



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: June 12, 2008
File: DP 07-394476
Re: **Application by Yamamoto Architecture Inc. for a Development Permit at
7080, 7100 Bridge Street and 7111, 7131, 7151 No. 4 Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 45 two-storey townhouse units at 7080, 7100 Bridge Street and 7111, 7131, 7151 No. 4 Road 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 required side yard setback along the western portion of the northern property line to permit a portion of four (4) buildings to encroach a maximum of 1.5 m into the required setback.

Brian J. Jackson, MCIP
Director of Development

DN:blg
Att.

Staff Report

Origin

Yamamoto Architecture Inc. has applied to the City of Richmond for permission to develop 45 two-storey townhouse units at 7080, 7100 Bridge Street and 711, 7131, 7151 No. 4 Road on a site zoned "Townhouse District (R2 - 0.6)".

The single family homes originally located on the subject parcels have been removed from the site.

The site is in the process of being rezoned from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Townhouse District (R2-0.6)" under Bylaw No. 8217 (RZ 05-319627).

A Servicing Agreement is required prior to adoption of rezoning Bylaw No. 8217. The agreement includes design, contribution and/or construction details for Bridge Street, Sills Avenue, and Lechow Street, closure of access to No. 4 Road, and site servicing upgrades.

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, a 22-unit two-storey townhouse development (Dava Developments) at 7060 Bridge Street (DP 03-233036), zoned "Townhouse District (R2)";
- To the east, across No. 4 Road, existing single-family dwellings within the Agricultural Land Reserve (ALR), zoned "Agricultural District (AG1)";
- To the south, along Bridge Street, a rezoning application (RZ 07-378654) has been submitted to rezone the site to facilitate subdivision (of 7120, 7140, 7160, 7180, 7200, 7220, 7240 Bridge Street) into approximately 25 single-family lots retaining two (2) existing dwellings and future subdivision potential. The application is in the early phases of review and has not been forwarded for consideration by Planning Committee. The existing character consists of single family dwellings of varying age on large lots (typically 18 m wide or wider) fronting Bridge Street and No. 4 Road, and zoned "Single-Family Housing District, Subdivision Area F (R1/F)"; and
- To the west, single-family dwellings of varying age on large lots (typically 18 m wide or wider), fronting Bridge Street, and zoned "Single-Family Housing District, Subdivision Area F (R1/F)" and a 6-lot single-family subdivision fronting the newly established Sills Avenue (RZ 02-218186), zoned "Comprehensive Development District (CD/140)".

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on May 22, 2007. The following concern was expressed:

- A written submission and a submission from a delegation expressed concern related to the future road dedication requirement to establish the ultimate width of Sills Avenue, particularly the impact on the southern adjacent property fronting Bridge Street (7120 Bridge Street).

Future development of 7120 Bridge Street is subject to road dedication to establish the ultimate width of Sills Avenue; Sills Avenue is on the Development Cost Charge (DCC) program; therefore, it is eligible for DCC credits.

7120 Bridge Street is currently under application (RZ 07-378654) and proposes development of approximately 25 single-family small lots.

During the rezoning process, staff identified the following issues to be resolved at the Development Permit stage; the associated response follows in italics:

- A detailed review of building form and character.

The site plan has been updated to accommodate further architectural design development of individual units, which includes building articulation, reduction in the total number of units proposed, and re-design to eliminate three-storey units.

- A review of units providing opportunities for enhanced accessibility.

In buildings 21 and 22, unit type E facilitate opportunity for conversion to fully accessible units. Doorways are enlarged, wheelchair-turning radii is accommodated, and provisions for future installation of an elevator to facilitate access to the second storey have been accommodated in the floor plan designs.

- A review of the pedestrian frontage along Sills Avenue and Bridge Street.

Units along these frontages include street facing porches and pathways establishing connectivity to the street and opportunity for passive surveillance. Effort has been undertaken to retain and relocate trees and large shrubs currently existing on the site. The strategy includes a Deodara and Larch tree that will be relocated along the Bridge Street frontage, and two (2) Maple trees and a Holly that will be relocated along the Sills Avenue frontage.

- The driveway location to Sills Avenue is to be verified with Transportation Department.

Engineering Transportation has concurred to the driveway alignment.

- A review of building heights, to maintain a neighbourly transition to the adjacent single-family neighbourhood.
- Design development to building heights to achieve consistency with the Development Permit Guidelines for building setbacks along No. 4 Road, in particular to ensure that 2 ½ storey units are set back a minimum of 9 m (29.5 ft.).

The rezoning submission proposed a combination of two-storey and 2 ½-storey units. The revised plans propose two-storey units only. Further, the total number of units has been reduced; thereby improving the relationship with the single-family dwellings within the neighbourhood.

- Design development to locate the proposed garbage enclosure next to the recycling enclosure or close to the entrance.

Garbage and recycling facilities are enclosed and located within proximity of the LeChow Street/Sills Avenue entrance to the site to ensure accessibility. To minimize the visual impact of the facilities, they are enclosed within a structure designed to compliment the residential units on-site.

- A review of the landscape design, including the retention or replacement of existing trees, in accordance with the preliminary tree retention plan.

An Arborist report was submitted and reviewed by City staff in association with the rezoning for the site (RZ 05-319627). The following provides an update to the information provided in association with RZ 05-319627:

- *A Lodge Pole Pine located within the rear yard of an adjacent southern parcel (7120 Bridge Street) was identified for retention and measures to preserve the tree, particularly during construction of Sills Avenue, were discussed. 7120 Bridge Street has subsequently initiated a rezoning application (RZ 07-378654) with 7140, 7160, 7180, 7200, 7220, 7240 and 7260 Bridge Street to rezone the site to permit approximately 25 single-family lots and extensions to Sills Avenue and LeChow Street. The application is in the preliminary stages of review; consideration and evaluation of the Lodge Pole Pine will be undertaken in association with the rezoning review process;*
- *92 trees were identified for removal; 13 of these trees are located within the required road right-of-ways and as a result, were not included in the replacement ratio. 2:1 replacement would result in 158 trees being planted on-site.*
- *Growing space constraints compromise the feasibility of 158 replacement trees surviving on-site. In response, a total of 113 replacement trees are proposed. In order to compensate for the shortfall, native trees (two (2) Sitka Spruce and nineteen (19) Douglas Fir trees) have been incorporated into the plan. In addition, Vine Maples, which are native trees that are well suited to growing in constricted spaces with limited sunlight, have been incorporated in the landscape plan (**Schedule A**). 113 trees, 30 of which are conifer species, are proposed on-site as compensation for the removal of 79 trees affected by the proposed development scheme.*
- *The Arborist Report identified eight (8) trees to be transplanted to an alternate location within the site. The Landscape Plan (**Schedule A**) indicates ten (10) trees and a Holly will be integrated into the Landscape Plan. To ensure appropriate measures are undertaken to secure the survival of these trees, prior to the issuance of the Development Permit, the applicant is required to submit, to the attention of the City's Tree Preservation Coordinator, a letter from a professional qualified to move trees,*

confirming that a contract to relocate the trees, to new locations on the site, has been awarded and outline the process that will be undertaken.

- *The applicant has forwarded, for review by the City Trees Preservation Coordinator, confirmation of an agreement with Maple Leaf Tree Movers Ltd. for the removal, storage, and relocation of trees to their new location in accordance with the Landscape Plan. Trees will be transplanted in accordance with provisions of the International Society of Arboricultural (ISA).*
- *Approval from the Parks Department is required for the removal of any City trees.*

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

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

- 1) Reduce the required side yard setback along the western portion of the northern property line to permit a portion of four (4) buildings to encroach a maximum of 1.5 m into the required setback.

(Varying the side yard setback for Buildings 17, 18, and 19 from 3 m to 1.5 m and varying the required side yard setback for Building 16 from 3 m to 2 m result in a negligible impact on the northern adjacent site. Recycling facilities, a drive aisle, garbage facilities, and a private outdoor space are located on the northern adjacent site across from proposed Buildings 17, 18, and 19. The siting of Building 16 minimizes the impact on the rear elevation of the townhouse unit on the adjacent northern site. Further, the design of Building 16 includes recesses to the building elevation to minimize the portion of the building encroaching into the setback).

Advisory Design Panel Comments

The development proposal was reviewed by the Richmond Advisory Design Panel on April 9, 2008. A copy of the relevant excerpt from the Advisory Design Panel Minutes 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 italics**'.

Analysis

Conditions of Adjacency

- The building form and massing respond to the design guidelines articulated in the McLennan South Sub-Area Plan (Schedule 2.10D), which identifies the site as an area designated for "Residential, 2 ½ Storeys" type of development. The designation permits single-family, triplex and duplex development constructed at a density of approximately 0.55 Floor Area Ratio (FAR).

- The McLennan South Sub-Area Plan is characterized by existing older detached homes on large lots, while acknowledging the area's significant redevelopment potential.
- The proposed combination of single unit, duplex, and triplex units facilitate redevelopment and an increase in density in accordance with the area's proximity to the City Centre while minimizing disruption of the existing single-family country estate character by proposing two-storey units, and the use of single-family building forms and massing that contribute to the apparent single-family scale and character of the buildings proposed.
- The east side of No. 4 Road is within the Agricultural Land Reserve (ALR). In order to minimize agricultural-urban land use conflicts and complaints, the OCP requires development across a road from area designated as ALR to provide a minimum 5 m (16.4 ft.) landscaped strip or an alternate appropriate width measured from the back of curb. In response, the development proposal will maintain a 6 m (19 ft.) setback from the property line along the No. 4 Road frontage similar to the adjacent northern townhouse development and single-family homes existing within the neighbourhood. The setback permits encroachments for porches that contribute toward an animated street frontage.
- The impact of the proposed setback variance to decrease the required side yard setback for Buildings 17, 18, and 19 from 3 m to 1.5 m, and to decrease the required side yard setback for Building 16 from 3 m to 2 m has been minimized through careful siting of the buildings undertaken with consideration of the location of structures and associated uses on the northern adjacent site.
- With the exception of the requested setback variances, the development proposal complies with setbacks outlined in the South McLennan Sub-Area Plan and the proposed Townhouse District (R2-0.6), which includes provisions for encroachments for patios, balconies, bay windows, and chimneys to articulate the street fronting façades, and to animate the street frontages.
- The townhouse units' private outdoor space creates opportunity to animate the street and to establish passive surveillance of the street frontage.
- The minimum flood plain elevation for the area is 0.9 m (geodetic); a Flood Indemnification Covenant is required to be registered on title as a condition of rezoning.
- The existing grade varies between 1.33 m to 2.55 m. The minimum proposed ground floor concrete slab elevation is 2.18 m; the average fill proposed on the site is approximately 0.24 m.

Urban Design and Site Planning

- Sills Avenue is to be introduced off Bridge Street and will provide access to six (6) units. A second access to the development, located at the intersection of Sills Avenue and a second new road, LeChow Street, will provide access for the remaining units. A third access to the development is provided via No. 4 Road; however, this access is limited to emergency use only.
- A total of ninety nine (99) off-street parking stalls will be provided on-site, of which ninety (90) stalls are associated with residential units, nine (9) are visitor parking stalls, two (2) of which are accessible stalls. There are no tandem stalls proposed on-site.
- Manoeuvring space on-site is sufficient to facilitate on-site pick up of garbage and recycling from the enclosed facilities.
- The outdoor amenity space is located adjacent to the main access to the development at the intersection of Sills Avenue and LeChow Street and features a relocated Western Red Cedar and Ginkgo tree.

- Instead of relegating pedestrian activity to the drive aisles, pedestrian pathways have been incorporated within the site. The six (6) units with vehicle access via Sills Avenue adjacent to Bridge Street are linked to the eastern portion of the site by a pathway between Buildings 18 and 21, and Buildings 17 and 22.
- A pathway between Buildings 9 and 10 provides pedestrian access to No. 4 Road, which continues westward through the site and intersects with the meandering vertical pathway between the centrally located Buildings 3 to 8.
- With the exception of the units located along the northern property line (Buildings 12 to 16), pedestrian and vehicle accesses to individual units are located on opposite elevations. Units located adjacent to a street frontage incorporate porch entrances connected to the street by a pathway, in accordance with the sub-area plan, that break up the massing of the building, provide opportunity for passive surveillance, animate and create interest along the street façade, and promote pedestrian activity. The pedestrian pathway system contributes to establishing an internal pedestrian mews between dwelling units and site amenities.
- Porch entries incorporate weather protection into the design.
- In Buildings 21 and 22, unit type E are designed to facilitate conversion to a fully accessible unit. Wheelchair access is accommodated by 91 cm x 203 cm (3 ft. x 6 ft. 8 in.) doorways and an adequate turning radius is demonstrated on the plans (**Schedule A**). Accessibility via the porch entry is facilitated by the installation of a ramp with a maximum 5% slope.
- The storage space, indicated on the plans between the kitchen and garage on the first level and between the bathroom and den on the second level, includes provisions to facilitate future installation of an elevator. The 10 cm (4 in.) concrete slab of the main floor in the location where the elevator is proposed will be sunk a minimum 15 cm (6 in.) to accommodate a future elevator pit. The floor joist will be framed to permit its easy removal to accommodate an elevator.
- The applicant has forwarded design specifications for the “wedgewood” residential elevator supplied by Concord Elevators (BC) Ltd., which could be accommodated within the space referenced above.

Architectural Form and Character

- The building typology has been amended to consist entirely of two-storey buildings designed as single, duplex or triplex units, which is responsive to the site-specific context.
- In accordance with the sub-area plan, the clusters of units are bordered by trees and landscaping, and in this case, a pathway system.
- Two-storey craftsman style buildings are proposed in response to the McLennan South Sub-Area Plan’s emphasis on retaining a pastoral rural-estate character within the neighbourhood.
- The building materials (including board or batten on hardi-panel, wood fascia boards, wood grain vinyl siding, hardi-plank, double glazed vinyl framed window, asphalt roof shingles, and cultured stone) in three complimentary earth tone color schemes are compatible with both the existing character of the neighbourhood and new development within the area.
- The low to moderate pitched roofs are articulated by wood brackets. Aluminium clad entry doors that are painted an accent color punctuate the entrance to individual units. Variety will be introduced along the drive aisle by introducing aluminium clad garage doors in one of three neutral shades selected to compliment the building’s color scheme.

- Porches are identified by gables with wood brackets and posts that add interest to the building façade.
- Side elevations of visually prominent buildings have been architecturally treated. A feature cultured stone chimney has been incorporated into the southern elevation of Building 20, which is adjacent to Sills Avenue. The east elevation of Building 12 and north elevation of Building No. 11 include additional windows and associated window and gable treatment.
- Entry signage is located flanking the outdoor amenity space at the Sill Avenue/LeChow Street access to the site. The freestanding sign consists of an engraved granite slab mounted on a low wall framed by brick columns with a concrete cap. The project signage is anchored by a relocated Western Red Cedar and Ginkgo, Japanese Privet, and Winter Heather.
- Development directional signage, consisting of elevated signage on wood posts, is located both within proximity of the Sills Avenue access for the six (6) units located on the western portion of the site, and within proximity of the outdoor amenity area to assist way-finding.

Landscape Design and Open Space Design

- In addition to the introduction of new trees on-site, the landscape plan indicates the retention of existing trees in new locations on-site. Additionally, the Landscape Plan includes an assortment of shrubs and ground covers, which have been selected to ensure the landscape treatment remains interesting throughout the year.
- Outdoor amenity space is provided in compliance with the Official Community Plan (OCP) and is designed to promote both active and passive use. It includes a children's play structure, the Canadian Play Systems Ltd. Canadian Junior Fun "Fun B" construction, which includes a slide within its integrated game system. "Sarita" benches are located in proximity to facilitate supervised play (**Schedule A**).
- Each townhouse unit is associated with a private outdoor space landscaped with trees, shrubs, ground cover, and a low wood fence. Units with street access have gates with access punctuated by shaped wood gates between masonry columns that are a total of 1.2 m (4ft.) in height. Privacy along the northern edge of the site is established by a 1.8 m (6 ft.) high wood fence. The delineation of private and public space between private outdoor space associated with individual units and the internal pathway system is demarcated by a low wood fence punctuated with curved wood gates. The posts include low voltage downward illuminating fixtures to light both the pathway and the unit number attached below the fixture on the post.
- The pathway system includes a feature gazebo at the intersection of the north/south pathway separating the block of units centrally located on the site and the east/west linkage between the centre of the site and No. 4 Road. Wood arbours mark access points to the internal pathway system via No. 4 Road and the internal drive aisles.
- The impact of the internal drive aisles has been softened with the introduction of permeable concrete pavers located not only at drive aisle access points, but also at feature locations throughout the site and visitor surface parking stalls.

Affordable Housing

- In association with the rezoning (RZ 05-319627), the applicant has committed to a voluntary contribution of \$0.60 per buildable ft² (\$40,167) towards the City's Affordable Housing Reserve Fund, in accordance with the Affordable Housing Strategy – Interim Strategy Policy.

Discharge of Right of Way and an Access Easement - 7060 Bridge Street (the Dava Development)

- At the time redevelopment of the northern adjacent site (7060 Bridge Street), the Dava Development, was undertaken, an access agreement and right of way were registered on title to provide both vehicle and pedestrian access for the subject site, and vehicle access for the northern adjacent property 7038 Bridge Street via the Dava Development's Bridge Street access.
- As a result of strong concerns expressed by residents of the Dava Development, an alternate scheme to access the subject site, which does not require access through the Dava Development, was developed by the project proponent and is supported by Engineering Transportation.
- Subsequent to Public Hearing, staff have been contacted by a resident of the Dava Development and the property management company employed by the Dava Development, expressing concerns that increasing access to the development by non-residents will increase opportunity for crime. Recently, the Dava Development has experienced a car theft, a couple of homes have experienced forced entry, loitering is a concern, and non-residential traffic accessing the site disturbs residents.
- In addition to an access easement providing vehicle access for the subject site via the Dava Development, a right-of-way was registered to realize connectivity of outdoor amenity space between the two developments. Subsequent development of the site plan proposes access that is independent of the Dava Development and the outdoor amenity space is located outside of immediate proximity of the outdoor amenity space on the Dava Development site. As a supportable vehicle access strategy has been developed and the opportunity for connectivity between the two outdoor amenity spaces has not been realized as originally envisioned, it is recommended that Council authorize staff to:
 - Discharge the statutory right of way for pedestrian access registered under Plan BCP 8513 (Ref. No. BV 499715);
 - Discharge an access easement for vehicle access registered under Plan BCP 8515 (Ref. No. BV 499719); and
 - Retain an access easement for vehicle access (for 7038 Bridge Street, which is located north of the Dava Development and not associated with the subject development application) registered under Plan BCP 8514 (Ref. No. BV 499717).
- Payment of all costs associated with the discharge of the access easement and right of way registered on the Dava Development site is the obligation of the Dava Development Strata.

Crime Prevention Through Environmental Design

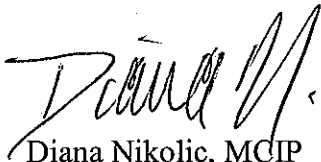
- The townhouse units located along street frontages create opportunity for passive surveillance of the street. Similarly, the orientation of units within proximity of the outdoor amenity space create opportunity for passive surveillance of the space.
- The outdoor amenity space is centrally located and visually prominent. Seating within proximity of the children's play area facilitates passive surveillance.
- The incorporation of unit entries via the internal pathway system and the relationship between private outdoor space and the internal pathway system incorporates illumination and is designed with consideration of passive surveillance opportunities.
- Mailboxes are located on the south side of the garbage/recycling structure, which is in a visually prominent location within the development.

Public Art

- In association with the rezoning (RZ 05-319627), the applicant was advised of the Public Art Program Policy for residential development with greater than 20 units, and has elected not to participate in the program.

Conclusions

The development as proposed responds to both the guiding principles of the McLennan South Sub-Area Plan and the transitioning character of the neighbourhood. The applicant has adequately responded to staff comments in the associated rezoning report and the Advisory Design Panel comments. Staff recommend approval of this Development Permit application.



Diana Nikolic, MCIP
Planner II (Urban Design)
(Local 4040)

DN:blg

Attachment 1: Development Application Data Sheet

Attachment 2 : Advisory Design Panel Minutes and Applicant's response

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

- Payment of cash in-lieu of on-site indoor amenity space in the amount of \$71,000; and
- Receipt of a Letter-of-Credit for landscaping in the amount of \$139,716.80;
- To ensure appropriate measures are undertaken to secure the survival of existing trees identified to be moved to other locations on the site, the applicant is required to submit, to the attention of the City's Tree Preservation Coordinator, a letter from a professional qualified to move trees, confirmation that a contract to relocate the trees to new locations on the site has been awarded, and outline the process that will be undertaken.

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>).
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including lever handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails.



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 07-394476

Attachment 1

Address: 7080, 7100 Bridge Street, and 7111, 7131, 7151 No. 4 Road

Applicant: Yamamoto Architecture Inc.

Owner: Bridge CWL Investments Inc.

Planning Area(s): McLennan South Sub-Are Plan

Floor Area Net: 6,230.1 m²

	Existing	Proposed
Site Area:	11,478 m ²	10,442 m ²
Land Uses:	Single-family Residential	Multi-family Residential
OCP Designation:	Neighbourhood Residential	Neighbourhood Residential
Zoning:	Single-Family Housing District, Subdivision Area F (R1/F)	Townhouse District (R2-0.6)
Number of Units:	5 single-family dwelling units	45 townhouse units

	R2 - 0.6 Requirement	Proposed	Variance
Floor Area Ratio:	0.60	0.60	none permitted
Lot Coverage:	Max. 40%	39 %	none
Setback – Public Roads (Bridge Street, Sills Avenue, LeChow Street and No. 4 Road):	Min. 6 m (provisions for encroachments of no more than 1.5 m for portions of the building that are no more than 5 m in height and open on those sides which face a public road, and encroachment of no more than 0.6 m for bay windows)	6 m (with encroachments that comply with provisions in the R2 – 0.6 zone)	none

Setback – Side and Rear Yard:	Min. 3 m (provisions to permit balconies, bay windows, enclosed and unenclosed fireplaces and chimney to encroach no more than 0.6 m into the side yard setback and 1.8 m into the rear yard setback.	3 m (with encroachments the comply with the provisions of the R2-0.6 zone)	variance to permit a portion of 4 buildings to encroach a maximum of 1.5 m into the required setback along the western portion of the northern property line.
Height (m):	Max. 11 m	11 m	none
Lot Size:	30 m width and 35 m depth	minimum 37 m width and minimum 102 m depth	none
Off-street Parking Spaces – Regular/Commercial:	Residential: 2 spaces/unit x 45 = 90 Visitor: 0.2 spaces/unit x 45 = 9	Residential: 90 Visitor: 9	none
Off-street Parking Spaces – Accessible:	2	2	none
Total off-street Spaces:	99	100	none
Tandem Parking Spaces	not permitted	0	none
Amenity Space – Indoor:	100 m ² or payment in-lieu	\$71,000 cash-in-lieu – check clause re: min. unit sizes	none
Amenity Space – Outdoor:	6 m ² /unit: 270 m ²	~300 m ²	

**Excerpt from the Minutes from
The Design Panel Meeting**

**Wednesday, April 9, 2008 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

Staff Comments

Diana Nikolic, Planner, reviewed the site context and advised that the associated rezoning has received third reading. The McLennan South Sub-Area Plan intends to retain and contribute to a country estate character. The subject area is designated "Residential, 2 ½ Storeys", to facilitate single-family, triplex and duplex development constructed at a density of approximately 0.55 Floor Area Ratio (FAR).

At the time the northern adjacent site developed (Dave Development), vehicle and pedestrian access for the benefit of the subject site was secured. Access between the two developments will not be shared. Six (6) units are accessed via Sills Avenue close to Bridge Street. A second access to the site is located at the intersection of future Sills Avenue and LeChow Street. The No. 4 Rd. access is an emergency access only. Dava Development has requested existing rights of way for public passage be removed. At the time the Dava Development was reviewed, it was expected that the outdoor space on the subject site would be located along the north property line adjacent to Dava Development's outdoor amenity space. This continuity is not reflected in the site plan. Location of outdoor amenity space and Unit D were referenced noting concern related to the liveability of Unit D. Suggestion was offered to relocate the amenity space to the current location of Unit D and changing the building form of Building #1 from duplex to tri-plex resulting in no loss of density; and use of permeable pavers to visually link the landscape areas. Ms. Nikolic indicated some trees are to be retained on the site and relocated.

Applicant's Comments

Referencing a model and artist renderings, Taizo Yamamoto of Yamamoto Architecture Inc., provided an overview of the site noting that to the north is another townhouse development by the same developer. The proposal is for 2-storey buildings (single, duplex and tri-plex); some setback relaxation has been requested in locations adjacent to the drive aisle or where overlook concerns are minimal. Two adaptable units along Sills require a slightly larger footprint; and some variance to facilitate setback projections will give building entrances more space. The developer expressed interest in maintaining smaller buildings with more windows and openings on side elevations. The amenity building would also include garbage, recycling and mailbox facilities. The applicant prefers to retain Unit D and the amenity in the locations proposed. Only 4 units have access via the drive aisle adjacent to Unit D so traffic noise & nuisance would be minimized. Opportunities for separate vehicle and pedestrian access via internal walkways have been incorporated where possible.

Mr. Yamamoto expressed that materials include a combination of vinyl and hardy siding, accent material includes hardy, board and batten (cedar or hardy) painted with accent colors similar to the adjacent northern development to create a community feeling.

Masa Ito, Ito & Associates Landscape Architect, reviewed the public realm interface emphasizing the single family character with picket fence, wooden gate, masonry gate posts, and lush green space to reflect general open quality. Landscaping has been included along internal drive aisles to break up the vertical elements. Internal walkway system to access amenity area from units was referenced on plan and elevation drawings. Some nodes have been introduced at walkway intersections (i.e. gazebo), and entry walkway arbour structures were planned. Units and directional signage will be included; and the amenity area will include flexible open space for social interaction, seating and a play area.

Panel Discussion

In answer to several questions, the applicant provided the following advice:

- Engineering is supportive of the proposed access,;
- shared access from adjoining site was the original intent. Residents of the Dava Development requested that the vehicle access be discharged;
- the 3 proposed color schemes will be randomly dispersed between buildings (but a single color scheme will be applied to individual buildings);
- because of the high water table, organic materials must be stripped and the site preloaded with sand;
- permeable pavers are available in a variety of materials and a selection has not yet been made;
- tall shrubs (Viburnum) is proposed between buildings to create sense of green walkway; and
- hedge along north edge of property is Japanese Privet, and under story of plants in pedestrian cross access includes ornamental grass.

Comments from the Panel were as follows:

- suggestion was made that the open amenity area and site access could be moved to building 23, a larger duplex at #16, roadway straightened, a tri-plex placed where amenity building is currently proposed and relocate amenity building; also it was felt that the corner condition at the drive aisle entrance is unusual;
- straightforward development; functionality and expected use of internal pedestrian walkways and likelihood of survival of trees between buildings were queried;
- conservative, traditional prototype; and some detailing is good; some concerns with north elevation of Buildings 5 and 6 ; introduce more variation in alignment of buildings; consider treating the east side of Buildings 3,4,5 and west side of Buildings 6,7,8 as front of building elevations;

- the applicant was invited to introduce a greater diversity of plants acknowledging the mild climate in the area; it was very difficult to review drawings in advance and make constructive comments, font should be larger to improve legibility and landscape elevations and enlargements of areas that are important to the project such as the interior streetscape, play area, and main entry should be submitted for review; centre walks are interesting notion, however, it was suggested the applicant reconsider the regularity as the landscaping has the ability to enhance the architecture; on LeChow Street the landscape architect has opportunity to establish a sense of distinction between units versus use of a constant line of Heather; permeable paver product details should be available for review;
- useful to reconsider the internal roadway orientation, consider swapping the location of the amenity building and Building 23; interior pedestrian routes may not be utilized, consolidating the space may have more value/use; consider introducing more material detail variation through the buildings;
- certain projects have themes to establish uniqueness; uniqueness is missing, however, the project reflects the architect's usual high standard; agreement with staff suggestion relative to the location of Building D and potential shifting of amenity building; allow the amenity building to be something special and different from anything else; internal walkway is a nice gesture by the developer to add open space; north elevation of Building 14 is repetitive and "train-like"; west elevation of Building 23 has a quaintness that is endearing, detail and proportion could be used in other areas of the project; pediments of units are well-detailed and a further richness or layering of detail (i.e. bracketing) could be added;
- retention of a common access would have been beneficial, it would also reduce the amount of asphalt to access sites; ; consider a walkway connection to Sills Avenue between Buildings 21 and 22; comments from staff relative to Unit D and swapping with amenity area have merit; worthwhile to explore further design development and rationalize the amount of driveway and consolidate available open space into a larger block; the amenity building could be removed all together as the strata corporation will be relatively small, and the space could be better used as an open area; concern related to the ability of landscaping to survive between buildings; supportive of internal walkways as this helps with common problem of entrances being located beside garage;; provide variety at entrances to buildings; good character on street fronting sides to create single family appearance; greater variation among the yards would be beneficial; and
- consolidation of step stones (between Unit 10 and 11) was suggested to add more room for landscape treatment.

Following the discussion, the Chair summarized points raised and called for additional input prior to consideration of the ensuing motion.

In response to the Panel's comments, the applicant advised that:

- fire access issue is addressed, and further consultation with Engineering will be undertaken; design of temporary roadway condition work has been done with Engineering;
- internal walkway is intended to provide residents with an option to walking on the drive aisle to get to amenity area;

- consolidation of pathways between buildings (e.g between Building 10 and 11) will be considered. Pathways were located adjacent to the building to benefit from weather protection provided by the overhang; and
- the applicant expressed appreciation for ADP comments and will work to implement.

Panel Decision

It was moved and seconded

That Development Permit 07-394476 move forward to the Development Permit Panel, taking into consideration the following comments provided by the Advisory Design Panel:

1. *consider the functionality of the internal walkway system versus providing more consolidated outdoor amenity space;*
Internal walkways provides alternate pedestrian route to amenity area from more remote units. Walkways required to provide fire fighter access.
2. *incorporate further design development of the north face of units flanking the internal drive aisle (Building 5 and 6);*
Additional windows has been added, bay added to Building 6 to increase visual interest.
3. *consider greater variety of building placement ;*
Unit placement centered around amenity area.
4. *incorporate a greater variation of plant types, particularly in walkways; greater variation of tree types; and consider more distinctive planting to individualize units;*
Planting has been modified to include more diversified plants throughout the site.
5. *include specification of hard landscaping materials;*
All the hard landscape area has been identified.
6. *consider alternatives to the current driveway locations and amenity building;*
Additional architectural details added, varying decorative elements on gables provides more visual interest and depth.
7. *consider more variety to entry features on the driveway elevations;*
Additional architectural details added, 4 different types of decorative elements on the gables and 3 alternating color schemes provides more visual interest and depth.
8. *consider developing a distinct "look" to the project to differentiate it from other projects;*
Additional details and colour scheme provide distinct look for project.
9. *consider something unique for amenity building in terms of architectural design, or remove it*
Amenity building removed to increase open amenity space.
10. *consider adding additional design development/layers and more depth to provide rich architectural detail.*
Additional architectural details added, 4 different types of decorative elements on the gables and 3 alternating color schemes provides more visual interest and depth. Window types/placement has been revised to improve proportion and consistency to buildings elevations.

CARRIED



City of Richmond
Planning and Development Department

Development Permit

No. DP 07-394476

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 7080, 7100 BRIDGE STREET AND
7111, 7131, 7151 NO. 4 ROAD

Address: C/O MR. KENNETH LEE
#29 – 11151 HORSESHOE WAY
RICHMOND, BC V7A 4S5

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 required side yard setback along the western portion of the northern property line to permit a portion of four (4) buildings to encroach a maximum of 1.5 m into the required setback.
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 #11 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 \$139,716.80. 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 07-394476

To the Holder: YAMAMOTO ARCHITECTURE INC.

Property Address: 7080, 7100 BRIDGE STREET AND
7111, 7131, 7151 NO. 4 ROAD

Address: C/O MR. KENNETH LEE
#29 – 11151 HORSESHOE WAY
RICHMOND, BC V7A 4S5

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.

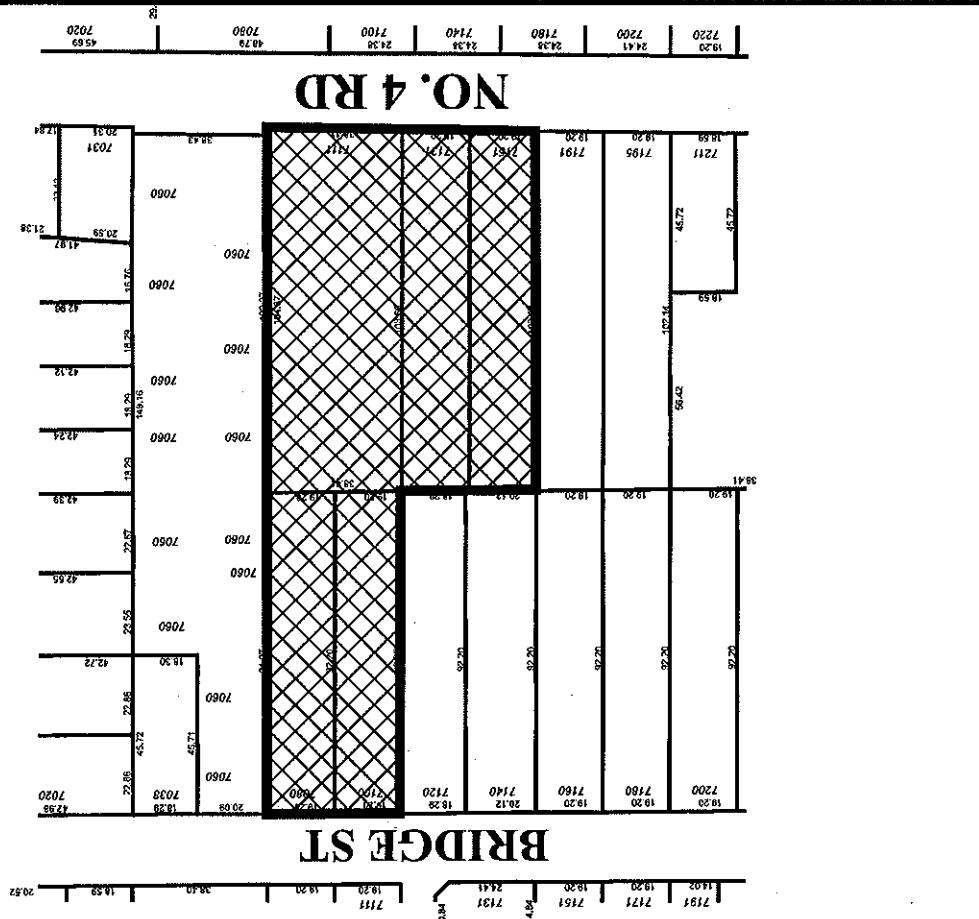
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

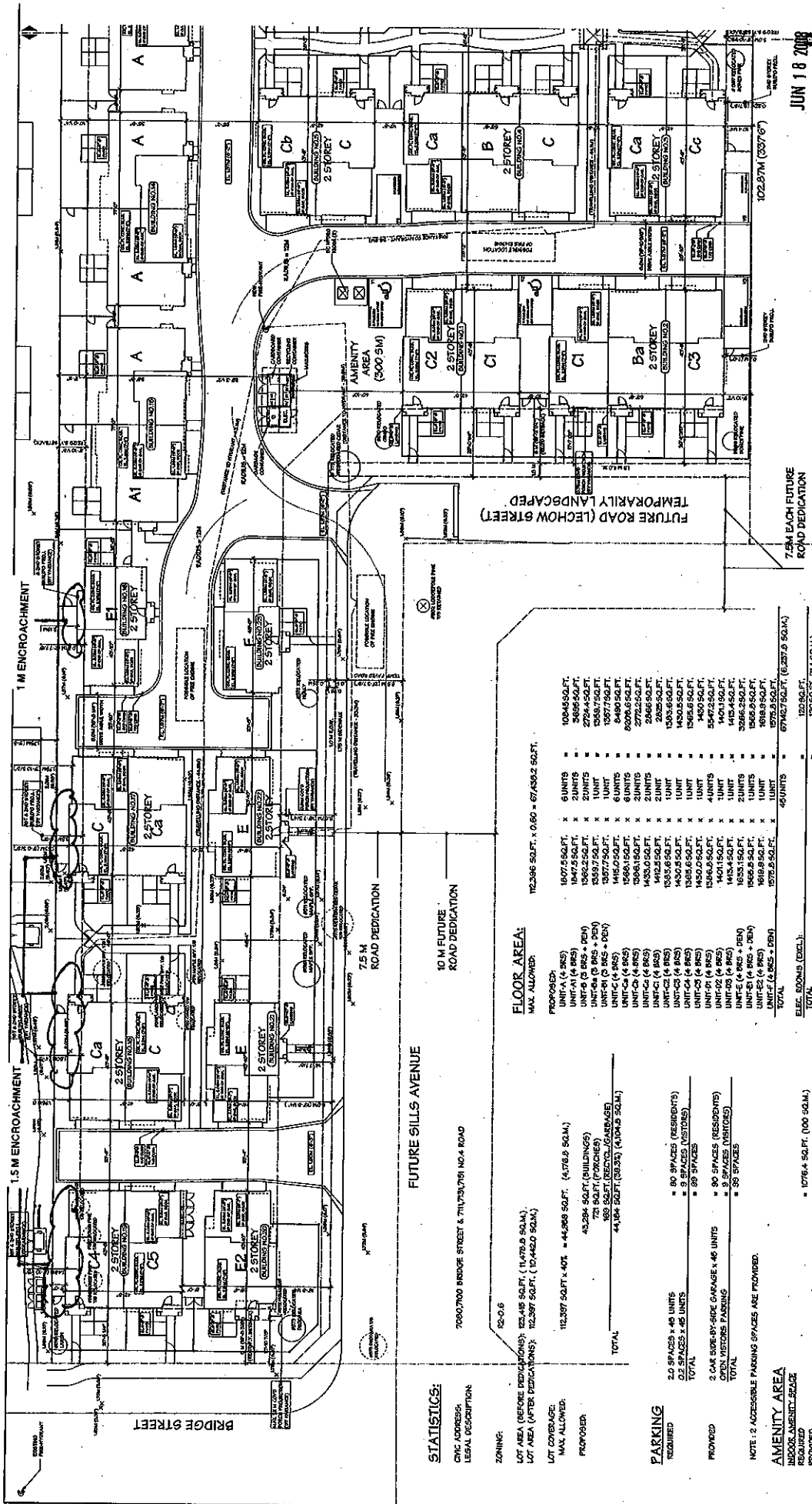
DELIVERED THIS DAY OF , .

MAYOR



Note: Dimensions are in METRES

DP 07-394476
SCHEDULE "A"



JUN 18 2008
 DP 07394476
 #1

Yamamoto Architecture Inc.
 PROJECT: KINGSBRIDGE
 40 UNIT TOWNHOUSE DEV.
 SCALE: 1/8" = 1'-0"
 DATE: JUNE 4, 2007
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 PROJECT NO.: 07-394476
 PLAN #1.2

SITE PLAN (WESTERN PORTION)
 SCALE: 1/8" = 1'-0"



VARIANCES:
 1. PROJECTIONS OF CAN INTO S.V. SETBACK
 2. BUILDING NO. 19 PROJECTIONS OF 1'0" INTO S.V. SETBACK
 3. BUILDING NO. 19 PROJECTIONS OF 1'0" INTO S.V. SETBACK
 4. BUILDING NO. 19 PROJECTIONS OF 1'0" INTO S.V. SETBACK
 5. BUILDING NO. 19 PROJECTIONS OF 1'0" INTO S.V. SETBACK

STATISTICS:

CIVIC ADDRESS:
 LEGAL DESCRIPTION:

PARKING

REQUIRED:
 PROVIDED:

AMENITY AREA

REQUIRED:
 PROVIDED:

STAIRS AMENITY SPACE

REQUIRED:
 PROVIDED:

FLOOR AREA:

MAX. ALLOWED:
 PROPOSED:

UNIT-A (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-B (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-C (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-D (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-E (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-F (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-G (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-H (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-I (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-J (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-K (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-L (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-M (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-N (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-O (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-P (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-Q (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-R (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-S (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-T (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-U (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-V (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-W (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-X (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-Y (4 RES)	1044.55 SQ. FT.	6 UNITS
UNIT-Z (4 RES)	1044.55 SQ. FT.	6 UNITS
TOTAL	12,236.50 SQ. FT. (0.60 - 67,439.2 SQ. FT.)	40 UNITS

AMENITY AREA

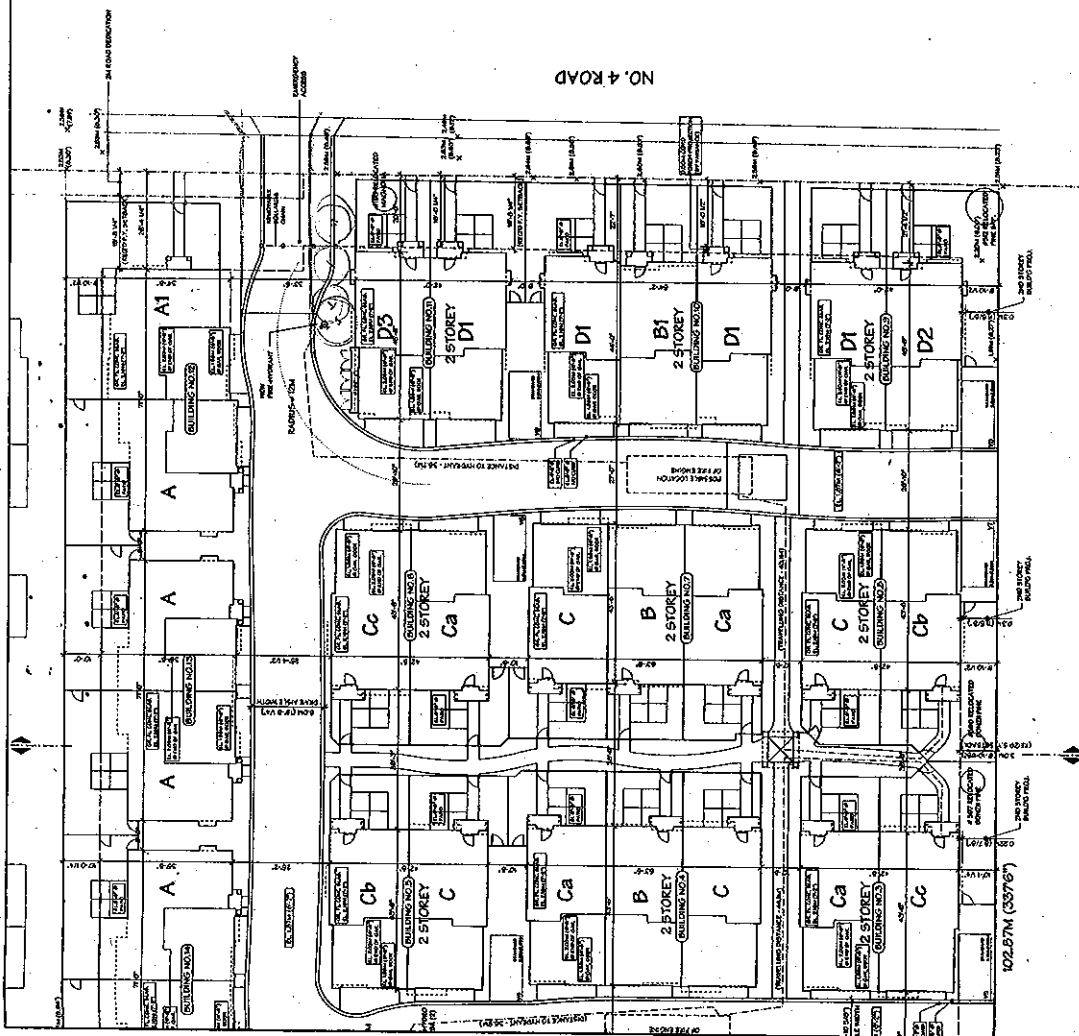
REQUIRED:
 PROVIDED:

2.0 SPACES (40 UNITS)	1078.4 SQ. FT. (100 SQ. M.)
0.2 SPACES (40 UNITS)	1078.4 SQ. FT. (100 SQ. M.)
TOTAL	2156.8 SQ. FT. (200 SQ. M.)

AMENITY AREA

REQUIRED:
 PROVIDED:

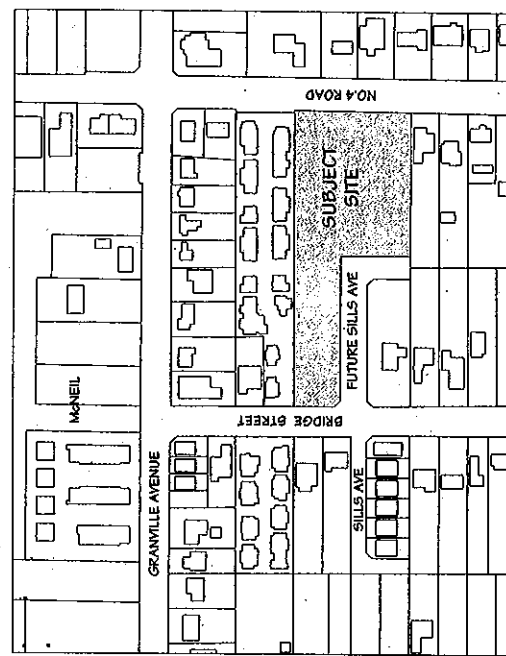
2.0 SPACES (40 UNITS)	1078.4 SQ. FT. (100 SQ. M.)
0.2 SPACES (40 UNITS)	1078.4 SQ. FT. (100 SQ. M.)
TOTAL	2156.8 SQ. FT. (200 SQ. M.)



SITE PLAN (EASTERN PORTION)
SCALE 1/8" = 1'-0"



NO.	DATE	REVISIONS
1	10/20/07	GENERAL COMMENTS
2	10/20/07	REVISIONS TO PRELIMINARY PLAN
3	10/20/07	REVISIONS TO PRELIMINARY PLAN
4	10/20/07	REVISIONS TO PRELIMINARY PLAN
5	10/20/07	REVISIONS TO PRELIMINARY PLAN
6	10/20/07	REVISIONS TO PRELIMINARY PLAN
7	10/20/07	REVISIONS TO PRELIMINARY PLAN
8	10/20/07	REVISIONS TO PRELIMINARY PLAN
9	10/20/07	REVISIONS TO PRELIMINARY PLAN
10	10/20/07	REVISIONS TO PRELIMINARY PLAN



JUN 16 2008

DP 0739476 #2

Yamanoto Architecture Inc.

PROJECT: FONSBRIDGE AS UNIT TOWNHOUSE DEV.

DRAWING TITLE: SITE PLAN STATISTICS

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

DATE: JUNE 6, 2007

SHEET NO.: 1

PLAN #1.B

DATE: JUNE 6, 2007

BY: JYF

CHECKED: JYF

APPROVED: JYF



PARKING PLAN (EASTERN PORTION)
SCALE 1/8" = 1'-0"



NO.	DATE	REVISIONS
1	JUN 13, 2008	GENERAL REVISIONS
2	MAY 28, 2008	REVISED AS PER CITY COMMENTS
3	JUN 13, 2008	GENERAL REVISIONS
4	MAY 16, 2008	GENERAL REVISIONS
5	JUN 13, 2008	REVISED AS PER CITY COMMENTS
6	JUN 13, 2008	REVISED AS PER CITY COMMENTS

JUN 16 2008

DP 07394476 #4

Yamamoto
Architecture Inc.

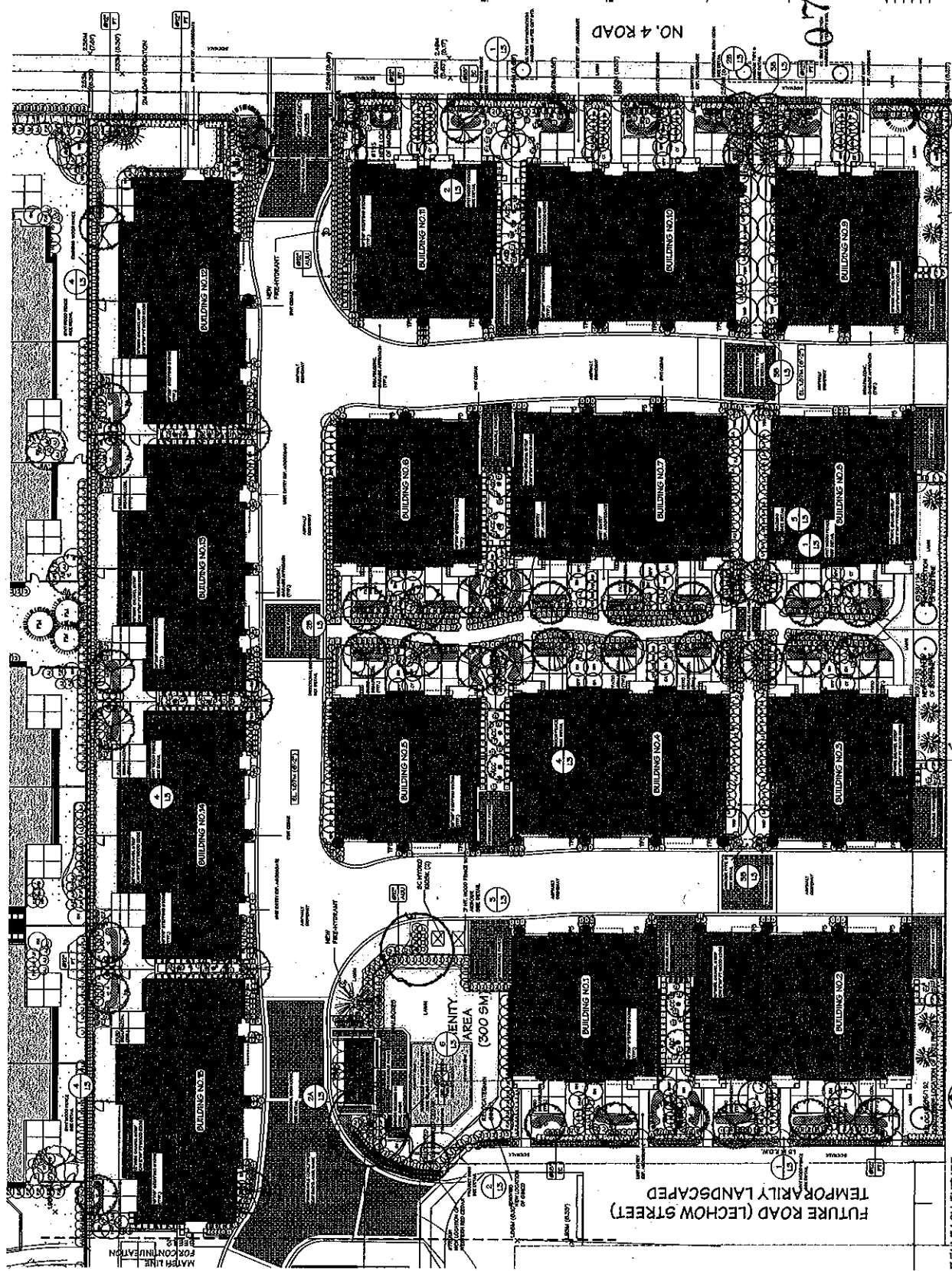
PROJECT
KINGSBRIDGE
42 UNIT TOWNHOUSE DEV.

DRAWING TITLE
PARKING PLAN

DATE	TYPE	BY	CHKD
JUN 13, 2008	GENERAL	JUN 13, 2008	JUN 13, 2008
JUN 13, 2008	GENERAL	JUN 13, 2008	JUN 13, 2008

PLAN #23

DP 07-394476



FUTURE ROAD (LECHOW STREET)
TEMPORARILY LANDSCAPED

7.5M EACH FUTURE
ROAD DEDICATION

102.87M (339' 3")

ITO
LANDSCAPES
ASSOCIATES

2100 W. 4TH AVE.
VICTORIA, B.C. V8M 2K6
TEL: (250) 383-1111
WWW.ITOLANDSCAPES.COM

JUN 20 2008

BRIDGE RD./
NO. 4 RD.
RICHMOND B.C.
LANDSCAPE PLAN

07394 476 #59

L1



12^{as}

10 M FUTURE ROAD DEDICATION

**7.5 M
ROAD DEDICATION**

FUTURE ROAD (LECHOW STREET)
TEMPORARILY LANDSCAPED

7.5M EACH FUTURE
ROAD DEDICATION

JUN 2 8 2008

BRIDGE RD./
NO.4 RD
RICHMOND B.C.

LANDSCAPE ASSOCIATES
Landscape Architects
3160 Main Street
Hazard, DC 278 21.4
Phone: (804) 278 2912
Fax: (804) 278 4939
E-mail: land@landco.com

KINSBRIDGE

BRIDGE RD./
NO.4 RD
RICHMOND B.C.

LANDSCAPE PLAN

0739476

#5b

L2³

PLANT LIST

BRIDGE STATION, 4.10, RICHMOND

KEY CITY BOTANICAL NAME

TREES

17 ACER PLATANUS

18 ACER PLATANUS

19 ACER PLATANUS

20 ACER PLATANUS

21 ACER PLATANUS

22 ACER PLATANUS

23 ACER PLATANUS

24 ACER PLATANUS

25 ACER PLATANUS

26 ACER PLATANUS

27 ACER PLATANUS

28 ACER PLATANUS

29 ACER PLATANUS

30 ACER PLATANUS

31 ACER PLATANUS

32 ACER PLATANUS

33 ACER PLATANUS

34 ACER PLATANUS

35 ACER PLATANUS

36 ACER PLATANUS

37 ACER PLATANUS

38 ACER PLATANUS

39 ACER PLATANUS

40 ACER PLATANUS

41 ACER PLATANUS

42 ACER PLATANUS

43 ACER PLATANUS

44 ACER PLATANUS

45 ACER PLATANUS

46 ACER PLATANUS

47 ACER PLATANUS

48 ACER PLATANUS

49 ACER PLATANUS

50 ACER PLATANUS

51 ACER PLATANUS

52 ACER PLATANUS

53 ACER PLATANUS

54 ACER PLATANUS

55 ACER PLATANUS

56 ACER PLATANUS

57 ACER PLATANUS

58 ACER PLATANUS

59 ACER PLATANUS

60 ACER PLATANUS

61 ACER PLATANUS

62 ACER PLATANUS

63 ACER PLATANUS

64 ACER PLATANUS

65 ACER PLATANUS

66 ACER PLATANUS

67 ACER PLATANUS

68 ACER PLATANUS

69 ACER PLATANUS

70 ACER PLATANUS

71 ACER PLATANUS

72 ACER PLATANUS

73 ACER PLATANUS

74 ACER PLATANUS

75 ACER PLATANUS

76 ACER PLATANUS

77 ACER PLATANUS

78 ACER PLATANUS

79 ACER PLATANUS

80 ACER PLATANUS

81 ACER PLATANUS

82 ACER PLATANUS

83 ACER PLATANUS

84 ACER PLATANUS

85 ACER PLATANUS

86 ACER PLATANUS

87 ACER PLATANUS

COMMON NAME

SIZE

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

2.0m HT. 10.0m DBH

WOOD FENCE

SCALE: 1"=10'

SECTION

2A

SECTION

2B

SECTION

2C

SECTION

2D

SECTION

2E

SECTION

2F

SECTION

2G

SECTION

2H

SECTION

2I

SECTION

2J

SECTION

2K

SECTION

2L

SECTION

2M

SECTION

2N

SECTION

2O

SECTION

2P

SECTION

2Q

SECTION

2R

SECTION

2S

SECTION

2T

SECTION

2U

SECTION

2V

SECTION

2W

SECTION

2X

SECTION

2Y

SECTION

2Z

SECTION

2AA

SECTION

2AB

SECTION

2AC

SECTION

2AD

SECTION

2AE

SECTION

2AF

SECTION

2AG

SECTION

2AH

SECTION

2AI

SECTION

WOOD FENCE

SCALE: 1"=10'

SECTION

2A

SECTION

2B

SECTION

2C

SECTION

2D

SECTION

2E

SECTION

2F

SECTION

2G

SECTION

2H

SECTION

2I

SECTION

2J

SECTION

2K

SECTION

2L

SECTION

2M

SECTION

2N

SECTION

2O

SECTION

2P

SECTION

2Q

SECTION

2R

SECTION

2S

SECTION

2T

SECTION

2U

SECTION

2V

SECTION

2W

SECTION

2X

SECTION

2Y

SECTION

2Z

SECTION

2AA

SECTION

2AB

SECTION

2AC

SECTION

2AD

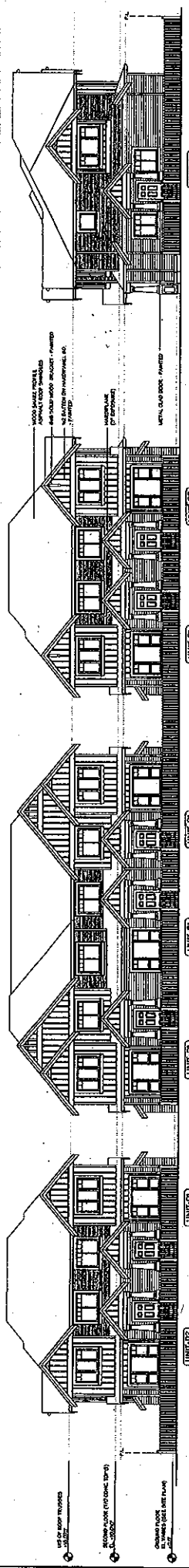
SECTION

2AE

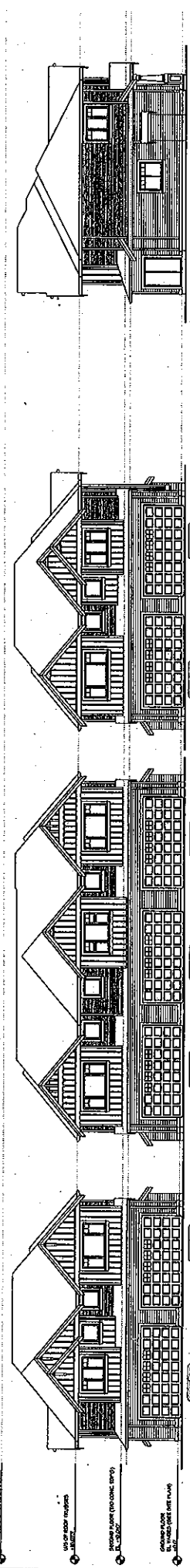
SECTION

2AF

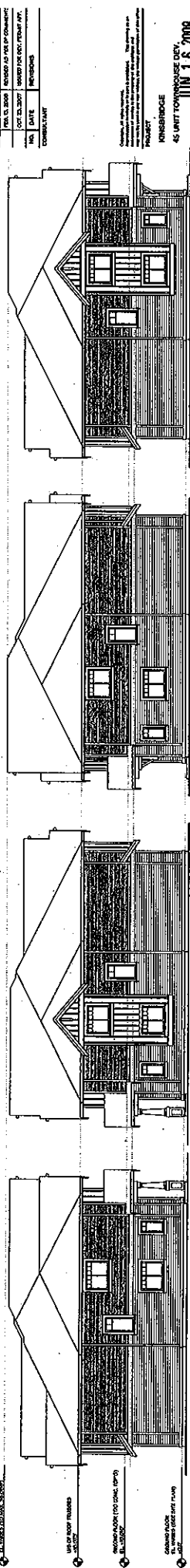
NOTES:
1. SEE PLAN SHEET 07-304476 FOR UNIT LAYOUTS.
2. SEE PLAN SHEET 07-304476 FOR UNIT LAYOUTS.



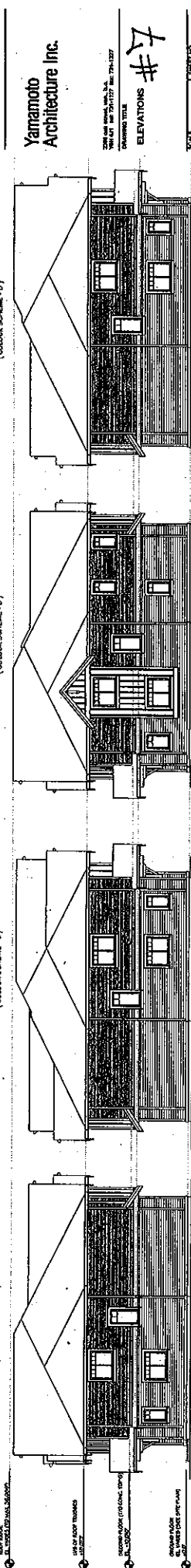
UNIT 25 BUILDING NO. 2 (COLOR SCHEME - A)
UNIT 26 BUILDING NO. 2 (COLOR SCHEME - B)
UNIT 27 BUILDING NO. 2 (COLOR SCHEME - C)
EAST ELEVATION (NO. 4 ROAD)



UNIT 25 BUILDING NO. 2 (COLOR SCHEME - B)
UNIT 26 BUILDING NO. 2 (COLOR SCHEME - C)
UNIT 27 BUILDING NO. 2 (COLOR SCHEME - A)
WEST ELEVATION (DRIVEWAY)



UNIT 25 BUILDING NO. 2 (COLOR SCHEME - C)
UNIT 26 BUILDING NO. 2 (COLOR SCHEME - B)
UNIT 27 BUILDING NO. 2 (COLOR SCHEME - A)
NORTH ELEVATION



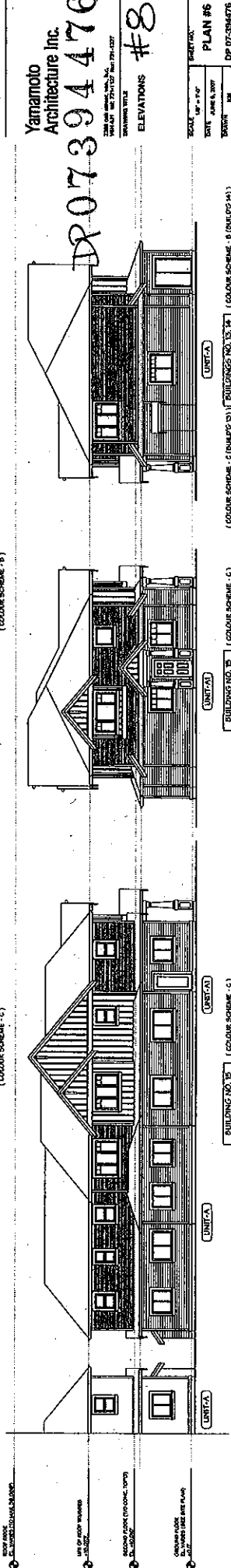
UNIT 25 BUILDING NO. 2 (COLOR SCHEME - A)
UNIT 26 BUILDING NO. 2 (COLOR SCHEME - B)
UNIT 27 BUILDING NO. 2 (COLOR SCHEME - C)
SOUTH ELEVATION

NO.	DATE	REVISIONS	COMMENTS
1	JUN 15, 2007	ORIGINAL ELEVATIONS	
2	JUN 15, 2007	REVISED AS PER PLAN SHEET 07-304476	
3	JUN 15, 2007	REVISED AS PER PLAN SHEET 07-304476	
4	JUN 15, 2007	REVISED AS PER PLAN SHEET 07-304476	
5	JUN 15, 2007	REVISED AS PER PLAN SHEET 07-304476	

PROJECT: 45 UNIT TOWNHOUSE DEV.
LOCATION: KINGSBRIDGE
DATE: JUN 16 2008
DRAWN BY: DP07394476
CHECKED BY: [Signature]
APPROVED BY: [Signature]

Yamamoto Architecture Inc.
2288 W. 10th Ave. #4
Vancouver, BC V6H 1Y7
TEL: 604-271-1177 FAX: 604-271-1177
DRAWING TITLE: ELEVATIONS #7

SCALE: 1/4" = 1'-0"
DATE: JUNE 1, 2007
SHEET: 004
PLAN #5
DP 07-304476



NO.	DATE	REVISIONS
	OCT. 23, 2007	ISSUED FOR PER. REVIEW APP.
	PER. 13, 2008	REVISED AS PER DP COMMENTS
	MAY. 16, 2008	ISSUED FOR APP.
	MAY. 20, 2008	REVISED AS PER APP COMMENTS
	JUN. 12, 2008	GENERAL REVISIONS

Copyright. All rights reserved.
 This drawing is not to be reproduced.
 The drawing is an
 instrument of service to the industry and
 may be used to any end without the written permission of this office.

PRODUCT

KINGSRIDGE

45 UNIT TOWNHOUSE DEV.

JUN 15 2008

Yamamoto
Architecture Inc.
94476
2380 OLD BRIDGE WAY, INC.
BIRMINGHAM, AL 35217 TEL: 774-1237
DRAWING TITLE
ELEVATIONS #8

SCALE	1" = 5'-0"	SHEET NO. PLAN #6 DP 07-394576
DATE	JUNE 6, 2007	
DRAWN	NOM	

(COLOUR SCHEME - C (BUILD'G 13)) BUILDINGS NO. 13, 14 (COLOUR SCHEME - B (BUILD'G 14))

BUILDING NO. 15 (COLOUR SCHEME - C)

BUILDING NO. 15



SCALE	1/8" = 1'-0"	SHEET NO.	PLAN #8	DP 07-394478
DATE	JUNE 5, 2007			
BY	RAYAN KM			

UNIT-C BUILDING NO.17 WEST ELEVATION (COLOR REQUIRED)

UNIT-C

BUILDING NO. 17

NORTH ELEVATION

UNIT-C
BUILDING NO. 17
EAST ELEVATION
(COLOR SCHEME - A)

UNIT-C
BUILDINGS NO. 17
SOUTH ELEVATION
(FOR OUR SCHEMATIC - 6.)

UNIT - C-6
BUILDING NO. 15
EAST ELEVATION
(COLOR SCHEME - A)

UNIT-C8
BUILDING NO. 15
NORTH ELEVATION
(COLOR SCHEME A)

UNIT-C
BUILDING NO.12
WEST ELEVATION
(CONTIGUOUS SCHEDULE - A)

UNIT-C

BUILDING NO. 10

WITH ELEVATION

NO.	DATE	SERVICES
	JUN 11, 2006	GENERAL SERVICES
	MAY 28, 2006	REPAIRED AS PER APP COMMENTS
	MAY 18, 2006	REPAIRED FOR A/C.
	MAY 11, 2006	REPAIRED AS PER APP COMMENTS
	JUN 10, 2007	REPAIRED FOR AIR PERMIT APP.

Copyright © 1994 Apple Computer, Inc. All rights reserved. This document is not intended to be distributed outside the Apple Computer, Inc. sales and service organization. The information in this document is subject to change without notice. Apple Computer, Inc. is not responsible for errors or for any consequences arising from the use of the information contained herein. Apple Computer, Inc. assumes no responsibility for, and makes no warranty about, the use of any third party trademarks or registered trademarks, including the use of the names of companies or products, mentioned in this document. Apple Computer, Inc. is not responsible for, and makes no warranty about, the use of any third party trademarks or registered trademarks, including the use of the names of companies or products, mentioned in this document.

KINGSBRIDGE
45 UNIT TOWNHOUSE DEV.

JUN 16 2008

70607100 BRIDGE ST, A 718170267151 HQ-A ROAD
BIRMINGHAM, AL

**Yamamoto
Architecture Inc.**

3000 Oak Street, Van., D.C.
 202-461-1127 Fax 202-461-1277

DRAWING TITLE

ELEVATIONS by C

1017

#

SCALE	1/8" = 1'-0"	SHEET NO.	PI AN #9
-------	--------------	-----------	----------

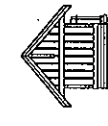
DATE	2007 9 20
TIME	21:00

04 07-394476

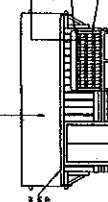
073976
ELEVATIONS
41



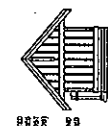
FLOOR PLAN
SCALE: 1/8" = 1'-0"



WEST ELEVATION



NOTA: 13. FINE

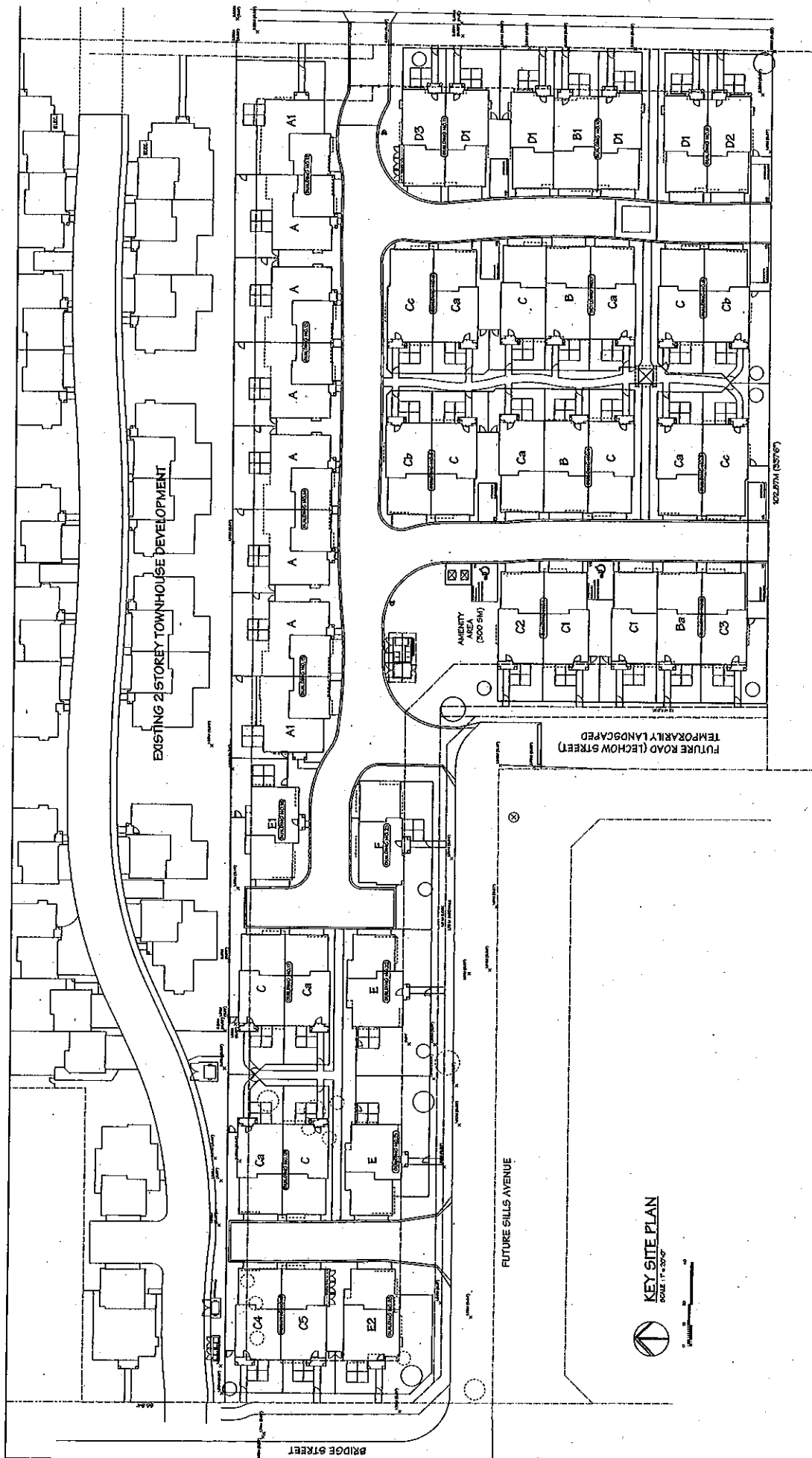


EAST ELEVATION



NORTH ELEVATION

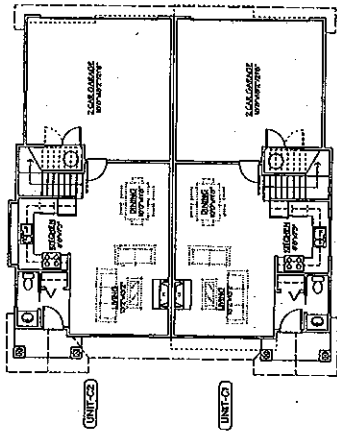
[illegible]



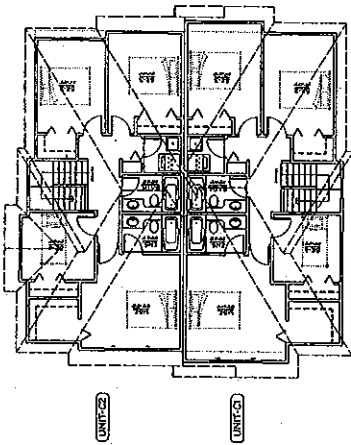
KEY SITE PLAN
SCALE 1" = 40' 0"

JUN 18 2008
D 07394 476

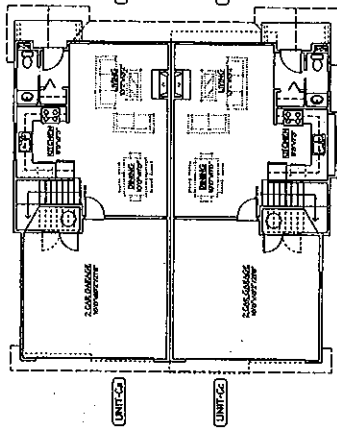
Yamamoto Architecture Inc. PROJECT: KINGSBRIDGE 45 UNIT TOWNHOUSE DEV.		REFERENCE PLAN DRAWING TITLE: SITE PLAN STATISTICS:	
DATE: JUN 18, 2008 DRAWN BY: [blank] CHECKED BY: [blank]	SCALE: 1" = 40' 0" DATE: JUN 18, 2008 DRAWN BY: [blank] CHECKED BY: [blank]	PROJECT NO.: [blank] SHEET NO.: [blank]	PLAN #1 DP 07-394-076
PREPARED BY: A. YAMAMOTO YAMAMOTO ARCHITECTURE INC., 11117171711 ROAD, [blank] [blank], [blank]			



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



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



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

