



City of
Richmond

Report to Development Permit Panel
Planning and Development Department

To: Development Permit Panel

Date: August 20, 2013

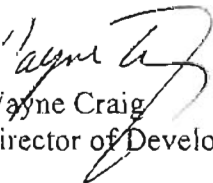
From: Wayne Craig
Director of Development

File: DP 12-624891

Re: **Application by Western Maple Lane Holdings Ltd. for a Development Permit at
9160 No. 2 Road**

Staff Recommendation

That a Development Permit be issued which would permit the construction of 15 three-storey townhouse units at 9160 No. 2 Road on a site zoned Medium Density Townhouses (RTM3).


Wayne Craig
Director of Development

EL:blg
Att.

Staff Report

Origin

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to develop 15 three-storey townhouse units at 9160 No. 2 Road. The site is being rezoned from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) for this project under Bylaw 8769 (RZ 10-516267). The site is currently vacant.

Road and infrastructure improvements were secured through the rezoning process and will be constructed through the separate required Servicing Agreement (SA 13-631629), which must be entered into prior to final adoption of the rezoning bylaw. Works include, but are not limited to, upgrade to the No. 2 Road/Maple Road intersection with full traffic signals, complete with audible pedestrian signals (APS); upgrades to the existing storm system on Maple Road; and pavement widening on Maple Road with new curb and gutter, grassed and treed boulevard, street lighting, and sidewalk at the property line.

Development Information

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

Background

Development surrounding the subject site is as follows:

To the North: Across Maple Road, existing single-family dwellings on large lots zoned Single Detached (RS1/E);

To the East: Single-family dwellings on large lots zoned Single Detached (RS1/E);

To the South: A four-storey senior apartment building (three-storeys over parking) zoned Medium Density Low Rise Apartments (RAM1) and Christian Reformed Church of Richmond on a lot zoned Assembly (ASY); and

To the West: At the southwest corner of No. 2 Road and Maple Road, a commercial retail building on a property zoned Local Commercial (CL); at the north-west corner of Maple Road, a recently approved three (3) lot subdivision on a site zoned Single Detached (RS1/B) fronting on Maple Road.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on June 18, 2012. At the Public Hearing, the following concerns about rezoning the property were expressed. The responses to the concerns are provided in *italic*:

- i. Eighteen (18) townhouse units are too many for the subject site.

The number of units proposed has been reduced from 18 to 15.

2. There are not enough parking spaces on site.

The proposal has been revised to provide five (5) additional residential parking spaces and two (2) additional visitor parking stalls over and beyond the zoning requirements.

3. The proposed three-storey buildings are too tall.

In order to address the adjacency issue and to preserve mature trees on site, the proposed development will sit on existing grade (where possible) and below the required Flood Construction Level (FCL). The ground floor will be for parking only and no habitable area is permitted on this level.

Due to drainage issues (catch basins at 0.9 m G.S.C.), the eastern portion of the site will be raised approximately 0.44 m from the existing site grade to approximately 1.16 m G.S.C.; this proposed finished site grade will still be approximately 1.21 m below the FCL of 2.9 m G.S.C.

A low sloped 4-in-12 roof is also proposed to keep the apparent building height as low as possible. The proposed buildings will appear to be 2½ storeys above the FCL; when viewed from No. 2 Road and Maple Road, which would be similar in height to the newer/future single-family homes on Maple Road. The overall building height of the proposed townhouse building; measuring from the FCL to the ridge of the roof, will be approximately 9.03 m and can be considered compatible with building heights in the immediate vicinity of the development site.

4. The single-family residential character should be maintained.

Detached and duplex units are being proposed along the Maple Road frontage to create a massing and character similar to the adjacent single-family homes on Maple Road.

5. The proposed townhouse development would generate significant traffic at the intersection at No. 2 Road and Maple Road.

Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review of the proposal; and the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have an insignificant traffic impact on the existing operations at the No. 2 Road and Maple Road intersection.

As part of the proposed development, the pavement on Maple Road along the north site frontage will be widened to provide additional travelling space on Maple Road and a full traffic signal at Maple Road and No. 2 Road will be installed to allow traffic making left turns out from Maple Road with the protection of signalization. These improvements will mitigate the small traffic impact of the proposal, as well as improve existing traffic conditions at the intersection.

6. The proposed traffic light on Maple Road is too close to Francis Road.

The Maple Road approaches carry very moderate traffic volumes; the introduction of a new traffic signal at Maple Road will not adversely impact traffic progression along No. 2 Road currently through Maple Road and Francis Road. Final signal timing plans will be worked out in the detailed design stage to optimize traffic progression and minimize vehicle delays. The new signal at Maple Road will improve existing traffic conditions at the intersection by providing protected pedestrian crossings across No. 2 Road and adequate capacity for left-turn traffic movements.

At the Public Hearing, Council directed staff to re-examine access being provided from No. 2 Road during the Development Permit process. Staff has completed their review and the potential for a vehicular access to the site on No. 2 Road. Although such an access can be supported if located along the south property line to provide additional separation from the No. 2 Road/Maple Road intersection, staff considered the following implications of such an access:

- The hierarchy of roads, i.e., their functions and capacity: No. 2 Road is classified as an arterial road, while Maple Road is classified as a local road;
- The distance of the proposed driveway from the intersection and other driveways; and
- Potential impact to tree preservation along No. 2 Road (at least two (2) additional protected trees would need to be removed to accommodate an access on No. 2 Road).

Therefore, the access is proposed to be from Maple Road.

Staff Comments

The proposed scheme attached to this report generally complies with the intent of the applicable sections of the Official Community Plan Bylaw 9000. In addition, the proposed scheme has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. It is generally in compliance with the Medium Density Townhouses (RTM3).

Advisory Design Panel Comments

The Advisory Design Panel (ADP) supported the project and the architect has made changes to address comments made by Panel members. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, April 17, 2013 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 proposed height, siting and orientation of the buildings generally respect the massing of the surrounding built environment.
- The proposed site layout provides view corridors from the neighbouring seniors' apartment building towards the mountains. Only three (3) units with east/west orientation are proposed along the south property line, adjacent to the neighbouring seniors' apartment building.
- The proposed first habitable floor is at a lower elevation than the first floor of the seniors' apartment building and the proposed top floor is about the same height as the second floor of the seniors' apartment building.
- All proposed windows on the side elevations facing the seniors' apartment building are either high on the wall, or small in size to minimize overlooking potential.
- Four (4) under-sized trees on-site located along the south property line and all trees on the adjacent site to the south; located along the common property line, will be protected and retained to maintain a natural screen between the two (2) developments.
- The height of the duplex units along the east property line is considered 2½-storeys above the Flood Construction Level (FCL). A 6.0 m setback is provided along the property line shared with the adjacent single-family lots, as per the arterial road townhouse development design guidelines of OCP Bylaw 7100.
- A landscape buffer (1.2 m tapering down to 0.6 m wide) with six (6) 6.0 cm calliper flowering Cherry trees and 5 ft. tall Portuguese Laurel is proposed along the east property line to provide a natural screen to the adjacent single-family homes to the east, fronting on Maple Road. The Portuguese Laurel is expected to reach 8 ft. height in three (3) years, and would potentially reach an ultimate height of 20 ft. in 15 years, if not pruned to limit height.
- Purple Saucer Magnolia trees in the east facing front yards of the duplex units and a 6 ft. high fence (with the top 2 ft. being lattice fence) along the east property line are also proposed for added privacy.
- Detached and duplex units are proposed along the Maple Road frontage to reflect a massing and character similar to the adjacent single-family homes on Maple Road.

Urban Design and Site Planning

- The proposed site layout includes 15 three-storey (including garage) townhouse units. The townhouses are provided in the form of two (2) detached units, one (1) triplex, and five (5) duplex clusters.
- The proposed site layout provides for an attractive pedestrian-oriented streetscape, complete with a landscaped edge, low metal fencing, and gates to individual unit front doors along No. 2 Road and Maple Road.
- All units along No. 2 Road and Maple Road have direct access from the sidewalk to the first habitable level of the unit.
- In order to maintain the existing site grade along No. 2 Road for the purpose of tree preservation, footbridges connecting the existing sidewalk and the unit entries to the townhouses fronting on No. 2 Road are proposed.

- The bridges will span over the Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) along No. 2 Road required for future road widening. The bridges will be demountable and the mid-span crossing will be at the east edge of the PROP SRW to provide a direct tie-in to the future sidewalk without any modifications being required. Language will be included in the PROP SRW document to reflect this arrangement.
- The outdoor amenity area is proposed adjacent to the tree protection area along No. 2 Road, located between Building #2 and #3, to take advantage of the existing trees and to enhance the quality of the children's play area and adult gathering space.
- On-site parking spaces proposed exceed bylaw requirements. Ten (10) units have a side-by-side double car garage, and five (5) units have a side-by-side triple car garage. A total of five (5) visitor parking stalls; two (2) spaces more than required, are proposed throughout the site. No tandem parking spaces are proposed.
- The garbage and recycling enclosure is located on the west side of the entry driveway and has been incorporated into the design of Building #1 to minimize its visual presence.

Architectural Form and Character

- A pedestrian scale is achieved along public streets, the private on-site walkway and the internal drive aisle with the inclusion of building projections and recesses, varying combinations of materials and colours, as well as individual internal unit entrances with entry porches.
- Building facades include architectural features that have been modulated to create a modern interpretation of vernacular architecture in order to fit into the surrounding single-family neighbourhood. The building design includes several elements more common to a craftsman heritage character and building designs in the surrounding area (i.e., sloped roofs, gable roofs, bay windows, front porches, brackets, cultured stone, and, for the homes facing Maple Road, a stained glass window).
- The colour palette has been chosen to enrich the streetscape, blend in with the neighbourhood, and accentuate the articulation of the building massing.
- Roof slopes have been minimized in an effort to approximate the height of newer single-family dwelling in the area.
- The impact of proposed garage doors has been minimized with the use of panel patterned doors, transom windows, and planting islands. The impact of proposed garage doors along the western internal drive aisle between Building #3 and Buildings #4 & #5 has been mitigated with staggering of garage doors at selected locations.
- The proposed building materials (asphalt shingles, hardie siding, board and batten, wood fascia, wood trim, and stone veneer) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with the existing character of the neighbourhood.

Tree Preservation and Replacement

- Tree preservation was reviewed at rezoning stage: eight (8) bylaw-sized trees along No. 2 Road and four (4) under-sized trees on-site along the south property line, are to be protected and retained on-site; 23 bylaw-sized trees on-site were identified for removal; 46 replacement trees are required.

- The applicant is proposing to plant 29 replacement trees on-site, including three (3) conifer and 26 deciduous trees (supplemented by 5 existing conifers and 7 existing deciduous trees onsite). The developer is proposing to provide cash-in-lieu (\$500/tree) for off-site planting of the balance of the required replacement trees (i.e., \$8,500 cash contribution for 17 replacement trees). Since a \$5,500 voluntary contribution to the City's Tree Compensation Fund has been secured at rezoning, an additional \$3,000 voluntary contribution to the City's Tree Compensation Fund will be required prior to issuance of the Development Permit.
- Tree protection fencing on-site around the driplines of all trees to be retained on-site will be required prior to any construction activities occurring on-site. A \$24,000 Tree Survival Security for the protection and retention of the eight (8) bylaw-sized trees on-site and a contract with a certified arborist to inspect tree protection fencing on-site and oversee construction activities near/within the tree protection zones, have been identified on the rezoning considerations.

Landscape Design and Open Space Design

- The proposed landscaping facing the public street consists of trees, low growing flowering shrubs, and ground cover which provide seasonal changes, colour and substantial greenery to the street, along with an open metal fence (to allow for visual contact between front yard and public street).
- The proposed front yard landscape forms a part of the streetscape of No 2 Road. The grove of large existing Douglas Firs and Big Leaf Maples will be retained and complemented with planting of medium flowering trees; this will provide substantial greenery to the streetscape of No. 2 Road and maintain a historical and social connection to the past.
- The landscape along Maple Road reflects a single-family character on the street by providing individual entries, landscaping, and front yard lawns.
- In order to ensure the landscaping works are undertaken, the applicant is required to provide a landscape security of \$71,882.00 (based on gross floor area of 35,941 ft²) in association with the Development Permit.
- The proposed outdoor amenity space consists of a children's equipment designed for 2 to 6 years old age groups and open grass for a play area. Benches are also provided in the area to encourage social activities and facilitate adult supervision of the area.
- Indoor amenity space is not proposed on-site; a \$1,000 cash-in-lieu contribution per unit has been secured at rezoning.
- Feature paving at the site entrance, drive aisle dead ends, and visitor parking spaces provides a visual break to the asphalt driveway material.

Crime Prevention Through Environmental Design

- The site plan and individual unit design create opportunity for casual surveillance for the common areas on-site, including the outdoor amenity space, mailbox area, and internal drive aisle/walkway.
- Individual unit entrances are readily visible from either the public street or the internal drive aisle and walkway.
- The landscape design avoids creating places of concealment; plantings near residential entries are low to maximize views.

- Security lights, including wall mounted lighting for drive aisles and soffit lighting at entries, will be installed to provide adequate outdoor security illumination; actual lighting and fixture location will be completed by electrical consultant at the Building Permit stage.

Sustainability

- The following sustainability measures are proposed by the developer:
 - The buildings are located on the site and windows placed on the buildings to maximize natural light and ventilation.
 - Exterior building materials, such as shingle and hardie siding and stone veneer, require low maintenance and provide high durability surfaces.
 - A minimum of 20% of the parking stalls will be provided with a 120V receptacle to accommodate electric vehicle charging equipment, and an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipments (e.g. pre-ducted for future wiring).
 - Drought tolerant and native planting materials are incorporated into the landscaping design.
 - Permeable pavers are proposed on a portion of the internal drive aisles, visitor parking areas, and private patio areas to improve the permeability of the site.
 - The following features will also be incorporated into the proposed development:
 - Hi-efficiency construction methods to ensure that the units meet or exceed Energuide 80 rating;
 - Low-emitting paint for suite interiors;
 - Low energy appliances in all units (e.g., 'Energy Star' rated);
 - Each unit will have at least six (6) CFL light bulbs;
 - Building and site lighting providing safe light levels while avoiding off-site light spillage and night-sky lighting; and
 - Climate-based automatic irrigation controls to minimize the use of water on-site.

Accessible Housing

- The proposed development includes two (2) convertible units that are designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a chair lift (where the staircase has been dimensioned to accommodate this in unit type "E") or installation of a vertical lift in the stacked storage space (which has been dimensioned to allow this in unit type "G") in the future, if needed.
- 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; and
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. Therefore, staff recommend support of this Development Permit application.



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

- Attachment 1: Development Application Data Sheet
- Attachment 2: Excerpt of Advisory Design Panel Meeting - April 17, 2013
- Attachment 3: Concurrence Development Permit Considerations



DP 12-624891

Attachment 1

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd. Owner: Western Maple Lane Holdings Ltd.

Planning Area(s): Broadmoor

Floor Area Gross: 3,338.9 m² Floor Area Net: 2,180.8 m²

	Existing	Proposed
Site Area:	3,128 m ²	3,119 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Zoning:	Single Detached (RS1/E)	Medium Density Townhouses (RTM3)
Number of Units:	1	15

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.7	0.699	none permitted
Lot Coverage:	Max. 40%	36.6%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	64.1%	none
Lot Coverage – Landscaping:	Min. 25%	25.2%	none
Setback – Front Yard (No. 2 Road):	Min. 6.0 m	6.0 m	none
Setback – Exterior Side Yard (Maple Road):	Min. 6.0 m	6.0 m	none
Setback – Interior Side Yard (south):	Min. 3.0 m	3.25 m	none
Setback – Rear Yard (east):	Min. 3.0 m	6.0 m	none
Height (m):	Max. 12.0 m (3 Storeys)	10.23 m	none
Lot Size:	Min. 50 m wide x Min. 35 m deep	50.25 m wide x 62.17 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2.33 (R) and 0.33 (V) per unit	none
Off-street Parking Spaces – Total:	Min. 30 (R) and 3 (V)	35 (R) and 5 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (30 x Max. 50% = 15)	0	none

Small Car Parking Spaces:	Max. 50% when 31 or more spaces are provided on site (40 x Max. 50% = 20)	13	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.4 (Class 1) and 0.2 (Class 2) per unit	none
Bicycle Parking Spaces – Total:	Min. 19 (Class 1) and 3 (Class 2)	21 (Class 1) and 3 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$15,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	90 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, April 17, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Comments from the Panel were as follows (applicant's responses in *bold italics*):

1. concern on the lack of buffering and protection of the children's play area which is close to a major roadway intersection (No. 2 Road and Maple Road); applicant should consider a higher fence along No. 2 Road and add a protective buffer to protect the children's play area from wayward vehicles;
In addition to retention of the large existing trees along No. 2 Road as a natural barrier for the play area from wayward vehicles, new metal fence with large masonry posts and metal pasts in between the masonry posts have been provided.
2. appreciate the provision of two (2) convertible residential unit that allow different types of convertibility;
No comment.
3. the interior design of suites is usable; however, consider using outward opening doors for powder rooms to create more usable inside space;
******See attached sheet PLAN#20 and 21.***
4. appreciate the efforts of the applicant to make the building heights lower in order to address the concerns of the residents of adjacent single family homes; the applicant ensure that an effective drainage system is in place to achieve positive drainage;
OK.
5. building massing and height work well with the adjacent single family homes; good transition to the neighbouring senior apartment building;
No comment.
6. colours, form and character fit well with the neighbourhood;
No comment.
7. investigate the location of residential unit entries in Buildings 6, 7 and 8 and the public pathway leading to the unit entries; consider relocating the entries to the opposite side which is off the internal drive aisle in view of adjacency issues raised by neighbours; a rear yard buffer space between the subject buildings and adjacent single family homes is more appropriate than a public pathway;
Entering from the internal road to the Building 6, 7 and 8 will cause losing two visitors parking on the site. The extra visitors parking were provided to address the neighbours' concern that has been stated at the public hearing.

8. reviewing the tight location of visitor parking spaces off the internal drive aisle;
All visitor parking size and clearance have been provided.
9. additional parking spaces provided by the applicant creates problems in the subject development; continuous row of garages creates ground plane issues with regard to Building 3 façade; articulate Building 3 ground plane to break down long line and monotonous repetition of garage doors, e.g. using different patterns for garage doors, etc.;
We tried to break down the continuous row of garages by recessing three of them.
10. overall, the applicant has made responsive solutions to a challenging site;
No comment.
11. appreciate the retention of trees along No. 2 Road; however, another layer of landscaping is desirable; consider additional structure/fence along the sidewalk edge on No. 2 Road and a taller fence around the children's play area to provide better buffering from the road;
The fence around children play area has been combined with new perimeter fence along No.2 Road. New masonry fence columns and steel posts have been provided.
12. location and sizes of buildings are sensitive to neighbours' concerns;
We tried to design the building and form with respect of the neighbourhood.
13. concern on the City zoning policy which allows the type of development being proposed, i.e. a car-oriented development; unfortunate that the applicant has to provide more parking spaces than the zoning requirement;
No comment.
14. appreciate the decent private spaces adjacent to the residential units;
No comment.
15. applicant has done what it could considering the constraints of the site;
No comment.
16. concern on the rezoning of the subject property; valuable land is wasted on a low density development;
No comment.
17. window sill heights in residential units along No. 2 Road are very low relative to the street; sills are too high in relation to the grade elevation of the sidewalk; could be addressed through landscape buffering along No. 2 Road;
The window is for garage area.
18. proposed development fits the area but ore car-oriented than people-oriented;
No comment. The increasing parking number is because of neighbours concern about the visitor parking.
19. applicant has done a good job in addressing the concerns of the neighbours and the constraints of the site; and
No comment.
20. consider adding doorways to provide access to patio spaces from the garage and populate the patio spaces.
We had the doorways from the garage to the patio and we have been asked to remove them by the City as staff wish to see access to the private outdoor space of a unit from the main living area of the unit instead of via the garage.

Panel Decision

It was moved and seconded

That DP 12-624891 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.



City of
Richmond

Development Permit Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 9160 No. 2 Road

File No.: DP 12-624891

Prior to approval of the Development Permit, the developer is required to complete the following:

1. Receipt of a Letter of Credit for landscaping in the amount of \$71,882.00 (based on gross floor area of 35,941 ft²).
2. City acceptance of the developer's offer to voluntarily contribute \$3,000.00 to the City's Tree Compensation Fund for the planting of six (6) replacement trees within the City.
3. Include language in the Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) document (as secured through the rezoning process RZ10-516267, Bylaw 8769) to allow wood footbridges connecting the existing sidewalk and the proposed unit entries to the townhouse units fronting on No. 2 Road be constructed over the 2.0 wide PROP SRW along No. 2 Road. However, the bridge spans over the PROP SRW must not be permanently attach to other structures; the mid-span crossing should be at the edge of the PROP SRW to provide a direct tie-in to the future sidewalk without any modifications.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility and sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding pennits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Initial: _____

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy on file]

Signed

Date



No. DP 12-624891

To the Holder: WESTERN MAPLE LANE HOLDINGS LTD.
Property Address: 9160 NO. 2 ROAD
Address: C/O WAYNE FOUGERE
FOUGERE ARCHITECTURE INC.
#202 - 2425 QUEBEC STREET
VANCOUVER, BC V5T 4L6

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 to #26 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 \$71,882.00 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.

Development Permit

No. DP 12-624891

To the Holder: WESTERN MAPLE LANE HOLDINGS LTD.

Property Address: 9160 NO. 2 ROAD

Address: C/O WAYNE FOUGERE
FOUGERE ARCHITECTURE INC.
#202 - 2425 QUEBEC STREET
VANCOUVER, BC V5T 4L6

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.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

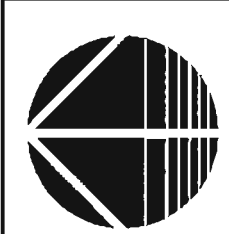
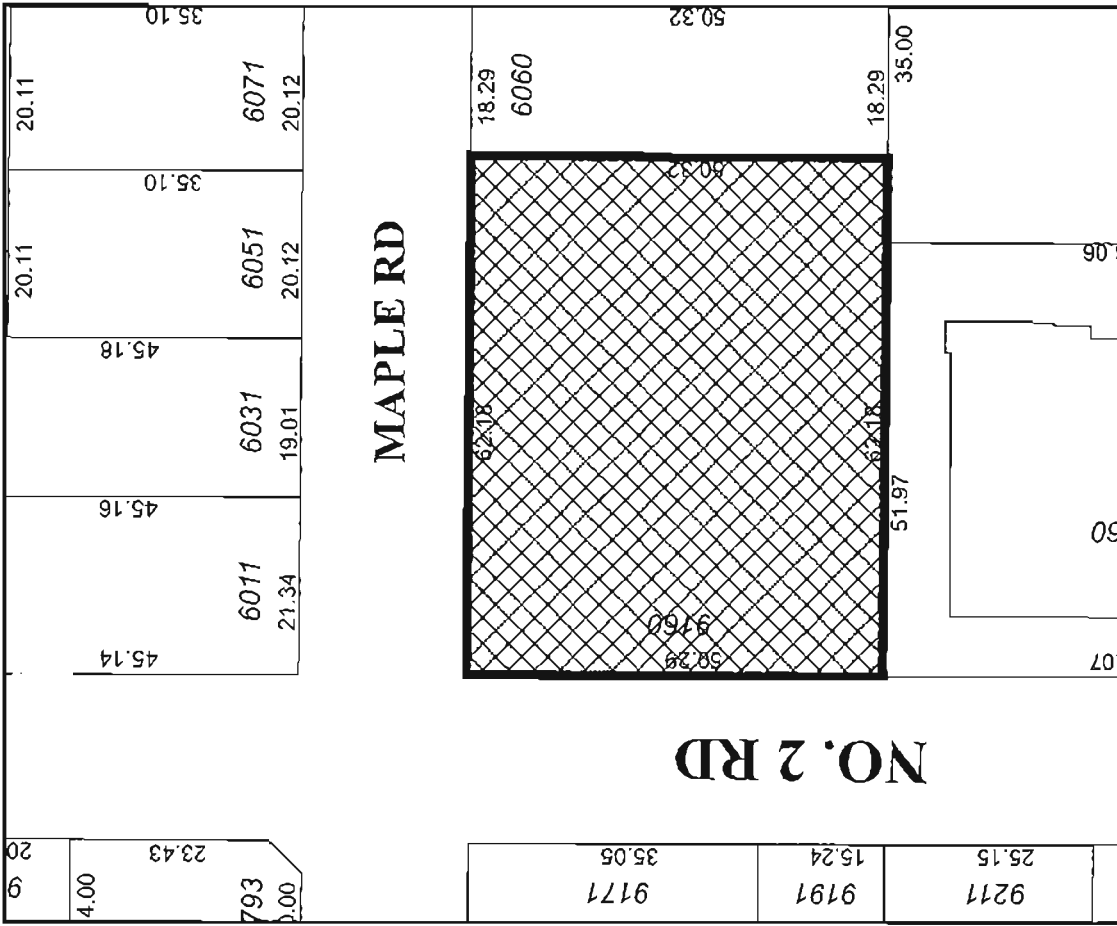
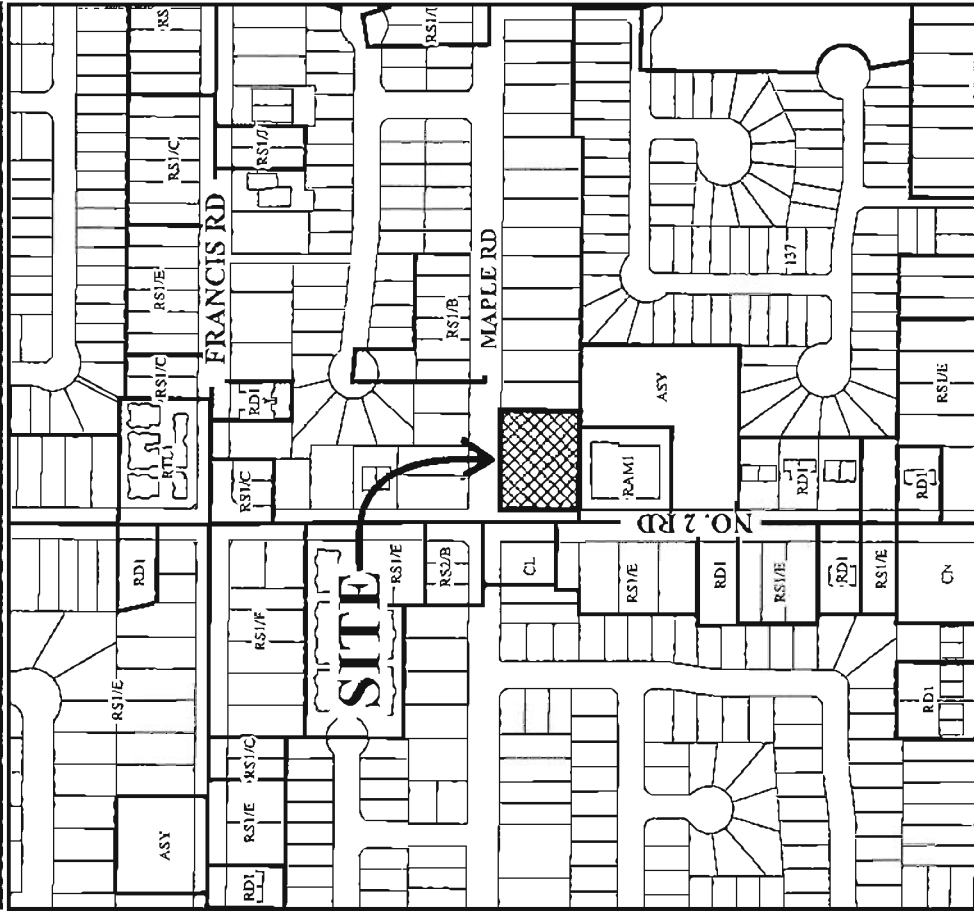
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 12- 624891 SCHEDULE "A"

Original Date: 11/29/12

Revision Date:

Note: Dimensions are in METRES

ZONING ANALYSIS

RTM9 Zoning District	Zoning Requirements	Our Design
8.2.1 Purpose	Medium Density Town Housing	complexes
8.2.2 Permitted Uses	Housing, Town	complexes
8.2.3.1 Permitted Density	0.70 FAR	complexes
8.2.3.2	40% maximum	complexes
8.2.3.3	65% maximum	complexes
8.2.3.4	25% minimum	complexes
8.2.3.5	60 m	complexes
8.2.3.6	60 m	complexes
8.2.3.7	30 m	complexes
8.2.3.8	12.0m (3 story)	complexes
8.2.3.9	50.0m	complexes
8.2.3.10	35.0m	complexes
8.2.3.11	30 side (0 car/1 car)	complexes
8.2.3.12	17 side (50% maximum)	complexes
8.2.3.13	1 side (7% of side)	complexes
8.2.3.14	1.25 spaced pit	complexes
8.2.3.15	0.7 spaced unit	complexes
8.2.3.16	Class A	complexes
8.2.3.17	Class B	complexes
8.2.3.18	10 to 15 m	complexes
8.2.3.19	10% of floor area for covered area	complexes
8.2.3.20	maximum of 50 m for garage	complexes
8.2.3.21	maximum of 10.0m of stairs & entry	complexes
8.2.3.22	4.3.4. by previous projection	complexes
8.2.3.23	1.0m maximum	complexes
8.2.3.24	0.6m maximum	complexes
8.2.3.25	no door than 3.0 m	complexes
8.2.3.26	side or rear lot line	complexes
8.2.3.27	front lot line	complexes
8.2.3.28	side or rear lot line	complexes
8.2.3.29	1.5 m maximum	complexes
8.2.3.30	4.12.3. cantilevered porch, treas & gutters	complexes
8.2.3.31	4.14. accessible unit	complexes

FLOOR AREA CALCULATION

Unit Count	Unit Type	Ground Floor Area	Main Floor Area	Upper Gross Floor Area	Unit Gross Floor Area	Total Gross Floor Area	Accessory Area Exclusion (538sq ft)	Crawl Space	Ground Gross Exclusion	Main Gross Exclusion	Covered Area	Upper Gross Exclusion	Unit Net Area	Total Net Area
2	A1 & A2	896	1259	1170	3,368	6,736	538	97	26	82	145	67	2,413	4,826
2	B	766	870	848	2,484	4,968	538	60	0	102	38	63	1,683	3,366
1	C	766	870	848	2,484	4,968	538	60	0	102	38	63	1,683	3,366
1	D	607	734	783	2,124	2,134	414	0	70	38	55	40	1,507	1,507
1	E	564	626	657	1,887	1,887	372	0	74	36	43	42	1,282	1,282
1	F	695	676	695	1,966	1,966	471	0	74	34	64	41	1,332	1,332
1	G	610	676	716	2,002	2,002	381	0	74	34	69	41	1,403	1,403
1	H1	683	788	737	2,208	2,208	397	0	84	106	106	30	1,592	2,704
2	H2	683	788	783	2,234	4,468	397	0	84	106	106	30	1,592	2,704
2	H3	703	788	783	2,234	4,468	397	0	84	106	106	30	1,592	2,704
1	H4	703	545	775	2,424	2,424	397	0	84	106	243	33	1,338	1,338
15	Unit Total					35,715								23,475

Minimum FAR	0.700
Proposed FAR	0.669

Unit Count	Unit Type	SITE COVERAGE CALC.		ACCESSORY AREA CALC.		COVERED AREA CALC.	
		Floor Print	Total Foot Print	Accessory Area Exclusion (538sq ft)	Total Accessory Area Exclusion (538sq ft)	Covered Area	Total Covered Area
2	A1 & A2	1260	2,520	538	1076	145	270
2	B	797	1,594	538	1076	38	76
1	C	797	797	538	538	38	38
1	D	607	607	414	414	55	55
1	E	562	562	372	372	43	43
1	F	666	666	421	421	64	64
1	G	659	659	381	381	69	69
1	H1	770	770	397	794	106	106
2	H2	770	1,540	397	794	106	212
2	H3	770	1,540	397	794	106	212
1	H4	924	924	397	397	243	243
1	Garage & Recycling	110	110	110	110	0	0
1	Electrical Room	96	96	96	96	0	0
17	Unit Total		12,275		6865		1,388

Site Area	31,573 sf (0.77 acres)	Maximum Lot Coverage	40.0%	Maximum Accessory Area	538 sf	Maximum Covered Area	187%
Proposed Density	19.5 u/s	Proposed Lot Coverage	36.6%	Proposed Accessory Area	458 sf	Proposed Covered Area	5.87%

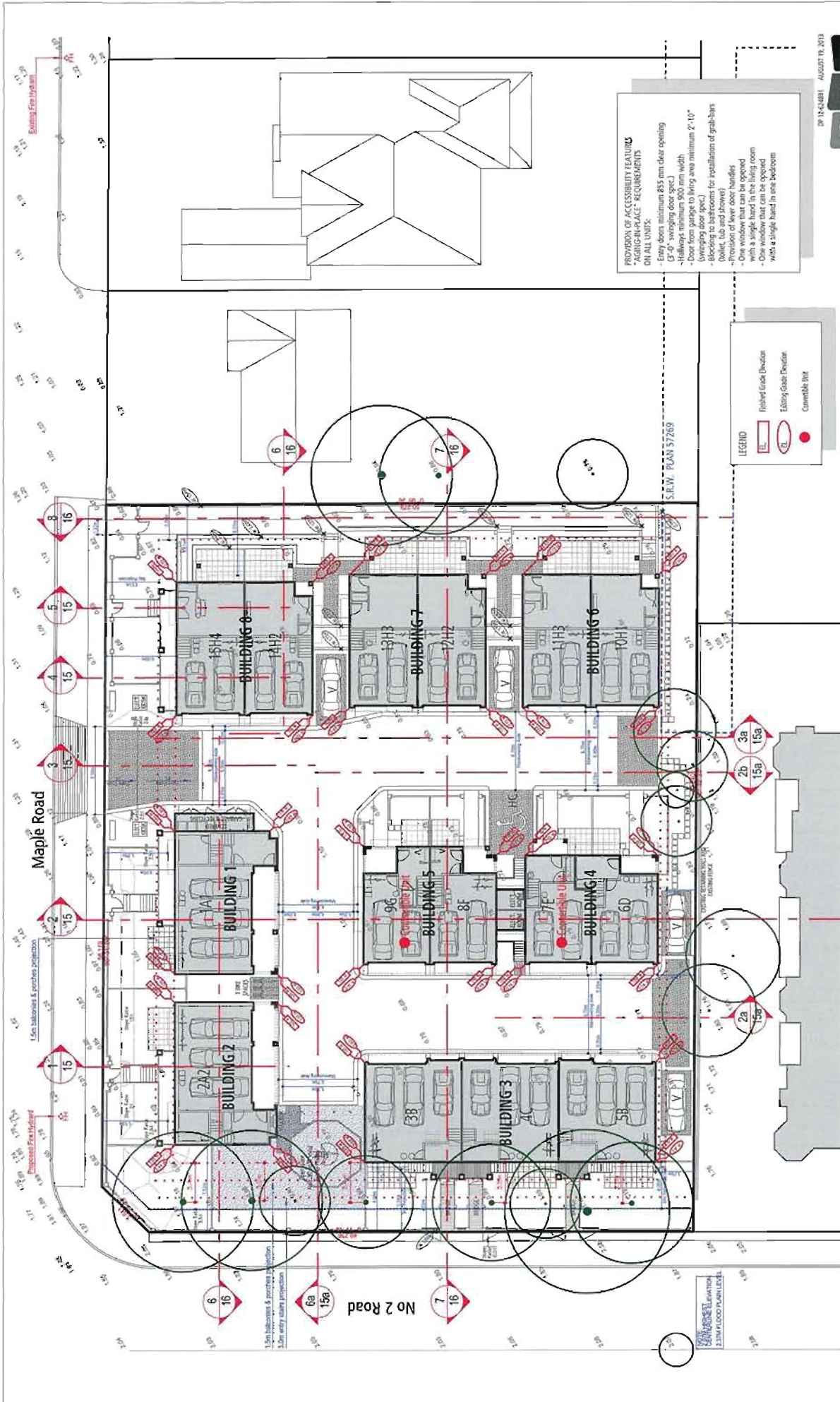


HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

PLAN# 12-624 891

AUG-2-0-2013 **PLAN# 1**

DP 12-624891-1017A 2013



**PROVISION OF ACCESSIBILITY FEATURES
"AGING-IN-PLACE" REQUIREMENTS
ON ALL UNITS:**

- Entry doors minimum 835 mm clear opening (3'0" swinging door spec.)
- Hallways minimum 900 mm width
- Door from garage to living area minimum 2'-10" (living room spec.)
- Blocking to bathrooms for installation of grab-bars (toilet, tub and shower)
- One window that can be opened with a single hand in the living room
- One window that can be opened with a single hand in one bedroom

LEGEND

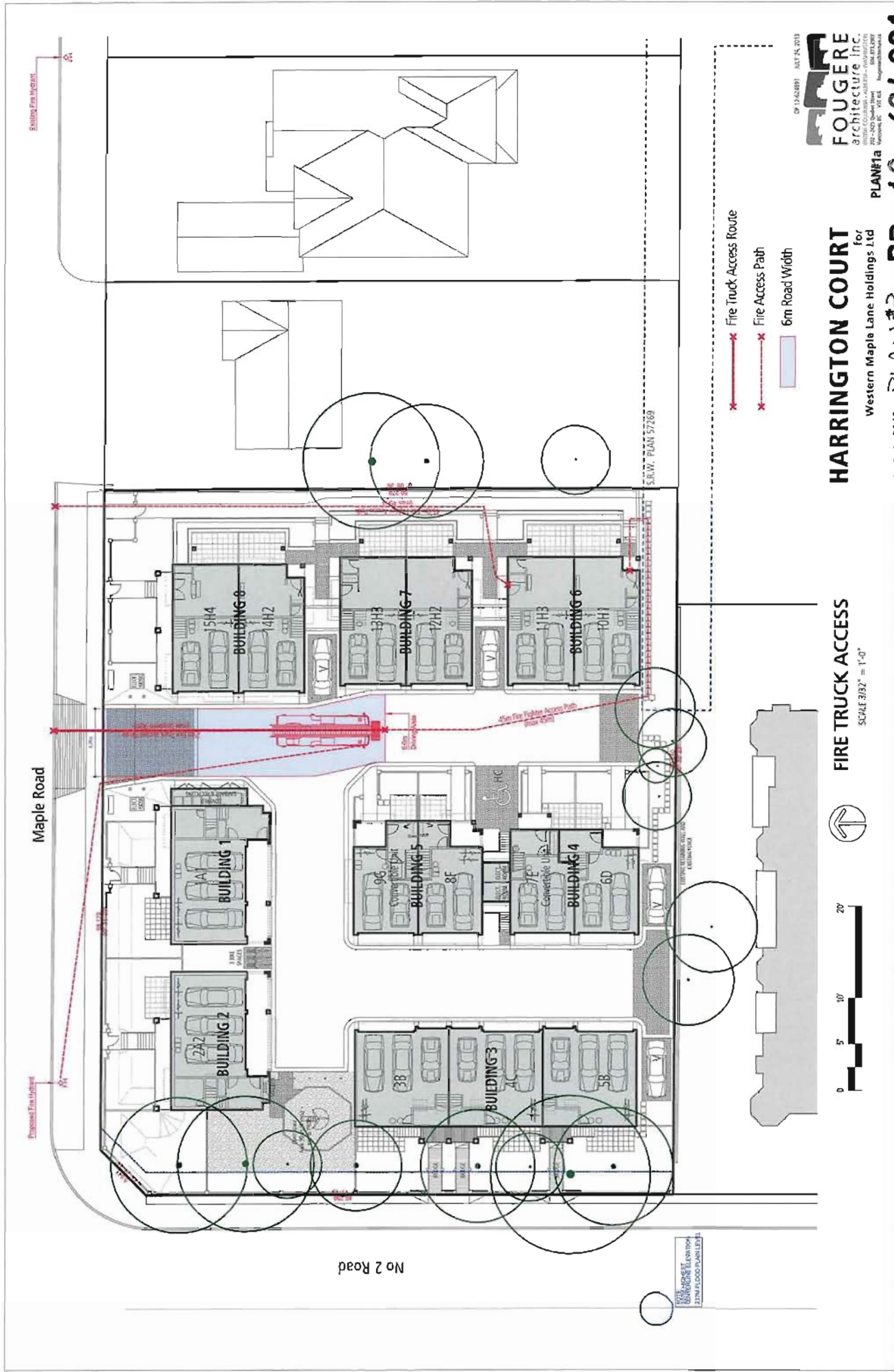
- Finished Grade Elevation
- Existing Grade Elevation
- Convertible lot

SITE PLAN
SCALE 3/32" = 1'-0"



PP 12-024811 AUGUST 19, 2013
FOUGERE
 architecture inc.
 282-2420 Quebec Street, Suite 100, St-John's, NL A1B 2P2
 1-800-363-3333
 2013-08-19 12:02:4811
 PLAN#1
 12-624891

HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd
 AUG-2-D-2013 *PLAN#1* **DP**



Existing Fire Hydrant

Proposed Fire Hydrant

Maple Road

No 2 Road

S.R.W. PLAN 57269

- Fire Truck Access Route
- Fire Access Path
- 6m Road Width

FIRE TRUCK ACCESS
SCALE 3/32" = 1'-0"



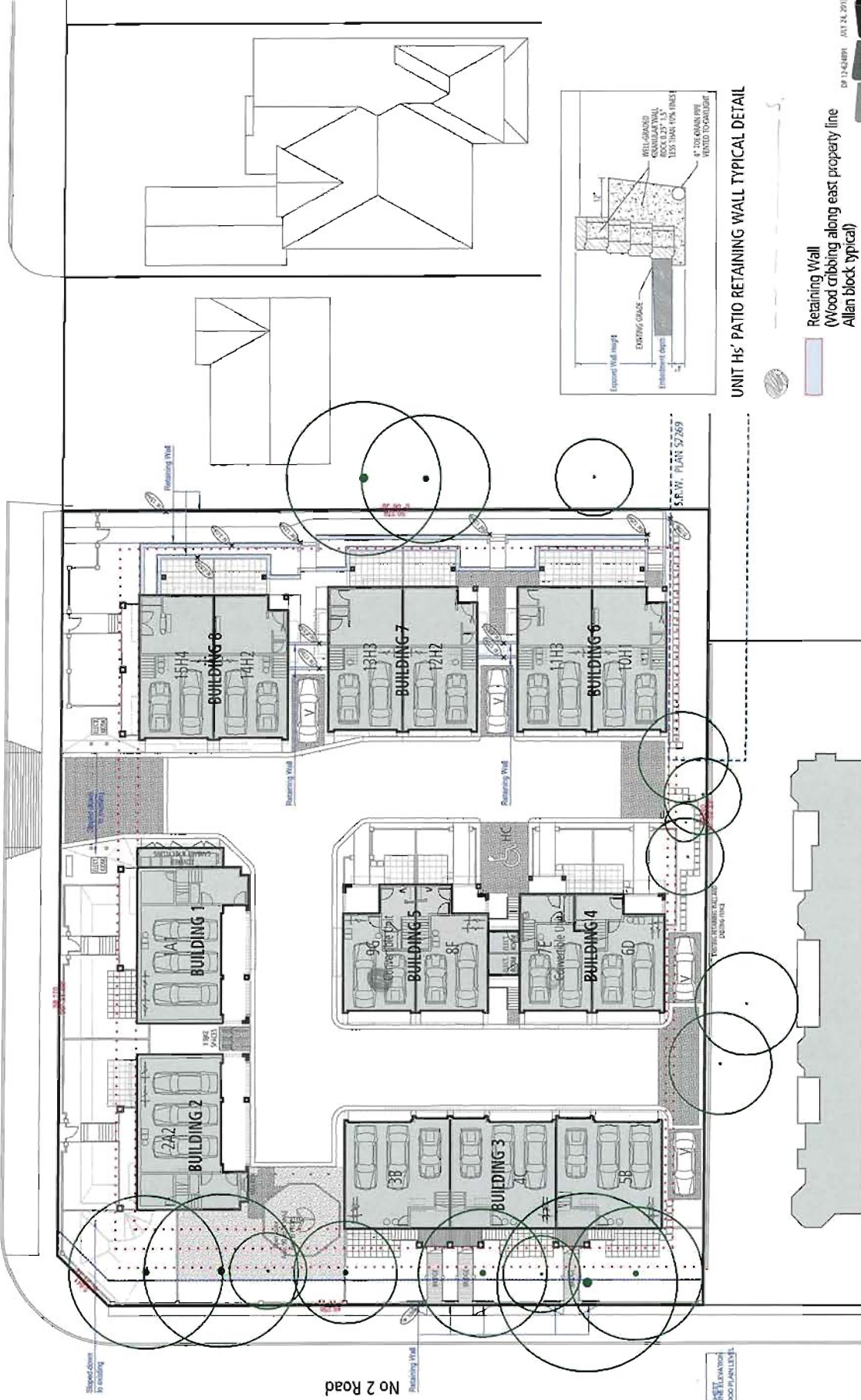
2013/02/08 AMT-N 2013
FOUGERE
 Architecture Inc.
 202-540-0444
 1000, Avenue de l'Énergie
 Québec, QC G1M 1T2
 www.fougerearch.com

HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd

PLAN#1a

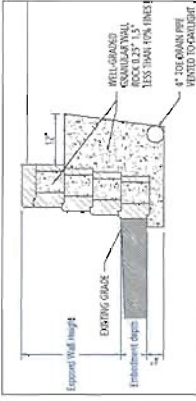
AUG 20 2013 **PLAN#3** **DP** **12-624891**

Maple Road



No 2 Road

UNIT HS' PATIO RETAINING WALL TYPICAL DETAIL



Retaining Wall
 Wood cribbing along east property line
 Allan block (typical)

RETAINING WALL
 SCALE 3/32" = 1'-0"



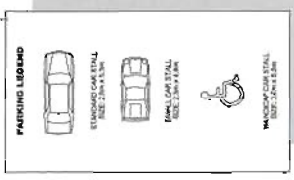
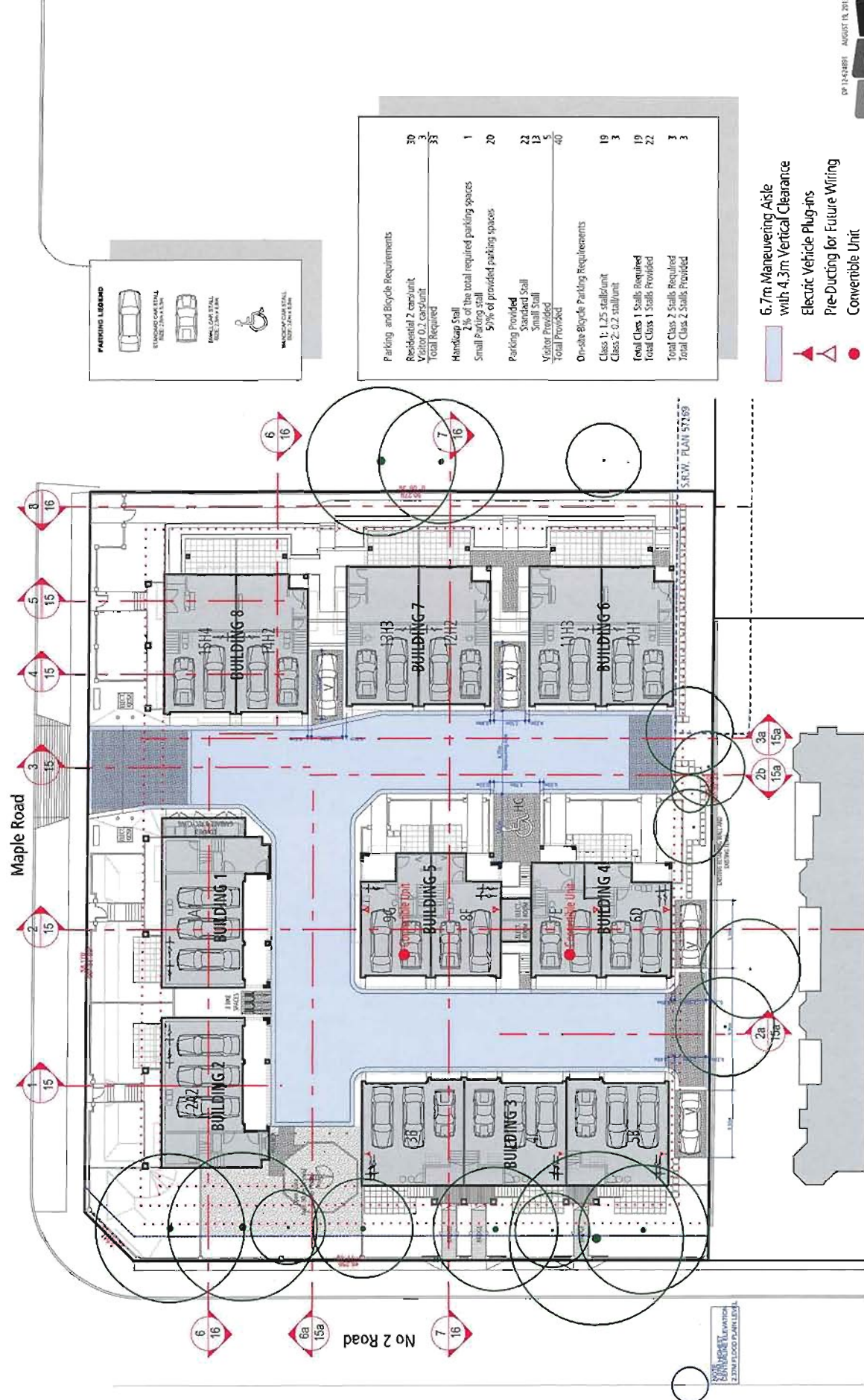
DP 134289N, MAY 24, 2013
FOUGERE
 ARCHITECTURE INC.
 202-345-0444
 1000-1000
 1000-1000

HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd

AUG 20 2013 - PLAN 1-4 DP 12-624891

HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd

PLAN#2
 AUG-2-0-2013 PLAN#S DP 12-624891



Parking and Bicycle Requirements

Residential 2 car/unit	30
Visitor 0.1 car/unit	3
Total Required	33
Handicap Stall	1
Small Parking stall	20
5% of provided parking spaces	
Parking Provided	
Standard Stall	22
Small Stall	13
Visitor Provided	5
Total Provided	40
On-site Bicycle Parking Requirements	
Class 1: 1.25 stall/unit	19
Class 2: 0.2 stall/unit	3
Food Class 1 Stalls Required	19
Food Class 2 Stalls Required	22
Total Class 2 Stalls Provided	3

- 6.7m Maneuvering Aisle with 4.3m Vertical Clearance
- Electric Vehicle Plug-ins
- Pie-Ducting for Future Wiring
- Convertible Unit

PARKING PLAN
 SCALE 3/32" = 1'-0"

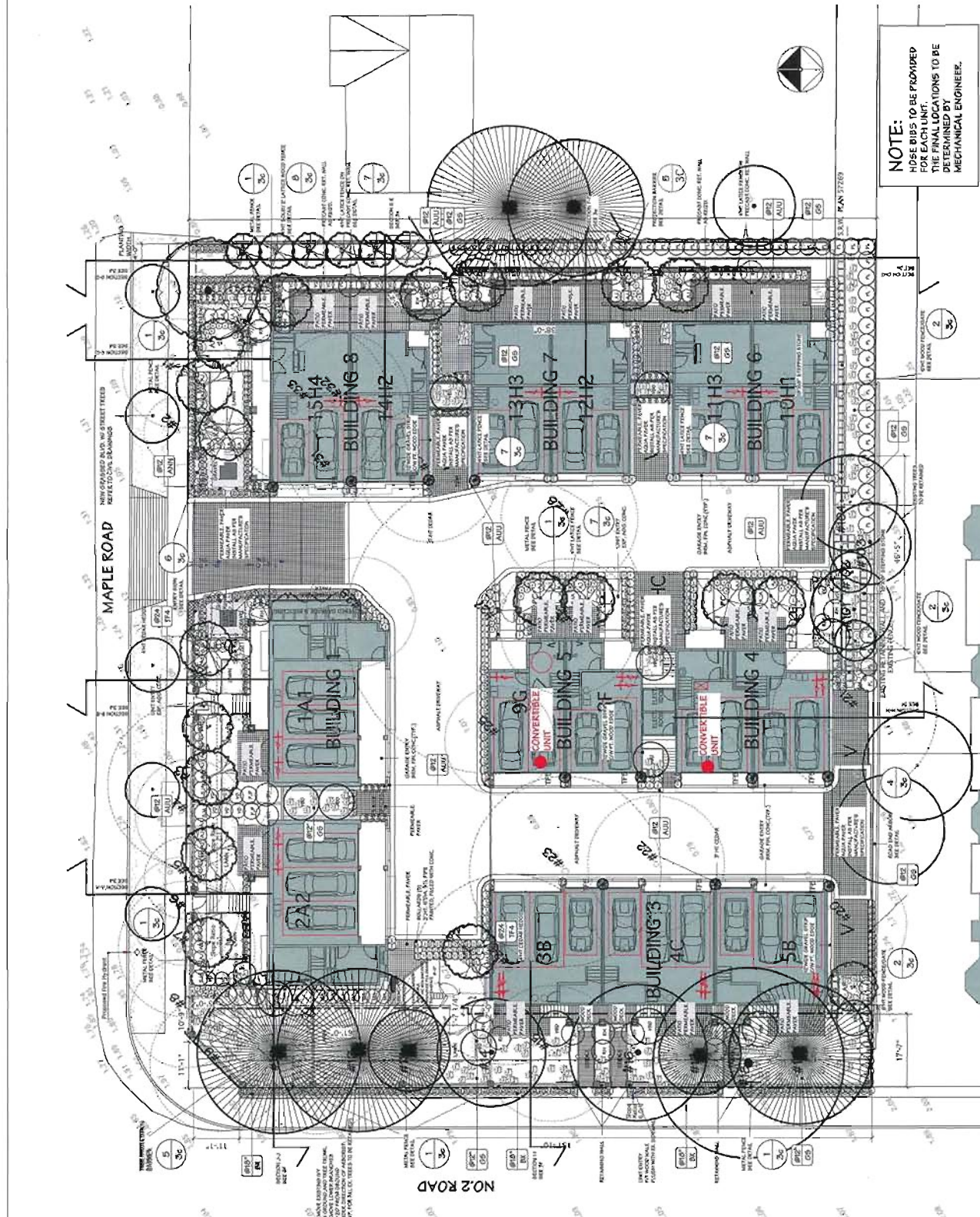
3/20/13
 SUNSHINE TRAVEL
 23RD FLOOR PARK LEVEL

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100	1" = 10'-0"

ITO & ASSOCIATES
 Landscape Architects
 1000 E 5th Ave, #414
 Portland, OR 97232
 Tel: (503) 255-5299
 Email: Ito@itoassoc.com

HARRINGTON COURT
 RICHMOND

Drawing Title
LANDSCAPE PLAN



NOTE:
 HOSE BIBS TO BE PROVIDED
 FOR EACH UNIT.
 THE FINAL LOCATIONS TO BE
 DETERMINED BY
 MECHANICAL ENGINEERS.

AUG 20 2013 PLAN # 6 DP 12-624891

3a

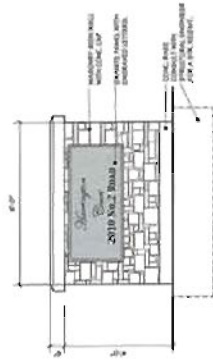
NOTES

- 1. ALL WOOD SHALL BE PRESURE TREATED FOR S.A.S.
- 2. ALL WOOD SHALL BE STAINED WITH SLOAN'S PRESERVE WITH UV PROTECTION AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO APPLICATION.
- 3. ALL METALS SHALL BE GALVANIZED.
- 4. ALL METALS SHALL BE PROVIDED WITH METAL LATCH ASSEMBLIES.
- 5. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
- 6. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
- 7. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
- 8. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
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- 19. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.
- 20. SEE SPECIFICATIONS FOR MATERIALS AND FINISHES.

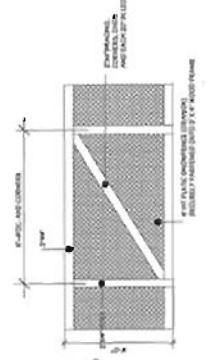
ITO ASSOCIATES
 LANDSCAPE ARCHITECTS
 1842 E. 300 Ave.
 Vancouver, BC, V6H 1M2
 TEL: (604) 275-1009
 Email: info@itoassociates.com

**HARRINGTON COURT
 RICHMOND**

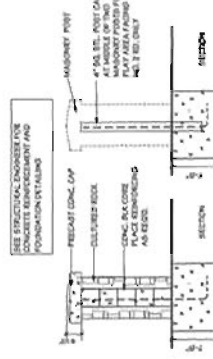
DETAILS



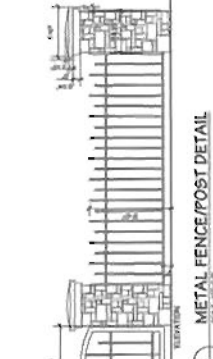
5 ENTRY SIGN
 8'-0" WIDE
 4'-0" HIGH



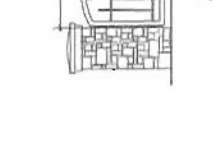
6 TREE PROTECTION BARRIER
 8'-0" WIDE
 4'-0" HIGH



7 STEEL POST FOR CHILDREN PLAY AREA
 4" DIA. STEEL PIPE
 8'-0" HIGH



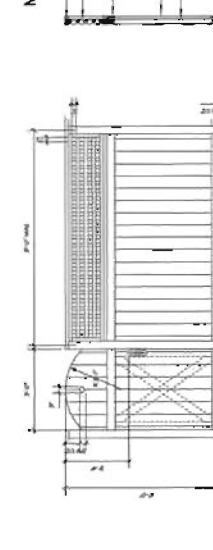
8 METAL FENCE/POST DETAIL
 4" WIDE
 6"-8" HIGH



9 MASONRY POST
 4" DIA. STEEL PIPE
 8'-0" HIGH



10 4'-0" HIGH LATTICE FENCE
 8'-0" WIDE
 4'-0" HIGH



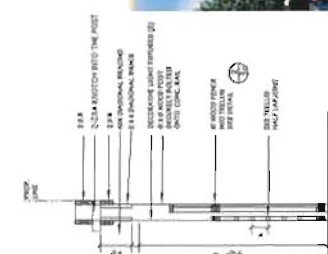
11 6'-0" HIGH WOOD FENCE
 8'-0" WIDE
 6'-0" HIGH



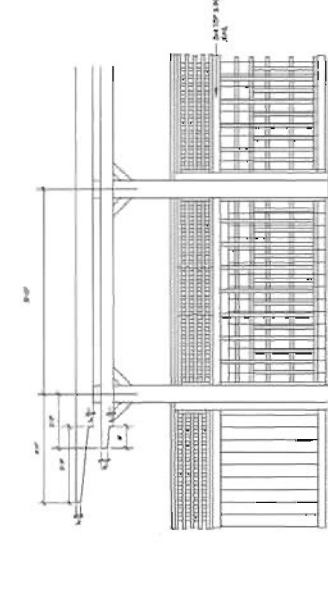
12 ROAD END TRELLIS
 8'-0" WIDE
 6'-0" HIGH



13 WOOD RACK
 8'-0" WIDE
 6'-0" HIGH



14 BENCH
 8'-0" WIDE
 6'-0" HIGH



15 BIKE RACK
 8'-0" WIDE
 6'-0" HIGH



BIKE RACK
 LOOP BIKE RACK 83
 AVAILABLE AT REC TEC INDUSTRIES INC.
 (804)940-0987

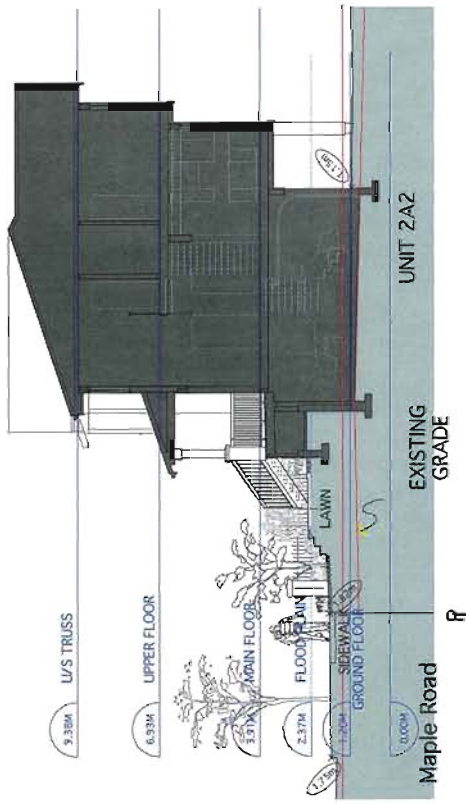


BENCH BY
 SARITA FURNITURE
 888-472-7482

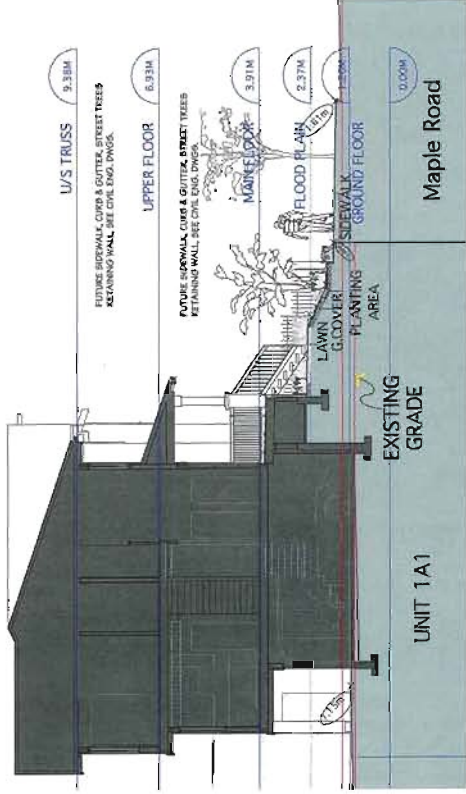


KOMPAN
 TRIPLE SHIFTER
 M7021P

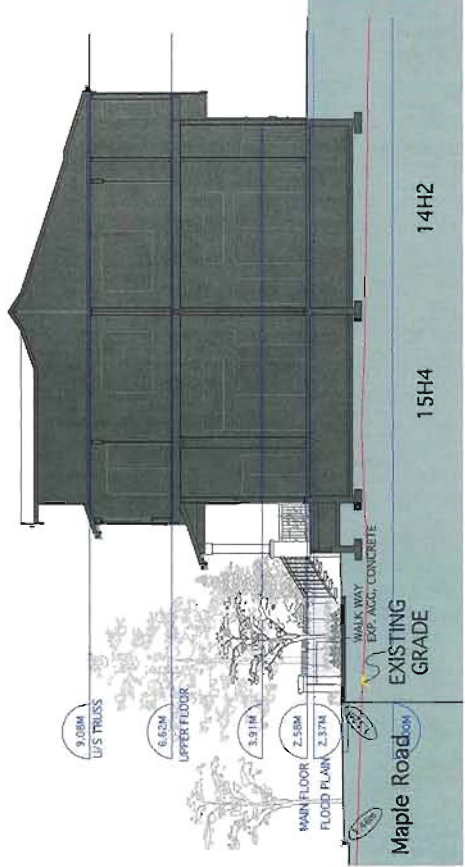
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING ACT AND REGULATIONS.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA FIRE CODE.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA ELECTRICAL CODE.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA PLUMBING AND MECHANICAL CODE.
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA GAS CODE.
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA SOIL CONSTRUCTION AND FOUNDATION CODE.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA WOOD PRESERVATION ACT.
 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA WEATHER RESISTIVE BARRIER CODE.
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA WINDOW AND GLASS CODE.
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA YARD SIGNAGE BY-LAW.
 11. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA ZONING BY-LAW.
 12. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA ACCESSIBILITY ACT AND REGULATIONS.
 13. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA ENVIRONMENTAL ACT AND REGULATIONS.
 14. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA OCCUPATIONAL SAFETY AND HEALTH ACT AND REGULATIONS.
 15. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA WORKERS COMPENSATION ACT AND REGULATIONS.
 16. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA EMPLOYMENT STANDARDS ACT AND REGULATIONS.
 17. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA LABOR RELATIONS ACT AND REGULATIONS.
 18. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA TRADE DISPUTES ACT AND REGULATIONS.
 19. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA TRADE UNION ACT AND REGULATIONS.
 20. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA TRADE UNION CERTIFICATION ACT AND REGULATIONS.



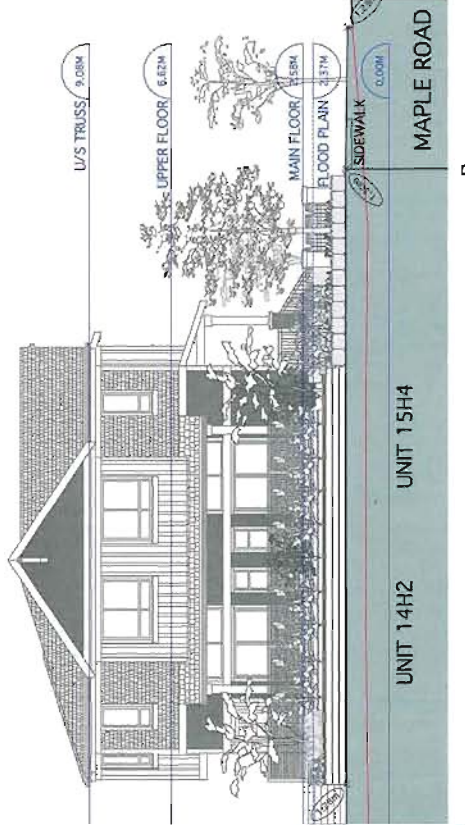
SECTION A-A
 SCALE: 3/16" = 1'-0"



SECTION B-B
 SCALE: 3/16" = 1'-0"



SECTION C-C
 SCALE: 3/16" = 1'-0"



SECTION D-D
 SCALE: 3/16" = 1'-0"

ITO
 4 ASSOCIATES
 1941 Kingsway
 Vancouver, BC V6V 1W2
 TEL: (604) 253-5008
 Email: info@itovinc.com

HARRINGTON COURT
 RICHMOND

SECTION

DATE	DESCRIPTION
2013.08.02	ISSUED FOR PERMIT
2013.07.15	REVISED PER COMMENTS
2013.07.05	ISSUED FOR PERMIT
2013.06.15	REVISED PER COMMENTS
2013.06.05	ISSUED FOR PERMIT
2013.05.15	REVISED PER COMMENTS
2013.05.05	ISSUED FOR PERMIT
2013.04.15	REVISED PER COMMENTS
2013.04.05	ISSUED FOR PERMIT
2013.03.15	REVISED PER COMMENTS
2013.03.05	ISSUED FOR PERMIT
2013.02.15	REVISED PER COMMENTS
2013.02.05	ISSUED FOR PERMIT
2013.01.15	REVISED PER COMMENTS
2013.01.05	ISSUED FOR PERMIT

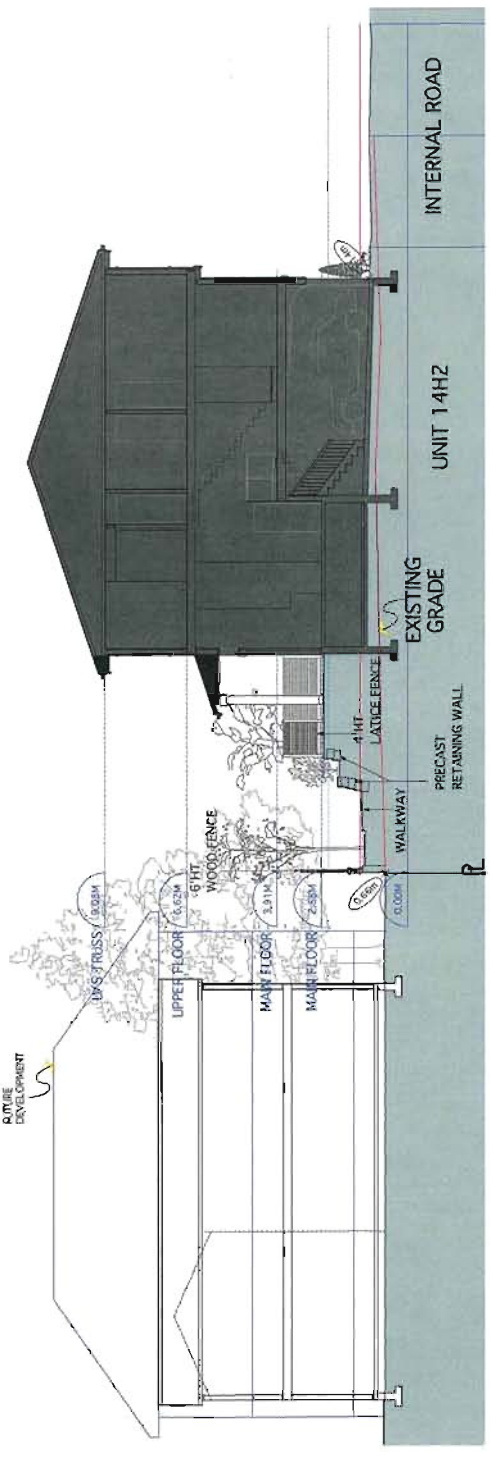
3d

AUG 20 2013 *PLAN #9* **BP 12-624891**

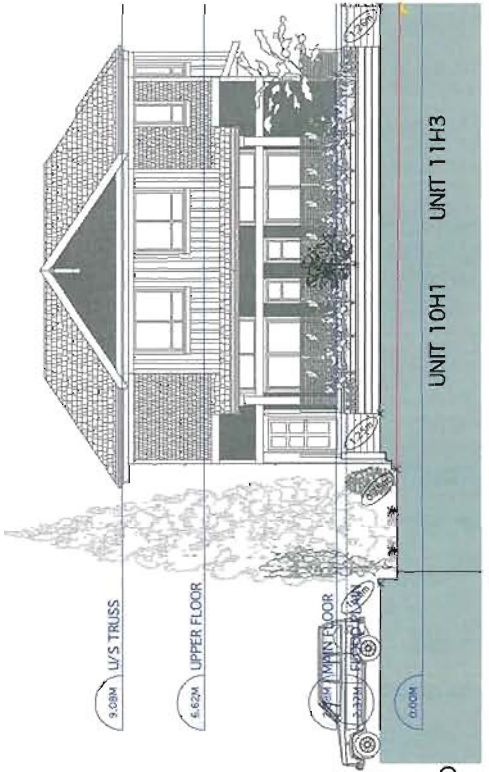
ITO ASSOCIATES
 Landscape Architecture
 1842 E 8th Ave.
 Vancouver, BC V6H 1W2
 TEL: (604) 253-0009
 Email: Itoassociates.com

ITO
 ASSOCIATES
 Landscape Architecture
 1842 E 8th Ave.
 Vancouver, BC V6H 1W2
 TEL: (604) 253-0009
 Email: Itoassociates.com

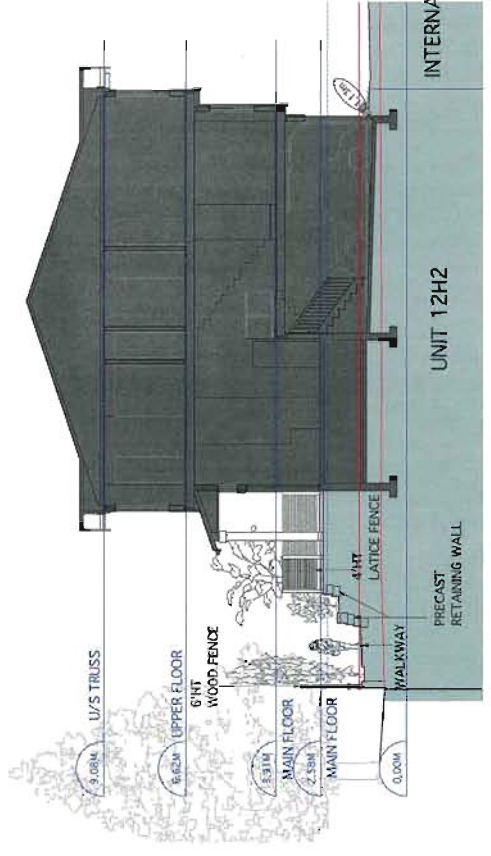
MARININGTON COURT
 RICHMOND



SECTION E-E
 SCALE: 3/16" = 1'-0"



SECTION G-G
 SCALE: 3/16" = 1'-0"
 AUG 20 2013

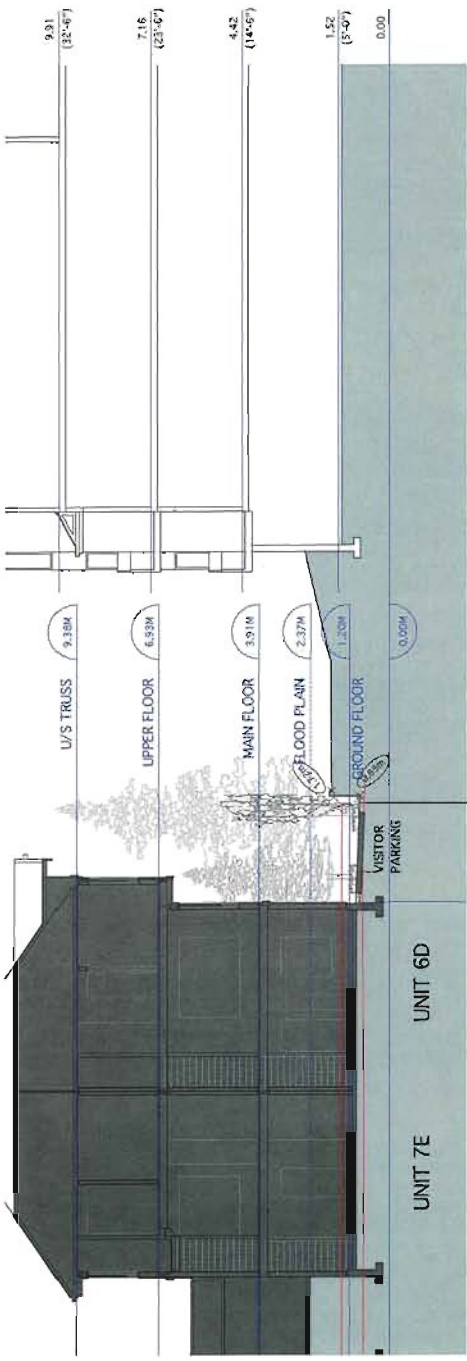


SECTION F-F
 SCALE: 3/16" = 1'-0"

PLAN # 10 BP 12--624891

3e

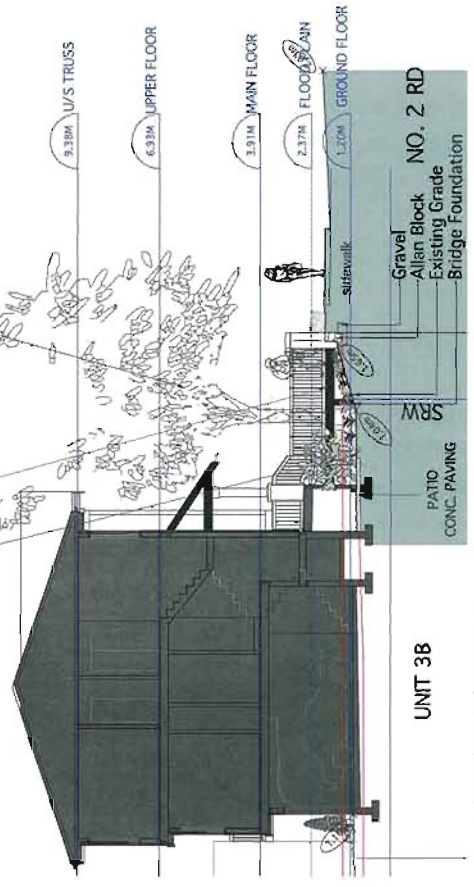
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Date	08
Drawn	08
Checked	08
Scale	3/16" = 1'-0"
Sheet	10



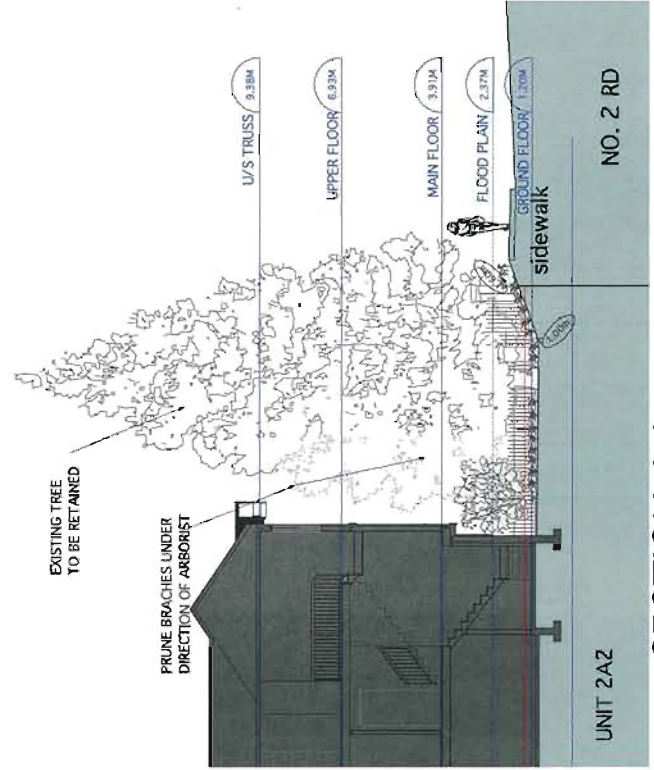
SECTION H-H
SCALE: 3/16" = 1'-0"

SUSPENDED WOOD ENTRY WALK WHERE EXISTING TREE TO BE TRIMMED TO MINIMIZE DISTURBANCE TO ROOTS PROVIDE DRAINAGE TO REMOVE EXCESSIVE STORM WATER

EXISTING TREE TO BE RETAINED AND ON TREE ADD 4" HOLLOW CORE MANURE CUTWATER INTO EX SOIL WITHOUT DISTURBING EX ROOTS PLANT WITH STATION POND TUBS.



SECTION I-I
SCALE: 3/16" = 1'-0"



SECTION J-J
SCALE: 3/16" = 1'-0"

EXISTING TREE TO BE RETAINED

PRUNE BRACHES UNDER DIRECTION OF ARBORIST

LEGEND

1	Site
2	Site
3	Site
4	Site
5	Site
6	Site
7	Site
8	Site
9	Site
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93	Site
94	Site
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96	Site
97	Site
98	Site
99	Site
100	Site

ITO ASSOCIATES
Landscape Architects
1842 E 5th Ave.
Vancouver, BC V6R 1W2
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Email: tovar@itoassociates.com

MARRINGTON COURT
RICHMOND

SECTION

NO.	DATE	BY
1	10/12/10	ML
2	02/18/11	ML
3	03/27	ML

3f

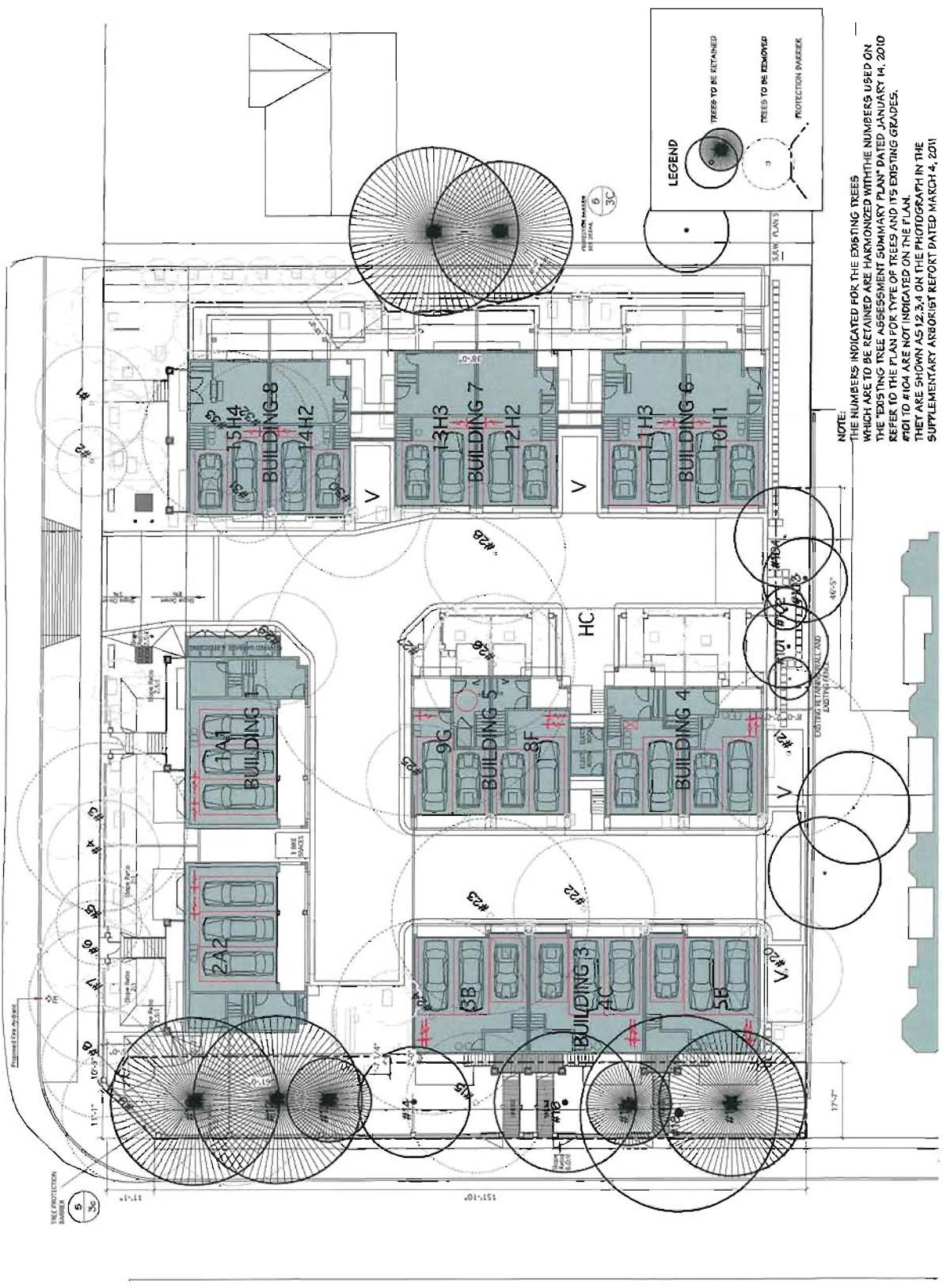
AUG 20 2013 PLAN # 11 DP 12-624891

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 EMAIL: ITO@ITOASSOCIATES.COM

HARRINGTON COURT
 RICHMOND

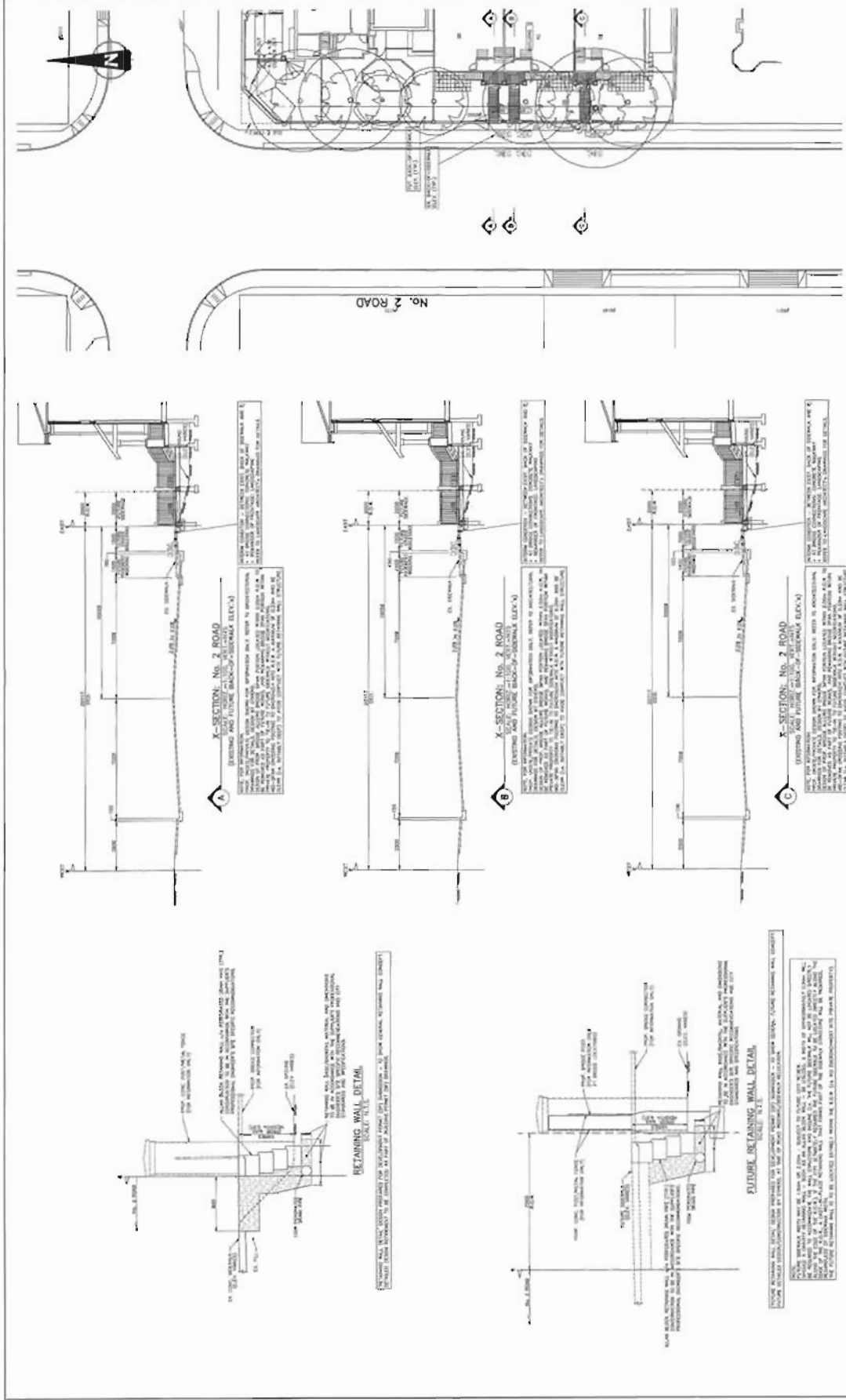
Drawing Title
EXISTING TREE PRESERVATION PLAN



NOTE:
 THE NUMBERS INDICATED FOR THE EXISTING TREES WHICH ARE TO BE RETAINED ARE HARRONIZED WITH THE NUMBERS USED ON THE "EXISTING TREE ASSESSMENT SUMMARY PLAN" DATED JANUARY 14, 2010 REFER TO THAT PLAN FOR TYPE OF TREES AND IT'S EXISTING GRAVES. #101 TO #104 ARE NOT INDICATED ON THE PLAN. THEY ARE SHOWN AS 12.3.4 ON THE PHOTOGRAPH IN THE SUPPLEMENTARY ARBOREST REPORT DATED MARCH 4, 2011

3g

AUG 20 2013 PLAN #12 DP 12-624891



PLAN #16A

No. 2 ROAD
PUBLIC/PRIVATE INTERFACE
 (DEVELOPMENT PROP. AND FUTURE PROP.-ASSOCIATED WITH PUBLIC ROAD WEEDING IMPROVEMENTS)
 9160 No. 2 ROAD

NO.	DATE	BY	CHK.	DESCRIPTION
1	18/02/13	AK	AK	ISSUE FOR PRELIMINARY PERMIT
2	18/02/13	AK	AK	ISSUE FOR PRELIMINARY PERMIT
3	18/02/13	AK	AK	ISSUE FOR PRELIMINARY PERMIT
4	18/02/13	AK	AK	ISSUE FOR PRELIMINARY PERMIT

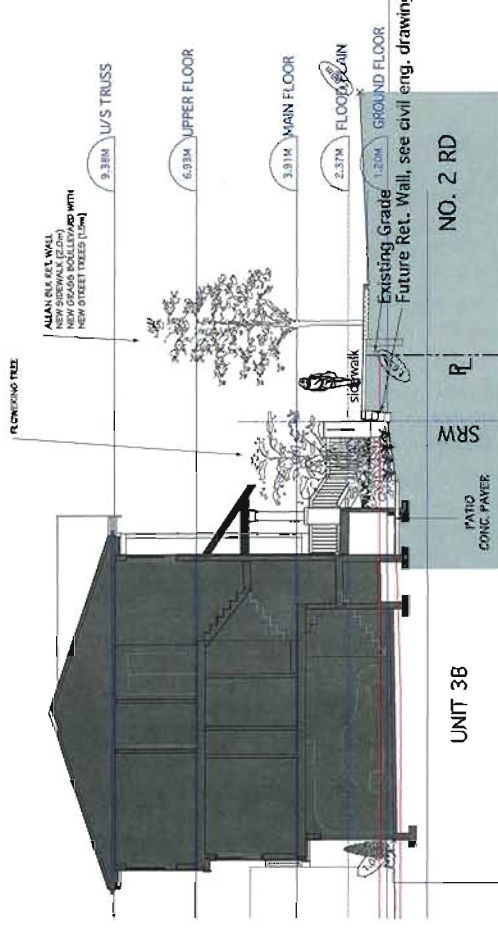
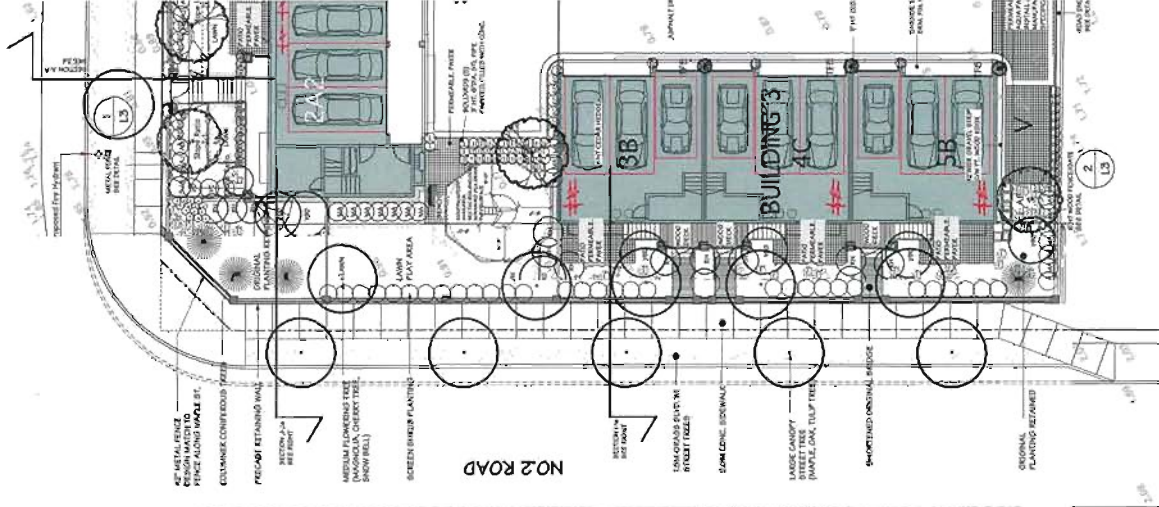
MPT ENGINEERING CO. LTD.
 WESTERN MAPLE LANE HOLDINGS LTD.

DATE: AUG 20 2013
 PLAN #16A
 PROJECT: No. 2 ROAD PUBLIC/PRIVATE INTERFACE (DEVELOPMENT PROP. AND FUTURE PROP.-ASSOCIATED WITH PUBLIC ROAD WEEDING IMPROVEMENTS)
 SHEET NO: 1 OF 1
 SCALE: 1:200

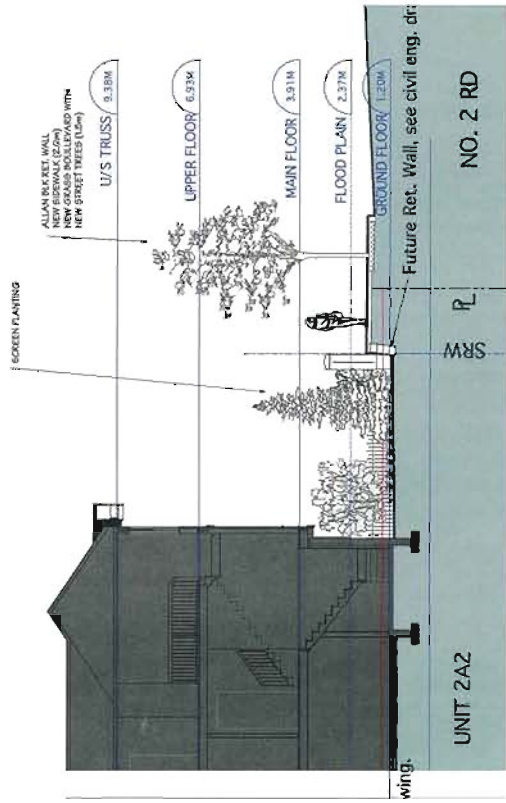
NOTES:

- RETAINING WALLS ARE BASED ON CITY OF TORONTO 19% SETBACK, 10% FOOTING, 10% CURB, 10% SIDEWALK, 10% DRIVEWAY, 10% DRIVE, 10% FRONT YARD.
- CONTRACTOR TO CONFIRM RETAINING WALL HEIGHT, NUMBER OF WALLS, AND LOCATION WITH CITY OF TORONTO.
- RETAINING WALLS TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF TORONTO 19% SETBACK, 10% FOOTING, 10% CURB, 10% SIDEWALK, 10% DRIVEWAY, 10% DRIVE, 10% FRONT YARD.
- ALL RETAINING WALLS TO BE CONSTRUCTED IN ACCORDANCE WITH CITY OF TORONTO 19% SETBACK, 10% FOOTING, 10% CURB, 10% SIDEWALK, 10% DRIVEWAY, 10% DRIVE, 10% FRONT YARD.

AUG 20 2013
 PLAN #16A
 DP 12-624891



SECTION I-Ha
SCALE: 3/16" = 1'-0"



SECTION J-Ja
SCALE: 3/16" = 1'-0"

1.00 1.01 1.02 1.03 1.04 1.05 1.06 1.07 1.08 1.09 1.10 1.11 1.12 1.13 1.14 1.15 1.16 1.17 1.18 1.19 1.20 1.21 1.22 1.23 1.24 1.25 1.26 1.27 1.28 1.29 1.30 1.31 1.32 1.33 1.34 1.35 1.36 1.37 1.38 1.39 1.40 1.41 1.42 1.43 1.44 1.45 1.46 1.47 1.48 1.49 1.50 1.51 1.52 1.53 1.54 1.55 1.56 1.57 1.58 1.59 1.60 1.61 1.62 1.63 1.64 1.65 1.66 1.67 1.68 1.69 1.70 1.71 1.72 1.73 1.74 1.75 1.76 1.77 1.78 1.79 1.80 1.81 1.82 1.83 1.84 1.85 1.86 1.87 1.88 1.89 1.90 1.91 1.92 1.93 1.94 1.95 1.96 1.97 1.98 1.99 2.00 2.01 2.02 2.03 2.04 2.05 2.06 2.07 2.08 2.09 2.10 2.11 2.12 2.13 2.14 2.15 2.16 2.17 2.18 2.19 2.20 2.21 2.22 2.23 2.24 2.25 2.26 2.27 2.28 2.29 2.30 2.31 2.32 2.33 2.34 2.35 2.36 2.37 2.38 2.39 2.40 2.41 2.42 2.43 2.44 2.45 2.46 2.47 2.48 2.49 2.50 2.51 2.52 2.53 2.54 2.55 2.56 2.57 2.58 2.59 2.60 2.61 2.62 2.63 2.64 2.65 2.66 2.67 2.68 2.69 2.70 2.71 2.72 2.73 2.74 2.75 2.76 2.77 2.78 2.79 2.80 2.81 2.82 2.83 2.84 2.85 2.86 2.87 2.88 2.89 2.90 2.91 2.92 2.93 2.94 2.95 2.96 2.97 2.98 2.99 3.00 3.01 3.02 3.03 3.04 3.05 3.06 3.07 3.08 3.09 3.10 3.11 3.12 3.13 3.14 3.15 3.16 3.17 3.18 3.19 3.20 3.21 3.22 3.23 3.24 3.25 3.26 3.27 3.28 3.29 3.30 3.31 3.32 3.33 3.34 3.35 3.36 3.37 3.38 3.39 3.40 3.41 3.42 3.43 3.44 3.45 3.46 3.47 3.48 3.49 3.50 3.51 3.52 3.53 3.54 3.55 3.56 3.57 3.58 3.59 3.60 3.61 3.62 3.63 3.64 3.65 3.66 3.67 3.68 3.69 3.70 3.71 3.72 3.73 3.74 3.75 3.76 3.77 3.78 3.79 3.80 3.81 3.82 3.83 3.84 3.85 3.86 3.87 3.88 3.89 3.90 3.91 3.92 3.93 3.94 3.95 3.96 3.97 3.98 3.99 4.00 4.01 4.02 4.03 4.04 4.05 4.06 4.07 4.08 4.09 4.10 4.11 4.12 4.13 4.14 4.15 4.16 4.17 4.18 4.19 4.20 4.21 4.22 4.23 4.24 4.25 4.26 4.27 4.28 4.29 4.30 4.31 4.32 4.33 4.34 4.35 4.36 4.37 4.38 4.39 4.40 4.41 4.42 4.43 4.44 4.45 4.46 4.47 4.48 4.49 4.50 4.51 4.52 4.53 4.54 4.55 4.56 4.57 4.58 4.59 4.60 4.61 4.62 4.63 4.64 4.65 4.66 4.67 4.68 4.69 4.70 4.71 4.72 4.73 4.74 4.75 4.76 4.77 4.78 4.79 4.80 4.81 4.82 4.83 4.84 4.85 4.86 4.87 4.88 4.89 4.90 4.91 4.92 4.93 4.94 4.95 4.96 4.97 4.98 4.99 5.00 5.01 5.02 5.03 5.04 5.05 5.06 5.07 5.08 5.09 5.10 5.11 5.12 5.13 5.14 5.15 5.16 5.17 5.18 5.19 5.20 5.21 5.22 5.23 5.24 5.25 5.26 5.27 5.28 5.29 5.30 5.31 5.32 5.33 5.34 5.35 5.36 5.37 5.38 5.39 5.40 5.41 5.42 5.43 5.44 5.45 5.46 5.47 5.48 5.49 5.50 5.51 5.52 5.53 5.54 5.55 5.56 5.57 5.58 5.59 5.60 5.61 5.62 5.63 5.64 5.65 5.66 5.67 5.68 5.69 5.70 5.71 5.72 5.73 5.74 5.75 5.76 5.77 5.78 5.79 5.80 5.81 5.82 5.83 5.84 5.85 5.86 5.87 5.88 5.89 5.90 5.91 5.92 5.93 5.94 5.95 5.96 5.97 5.98 5.99 6.00 6.01 6.02 6.03 6.04 6.05 6.06 6.07 6.08 6.09 6.10 6.11 6.12 6.13 6.14 6.15 6.16 6.17 6.18 6.19 6.20 6.21 6.22 6.23 6.24 6.25 6.26 6.27 6.28 6.29 6.30 6.31 6.32 6.33 6.34 6.35 6.36 6.37 6.38 6.39 6.40 6.41 6.42 6.43 6.44 6.45 6.46 6.47 6.48 6.49 6.50 6.51 6.52 6.53 6.54 6.55 6.56 6.57 6.58 6.59 6.60 6.61 6.62 6.63 6.64 6.65 6.66 6.67 6.68 6.69 6.70 6.71 6.72 6.73 6.74 6.75 6.76 6.77 6.78 6.79 6.80 6.81 6.82 6.83 6.84 6.85 6.86 6.87 6.88 6.89 6.90 6.91 6.92 6.93 6.94 6.95 6.96 6.97 6.98 6.99 7.00 7.01 7.02 7.03 7.04 7.05 7.06 7.07 7.08 7.09 7.10 7.11 7.12 7.13 7.14 7.15 7.16 7.17 7.18 7.19 7.20 7.21 7.22 7.23 7.24 7.25 7.26 7.27 7.28 7.29 7.30 7.31 7.32 7.33 7.34 7.35 7.36 7.37 7.38 7.39 7.40 7.41 7.42 7.43 7.44 7.45 7.46 7.47 7.48 7.49 7.50 7.51 7.52 7.53 7.54 7.55 7.56 7.57 7.58 7.59 7.60 7.61 7.62 7.63 7.64 7.65 7.66 7.67 7.68 7.69 7.70 7.71 7.72 7.73 7.74 7.75 7.76 7.77 7.78 7.79 7.80 7.81 7.82 7.83 7.84 7.85 7.86 7.87 7.88 7.89 7.90 7.91 7.92 7.93 7.94 7.95 7.96 7.97 7.98 7.99 8.00 8.01 8.02 8.03 8.04 8.05 8.06 8.07 8.08 8.09 8.10 8.11 8.12 8.13 8.14 8.15 8.16 8.17 8.18 8.19 8.20 8.21 8.22 8.23 8.24 8.25 8.26 8.27 8.28 8.29 8.30 8.31 8.32 8.33 8.34 8.35 8.36 8.37 8.38 8.39 8.40 8.41 8.42 8.43 8.44 8.45 8.46 8.47 8.48 8.49 8.50 8.51 8.52 8.53 8.54 8.55 8.56 8.57 8.58 8.59 8.60 8.61 8.62 8.63 8.64 8.65 8.66 8.67 8.68 8.69 8.70 8.71 8.72 8.73 8.74 8.75 8.76 8.77 8.78 8.79 8.80 8.81 8.82 8.83 8.84 8.85 8.86 8.87 8.88 8.89 8.90 8.91 8.92 8.93 8.94 8.95 8.96 8.97 8.98 8.99 9.00 9.01 9.02 9.03 9.04 9.05 9.06 9.07 9.08 9.09 9.10 9.11 9.12 9.13 9.14 9.15 9.16 9.17 9.18 9.19 9.20 9.21 9.22 9.23 9.24 9.25 9.26 9.27 9.28 9.29 9.30 9.31 9.32 9.33 9.34 9.35 9.36 9.37 9.38 9.39 9.40 9.41 9.42 9.43 9.44 9.45 9.46 9.47 9.48 9.49 9.50 9.51 9.52 9.53 9.54 9.55 9.56 9.57 9.58 9.59 9.60 9.61 9.62 9.63 9.64 9.65 9.66 9.67 9.68 9.69 9.70 9.71 9.72 9.73 9.74 9.75 9.76 9.77 9.78 9.79 9.80 9.81 9.82 9.83 9.84 9.85 9.86 9.87 9.88 9.89 9.90 9.91 9.92 9.93 9.94 9.95 9.96 9.97 9.98 9.99 10.00

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 4 ASSOCIATES
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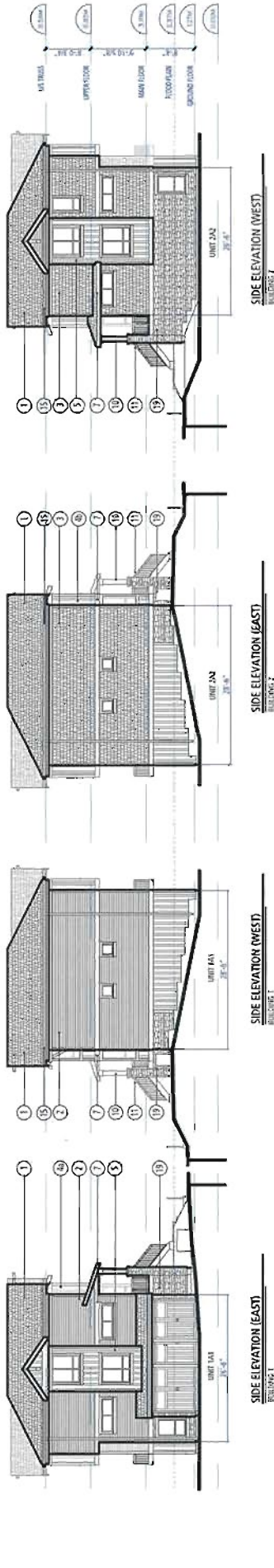
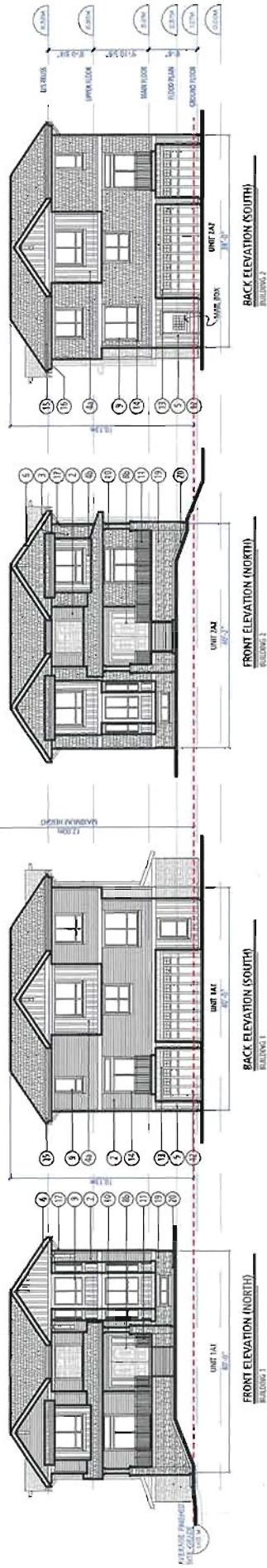
HARRINGTON COURT
 RICHMOND

LANDSCAPE CONCEPT
 PLAN for POST
 ROAD WIDENING

DATE	DESCRIPTION
12/14/11	PRELIMINARY
02/07/12	REVISED
05/24/12	REVISED
08/01/12	REVISED
09/11/12	REVISED
10/22/12	REVISED
11/05/12	REVISED
11/14/12	REVISED
12/04/12	REVISED
01/08/13	REVISED
02/19/13	REVISED
03/27/13	REVISED
04/24/13	REVISED
05/21/13	REVISED
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11/01/14	REVISED
12/01/14	REVISED

3j
 AUG 20 2013 PLAN 14 DP 12-624891

100%
DATE: 08/20/2013



EXTERIOR FINISHES SCHEDULE

1	PAINT	APPLICATOR	APPLICATOR
2	PAINT	APPLICATOR	APPLICATOR
3	PAINT	APPLICATOR	APPLICATOR
4	PAINT	APPLICATOR	APPLICATOR
5	PAINT	APPLICATOR	APPLICATOR
6	PAINT	APPLICATOR	APPLICATOR
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23	PAINT	APPLICATOR	APPLICATOR
24	PAINT	APPLICATOR	APPLICATOR
25	PAINT	APPLICATOR	APPLICATOR



BUILDING 1 & 2 ELEVATIONS
SCALE 1/8" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

AUG 20 2013

PLAN#4

PLAN # 15

DP 12-624891

100%
DATE: 08/20/2013

FOUGERRE
ARCHITECTURE INC.
 202-242-0466
 1000 Avenue Road
 Toronto, ON M5R 1A5
 Canada
 Tel: 416-223-8888
 Fax: 416-223-8889
 www.fougerre.com

1/2" = 1'-0"



FRONT ELEVATION (WEST)



BACK ELEVATION (EAST)



SIDE ELEVATION (NORTH)

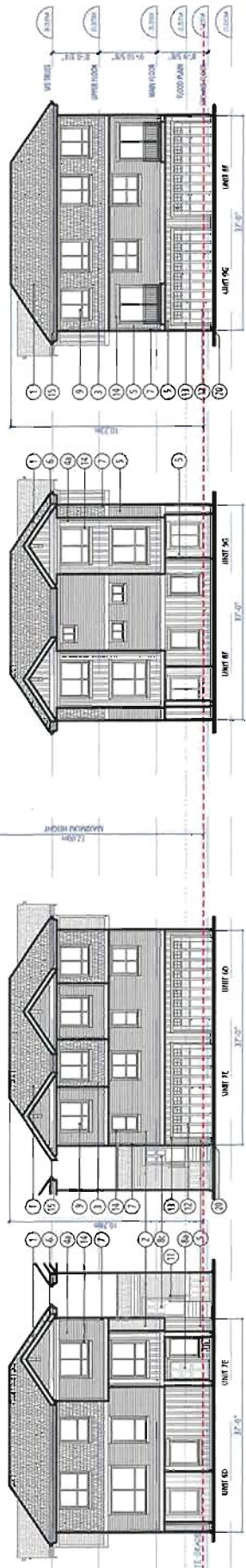


SIDE ELEVATION (SOUTH)

EXTERIOR FINISHES SCHEDULE	
1	CONCRETE
2	PAINT
3	BRICK
4	WOOD Siding
5	WOOD SHAKES
6	WOOD SHAKES
7	WOOD SHAKES
8	WOOD SHAKES
9	WOOD SHAKES
10	WOOD SHAKES
11	WOOD SHAKES
12	WOOD SHAKES
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16	WOOD SHAKES
17	WOOD SHAKES
18	WOOD SHAKES
19	WOOD SHAKES
20	WOOD SHAKES



BUILDING 3 ELEVATIONS
SCALE: 1/8" = 1'-0"

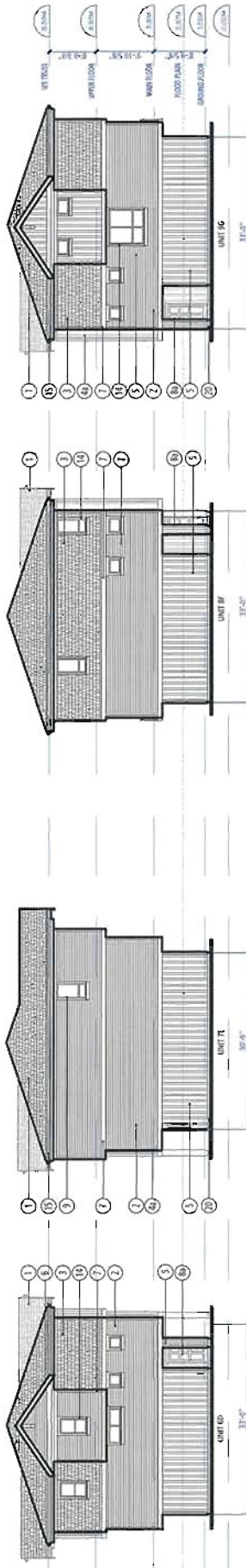


FRONT ELEVATION (EAST)
BUILDING 4
UNIT 6D
31'-0"

FRONT ELEVATION (WEST)
BUILDING 4
UNIT 7E
31'-0"

BACK ELEVATION (WEST)
BUILDING 4
UNIT 6C
31'-0"

BACK ELEVATION (EAST)
BUILDING 4
UNIT 5C
31'-0"



SIDE ELEVATION (SOUTH)
BUILDING 5
UNIT 6D
31'-0"

SIDE ELEVATION (NORTH)
BUILDING 5
UNIT 5G
31'-0"

SIDE ELEVATION (SOUTH)
BUILDING 5
UNIT 6F
31'-0"

SIDE ELEVATION (NORTH)
BUILDING 5
UNIT 5H
31'-0"

FINISHES/NOTES SCHEDULE

1	ZOVAT CONCRETE
2	CONCRETE
3	BRICK
4	BRICK
5	BRICK
6	BRICK
7	BRICK
8	BRICK
9	BRICK
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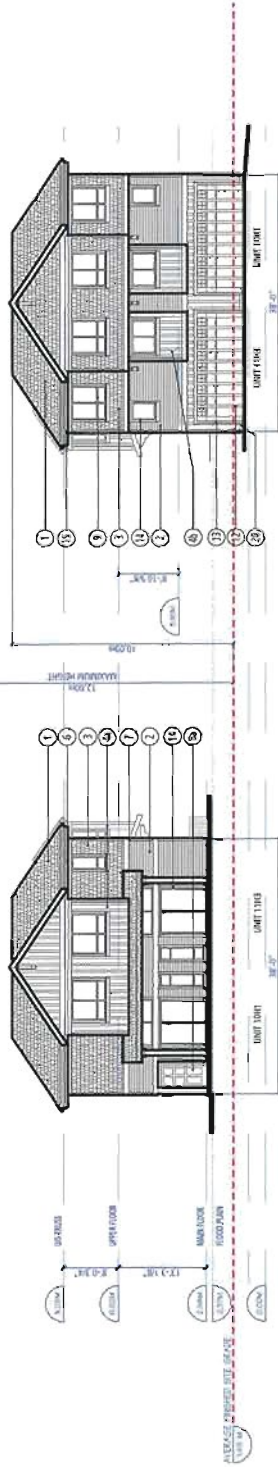
BUILDING 4 & 5 ELEVATIONS
SCALE 1/8" = 1'-0"



HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

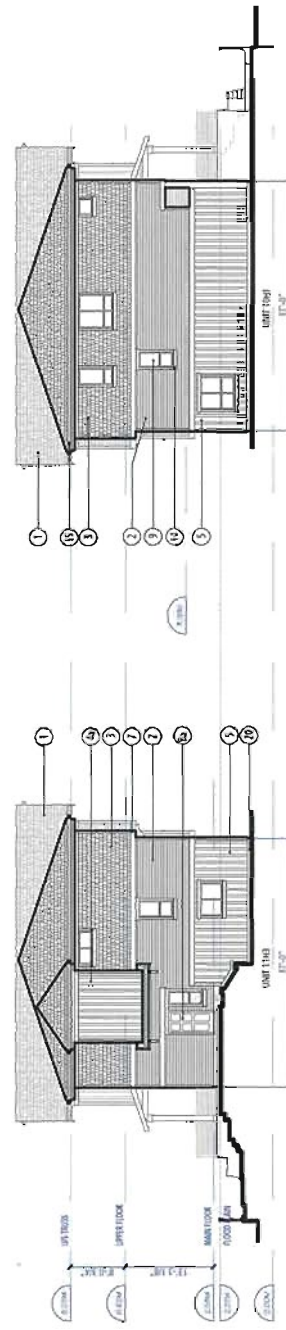
PLAN# 12-624-891
AUG 20 2013
PLAN# 17 DP

PLAN 12 - NATURAL LIGHT



BACK ELEVATION (WEST)

FRONT ELEVATION (EAST)



SIDE ELEVATION (SOUTH)

SIDE ELEVATION (NORTH)

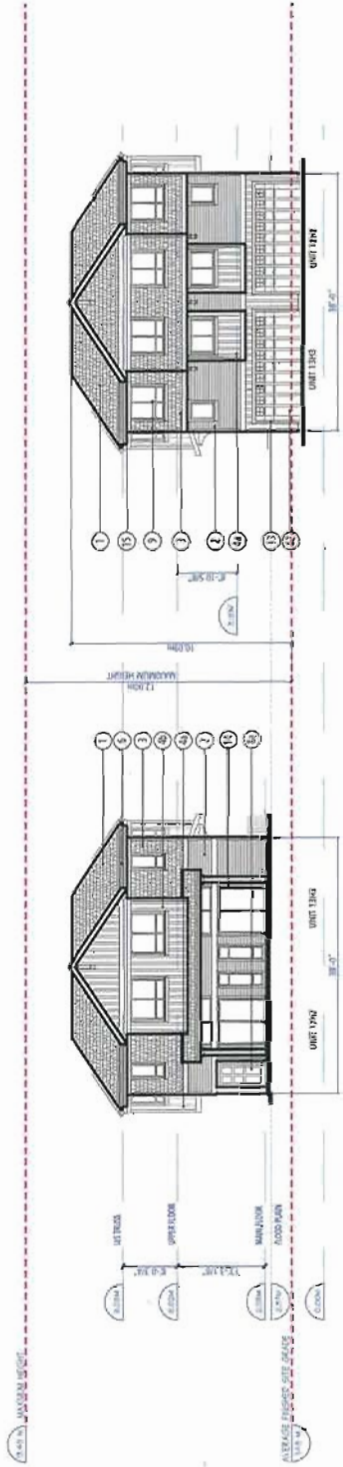
EXTERIOR FINISHES SCHEDULE	
1	SPONGE POLYURETHANE
2	PAINTS - General Purpose, Washable Wood
3	PAINTS - Semi-Gloss, Washable Wood
4	PAINTS - Semi-Gloss, Washable Wood
5	PAINTS - Semi-Gloss, Washable Wood
6	PAINTS - Semi-Gloss, Washable Wood
7	PAINTS - Semi-Gloss, Washable Wood
8	PAINTS - Semi-Gloss, Washable Wood
9	PAINTS - Semi-Gloss, Washable Wood
10	PAINTS - Semi-Gloss, Washable Wood
11	PAINTS - Semi-Gloss, Washable Wood
12	PAINTS - Semi-Gloss, Washable Wood
13	PAINTS - Semi-Gloss, Washable Wood
14	PAINTS - Semi-Gloss, Washable Wood
15	PAINTS - Semi-Gloss, Washable Wood
16	PAINTS - Semi-Gloss, Washable Wood
17	PAINTS - Semi-Gloss, Washable Wood
18	PAINTS - Semi-Gloss, Washable Wood
19	PAINTS - Semi-Gloss, Washable Wood
20	PAINTS - Semi-Gloss, Washable Wood



BUILDING 6 ELEVATIONS
SCALE 1/8" = 1'-0"

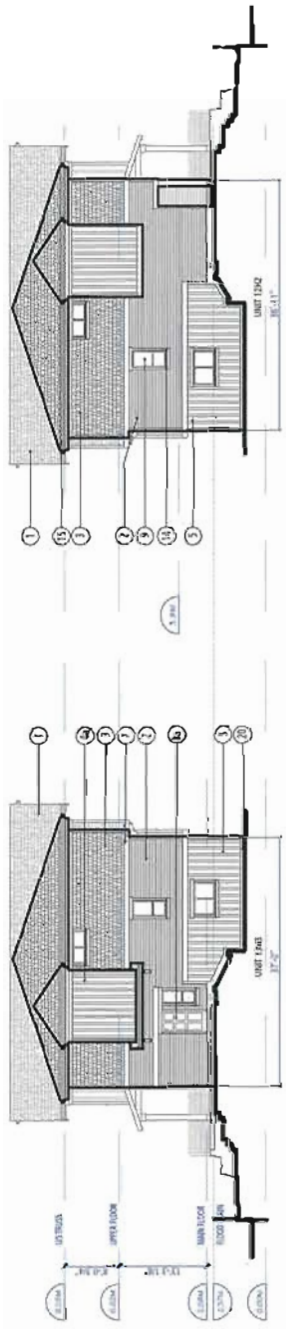
HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd

PLAN#8
 AUG 2 0 2013
 PLAN#19 DP 12-624891



BACK ELEVATION (WEST)

FRONT ELEVATION (EAST)



SIDE ELEVATION (SOUTH)

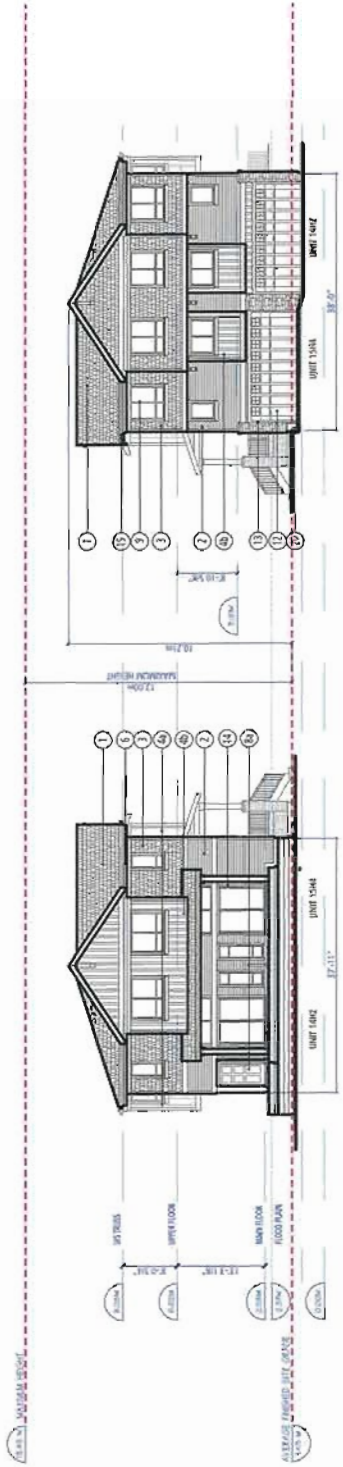
SIDE ELEVATION (NORTH)

EXTERIOR FINISHES SCHEDULE

1	PAVING - ASPHALT CONCRETE - 100mm (4")
2	PAVING - ASPHALT CONCRETE - 100mm (4")
3	PAVING - ASPHALT CONCRETE - 100mm (4")
4	PAVING - ASPHALT CONCRETE - 100mm (4")
5	PAVING - ASPHALT CONCRETE - 100mm (4")
6	PAVING - ASPHALT CONCRETE - 100mm (4")
7	PAVING - ASPHALT CONCRETE - 100mm (4")
8	PAVING - ASPHALT CONCRETE - 100mm (4")
9	PAVING - ASPHALT CONCRETE - 100mm (4")
10	PAVING - ASPHALT CONCRETE - 100mm (4")
11	PAVING - ASPHALT CONCRETE - 100mm (4")
12	PAVING - ASPHALT CONCRETE - 100mm (4")
13	PAVING - ASPHALT CONCRETE - 100mm (4")
14	PAVING - ASPHALT CONCRETE - 100mm (4")
15	PAVING - ASPHALT CONCRETE - 100mm (4")
16	PAVING - ASPHALT CONCRETE - 100mm (4")
17	PAVING - ASPHALT CONCRETE - 100mm (4")
18	PAVING - ASPHALT CONCRETE - 100mm (4")
19	PAVING - ASPHALT CONCRETE - 100mm (4")
20	PAVING - ASPHALT CONCRETE - 100mm (4")

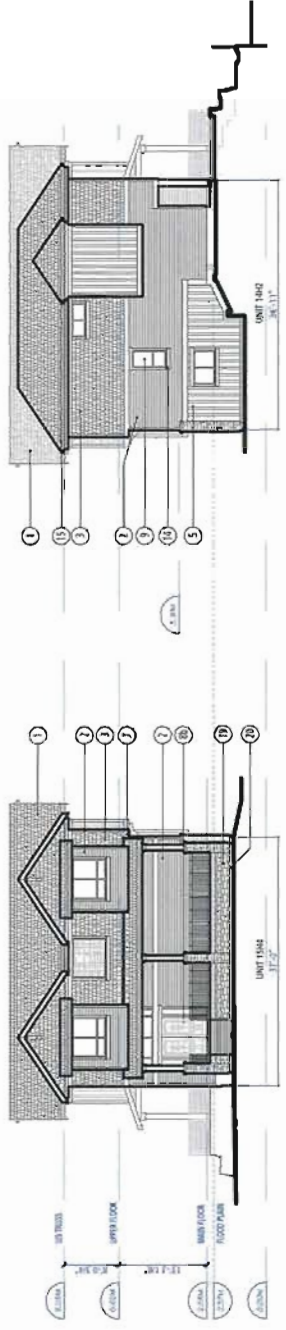
BUILDING 7 ELEVATIONS
 SCALE 1/8" = 1'-0"





FRONT ELEVATION (EAST)

BACK ELEVATION (WEST)



SIDE ELEVATION (NORTH)

SIDE ELEVATION (SOUTH)

SAVANNA PROGRESS SCHEDULE

1	FOUNDATION
2	CONCRETE FOUNDATION
3	BRICK FOUNDATION
4	BRICK FOUNDATION
5	BRICK FOUNDATION
6	BRICK FOUNDATION
7	BRICK FOUNDATION
8	BRICK FOUNDATION
9	BRICK FOUNDATION
10	BRICK FOUNDATION
11	BRICK FOUNDATION
12	BRICK FOUNDATION
13	BRICK FOUNDATION
14	BRICK FOUNDATION
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16	BRICK FOUNDATION
17	BRICK FOUNDATION
18	BRICK FOUNDATION
19	BRICK FOUNDATION
20	BRICK FOUNDATION

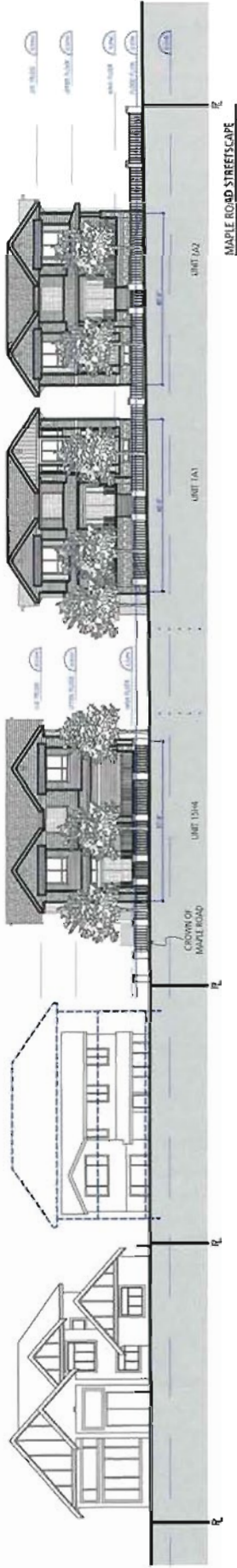


BUILDING 8 ELEVATIONS
SCALE 1/8" = 1'-0"

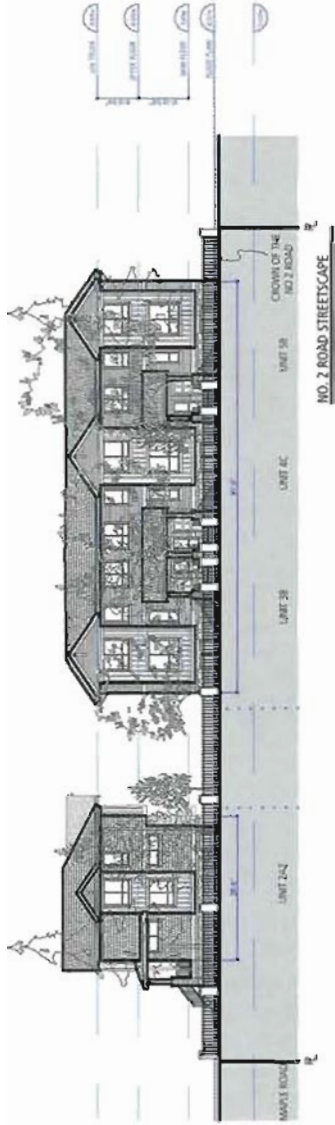
HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

AUG 20 2013

PLAN # 20 TP 17 - 624891



MAPLE ROAD STREETScape



1027 ROAD STREETScape

SITE STREETSAPES
SCALE 3/32" = 1'-0"



HARRINGTON COURT
for
Western Maple Lane Holdings Ltd
AUG 20 2013

DP 1248001 / AUG 24, 2011
FOUGERE
ARCHITECTS INC.
200-1007 DUNDAS STREET WEST
TORONTO, ONTARIO M5G 1C8
TEL: 416-593-8282
WWW.FOUGEREARCHITECTS.COM

PLAN#118
PLAN 21
DP 12-624891



NO. 2 ROAD STREETSCAPE



MAPLE ROAD STREETSCAPE

SITE STREETSCAPES

SCALE 3/32" = 1'-0"



HARRINGTON COURT

for
Western Maple Lane Holdings Ltd

AUG 20 2013

PLAN#14a

PLAN#22 DP 12-624891



WEST STREETSCAPE



SOUTH STREETSCAPE

SITE STREETSCAPES

SCALE 3/32" = 1'-0"



HARRINGTON COURT

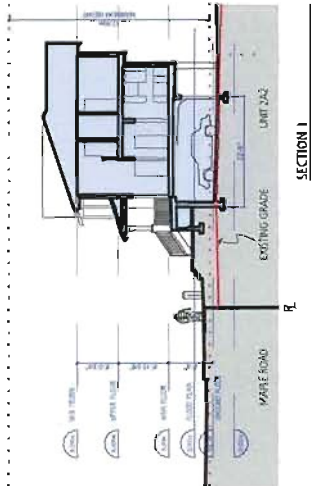
for Western Maple Lane Holdings Ltd

AUG 2 0 2013

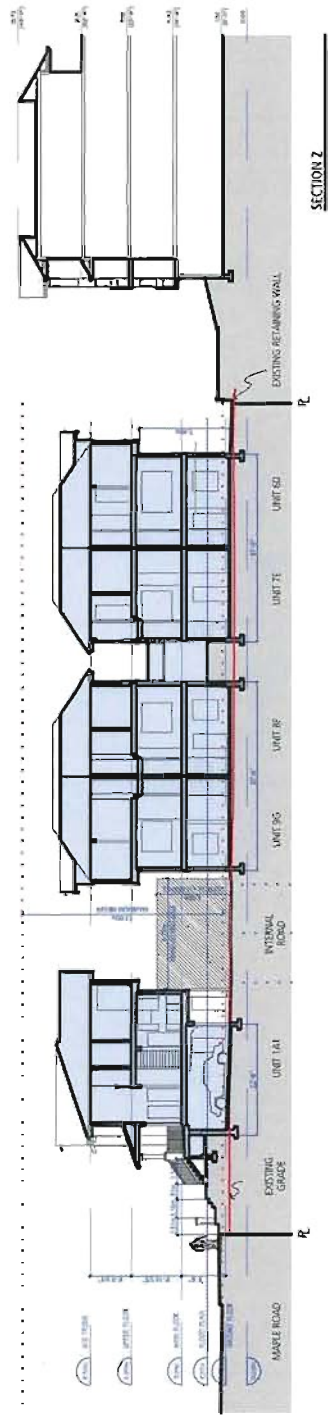
PLAN#H14b

DP 12/26/01 REV 03, 2013
FOUGERE
 architecture inc.
 202-202 Quebec Street
 Montreal, QC H3B 2R2
 telephone: 514-333-2882
 info@fougerearchitecture.com

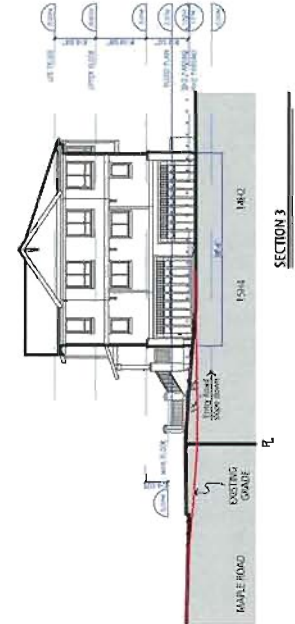
Plan # 23 DP 12-624891



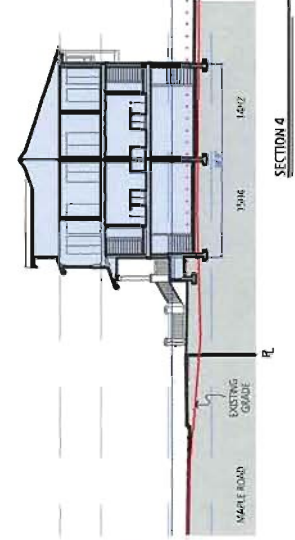
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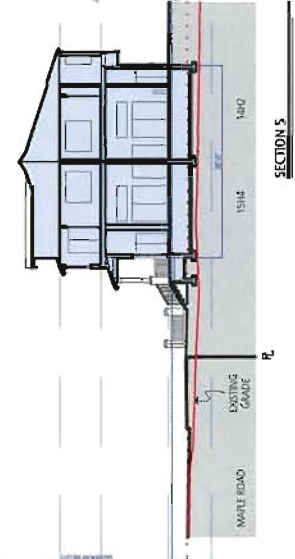
SECTION 2



SECTION 3



SECTION 4



SECTION 5



SITE SECTION
SCALE 3/32" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

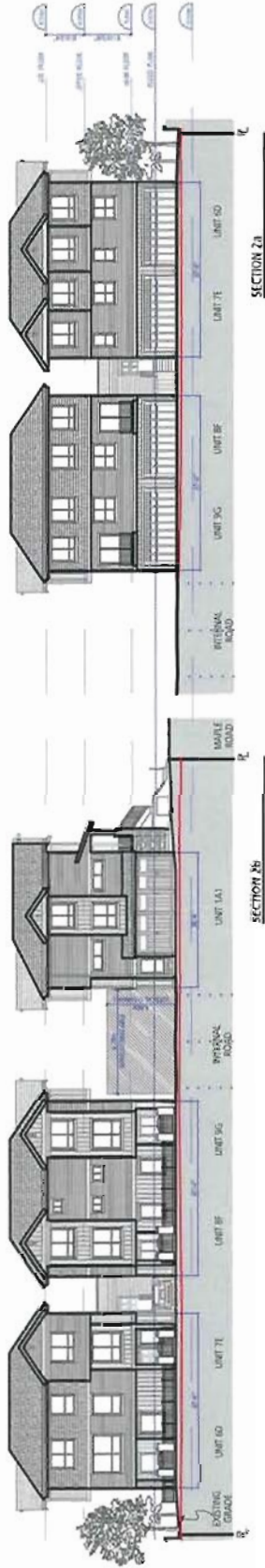
AUG 20 2013

PLANNING



DP 1342001 REV 12, 2013
FOUGERE
Architecture Inc.
302-450-0400
302-450-0401
302-450-0402
302-450-0403
302-450-0404
302-450-0405
302-450-0406
302-450-0407
302-450-0408
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302-450-0415
302-450-0416
302-450-0417
302-450-0418
302-450-0419
302-450-0420

PLAN # 214 DP 12-624891



SECTION 2a



SECTION 3a



SECTION 5a

SITE STREETSCAPES

SCALE 3/32" = 1'-0"



HARRINGTON COURT

for Western Maple Lane Holdings Ltd

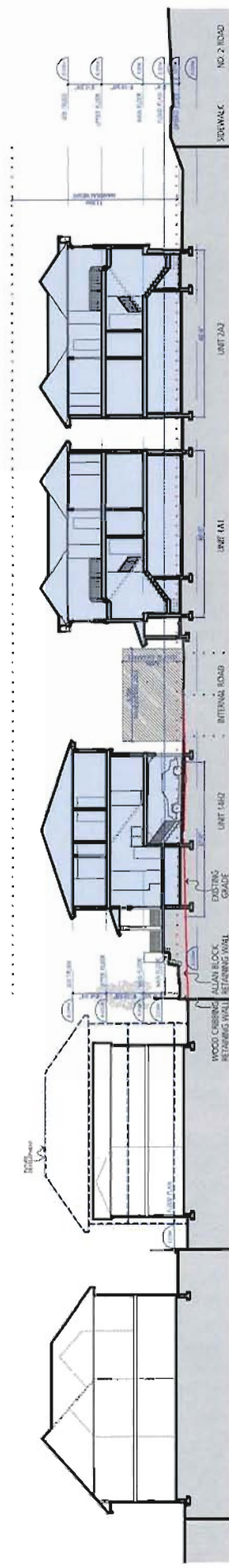
AUG 20 2013

PLAN # 25

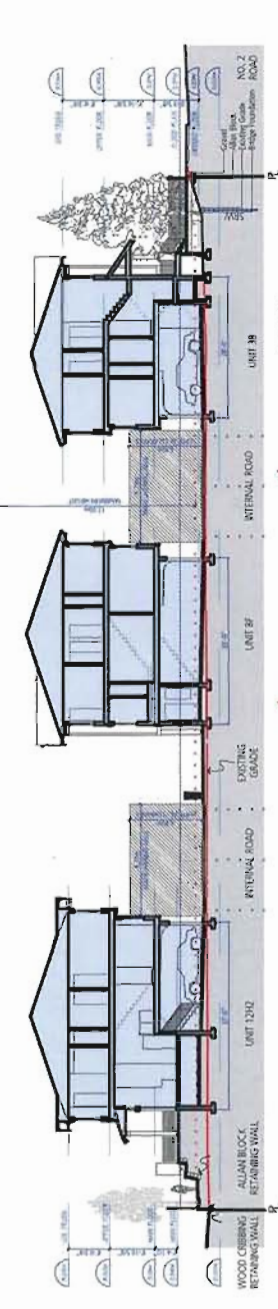
DP 12-624-891

FOUGERE
 ARCHITECTURE INC.
200-2420 DUNDAS STREET WEST
 MISSISSAUGA, ONTARIO L4X 1L3
 TEL: (905) 277-2897
 FAX: (905) 277-2898

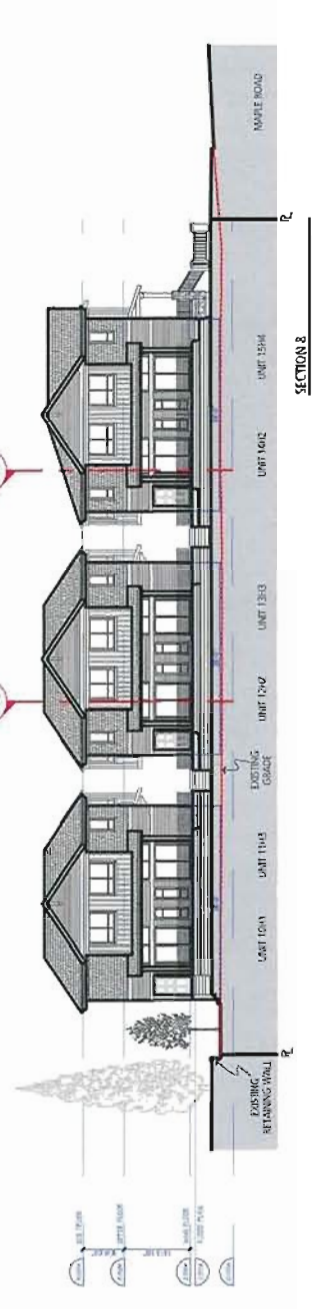
P 12-624-891 REV 24, 2011



SECTION 6



SECTION 7



SECTION 8

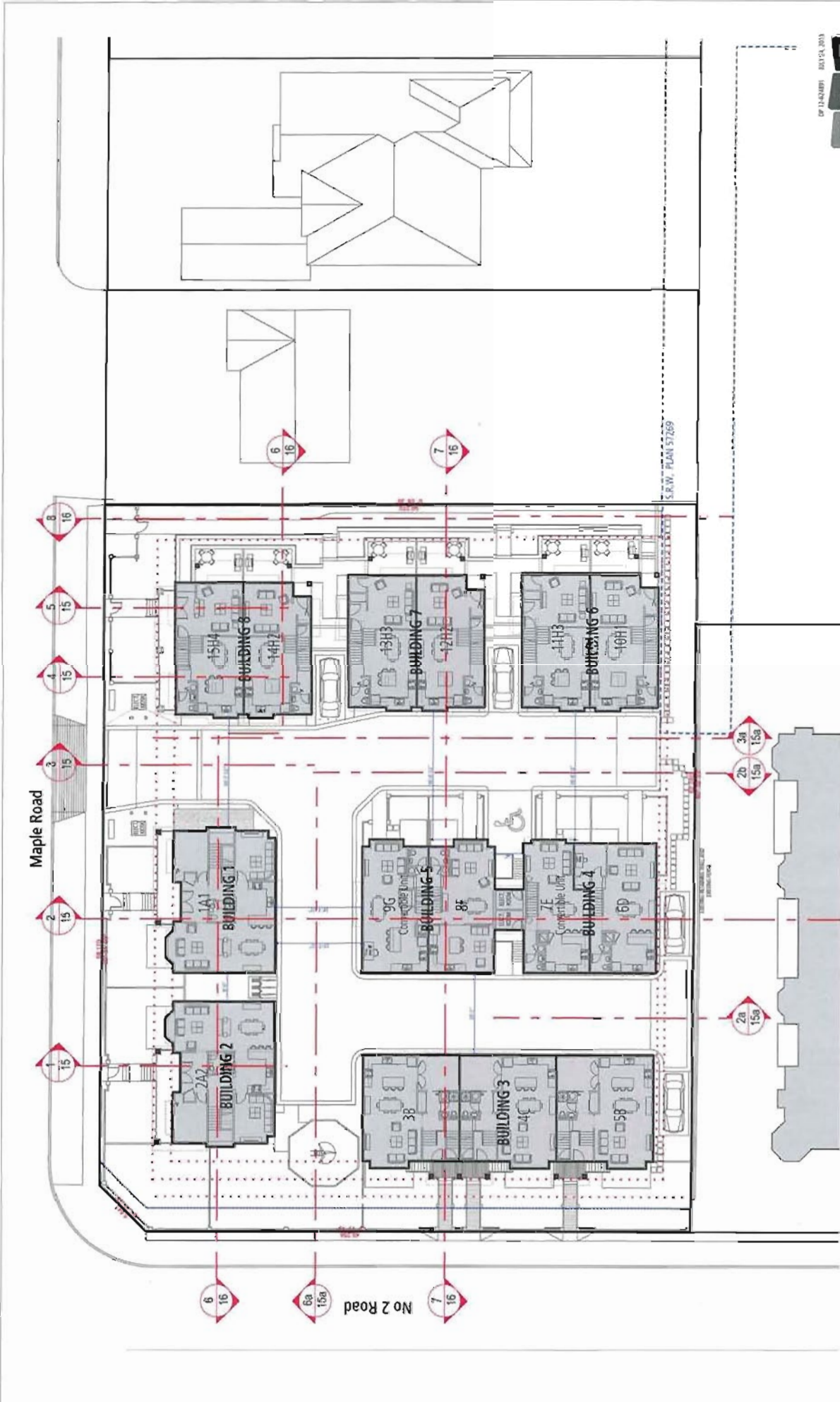


SITE SECTION
 SCALE 3/32" = 1'-0"

HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd
 AUG 20 2013

DP 1428916 JUL 14, 2013
FOUGERE
 ARCHITECTURE LTD.
 201-242-2444
 1000-1000
 1000-1000

PLAN#16
 DP 12-624891
 PLAN 12-26 DP



MAIN FLOOR PLAN
SCALE 3/32" = 1'-0"

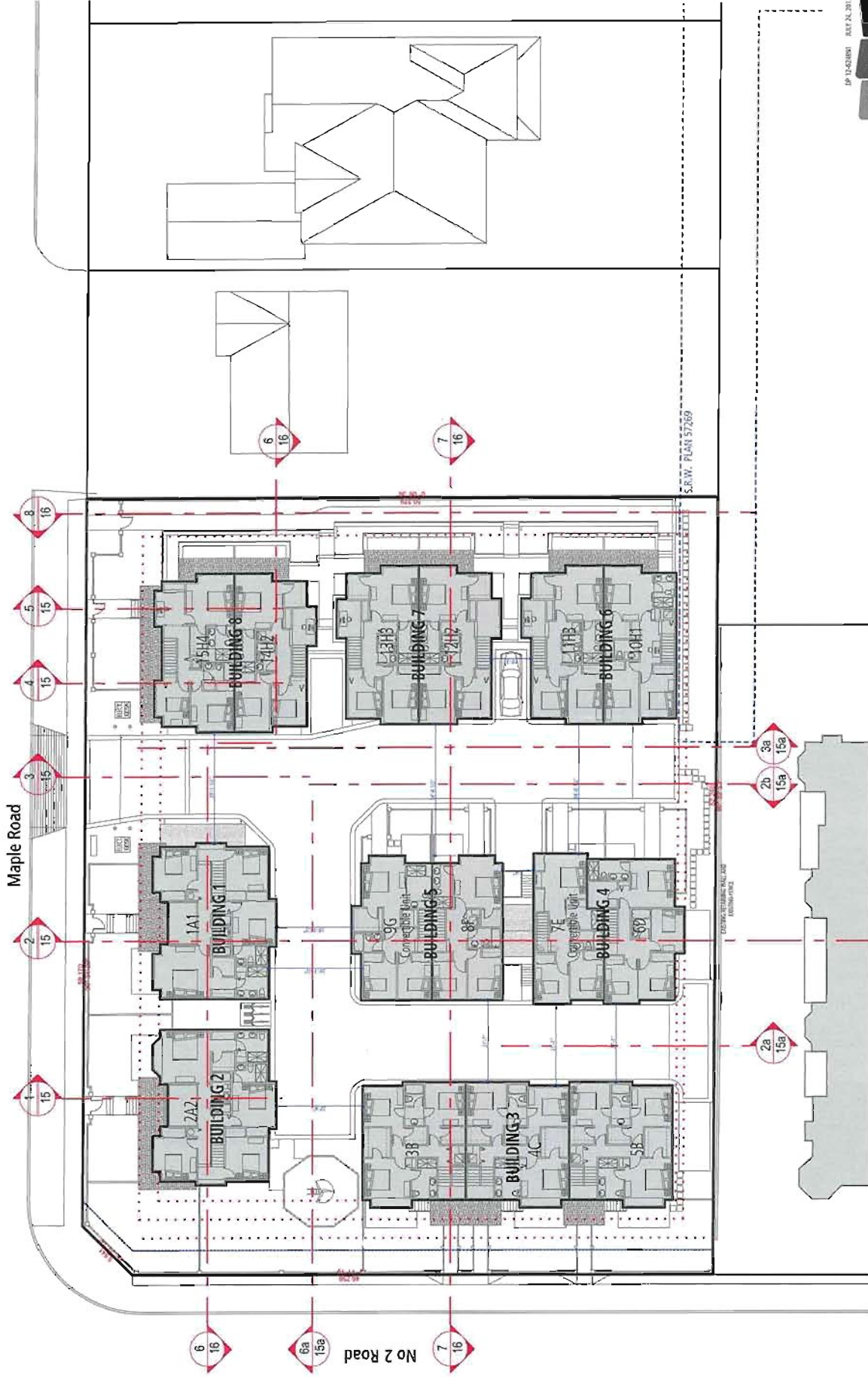
HARRINGTON COURT
for
Western Maple Lane Mouldings Ltd

AUG. 2. 0' 2013

PLAN#1cd



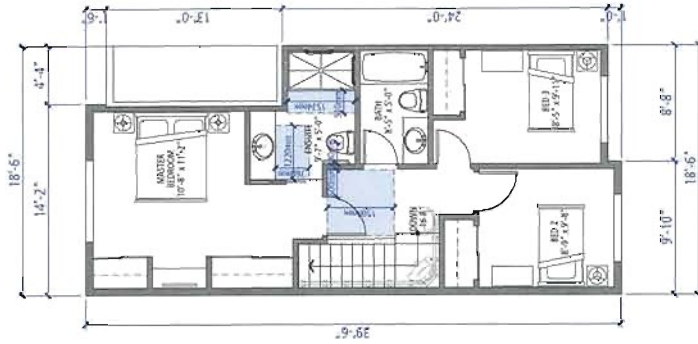
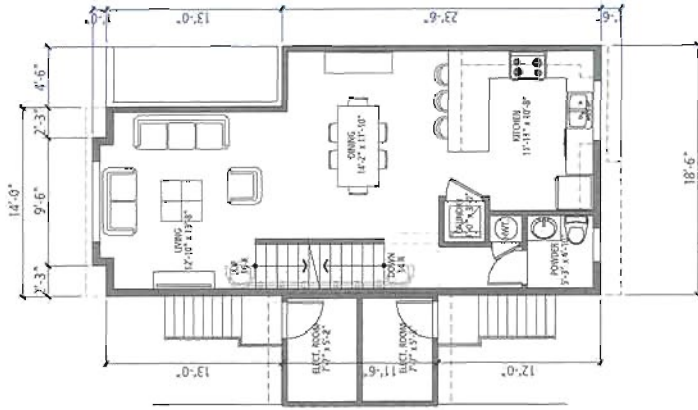
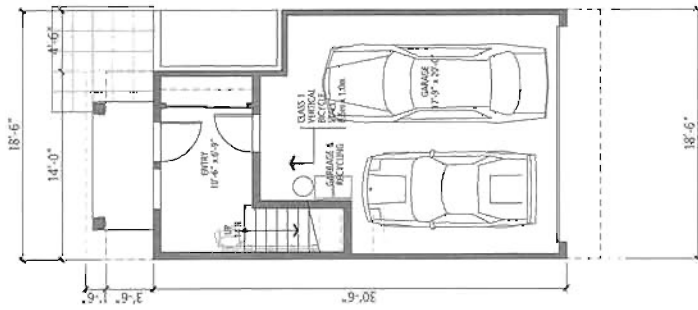
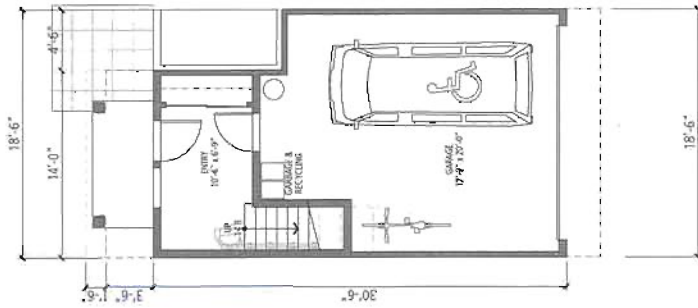
REFERENCE PLAN **DP 12-024891**



UPPER FLOOR PLAN
SCALE 3/32" = 1'-0"



S.R.W. PLAN 57269



GROUND FLOOR
Accessible Parking Stall

GROUND FLOOR
Regular Parking Stall

MAIN FLOOR

UPPER FLOOR

Summary of the Convertible Unit Features Checklist as Submitted

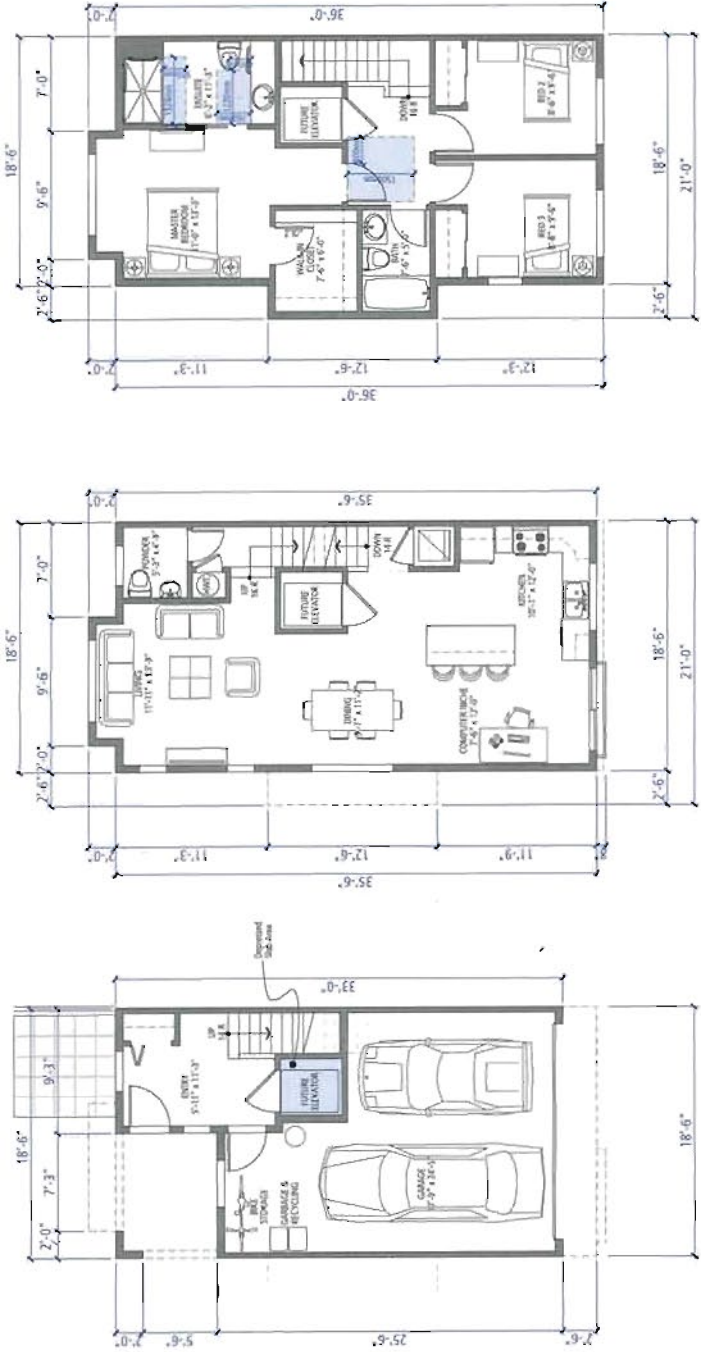
- Entry doors minimum 863 mm clear opening, but ideally 914 mm.
- Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side.
- Interior doors to entry & main living areas, min. 800 mm clear opening, (2'8" sliding or 2'10" swinging door spec.) with flush thresholds max. 13mm height.
- Vertical lift (as per manufacturer spec.) depressed slab area, landings, and framing to accommodate shaft construction.
- Hallways minimum 900 mm width
- Door from garage to living area minimum 800 mm clear opening.
- Min. clear opening 860 mm clear opening to Patios and Balconies.
- Toilet clear floor space min. 1020 mm at side and in front
- Interior Doors to main living areas, 1 bedroom and 1 bedroom min 800 mm clear opening with flush thresholds max. 13 mm height.
- Wall blocking for future installation of grab-bars (toilet, tub and shower)
- Clear area needed under future work space. Plumbing and gas pipes (in-wall and in-floor) located clear of under counter area of future work space (stove, sink & min. 810 mm wide counter)
- 1500 mm turning diameter or turning path diagram
- One window that can be opened with a single hand in the living room
- One window that can be opened with a single hand in one bedroom

UNIT E
(CONVERTIBLE UNIT)
SCALE 1/4" = 1'-0"

GROUND FLOOR	564 sf
MAIN FLOOR	628 sf
UPPER FLOOR	657 sf
GROSS	1,847 sf
less parking	371 sf
less entry/stair	115 sf
less main stair	36 sf
less upper stair	42 sf
TOTAL NET	1,283 sf



For Technical Specifications of stairlift refer to attached document:
Bruno for your Independence - SRE-2010 Electra-Ride Elite Stairway Elevator



GROUND FLOOR

MAIN FLOOR

UPPER FLOOR

Summary of the Convertible Unit Features Checklist as Submitted

- Entry doors minimum 883 mm clear opening, but ideally 914 mm.
- Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side.
- Interior doors to entry & main living areas, min. 800 mm clear opening.
- Vertical lift (as per manufacturer spec.) with flush thresholds max. 13mm height.
- Hallways minimum 900 mm width
- Door from garage to living area minimum 800 mm clear opening.
- Min. clear opening 860 mm clear opening to Patios and Balconies.
- Toilet clear floor space min. 1020 mm at side and in front.
- Interior Doors to main living areas, 1 bedroom and 1 bedroom min 800 mm clear opening with flush thresholds max. 13 mm height.
- Wall blocking for future installation of grab-bars (toilet, tub and shower)
- Clear area needed under future work space. Plumbing and gas pipes (in-wall and in-floor) located clear of under counter area of future work space (stove, sink & min. 810 mm wide counter)
- 1500 mm turning diameter or turning path diagram
- One window that can be opened with a single hand in the living room
- One window that can be opened with a single hand in one bedroom

UNIT G

(CONVERTIBLE UNIT)
SCALE 1/4" = 1'-0"

GROUND FLOOR	610 sq ft
MAIN FLOOR	676 sq ft
UPPER FLOOR	716 sq ft
GROSS	2,002 sq ft
less parking	381 sq ft
less entry/stair	143 sq ft
less main stair	34 sq ft
less upper stair	31 sq ft
TOTAL NET	1,493 sq ft



HARRINGTON COURT

for
Western Maple Lane Holdings Ltd

PLAN#21

AUG 20 2013 -- REFERENCE PLAN DP

12--624-891



REV. 14, 2013

For Technical Specifications of elevator refer to attached document:
Eclipse Model 36 x 48 Type 2