



City of Richmond

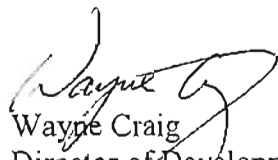
Report to Development Permit Panel Planning and Development Department

To: Development Permit Panel
From: Wayne Craig
Director of Development
Date: February 6, 2013
File: DP 11-584817
Re: Application by Yamamoto Architecture Inc. for a Development Permit at
9980 Gilbert Road, 7011 and 7031 Williams Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of nine (9) townhouse units at 9980 Gilbert Road, 7011 and 7031 Williams Road on a site zoned Low Density Townhouses (RTL4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m.
 - b) Reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m.
 - c) Allow a total of four (4) tandem parking spaces in two (2) townhouse units.
 - d) Allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.



Wayne Craig
Director of Development

WC:kl
Att.

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to develop nine (9) townhouse units at 9980 Gilbert Road, 7011 and 7031 Williams Road on a site zoned Low Density Townhouses (RTL4). The site currently contains a duplex and a single-detached house.

The site is being rezoned from Two-Unit Dwellings (RD1) and Single Detached (RS1/E) to Low Density Townhouses (RTL4) for this project under Bylaw 8942 (RZ 10-540839).

A Servicing Agreement was secured as a condition of rezoning for the design and construction of a storm sewer upgrade and frontage improvements along the subject site's Gilbert Road and Williams Road frontages.

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 in the Central West (Broadmoor) neighbourhood is as follows:

- To the north, are existing single-detached homes fronting onto Gilbert Road and Gilhurst Crescent.
- To the east, are existing single-detached homes fronting onto Williams Road. These lots are in an area identified in the OCP as having arterial road townhouse development potential.
- To the south and southeast, across Williams Road, are a duplex, a single-detached home, and a 34-unit townhouse complex. These lots are in an area identified in the OCP as having arterial road townhouse development potential.
- To the west, across Gilbert Road, are existing single-detached homes fronting onto frontage road Gilbert Crescent.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on October 15, 2012. At the Public Hearing, no concerns about rezoning the property were expressed.

Informational signage has been installed on the property and no correspondence has been received regarding the subject rezoning application.

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 and is generally in compliance with Richmond Zoning Bylaw 8500, including the Low Density Townhouses (RTL4) 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 and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m.

(Staff supports the proposed variance as the reduced setbacks to Gilbert Road and Williams Road are a direct result of the required road dedication and are consistent with arterial road redevelopment elsewhere in the City. The variance was identified during at rezoning and no concerns were expressed by the Public.)

- 2) Reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m.

(Staff supports the proposed variance as it is a result of the corner lot configuration. After the required road dedications, the site configuration provides 45.3 m along local arterial Williams Road and 37.6 m along major arterial Gilbert Road. Although the project has been designed to primarily front onto Williams Road, technically the lot width is measured along the narrower side of a corner lot, which is Gilbert Road for this site. The site meets the minimum 40 m width requirement for the local arterial Williams Road, but does not meet the minimum 50 m width requirement for the major arterial Gilbert Road. The variance was identified during at rezoning and no concerns were expressed by the Public.)

- 3) Allow a total of four (4) tandem parking spaces in two (2) townhouse units.

(Staff supports the proposed variance as it is limited to a very small number of units, and a restrictive covenant to prohibit the conversion of the tandem garage area into habitable space was secured through the rezoning. Transportation Division staff have reviewed the variance and have no concerns. The variance was identified during at rezoning and no concerns were expressed by the Public.)

- 4) Allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.

(Staff supports the proposed variance as it results in a more compact building footprint and lot coverage for this small development. Transportation Division staff have reviewed the variance and have no concerns. The variance was identified during at rezoning and no concerns were expressed by the Public.)

Advisory Design Panel Comments

The development proposal was not presented to the Advisory Design Panel due to the small size of the development proposal and an architectural design that responds well to its corner location.

Analysis

Conditions of Adjacency

- The development provides appropriate interfaces to Gilbert Road and Williams Road consisting of street fronting townhouses with direct pedestrian access through individual gated front yards, and a communal pedestrian entry to the development. The parking is located inside the site and is screened from street views with landscape planting and trellis screening.
- The development provides a sensitive interface to the adjacent single detached homes to the north and east. Building height is lowered to two-storey along the north edge of the site, and the location of the outdoor amenity space and vehicle access result in a greater building setback being provided along the west edge of the site. Privacy screening is provided along these interfaces with hedge retention, tree retention, tree planting, shrub planting, and 1.8 m solid wood privacy fencing.

Urban Design and Site Planning

- The subject corner site is located at the southwest edge of the Central West Sub-Area Plan (Broadmoor Planning Area). The proposal is generally in compliance with the development guidelines for multiple family residential developments under the Arterial Road Redevelopment Policy. The proposed height, location and orientation of the buildings respect the massing of neighbouring existing single detached homes. All units immediately adjacent to the neighbouring single detached homes to the north have been reduced in height to two (2) storeys. The building along Williams Road has been stepped down from three (3) storeys to 2½ storeys at the corner and the entry driveway. The neighbouring properties along Williams Road may redevelop in the future to townhouses with similar density.
- The site plan includes three (3) buildings on the corner site, which fronts onto Gilbert Road and Williams Road. The rear buildings house two (2) townhouse units and the Williams Road building houses five (5) townhouse units. The buildings surround a central and drive aisle spine with an outdoor amenity space and vehicle access along the east edge of the site. The outdoor amenity space is a dominant feature of the site, providing the entry view to vehicles entering the site from Williams Road.
- The buildings incorporate traditional design elements such as gable end pitch roof, gable end dormers, and a mix of horizontal siding and board and batten treatment.
- The proposed outdoor amenity space size significantly exceeds the Official Community Plan (OCP) guidelines. The proposed location supports tree retention and provides a buffer to the existing neighbouring single detached home to the east. The design includes planting beds, a retained existing tree, new trees, a bicycle rack, seating, and children's play equipment.
- The applicant is providing a contribution in-lieu of on-site indoor amenity space for the nine (9) townhouse units in the amount of \$9,000 as per the Official Community Plan (OCP) and Council Policy. The contribution was secured through the rezoning.
- Two (2) convertible units are provided. The two-storey units are centrally located and designed with conversion for universal accessibility in mind. Conversion would require installation of an elevator, which has been facilitated with the provision of an alternate floor plan and floor framing to accommodate the elevator area on both floors.

- Aging in place features are provided in all units (e.g. solid blocking in washroom walls to accommodate future grab bar installation, and lever-type handles for plumbing and doors).
- Garbage and recycling needs have been accommodated onsite in a roofed enclosure attached to the side of the building at the vehicle entry to the site.

Architectural Form and Character

- The architectural design has a traditional character to fit into the neighbourhood and provides attractive townhouse front facades along the Gilbert Road and Williams Road streetscapes. Although the corner unit fronts onto Williams Road, architectural detail provides a visually interesting side facade to Gilbert Road as well.
- The building forms are well articulated. Visual interest is provided with pedestrian-oriented front entries, a variety of gable, hip and shed sloped roofs, projections, recesses, a variety of materials and a complementary colour palette.
- Parking is provided in enclosed garages, in a mix of single wide and double wide garages with garage door transom windows. Permeable paving treatment is provided in surface parking spaces. Parking is located internally on the site and views from the street are screened with landscaping combined with trellis screening.
- The proposed materials (Cementitious board horizontal siding and board and batten cladding, painted trim, low-e vinyl windows, and asphalt roof shingles) are generally consistent with the OCP guidelines and are considered a good fit in the immediate built context.
- The project features a taupe, grey and medium brown colour palette with red, dark brown and black accents, brick, and white framed vinyl windows.

Landscape Design and Open Space Design

- The landscape design provides an attractive outdoor amenity space for residents and a focal point for the development, attractive and pedestrian oriented streetscapes, and an appropriate transition to the neighbouring single detached homes.
- The landscape design palette includes: ground covers, ornamental grass, shrubs, trees, wood chip play surface, and special paving. In addition to asphalt, special paving is provided, including: patio concrete pavers, permeable pavers, and broom finish concrete.
- The outdoor amenity space features: a gateway structure, special pavement, seating, children's play area, planting, tree retention, and fencing. The planting includes a mix of shrubs, hedging, two (2) new trees, and the retention of a mature Big Leaf Maple tree.
- The children's play area is enclosed with fencing and includes a small imaginative play climbing structure, small lawn area for flexible play, and seating for supervision.
- The Gilbert Road and Williams Road streetscapes are treated with pedestrian-oriented front entries and a communal pedestrian entry gateway structure. The fenced townhouse front yards feature gated entries, paved paths to front doors, open lawn, shrubs, hedging between the yards, two (2) retained mature trees, and at least one (1) tree in each yard.
- The landscape design for the remaining edges of the site is a soft transition to the neighbouring single detached homes. The setbacks to the property lines vary from 3.75 m to 7.5 m for the driveway at the east property line. The grades of the site slope down from the proposed buildings to meet the existing grades and to protect the identified retention trees. Landscaping in the interface area to adjacent properties includes concrete paver patios, open lawn, shrubs, 1.8 m height solid wood privacy fencing, new trees, a retained hedge along the east property line, retained and protected trees along the north edge of the site.

- A mix of metal and wood fencing is provided throughout the site. A 0.9 m high open metal fence with stone clad fence posts is provided along the Gilbert Road and Williams Road streetscapes. A 0.9 m high wood picket fence is provided at the outdoor amenity area. A 1.8 m high solid wood privacy fence is provided between townhouse back yards and along the north and east edges of the site.
- The Gilbert Road and Williams Road frontages will be improved through the required Servicing Agreement with new sidewalk, grass boulevard, street trees, and a new bus stop pad at the existing Gilbert Road bus stop.

Tree Management

	Existing	To be Retained	Compensation
On-site	42 trees	3 trees	22 new trees and \$25,000 compensation for the removal of 39 existing trees, retention of 3 trees and significant hedge
Off-site on neighbouring properties	6 trees 1 hedge	6 trees 1 hedge	To be protected with tree protection barriers through construction

- Tree retention and replacement was addressed in the rezoning staff report and is summarized in the table above and bullets below. The plan is acceptable to Tree Preservation staff and the table above includes the findings of the Arborist Report and compensation sought by staff.
- Unfortunately, tree retention opportunities on the subject site are limited due to the health of the existing trees. As noted in the rezoning Staff Report, 39 on-site trees were identified for removal, including:
 - 34 trees that have all been previously topped.
 - 12 trees that have all been previously significantly pruned for BC Hydro clearance, including some that have also been previously topped.
 - One (1) fruit tree in poor condition with decay.
 - Two (2) trees that lean over.
 - Two (2) trees in conflict with the proposed site layout.
- Six (6) neighbouring trees on the adjacent properties to the north and south and a significant hedge at the southeast corner of the site were identified to be retained and protected.
- Three (3) on-site trees were identified to be retained and protected: a Big Leaf Maple (#6705) in the amenity area at northeast corner of the site; a Golden Western Red Cedar (#6721) at the southwest corner of the site; and a western Red Cedar (#6700) in the northwest corner of the site. All three (3) trees are significant and will enhance the Gilbert Road and Williams Road streetscapes.
- 22 replacement trees were identified to be planted on site to supplement the three (3) retention trees and are shown in the landscape design.
- A cash contribution in the amount of \$25,000 to the City's Tree Compensation Fund for off-site planting was secured through the rezoning. This contribution was identified as the site is not large enough to support a 2:1 replacement ratio, but is making efforts to retain significant trees and hedge planting.

- The applicant has agreed to plant new street trees along their Gilbert Road and Williams Road frontages through the required Servicing Agreement.
- The requirement for tree retention, protection, and a contract with a Certified Arborist was secured through the rezoning. The applicant is required to protect the trees on the neighbouring properties with tree protection barriers before construction activities commence, the rezoning is approved, or a Demolition Permit is issued.

Crime Prevention Through Environmental Design (CPTED)

- The proposed design incorporates CPTED design principles.
- Secure resident parking is provided in individual townhouse garages.
- Individual townhouse unit front yards and pedestrian-oriented front entries along Williams Road and Gilbert Road frontages provide passive surveillance opportunities.
- There is passive surveillance overlook from adjacent townhouse into outdoor amenity space and mailboxes.
- Incorporation of low-level lighting along the internal drive-aisle to maximize safety while minimizing the effect of light pollution.
- Boundaries between public, semi-public and private spaces have been clearly defined.

Transportation

- One (1) driveway off Williams Road at the eastern edge of the development site is proposed for this small development.
- Road dedication and frontage improvements were secured through the rezoning. 2.0 m wide road dedication will be provided along both frontages, along with a 4.0 m by 4.0 m corner cut. The required Servicing Agreement includes Williams Road and Gilbert Road frontage improvements, including: new 1.5 m wide concrete sidewalk, grass boulevards with street trees behind existing curbs, and a new pad at the existing Gilbert Road bus stop.
- A contribution of \$12,000 was secured through the rezoning towards upgrading the traffic signal at Williams Road and Gilbert Road to an enhanced accessible signal.

Servicing Capacity

- Servicing requirements were addressed through the rezoning.
- An upgrade to the existing storm sewer along Williams Road was secured through the rezoning. Approximately 50 m of existing pipe will be upgraded from 600 mm to 900 mm diameter from Gilbert Road (STMH 2258) to the east property line of the subject site (STMH 2301), including a new 1500 mm diameter manhole at the east property line.

Sustainability

The development proposal will include the following sustainability features:

- Energy efficient Energy Star appliances and low E windows.
- Water efficient low flow fixtures and drought tolerant plants.
- Indoor air quality low emitting sealants, paints, adhesives, carpet and composite wood.
- Site permeability enhanced with permeable pavers.
- Urban agriculture enhanced with edible plants.
- Construction waste will be reduced where possible.
- Local and/or recycled materials will be used where possible.

Affordable Housing/Density Bonus

- The proposal complies with the City's Affordable Housing Strategy and the density bonus provision of the Low Density Townhouses (RTL4) zone. A cash contribution to the affordable housing reserve fund was secured through the rezoning at a rate of \$2.00 per buildable square foot (e.g. \$21,946).

Flood Plain Management

- The proposal complies with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a flood plain covenant specifying the minimum flood construction level (Area A - 0.3 m above the highest crown of road) was secured through the rezoning.

Public Art

- The City's Public Art Policy does not apply to residential development consisting of less than ten (10) dwelling units. The proposed nine (9) unit development will not participate in the City's Public Art Program.

Conclusions

The proposed development responds to the urban design objectives for arterial road redevelopment, proposes tree retention to enhance the neighbourhood, provides a sensitive interface with existing single-family homes to the north and east, and has successfully addressed a corner arterial road site. Staff recommends approval for the subject development.



Sara Badyal
Planner 2

SB:kt

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$31,181.

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

- Incorporation of measures in Building Permit (BP) plans as determined via the Rezoning and Development Permit processes, including:
 - Tree Protection measures for three (3) existing on-site trees, six (6) existing off-site neighboring trees, and one (1) existing off-site neighboring hedge;
 - Accessibility features in two (2) Convertible units;
 - Aging in place features in all units; and
 - Sustainability features.
- 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>).
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 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.*



DP 11-584817

Attachment 1

Address: 9980 Gilbert Road, 7011 and 7031 Williams Road

Applicant: Yamamoto Architecture Inc. Owner: Max World Enterprises Ltd. & Yuen Ching Wu

Planning Area(s): Central West Sub-Area (Broadmoor)

	Existing	Proposed
Site Area:	Development site 1,699 m ² Road dedication 172 m ² Total 1,871 m ²	Complies
Land Uses:	Single detached and Two-family dwelling residential	Townhouses
OCP Designation:	Low Density Residential	Complies
Zoning:	Formerly Two-Unit Dwellings (RD1) and Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	3 dwelling units	9 dwelling units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	None permitted
Lot Coverage:	Max. 40%	35%	None
Lot Size:	Min. 40 m width (Williams) Min. 50 m width (Gilbert) Min. 35 m depth	45.3 m 37.6 m 45.3 m	None 12.4 m reduction None
Setback:	Gilbert Rd Williams Rd Side Yard (north) Rear Yard (east)	Min. 4.5 m Min. 4.5 m Min. 3.75 m Min. 7.5 m	1.5 m reduction 1.5 m reduction None None
Height:	Max. 12 m (3 storeys)	11 m (3 storeys)	None
Off-street Parking Spaces:			
Resident	18	18	None
Visitor	2	2	
Total	20	20	
Tandem Parking Spaces:	Not permitted	4 spaces in 2 units	tandem spaces in 22% of units
Small Car Parking Spaces:	Not permitted	7 spaces in 7 units	35% small car spaces
Amenity Space – Indoor:	Min. 70 m ²	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 54 m ²	87 m ²	None



City of Richmond

Development Permit

No. DP 11-584817

To the Holder: YAMAMOTO ARCHITECTURE INC.
Property Address: 9980 GILBERT ROAD, 7011 and 7031 WILLIAMS ROAD
Address: c/o TAIZO YAMAMOTO
YAMAMOTO ARCHITECTURE 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 Bylaw 8500" is hereby varied to:
 - a) Reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m.
 - b) Reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m.
 - c) Allow a total of four (4) tandem parking spaces in two (2) townhouse units.
 - d) Allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.
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 #8 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 \$31,181. 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 11-584817

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 9980 GILBERT ROAD, 7011 and 7031 WILLIAMS ROAD

Address: c/o TAIZO YAMAMOTO
YAMAMOTO ARCHITECTURE INC.
2386 OAK STREET
VANCOUVER, BC V6H 4J1

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 , .

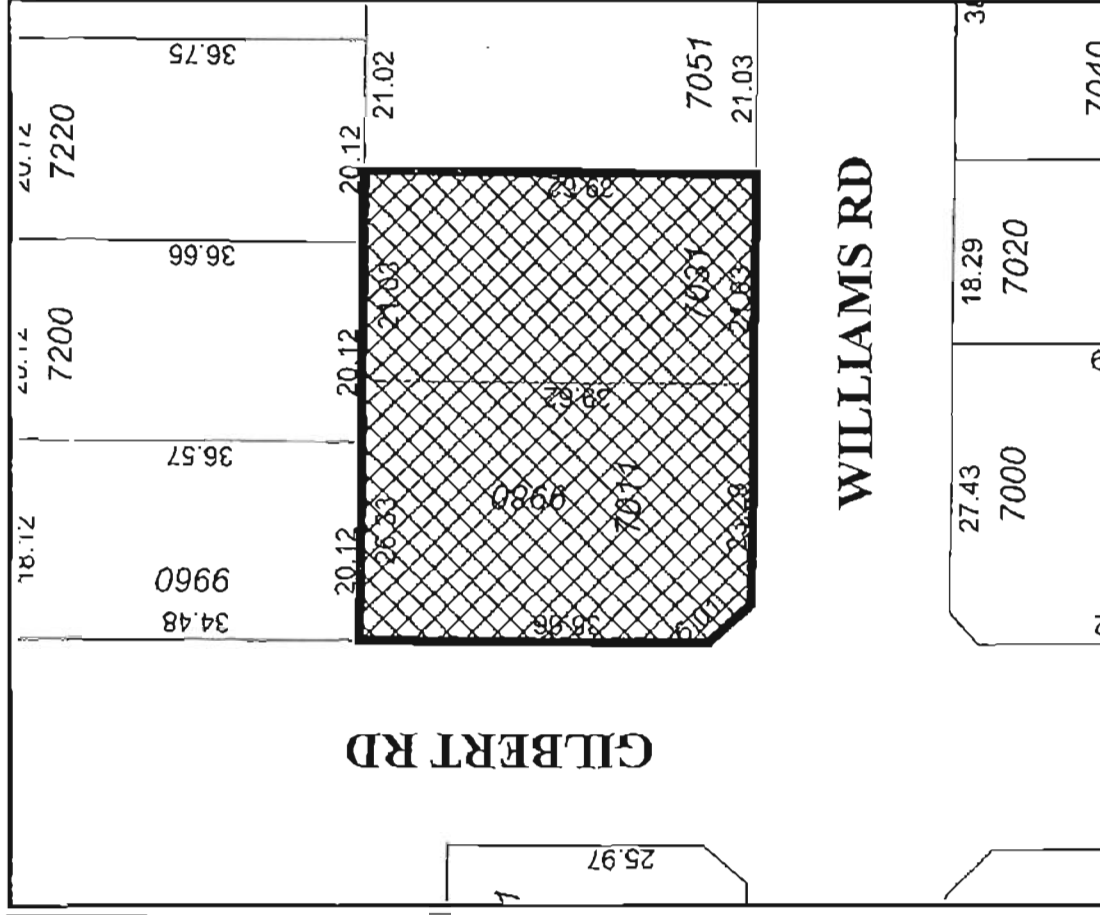
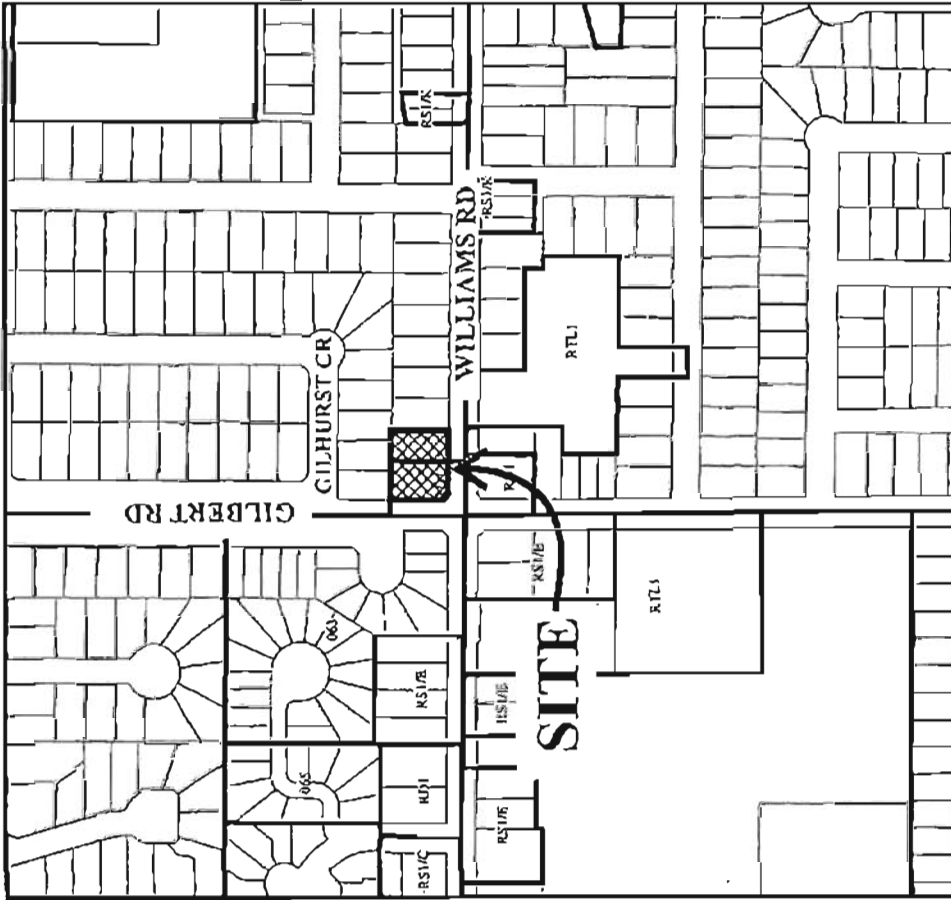
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 11-584817 SCHEDULE "A"

Original Date: 07/25/11

Revision Date:

Note: Dimensions are in METRES

THESE THREE PLANS CALL FOR ACHIEVING THE SAME END GOALS BY DIFFERENT MEANS. THE SECOND AND THIRD WERE DESIGNED TO PROVIDE THE SAME RESULTS WITH LESS EXPENSE AND WITH LESS RISK TO THE LIFE OF THE PASSENGERS. THE FIRST PLAN WAS DESIGNED TO ACHIEVE THE SAME RESULTS WITH THE LEAST LOSS OF TIME AND WITH THE LEAST RISK TO THE LIFE OF THE PASSENGERS. THE SECOND AND THIRD WERE DESIGNED TO PROVIDE THE SAME RESULTS WITH LESS EXPENSE AND WITH LESS RISK TO THE LIFE OF THE PASSENGERS. THE FIRST PLAN WAS DESIGNED TO ACHIEVE THE SAME RESULTS WITH THE LEAST LOSS OF TIME AND WITH THE LEAST RISK TO THE LIFE OF THE PASSENGERS.

See 12.2012i
 101. & Harford's method 101.

May 2012
Dalla degli alligatori (alligator),

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TABLE 1

132 Elin Aagaard

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 Email: nguyen@mac.com

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GILBERT ROAD

Plan 3d Jan 25, 2013

DP 11-584817

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Appendix 1

Arborist Site Plan

(Revision 1 for DP Application)

Arborist NOTES & ANNOTATION BY vanArbor,
June 25, 2012

○ Tree in good condition (PRESERVE)

○ Tree REMOVAL symbol (40 trees)

- 43 on-site trees in inventory
- 40 trees proposed for removal
- 3 on-site trees proposed for preservation
- # 6700, 6705, 6721
- 6 off-site trees to be preserved
- # OS1 - OS5, OS6708

Barrier fence

Hydro-vac

- Cover TPZ areas with 10 cm standard bark mulch
- See Civil Engineering detail for driveway entry retaining wall & perimeter drainage

plan

HEDGE TO BE PROTECTED

TPZ #4

Barrier fence at 2.0 meters from P/L to protect roots

Retaining wall at edge of driveway; refer to Engineer drawing detail

Barrier fence 2 meters from building

TPZ #3

Hydro-vac excavation S from building

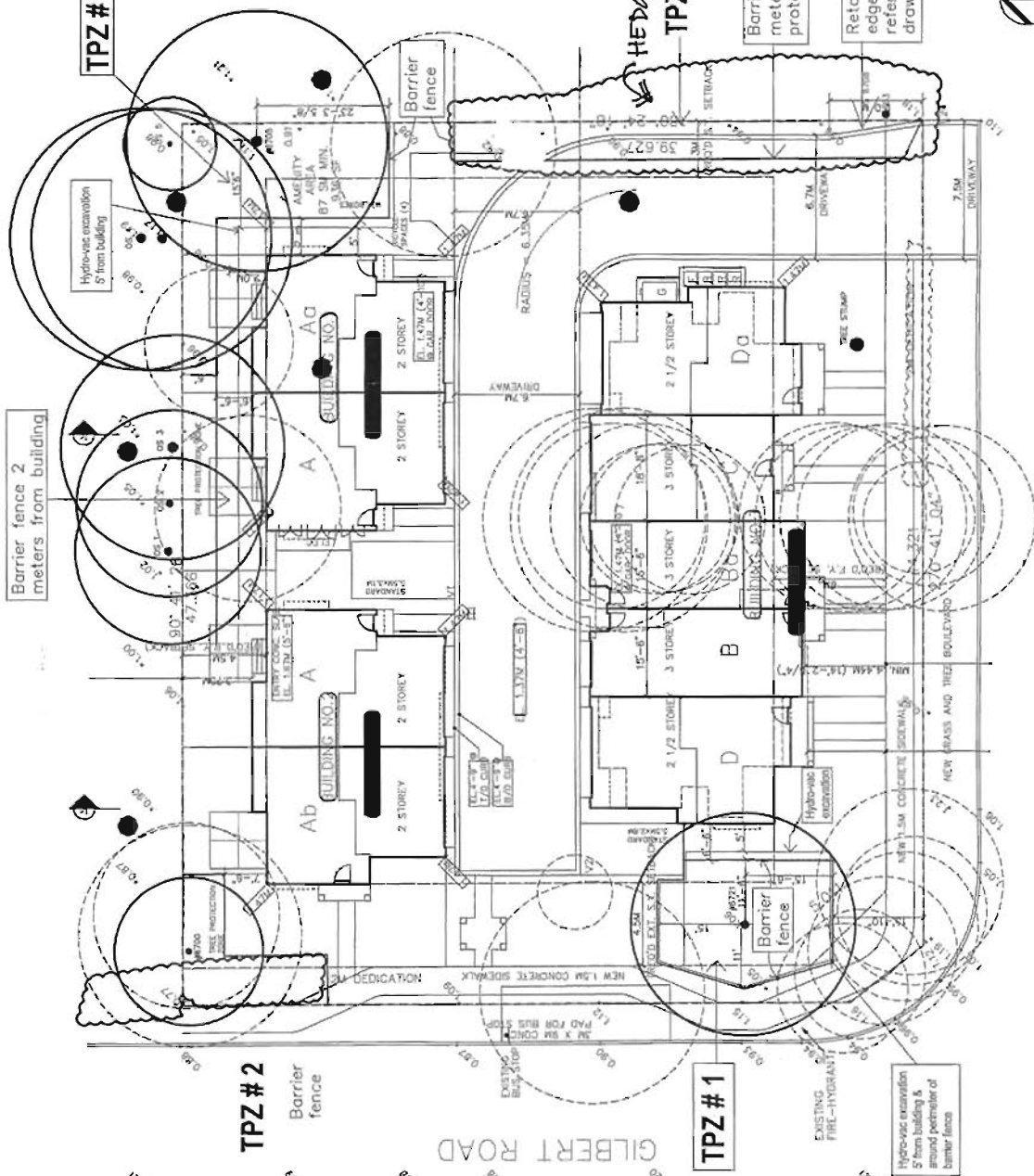
TPZ #2

Barrier fence

TPZ #1

Barrier fence

Hydro-vac excavation S from building & around perimeter of barrier fence



SITE PLAN

SCALE : 3/32" = 1'-0"

WILLIAMS ROAD

GILBERT ROAD

PROJECT
project
project

ADDRESS-1
ADDRESS-2

Yamamoto
Architecture Inc.
TREE
MANAGEMENT
PLAN

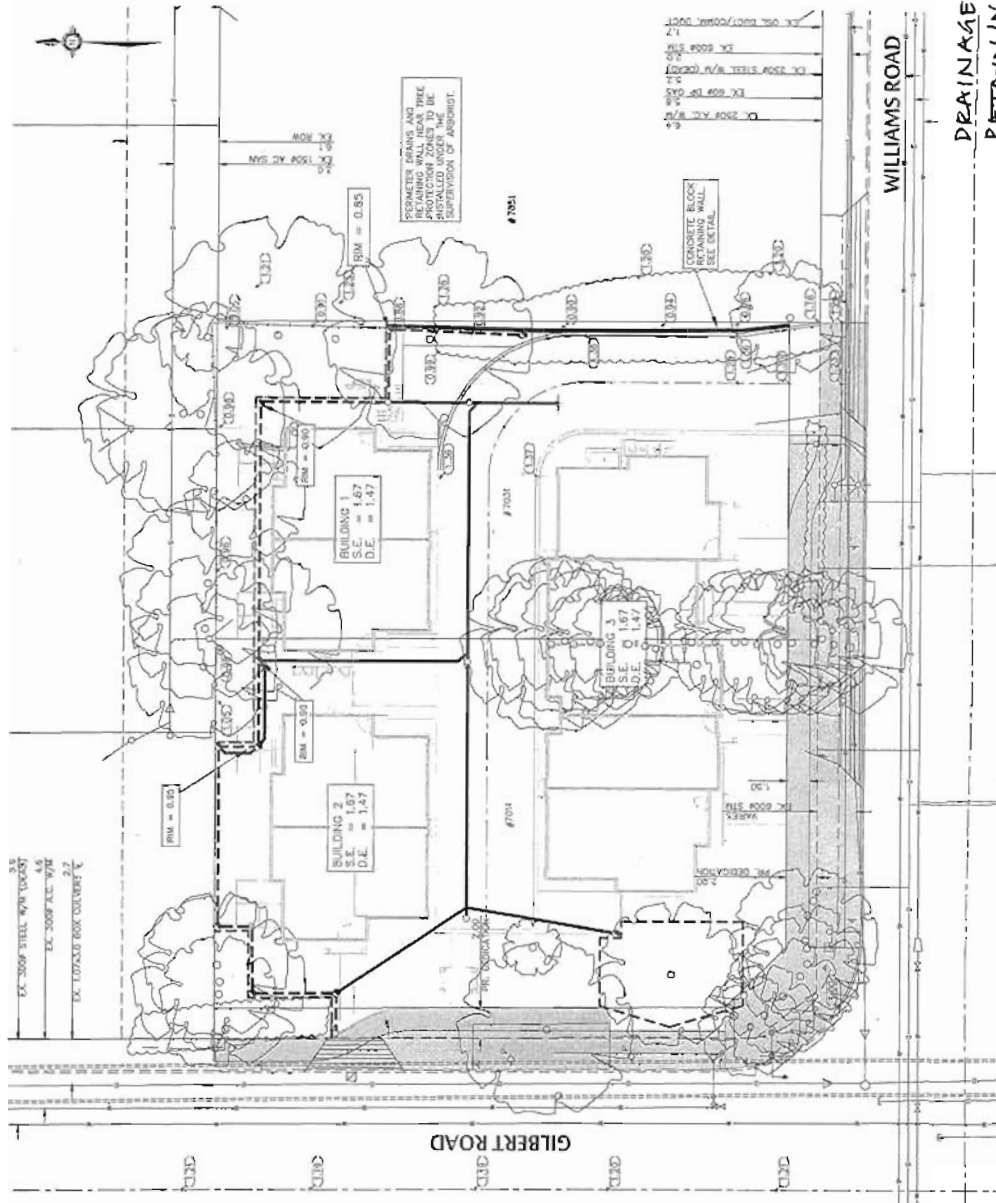
Plan 3e Jan 25, 2013
DP 11-584817

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DATE	BY	CHKD	APPD
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sheet no.

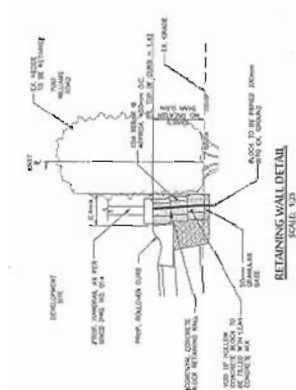
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PROJECT



DRAINAGE AND
RETAINING WALL
PLAN

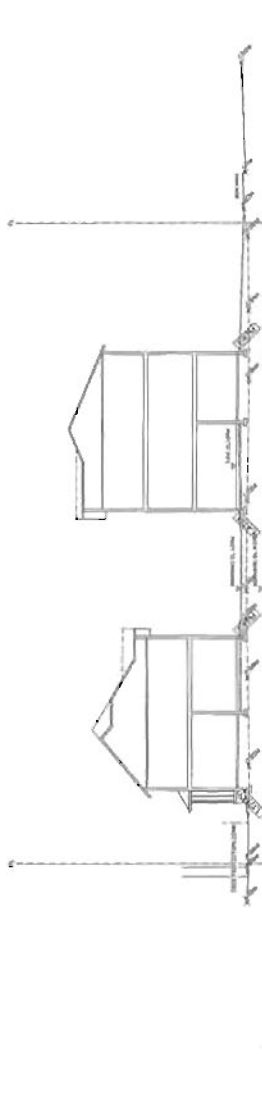
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DP 11-584817



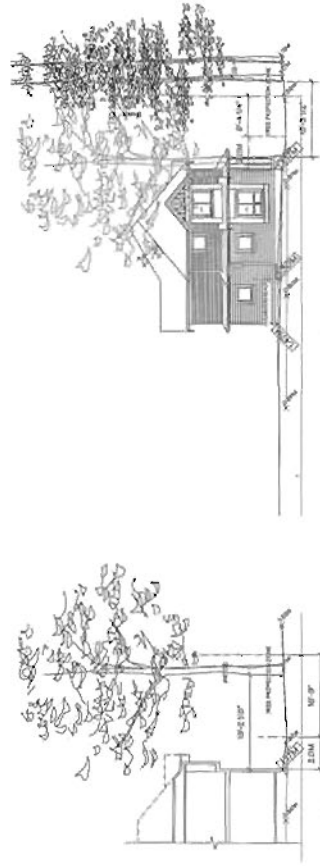
* SEE PLAN # 3e FOR
TREE + HEDGE RETENTION
INFORMATION



SITE SECTION - A



SITE SECTION - B



SITE SECTION - C

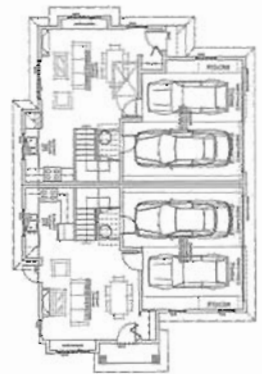
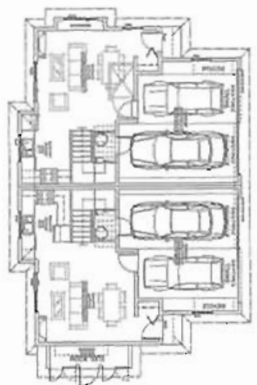
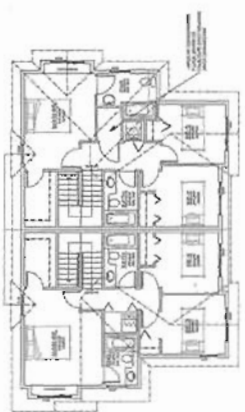
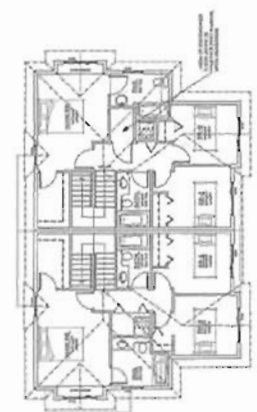
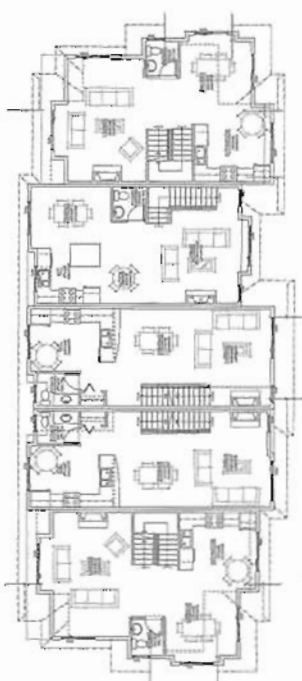
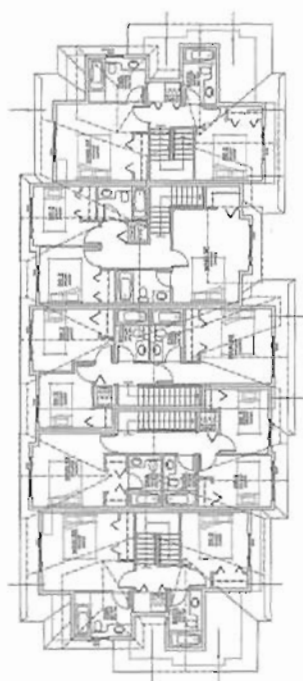
SITE SECTION - D

DATE	1/25/2013
PROJECT	1 UNIT TOWNHOUSE DEVELOPMENT
CLIENT	YAMAMOTO ARCHITECTURE INC.
DESIGNER	YAMAMOTO ARCHITECTURE INC.
ARCHITECT	YAMAMOTO ARCHITECTURE INC.
ENGINEER	YAMAMOTO ARCHITECTURE INC.
LANDSCAPE ARCHITECT	YAMAMOTO ARCHITECTURE INC.
INTERIOR DESIGNER	YAMAMOTO ARCHITECTURE INC.
CONTRACTOR	YAMAMOTO ARCHITECTURE INC.
DATE	1/25/2013
PROJECT	1 UNIT TOWNHOUSE DEVELOPMENT
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YAMAMOTO ARCHITECTURE INC.
1 UNIT TOWNHOUSE DEVELOPMENT
YAMAMOTO ARCHITECTURE INC.

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YAMAMOTO ARCHITECTURE INC.

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Author(s)	Year	Journal
Wang, J., & Wang, J.	2010	Journal of Management Education
Wang, J., & Wang, J.	2011	Journal of Management Education
Wang, J., & Wang, J.	2012	Journal of Management Education
Wang, J., & Wang, J.	2013	Journal of Management Education
Wang, J., & Wang, J.	2014	Journal of Management Education
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Wang, J., & Wang, J.	2016	Journal of Management Education
Wang, J., & Wang, J.	2017	Journal of Management Education
Wang, J., & Wang, J.	2018	Journal of Management Education
Wang, J., & Wang, J.	2019	Journal of Management Education
Wang, J., & Wang, J.	2020	Journal of Management Education
Wang, J., & Wang, J.	2021	Journal of Management Education
Wang, J., & Wang, J.	2022	Journal of Management Education
Wang, J., & Wang, J.	2023	Journal of Management Education
Wang, J., & Wang, J.	2024	Journal of Management Education
Wang, J., & Wang, J.	2025	Journal of Management Education

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PLAN #6

