

## **Report to Development Permit Panel**

To: **Development Permit Panel** 

October 10, 2017 Date: DP 16-754735 File:

Wayne Craig Director, Development

Application by 1037533 BC Ltd. for a Development Permit at 8620 Railway Avenue Re:

#### **Staff Recommendation**

That a Development Permit be issued which would permit the construction of 17 townhouses at 8620 Railway Avenue on a site zoned "Town Housing (ZT80) - Railway Avenue".

Wayne Craig

Director, Development

CL:blg Att. 3

From:

#### Staff Report

#### Origin

1037533 BC Ltd. has applied to the City of Richmond for permission to develop 17 townhouses including three affordable housing units at 8620 Railway Avenue on a site proposed to be zoned "Town Housing (ZT80) – Railway Avenue", with vehicle access from an existing east-west vehicle lane off Railway Avenue (Attachment 1). The subject site currently contains an existing two-storey dwelling, which will be demolished at future development stage.

The site is being rezoned from the "Single Detached (RS1/E)" zone to the "Town Housing (ZT80) – Railway Avenue" zone for this project under Bylaw 9563 (RZ 15-709884). The Bylaw was given third reading at the Public Hearing held on September 16, 2016, and the applicant is working to resolve all of the conditions of rezoning adoption.

Off-site works required as part of the proposed development include boulevard improvements along Railway Avenue, widening of the east-west vehicle lane, and upgrading the east-west pedestrian walkway to the north of the site, and will be undertaken as part of a Servicing Agreement to be entered into prior to final adoption of the rezoning bylaw.

#### Development Information

Please refer to the attached Development Application Data Sheet for a comparison of the proposed development data with the relevant bylaw requirements (Attachment 2).

#### Background

Existing development immediately surrounding the subject site is as follows:

- To the North, immediately across a City-owned pedestrian walkway, are two vacant lots zoned "Single Detached (RS1/E)", that are owned by the Richmond Hospital Foundation (8540, 8560 Railway Avenue).
- To the South, immediately across the existing east-west lane that daylights to Railway Avenue, are four single-family dwellings on lots zoned "Compact Single Detached (RC1)" fronting onto Railway.Avenue, with vehicle access from an existing north-south rear lane.
- To the East, are three single-family dwellings on lots zoned "Single Detached (RS1/E)" and "Single Detached (RS1/B)", which front Calder Road.
- To the West, immediately across Railway Avenue, is the Railway Greenway and beyond that, are single-family dwellings on lots zoned "Single Detached (RS1/E)", which front Lancelot Drive.

#### **Rezoning and Public Hearing Results**

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

• Review of the proposed colour palette and exterior building materials.

- Conceptual illustration of the required improvements to the east-west walkway along the north property line (showing both the off-site concept, as well as the concept within the statutory right-of-way that is to be granted on-site).
- Improvements to the Landscape Plan, including but not limited to: the required number of replacement trees, low-level landscaping/fencing along the north side yard, additional soft landscaping on-site including around the outdoor amenity space, and finalizing the design of the permeable paver banding treatment over the internal drive-aisle.
- Demonstrating that all of the relevant accessibility features are incorporated into the proposed Convertible Unit design, and that aging-in-place features will be incorporated into all units.
- Reviewing the applicant's design response to the principles of Crime Prevention Through Environmental Design (CPTED).

Through the review of this Development Permit application, staff have worked with the applicant to address these issues to staff satisfaction and to ensure that the proposed architectural form and character is of a high quality, consistent with the design guidelines contained within the Official Community Plan (OCP), and provides an appropriate interface to the adjacent single-family development. The applicant has made modifications to their proposal to address the urban design issues identified as follows:

- The proposed material and colour scheme, although slightly more contemporary in character, is of a high-quality and will be compatible with that of adjacent single-family development.
- The proposed treatment and grading of the off-site east-west walkway north of the property (including the on-site landscape concept within the statutory right-of-way that is to be granted) has been clarified and is acceptable to staff (note: the final off-site design is to be determined as part of the Servicing Agreement review process).
- Improvements have been made to the Landscape Plan as it relates to: the number of trees proposed on-site; the number and species of plants within the outdoor amenity space along with the addition of natural play features over a single play structure; and coordinating the permeable paver banding treatment with specific objectives on-site (e.g., highlighting the drive-aisle entry and end points and on-site pedestrian circulation).
- Aging-in-place features are proposed in all units, as noted on the plans, and one Convertible Unit is also proposed in the southeastern most unit in Building D, which will meet all of the Convertible Unit guidelines in the OCP.
- The applicant has provided statements on how their proposal responds to environmental sustainability and CPTED principles, which are summarized in the "Analysis" section below.

The Public Hearing for the rezoning of this site was held on September 16, 2016. At the Public Hearing, correspondence received from neighbouring residents was presented, citing concerns about:

• The introduction of townhouses in this block of Railway Avenue, adjacent to existing single-family development; and a preference to see a continuation of the existing redevelopment pattern of compact single-family development in the block.

- Increased population density, traffic, servicing capacity, and life safety concerns associated with the proposal.
- Disturbances to existing residents in the neighbourhood during and after construction, such as noise, potential damage to adjacent property, loss of privacy, etc.

In response to these concerns, staff note that:

- Densification through the introduction of townhouses in this block of Railway Avenue is supported by the Arterial Road Policy in the OCP as the site is in close proximity to existing transit service and is within walking distance of public amenities, such as a City Community Centre (e.g., West Richmond Community Centre playing fields and pitch'n'putt course) or a City park/open space (e.g., Railway Greenway).
- Life safety, traffic, and servicing considerations associated with the proposal were reviewed by Richmond Fire-Rescue staff and by the City's Transportation and Engineering divisions as part of the review of the subject Rezoning and Development Permit applications, with all significant issues being addressed in the proposed scheme attached to this report as well as in the required design and construction of off-site infrastructure improvements via the Servicing Agreement. Specifically, the scope of work required with redevelopment include:
  - The addition of a fire hydrant in the southwest corner of the subject site.
  - Improvements to the road and pedestrian system along the Railway Avenue frontage, the east-west vehicle lane providing access to the subject site, and the east-west pedestrian walkway to the north of the site, all of which will be completed to full City design standards.
  - New water, storm, and sanitary service connections and an upgrade to the drainage system along the Railway Avenue frontage.

The widening and upgrading of the east-west lane, for example, will enable full two-way movements and provide improved capacity to accommodate existing traffic from the adjacent single-family lots to the south as well as traffic generated from the proposed development at the subject site. City staff expect the increase in traffic resulting from the proposal to be minimal and that Railway Avenue has the capacity to accommodate the increase. City staff do not anticipate that an additional bus stop would be required to serve the proposed development as there are existing northbound and southbound bus stops on Railway Avenue adjacent to the subject site. Transit usage is monitored by Translink and the frequency of service will be adjusted to reflect any increased ridership. Increased use of transit is consistent with the City's environmental and sustainability objectives as outlined in the OCP and results in fewer vehicles on the road.

 As it relates to concerns associated with construction on and off-site, the City promotes the Good Neighbour Program to minimize construction impacts to existing neighbourhoods by providing direction to builders on recommended construction practices and on notifying neighbours about planned construction activities. Damage to private property resulting from construction activity is a civil matter that must be addressed by the relevant property owners. For off-site works, City staff liaise with and monitor the required works constructed by applicants' contractors as part of the Servicing Agreement inspections process. This includes notification of nearby residents and businesses prior to beginning the required works and submission of a Construction Traffic and Parking Management Plan to the City's Transportation Department for approval.

The Zoning Amendment Bylaw 9563 was given third reading at the Public Hearing.

#### Staff Comments

The proposed scheme attached to this report (Plans # 1.a to 4.b) 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 complies with the "Town Housing (ZT80) – Railway Avenue" zone, with no variances requested.

#### **Advisory Design Panel Comments**

The Advisory Design Panel review of the proposal was held on June 21, 2017, and was supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments identified at the meeting. A copy of the relevant excerpt from the Advisory Design Panel Meeting minutes is attached for reference (Attachment 3). 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 proposed townhouses at the subject site are designed with consideration of the adjacent single-family context immediately to the east and south.
- The two triplex buildings (Building C and D) proposed along the interface with the rear yards of adjacent single-family lots to the east are two-storeys in height, and are set back a minimum of 6.0 m from the east property line, with bay window projections on the ground level only (maximum of 1.5 m deep). The triplex form of these buildings enable a larger centrally-located Outdoor Amenity Area to be provided, and in turn enables a greater separation between the two buildings along the east side of the site.
- Façade articulation and placement of roof gable ends on the east elevation of Buildings C and D also act to break down the building massing into smaller components along the east adjacency.
- Building D is set back approximately 6.9 m from the new south property line along the east-west lane that is to be widened to a total of 6.0 m, which provides added physical separation from the adjacent single-family dwellings to the south.
- The three-storey buildings along Railway Avenue (Building A and B) step down to two storeys towards the north and south property lines, providing an appropriate interface to adjacent existing two-storey single-family dwellings to the south.

#### Urban Design and Site Planning (Plans # 1.a to 1.e)

- This proposal is to develop 17 townhouse units on a site that would be approximately 2,628 m<sup>2</sup> (28,287 ft<sup>2</sup>) in area after the required road dedication to widen the east-west lane along the south property line.
- The proposed site layout consists of:
  - Two three-storey buildings containing a total of 11 units fronting Railway Avenue to the west of a proposed north-south drive-aisle that bisects the site (Building A and B).
  - Two triplex buildings to the east of the drive-aisle, which are two-storeys in height (Building C and D).
- Three affordable housing units are proposed within Building A, one of which is a single storey unit at grade, and the remainder of which are two-storey and are proposed to be stacked above.
- A central pedestrian access to the site is proposed between the two buildings along the Railway Avenue frontage, and will be clearly defined by a wood trellis structure in the front yard.
- Individual pedestrian entries to the west buildings are proposed from the Railway Avenue frontage, and are clearly defined by landscaped front yards, pathways and covered porches, while the pedestrian entries for the east buildings are proposed from defined pathways off the north-south drive aisle.
- A single vehicle access to the site is proposed from the east-west City-owned lane off Railway Avenue, which is required to be widened to a total of 6.0 m as part of this redevelopment proposal. The internal drive-aisle on the subject site, which extends north from the lane, has the potential to provide shared access to future developments to the north by means of a Statutory Right-of-Way (SRW) for public-right-of-passage (PROP), which must be registered on title prior to final adoption of the rezoning bylaw.
- The proposed development meets the minimum parking requirements of Richmond Zoning Bylaw 8500 for resident and visitor parking spaces: 31 resident vehicle parking spaces are proposed within the garages/carports of the units arranged along the internal drive aisle, 12 of which are proposed in a tandem arrangement (i.e., less than the 50% maximum). Five surface parking spaces are also proposed on-site for visitors, one of which is proposed in excess of the required parking, and one of which is an accessible visitor parking space. Prior to rezoning approval, a restrictive covenant preventing the conversion of tandem parking area into storage or habitable space is required to be registered on Title.
- Of the 31 resident vehicle parking spaces, one standard sized vehicle parking space is proposed for each affordable housing unit, which are to be located in a carport directly adjacent to the units, consistent with the requirements of Richmond Zoning Bylaw 8500.
- A total of 22 resident bicycle parking spaces (Class 1) are proposed, and a bicycle rack for four visitor bicycles (Class 2) is proposed to the north of the entrance to the Outdoor Amenity Area between the east buildings, consistent with the requirements of Richmond Zoning Bylaw 8500.

### Landscape Design and Open Space Design (Plans # 2.a to 2.f)

#### Landscaping

- On-site tree retention and removal was assessed as part of the rezoning application, at which time the City's Tree Preservation Coordinator concurred with the applicant's proposal to remove eight bylaws-sized trees on-site due to poor condition. Consistent with the 2:1 tree replacement ratio in the OCP, the applicant is required to plant and maintain a minimum of 16 replacement trees on-site.
- Off-site tree retention and removal was also assessed at rezoning stage, at which time the City's Parks Department Arboriculture staff concurred with the applicant's proposal to retain and protect one bylaw-sized tree and to remove two bylaw-sized trees located in the boulevard on City-owned property along Railway Avenue. For the removal of the two trees in the boulevard along Railway Avenue, the applicant is required to provide a contribution to the City's Tree Compensation Fund in the amount of \$2,600 prior to final adoption of the rezoning bylaw. To ensure that the tree along Railway Avenue is retained and protected, the applicant is required to submit a survival security and a contract with a Certified Arborist prior to rezoning for supervision of all works conducted in close proximity to the tree, including the required boulevard improvements to be undertaken as part of the Servicing Agreement. The City's Tree Preservation Coordinator also concurred with the applicant's proposal to retain and protect one off-site tree on the neighbouring property to the east at 8631 Calder Road. No special retention measures are required with respect to this tree as it is located at a sufficient distance from the subject site and is not anticipated to be impacted by the proposed development.
- The proposed Landscape Plan includes a mix of 17 deciduous and coniferous trees, as well as a variety of Evergreen and flowering perennials, shrubs, and grasses. The proposed tree and plant species include: Maple, Dogwood, Gingko, Magnolia, and Spruce trees, as well as Hydrangea, Viburnum, Skimmia, Meidiland Rose, Spiraea, Golden Sedge, and low Boxwood and Yew hedging.
- To define the street edge along the Railway Avenue frontage, staggered low stone post and aluminum rail fencing that incorporates plant material along the street side is proposed, with entry gates to the front yards of each unit in the west buildings.
- A variety of hardscape materials are proposed on-site to provide visual interest, increase on-site permeability, and to highlight the dual use of the internal drive-aisle by both vehicles and pedestrians. Specifically, two patterns of permeable pavers are proposed for pedestrian pathways, surface parking spaces, and the vehicle access and end points, while the remaining portions of the internal drive-aisle are proposed to be treated with asphalt.

#### **Outdoor Amenity Space**

The common outdoor amenity space is proposed in a central location on the east side of the subject site, between the two triplex buildings. The size and shape of the proposed space (106.3 m<sup>2</sup>) is consistent with the minimum size specified in the OCP guidelines (e.g., min. 6 m<sup>2</sup> per unit, totalling 102 m<sup>2</sup>).

• The outdoor amenity space is proposed to contain natural features for children's play including a mounded lawn area, boulders, horizontal and upright logs, and bench seating, as well as a combination of grasses, shrubs, and trees.

#### Private Open Space

- Private outdoor space for the units in Buildings A and B along Railway Avenue is proposed primarily in the form of clearly defined west-facing front yards at grade, as well as in the form of west-facing balconies off the 2<sup>nd</sup> storey main living areas of each unit. Additional east-facing Juliet-style balconies are also proposed off the upper-storey master bedrooms of each unit. Care was taken to ensure that the front yard landscape treatment adjacent to the affordable housing units blends in well with that of the remaining units, despite the differences inherent in a stacked unit design.
- Private outdoor space for the units in Buildings C and D is proposed in the form of screened yards with patios at grade off the kitchen and living areas of each unit.
- The size and configuration of the private outdoor space proposed for each unit is consistent with the OCP guidelines for ensuring that the spaces are usable and livable (e.g., min. 30 m<sup>2</sup> per ground-oriented unit and 6 m<sup>2</sup> per stacked unit).

#### Indoor Amenity Space

• Consistent with Council Policy 5041, the applicant will be contributing \$17,000 (\$1,000/unit) prior to final adoption of the rezoning bylaw in-lieu of providing on-site indoor amenity space.

#### Architectural Form and Character (Plans # 3.a to 3.c, # 4.a to 4.b)

- Key building elements are used to create variation and articulation to the overall massing and scale of the buildings, and to provide a pedestrian-oriented character. For the primarily three-storey buildings along Railway Avenue (Buildings A and B), the lower storeys are defined by covered porches at grade with semi-recessed balconies off the main living areas above. The gable ends of upper roof dormers facing the street help to define individual units or clusters. Similarly, for the east buildings (Buildings C and D), the proposed placement of the roof dormer gable ends is a key element used to break up the buildings and to create a rhythm that mimics the character of single-family dwellings.
- Care was taken to ensure that the architectural character of the building cluster containing the three affordable housing units did not depart from that of the remaining units, while still using the opportunity offered by the stacked unit design to avoid an entirely repetitious building façade along the street front.
- Building facades are treated with a variety of exterior cladding materials that are used to define each storey, as well as to provide a distinct building base and top (e.g. brick veneer base, with upper-storey Hardie siding and panels/trim, aluminum and glass balcony handrails etc.).
- The proposed colour scheme is primarily light and monochromatic, contrasted with darker accents (charcoal and black), and is intended to blend in with the existing adjacent surroundings.

#### Affordable Housing

- Through the Rezoning application review process, the "Town Housing (ZT80) Railway Avenue" zone was introduced for this project under Bylaw 9563, which includes a density bonus provision up to a maximum of 0.72 FAR provided that prior to first occupancy of the building, the applicant includes three affordable housing units on-site, comprising approximately 15% of the total building area, which are to be secured by way of a housing agreement registered on title prior to Development Permit issuance.
- This Development Permit application makes use of the density bonusing provision of the ZT80 zone by proposing three affordable housing units in Building A that include a mix of ground-level and family-oriented designs. One unit is proposed to be a single storey at grade, and the two other units are proposed to be two-storey and are stacked above the ground-level unit. Each unit is serviced with one parking space located in a carport directly adjacent to the unit. The type and size of each unit is as follows:

Number of Units	Unit Type	Minimum Unit Area as per Affordable Housing Strategy	Proposed Unit Size (net FAR)
1	1 Bdrm + Den (single-storey, at grade)	50 m² (535 ft²)	58.45 m² (630 ft²)
2	3 Bdrm	91 m <sup>2</sup> (980 ft <sup>2</sup> )	116.59 m <sup>2</sup> (1,206 ft <sup>2</sup> )
Total: 3	(two-storey, stacked)		Total: 282.61 m <sup>2</sup> (3,042 ft <sup>2</sup> ) (approx. 15% of total floor area proposed)

• The City's standard housing agreement must be registered on title prior to issuance of the Development Permit.

#### Crime Prevention Through Environmental Design (CPTED)

• The applicant has identified that the proposal responds to the following principles of CPTED, as encouraged in the design guidelines contained within the OCP:

#### Natural Access Control

- A single formal pedestrian access point/pathway is proposed to the centre of the site from Railway Avenue. The pedestrian access is well-defined through the use of a trellis structure, and the linear pathway provides a direct sightline. Pathways and entries throughout the site are illuminated by light fixtures on building faces.

#### Natural Surveillance

- Windows are proposed on buildings overlooking the central pedestrian pathway and common outdoor amenity space. Private yards along the street front are defined with low transparent metal fencing.

#### *Territoriality/Defensible Space*

- Private rear yards are defined by a combination of low wood picket fences and gates and higher solid wood privacy fencing where appropriate.

#### Accessible Housing

- The proposed development includes one convertible unit in Building D that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of this unit will require the installation of a vertical lift.
- All of the proposed units incorporate aging-in-place features to accommodate mobility constraints associated with aging. These features include:
  - Stairwell hand rails.
  - Lever-type handles for plumbing fixtures and door handles.
  - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

#### **Sustainability**

- At rezoning stage, the applicant committed to achieving an EnerGuide Rating System (ERS) score of 82 for the proposed townhouses and to pre-ducting all units for solar hot water heating. Prior to rezoning bylaw adoption, a restrictive covenant is required to be registered on Title, specifying that all units are to be built to ERS 82 or higher, and that all units are to be solar hot water-ready.
- A Certified Energy Advisor has confirmed that the proposed townhouse units are designed to achieve an EnerGuide rating of 82. The key technical elements that enable this rating to be achieved will be specified in the legal agreement registered on Title to ensure that they are included in the building design at Building Permit stage (i.e., Heat Recovery Ventilator, Air Source Heat Pump).

#### Site Servicing & Off-site Improvements

- Servicing requirements and off-site improvements to support the proposed development were identified as part of the rezoning application, and include:
  - A 2.0 m wide road dedication along the entire south property line for widening of the existing east-west lane that daylights out to Railway Avenue; for a total width of 6.0 m.
  - Entrance into a Servicing Agreement (SA) for the design and construction of the widened east-west lane south of the site, the upgrading of the east-west walkway to the north of the site, installation of a treed/grass boulevard and sidewalk along Railway Avenue, a storm drainage upgrade, as well as the required water, storm, and sanitary service connections.

#### Conclusion

This proposal is for a 17-unit townhouse development at 8620 Railway Avenue, including three affordable housing units; with vehicle access from an east-west lane off of Railway Avenue.

The applicant has addressed the design issues identified through the rezoning process, as well as additional staff comments regarding site planning, urban design, architectural form and character and landscape design identified as part of the Development Permit application review process.

The proposal provides an appropriate interface to the surrounding single-family context and conforms to the applicable design guidelines contained within the OCP.

The development proposal complies with the requirements of the "Town Housing (ZT80) – Railway Avenue" zone, with no variances requested.

On this basis, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.

Cynthia Lussier Planner 1 (604-276-4108) CL:blg

Attachment 1: Location Map Attachment 2: Development Application Data Sheet Attachment 3: Excerpt from the June 21, 2017 Advisory Design Panel Meeting Minutes

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 \$154,703.14 (including a 10% contingency).
- Registration of the City's standard Housing Agreement on title to secure three (3) affordable housing units, the combined habitable floor area of which shall comprise approximately 15% of the subject development's total residential building area. Occupants of the affordable housing units subject to the Housing Agreement shall enjoy full and unlimited access to and use of all on-site indoor and outdoor amenity spaces. The terms of the Housing Agreement shall indicate that they apply in perpetuity and provide for the following:

Unit Type	Number of Units	Minimum Unit Area	Maximum Monthly Unit Rent**	Total Maximum Household Income**
1 Bdrm + Den	1	50 m² (535 ft²)	\$950	\$38,000 or less
3 Bdrm	2	90 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,437	\$57,500 or less

\*\* May be adjusted periodically as provided for under adopted City policy.

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

- Incorporation of three (3) affordable housing units in Building Permit plans, as specified in the Housing Agreement that is required via the Rezoning and Development Permit processes.
- Incorporation of accessibility measures (e.g. Convertible Unit features and Aging-in-place features) in Building Permit plans as determined via the Rezoning and Development Permit processes.
- Incorporation of energy efficiency measures and pre-ducting for solar hot water heating in Building Permit plans to achieve an EnerGuide rating of 82, as specified in the legal agreement that is required via the Rezoning process.

- Submission of a Construction Parking and Traffic Management Plan to the satisfaction of the City's
  Transportation Department (<u>http://www.richmond.ca/services/ttp/special.htm</u>). The Management Plan shall
  include location for parking for services, deliveries, workers, loading, application for any lane closures, and
  proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
  Transportation) and MMCD Traffic Regulation Section 01570.
- If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- Obtaining 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 Department at 604-276-4285.





**Revision Date:** 

Note: Dimensions are in METRES



# Development Application Data Sheet Development Applications Department

DP 16-754	1735		Attachment 2
Address:	8620 Railway Avenue		
Applicant:	1037533 BC Ltd.	Owner:	Same

Planning Area(s): Blundell

	Existing	Proposed
Site Area:	2,720 m <sup>2</sup> (29,274 ft <sup>2</sup> )	2,628 m <sup>2</sup> (28,287 ft <sup>2</sup> ) (after 2.0 m road dedication along south property line)
Land Uses:	One Single-family dwelling	17 townhouse units
2041 OCP Land Use Designation:	Neighbourhood Residential	No change
Arterial Road Housing Development Map Designation:	Arterial Road Townhouse	No change
Zoning:	Single Detached (RS1/E)	Town Housing (ZT80) – Railway Avenue
Number of Units:	. 1	17

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.72	0.72	none permitted
Buildable Floor Area *:	1,892.16 m <sup>2</sup> (20,367.04 ft <sup>2</sup> )	1,889 m <sup>2</sup> (20,333 ft <sup>2</sup> )	none permitted
Lot Coverage:	Buildings: Max. 47% Non-porous surfaces (including buildings/ structures): Max. 65% Live plant material: Min. 25%	Buildings: 46% Non-porous surfaces (including buildings/ structures): 56.4% Live plant material: 26.3%	none
Min. Lot Area:	N/A	2,628 m <sup>2</sup>	none
Min. Lot Width:	50 m	57.57 m (after 2.0 m road dedication along south property line)	none
Min. Lot Depth:	35 m	45.66 m (average)	none

\* does not include areas that are excluded from FAR as per Richmond Zoning Bylaw 8500

	Bylaw Red	quirement	Prop	Variance		
Setback – Front Yard (west):	Min. 4	4.5 m	5.34	none		
Setback – Side Yard (north):	Min. 3	3.0 m	3.20	) m	none	
Setback – Side Yard (south):	Min. 3	3.0 m	3.07	7 m	none	
Setback – Rear Yard:	Min. 6	5.0 m	6.0	1 m	none	
Height (m):	Max. 1 (3 sto	l2.0 m preys)	11.6	3 m	none	
On-Site Vehicle Parking Spaces	Market housing	2 (R)/unit	Market housing	28 spaces (2 R x 14)	2020	
– Regular (R):	Affordable housing	1 (R)/unit	Affordable housing	3 spaces (1 R x 3)	none	
On-Site Vehicle Parking Spaces – Regular (V):	0.2 (V) p 4 sp	er unit = aces	5 sp	aces	none	
On-Site Vehicle Parking Spaces -	- Total:		36 sp	none		
On-Site Vehicle Parking Spaces – Accessible:	0.02 of required = 1 s	visitor spaces (4) pace	1 sp	none		
Tandem Parking Spaces:	Max. 50% =	= 14 spaces	12 sp	none		
Small Car Parking Spaces:	Max. 50% =	= 15 spaces	8 sp	none		
On-Site Bike Parking Spaces (Class 1 – Resident):	1.25 space	es/unit = 22	2	none		
On-Site Bike Parking Spaces (Class 2 – Visitor):	0.2 space	es/unit = 4	4	none		
	OCP G	uideline	Prop	osed		
Amenity Space – Indoor:	Min. 70 Cash-in-lieu	0 m <sup>2</sup> or (\$1,000/unit)	Cash-in-lie			
Amenity Space – Outdoor:	Min. 6 m²/u	nit = 102 m <sup>2</sup>	106.3 m <sup>2</sup>			

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#### Attachment 3

### Annotated Excerpt from the Minutes to the Advisory Design Panel Meeting

#### Wednesday, June 21, 2017 – 4:00 p.m. Rm. M.1.003 / Richmond City Hall

## 1. DP 16-754735 - 17-UNIT TWO AND THREE-STOREY TOWNHOUSE DEVELOPMENT

ARCHITECT: Eric Law Architect Inc.

PROPERTY LOCATION: 8620 Railway Avenue

#### Applicant's Presentation

Eric Law, Eric Law Architect, Inc., and Denitsa Dimitrova, PMG Landscape Architects, presented the project and answered queries from the Panel.

Panel Discussion

Comments from the Panel were as follows:

- consider introducing additional colours for entry doors to provide colour variation and visual interest to the proposed development; *Colours to the entry doors added on A14 and A15*
- consider installing a trellis over the mailboxes to mitigate their tacked on appearance on Building D; There is already a covered roof over the mail box and may not require a trellis
- consider lowering the bulkheads of the carports for affordable housing units to soften their appearance; *bulkhead lowered as shown on A8*
- consider aligning the walkway on the west parcel with the walkway on the east parcel to provide continuous pedestrian connectivity from the street to the outdoor amenity space; *pattern aligned, please see L1*
- consider removing the extra small visitor parking space along the north property line to create a turnaround space for the other visitor parking space directly across the internal drive aisle; *prefer to have extra visitor parking for the dwellers in this townhouse*
- support the provision for affordable housing rental units; noted
- overall form and character of the proposed development is appropriate; *noted*

- support the widening and upgrading of the east-west vehicle lane along the south property line and the existing east-west walkway along the north property line; *noted*
- proposed colour scheme for the project is appropriate for its larger neighbourhood context; *noted*
- also support the provision of affordable housing rental units; noted
- appreciate the provision of affordable housing rental units and a convertible unit with future provision for an elevator; *noted*
- convertible unit door from the garage to the hallway and door to the future elevator swing to the wrong direction; consider reversing the swing of these doors to enhance accessibility; *door swing revised on A7*
- powder room door on the first level of the convertible unit should swing outward, not inward to enhance accessibility; *door swing revised on A7*
- consider outward swinging doors for the two washrooms on the second level of the convertible unit; *door swing revised on A7*
- applicant needs to clarify whether access to the convertible unit stairway from the garage is through a bi-fold door; *Bi-fold is for the hot water tank room*. *Does not need to be accessible*.
- locating the convertible unit adjacent to garbage and recycling and electrical room is not appropriate due to potential noise; consider installing acoustic sound barriers on the walls of the convertible unit; *acoustic insulation added on this demising wall on A7*
- commend the City and the applicant for accommodating additional density for the proposed townhouse development on Railway Avenue; hope to see higher densities for future residential developments in the area; *noted*
- like the street treatment; support the relocation of the existing sidewalk at the curb to the west property line of the subject site to provide a deep treed and grassed boulevard; *noted*
- support the retention of the existing horse chestnut tree along Railway Avenue; the applicant and the City need to ensure adequate tree protection for the retained tree as it provides a strong anchor to the subject site; *noted*
- appreciate the proposed treatment of the end elevations, i.e. north and south elevations, which create visual interest; *noted*
- consider the safety of future residents and visitors of the proposed development crossing Railway Avenue from the pedestrian walkway along the north property line to the bus stop directly across; City needs to coordinate with TransLink for possible relocation of the bus stop to a safer location; *noted*
- support the retention and upgrading of the existing east-west pedestrian walkway along the north property line; also support matching existing grades wherever possible around the perimeter of the subject site; *noted*

- support the tree selection for the project; proposed planting of deciduous trees on the front yards along Railway Avenue is appropriate; *noted*
- not concerned with the proposed surface treatment of the internal drive aisle;
   support the shared use of the drive aisle for vehicles and pedestrians; *noted*
- consider replacing populous tremuloides ericta trees in the backyards of townhouse units with a more appropriate species due to their aggressive roots and considering the small size of the backyards and the trees' proximity to the building; Populous tremuloides ericta trees in the backyards of townhouse units have been replaced with Magnolia kobus stellate (White Star Magnolia)
- reconsider the planting of a pine tree at the north façade of Unit 11 as it is located in a shady area; consider replacing with a more shade tolerant species; *Pine tree has been replaced with Picea omorika 'bruns' (Bruns Serbian Spruce)*
- reconsider the proposed small lawn areas along the east-west pedestrian walkway due to survivability concerns; consider introducing shade tolerant ground covers; Shade tolerant shrub species have been proposed on-site along the east-west pedestrian walkway. Please see L1 for your reference.
- fencing or landscaping around the hydro kiosk at the back of the site is not necessary as it will make the area inaccessible; visibility of hydro kiosks to pedestrians is not a concern; *noted*
- the project is on the right track from a sustainability perspective; support the proposed sustainability features, e.g. energy star appliances, high efficiency windows, walls and roof assemblies; *noted*
- support the proposed heat pump and heat recovery mechanical systems which differentiate the subject development from similar developments; *noted*
- massing is well handled considering the tightness of the site; noted
- appreciate the mid-block breaks between buildings; outdoor amenity space provides a good break between buildings at the east parcel; *noted*
- appreciate the proposed mid-block pedestrian walkway connection to the street; however, consider increasing its width by one-half to one meter to allow planting on one side and address potential CPTED concerns; also support the recommendation to align the walkway with the outdoor amenity space; *The proposed mid-block pedestrian pathway from the street to the Outdoor Amenity Space is 1.5 m (5 ft) wide with a landscape strip on one side to address potential CPTED concerns, and it is aligned with the Outdoor Amenity Space.*
- support the proposed location of garbage and recycling, electrical room and hydro kiosk; the hydro kiosk is not very prominent and does not require screening; *noted*
- support the comment to introduce punch colours to provide identity to individual townhouse units; Colours to the entry doors added on A14 and A15

- support the proposed light and dark colour scheme which is a welcome departure from earthy tones in the area; however, consider toning down the dark colour of the panel which is close to the dark roof colour; *prefer a stronger contrast of the black, grey and white tone.*
- proposed use of brick in the lower portions of the building works well; *noted*
- recommend that City guidelines encourage contemporary or modern style for townhouse developments in the area as opposed to the English Tudor expression prevalent in the neighbourhood; *noted*
- proposed landscaping works well; however, the application of colours for paving treatment appears arbitrary; consider variation in texture; *Permeable pavers in two different colours have been proposed to distinguish drive-aisle and surface parking areas (Harvest Blend) from pedestrian pathways (Gray Blend)*
- consider a pedestrian strip across the internal drive connecting pedestrians from the west parcel to the outdoor amenity space, e.g. rumble strips as a traffic calming measure and for pedestrian safety; *There is a pedestrian strip across the internal drive-aisle connecting pedestrians from the east-west pedestrian pathway to the Outdoor Amenity Space.*
- surface paving textures should be zone-specific and not randomized; The layout of surface paving has been proposed to serve the 3 functions of: defining the site entry off the lane, defining the end of the drive-aisle, and defining pedestrian routes on-site on both sides of the drive-aisle. The two separate asphalt areas on the internal drive-aisle can serve as informal play surfaces for children.
- support the location of the outdoor amenity space; however, the proposed play equipment appears dominant and isolated in the space; consider a more natural and dynamic play structure for children; Natural play elements have been incorporated to fit into the Outdoor Amenity Space to provide different play opportunities such as climbing, social, imagination, balance, motor skills.
- consider eliminating the common pathway that runs along the front yards of the Affordable Housing units as it highlights the difference between the affordable housing units and regular market units; *All affordable housing units extended individual path to the city sidewalk*
- documentation of the project is brief and legible; drawings are clear and readable; however, the applicant could have added diagrams to further explain the design rationale; *noted*
- the project is challenging due to the large building footprint in a small site; support the increased density of the proposed development which is welcome in the area; overall, the applicant has done a good job; *noted*
- support the proposed colour scheme which provides a suburban character to the project; *noted*

- support the recommendation to add colour; variation in door colours could provide individuality and differentiation to townhouse units; Colours to the entry doors added on A14 and A15
- consider incorporating more contemporary details to modernize the project and provide a more urban feel to it; We have a touch of contemporary feel by using glass railing, brick facing and black and grey color palettes,
- rationale for surface paving treatment needs to be clarified; consider consolidating the two separate asphalt areas on the internal drive aisle and locating them adjacent to the outdoor amenity area to provide more play opportunities for children; *The surface paving treatment has been revised and two separate asphalt areas on the internal drive-aisle can serve as informal play surfaces for children*.
- consider accentuating the small planting areas along the internal drive aisle;
   Small planting areas along the internal drive-aisle have been added.
- design development is needed for the proposed landscaping; applicant needs to clarify the rationale for proposed landscaping on the outdoor amenity space, street frontage, and public space from a planting point of view; See above for landscape rationale in the Outdoor Amenity Space. The streetscape has been improved with low aluminum rail fencing with stone-faced columns set back on-site to accommodate visually interesting plant species and which jogs in every 15 m. Plant species along this frontage include Etna false spiraea (red), Dwarf fountain grass, Golden variegated Japanese sedge, scarlet meidiland rose, little-leaf box. The Arbour feature with vines has been proposed at the entrance point of the pedestrian pathway from the street to the interior of the site.
- understand the rationale for the layout of the affordable housing units; however, the units appear contained; consider incorporating a lawn for Affordable Housing Unit 5 and a more "democratic" layout where the affordable townhouse units directly access the street as opposed to accessing the pedestrian walkway; *Affordable units with extended individual path to the city sidewalk*
- support the proposed colour scheme; planting palette should add more colour to the proposed development; *Colours to the entry doors added on A14 and A15*
- support the recommendation that the hydro kiosks do not require fencing; noted
- support the recommendation to extend the individual pathways to each affordable housing unit entry up to the street sidewalk; *Affordable units extended individual path to the city sidewalk*
- delete reference to gravel in the non-porous area diagram (Drawing A11) in the materials package provided by the applicant. *deleted*

#### Panel Decision

It was moved and seconded

That DP 16-754735 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

#### CARRIED



## **Development Permit**

No. DP 16-754735

To the Holder: 1037533 BC LTD.

Property Address: 8620 RAILWAY AVENUE

Address:

C/O ERIC LAW ARCHITECT INC. #216 – 288 W 8<sup>TH</sup> AVENUE VANCOUVER, BC V5Y 1N5

- 1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
- 2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
- 3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1.a to 4.b attached hereto.
- 4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
- 5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$154,703.14 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
- 6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
- 7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

### Development Permit No. DP 16-754735

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This Permit is not a Building Permit.

## AUTHORIZING RESOLUTION NO. DAY OF

#### ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



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ARCHITEC<sup>-</sup> ERIC LAW



PROPOSED TOWNHC 8620 RAILWAY AVEN 0.3 TO REST OF SITE AREA CALDER ROAD 2 PER DWELLING UNIT (UNDER RS1 ZONING) MAX HEIGHT – 9M FRONTYARD – 6M SM CURRENT: RS1/E, CURRENT ZONING SIDEYARD – 2M REARYARD – 6M 0.55 TO 454.5 LOCATION MAP - 45% PER LOT Meaz.ea .702m MAX NTS m882.92 (A) CIVIC ADDRESS:(B) LEGAL DESCRIPTION: BUILDING COVERAGE: RATIO UNIT: (J) OUTDOOR AMENITY BUILDING HEIGHT: **ΑΝΓΜΑΥ ΑΛΕΝUE** DEVELOPMENT DATA FLOOR AREA (D) ZONING USE Ч (C) LOT AREA: (H) BUILDING(I) SETBACK: (K) PARKING: NUMBER Û Ē 9

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DEVELOPMENT PERMIT



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	+	Eurge et al.			TYPE B2 3 BEDROOM + DEN TOTAL UNIT AREA: ±1648 SQ. FT. INCLUDING STAIR		Ť		[m2+,\]	2 LEVEL 1 		ř							6-754735	DP 16-754735 RFFFRFNCF PI AN
38, -5" [12,01m]		21 20-6" 21 20-6"	[] [] [] [] [] [] [] [] [] [] [] [] [] [			40'-5" 40'-5" 40'-5"	19'-1" 6'-0" 5'-8" 11'-0" 2'-0"				10 100 100 100 100 100 100 100 100 100		6'-0" 14'-6" 15'-3" 2'-0" 15'-3" 2'-0"	CARBAGE ENCLOSURE SEE A2	On / Off Same Side	Front Configuration				Cab Size         A5         B         C5         D5         E34         F34         G         H           36" × 48"         54 %         49"         27 ½"         53 ½"         42 ½"         36"         27 ½"           36" × 48"         54 %         55"         30 ½"         53 ½"         42 ½"         36"         27 ½"           36" × 54"         60 ½"         54"         55"         30 ½"         42 ½"         36"         30 ½"
	CONVERTIBLE UNIT GUIDELINES = ENTRY DOORS ARE A MINIMUM 863 MM BUT IDEALY 914 MM AND HWYE CLEAR ACCESS = ENTRY DOORS ARE ANIMUM 863 MM BUT IDEALY 914 MM AND HWYE CLEAR ACCESS = ENTRY DOOR CLEAR EXTERIOR FLOR SPACE MIN. 1220 MM DEPTH BY DOOR WIDTH PLUS 600 MM ON - INTENDE NOOR OT MELDED IF ROUGH IN WIRING PROVIDE FOR TUTIER AUTORATE DOOR OF PERING - INTERIOR DOORS TO MAIN LIVING AREAS, 1 BATHAGOM AND 1 BEDROOM, MIN. 800 MM CLEAR OPENING AND ROOMS AND WIDEN HALLWAY AND/OR DOORSTRATE WHELCHAIR ACCESS BEINING AND ROOMS AND WIDEN HALLWAY AND/OR DOORWAY(S) IF NEEDSARY TO SECURE ACCESS. - PATIO/BALCONF MIN. B60 MM CLEAR OPENING. NOTE HOW ACCESSED ALL INTERIOR THRESHOLDS - LEVER-TYFE HANDLES FOR ALL DOORS.	- STAR LIFT, STARCASE WIDTH, FRAMING SUPPORT, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLANCE WITH MANUFACTURER SPECIFICATIONS. AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLANCE WITH VERTICAL LIFT, DEPRESED SLAB AREA, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLANCE WITH MANUFACTURER SPECIFICATIONS. FRAMING TO LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLANCE WITH MANUFACTURER SPECIFICATIONS. FRAMING TO LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLANCE WITH MANUFACTURER SPECIFICATIONS. FRAMING TO LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLANCE WITH MANUFACTURER SPECIFICATIONS. FRAMING TO LANDINGS AND TATURATION WITHOUT IMPACT TO AND THE TOP OF ALL STARWAYS, WALLS ARE REINFORCED WITH 2" X 12" SOLID LUMBER AT 914 MM TO CONTREL.	- MIN, 900 MM WIDTH.	- MIN. 1 ACCESSIBLE FARKING SPACE WITH MIN. 4 M GARAGE WDTH. - ACCESS FROM GARAGE TO LIVING AREA MIN. 800 MM CLEAR OPENING.	<ul> <li>TOILET CLEAR FLOOR SPACE MIN. 1020 MM AT SIDE AND IN FRONT.</li> <li>WALL BLOCKING FOR FUTURE GRAB BAR INSTALLATION AT TOILET, TUB AND SHOWER. REINFORCED WITH 2" X 12" SOUD LUMBER IN ALL BATHURS, SHOWER, AND TOILET LOCATIONS.</li> <li>ENERSE-INFE AND LES FOR PLUMBING FRYTURES.</li> <li>ENERSENIER AND TRAFERATURES CONTROL VALUES ARE INSTALLED ON ALL SHOWER FAUCETS.</li> <li>CABINETS UNDERNEATH SINK(S) ARE EASILY REMOVED. DEMONSTRATE BATH AND SHOWER CONTROLS ARE ACCESSIBLE (LAYOUT OR FIXTURE PLACEMENT).</li> </ul>	<ul> <li>CLEAR AREA NEEDED UNDER FUTURE WORK SPACE.</li> <li>PLUMBING AND GAS PIPES (IN-WALL AND IN-FLOOR) LOCATED CLEAR OF UNDER COUNTER AREA OF FULMBING AND GAS PIPES (IN-WALL AND IN-FLOOR) LOCATED CLEAR OF UNDER COUNTER AREA OF HIGHER THAN 304 MM TO 355 MM. WIDE COUNTER). ALL PIPES ARE BROUGHT IN NO HIGHER THAN 304 MM TO 355 MM VIDE COUNTER). ALL PIPES ARE BROUGHT IN NO CABNETS UNDERNARTH STIKL ARE EXELY REMOVED.</li> <li>1500 MM TURKING PARK EXELVER PARAVED.</li> <li>1500 MM TURKING PARH DIAGRAM.</li> <li>LEVER-TYPE HANDLES FOR PLUMBING FIXTURES.</li> </ul>	- MIN. 1 WINDOW THAT CAN BE OPENED WITH A SINGLE HAND (BATHROOM, KITCHEN, LUNIG ROOM) - PLACEMENT LOCATIONS OF ELECTRICAL OUTLETS: BESIDE WINDOW, BOTTOM OF STAIRWAYS, BESIDE TOILET, ABOVE EXTERNAL DOORS (OUTSDE AND INSIDE), ON FRONT FACE OF KITCHEN COUNTER, WITHIN PROXIMITY - UPCONTROL CENTRE FOR SMART HOME OPTIONS UPCRADE TO FOUR-PLEX OUTLETS IN MASTER BEDROOM, HOME OFFICE, GARAGE, AND RECREATION ROOM.	THIS PROJECT SHALL INCORPORATE THE FOLLOWING FEATURES IN	UCTING TO ACCOMMODATE FUTURE SOLAR HOT WATER HEATING FEATURES SHALL BE PROVIDED TO ALL UNITS:	NEWLS VDLES FOR PLUMBING FIXTURE AND DOOR HANDLES VG IN WASHROOM WALLS TO FACILITATE FUTURE GRAB BAR TOILETS, BATHTUBS AND SHOWERS	MEET CITY'S ENERGUIDE 82 REQUIREMENTS AS PER ENERGUIDE BY CAPTURE ENERGY AUGUST 31, 2017, AND ALL UNIT ARE TO FUTURE HOT WATER HEATING	Case:	ice case models the upgrades which, shall improve the energy performance of all sed development to an EnerGuide rating of 82 or better.	and commitments:	ving list of upgrades will be installed in all units	Upgrade           ady requirement         "Per the requirements of the BC Solar Hot Water Ready regulation".		Upgrade Commitment Heat Recovery Heat Recovery Ventilator (HRV) sized and installed per BCBC Ventilator Section 9.32	Air Source Heat Air Source Heat Pump (ASHP); Seer >14.5; HSPF > 7.5. This Pump upgrade shall require the projects mechanical Professional Engineer to provide a letter to the City of Richmond Which specifies the equipment, and confirms that the equipment commise Awith Noise Resultations Pulsw No. 8876.	
	SRS & DOORWAYS	ETCAL CIRCULATION	-	AGE	HROOM (MIN. 1)		IDOWS TLETS & SWITCHES	THE UNITS IN . UNITS	PROVIDE PRE-D. AGING IN PLACE	STAIRWELL HANU LEVER TYPE HAN SOLID BLOCKIN TALLATION BESIDE	WHOUSE SHALL ORT PREPARED PRE-DUCT FOR	Policy Compliance (	The policy complian homes in the propo	Table of upgrades a	All units: The follow	Component Solar Hot Water Ree		Component Space Heating:	Space Heating:	

	CONVERTIBLE UNIT GUIDELINES
DOORS & DOORWAYS	<ul> <li>ENTRY DOORS ARE A MINIMUM BE3 MM BUT IDFAILY</li> <li>ENTRY DOORS CLEAR EXTERIOR FLOOR SPACE MIN. 12 LATCH SIDE (NOT NEEDED IF ROUGH IN WIRING PROVIDE INTERIOR DOORS TO MAN UNIVO RAFES, 1 BATHROON MITH FLUSH THRESHOLDS MAX. 13 MM HEIGHT. DEMONS AND ROOMS AND WIDEN HALLWAY AND/OR DOORWAY(S)</li> <li>PATIO/BALCONY MIN. BG5 MM CLEAR OPENING. NOTE MITHIN UNITS COMPLY WITH BC BULLDING CODE.</li> <li>LEVEN-TYPE HANDLES FOR ALL DOORS.</li> </ul>
VERTICAL CIRCULATION	<ul> <li>STAR LIFT, STARCASE WIDTH, FRAMING SUPPORT, AN COMPLANCE WITH MANUFACIURER SPECIFICATIONS. OR VERTICAL LIFT, DEPRESSED SLUB AREA, AND LANDINGS, MANUFACIURER SPECIFICATIONS. FRAMING TO ACCOMMOD SURROUNDING STRUCTURE.</li> <li>AT THE TOP OF ALL STARWAYS, WALLS ARE REINFOR CENTRE.</li> </ul>
HALLWAYS	- MIN. 900 MM WIDTH.
GARAGE	- MIN. 1 ACCESSIBLE PARKING SPACE WITH MIN. 4 M - ACCESS FROM GARAGE TO LIVING AREA MIN. 800 MM
BATHROOM (MIN. 1)	<ul> <li>TOILET CLEAR FLOOR SPACE MIN. 1020 MM AT SIDE</li> <li>WALL BLOCKING FOR FUTURE GRAB BAR INSTALLATION</li> <li>2" X 17" SOUD LUMBER IN ALL BAITURD. SHOWER, AN</li> <li>LEVET-TYPE HANDLES FOR PLUMBING PATURES.</li> <li>PRESSUBE AND TEMPERATURE CONIRCL VALVES ARE</li> <li>CABINETS UNDERNATH SINK(S) ARE EASILY REMOVED</li> <li>ACCESSIBLE (LAYOUT OR FIXTURE PLACEMBN1).</li> </ul>
KITCHEN	<ul> <li>CLEAR AREA NEEDED UNDER FUTURE WORK SPACE.</li> <li>PLUMBING AND CAS PIPES (IN-WALL AND IN-FLOOR) FUTURE WORK SPACE (STOVE, SINK &amp; AMI). BIO AMI WI HICHER THAN 304 AMI TO 355 MMI TO THE CENTRE OF CABINETS UNDERNEATH SINK ARE EASILY REWORD.</li> <li>CABINETS ON MI UNRING DIAMERIK OR TURNING PATH DIG - LEVEN-TIME HANDLES FOR PLUMBING FXURGES.</li> </ul>
SWOUNIM	- MIN. 1 WINDOW THAT CAN BE OPENED WITH A SINGL
outlets & switches	<ul> <li>PLACEMENT LOCATIONS OF ELECTRICAL OUTLETS: BES ABOVE EXTERNIN JOORS (UNUE)DE AND INSIDE), ON FRA ABOVE ONTEROL CENTRE FOR SMART HOME OPTIONS.</li> <li>UPGRADE TO FOUR-PLEX OUTLETS IN MASTER BEDRC ROOM.</li> </ul>
ALL THE UNITS IN THE UNITS	THIS PROJECT SHALL INCORPORATE
<ul> <li>(1) PROVIDE PRE-</li> <li>(2) AGING IN PLAC</li> <li>(a) STAIRWELL HAN</li> <li>(b) LEVER TYPE H</li> <li>(c) SOLID BLOCI</li> <li>INSTALLATION BESII</li> </ul>	DUCTING TO ACCOMMODATE FUTURE SC E FEATURES SHALL BE PROVIDED TO / UDRAILS ANDLES FOR PLUMBING FIXTURE AND E ANDLES FOR PLUMBING FIXTURE AND E KING IN WASHROOM WALLS TO FAC
TOWNHOUSE SHAL REPORT PREPAREC BE PRE-DUCT FOF	MEET CITY'S ENERGUIDE 82 REQUIP BY CAPTURE ENERGY AUGUST 31, 2 FUTURE HOT WATER HEATING
Policy Complianc	e Case:
The policy compli homes in the pro	ance case models the upgrades which, shall imposed development to an EnerGuide rating of 8
Table of upgrade	s and commitments:
All units: The foll	owing list of upgrades will be installed in all unit