents are already over whelmed with numerous cars and little parking space supplied presently, and it is already a great problem for them.
4. Because the 3 units have rental suites, their garages are more likely turn into storage rooms instead of parking space. Ultimately, they will park their cars on to Dayton Court which will create parking problems for the present Dayton Court residents.

All the above concerns were brought up at the open house. We sincerely hope BC Housing and the City of Richmond will consider our concerns.

Best regards,

Ling Ho



**Schedule 2 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday, July  
27, 2011.**

To City of Richmond and BC Housing,

<b>To Development Permit Panel</b>	
Date:	<u>July 27, 2011</u>
Item #	<u>3</u>
Re:	<u>DV 10-542375</u> <u>8180 Ash St.</u>

Regarding the proposal to build on the 8180 Ash Street property from BC Housing, to build single family lots that would be affordable homes for low to moderate income families, I have many concerns. Below are concerns regarding the width of the access point of the 3 units facing Dayton Court.

Firstly, all the units will have secondary suites, therefore the 3 units that access to Dayton Court will be equivalent to 6 families and there will be a minimum of 10 to 12 cars backing up through that small access point every day. The visibility given for backing up through that small access point is not clear and it is dangerous to the people who live in that cul-de-sac. Secondly, kids like to bike around and play out door games in the cul-de-sac, in the area where the driveway of the 3 units would be located. Dayton Court residents and many other people around the neighbourhoods take daily walks with their families and dogs in the cul-de-sac. With the extra 10 to 12 cars in and out of that small access point it is not safe for the kids to bike and play at that cul-de-sac anymore. Thirdly, BC housing maximized the lot to 6 units with secondary suites, but would provide extremely limited parking space for them. The people or tenants in that 3 units will not park their cars behind one another (on the drive way) to avoid having to move their cars for people who want to exit or park in the garage. Therefore, the tenants will park on the streets of Dayton Court but Dayton Court Residents are already overwhelmed with numerous cars and little parking space supplied presently, and it is already a great problem for them. Lastly, because the 3 units have rental suites, their garages are more likely turn into storage rooms instead of parking space. Ultimately, they will park their cars on to Dayton Court which will create parking problems for the present Dayton Court residents.

All the above concerns were brought up at the open house. We sincerely hope BC Housing and the City of Richmond will consider our concerns.

Sincerely,

Vivienne Ho





**Schedule 3 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday, July  
27, 2011.**

To City of Richmond and BC Housing,

<b>To Development Permit Panel</b>	
Date:	<u>July 27, 2011</u>
Item #	<u>3</u>
Re:	<u>DV 10-542375</u> <u>8180 Ash St.</u>

I have many safety concerns regarding the property 8180 Ash Street, Richmond.

The access points of the 3 units of property 8180 Ash Street that are on Dayton Court are an extreme danger hazard. First of all, the driveways/access points pose as a hazard because there are people, from not only the cul-de-sac but also the community, that take daily walks in that area. With the 10 to 12 extra cars (considering each unit will contain 2 or more families) driving in that area, the probability of a child, dog, adult, or senior of being injured by a car is significantly higher. Also, there is a very small area of paved sidewalk on Dayton Court. The public cannot walk, run, or play on the sidewalk because of the lack of it, so the area where the access point is a necessity for those people to play, run, or walk daily. In addition, the extra 10 to 12 cars that could be parked in the cul-de-sac is a gigantic problem for the current residents of Dayton Court. With the already limited amount of parking spaces provided, the current residents are struggling to get a parking space. The garage and drive way that would be provided for the 3 units and many families is not a realistic or ideal parking area of the families' cars. This is because it would be a pain for them to move and re-park their cars for the other cars to get out or in of their original parking space. Therefore is it clear that parking would be a problem for both the families of the 3 units and the current residents of Dayton Court. Inevitably, the amount of traffic that would be created by adding in the cars from the additional 3 units would cause a staggering increase in probability of car accidents involving other cars or pedestrians in the community.

I hope you will take my concerns into consideration.

Best Regards,

Tony Ho





**City of Richmond**  
Planning and Development Department

**Report to  
Development Permit Panel**

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**To:** Development Permit Panel  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** July 28, 2011  
**File:** DP 09-498967  
**Re:** **Application by OTO Development Ltd. for a Development Permit at 8080 and 8100 Blundell Road**

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**Staff Recommendation**

That a Development Permit be issued which would:

1. Permit the construction of eight (8) townhouse units at 8080 and 8100 Blundell Road on a site zoned Low Density Townhouses (RTL3); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and
  - b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.

Brian J. Jackson, MCIP  
Director of Development

BJJ:el  
Att.

## Staff Report

### Origin

OTO Development Ltd. has applied to the City of Richmond for permission to develop eight (8) townhouse units at 8080 and 8100 Blundell Road. This site is being rezoned from Single Detached (RS1/E) to Low Density Townhouses (RTL3) for this project under Bylaw 8484 (RZ 06-340471). The zoning district names have changed as the rezoning applications were submitted under the former Zoning & Development Bylaw No. 5300 to rezone the site from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Townhouse District (R2-0.6)”.

The site is currently vacant. There is no City standard Servicing Agreement required in association with this development proposal. Removal of the existing driveways on Blundell Road and re-instating continuity of the sidewalk will be achieved via Works Order at Building Permit stage.

### 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: Across Blundell Road, a four-storey apartment, on top of a single level parking structure, zoned Medium Density Low Rise Apartments (RAM1);
- To the east: An existing two-storey townhouse development zoned Low Density Townhouses (RTL1);
- To the south: Single-family houses fronting Lucerne Road, zoned Single Detached (RS1/E); and
- To the west: A three-storey apartment, on top of a single level parking structure, zoned Medium Density Low Rise Apartments (RAM1).

### Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage. The response to the issues follows in *italics*:

- Landscaping opportunities including planting of replacement trees on site;  
*The developer has agreed to plant 17 replacement trees on site.*
- Measures to protect bylaw-sized trees located on the adjacent property and have driplines (and root systems) encroach onto the subject development site;  
*Tree protection barriers will be installed on site prior to any construction activities occurring on-site. A Tree Preservation Plan is included in the landscape drawing (Plan #4).*



- Opportunities to maximize permeable surface areas and articulate hard surface treatment;  
*The lot coverage for permeable surface is approximately 37%. Various paving materials are used to differentiate the main drive aisle, unit entries, and amenity area.*

- Locations of garbage/recycling facilities and electrical room that are convenient and accessible for the future residents of the subject development and post minimum impact on adjacent parcels;

*The site layout has been redesigned and the garbage and recycling enclosure is proposed at the back of Building 2, located within the permitted building envelope, and is setback 6.7 m from the rear property line.*

- Enhancement of the outdoor amenity area to maximize use;

*The outdoor amenity space is proposed at the southwest corner of the site for maximum sun exposure. Vehicle manoeuvring area at the back of Building 1 is designed to integrate with the outdoor amenity area to enlarge the area for outdoor recreational activities.*

- Building siting, massing and opportunities to step the front building down to 2½ storey along the entrance drive aisle;

*The development scheme has been redesigned and two (2) 3-storey buildings are proposed. All end units(north & south) are stepped down to a 2 storey massing, including the units fronting Blundell Road.*

- Opportunities to incorporate additional window openings on exposed elevations, particularly adjacent to side yard;

*The development scheme has been revised with strategic window placement that allows for light into each of the units while providing eyes on the street, internal drive aisle, visitor parking, and outdoor amenity space for security and safety.*

- Refinement of building elevations and cladding materials; and

*Visual interest and variety has been achieved with variation in building height, projections, recesses, variation in material combinations, and a range of colour finishes. The exterior material is of high quality with heavy timber and stone at the base to ground the buildings and to add new elements to the architectural articulation.*

- Options for universal accessibility.

*One (1) convertible unit is proposed. Accessibility features that allow for aging in place have been incorporated into all units in this development.*

The Public Hearing for the rezoning of this site was held on May 19, 2009. The following concerns were expressed during the Public Hearing. The response to the concern is provided in *italics*.

1. Concern associated with the density proposed.

*The proposed zoning (RTL3 with a maximum density of 0.6 FAR) complies with the site's "Low-Density Residential" land use designation in the Official Community Plan (OCP). The subject site is within an area identified by the Arterial Road Redevelopment Policy*



*that includes provisions for the consideration of multiple-family development within proximity to a Neighbourhood Service Centre and/or a City Community Centre.*

2. Concern associated with the additional vehicle traffic anticipated in association with the proposal.

*Traffic generated from this proposed 8-unit townhouse development is considered to be minimal and therefore it will not pose any significant traffic impacts on Blundell Road, which has sufficient road capacity to accommodate the site-generated traffic. The proposed development will result in consolidation of two existing driveways at 8080 and 8100 Blundell Road into one common driveway, which will provide adequate separation from the existing driveway at 8040 Blundell Road for safe site access.*

3. Concern that the proposed townhouse development would reduce privacy and destroy the quiet and peaceful environment the residents at the adjacent apartment building to the west currently enjoy.

*The developer has made an effort to save as many trees on site as possible but two (2) separate arborist reports have indicated that the nature of the existing trees on site are not only in distress, but also in poor health. The proposed tree replacement and a new line of Cedar hedge will in time create a much more lush and healthier environment for the surrounding neighbours. In addition, the existing dilapidated fence will be replaced with a new cedar fence that will provide privacy and security, once completed.*

#### **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 (RTL3) zone except for the zoning variances noted below.

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

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

- 1) Reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1.

*(Staff supports the proposed variance, as the variance is a result of a dedication of land for future road widening on Blundell Road. The variance permits Building 1 to move forward on the site and allows for a greater rear setback to provide a better transition between the proposed development and the adjacent single-family homes as well as a larger outdoor amenity space at the southwest corner of the site.)*

- 2) Allow eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.

*(Staff supports the proposed tandem parking arrangement on the basis that the tandem parking arrangement is generally accepted in small developments to reduce the site coverage. A restrictive covenant to prohibit the conversion of the garage area into habitable space will be required as a condition of the Development Permit.)*



**Advisory Design Panel Comments**

The subject application was not presented to the Advisory Design Panel on the basis 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, siting and orientation of the buildings respect the massing of the existing residential developments adjacent to the site.
- The three-storey units proposed on-site are centrally located, end units fronting the street and located adjacent to the neighbouring single-family houses to the south have been stepped down to two (2) storeys.
- The proposed rear yard setback of 6.7 m exceeds the requirements of the RTL3 zone (3.0 m) and of the guidelines in the Arterial Road Redevelopment Policy (4.5 m for 2 storey townhouse interface with single-family housing).
- The proposed side yard setbacks of 3.0 m comply with the requirements of the RTL3 zone (3.0 m) and correspond to the existing side yard setback provided on the adjacent townhouse development to the east.
- New trees are to be planted along the east and west property lines to provide natural privacy screens between the proposed development and the existing adjacent residential developments.

***Urban Design and Site Planning***

- The layout of the townhouse units is organized along one (1) short north-south drive aisle providing access to the site and access to all unit garages from Blundell Road.
- On-site truck turning is accommodated by the proposed drive aisle arrangement at the southern edge of the site.
- All units have two (2) vehicle parking spaces. A total of 18 parking spaces are provided, including two (2) visitor stalls at the southeast corner of the site. Tandem parking spaces are proposed in four (4) of the eight (8) units. A Restrictive Covenant prohibiting the conversion of tandem parking area into habitable area is required.
- Outdoor amenity space is provided in accordance with the OCP and is designed to promote both active and passive use. The outdoor amenity is proposed at the southwest corner of the site. Children's play equipment is proposed adjacent to an outdoor bench; this arrangement, in addition to windows on the south elevation of Building 1, provide the opportunity for passive surveillance of the outdoor amenity area.
- The amenity has been designed for convenience, safety and accessibility for building occupants and the use of grasspave pavers over a portion of the on-site truck turning area provides both physical and visual extensions of the amenity area.

***Architectural Form and Character***

- The building forms are well articulated. The pedestrian residential streetscape along Blundell Road is enhanced by a mix of gable roofs as well as the direct accesses to the street facing units from the street/public sidewalk.



- A pedestrian scale is achieved along the internal drive aisle with the inclusion of varying building height, projections, recesses, varying material combinations, a range of colour finishes, and well defined individual unit entries.
- The proposed building materials (asphalt roof shingles, wood fascia, Hardie-Plank siding, Hardie-Panel, and culture stone) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with both the existing single-family character of the neighbourhood and multi-family character along Blundell Road. Visual interest is achieved by the use of contrasting colours on sidings and trims.
- One (1) convertible unit has been incorporated into the design. Alternate floor plan demonstrating simple conversion potential to accommodate a person in a wheelchair is provided.
- 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).

### ***Tree Preservation***

- All 26 bylaw-sized trees noted on-site were identified for removal at Rezoning stage due to general poor condition and proposed change in site grade.
- Tree retention was revisited as part of the Development Permit review process. Three (3) bylaw-sized trees along the south property are proposed for retention.
- The developer has also agreed to protect seven (7) trees located on the adjacent property to the south (8091 Lucerne Road) and two (2) trees on the adjacent property to the west (8040 Blundell Road).
- Although a retaining wall is proposed along the south property line, the project arborist has stated that the potential damage to the protect trees will not typically result in long term harm, assuming the work is completed with care. As a condition to Development Permit issuance, a contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones must be submitted.
- After the rezoning application for the development proposal achieved Third Reading, a Tree Permit was issued to allow for the removal of 23 bylaw-sized trees on-site due to impeding of building demolition. 46 replacement trees are required.
- The applicant is proposing to plant 17 replacement trees on-site and provide cash-in-lieu in the amount of \$14,500 for off-site planting of the balance of the replacement trees (29 trees) prior to issuance of the Development Permit.

### ***Landscape Design and Open Space Design***

- Two (2) conifer and 15 deciduous trees are proposed on-site; hedges, an assortment of shrubs and ground covers, and perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- A low metal fence, punctuated by masonry columns at individual gate entrances, will be introduced to demarcate private space and individual grade level unit entrances along the street frontage.
- Fence along the street frontage is setback from the property line to allow for a landscaped area between the fence and the edge of the public sidewalk.



- Three (3) sets of children's play equipments designed for solo play as well as cooperative activities are proposed in the outdoor amenity area.
- A bench is proposed adjacent to the children's play area to create an opportunity for passive surveillance of the outdoor amenity area.
- Indoor amenity space is not proposed on-site. A \$8,000 cash-in-lieu contribution has been secured as a condition of rezoning approval.

#### ***Crime Prevention Through Environmental Design***

- The site plan and individual unit design create opportunity for passive surveillance of both of the street frontage, outdoor amenity space, and internal drive aisle.
- Individual unit entrances are visible from either the public street or the internal drive aisle.
- Low planting is proposed along edges of buildings to keep the entry area open and visible.
- The internal drive aisle as well as the outdoor amenity space will be well lit.

#### ***Sustainability***

- Low Emissivity (Low E) windows as well as siding, board and batten, wood fascia, and metal flashing materials with low Volatile Organic Compound (VOC) contents are specified.
- Native planting materials are incorporated into the landscaping design to reduce water consumption, and maintenance as well as to provide food sources for birds and wildlife.
- Vaulted living area in the end units and larger window designs allow more natural light and better ventilation to enter into the interior space and add value to the inhabitant's quality of life.

#### **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:rg

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

- Registration of a covenant prohibiting the conversion of parking area into habitable space;
- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of trees to be retained on site and on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.

- City acceptance of the developer's offer to voluntarily contribute \$14,500 to the City's Tree Compensation Fund for the planting of 29 replacement trees within the City; and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$32,294.52 (based on total floor area of 16,147.26 ft<sup>2</sup>).

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

- Removal of the existing sidewalk crossings and reinstatement of the side walk through a City Work Order at developer's cost.
- Incorporation of accessibility measures in Building Permit (BP) plans as determined via the rezoning and/or Development Permit processes.
- 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.
- 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.





# City of Richmond

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

## Development Application Data Sheet Development Applications Division

**DP 09-498967**

**Attachment 1**

Address: 8080 and 8100 Blundell Road

Applicant: OTO Development Ltd.

Owner: OTO Development Ltd.

Planning Area(s): Broadmoor

Floor Area Gross: 926.64 m<sup>2</sup> (9,974.60 ft<sup>2</sup>)

Floor Area Net: 1,500.08 m<sup>2</sup> (16,147.26 ft<sup>2</sup>)

	Existing	Proposed
<b>Site Area:</b>	1,578.5 m <sup>2</sup> (16,991.39 ft <sup>2</sup> )	1,552.6 m <sup>2</sup> (16,712 ft <sup>2</sup> )
<b>Land Uses:</b>	Single-Family Residential	Multiple-Family Residential
<b>OCP Designation:</b>	Low-Density Residential	No Change
<b>Zoning:</b>	Single Detached (RS1/E)	Low Density Townhouses (RTL3)
<b>Number of Units:</b>	2	8

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.596	none permitted
Lot Coverage – Building:	Max. 40%	40%	none
Lot Coverage – Non-porous Surfaces	Max. 65%	63.17%	none
Lot Coverage – Landscaping:	Min. 25%	30.46%	none
Setback – Front Yard (m):	Min. 6 m	Building 1 - 5.0 m Building 2 – 6.0 m	<b>variance requested</b>
Setback – Side Yard (East) (m):	Min. 3 m	3.0 m	none
Setback – Side Yard (West) (m):	Min. 3 m	3.0 m	none
Setback –Rear Yard (m):	Min. 3 m	6.7 m	none
Height (m):	12.0 m (3 storeys)	10.97 m	none
Lot Size (min. dimensions):	min. 30 m wide x 35 m deep	min. 38.06 wide x 41.5 m deep	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V) per unit	none
Off-street Parking Spaces – Total:	18	18	none
Tandem Parking Spaces:	not permitted	8	<b>variance requested</b>
Off-street Parking Spaces - Accessible	0	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:	10 (Class 1) and 2 (Class 2)	10 (Class 1) and 2 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	\$8,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 8 units = 48 m <sup>2</sup>	89.43 m <sup>2</sup>	none



**City of Richmond**  
Planning and Development Department

**Development Permit**

**No. DP 09-498967**

To the Holder: OTO DEVELOPMENT LTD.  
Property Address: 8080 AND 8100 BLUNDELL ROAD  
Address: C/O CHRIS CHUNG  
CMTC ARCHITECT INC.  
3440 EAST GEORGIA STREET  
VANCOUVER, BC V6X 4K1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
  - a) reduce the minimum front yard setback from 6.0 m to 5.0 m for Building 1; and
  - b) allow a total of eight (8) tandem parking spaces in four (4) of the eight (8) townhouse units.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 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 \$32,294.52, to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.



Development Permit

No. DP 09-498967

To the Holder: OTO DEVELOPMENT LTD.  
Property Address: 8080 AND 8100 BLUNDELL ROAD  
Address: C/O CHRIS CHUNG  
CMTC ARCHITECT INC.  
3440 EAST GEORGIA STREET  
VANCOUVER, BC V6X 4K1

---

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.  
This Permit is not a Building Permit.

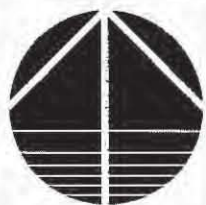
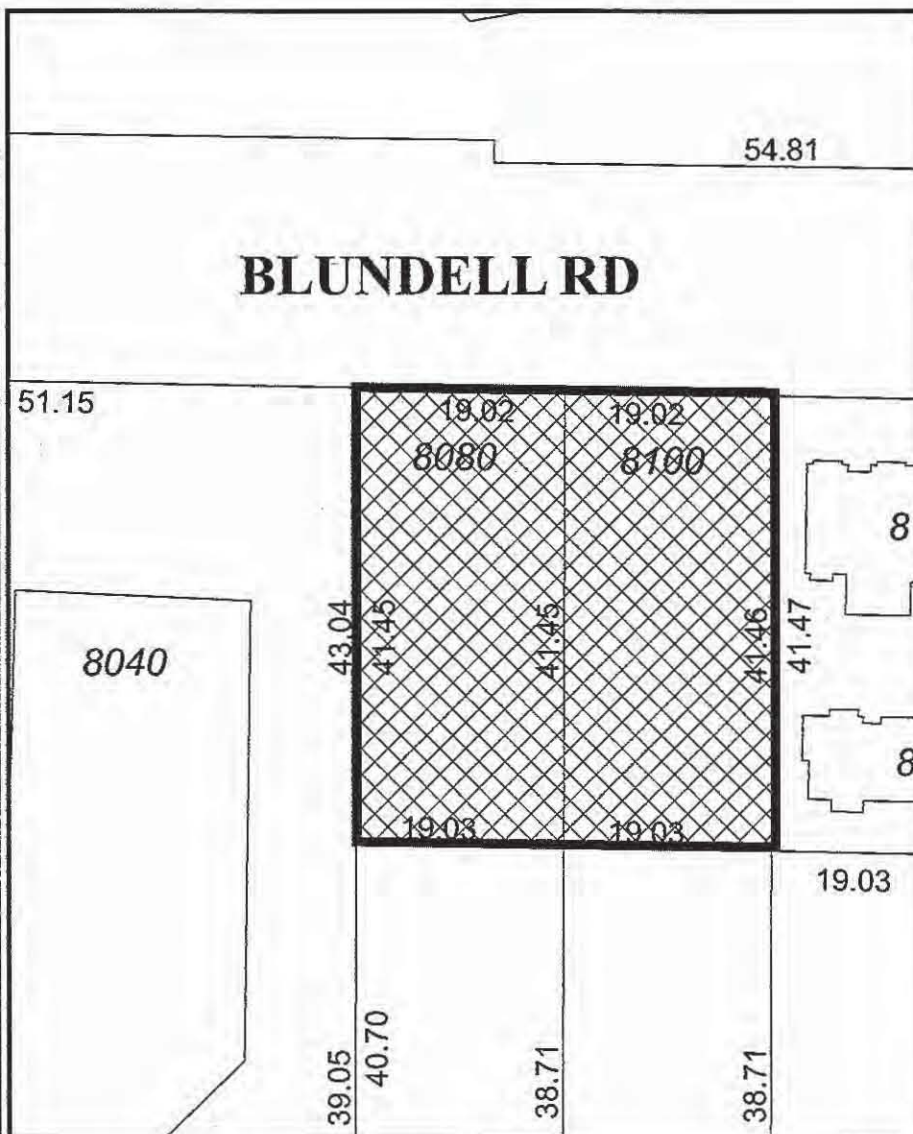
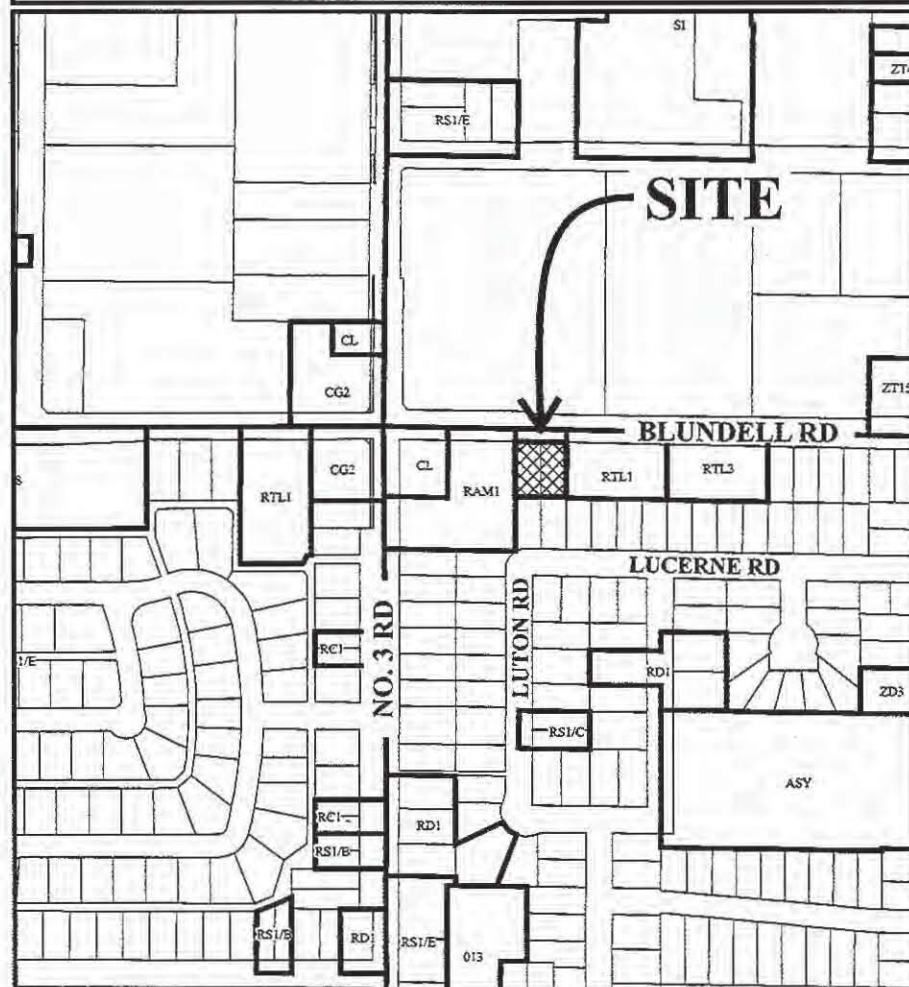
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DAY OF , .

DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR



# City of Richmond



DP 09-498967  
SCHEDULE "A"

Original Date: 11/12/09

Revision Date: 07/28/11

Note: Dimensions are in METRES



Technical drawing of a mechanical assembly, likely a pump or motor component, showing a cross-section with various internal parts and a central shaft.



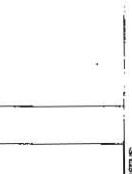
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SCALE: 1"=100'



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REVISIONS:

NO.	DATE	DESCRIPTION
1	10/11/11	Issue for Client Review
2	10/11/11	Issue for Client Review
3	10/11/11	Issue for Client Review



S.M.T.C. ARCHITECT INC.  
 100 E. GEORGIAN AVENUE  
 SUITE 100  
 CANADA V5A 2L7  
 TEL: (779) 869-1525  
 CHREBONT@CMARCHITECT.GA

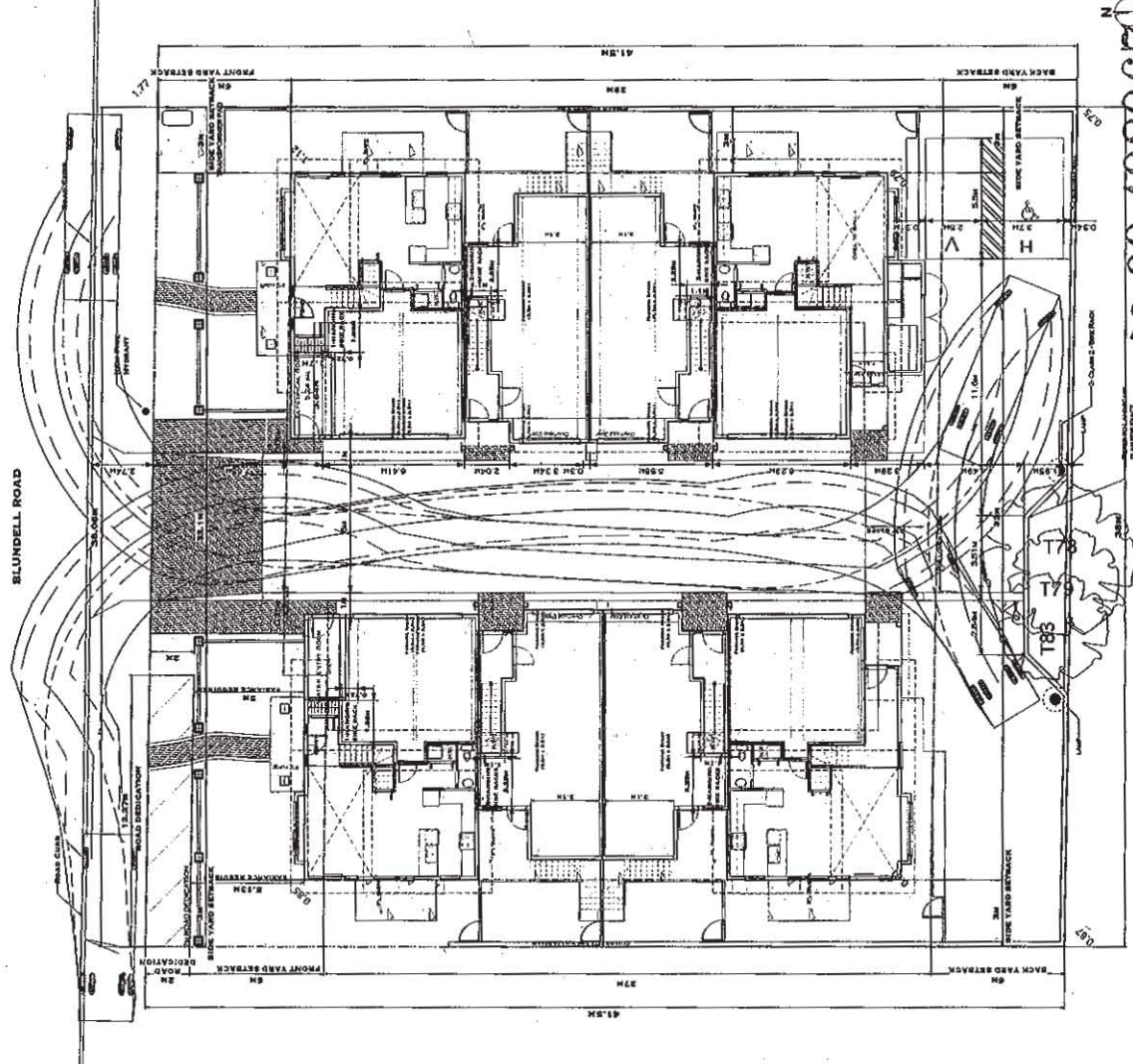
**YEW TOWNHOMES**  
 DP 09-498967  
 8000 BLUNDELL RD  
 RICHMOND BC V6V 1J8  
 CANADA

C.C.	DATE	APPROVED
C.C.	AUG 2ND 2011	
DATE	APPROVED	DATE
10/10/10		10/10/10

**PARKING PLAN**

PLAN #2

BLUNDELL ROAD



1 SITE PLAN  
 SCALE 1:100

DP 09 498967  
 PLAN #2 JUL 28 2011

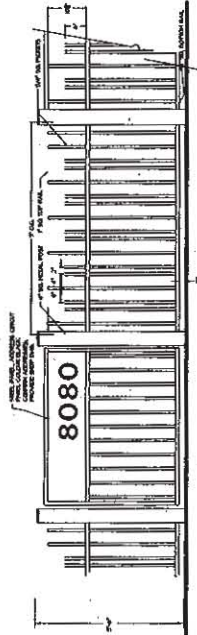
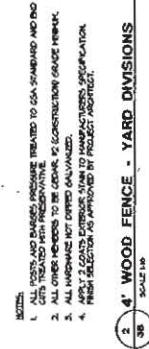
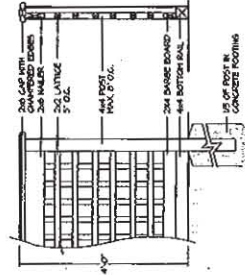
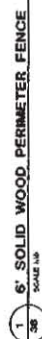
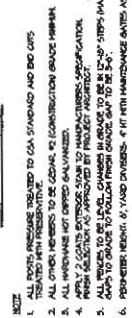
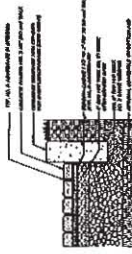
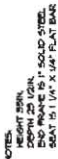
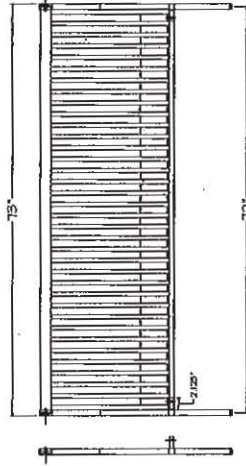
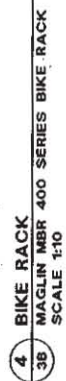
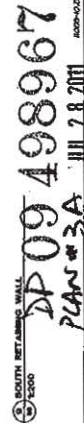
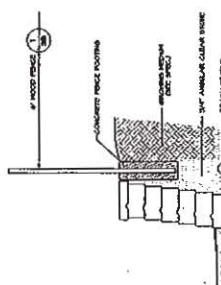
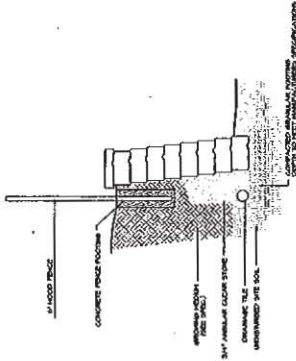
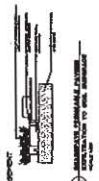




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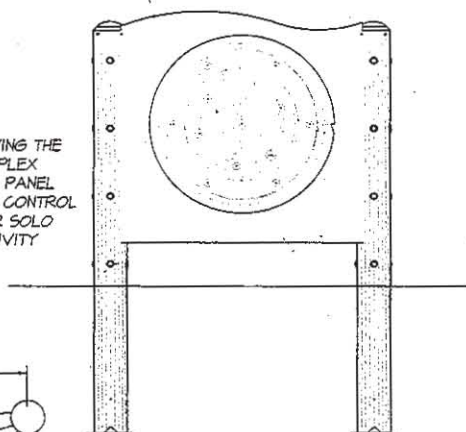
WITH CMT ARCHITECT INC.

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DESIGN NO.	
CHECK NO.	
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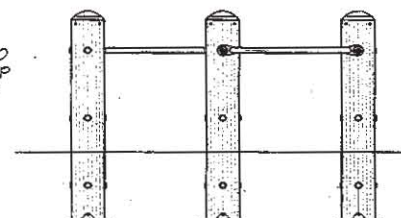
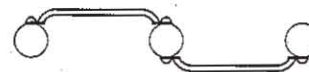


**LABYRINTH PANEL:**  
KIDS OF ALL AGES ENJOY MOVING THE STEEL BALL THROUGH THE COMPLEX CHANNELS OF OUR LABYRINTH PANEL AS THEY ROTATE THE MAZE TO CONTROL THE BALL'S DIRECTION. FUN FOR SOLO PLAY OR A COOPERATIVE ACTIVITY WITH FRIENDS.



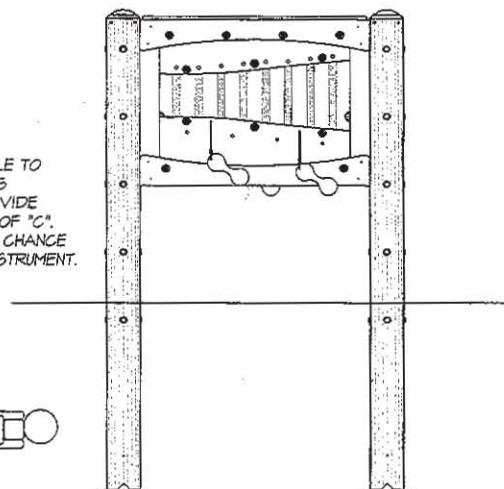
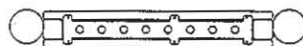
**1 BIG TOYS LABYRINTH PANEL**  
3C KOMPAN PLAY STRUCTURE ON FIBER RESILIENT SURFACE  
MODEL MEC-118, SCALE 1/10

**TODDLER PULL UP BAR:**  
KIDS TRANSITIONING FROM CRAWLING TO WALKING WILL QUICKLY FIND THE PULL UP BAR FASCINATING AND USEFUL AS THEY PRACTICE STANDING AND TODDLING.



**3 BIG TOYS TODDLER PULL UP BARS**  
3C MODEL MEC-017 SCALE 1/10

**XYLOPHONE PANEL:**  
BUDDING YOUNG MUSICIANS ARE ABLE TO PLAY REAL SONGS ON THE BIG TOYS XYLOPHONE WHICH IS TUNED TO PROVIDE A FULL OCTAVE OF FUN IN THE KEY OF "C". KIDS OF ALL AGES WILL ENJOY THE CHANCE TO MASTER THIS SIMPLE MUSICAL INSTRUMENT.



**2 BIG TOYS XYLOPHONE PANEL**  
3C KOMPAN PLAY STRUCTURE ON FIBER RESILIENT SURFACE  
MODEL MEC-110, SCALE 1/10

NO.	DATE	REVISION DESCRIPTION	DR.
1	10/10/10	REVISED PER CLIENT COMMENTS	ME
2	10/10/10	REVISED PER NEW SITE PLAN	ME
3	10/10/10	REVISED PER CLIENT REQUEST	ME
4	10/10/10	REVISED PER NEW SITE PLAN	ME
5	10/10/10	REVISED PER NEW SITE PLAN	ME
6	10/10/10	REVISED PER NEW SITE PLAN	ME
7	10/10/10	REVISED PER NEW SITE PLAN	ME
8	10/10/10	REVISED PER NEW SITE PLAN	ME
9	10/10/10	REVISED PER NEW SITE PLAN	ME
10	10/10/10	REVISED PER NEW SITE PLAN	ME

NO. DATE REVISION DESCRIPTION DR.

SEAL:

**DMG**  
landscape architects  
A Partnership of  
J.D. Marshall & Associates Ltd.  
Patricia Campbell & Associates Ltd.  
Alamy Chen Yip Consultants Ltd.  
Suite C100 - 4185 8th Creek Drive  
Burnaby, British Columbia  
V5C 6G9  
(604) 437-0842 / 437-8723

PROJECT:  
**9 UNIT TOWNHOUSE DEVELOPMENT**  
8080 BLUNDELL ROAD  
RICHMOND, B.C.

WITH CMT ARCHITECT INC.

DRAWING TITLE:  
**PLAY EQUIPMENT DETAILS**

DATE: 10/10/10	DRAWING NUMBER:
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DRAWN: ME	OF 5
DESIGN: PMH	
CHECK: PMH	

DP 09 498967  
PLAN #3B JUL 28 2011

DMG PROJECT NUMBER: 11-008

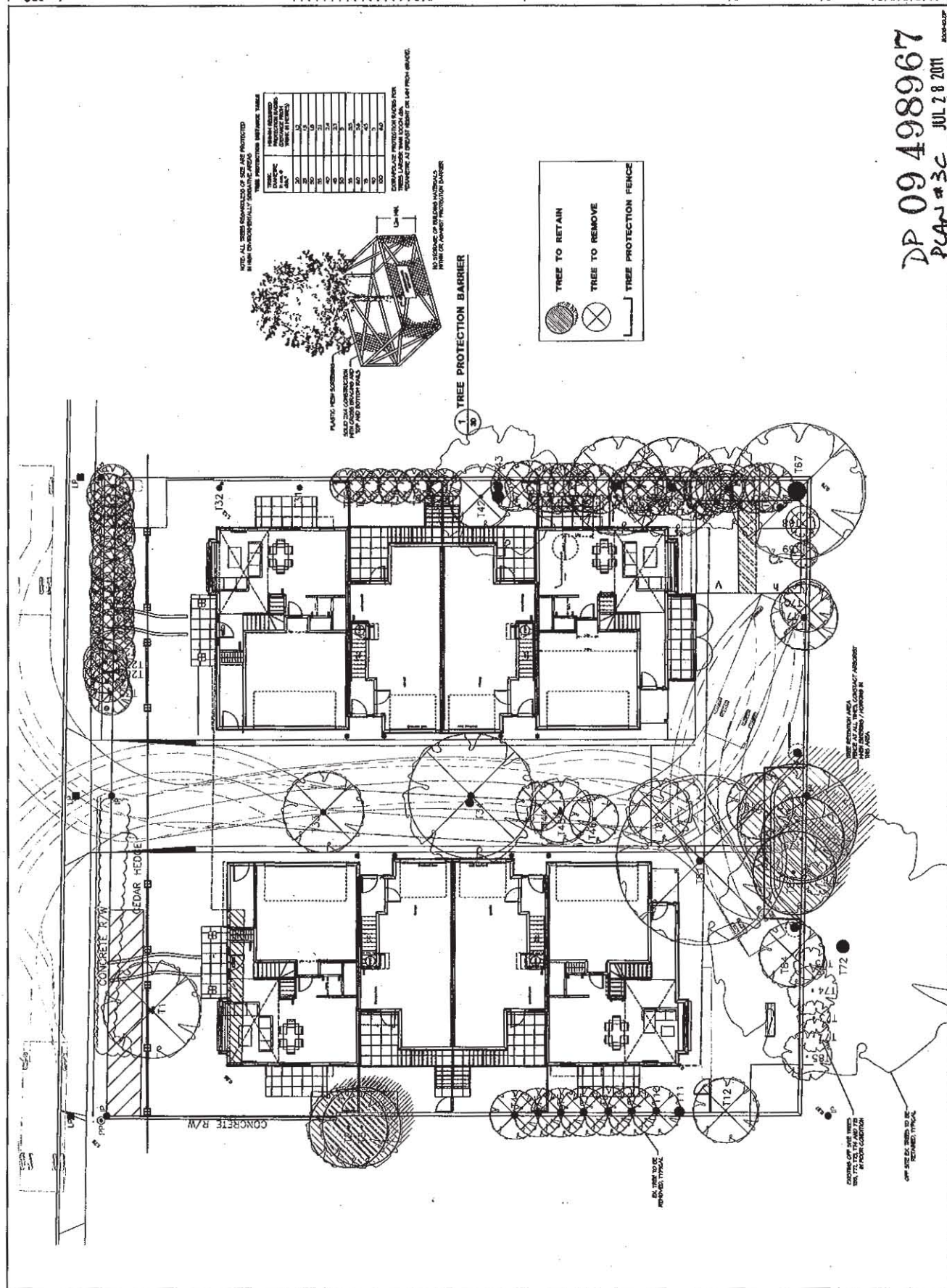


J.D. Weyhert & Associates Ltd.  
c/o Caribou Mills Chemicals Ltd.  
Mary Chan Yip Consultants Ltd.  
Suite C100 - 4368 528 Crest Drive  
Burnaby, British Columbia  
V5C 6G9  
Tel: (604) 457-3942; telex: 433-8723

9 UNIT TOWNHOUSE  
DEVELOPMENT  
8080 BLUNDILL ROAD  
RICHMOND, B.C.

WITH CMT ARCHITECT INC.  
PROJECT TITLE:  
FREE MANAGEMENT  
PLAN

DATE	JUL 27	<div style="text-align: center;"> <h1>3D</h1> </div>	OF 5
SCALE	800'-0"		
DRAWN BY			
DESIGNED BY			
CHECKED BY			
DRAWING NUMBER:		11-008	
OLD PROJECT NUMBER:			







WITH CMAT ARCHITECT INC.

CHRG: PGH	OF 5
DRUG PROJECT NUMBER: 11-008	

PLAN #3D JUL 28 2011

[illegible]

1. **POWER** is the ability to influence others.
2. **Power** is the ability to cause or prevent others from doing things.
3. **Power** is the ability to cause or prevent others from doing things.
4. **Power** is the ability to cause or prevent others from doing things.
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9. **Power** is the ability to cause or prevent others from doing things.
10. **Power** is the ability to cause or prevent others from doing things.

- 2.1. **Answer questions 1 to 10.**
- 2.2. **Answer questions 11 to 15.**
- 2.3. **Answer questions 16 to 20.**
- 2.4. **Answer questions 21 to 25.**
- 2.5. **Answer questions 26 to 30.**
- 2.6. **Answer questions 31 to 35.**
- 2.7. **Answer questions 36 to 40.**
- 2.8. **Answer questions 41 to 45.**
- 2.9. **Answer questions 46 to 50.**
- 2.10. **Answer questions 51 to 55.**
- 2.11. **Answer questions 56 to 60.**
- 2.12. **Answer questions 61 to 65.**
- 2.13. **Answer questions 66 to 70.**
- 2.14. **Answer questions 71 to 75.**
- 2.15. **Answer questions 76 to 80.**
- 2.16. **Answer questions 81 to 85.**
- 2.17. **Answer questions 86 to 90.**
- 2.18. **Answer questions 91 to 95.**
- 2.19. **Answer questions 96 to 100.**
- 2.20. **Answer questions 101 to 105.**
- 2.21. **Answer questions 106 to 110.**
- 2.22. **Answer questions 111 to 115.**
- 2.23. **Answer questions 116 to 120.**
- 2.24. **Answer questions 121 to 125.**
- 2.25. **Answer questions 126 to 130.**
- 2.26. **Answer questions 131 to 135.**
- 2.27. **Answer questions 136 to 140.**
- 2.28. **Answer questions 141 to 145.**
- 2.29. **Answer questions 146 to 150.**
- 2.30. **Answer questions 151 to 155.**
- 2.31. **Answer questions 156 to 160.**
- 2.32. **Answer questions 161 to 165.**
- 2.33. **Answer questions 166 to 170.**
- 2.34. **Answer questions 171 to 175.**
- 2.35. **Answer questions 176 to 180.**
- 2.36. **Answer questions 181 to 185.**
- 2.37. **Answer questions 186 to 190.**
- 2.38. **Answer questions 191 to 195.**
- 2.39. **Answer questions 196 to 200.**
- 2.40. **Answer questions 201 to 205.**
- 2.41. **Answer questions 206 to 210.**
- 2.42. **Answer questions 211 to 215.**
- 2.43. **Answer questions 216 to 220.**
- 2.44. **Answer questions 221 to 225.**
- 2.45. **Answer questions 226 to 230.**
- 2.46. **Answer questions 231 to 235.**
- 2.47. **Answer questions 236 to 240.**
- 2.48. **Answer questions 241 to 245.**
- 2.49. **Answer questions 246 to 250.**
- 2.50. **Answer questions 251 to 255.**
- 2.51. **Answer questions 256 to 260.**
- 2.52. **Answer questions 261 to 265.**
- 2.53. **Answer questions 266 to 270.**
- 2.54. **Answer questions 271 to 275.**
- 2.55. **Answer questions 276 to 280.**
- 2.56. **Answer questions 281 to 285.**
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- 2.58. **Answer questions 291 to 295.**
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- 2.63. **Answer questions 316 to 320.**
- 2.64. **Answer questions 321 to 325.**
- 2.65. **Answer questions 326 to 330.**
- 2.66. **Answer questions 331 to 335.**
- 2.67. **Answer questions 336 to 340.**
- 2.68. **Answer questions 341 to 345.**
- 2.69. **Answer questions 346 to 350.**
- 2.70. **Answer questions 351 to 355.**
- 2.71. **Answer questions 356 to 360.**
- 2.72. **Answer questions 361 to 365.**
- 2.73. **Answer questions 366 to 370.**
- 2.74. **Answer questions 371 to 375.**
- 2.75. **Answer questions 376 to 380.**
- 2.76. **Answer questions 381 to 385.**
- 2.77. **Answer questions 386 to 390.**
- 2.78. **Answer questions 391 to 395.**
- 2.79. **Answer questions 396 to 400.**
- 2.80. **Answer questions 401 to 405.**
- 2.81. **Answer questions 406 to 410.**
- 2.82. **Answer questions 411 to 415.**
- 2.83. **Answer questions 416 to 420.**
- 2.84. **Answer questions 421 to 425.**
- 2.85. **Answer questions 426 to 430.**
- 2.86. **Answer questions 431 to 435.**
- 2.87. **Answer questions 436 to 440.**
- 2.88. **Answer questions 441 to 445.**
- 2.89. **Answer questions 446 to 450.**
- 2.90. **Answer questions 451 to 455.**
- 2.91. **Answer questions 456 to 460.**
- 2.92. **Answer questions 461 to 465.**
- 2.93. **Answer questions 466 to 470.**
- 2.94. **Answer questions 471 to 475.**
- 2.95. **Answer questions 476 to 480.**
- 2.96. **Answer questions 481 to 485.**
- 2.97. **Answer questions 486 to 490.**
- 2.98. **Answer questions 491 to 495.**
- 2.99. **Answer questions 496 to 500.**
- 2.100. **Answer questions 501 to 505.**

11. *all students*
12. *members of various committees* (see a separate packet of questions that will be distributed to the members of Committees).
13. *those individuals present for specific sessions.*

- 21 Supply and placement of greenhouses.
- 22 Timing of sowing and planting in the field.
- 23 Supply and placement of seedlings in the field.
- 24 Establishment of seedlings in the field.

53 Importance of religious stress, coping strategies and healing  
208 Preparation of health care, people of indigenous and Andean  
218 Health enhancement of Andean people

2.39 Measurements of physical and neuroendocrine status were completed by Barry.  
2.38 10729606 (MOS), 1 multiresonant spectroscopy, Tunisia 1/8  
2.22 Other study: have done this for me and completed by following checklist.

2.2. **RESULTS**

[illegible]

Appointments	Days absent without leave	Days absent with leave	Days absent without leave
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3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
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97	0	0	0
98	0	0	0
99	0	0	0
100	0	0	0

	Percent of Dry Weight of Tissue Is Water		
	0-20	21-35	36-55
Substrate			
Carbonic Anhydrase			
Isomer from Peak			

all samples	$\bar{x} = 1.56$	$\sigma = 1.58$	$\sigma = 1.52$
large April 2001			

Year	1990-1991	1992-1993	1994-1995
Upper Run (L) (L)			
Lower Run (L) (L)			
Upper Run (L) (L)			
Lower Run (L) (L)			

100	large fluctuations under the 1.0m	$\sigma = 326$	$\sigma = 456$	$\sigma = 125$
-----	-----------------------------------	----------------	----------------	----------------

Study	n = 202	n = 334	n = 754
Gender Male & White			
Other variables			

Category	1990-1991	1992-1993	1994-1995	1996-1997
Overall Customer Satisfaction	78%	79%	80%	81%
Service Quality	75%	76%	77%	78%
Product Quality	80%	81%	82%	83%
Value for Money	76%	77%	78%	79%

Relative to the frequency		21.60	
Adding job	0.5-1.0	0.1-1.0	0.5-0.5
Business			

Nonnegative data to indicate an additive effect of the two variables on the probability of a business failure.

For the purpose of this study, the 2000 census was used to identify all persons aged 18 years and older who were employed in the United States.

3. *Unit* should include all morphemes. Plural is composed of the *BC* and *English* plurals.
4. *Topic Address* (Consumer interest product) to *Microcommunity of the BC Landscape* (Source, relevance and management by the University of BC) - *Environment*

5. Scale Data, unadjusted for project, represented by 12, 12-point Likert

3. *Comment on this slide.* How do you explain the decline in sales, profits, and stock price? What factors do you think are most responsible for the decline? Do you think the company is overvalued? Justify your answer with evidence.

1. The first step in the process of identifying a problem is to recognize that a problem exists. This is often done by comparing current performance with a desired state or goal. If there is a discrepancy, a problem is identified.

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20. **Black Ratio:** Black-owned firms, on average, have a median size of 100 employees and are 10% more likely to be profitable than white-owned firms.

25. How often do you check the weather forecast before leaving home?

23. Negative perceptual ability of signposts is likely to be greatly enhanced if, for example, low-contrast signposts are used for the roads, buildings, etc. instead of 70% or 80% contrast. A study conducted by the author in 1970, in which the contrast of the signposts was varied, showed that the contrast of the signposts should be at least 70% for the roads, buildings, etc. to be easily visible. The author also found that the contrast of the signposts should be at least 70% for the roads, buildings, etc. to be easily visible. The author also found that the contrast of the signposts should be at least 70% for the roads, buildings, etc. to be easily visible.

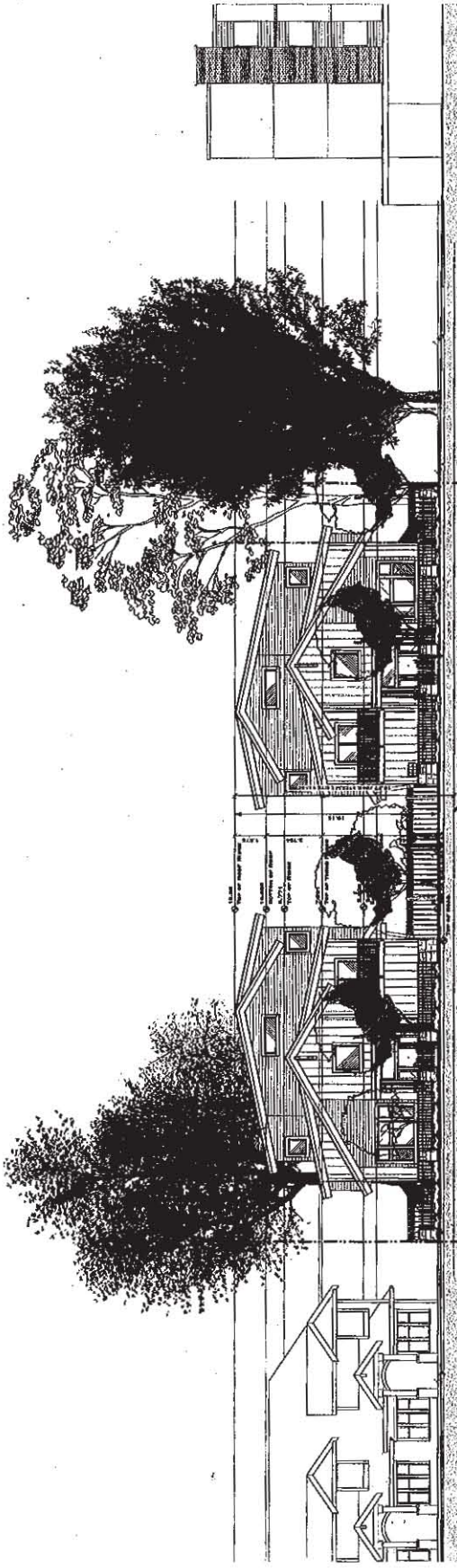
26. *Staphylococcus aureus* is the most common cause of skin infections.

---



CONSTRUCTION: CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF VANCOUVER'S BUILDING BY-LAW, 2006, AND THE BC BUILDING CODE, 2006. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF VANCOUVER AND THE BC BUILDING DEPARTMENT.

DATE	DESCRIPTION
2011.07.28	Final Design
2011.07.28	Final Design
2011.07.28	Final Design
2011.07.28	Final Design
2011.07.28	Final Design



C.M.T.C. ARCHITECT INC.  
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CHESBROUGH ARCHITECT CA

YEW  
TOWNHOMES  
DP 09-498967  
8080 BURNALL RD  
RICHMOND BC V6V 1J8  
CANADA

C.C.	AS NOTED
C.C.	AS NOTED
AS NOTED	100000
AS NOTED	100000

STREETSCAPE  
PLAN #4

N

DP 09 498967  
PLAN #4  
JUL 28 2011

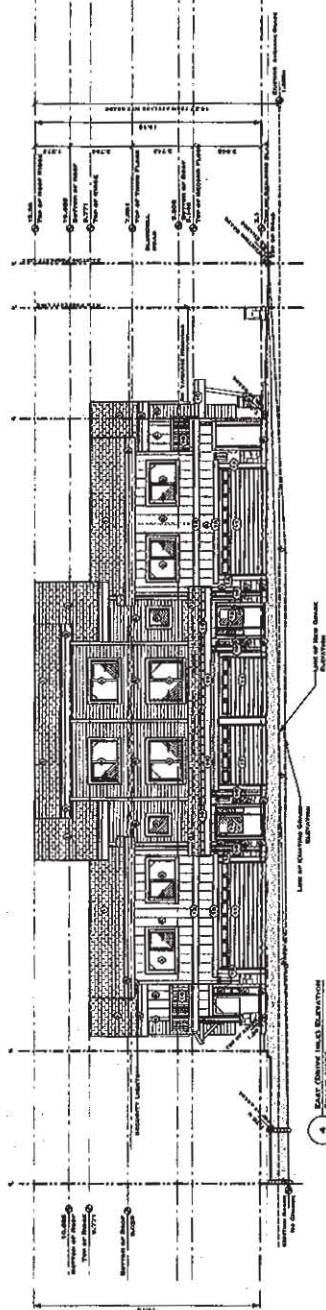
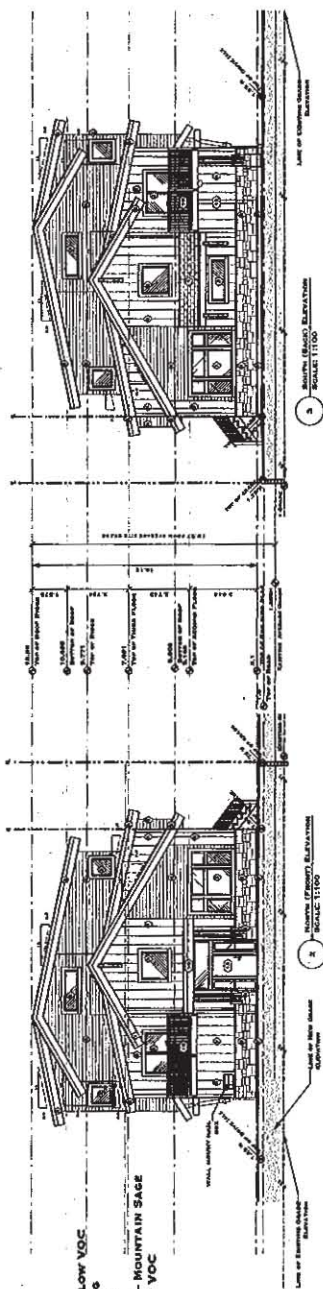
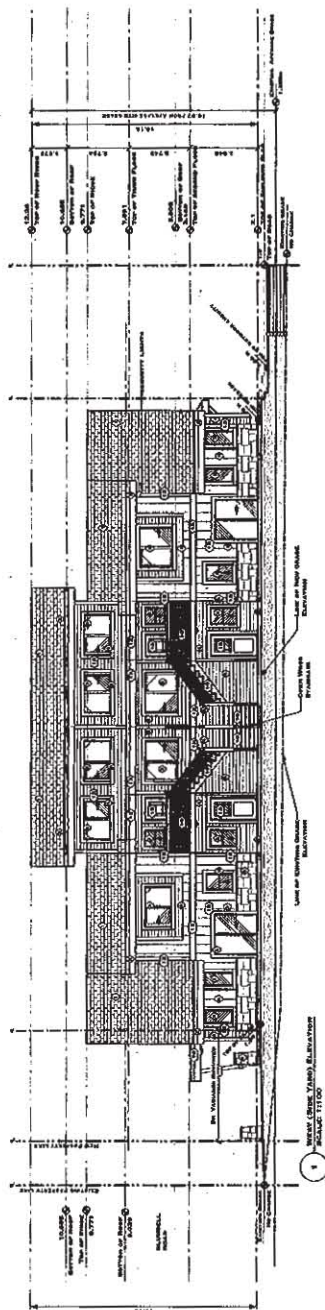


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HINIS@CMTCARCHITECT.CA

**YEW  
TOWNHOMES**  
DP 09-498967  
8080 BLUNDILL RD  
RICHMOND BC V6Y 1J8  
CANADA

DATE	AUG 2ND 2011
BY	C.C.
FOR	C.C.
PROJECT NO.	104000
AS NOTED	
BLDG-1	
ELEVATIONS	

PLAN  
#4A



### MATERIAL LEGEND

1. ASPHALT SHINGLES - INO CARBAMIDE 40
2. WOOD FASCIAS - BN-SHOW WHITE (2122-70) LOW VOC
3. VINYL WINDOWS - WHITE WITH LOW E GLAZING
4. CEDAR MILL HARDIE SIDING - HARRIS CREAM
5. CEDAR MILL HARDIE SIDING - DECK STAIN
6. CEDAR MILL HARDIE SIDING - MOUNTAIN
7. METAL FLASHING - JET BLACK (2012-10) LOW VOC
8. CULTURE STONE - MOJAVE PF 8014
9. CONC. - GREY
10. TERRAZZO - STAIN
11. CARBIDE DOOR
12. MARBLE TRIM - MOUNTAIN SAGE
13. FIREGLASS FRONT DOOR

DP 09 498967

CONTRACTOR: YEW TOWNHOMES  
NOT BE USED FOR ANY OTHER PROJECT  
THIS DRAWING IS THE PROPERTY OF YEW TOWNHOMES  
AND IS NOT TO BE REPRODUCED OR COPIED  
WITHOUT THE WRITTEN PERMISSION OF YEW TOWNHOMES  
DATE: 11/18/11

DATE: 11/18/11  
PROJECT: BLDG-2  
SHEET: 11/18/11

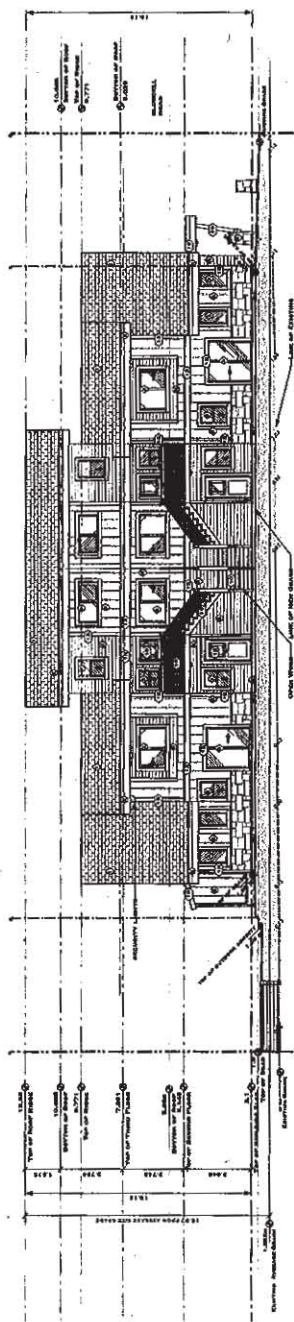


C.M.T.C. ARCHITECTS  
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CHRIS@CMTCARCHITECT.CA

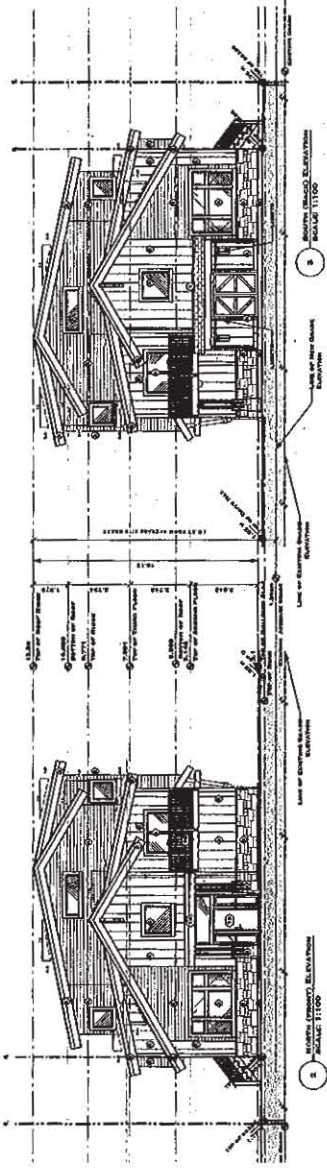
YEW  
TOWNHOMES  
DP 08-498967  
8080 BURNALL RD  
RICHMOND, B.C. V6X 4A8  
CANADA

C.C.	DATE	11/18/11
C.C.	PROJECT	BLDG-2
C.C.	AS NOTED	100000
C.C.	SCALE	1:100

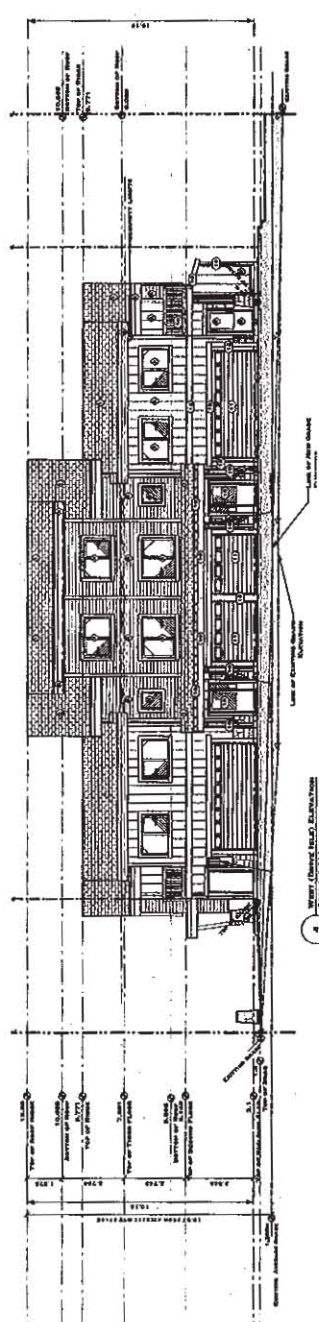
PLAN  
#4B



1. EAST ELEVATION  
SCALE: 1/100



2. NORTH ELEVATION  
SCALE: 1/100



3. WEST ELEVATION  
SCALE: 1/100

- MATERIAL LEGEND**
1. ASPHALT SHINGLES - IMCO CAMBRIDGE 40
  2. WOOD FASCIA - BIRCH-SNOW WHITE (2122-70)
  3. VINYL WINDOWS - WHITE
  4. CEDAR RAILING AND FENCE - HARRIS CREAM
  5. CEDAR RAILING AND FENCE - DECK STAIN
  6. METAL FLASHING - 304 STAINLESS STEEL
  7. METAL FLASHING - 304 STAINLESS STEEL
  8. CULTURE STONE - MOUNTAIN SAGE
  9. CONC. - GREY
  10. TRIMER - DECK STAIN
  11. GARAGE DOOR
  12. HARDIE TRIM - MOUNTAIN SAGE
  13. FIREGLASS FRONT DOOR

DP 09498967  
Dr Anj #4B  
JUL 28 2011



NOTES:  
1. ALL DIMENSIONS ARE IN METERS.  
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

NO.	DATE	DESCRIPTION
1	2011.07.28	Issue for Review
2	2011.08.02	Issue for Construction

ISSUE



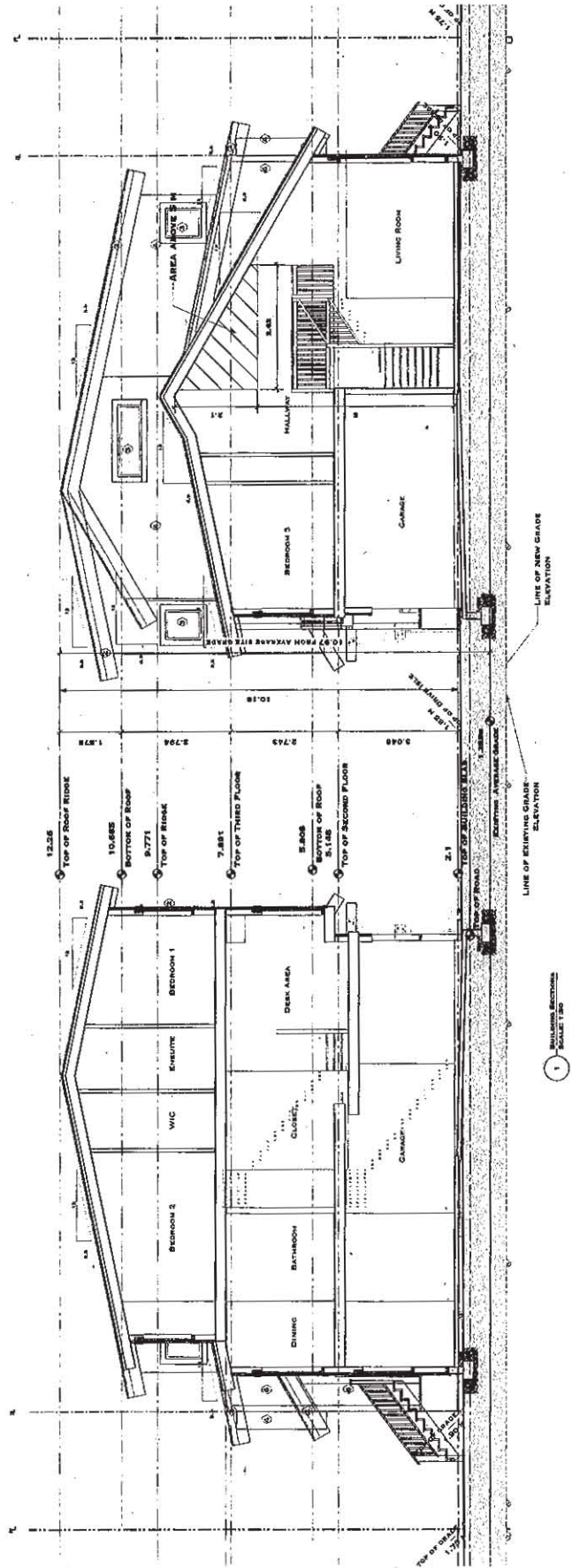
YEW,  
TOWNHOMES  
DP 09-498967  
6555 BLUNDIE RD.  
RICHMOND BC V6V 1J8  
CANADA

YEW,  
TOWNHOMES  
DP 09-498967  
6555 BLUNDIE RD.  
RICHMOND BC V6V 1J8  
CANADA

C.C.	DATE	DESCRIPTION
C.C.	2011.08.02	Issue for Construction
AS NOTED	100000	

CROSS  
SECTIONS

DP 09-498967  
REFERENCE PLAN JUL 28 2011

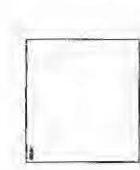


1 MILLIMETER SECTION  
SCALE 1:50

CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

DATE: 10/11/11  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 SCALE: 1/8" = 1'-0"

REVISIONS:  
 1. 10/11/11: Initial design  
 2. 10/11/11: Revised design  
 3. 10/11/11: Final design



YEW TOWNHOMES  
 DP 09-498967  
 8880 BLUNDELL RD  
 RICHMOND, BC V6X 1E8  
 CANADA

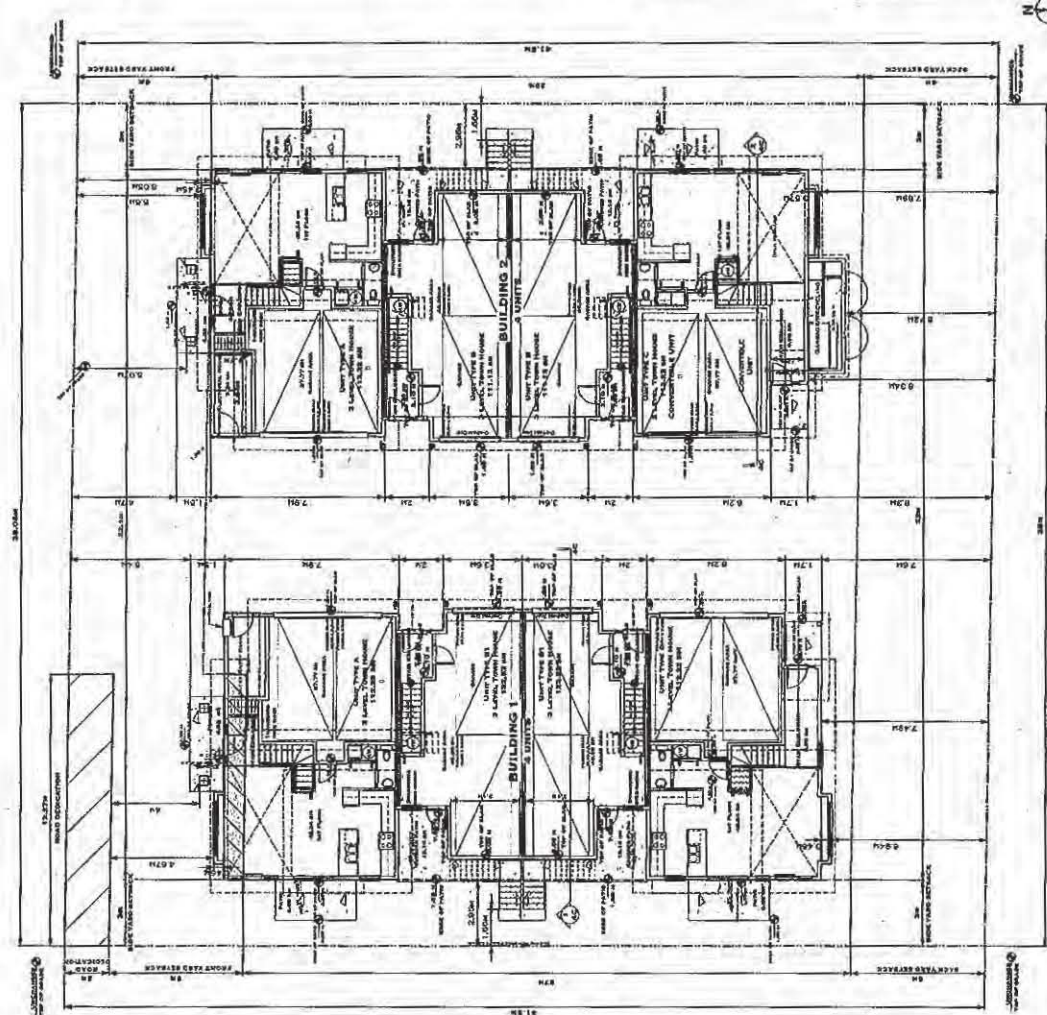
CHARTER ARCHITECTS  
 3440 E. GEORGIA STREET  
 VANCOUVER, B.C.  
 CANADA V6L 3G1  
 TEL: 604-278-8800  
 CHARTERARCHITECTS.CA

C.C.	DATE	10/11/11
C.C.	DATE	10/11/11
AS NOTED	DATE	10/11/11

1ST FLOOR PLAN  
 PLAN #1A

REFERENCE PLAN

BLUNDELL ROAD  
 AREA OF ENCROACHMENT  
 AREA OF DOUBLE HEIGHT  
 INCLUDED IN FAR



JUL 28 2011 DP 09 498967

1 SITE PLAN  
 SHEET 1105



CONTRACT AGREEMENT: THE ARCHITECT HAS BEEN ENGAGED BY THE CLIENT TO PROVIDE ARCHITECTURAL SERVICES FOR THE PROJECT. THE CLIENT AGREES TO PAY THE ARCHITECT'S FEES AND TO PROVIDE ALL NECESSARY INFORMATION AND DOCUMENTATION TO THE ARCHITECT. THE ARCHITECT'S SERVICES ARE LIMITED TO THE DESIGN AND PREPARATION OF ARCHITECTURAL DRAWINGS. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT OR FOR THE RESULTS OF ANY CONSTRUCTION. THE ARCHITECT'S LIABILITY IS LIMITED TO THE AMOUNT OF THE ARCHITECT'S FEES. THE ARCHITECT'S SERVICES ARE NOT GUARANTEED. THE ARCHITECT'S SERVICES ARE SUBJECT TO THE ARCHITECT'S STANDARD CONDITIONS OF SERVICE. THE ARCHITECT'S SERVICES ARE NOT GUARANTEED. THE ARCHITECT'S SERVICES ARE SUBJECT TO THE ARCHITECT'S STANDARD CONDITIONS OF SERVICE.

NO.	DATE	DESCRIPTION
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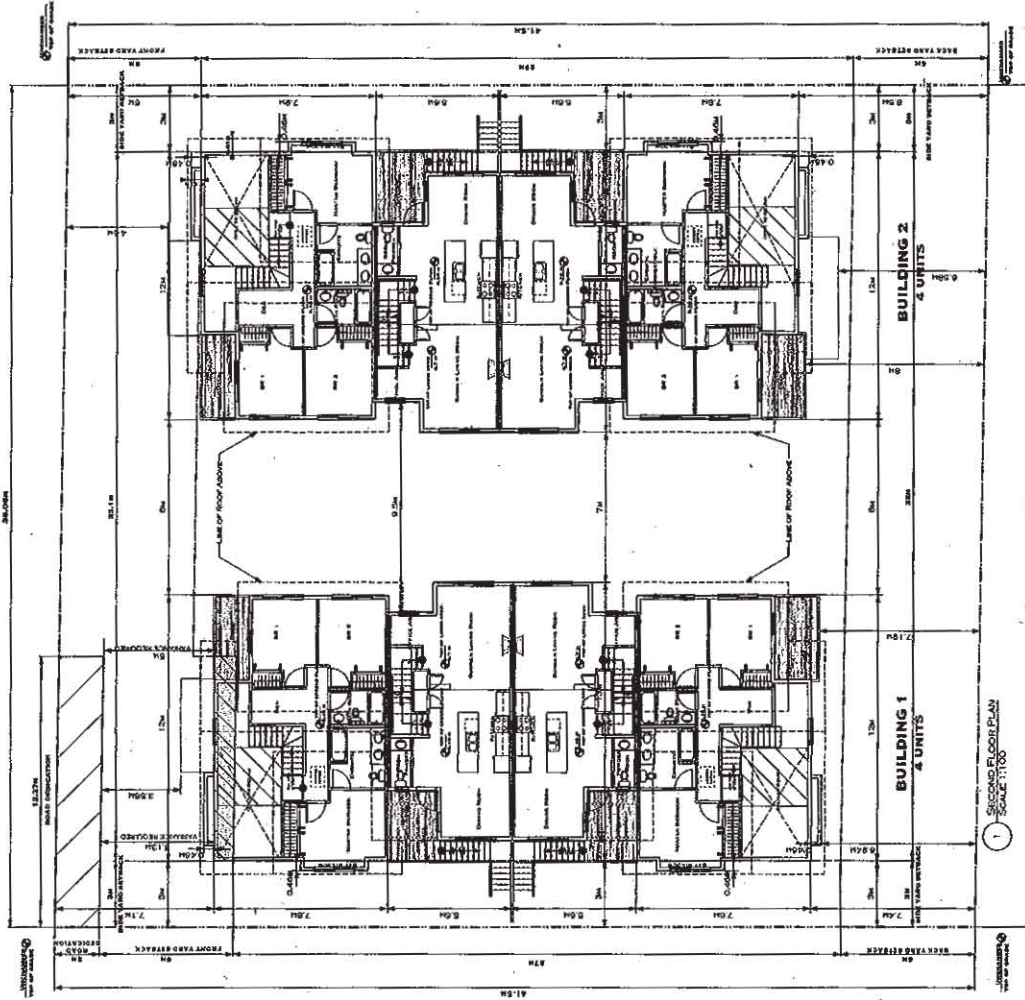
C.M.T.C. ARCHITECTS INC.  
3440 E. GEORGIA STREET  
VANCOUVER, B.C.  
CANADA V6L 3G7  
TEL: (604) 681-1525  
FAX: (604) 681-1526  
CHERRICHARCHITECT.CA

YEW  
TOWNHOMES  
DP 09-498967  
5000 BLUNDELL RD  
RICHMOND BC V6X 1A8  
CANADA

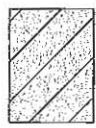
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C.C.	REVISION	
AS NOTED	1000000	
2ND FLOOR	PLAN	

PLAN  
#2A

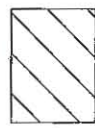
BLUNDELL ROAD



ACCESSIBLE NOTES:  
- A CONVERTIBLE UNIT IS PROVIDED FOR THIS PROJECT.  
- AGING IN PLACE FEATURES ARE PROVIDED IN ALL UNITS OF THIS PROJECT.  
- SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR  
- DOOR HANDLES AND "LEVER-TYPE HANDLES" FOR PLUMBING FIXTURES AND  
- THE PROPOSED CONVERTIBLE UNIT CONPLY WITH THE FEATURES LISTED IN THE  
- ATTACHED CONVERTIBLE UNIT FEATURES CHECKLIST'S IN WASHROOM WALLS  
- TO FACILITATE FUTURE GRAB BAR INSTALLATION AND "LEVER-TYPE HANDLES"  
- FOR PLUMBING FIXTURES AND DOOR HANDLES



AREA OF ENCROACHMENT



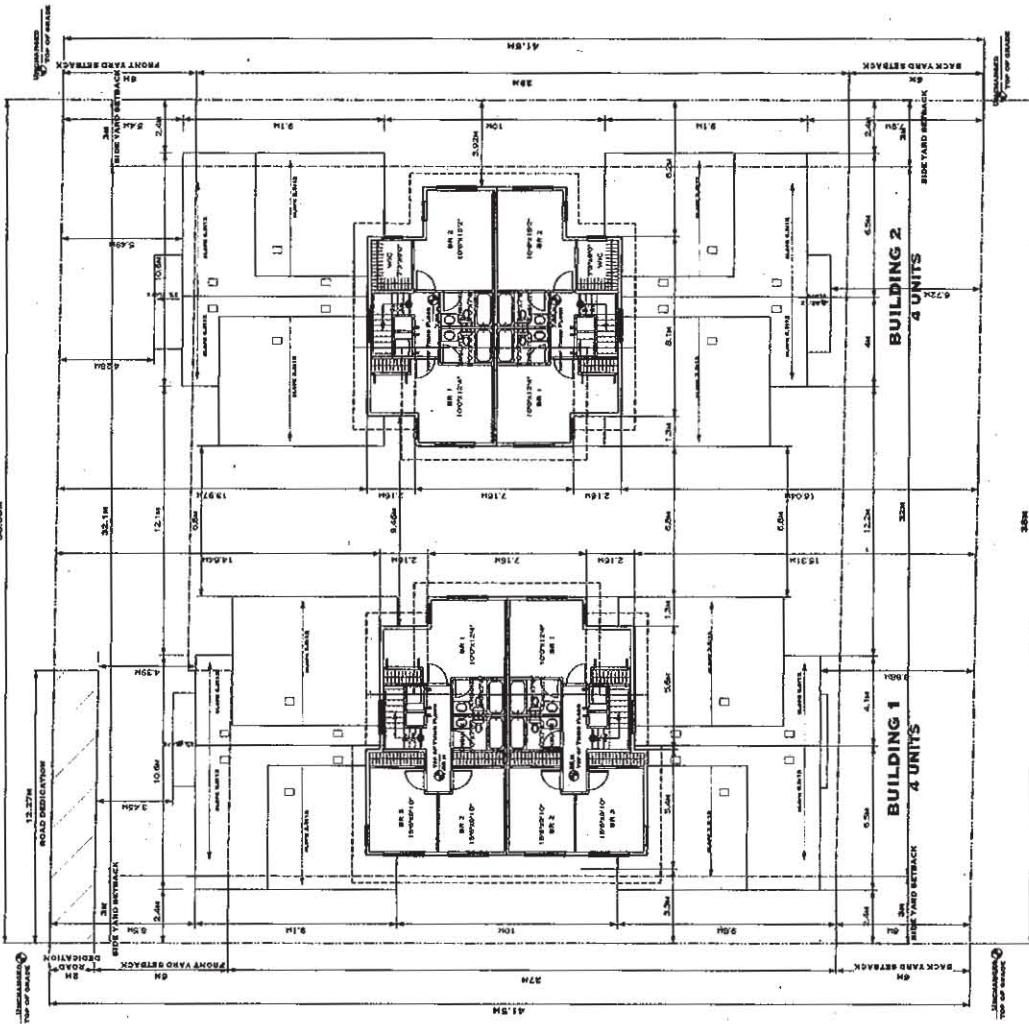
AREA OF DOUBLE HEIGHT  
INCLUDED IN FAR

DP 09 498967  
REFERENCE PLAN JUL 2 8 2011

CONSTRUCTION INFORMATION  
 THIS PLAN IS A PRELIMINARY DESIGN AND NOT BE USED FOR CONSTRUCTION. THE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION OR THE RESULTS OF ANY CONSTRUCTION BASED ON THIS PLAN.

REVISIONS

NO.	DATE	DESCRIPTION
1	2011.07.28	ISSUED FOR PERMIT



BLUNDELL ROAD

**ACCESSIBLE NOTES:**  
 - A CONVERTIBLE UNIT IS PROPOSED FOR THIS PROJECT.  
 - AGING IN PLACE FEATURES ARE PROPOSED IN ALL UNITS OF THIS PROJECT.  
 - SEVERAL FEATURES ARE PROPOSED TO MEET THE REQUIREMENTS OF THE ACCESSIBLE DESIGN GUIDE:  
 - INSTALLATION OF LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES  
 - THE PROPOSED CONVERTIBLE UNIT COMPLY WITH THE FEATURES LISTED IN THE ATTACHED CONVERTIBLE UNIT FEATURES CHECKLIST 6 IN WASHROOM WALLS  
 - THE PROPOSED CONVERTIBLE UNIT COMPLY WITH THE FEATURES LISTED IN THE ATTACHED CONVERTIBLE UNIT FEATURES CHECKLIST 6 IN WASHROOM WALLS FOR PLUMBING FIXTURES AND DOOR HANDLES



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 TEL: (778) 963-1525  
 CMT@CMTARCHITECT.CA

**YEW TOWNHOMES**  
 DP 09498967  
 8080 BLUNDELL RD  
 RICHMOND BC V6V 1J9  
 CANADA

C.C.	DATE	2011.07.28
C.C.	DATE	2011.07.28
DATE	DATE	2011.07.28
DATE	DATE	2011.07.28

**3RD FLOOR PLAN**

**DP 09498967**  
**REFERENCE PLAN**  
**JUL 28 2011**

1 3RD FLOOR PLAN  
 SCALE 1:100



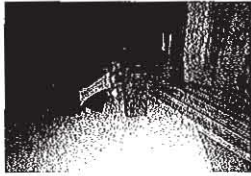
PLAN #2C

**ACCESSIBLE NOTATION**  
A CONVERTIBLE UNIT IS PROPOSED FOR THIS PROJECT.  
AGING IN PLACE FEATURES ARE PROPOSED IN ALL UNITS OF THIS PROJECT.  
SOLID BLOCKING IN WAREHOUSE WALLS TO FACILITATE FUTURE CHAIR BAR INSTALLATION\* AND "LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES"  
THE PROPOSED CONVERTIBLE UNIT COMPLY WITH THE FEATURES LISTED IN THE ATTACHED CONVERTIBLE UNIT FEATURES CHECKLIST C-1 IN WAREHOUSE WALLS TO FACILITATE FUTURE CHAIR BAR INSTALLATION\* AND "LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES"

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3	1-11-11	REVISIONS
4	1-11-11	REVISIONS
5	1-11-11	REVISIONS
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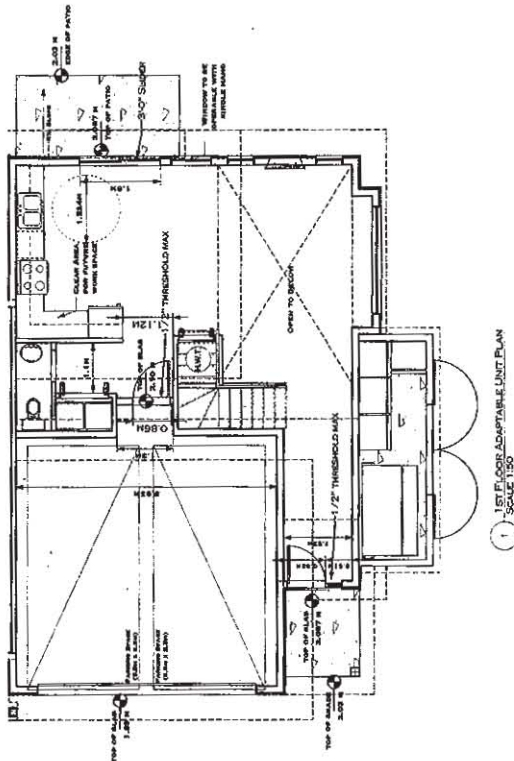


ELECTRIC - SIDE III

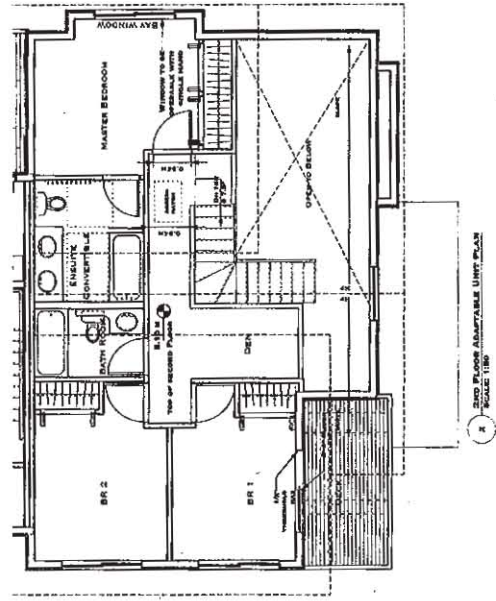


ELECTRIC - SIDE III

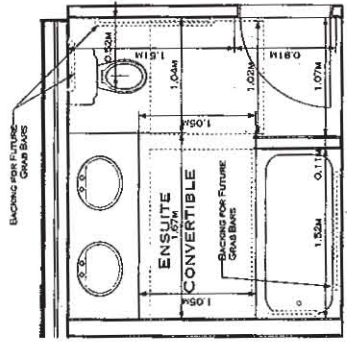
ALTERNATIVELY A STAIRLIFT CAN ALSO BE BUILT INTO THE STAIRCASE - SUCH AS THE BRUNO ELECTRA-RIDE (IN-MODEL) - WHICH CAN ACCOMMODATE THE 90 DEGREE STAIRCASE. SEE BROCHURE FOR COMPLETE DETAIL.



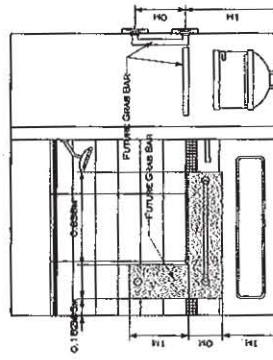
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SCALE 1:50



2 2ND FLOOR ADAPTABLE UNIT PLAN  
SCALE 1:50



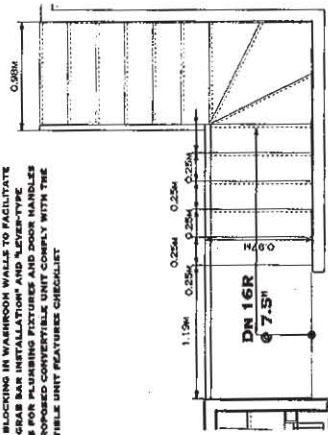
3 CONVERTIBLE BATHROOM PLAN  
SCALE 1:50



4 CONVERTIBLE BATHROOM  
SCALE 1:50

Component	Convertible Unit Features	Accessible Unit Features
Entrance	Entry door with 800 mm clear opening (15° swing) YES	Entry door with 800 mm clear opening (15° swing) YES
Living Area	Living area with 800 mm clear opening (15° swing) YES	Living area with 800 mm clear opening (15° swing) YES
Kitchen	Kitchen with 800 mm clear opening (15° swing) YES	Kitchen with 800 mm clear opening (15° swing) YES
Bathroom	Bathroom with 800 mm clear opening (15° swing) YES	Bathroom with 800 mm clear opening (15° swing) YES
Bedroom	Bedroom with 800 mm clear opening (15° swing) YES	Bedroom with 800 mm clear opening (15° swing) YES
Staircase	Staircase with 800 mm clear opening (15° swing) YES	Staircase with 800 mm clear opening (15° swing) YES
Windows	Windows with 800 mm clear opening (15° swing) YES	Windows with 800 mm clear opening (15° swing) YES
Doors	Doors with 800 mm clear opening (15° swing) YES	Doors with 800 mm clear opening (15° swing) YES
Handrails	Handrails with 800 mm clear opening (15° swing) YES	Handrails with 800 mm clear opening (15° swing) YES
Storage	Storage with 800 mm clear opening (15° swing) YES	Storage with 800 mm clear opening (15° swing) YES
Lighting	Lighting with 800 mm clear opening (15° swing) YES	Lighting with 800 mm clear opening (15° swing) YES
Electrical	Electrical with 800 mm clear opening (15° swing) YES	Electrical with 800 mm clear opening (15° swing) YES
Plumbing	Plumbing with 800 mm clear opening (15° swing) YES	Plumbing with 800 mm clear opening (15° swing) YES
HVAC	HVAC with 800 mm clear opening (15° swing) YES	HVAC with 800 mm clear opening (15° swing) YES
Fire	Fire with 800 mm clear opening (15° swing) YES	Fire with 800 mm clear opening (15° swing) YES
Security	Security with 800 mm clear opening (15° swing) YES	Security with 800 mm clear opening (15° swing) YES
Accessibility	Accessibility with 800 mm clear opening (15° swing) YES	Accessibility with 800 mm clear opening (15° swing) YES

ACCESSIBLE NOTE:  
AGING IN PLACE FEATURES ARE PROVIDED IN ALL UNITS  
- SOLID BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR INSTALLATION AND LEVER-TYPE HANDLES FOR PLUMBING FIXTURES AND DOOR HANDLES  
- THE PROPOSED CONVERTIBLE UNIT COMPLY WITH THE CONVERTIBLE UNIT FEATURED CHECKLIST



5 ADAPTABLE STAIR DETAIL  
SCALE 1:50

DP 09 498967  
REFERENCE PLAN JUL 28 2011

PLAN #2D

C.M.I.C. ARCHITECTS  
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YEW TOWNHOMES  
DP 09 498967  
3000 BLANCK RD  
RICHMOND, B.C. V6V 1K8  
CANADA

CONVERTIBLE UNIT  
C.C.  
AS NOTED  
10-08-00  
10-08-00  
10-08-00





**City of Richmond**  
Planning and Development Department

**Report to  
Development Permit Panel**

---

**To:** Development Permit Panel  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** August 10, 2011  
**File:** DV11-581634  
**Re:** **Application by CTA Design Group for a Development Variance Permit at 11120 Silversmith Place**

---

**Staff Recommendation**

That a Development Variance Permit be issued which would vary the maximum building height of a building within the Industrial Business Park (IB1) zone:

- a) From 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower; and
- b) From 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower.

Brian J. Jackson, MCIP  
Director of Development

BJJ:dcb  
Att. 2

## Staff Report

### Origin

CTA Design Group has applied to the City of Richmond for a Development Variance Permit to vary the maximum building height of a building within the Industrial Business Park (IB1) zone:

- a) From 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower also at 11120 Silversmith Place; and
- b) From 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower at 11120 Silversmith Place.

LPL Properties Ltd. (Layfield Plastics) is the current owner of the subject property and operates a production facility for the manufacturing of plastics.

### Development Information

In 2003, Council approved a development variance (DV 03-251026) increasing the maximum building height from 12.0 m to 19.812 m to accommodate an equipment tower on a portion of the building. The first variance included in this application is intended to accommodate a slight widening and squaring off of this existing, previously approved tower. The existing tower is proposed to be widened by approximately 7.04m deep by 12.55m wide up to the height of the current tower. The addition will be finished with blue metal cladding to match the existing tower finish.

The second variance request relates to LPL Properties expansion plans. LPL is proposing to remove an existing on-site rail spur along the west side of their existing building to expand their existing building by approximately 496 m<sup>2</sup> (5,340 ft<sup>2</sup>). The base building addition will be approximately 36.6 m wide, 12.2 m deep and 8.3 m high. The height of the base will match the height of the existing building. The new equipment tower will be situated overtop the expanded building base and will be approximately 18.3 m wide and 12.2 m deep. The height of the tower as measured from the slab elevation will be approximately 30m.

The proposed new tower will be approximately 10.2 metres taller than the first tower as a result of the new products to be fabricated at this plant. The tower enclosure will have a pre-finished metal cladding coloured blue to match the existing equipment tower that was approved in 2003. The lower building expansion will utilize new concrete tilt panels to match the existing building.

As noted earlier, the new tower will be used in the fabrication of polyfilm. The applicant's submission documents indicate that "the fabrication process is vertical to allow for cooling of the film and the height is necessary for the larger and thicker films which are now planned for fabrication at this facility".

The subject property lies within the area zoned as Industrial Business Park south of Steveston Highway and east of Shell Road. The site is appropriately zoned and the use is consistent with the adjacent industrial business park users.

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements. A site plan and elevations are provided in **Attachment 2**.



**Background**

Development surrounding the subject site is as follows:

To the north, south and east; medium to large sized general industrial lots all zoned "Industrial Business Park (IB1)". An Air Care inspection facility is located to the north. To the south are industrial uses operating out of warehouse/distribution facilities with offices as an accessory use.

To the west, Shell Road and the Shell Road rail corridor. West of Shell Road are large lots zoned Agriculture (AG1) all of which lie within the Agricultural Land Reserve.

**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 Variance Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the Industrial Business Park (IB1) zoning schedule except for the zoning variance noted below.

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

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum allowable height of a building within the Industrial Business Park (IB1) zone:

- a) From 12 m to 19.812 m to accommodate the widening of an existing polyfilm fabrication tower also at 11120 Silversmith Place; and
- b) From 12 m to 30 m to accommodate the construction of a new polyfilm fabrication tower at 11120 Silversmith Place.

*(Staff supports the proposed variances as this is a purpose built expansion which allows the existing business to diversify their operation rather than having to relocate to a new site. The widening and squaring off of the existing tower is a relatively small addition and will not result in a significant physical change in the appearance of the building. The height of the new tower is not impacted by aircraft height restrictions and is not expected to significantly affect the view lines from the neighbouring businesses. The additions to the existing operation have been appropriately designed to match / correspond to the existing building and tower's features. The proposed tower height and dimension provide interest to the streetscape and are considered appropriate in relationship to the scale of buildings/structures around it.)*

**Analysis*****Flood Covenant on Title***

A flood covenant exists on title requiring that the underside of the floor system or top of the concrete slab within any building used for Light Industrial purposes be at, or above, 2.19m GSC. The applicant has advised that the proposed slab elevation will meet this requirement. The City's current Flood Construction Level (FCL) at this site is 2.9m GSC but as the size of the proposed addition is less than 25% of the existing building floorspace the current FCL requirements are not triggered and the existing covenant will prevail.

***Provincial Environmental Management Act – Site Contamination***

As a result of the site profile submission, the Provincial Ministry of Environment (BCMOE) has advised that there is an outstanding requirement for a preliminary site investigation for the subject site.

The applicant has been in touch with the BCMOE and the Province has subsequently provided a release to the City under section 946.2(2)(b)) allowing the City to approve development and development variance permits for the subject property.

### ***Conditions of Adjacency***

- The majority of uses around the subject property consist primarily of similar light industrial facilities and related offices. The proposed tower will be located at the rear (west side) of the existing building rather than adjacent to neighbouring lots to the north or south. The agricultural properties are approximately 50m to the west with Shell Road, a canal and the rail corridor between these uses.

### ***Site and Landscape Planning***

- The location of the proposed tower is influenced by the internal layout needed in the fabrication process.
- The applicant has made adjustments to the site's parking arrangements to respond to Transportation staff's request for a 7.5 m wide drive aisle. Several parking stalls have been reoriented to accommodate the wider aisle.
- The applicant has also added an external bike rack and has indicated that required internal bike stalls can be accommodated.
- Both parking and loading stall requirements conform to the City's Zoning Bylaw.

### ***Architectural Form and Character***

- The tower enclosure will have a pre-finished metal cladding coloured blue to match the existing equipment tower that was approved in 2003. The lower building expansion will utilize new concrete tilt panels to match the existing building.

### **Conclusions**

Staff have reviewed the technical issues related to the proposed building expansion and associated equipment tower additions to the LPL Properties Ltd. site and are recommending support for the requested height variances.



David Brownlee  
Planner 2

DCB:rg

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

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

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



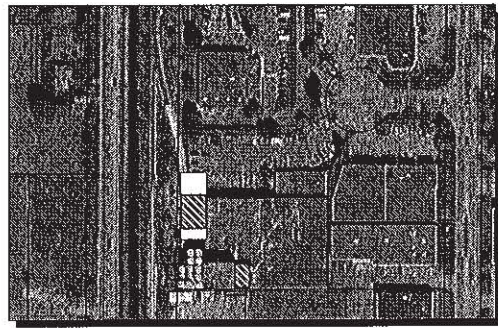
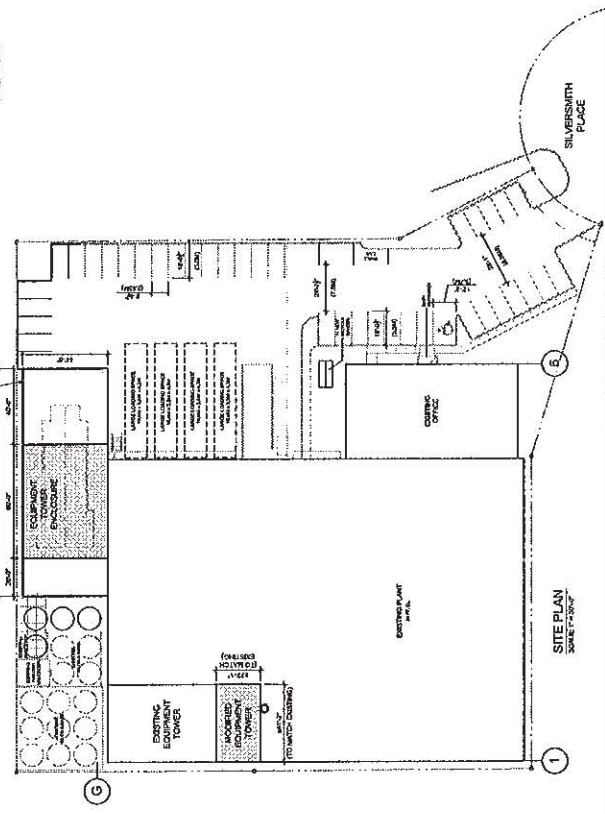
**City of Richmond**

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

**Development Application  
Data Sheet  
Development Applications Division****DV11-581634****Attachment 1**Address: 11120 Silversmith PlaceApplicant: CTA Design Group Owner: LPL Properties Ltd. (Layfield  
Plastics)Planning Area(s): ShellmontFloor Area Gross: 4,159 m<sup>2</sup> after expansion

	Existing	Proposed
Site Area:	7,357 m <sup>2</sup>	same
Land Uses:	General Industrial	same
OCP Designation:	Business and Industry	same
Zoning:	Industrial Business Park (IB1)	same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.0	0.565	none permitted
Lot Coverage:	Max. 60%	56.5%	
Setback – Front and exterior side yard:	Min. 3.0 m	conforms	
Setback – Rear and interior side yard:	Min. 0 m	conforms	
Height (m) (existing tower):	Max. 12 m	19.812 m	variance to accommodate widening of existing equipment tower enclosure
Height (m) (new tower):	Max. 12 m	30 m	variance for a new equipment tower enclosure
Lot Size:	none	conforms	
Total off-street Spaces:	42	42	
Loading Spaces	2 medium and 2 large	4 large spaces	
Bicycle Spaces	Class 1: 11 Class 2: 11	Class 1: 11 Class 2: 11	



<b>BUILDING DATA</b>	<b>D BUSINESS PARK INDUSTRIAL DISTRICT</b>
<b>ADDRESS</b>	<b>LOT 10, TRACT 100-2, 100-3, 100-4, 100-5, 100-6, 100-7, 100-8, 100-9, 100-10, 100-11, 100-12, 100-13, 100-14, 100-15, 100-16, 100-17, 100-18, 100-19, 100-20, 100-21, 100-22, 100-23, 100-24, 100-25, 100-26, 100-27, 100-28, 100-29, 100-30, 100-31, 100-32, 100-33, 100-34, 100-35, 100-36, 100-37, 100-38, 100-39, 100-40, 100-41, 100-42, 100-43, 100-44, 100-45, 100-46, 100-47, 100-48, 100-49, 100-50, 100-51, 100-52, 100-53, 100-54, 100-55, 100-56, 100-57, 100-58, 100-59, 100-60, 100-61, 100-62, 100-63, 100-64, 100-65, 100-66, 100-67, 100-68, 100-69, 100-70, 100-71, 100-72, 100-73, 100-74, 100-75, 100-76, 100-77, 100-78, 100-79, 100-80, 100-81, 100-82, 100-83, 100-84, 100-85, 100-86, 100-87, 100-88, 100-89, 100-90, 100-91, 100-92, 100-93, 100-94, 100-95, 100-96, 100-97, 100-98, 100-99, 100-100, 100-101, 100-102, 100-103, 100-104, 100-105, 100-106, 100-107, 100-108, 100-109, 100-110, 100-111, 100-112, 100-113, 100-114, 100-115, 100-116, 100-117, 100-118, 100-119, 100-120, 100-121, 100-122, 100-123, 100-124, 100-125, 100-126, 100-127, 100-128, 100-129, 100-130, 100-131, 100-132, 100-133, 100-134, 100-135, 100-136, 100-137, 100-138, 100-139, 100-140, 100-141, 100-142, 100-143, 100-144, 100-145, 100-146, 100-147, 100-148, 100-149, 100-150, 100-151, 100-152, 100-153, 100-154, 100-155, 100-156, 100-157, 100-158, 100-159, 100-160, 100-161, 100-162, 100-163, 100-164, 100-165, 100-166, 100-167, 100-168, 100-169, 100-170, 100-171, 100-172, 100-173, 100-174, 100-175, 100-176, 100-177, 100-178, 100-179, 100-180, 100-181, 100-182, 100-183, 100-184, 100-185, 100-186, 100-187, 100-188, 100-189, 100-190, 100-191, 100-192, 100-193, 100-194, 100-195, 100-196, 100-197, 100-198, 100-199, 100-200, 100-201, 100-202, 100-203, 100-204, 100-205, 100-206, 100-207, 100-208, 100-209, 100-210, 100-211, 100-212, 100-213, 100-214, 100-215, 100-216, 100-217, 100-218, 100-219, 100-220, 100-221, 100-222, 100-223, 100-224, 100-225, 100-226, 100-227, 100-228, 100-229, 100-230, 100-231, 100-232, 100-233, 100-234, 100-235, 100-236, 100-237, 100-238, 100-239, 100-240, 100-241, 100-242, 100-243, 100-244, 100-245, 100-246, 100-247, 100-248, 100-249, 100-250, 100-251, 100-252, 100-253, 100-254, 100-255, 100-256, 100-257, 100-258, 100-259, 100-260, 100-261, 100-262, 100-263, 100-264, 100-265, 100-266, 100-267, 100-268, 100-269, 100-270, 100-271, 100-272, 100-273, 100-274, 100-275, 100-276, 100-277, 100-278, 100-279, 100-280, 100-281, 100-282, 100-283, 100-284, 100-285, 100-286, 100-287, 100-288, 100-289, 100-290, 100-291, 100-292, 100-293, 100-294, 100-295, 100-296, 100-297, 100-298, 100-299, 100-300, 100-301, 100-302, 100-303, 100-304, 100-305, 100-306, 100-307, 100-308, 100-309, 100-310, 100-311, 100-312, 100-313, 100-314, 100-315, 100-316, 100-317, 100-318, 100-319, 100-320, 100-321, 100-322, 100-323, 100-324, 100-325, 100-326, 100-327, 100-328, 100-329, 100-330, 100-331, 100-332, 100-333, 100-334, 100-335, 100-336, 100-337, 100-338, 100-339, 100-340, 100-341, 100-342, 100-343, 100-344, 100-345, 100-346, 100-347, 100-348, 100-349, 100-350, 100-351, 100-352, 100-353, 100-354, 100-355, 100-356, 100-357, 100-358, 100-359, 100-360, 100-361, 100-362, 100-363, 100-364, 100-365, 100-366, 100-367, 100-368, 100-369, 100-370, 100-371, 100-372, 100-373, 100-374, 100-375, 100-376, 100-377, 100-378, 100-379, 100-380, 100-381, 100-382, 100-383, 100-384, 100-385, 100-386, 100-387, 100-388, 100-389, 100-390, 100-391, 100-392, 100-393, 100-394, 100-395, 100-396, 100-397, 100-398, 100-399, 100-400, 100-401, 100-402, 100-403, 100-404, 100-405, 100-406, 100-407, 100-408, 100-409, 100-410, 100-411, 100-412, 100-413, 100-414, 100-415, 100-416, 100-417, 100-418, 100-419, 100-420, 100-421, 100-422, 100-423, 100-424, 100-425, 100-426, 100-427, 100-428, 100-429, 100-430, 100-431, 100-432, 100-433, 100-434, 100-435, 100-436, 100-437, 100-438, 100-439, 100-440, 100-441, 100-442, 100-443, 100-444, 100-445, 100-446, 100-447, 100-448, 100-449, 100-450, 100-451, 100-452, 100-453, 100-454, 100-455, 100-456, 100-457, 100-458, 100-459, 100-460, 100</b>





## City of Richmond

Planning and Development Department

## Development Variance Permit

No. DV11-581634

To the Holder: CTA DESIGN GROUP  
Property Address: SUITE 101-925 WEST 8<sup>TH</sup> AVE, VANCOUVER, B.C. V5Z 1E4  
Address: 11120 SILVERSMITH PLACE

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance 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 as follows:
  - a) The dimension and siting of buildings and structures on the land shall be as shown on Plan #1 attached hereto.
  - b) The siting of off-street parking and loading facilities shall be as shown on Plan #1 attached hereto.
4. 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.
5. 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.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

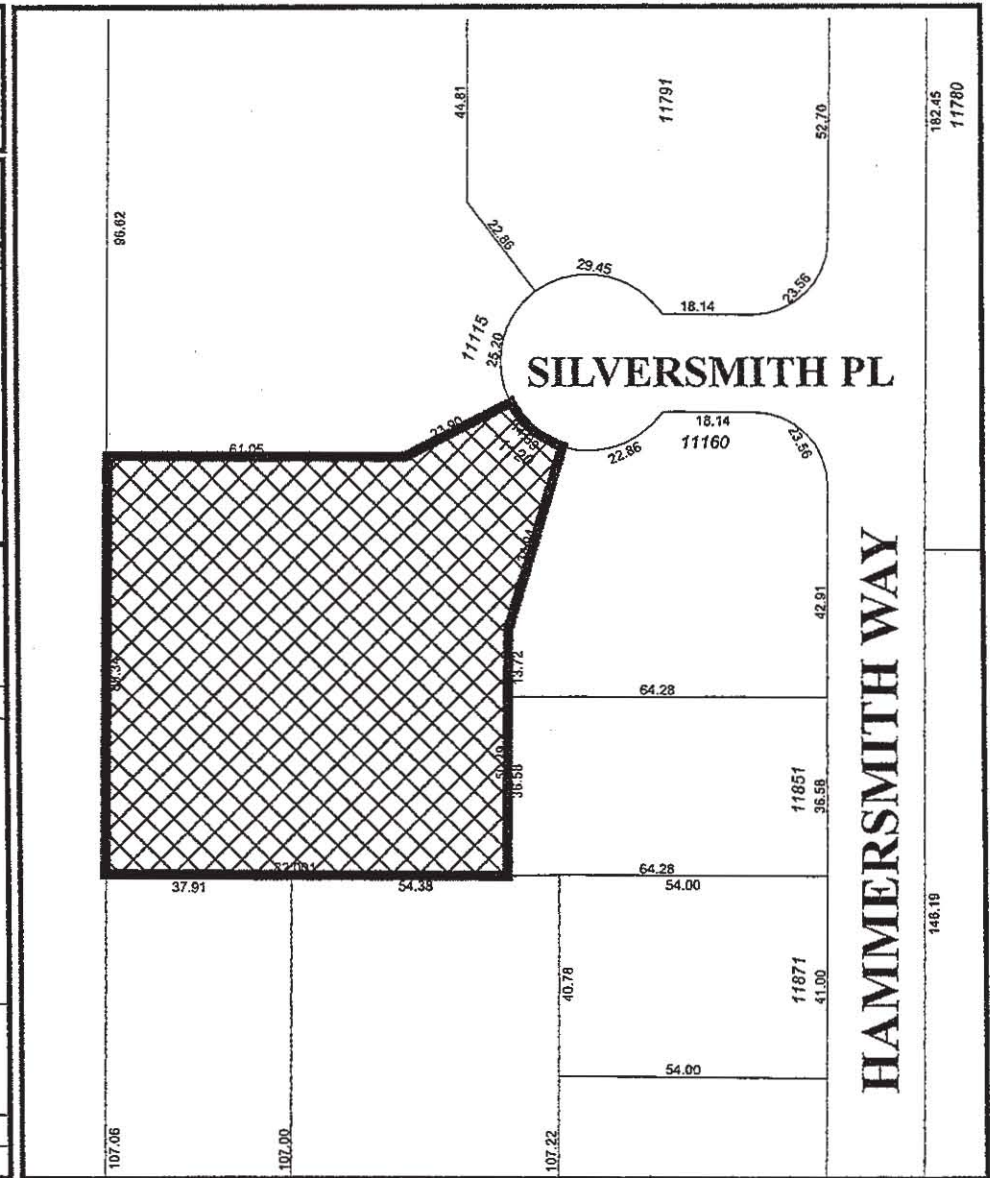
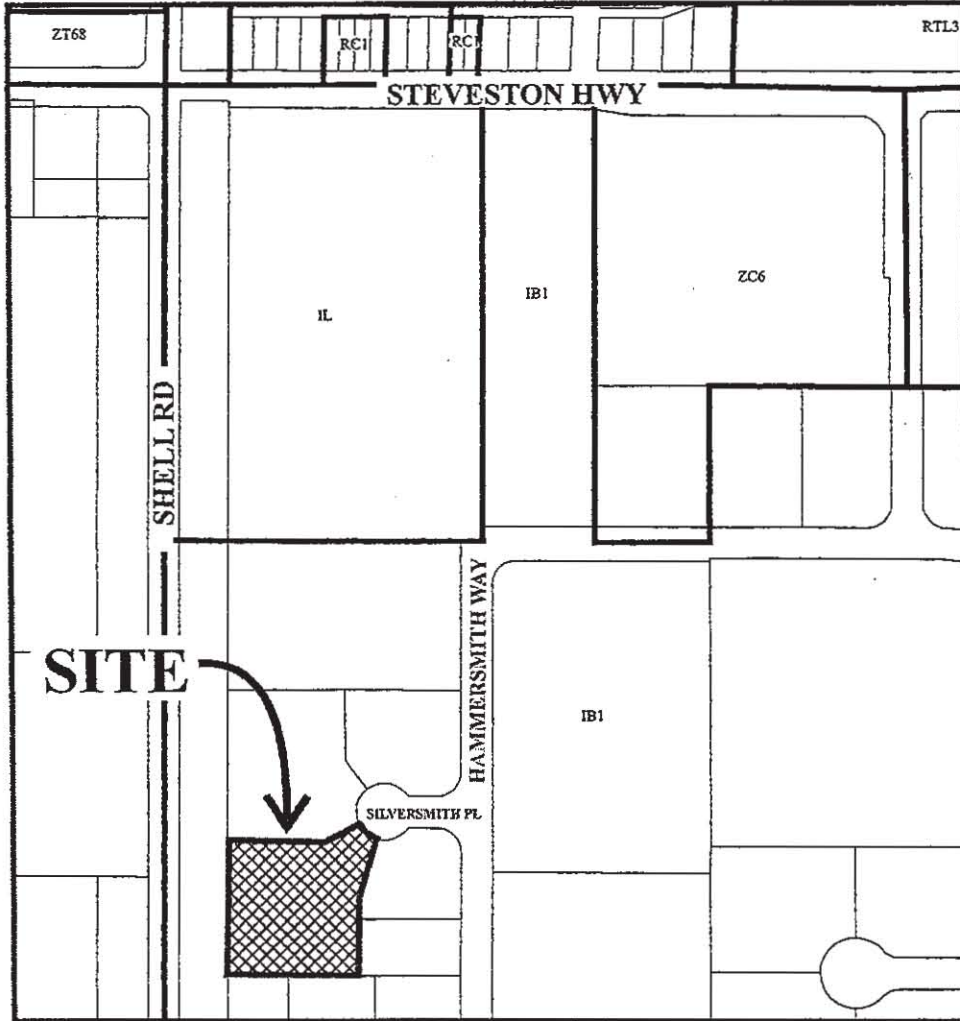
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR



# City of Richmond



DV 11-581634  
SCHEDULE "A"

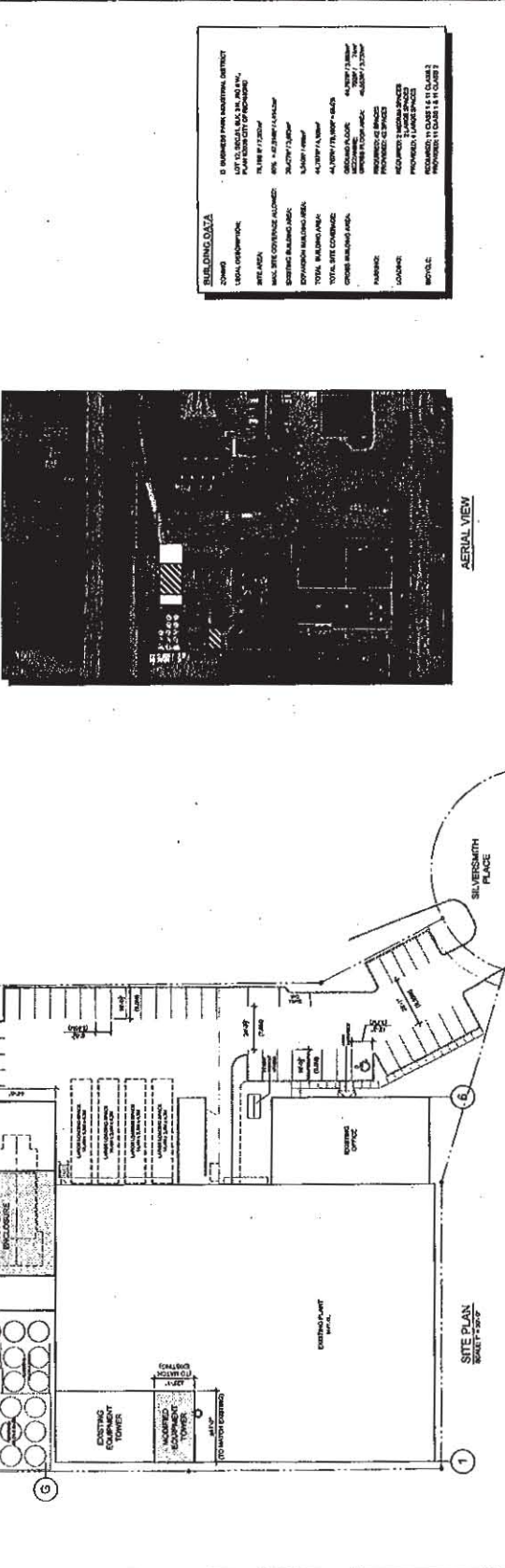
Original Date: 06/16/11

Revision Date:

Note: Dimensions are in METRES



TITLE		DRAWING NUMBER		SCALE		DATE		SHEET	
SITE PLAN / ELEVATIONS		DRAWING NUMBER		SCALE		DATE		SHEET	
A1		A100		A100		A100		A100	

[illegible]