

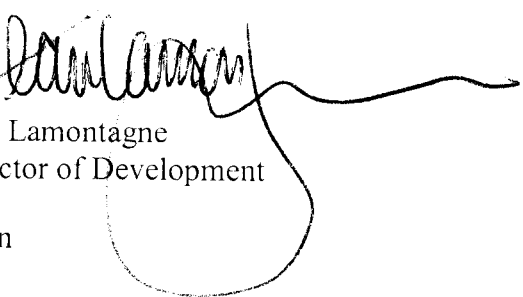


To: Development Permit Panel
From: Jean Lamontagne
Director of Development
Date: August 2, 2006
File: DP 05-320225
Re: **Application by Sungrand Developments Ltd. for a Development Permit at
11651, 11671, 11691, 11711 Steveston Highway**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a twenty seven (27) unit two-storey townhouse development at 11651, 11671, 11691, 11711 Steveston Highway on a site zoned "Townhouse District (R2 – 0.6)"; and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the front yard setback from 6 metres (19.6 ft.) to 4.3 metres (14 ft.) for Building No. 2 and No. 3 along a portion of the Steveston Highway frontage;
 - b) Reduce the west side yard setback from 3 metres (9.8 ft.) to 1.6 metres (5.2 ft.) for Building No. 8, at the northwest corner of the site;
 - c) Permit both the recycling and mailbox/entry gate structure to be located within the front yard setback; and
 - d) Increase the permitted site coverage from 40% to 41%.



Jean Lamontagne
Director of Development

JL:dn
Att.

Staff Report

Origin

Sungrand Developments Ltd has applied to the City of Richmond for permission to construct a twenty seven (27) unit two-storey townhouse development at 11651, 11671, 11691, 11711 Steveston Highway on a site zoned "Townhouse District (R2 – 0.6)". The site is currently vacant and pre-loading has commenced.

The site is being rezoned from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6)" under Bylaw 7977.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, single-family properties zoned "Single-Family Housing District, Subdivision Area E (R1/E)" and "Land Use Contract (LUC) 152";
- To the east, a single-family lot (11731 Steveston Highway) zoned R1/E and a gas station (11991 Steveston Highway) zoned "Service Station District (G2)", which are both under application to rezone to a "Comprehensive Development District (CD)" (RZ 04-272679) to permit redevelopment of a gas station with a retail commercial component. Initially, a car wash was proposed on the site, the application has since been amended and the car wash element has been withdrawn from the application;
- To the south, the Ironwood Shopping Centre zoned "Community Commercial District (C3)", which is situated on the south side of Steveston Highway; and
- To the west, two (2) single-family dwellings (11599 and 11631 Steveston Highway) zoned R1/E. The future redevelopment potential of these parcels has been substantiated by a redevelopment concept plan for the site, which was attached to the rezoning report. West of these lots is a single lot (11511 Steveston Highway), which was rezoned to "Townhouse District (R2 – 0.6)" (RZ 03-232158) and will be developed as twenty seven (27) two and three-storey townhouse units as permitted by Development Permit (DP 04-278285).

Rezoning and Public Hearing Results

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

- Preparation of a tree replacement plan;
- Confirmation of setback variances along the west and south property edges of the site.

The Public Hearing for the rezoning of this site was held on December 14, 2005. At the Public Hearing, the following concerns about rezoning the property were expressed:

- Request for the installation of additional drainage along the perimeter of the site in response to changes in grade along Steveston Highway

- Request to increase the setback between the proposed development and the adjacent northern single-family residential neighbourhood from 3 metres (10 ft.) to 4.5 metres (15 ft.).

Staff worked with the applicant to address these issues in the following ways:

It is standard practice to require new development to manage site drainage to ensure there is no negative impact on adjacent properties. Perimeter drainage will be required as part of the Building Permit.

The setback for Building No. 8, which is located at the northwest corner of the site adjacent to an existing single-family dwelling, has been increased to 4.5 metres (15 ft.). The remaining units proposed along the northern edge of the site are separated from the adjacent residential neighbourhood by a lane and the required 3 metre (10 ft.) setback. All units are limited to a maximum of two (2) stories to further reduce any potential shadowing or privacy concerns.

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 "Townhouse District (R2 – 0.6)" except for the zoning variances noted below.

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

The applicant requests to vary the provisions of the Zoning and Development Bylaw No. 5300 to:

- 1) Reduce the front yard setback from 6 metres (19.6 ft.) to 4.3 metres (14 ft.) for Building No. 2 and No. 3 along a portion of the Steveston Highway frontage;

(Staff supports the proposed variance. The applicant is required to dedicate a 2 metre (6.5 ft.) wide area that extends approximately 42 metres (138 ft.) along the eastern portion of the lot's frontage to widen the intersection. Installation of a landscape berm, as required by the Ironwood Sub-Area Plan will minimize interface and noise attenuation concerns associated with the development's proximity to Steveston Highway (Attachment 3). Further, the dwelling units for which a setback variance is proposed are well articulated along the street frontage and include porches on the south side, which contributes to animation along the street frontage. The porches will be setback a minimum of 3.5 metres (11.5 ft.) and the building will be further setback to at least 4.3 metres (14 ft.) from the front property line.

- 2) Reduce the west side yard setback from 3 metres (9.8 ft.) to 1.6 metres (5.2 ft.) for Building No. 8, at the northwest corner of the site;

(During the rezoning process the variance was identified, no objections were raised at public Hearing, and the applicant provided a concept plan demonstrating the development potential of the adjacent western property. The impact of the proposed setback on the existing single family dwelling to the west is further reduced as the existing home has a substantial rear yard setback. Additionally, all units are two-storey structures; thereby minimizing the general impact on adjacent properties)

- 3) Permit both the recycling and mailbox/entry gate structure to be located within the front yard setback;

(The proposed structures animate the street frontage and are designed to integrate with the building style and the materials used throughout the development. These structures are well integrated into the proposed design.)

- 4) Increase the permitted site coverage from 40% to 41%.

(In order to facilitate the permitted density and maintain a two-storey building form, staff supports the proposed variance. The variance is relatively minor in scale and enables the development to provide covered porches for the units fronting Steveston Highway resulting in an enhanced pedestrian streetscape.)

Advisory Design Panel Comments

The proposed development was reviewed by the Advisory Design Panel (ADP) on March 8, 2006. A copy of the relevant excerpt from the Advisory Design Panel Minutes from March 8, 2006 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in 'bold'. The Panel supported the proposed development, commenting on the need to ensure sufficient screening between the subject site and the corner commercial gas station site, noise attenuation along Steveston Highway, articulation of building design, and incorporation of Crime Prevention Through Environmental Design (CPTED) principles.

Analysis

Conditions of Adjacency

- A two-storey building design is proposed throughout the site that minimizes the impact of development on the adjacent properties, which include townhouses, commercial services, and an established single-family residential neighbourhood. In addition, the massing complies with requirements outlined in the Ironwood Sub-Area Plan.
- An existing lane along the northern edge of the subject site provides separation between the subject site and the existing residential neighbourhood. In order to minimize the traffic impact of the proposed development on the northern adjacent residential neighbourhood, the development will be accessed via Steveston Highway.
- To further minimize the affect of development on the northern adjacent residential neighbourhood, Building No. 8, which is located at the north west corner of the site and is not separated from the adjacent property by a lane, will be setback a minimum of 4.5 metres (15 ft.) from the north property line.
- The adjacent eastern properties are under rezoning application to redevelop as a gas station and associated convenience store. To mitigate the impact on the subject site, a 1.8 m (6 ft) high fence will be installed on top of the retaining wall, which ranges in height between 0.45 and 0.25 metres (1.5 ft. and 0.83 ft.) and landscaping will be undertaken where there is sufficient space.
- A berm (**Attachment 3**) will be introduced along Steveston Highway in accordance with the Ironwood Sub-Area Plan, which will improve noise attenuation and spatial separation from Steveston Highway.
- In addition to landscape screening along the southern perimeter of the site adjacent to Steveston Highway, the building façades are well articulated and contribute to animation along the street frontage. Units fronting Steveston Highway have front doors oriented towards Steveston Highway.

Urban Design and Site Planning

- Vehicle access to the development is via Steveston Highway (right-in, right-out only).
- In order to limit the number of accesses along Steveston Highway, a Rights of Way that grants access to and from the subject site and the western adjacent properties (11599 and 11631 Steveston Highway), which are expected to redevelop in the future, is a condition of rezoning.
- Reciprocal access to and from the adjacent eastern commercial site is not required. The properties are separated by a 1.8 m (6 ft.) high wood fence on a retaining wall and a tapering landscape edge.
- Two (2) parking stalls are provided for each building unit, and a total of seven (7) visitor parking stalls are provided on the site, which complies with the parking requirements outlined in the Zoning and Development By-law (No. 5300). Five (5) additional temporary visitor parking stalls are provided in a parallel arrangement on the east side of the entry drive aisle in response to area concerns regarding the provision of visitor parking. An accessible visitor parking stall is provided and another accessible stall is provided in association with the accessible unit that will be constructed on site. In accordance with the Ironwood Sub-Area Plan, tandem parking is not proposed on the site.
- The applicant has substantiated that the truck movement and turning radii are sufficient to accommodate a SU-9 vehicle on site.
- One cardboard recycling bin and five (5) container and paper recycling bins will be located on the west side of the entrance drive aisle. The five (5) bins will be shared by the adjacent site following its development; however, a separate cardboard recycling container will be required on the adjacent site. A single garbage bin, which will be screened with a trellis structure will be located adjacent to the cluster of visitor parking stalls; however, garbage removal will predominantly be via door to door service. An easement agreement for the shared use of the recycling enclosure is required as a condition of Development Permit issuance.
- The recycling containers, and mailbox and entry gate structure are located along the Steveston Highway frontage. The design and materials used are consistent with the buildings proposed on the site and their close proximity to the sidewalk, in association with the articulation of the building units and landscape berm, animates the street frontage. As described above, a variance is required to facilitate the placement of the accessory structures within the front yard setback.
- The street façade is animated by porches associated with individual units, building articulation, an entrance plaza, and a landscaped boulevard and berm.

Architectural Form and Character

- The buildings proposed are well articulated and would be constructed using a variety of building materials (including wood shake profile asphalt roof shingles, painted wood fascia, cedar or hardiplank siding, wood shingle siding, woodgrain vinyl siding, decorative wood brackets, and wood batten) in muted neutral colors.
- Articulated building design (including projections, recesses, and the inclusion of house-like elements such as porches) and the application of a variety of building materials and colors breaks up the apparent length of the side yard interface of the dwellings along the street frontage. The street frontage is further articulated by the placement of recycling structures and a mailbox/entry structure within the front yard setback, as well as a landscape berm that is required along Steveston Highway.
- The units at the northern edge of the site, which will interface with the single-family neighbourhood, have been designed in a duplex configuration facilitating transition between

single family dwellings and multiple unit townhouse structures proposed elsewhere on the site.

- Internal townhouse units are limited to a maximum of six (6) attached units. Effort to interrupt the building mass has been undertaken by varying the placement of windows and doors, placement and use of building materials, roof line articulation, use of decorative wood brackets, and garage door details.
- Development identification signage is located on the recycling container enclosure located along the access drive aisle.
- Unit A in Building Nos. 1, 2 and 3 has been designed to facilitate easy conversion to become universally accessible units.

Landscape Design and Open Space Design

- An Arborist report and associated trees plans were undertaken during the rezoning process (RZ 04-272331), preceding Tree Protection Bylaw No. 8057, which came into affect on May 8, 2006. The Arborist report identifies thirty three (33) trees on the site, of which thirty (30) trees were identified as being in poor health, hazardous, or within the building envelopes. A tree identified for preservation at the northwest corner of the site was removed at the request of an adjacent neighbour. A row of hedges that was initially identified to be retained was removed as it did not integrate with the development pattern and was too close to the proposed walkway; the replacement Shademaster Honey Locust trees better compliment the walkway and result in a more effective interface with unit rear yards. A Douglas Fir has been retained on the site adjacent to the west property line.
- The OCP requires tree replacement at a 2:1 ratio; sixty four (64) trees are proposed on site, which exceeds the requirement of the OCP. Ten (10) 15 cm (6 inch) calliper trees will be planted and a range of tree species and sizes, which were selected based on consideration of the immediate context and space restrictions, are interspersed throughout the site.
- A 1.2 metres (4 ft.) high landscape buffer planted with Satomi Korean Dogwoods and a mixture of Cedars and Azaleas will be established along Steveston Highway as required by the Ironwood Sub-Area Plan (**Attachment 3**).
- Outdoor amenity space with a children's teeter totter, sand box and wood benches is provided in accordance with the OCP.
- Pavers, arranged in a circular pattern, will be used to create an entry plaza, which is linked to the outdoor amenity space via an internal pathway.
- Permeable interlocking pavers located at the entrance of the site, at the drive aisle junction, at the culmination of the drive aisle at the southeast corner of the site, and on visitor parking stalls break up the internal drive aisle.
- Private outdoor patio space is provided in association with each of the dwelling units.
- Cash in lieu for indoor amenity space is required as a condition of rezoning.

Affordable Housing

- Affordable housing will not be provided on site; the associated rezoning application proceeded to Public Hearing on December 14, 2005 in advance of the interim implementation of the Affordable Housing Strategy. The applicant has elected to proceed without providing a voluntary contribution to the Affordable Housing Fund.

Crime Prevention Through Environmental Design

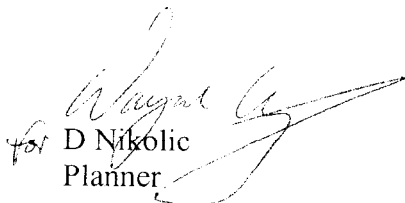
- The site will be illuminated by a combination of high level driveway lighting and low level pedestrian lighting that is concentrated around the entry plaza, internal walkway leading to the outdoor amenity space, within the outdoor amenity space, and along the western perimeter of the site.
- A 0.9 metre (3 ft.) high lockable gate with posts is located along the property frontage in front of the entry plaza to discourage trespassers from entering the site.
- Provision of wood benches within the outdoor amenity space provides opportunity for passive surveillance of the outdoor amenity space.
- Similarly, private patios that back onto the internal pathway facilitate passive surveillance.
- The end units at the northwest and northeast corners of the site have been designed with entrances that face the main drive aisle to increase visibility of the entrances.
- The mailbox structure are situated in visually prominent locations to facilitate passive surveillance.

Engineering Utilities and Servicing and Transportation

- A Servicing Agreement is required prior to the issuance of a Building Permit. Works include but may not be limited to Steveston highway frontage improvements and upgrades to the storm and sanitary sewer as required.

Conclusions

The development as proposed is characterized by design standards that comply with requirements of both the OCP and the Ironwood Sub-Area Plan, and are characteristic of recent development within the neighbourhood. The applicant has resolved staff and Advisory Design Panel comments and adequately addressed the issues associated with a site located adjacent to Steveston Highway. Staff recommends approval of this Development Permit application.


for D Nikolic
Planner

DN:rg

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$83,000 for onsite landscaping;
- Registration of a flood indemnity covenant;
- Registration of an access and use agreement to facilitate the sharing of the five (5) recycling containers.

The following conditions are required to be met prior to the issuance of the Building Permit:

- Submission of a Construction Traffic Management Plan (<http://www.richmond.ca/services/ttp/special.htm>) to the satisfaction of the Transportation Division;
- Incorporation of accessibility measures into the Building Permit drawings including blocking inside of the walls in all washrooms in all units to facilitate future installation of grab bars; and
- The developer must enter into a standard City Servicing Agreement and construct the Steveston Highway frontage as per the design guidelines in the Ironwood Sub-Area Plan (Bylaw 7100 Schedule 2.8A). Works include, but are not limited to removing the existing sidewalk, creating a 2.3 metre (7.5 ft) grass and treed (Morgan Red Oaks) boulevard, adjusting/introducing davit arm street lights on Steveston Highway as required to better align with the works done at Ironwood, and a 1.5 metre (5 ft) concrete sidewalk at the property line. No lane work is required. The upgrading of the storm and sanitary sewer is also required.

Attachment 1	Development Application Data Sheet
Attachment 2	Annotated Excerpt from Advisory Design Panel Minutes and Applicant's Responses
Attachment 3	Landscape Berm Along Steveston Highway



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 DP 05-320225

Attachment 1

Address: 11651, 11671, 11691, 11711 Steveston Highway

Applicant: Sungrand Developments Ltd. Owner: Sungrand Developments Ltd., Inc.
No. 690155

Planning Area(s): Ironwood Sub-Area Plan

Floor Area Net: 3,264.3 m² (35,138 ft²)

	Existing	Proposed
Site Area:	5,576.9 m ² (60,031 ft ²)(gross)	5,493.2 m ² (59,130 ft ²) (net)
Land Uses:	single family residential	multiple family residential
OCP Designation:	Neighbourhood Residential	no change
Zoning:	"Single-Family housing District, Subdivision Area E (R1/E)"	"Townhouse District (R2-0.6)" (RZ 04-272331)
Number of Units:	four (4) single family dwellings	twenty seven (27) townhouse units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.6	0.594	none permitted
Lot Coverage:	Max. 40%	41%	variance requested to accommodate covered porches
Setback – Front Yard:	Min. 6.0 m (20 ft.)	4.3 m (14 ft.)	variance requested for Building No. 2 and No. 3
Setback – Side Yard (west):	Min. 3.0 m (10 ft.)	1.6 m (5 ft.)	variance requested for Building No. 8
Setback – Side Yard (east):	Min. 3.0 m (10 ft.)	3.0 m (10 ft.)	none
Setback – Rear Yard:	Min. 3.0 m (10 ft.)	3.0 m (10 ft.)	none
Height (m):	Max. 11 m (36 ft.)	8.83 m (29 ft.)	none
Lot Size:	30 m (98.425 ft) width, 35 m (114.829 ft.) depth	80.43 m (263.88 ft) width, 73.9 m (242.54 ft) – 67.8 m (222.66 ft.)	none
Off-street Parking Spaces:	46	61	none
Off-street Parking Spaces – Accessible:	1	2	none

Total off-street Spaces:	46	61	non
Tandem Parking Spaces	not permitted	none	none
Amenity Space – Indoor:	Min. 70 m ² (753 ft ²)	none – cash in lieu as part of rezoning	none
Amenity Space – Outdoor:	Min. 162 m ² (1743 ft ²)	162 m ² (1743 ft ²)	none

Other: Cardboard and recycling structure, and entry gate/mailbox structure are located within the front yard setback.

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, March 8, 2006 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

(The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in 'bold')

....

4. Townhouses

Tomizo Yamamoto, Architect
11651/11671/11691/11711 Steveston Highway
(Formal)

DP 05-320225

David Brownlee, Planner, reviewed the staff comments provided for the project, (Schedule 3).

Mr. Tomizo Yamamoto, Architect, with the aid of a model and artist's renderings, described the project. Mr. Fred Lui reviewed the landscape plans.

General questions from the Panel included:

- Was there a carwash being added to the gas station to the East?. **No – that was withdrawn.**
- Was the 3-storey format opposed by neighbours? **Yes**

The comments of the Panel were as follows:

- Plans for accessible unit acceptable – nice to see one included.
- Berm along Steveston Highway is encouraged – good as a sound barrier. Likes some things about this project – other things cause some concern. Appreciate that there are as many trees as possible crammed in. Building entries face row of garage doors – not acceptable does not create a nice vehicular entry. Looks like roof edges are all alike – too crammed in – A1 needs 1 less unit – create more sense of space – 2 less units on central building would give more separation from Steveston Highway.

Berm along Steveston Hwy is shown on Landscape and Architectural site plan. Units along rear have recessed entries from vehicular entry. Roof lines have been adjusted.

- More screening needed to gas station – gas station brutal. Garbage and recycling pick up – door to door?

No, garbage container located at southeast corner of site. Recycling carts located at main driveway entry and cardboard recycling at southeast corner of site, as per Emy Lai's (city staff) comments. How would a moving truck get in and out of A1

unit? ***A 3 metre x 3 metre corner cut provided at turn to driveway in order to allow SU-9 truck access.***

Planting along the east property line next to the convenience store/gas station has been maximized with larger calliper sized trees and evergreen shrubs. Due to space constraints, there is no landscaping for a section toward the north end of the site, next to visitor parking stall #7

- Amenity area small – pedestrian walkway from Steveston has potential of being delightful. Needs a lockable gate to give sense of security.

A 3' lockable gate shown on site plan.

- Good building setbacks – put as much landscape in as possible for noise attenuation.

Landscaping provided throughout the site for noise attenuation

- Harsh environment inside development. Lot of detail paid to garage doors does not count for much – also a lot of texture going on in development facing street side – taken into the inside – too much. Internal elevations not developed enough. Split in personality of project – what is presented on the street side and what is presented on the interior. View lines at pedestrian entrances takes one to housing projects – screen off end with feng shui type screen. Lights from cars coming in at night would affect end unit oriented to entrance.

Material at each building are used in combination with vinyl siding to add more variety and colour to the development. North elevations of buildings #1,2,3 have been refined to reflect Steveston Hwy. facades. Buildings along lane have been offset to reduce direct view to one of the units.

- CEPTED concerns – Units B to the East and West 2 doors facing internal drive aisle - bring forward as much as possible. Doors are hidden. Porous paving – more needed in visitor and temporary parking to break up asphalt.

Unit Be and Bb have entries facing the internal driveway to improve visibility and security of these units. All visitor and temporary parking to be pavers instead of asphalt.

- Nicely done scheme considering restraints placed on the applicant. 2 fundamental planning issues – the introduction of 2nd level of asphalt not supported. Should have made use of back lane. Use of two storey format in central core should have been a 3 storey format – this would significantly open up site and reduce footprint. Would give an opportunity to screen from gas station and provide an opportunity for an amenity area. The radius for emergency vehicles very large – consider making tighter radius – argue that fire department has access to back units from lane, and Steveston Highway. This would increase the amount of amenity space.

The use of back lane was not an option, as this was greatly opposed by neighbors. Units along rear of site are 2 storey in order to retain single-family character. Since no access is given to the units from the back lane, the radius provided in the driveway must remain for fire-fighting access.

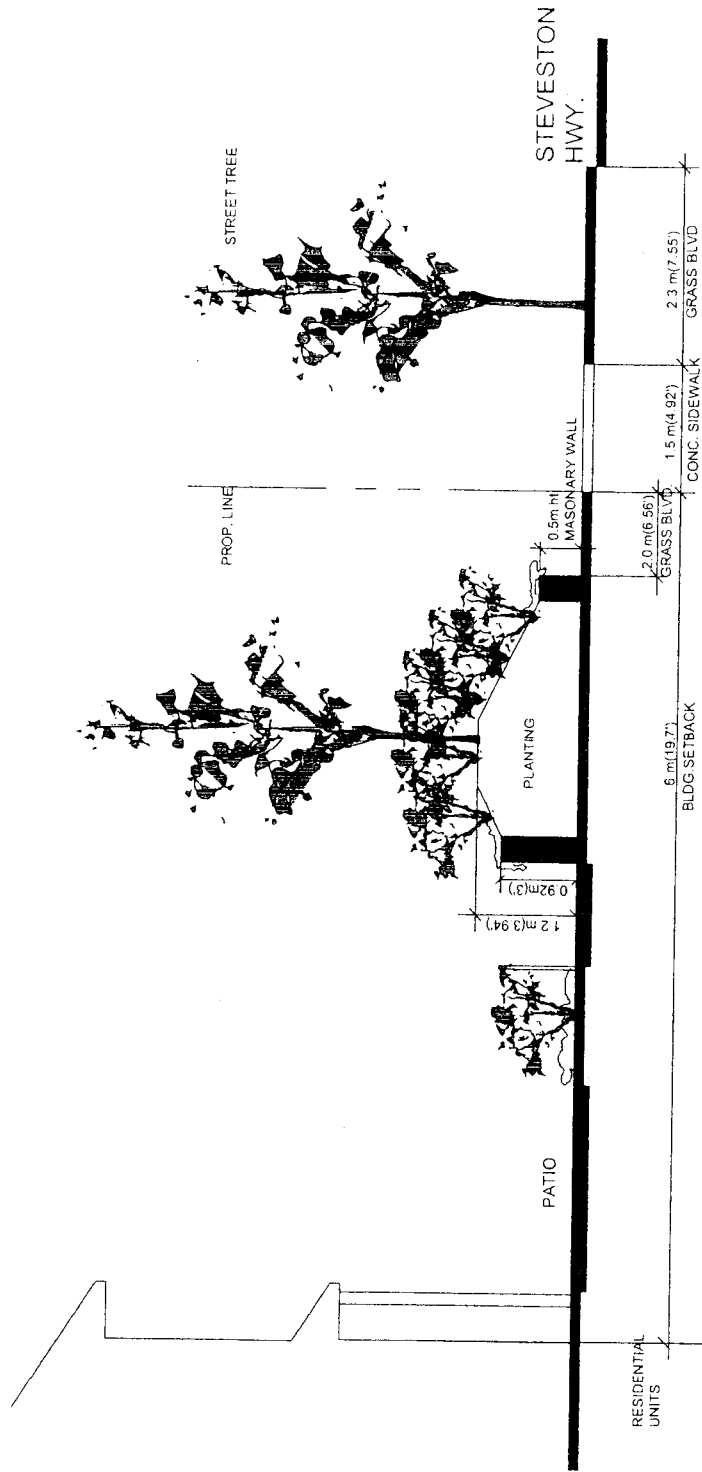
August 1, 2006

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DP 05-320225

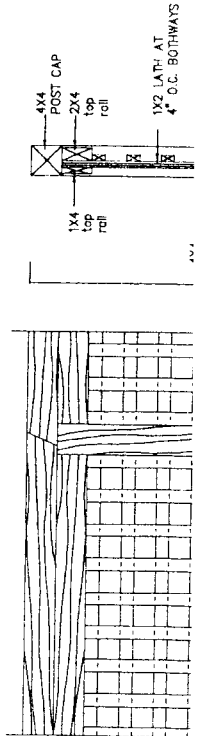
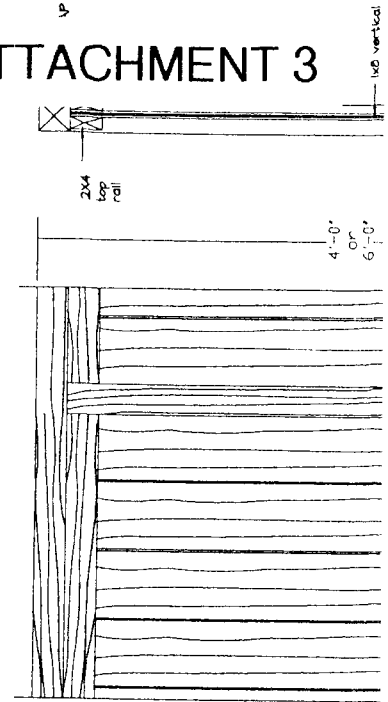
That DP 05-320225 go forward with the support of the Panel.

**CARRIED
UNANIMOUS**



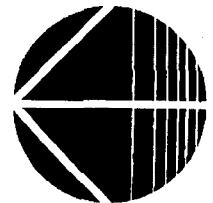
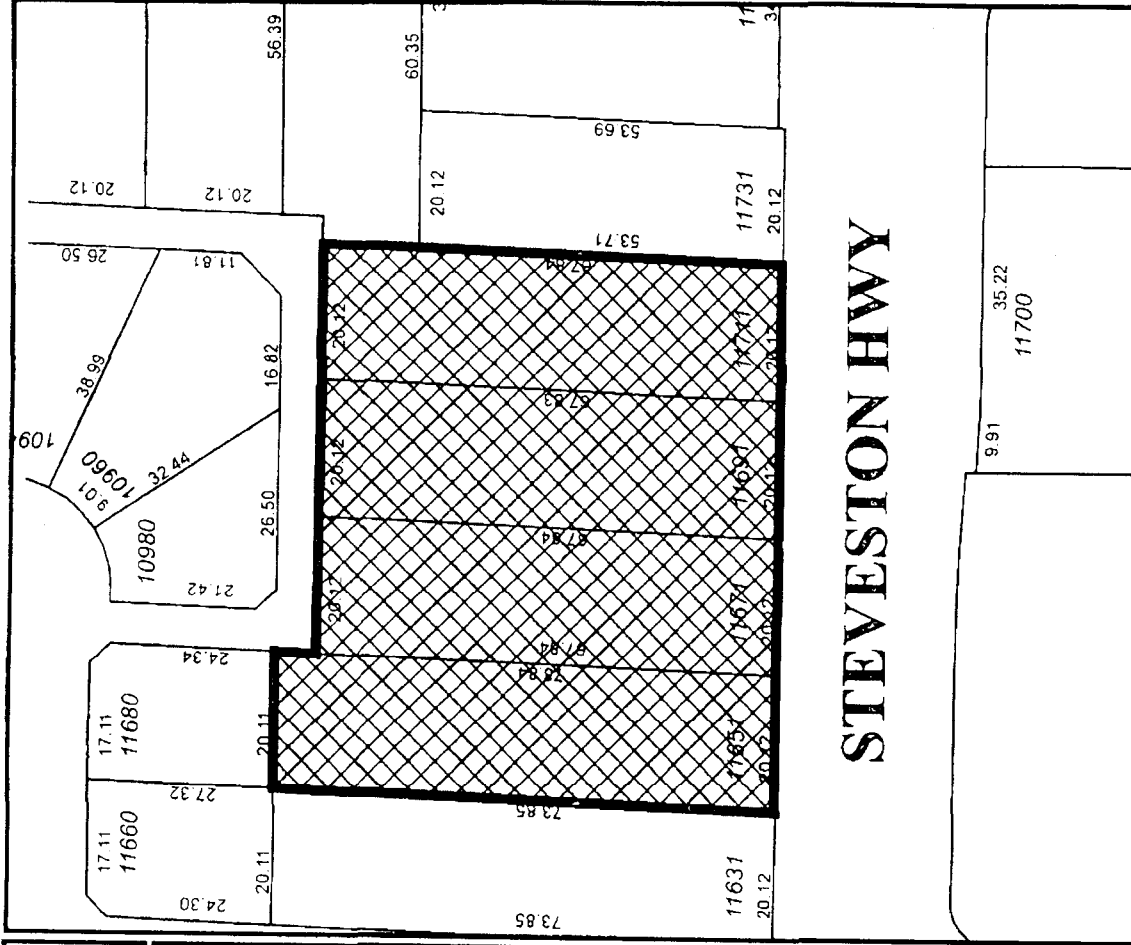
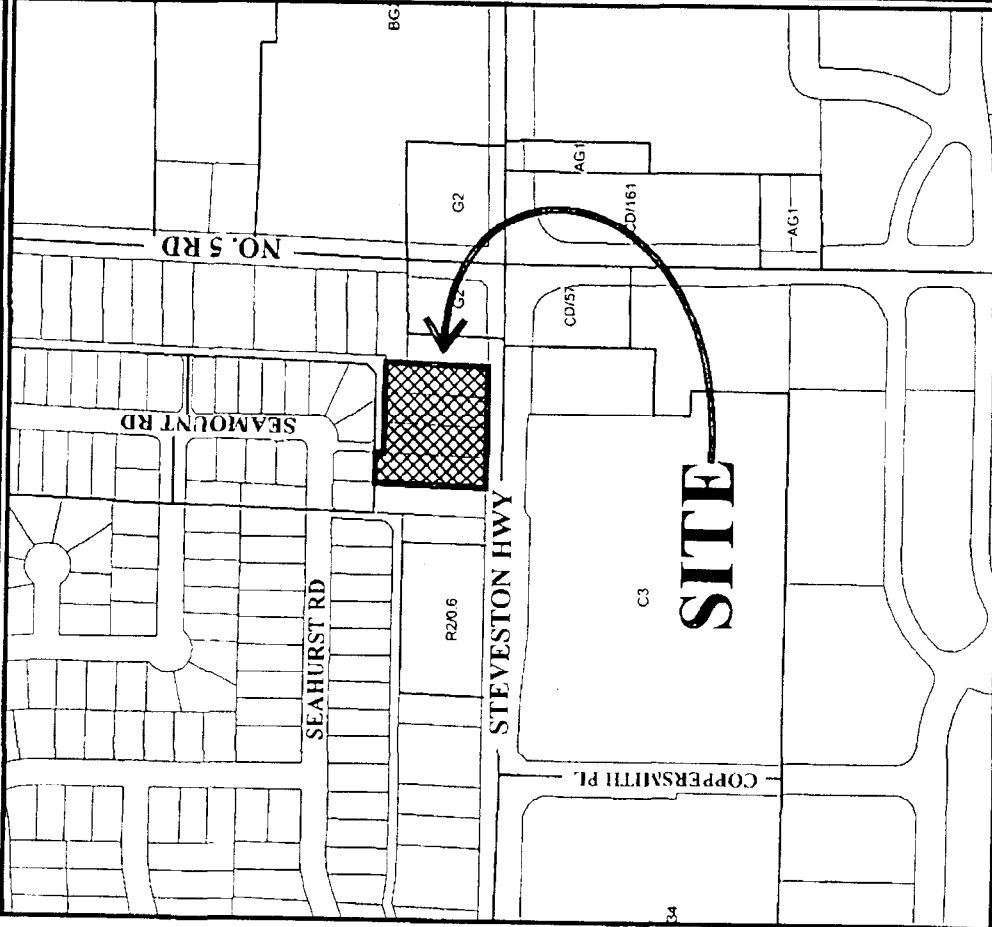
SECTION A-A
SCALE: 1/4" = 1'-0"

ATTACHMENT 3





City of Richmond



DP 05-320225 SCHEDULE "A"

Original Date: 12/15/05

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Planning and Development Department

Development Permit

No. DP 05-320225

To the Holder: Sungrand Developments Ltd., Inc. No. 690155

Property Address: 11651, 11671, 11691, 11711 STEVESTON HIGHWAY

Address: c/o Yamamoto Tomizo
Tomizo Yamamoto Architect Inc.
2386 Oak Street
Vancouver, BC V6H 4J1

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied to:
 - a) Reduce the front yard setback from 6 metres (19.6 ft.) to 4.3 metres (14 ft.) for Building No. 2 and No. 3 along a portion of the Steveston Highway frontage;
 - b) Reduce the west side yard setback from 3 metres (9.8 ft.) to 1.6 metres (5.2 ft.) for Building No. 8, at the northwest corner of the site;
 - c) Permit both the recycling and mailbox/entry gate structure to be located within the front yard setback; and
 - d) Increase the permitted site coverage from 40% to 41%.
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 #9 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 \$83,000 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.

Development Permit

No. DP DP 05-320225

To the Holder: Sungrand Developments Ltd., Inc. No. 690155

Property Address: 11651, 11671, 11691, 11711 STEVESTON HIGHWAY

Address: c/o Yamamoto Tomizo
Tomizo Yamamoto Architect Inc.
2386 Oak Street

7. Vancouver, BC V6H 4J1 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.
8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

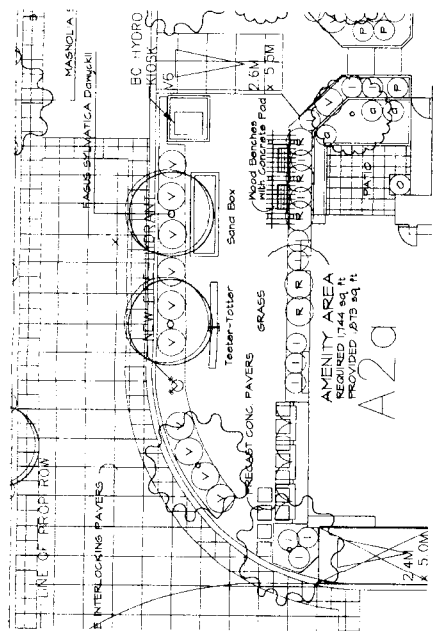
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



AMENITY AREA
scale: 1/8" = 1'-0"

[illegible]

NOTE:

1. All plant materials shall meet or exceed BS&ARCUNA Standards
2. All grass areas shall be sodded unless otherwise indicated
3. "M" type dimension figures to be determined at the turnkey during post material inspection
4. For all other dimensions see Landscape Specifications & Details or 8.3.11.11 sheets (typical) to be included for landscaping & construction use)

27 UNIT
TOWNHOUSE DEVELOPMENT
11691-11711 STEVESTON HWY

DP 05320225

AUG 09 2006 #3

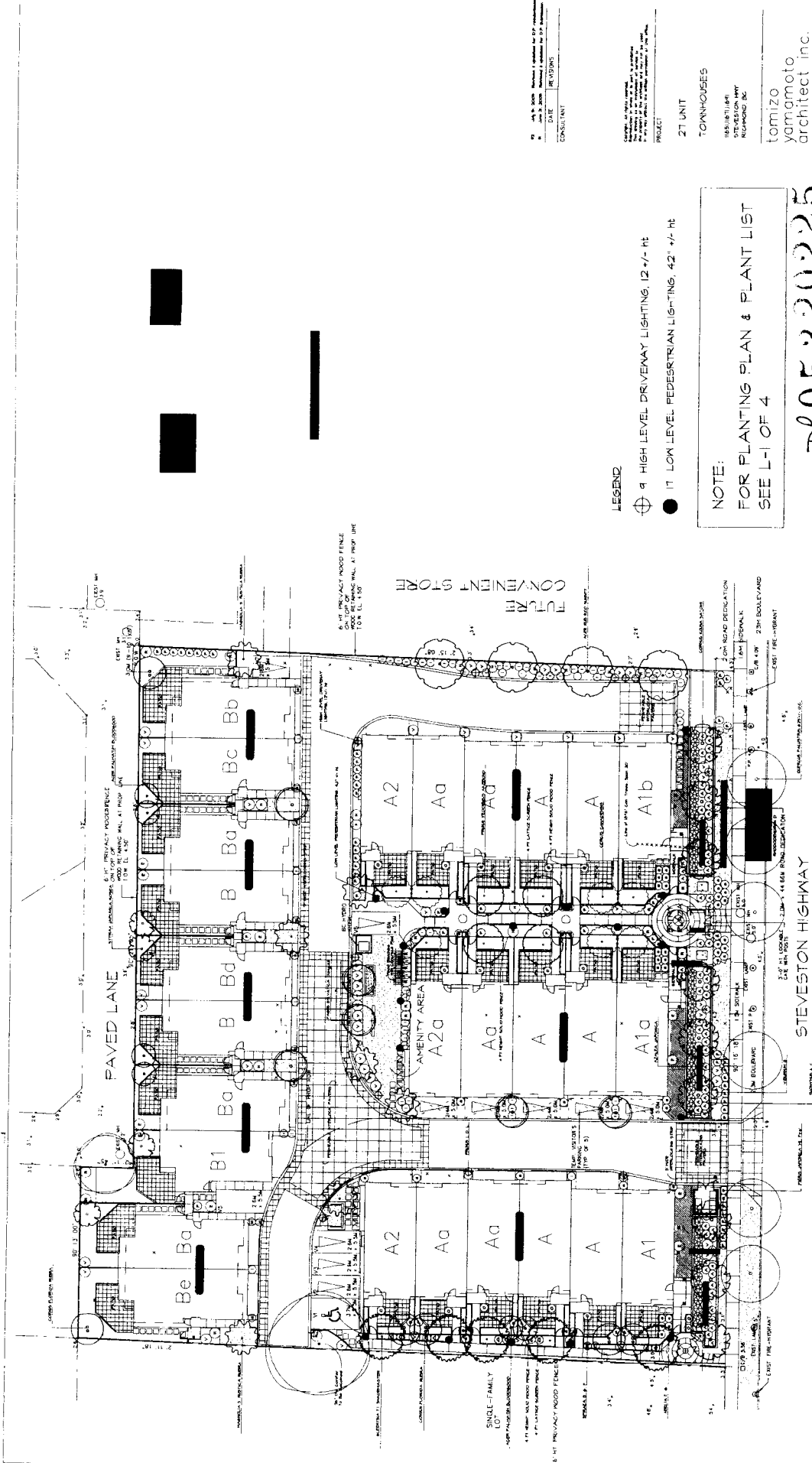
3) existing trees required replacement
62 replacement trees required
64 replacement trees proposed
(10 trees at 18cm cal. and 16 trees at 7.5cm cal.)

LANDSCAPE SITE
PLANTING PLAN

Case	Age	Sex	Occupation	Duration of Illness	Onset	Course	Outcome
1	25	M	Student	10 days	Acute	Recovery	Good
2	30	F	Teacher	15 days	Subacute	Recovery	Good
3	35	M	Engineer	20 days	Chronic	Recovery	Good
4	40	F	Homemaker	25 days	Chronic	Recovery	Good
5	45	M	Manager	30 days	Chronic	Recovery	Good
6	50	F	Retired	35 days	Chronic	Recovery	Good
7	55	M	Farmer	40 days	Chronic	Recovery	Good
8	60	F	Teacher	45 days	Chronic	Recovery	Good
9	65	M	Engineer	50 days	Chronic	Recovery	Good
10	70	F	Homemaker	55 days	Chronic	Recovery	Good
11	75	M	Manager	60 days	Chronic	Recovery	Good
12	80	F	Retired	65 days	Chronic	Recovery	Good
13	85	M	Farmer	70 days	Chronic	Recovery	Good
14	90	F	Teacher	75 days	Chronic	Recovery	Good
15	95	M	Engineer	80 days	Chronic	Recovery	Good

FRED LIU & ASSOCIATES, INC.
BCSLA CSLA ASLA
1080 Seaboard Avenue Vancouver BC V6P 2L9
FAX 604-683-3350 JFI 16041837 TEL

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LEGEND

- 9 HIGH LEVEL DRIVEWAY LIGHTING, 12' +/- HT
- 17 LOW LEVEL PEDESTRIAN LIGHTING, 42' +/- HT

NOTE:
FOR PLANTING PLAN & PLANT LIST
SEE L-1 OF 4

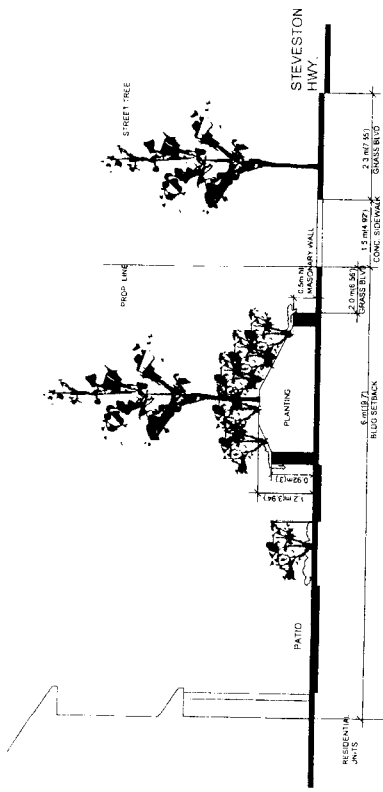
05320225
AUG 09 2006 #4



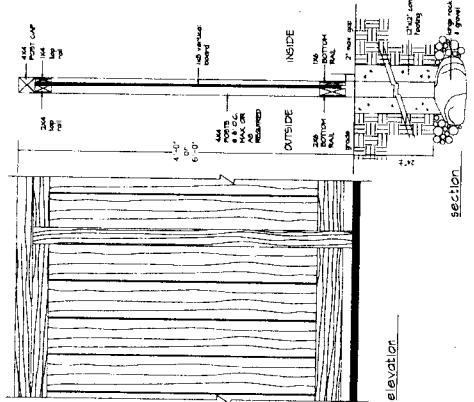
LANDSCAPE
LIGHTING PLANS

FRED LU & ASSOCIATES INC.
2000 Steveston Avenue, Vancouver BC V6P 2S3
TEL: (604) 321-7541

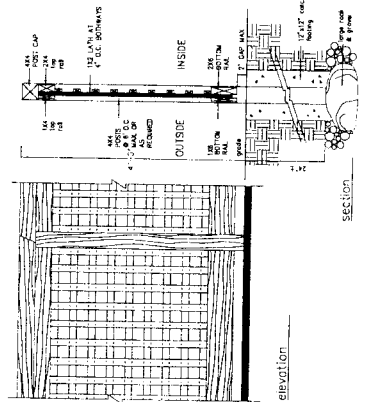
DATE: APRIL 2006
DRAWN: J.L.
CHECKED: P.H.
PROJECT: 27 UNIT TOWNHOUSES
DESIGNER: tomizo yamamoto architect inc.
CLIENT: tomizo yamamoto architect inc.
DATE: APRIL 2006
DRAWN: J.L.
CHECKED: P.H.



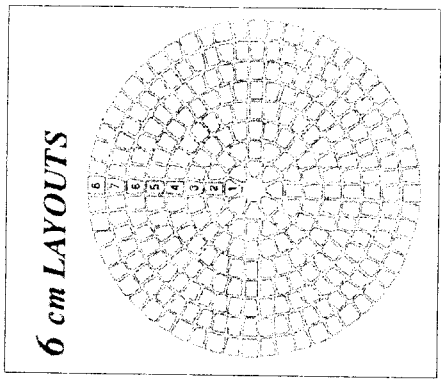
SECTION AA
SCALE 1/4" = 1'-0"



SOLID WOOD FENCE
SCALE 1/4" = 1'-0"

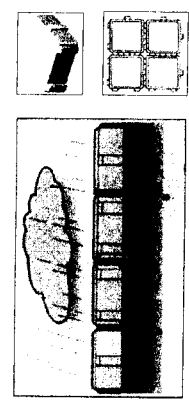


LATTICE SCREEN FENCE
SCALE 1/4" = 1'-0"



Large Rectangle	17 3/4" x 25 1/2" (44.5 x 64.8 cm)
Small Rectangle	17 3/4" x 11 1/4" (44.5 x 29.0 cm)
Large Square	17 3/4" x 17 3/4" (44.5 x 44.5 cm)
Small Square	11 1/4" x 11 1/4" (29.0 x 29.0 cm)
Large Circle	17 3/4" (44.5 cm) dia.
Small Circle	11 1/4" (29.0 cm) dia.

CIRCULAR PAVERS AT ENTRY PLAZA



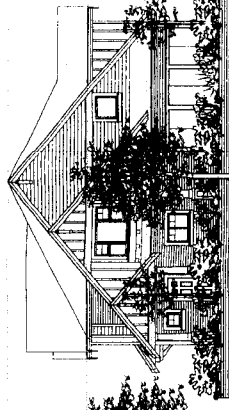
SF-RIMA PAVES DETAIL

DP 05320225

AUG 09 2006 #5

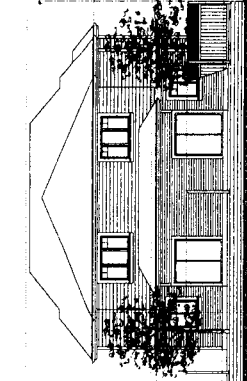
DATE: 08/09/2006
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
PROJECT: 27 UNIT TOWNHOUSES
DESIGNER: tomimoto yamamoto architect inc.
DATE: 08/09/2006
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
PROJECT: 27 UNIT TOWNHOUSES
DESIGNER: tomimoto yamamoto architect inc.
DATE: 08/09/2006
DRAWN BY: J. L. LEE
CHECKED BY: J. L. LEE
PROJECT: 27 UNIT TOWNHOUSES
DESIGNER: tomimoto yamamoto architect inc.

FRED LIU & ASSOCIATES INC.
2000 SOUTHERN AVENUE, SUITE 200
FARMINGTON, CT 06030
TEL: (860) 646-1541



UNIT-A1

SOUTH ELEVATION - STEVESTON HIGHWAY



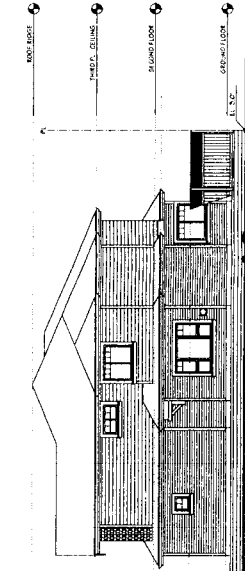
UNIT-Ba

NORTH ELEVATION - LANE

[illegible]

DATE	REVISIONS
AUG. 6, 2006	RE-ISSUED FOR DEV PERMIT
JUN. 22, 2006	RE-ISSUED FOR DEV PERMIT
MAR. 30, 2006	REVISED AS PER AOW COMMENTS
FEB. 23, 2006	ISSUED FOR AOW DESIGN PATTERN
DEC. 7, 2005	ISSUED FOR DEV PERMIT APP

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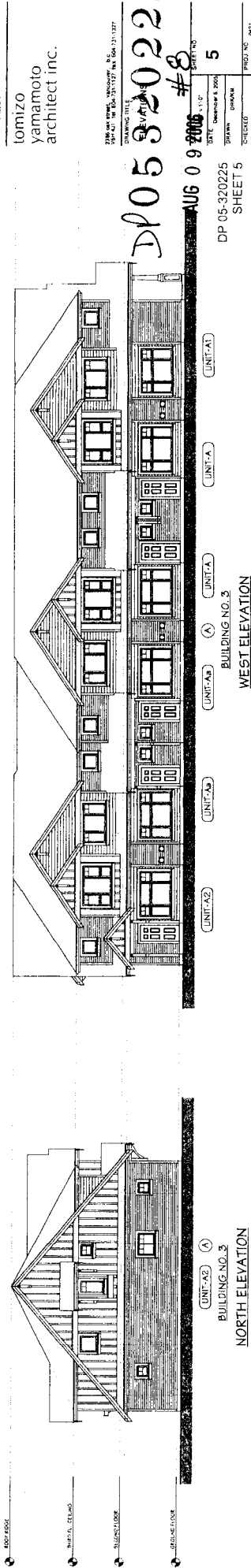
EAST ELEVATION

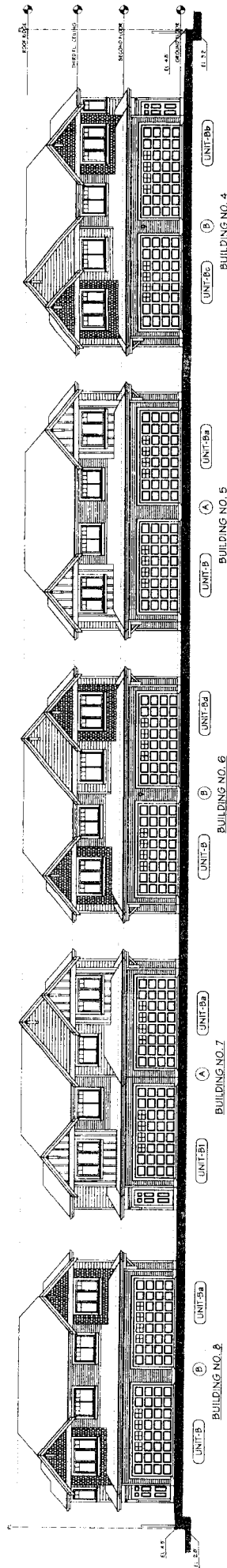
AUG 09 2006
DP 05-320225
SHEET 4

DP05320225

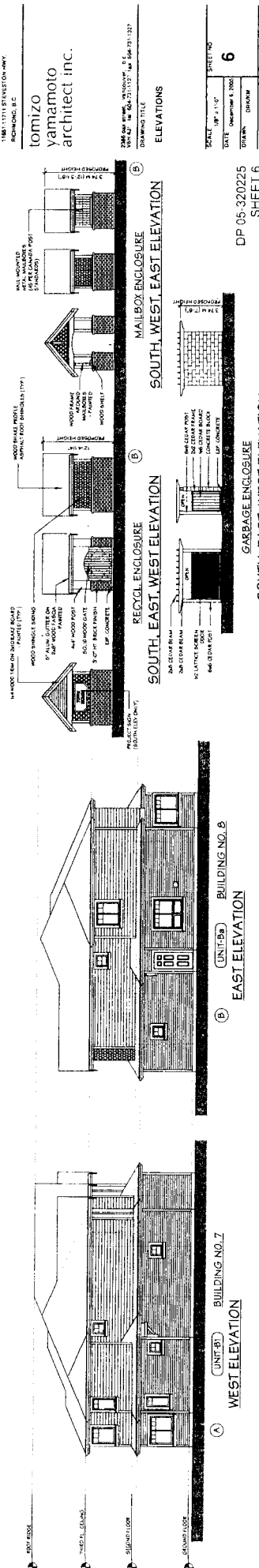
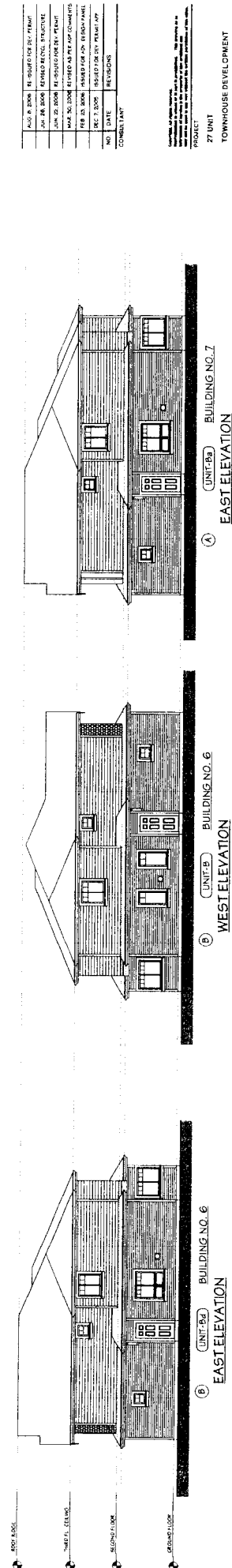
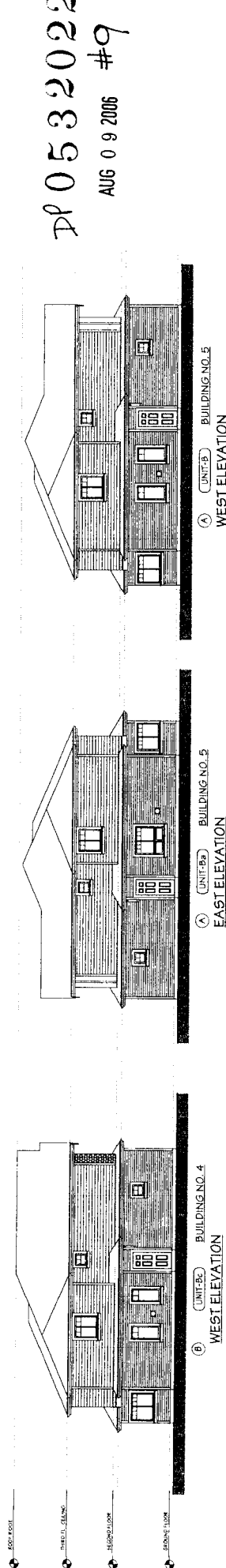
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SCALE	1/8" = 1'-0"	SHEET NO	4	PROJ NO	0421
DATE	December 6, 2003				
DRAWN	DRAWN				
CHECKED					





SOUTH ELEVATION - INT. DRIVEWAY



DP 0532022
AUG 09 2006 #9

NO.	DATE	REVISIONS
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2	JUN 20 2006	REVISIONS
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PROJECT
TOWNHOUSE DEVELOPMENT
1100 101 STREET NW
MINNETONKA, MN 55345
tomizo yamamoto architect inc.

27 UNIT
TOWNHOUSE DEVELOPMENT
1100 101 STREET NW
MINNETONKA, MN 55345

tomizo yamamoto architect inc.

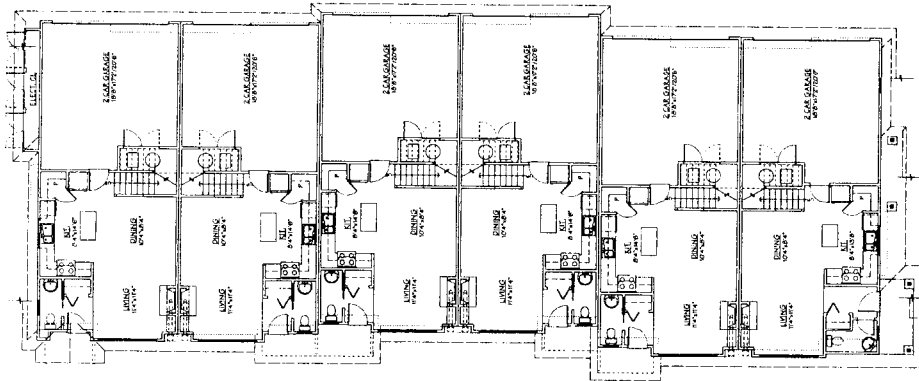
27 UNIT
TOWNHOUSE DEVELOPMENT
1100 101 STREET NW
MINNETONKA, MN 55345

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TOWNHOUSE DEVELOPMENT
1100 101 STREET NW
MINNETONKA, MN 55345

27 UNIT
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MINNETONKA, MN 55345

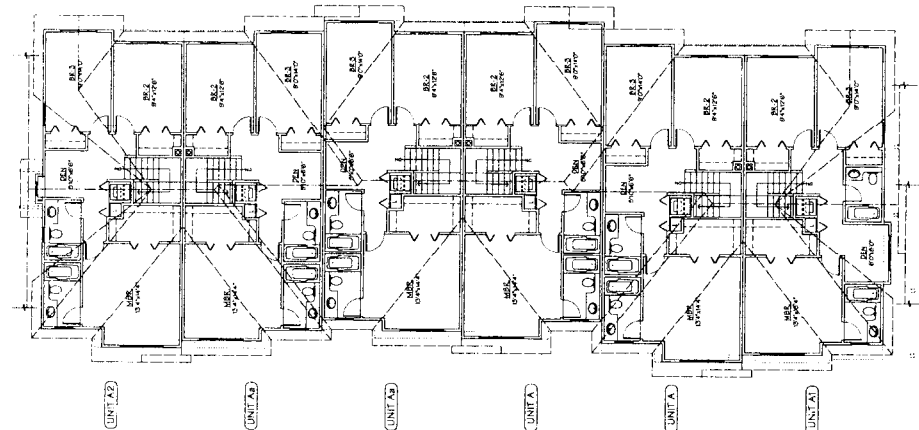
DP 05-320225
SHEET 6

SOUTH, EAST, WEST ELEVATION



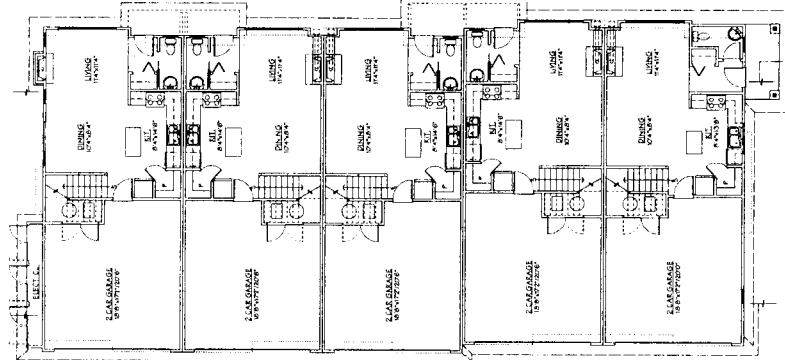
GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"

BUILDING NO. 1



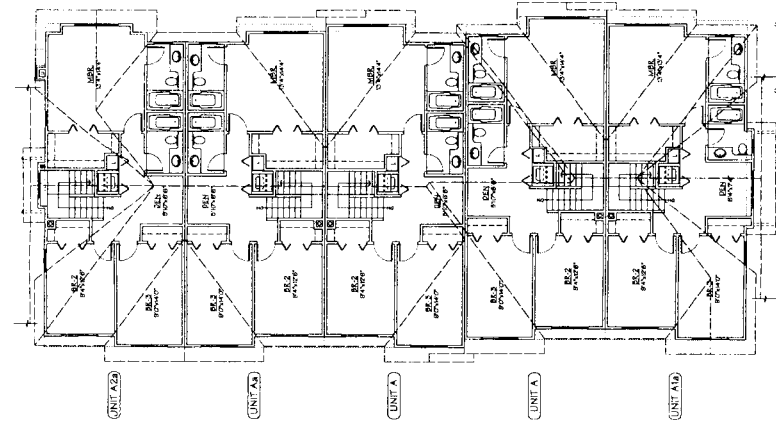
SECOND FLOOR PLAN
SCALE 1/8" = 1'-0"

BUILDING NO. 1



GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"

BUILDING NO. 2



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

BUILDING NO. 2

NO. 1	DATE	REVISION
NO. 2	DATE	REVISION
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NO. 4	DATE	REVISION
NO. 5	DATE	REVISION
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NO. 100	DATE	REVISION

PROJECT
TOWNHOUSE DEVELOPMENT
27 UNIT

tomizo
yamamoto
architect inc.

DATE: 08/09/2006
DRAWN: C.R.K.
CHECKED: S.H.S.
SCALE: 1/8" = 1'-0"

FLOOR PLANS

SCALE	1/8" = 1'-0"	SHEET NO.	7
DATE	08/09/2006	PROJECT NO.	05-320225
DRAWN	C.R.K.	CHECKED	S.H.S.

DP 05320225
AUG 09 2006
Reference
DP 05-320225
SHEET 7

GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"

BUILDING NO. 3

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

BUILDING NO. 3

GROUND FLOOR PLAN
SCALE: 1/8" = 1'-0"
BUILDING NO. 4

GROUND FLOOR PLAN
SCALE 1/8" = 1'-0"
BUILDING NO. 5

SECOND FLOOR PLAN
SCALE - 1/8" = 1'

BUILDING NO. 4

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

NO	DATE	REVISIONS
010	7/2006	ISSUED FOR DEU PERMIT APP
011	11/23/2006	REVISED FOR AOW DESIGN PANEL
012	NAK 06/2006	REVISED AS PER AOP COMMENTS
013	JUN 22, 2006	RE ISSUES FOR DEU PERMIT
014	AUG 6, 2006	RE ISSUED FOR DEU PERMIT

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PROJECT

27 UNIT
TOWNHOUSE DEVELOPMENT

11053-11711 STEVESTON HWY

tomizo
yamamoto
architect inc.

DRAWING FILE

FLOOR PLANS

FLOOR PLANS

DP 05320225

DP 05-320225

AUG 09 2006

Reference

SCALE 1/8" = 1'-0"	8	SHEET NO
DATE SEPT 30, 2005		
DRAWN D R K		
CHECKED		PROJ NO 0421

