



**Development Permit Panel
Wednesday, July 30, 2025**

Time: 3:30 p.m.
Place: Remote (Zoom) Meeting
Present: Roeland Zwaag, General Manager, Engineering and Public Works, Chair
Marie Fenwick, Director, Arts, Culture and Heritage
James Cooper, Director, Building Approvals

The meeting was called to order at 3:30 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on July 16, 2025 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 23-016633
(REDMS No. 7770338)

APPLICANT: Andrew Cheung Architects Inc.

PROPERTY LOCATION: 3600 Lysander Lane

INTENT OF ESA DEVELOPMENT PERMIT:

1. Facilitate the subdivision of the site into two lots (Lot A and Lot B) and the construction of two, three-storey multi-tenant mixed office/industrial buildings on Lot B; and

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2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the required number of large loading bays for a non-residential use from one space to zero for Lot B; and
 - (b) reduce the minimum required parking spaces for Lot A from 259 spaces to 84 spaces.

Applicant's Comments

Kassra Tavakoli, of Andrew Cheung Architects, Inc., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the proposed development, including its site context and the architectural and sustainability aspects of the project, highlighting the following:

- the proposed subdivision of the subject property at 3600 Lysander Lane will result in two lots (Lot A and Lot B), with Lot A containing the existing five-storey office building and Lot B to be occupied by the two proposed three-storey mixed office/industrial buildings;
- shared parking is proposed between Lot A and Lot B;
- the two mixed industrial/office buildings on Lot B are accessed from the shared drive aisle between the two buildings and each building will contain seven light industrial units occupying the first two levels and seven office strata units located on the third level;
- individual garage and entry doors are proposed for each mixed industrial/office unit and access to the second floor of the industrial unit is provided by stairs and the third floor office space can be accessed from the ground floor via an elevator;
- the proposed design of the two mixed industrial/office buildings takes into consideration its site context and neighbouring developments; and
- sustainability features of the proposed development include, among others, the passive design of the buildings, use of local and recycled building materials, use of energy efficient materials and high-efficiency energy systems, installation of solar panels on the roof, and provision of electric vehicle charging.

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Andrew Briggs, of Durante Kreuk Ltd. Landscape Architects, with the aid of the same visual presentation, briefed the Panel on the landscape aspect of the project, noting that (i) tree islands are proposed throughout the existing surface parking area, (ii) some existing on-site trees are proposed to be removed due to conflicts with site servicing and frontage improvements and replacement trees are proposed to be installed in new locations to restore the canopy cover and enhance the site's biodiversity, (iii) improvements to the dike and trail interface are proposed, including installation of planting, and (iv) the proposed landscape improvements on the subject property and along the riverbank would increase the greenery, break up the hardscape, provide potential habitat to birds and small wildlife, provide visual interest to dike trail users and enhance the ecological function of areas along the riverbank.

Thibault Doix, of ROE Environmental, with the aid of the same visual presentation, spoke about the environmental aspect of the project, noting that (i) there is an Environmentally Sensitive Area (ESA) adjacent to the existing building extending to the shoreline of the Fraser River which partially overlaps the northeast corner of the subject property, (ii) the dike footprint is permanent and will include riparian planting as part of the ESA compensation strategy, (iii) a replacement multi-use path is proposed on the dike, (iv) the existing habitat within the ESA includes a maintained lawn and a few trees that do not provide habitat to species at risk, (v) no species have been identified to be potentially impacted or disturbed during and after construction of the dike, (vi) the proposed ESA restoration area is approximately 832 square meters and will be planted with native species, and (vii) the proposed development on Lot B will not impact the ESA.

Aaron Chan, CTS Traffic Engineering Specialists, with the aid of the same visual presentation, presented the transportation aspect of the project, noting that (i) the traffic impact assessment for the proposed development on Lot B indicated that the volume of traffic that will be generated by the proposed development is minimal and its impact to the adjacent road network would be insignificant, (ii) given the proposed parking variance for Lot A, the proposed number of shared parking spaces for both Lot A and Lot B would still be in excess of the combined parking demand for both lots, and (iii) a number of Transportation Demand Management (TDM) measures are proposed to further reduce the parking demand and support the proposed parking variance.

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Staff Comments

Andrew Norton, Manager, Development -West, noted that (i) a comprehensive package of TDM measures will be provided by the applicant to support the proposed parking variance including one year two-zone monthly transit passes, a shuttle bus program, end of trip facility, Class 1 bicycle parking and maintenance facilities and one car share parking space with provision for electric vehicle (EV) charging for Lot B, (ii) the City's Transportation Department has reviewed and supported the proposed parking variance, the applicant's traffic impact assessment and proposed TDM measures, (iii) the proposed development will include dike design and construction to a dike elevation 4.7 m GSC taking into consideration the ultimate future dike elevation of 5.5 m GSC, (iv) the existing dike trail will be reconstructed by the applicant with a required minimum width of 5 metres, (v) 20 on-site trees are proposed to be retained and protected, (vi) 37 replacement trees are proposed to be planted on the site which would result in a net increase of on-site trees, (vii) a comprehensive riparian ESA planting plan has been provided by the applicant, including removal of existing invasive species on site, (viii) the applicant will be providing tree survival and landscape securities prior to Development Permit issuance, and (ix) the applicant will provide frontage and site servicing improvements on all site frontages including along Hudson Avenue, Lysander Lane and Cessna Drive.

Panel Discussion

In reply to queries from the Panel, the applicant noted that (i) the grade difference between the existing building and the proposed multi-use pathway will be addressed through the installation of retaining wall, stairs and handrails, (ii) storage of excess energy generated by the proposed solar panels would be determined at a later stage of the project, (iii) the light industrial units in the proposed development are intended to be occupied by small scale manufacturing/assembly and offices which only require medium loading bays and not a large loading bay given the size of their operations, (iv) individual office units on the third floor can be accessed via a common corridor and only the third level office units will be served by the elevator from the ground floor, (v) potential installation of stairs to access the third floor office units from the second floor industrial space is provided should all three levels of one unit be occupied by a single owner to meet their demand for additional space for their operations, (vi) appropriate fire protection measures for each of the three levels of the proposed units will be undertaken with consideration of their proposed uses, and (vii) the concrete material that will be used for the construction of the proposed buildings will be sourced locally, including recycled concrete.

Correspondence

None.

Gallery Comments

None.

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Panel Discussion

The Panel requested the applicant to (i) provide additional information and documentation regarding how the applicant will address future grade transitions between the new dike and some of the existing adjacent features, and (ii) look at the accessibility of the second floor of the industrial unit as only a stair connection from the ground floor is provided. Also, the Panel encouraged the applicant to work with the Sea Island Heritage Society when the proposed multi-use pathway is constructed as they would be able to assist in providing interpretation about Sea Island.

The Panel then expressed support for the project, noting the modern design of the proposed mixed office/industrial buildings and the potential for significant improvements to the landscaping of the subject site.

Panel Decision

It was moved and seconded

That an Environmentally Sensitive Area Development Permit be issued at 3600 Lysander Lane, which would:

1. *facilitate the subdivision of the site into two lots (Lot A and Lot B) and the construction of two, three-storey multi-tenant mixed office/industrial buildings on Lot B; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the required number of large loading bays for a non-residential use from one space to zero for Lot B; and*
 - (b) *reduce the minimum required parking spaces for Lot A from 259 spaces to 84 spaces.*

CARRIED

2. DEVELOPMENT PERMIT 23-030760

(REDMS No. 8096383)

APPLICANT: Kenneth Kim Architecture Inc.

PROPERTY LOCATION: 8240 Williams Road

INTENT OF DEVELOPMENT PERMIT:

1. Permit the construction of three townhouse units at 8240 Williams Road on a site zoned "Low Density Townhouses (RTL4)"; and

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2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the minimum required lot width from 40.0 m to 18.0 m;
 - (b) reduce the minimum exterior side yard setback along Leonard Road from 6.0 m to 4.5 m; and
 - (c) allow three small vehicle parking spaces.

Applicant's Comments

Kenneth Kim, of Kenneth Kim Architecture Inc., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 2), provided background information on the proposed development, highlighting the following:

- the proposed three-unit townhouse development has been designed with consideration of its surrounding low-density residential neighbourhood and the future redevelopment of the adjacent property to the east and to provide livable townhouse units on a narrow site;
- the owner of the subject property was unsuccessful in acquiring the adjacent property to the east to build a larger townhouse development;
- a full width driveway is proposed along the eastern edge of the site to provide shared vehicle access to the proposed development and the adjacent property to the east should it redevelop in the future;
- an exterior side yard setback variance is proposed along Leonard Road due to the provision of the shared driveway and to accommodate a building footprint that would provide livable townhouse units;
- all townhouse units will have four bedrooms and a den and will be provided with aging-in-place features;
- the project includes one convertible unit with potential for future installation of a stair lift;
- the development will provide two resident vehicle parking spaces (one regular and one small parking space) in the garage of each townhouse unit arranged in a side-by-side configuration and one visitor surface parking stall; and
- the project has been designed to achieve BC Energy Step Code 3 + Emission Level (EL) - 4 and its proposed environmental sustainability features include, among others, the provision of electric vehicle (EV) charging for each resident parking stall and installation of individual heat pumps for heating and cooling.

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Yong Xu Yu, Point Landscape Studio Inc., with the aid of the same visual presentation, briefed the Panel on the main landscape features of the project, noting that (i) the proposed common outdoor amenity space includes a playhouse, benches, and a shade tree, (ii) cedar hedges are proposed to be installed on the site to provide screening to the visitor parking stall and mail box and a buffer along the east property line, (iii) proposed planting for the site includes a variety of plants and trees to provide year-round interest and enhance the biodiversity of the site, (iv) twelve replacement trees are proposed to be planted on-site, and (v) permeable pavers are proposed on strategic areas of the site.

Staff Comments

Mr. Norton noted that (i) there is an associated rezoning bylaw for the subject property granted third reading by Council, (ii) the proposed variances to the Zoning Bylaw support site functionality and meet the Official Community Plan (OCP) design guidelines, (iii) the proposed shared vehicle access over the drive aisle provides for future access to the neighbouring property to the east should it redevelop in the future, (iv) the applicant is proposing to increase bicycle parking on the site as a Transportation Demand Management (TDM) measure to support the proposed variance to allow three small vehicle parking spaces, (v) the size of the proposed common outdoor amenity area exceeds the minimum OCP design guideline, (vi) each townhouse unit is provided with private outdoor amenity space, (vii) one convertible unit is proposed with conversion requiring the installation of a stair lift, (viii) all units will be provided with aging-in-place features, (ix) the applicant was proposing eight replacement trees at rezoning but staff worked with the applicant to increase the number of replacement trees to 12, (x) the applicant is required to submit a landscape security prior to Development Permit issuance, (xi) the project has been designed to meet BC Energy Step Code 3, and (xii) the applicant will be required to enter into a Servicing Agreement prior to rezoning bylaw adoption which includes storm and sanitary sewer upgrades and frontage improvements along Williams Road and Leonard Road.

Panel Discussion

In reply to queries from the Panel, the applicant noted that (i) there is adequate manoeuvring space on the drive aisle for a car exiting the visitor parking stall, (ii) the proposed convertible unit is consistent with the City's convertible unit guidelines, (iii) individual heat pump units will be installed on the ground floor of townhouse units fronting Leonard Road, (iv) the project's acoustical consultant has advised that the noise generated by the proposed heat pumps will comply with the City's Noise Bylaw, and (v) the Servicing Agreement associated with the project includes an upgrade to street lighting.

In reply to a query from the Panel, staff noted that a stair lift is considered an appropriate accessibility feature for a convertible unit. In addition, staff noted that there will be further discussion with the applicant at the Building Permit stage to ensure compliance with any recent changes to the Building Code.

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Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed support for the project, noting that (i) the project is well designed given the constraints of the site, (ii) the project fits well with its surrounding neighbourhood and provides an appropriate interface with adjacent single-family residential homes, (iii) the visitor parking stall is nicely screened with planting, and (iv) the proposed common outdoor amenity is a good feature of the project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of three townhouse units at 8240 Williams Road on a site zoned “Low Density Townhouses (RTL4)”;* and
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum required lot width from 40.0 m to 18.0 m;*
 - (b) *reduce the minimum exterior side yard setback along Leonard Road from 6.0 m to 4.5 m; and*
 - (c) *allow three small vehicle parking spaces.*

CARRIED

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3. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled on Wednesday, August 13, 2025 be cancelled.

4. Date of Next Meeting: August 27, 2025

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:36 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the
Development Permit Panel of the Council
of the City of Richmond held on
Wednesday, July 30, 2025.

Roeland Zwaag
Chair

Rustico Agawin
Committee Clerk



3600 LYSANDER LANE - DPP REVIEW

CONTEXT MAP



HOTEL AND MARINA TO THE NORTH



GYM & OFFICES TO THE SOUTH



EXISTING OFFICE BUILDING ON SITE



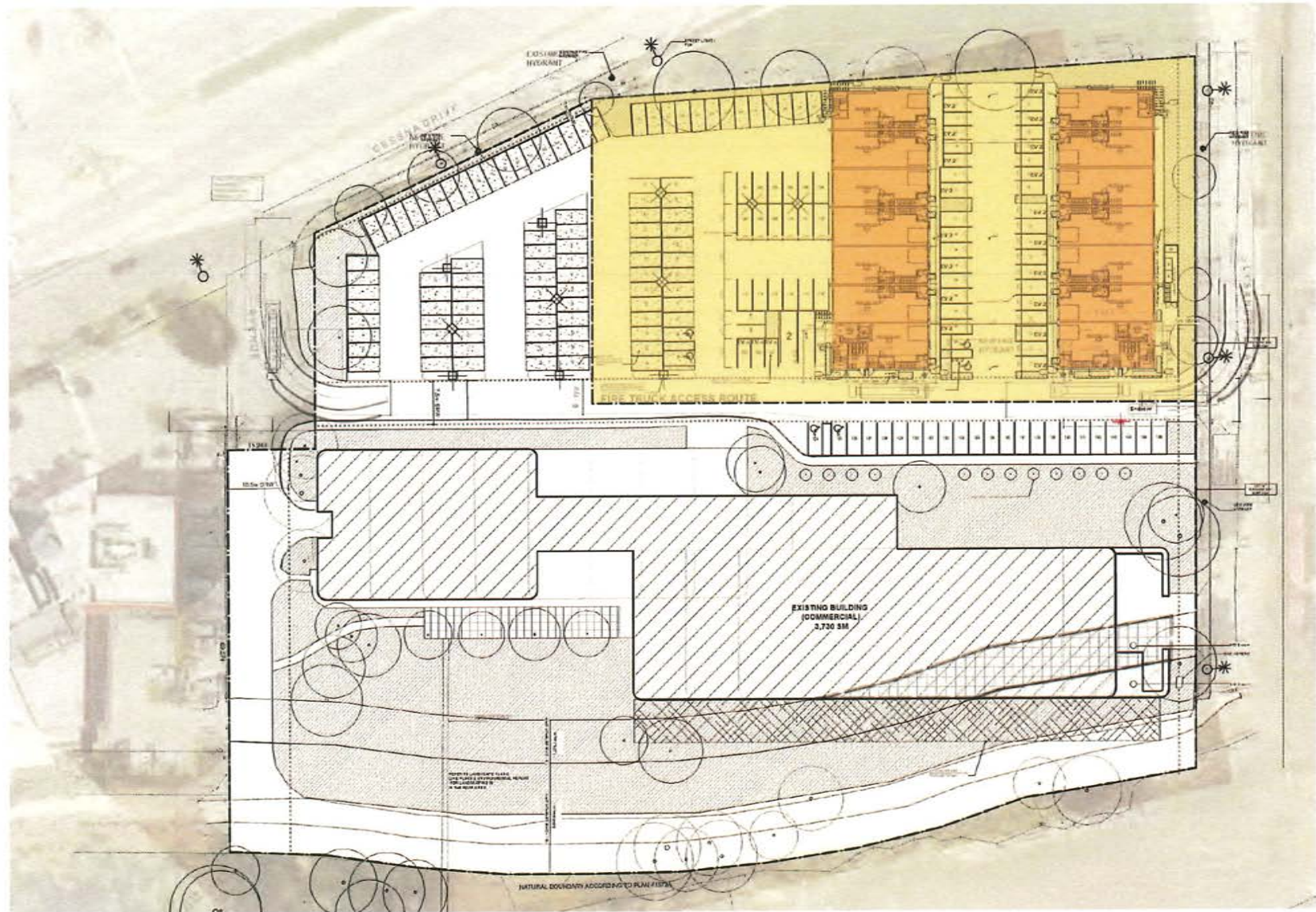
FRASER RIVER SHORELINE TO THE EAST



MAIN ROAD AND RESIDENTIAL BEYOND TO THE WEST

3600 LYSANDER LANE - DPP REVIEW

NEIGHBORING SITES



3600 LYSANDER LANE - DPP REVIEW

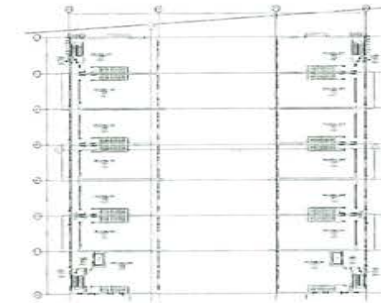
SITE PLAN



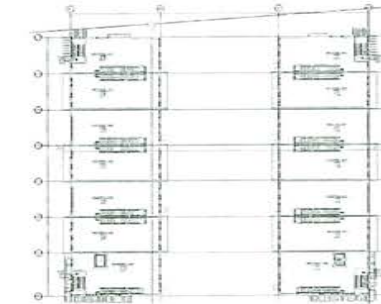
PROPOSED BUILDINGS- VIEW FROM EAST



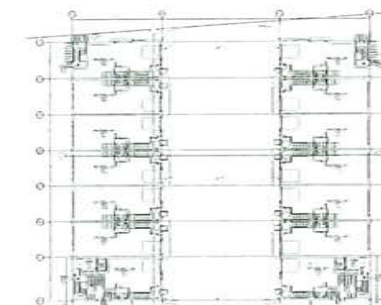
PROPOSED BUILDINGS- VIEW FROM WEST



LEVEL 3



LEVEL 2



LEVEL 1

3600 LYSANDER LANE - DPP REVIEW

FLOOR PLANS / BUILDING DESIGN

1. Passive Design : Tilt Up Construction

- **Reduced Waste**
- **Local Materials**
- **Recyclability**
- **Thermal Mass**
- **Insulation**
- **Efficient Construction**
- **Economical**
- **Long Lifespan**
- **Low Maintenance**
- **Adaptability**
- **Low Emissions**
- **Minimal Site Disruption**
- **On-Site Production**

2. Green Building Standards

- **Energy Efficiency:** Step Code, HVAC systems, high-performance glazing, and LED lighting
- **Building Design elements:** Sunshade elements built in
- **Renewable Energy:** Solar panels on the roof,
- **Electric Vehicle Charging:** more than 50 % level 2 charging stations 10%with opportunity charging
- **Rainwater Harvesting**
- **Low-Flow Fixtures**
- **Local and Recycled Materials**
- **Eco-Friendly Landscaping**

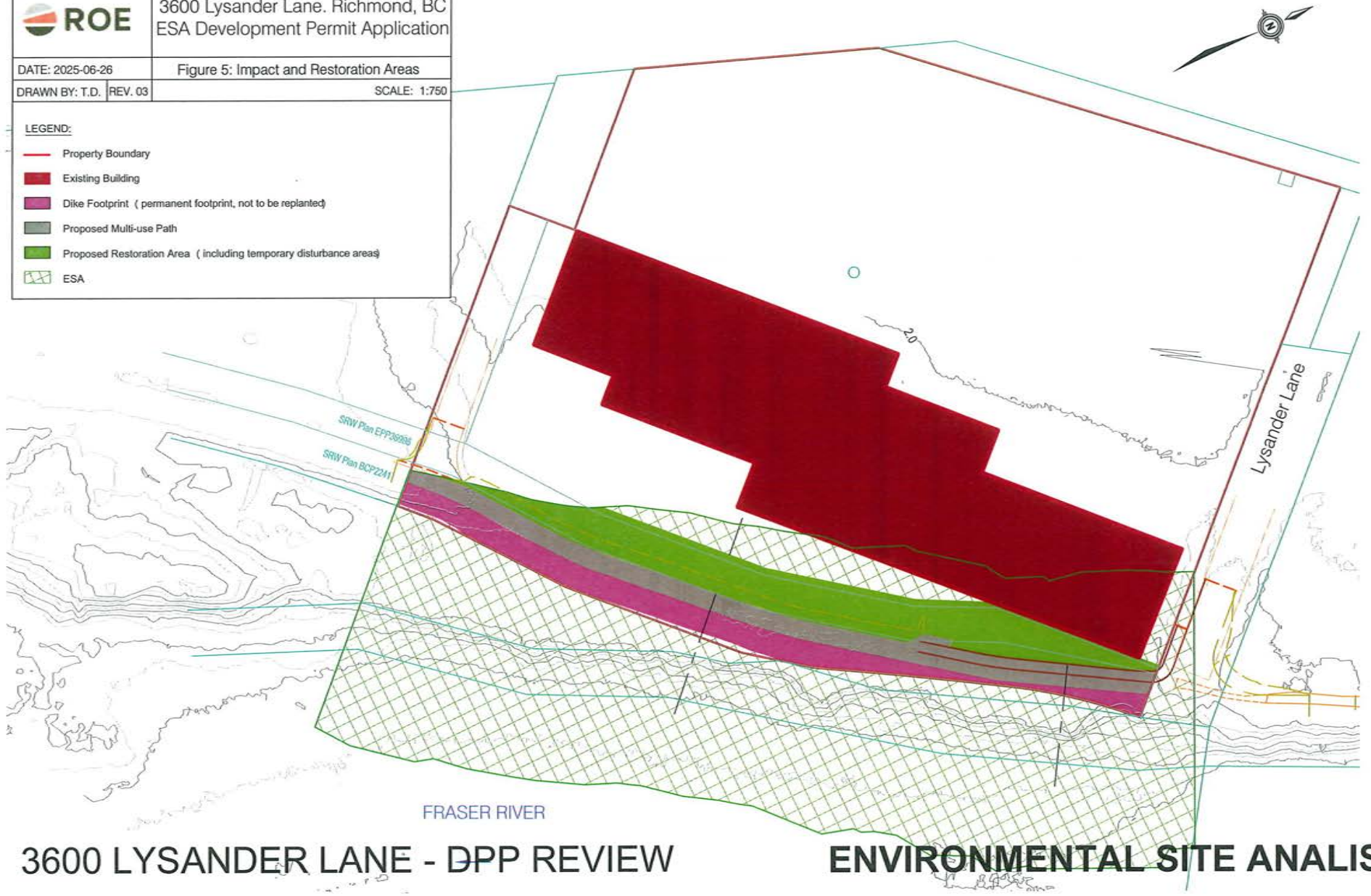
3.Social & Economic Sustainability

- **Public Spaces**
- **Local Partnerships**
- **Universal Design**
- **Job Creation**
- **Economic Growth**
- **Sustainable Transportation**



LANDSCAPE DESIGN

 3600 Lysander Lane. Richmond, BC ESA Development Permit Application	
DATE: 2025-06-26	Figure 5: Impact and Restoration Areas
DRAWN BY: T.D. REV. 03	SCALE: 1:750
LEGEND: <ul style="list-style-type: none"> Property Boundary Existing Building Dike Footprint (permanent footprint, not to be replanted) Proposed Multi-use Path Proposed Restoration Area (including temporary disturbance areas) ESA 	



3600 LYSANDER LANE - DPP REVIEW

ENVIRONMENTAL SITE ANALYSIS

TRANSPORTATION DEMAND MANAGEMENT

a) **Shared Parking / No Parking Assignment**

b) **Provide one year of two-zone monthly transit passes for 50% of employees at Lot A**

c) **Shuttle Bus Program:** Submission of an operations plan detailing the intended operator

d) **End of Trip Facility:** Registration of a legal agreement on title to secure the owner's commitment to provide an end of trip facility including showers, toilets, sinks and lockers.

e) **Enhanced Bicycle Parking:** provide all Class 1 bicycle parking indoors, and provide bicycle maintenance facilities on Lot B.

f) **Car Share:** provide one car share parking stall equipped with electric vehicle (EV) charging stations, Secured via a statutory right-of-way(s) and easement(s) registered on title,

TRAFFIC IMPACT ASSESSMENT

Time	Lysander		Hudson		Total Site	
	In	Out	In	Out	Change	Accumulation
7:00	-	-	-	-	-	13
7:30	3	3	4	0	4	17
8:00	12	4	10	1	17	34
8:30	13	3	10	3	17	51
9:00	21	13	28	5	31	82
9:30	24	13	22	16	17	99
10:00	17	9	7	10	5	104
10:30	8	5	8	5	6	110
11:00	10	4	4	3	7	117
11:30	6	10	2	7	-9	108
12:00	5	7	5	12	-9	99
12:30	4	10	8	5	-3	96
13:00	2	1	5	5	1	97
13:30	4	11	8	5	-4	93
14:00	7	1	0	2	4	97
14:30	3	1	4	5	1	98
15:00	1	2	0	3	-4	94
15:30	2	5	4	4	-3	91
16:00	7	5	2	9	-5	86
16:30	15	10	7	20	-8	78
17:00	16	14	10	20	-8	70
17:30	13	21	6	33	-35	35
18:00	2	7	1	14	-18	17
18:30	2	1	0	5	-4	13
19:00	0	1	1	2	-2	11

TABLE 2
SUMMARY OF SITE GENERATED TRAFFIC

Land Use	Trip Rate Source	Trip Generation Variable	Scope of Development	Peak Hour	Vehicle Trip Generation Rate	Directional Split		Peak Hour Volumes (vph)		
						% in	% out	in	out	total
Industrial Park	ITE 11th Edition Code 130	1,000 Sq. ft. GFA	53.21677	Weekday Morning	0.34	81%	19%	15	3	18
				Weekday Afternoon	0.34	22%	78%	4	14	18

LOT A)

VARIANCE REQUESTED: REDUCE PARKING PROVIDED FROM 259 TO 84.

LOT B)

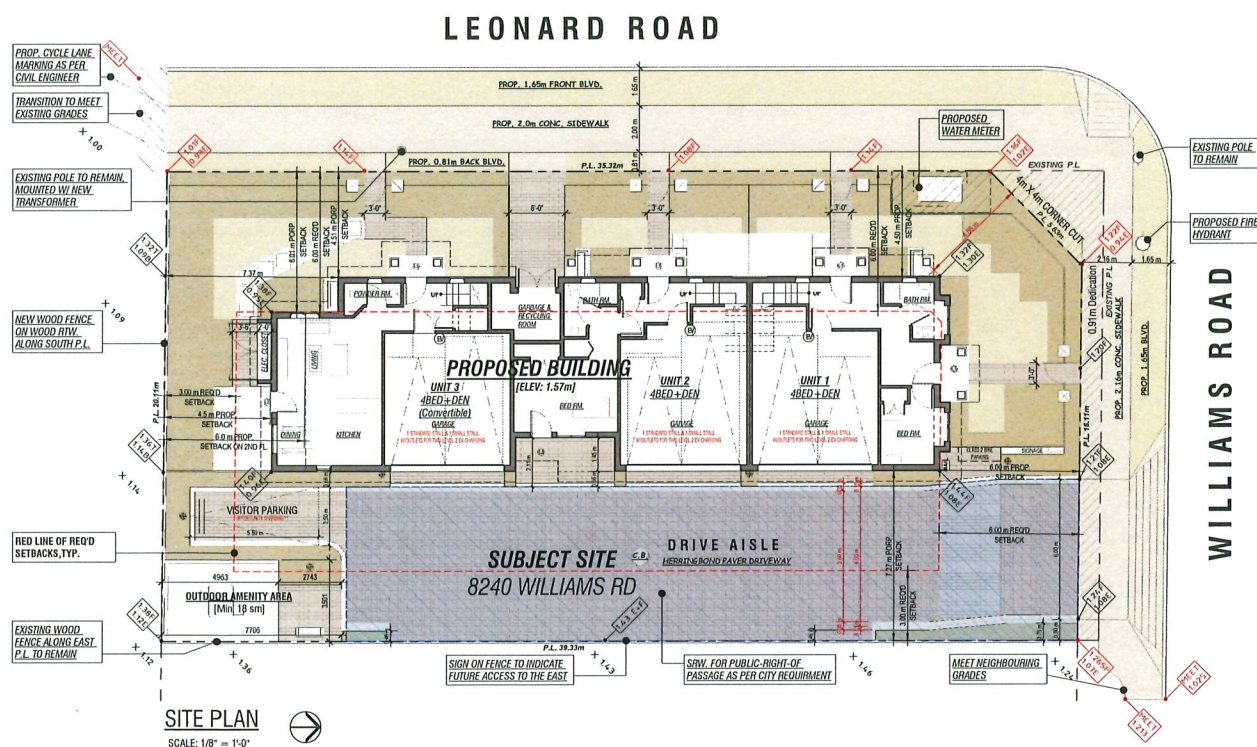
VARIANCE REQUESTED: REDUCE LARGE LOADING BAY FROM 1 TO 0

8240 WILLIAMS RD - 3-UNIT TOWNHOUSE DEVELOPMENT

PROJECT DATA

Civic Address	8240 Williams Road, Richmond BC
Legal Description	LOT 3 SECTION 33 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 14066
PID	001-947-338
Gross Site Area	609 02 sm (8708.18 sf)
Dedications	4m X 4m Corner Cut & 0.91m Front Road Dedication - 26.47 sm (284.94 sf)
Net Site Area	782.54 sm (8423.23 sf)

	Existing	Proposed
Land Uses	Single-family	Townhouses
OCP Designation	Neighbourhood Residential	Neighbourhood Residential
Zoning	RSM1 Small-Scale Multi-Unit Housing	RLT 4 Low Density Townhouses
Number of Units	1	3



SITE PLAN

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

NOTE:
THE DESIGN OF FRONTAGE IMPROVEMENTS IS TO
BE FINALIZED THROUGH THE SA REVIEW PROCESS

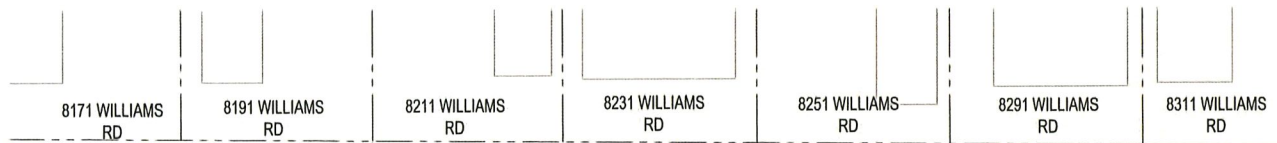
On Future Development Site	By Requirement	Proposed	Variance
Flr Area Ratio	Max. 0.60	0.50	None
Buildable Floor Area (sqm)	Max. 409.53 sqm (5053.94 sf)	445.57 sqm (4796.12 sf)	None
Lot Coverage (% of Net Site Area)	Bldg. Footprint: Max. 64%	Bldg. Footprint: 33%	None
	Non-porous Surfaces: Max. 65%	Non-porous Surfaces: 24%	
	Live Landscaping: Min. 25%	Live Landscaping: 26%	
Lot Size (sqm)	None	782.54 sqm	None
Lot Dimensions (m)	Width: 40m	Width: 20.1m (average 18.11m)	Redaction needed
Setbacks (m)	Front: Min. 6.0m	Front: 6.0m	Redaction needed for Exterior Side (y) please refer to Site plan where the build footprint extends beyond the Red Line of required setbacks)
	Rear: Min. 3.0m	Rear: 4.5m @ 1st FL & 6.0m @ 2nd FL	
	Exterior Side: Min. 6.0m	Exterior Side: 4.5m	
	Interior Side: Min. 3.0m	Interior Side: 7.27m	
Height (m)	Max. 12.0m	11.4m	None
Off-street Parking	6 Residents (2 per unit) + 1 Visitor (0.2 per unit)	6 Residents + 1 Visitor	None
Small Parking	None if fewer than 31	3 (50%)	Redaction needed
Tandem Parking	Max. 50%	None	None
Accessible Parking	None	None	None
EV charging	100% of resident parking spaces	100% of resident parking spaces Residential parking to have Level 2 charging. Visitor parking to have opportunity charging**	None
Bicycle Parking	4 Class 1 (1.25 per unit) + 1 Class 2 (0.2 per unit)	6 Class 1 + 1 Class 2	None
Amenity Space - Indoor	Min 50 sqm or Cash-in-lieu	Cash-in-lieu	None
Amenity Space - Outdoor	Min. 18 sqm (6.0 m ² per Unit)	26.9 sqm	None
Convertible Unit	Min. 1 Unit	1 Convertible Unit	None
Ascho-in-Place Features	All Units	Provided in All Units	None

* Opportunity charging is defined as Level 2 charging (or higher) for an electric vehicle supported by a minimum 40A with dedicated electrical circuit for the parking space.

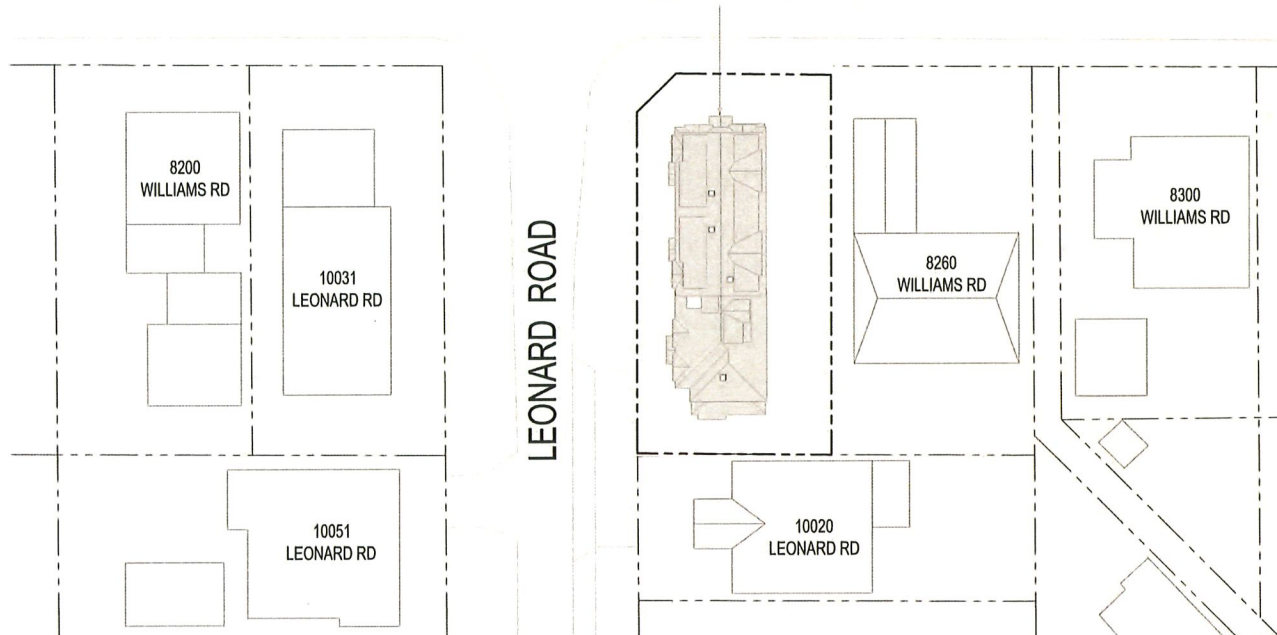


SITE AERIAL PHOTO

 Kenneth Kim Architecture Inc. 1. 778.330.0919 / 1.604.600.8775 a. kenneth@kim.ca 115-222 West Broadway Vancouver, B.C. V6K 2E4	THIS DRAWING IS NOT TO BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND RELATIONS TO COMPARISONS OF WORK. ALL ERRORS AND OMISSIONS SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT. COPYRIGHT RESERVED THIS PLAN AND DESIGN ARE AND SHALL REMAIN AT ALL TIMES THE PROPERTY OF KENNETH KIM ARCHITECTURE INC. AND MAY NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT.	No.	Date	Revision	No.	Date	Revision	Consultants	Project Title 3-UNIT TOWNHOUSE 8240 Williams Rd, Richmond	Sheet Title PROJECT DATA	File number:	Scale	
		5	Jun 6 2024	RZ Revision 3							Drawn	CL	Draw. no.
		4	Nov 30 2023	RZ Revision 2							Checked		KK
		3	Nov 3 2023	DP Submission	8	Jul 25 2025	DP Presentation				Print date		Jul 22, 2025
		2	Dec 16 2022	RZ Revision 1	7	Jun 7 2025	DP Revision 2						
		1	Jul 8 2021	RZ Submission	6	Jun 20 2025	DP Revision 1						



SUBJECT SITE WILLIAMS ROAD



LOCATION PLAN
N.T.S.



SITE CONTEXT PLAN
N.T.S.

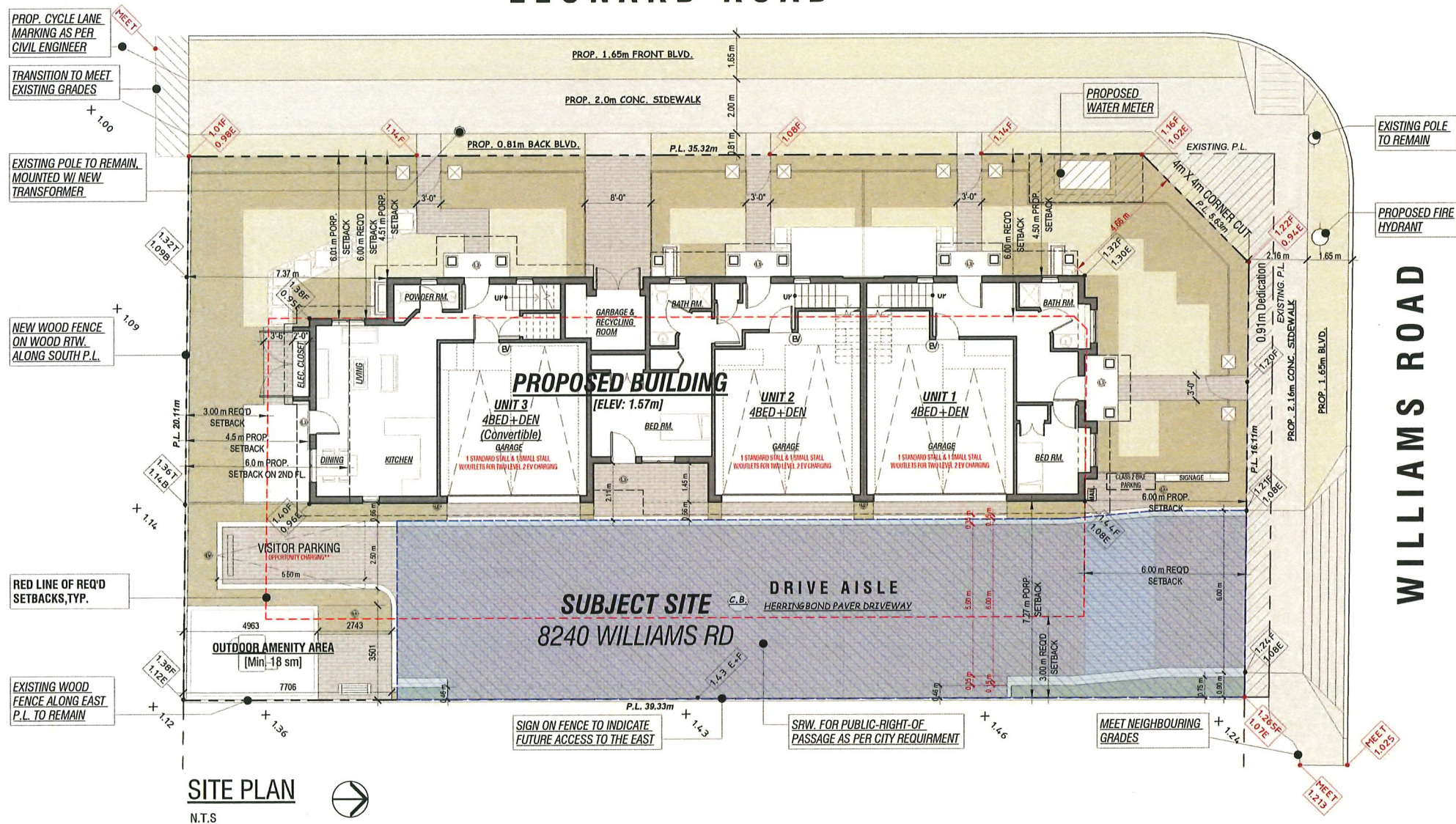


STREETSCAPE ELEVATION (WILLIAMS RD)
N.T.S.

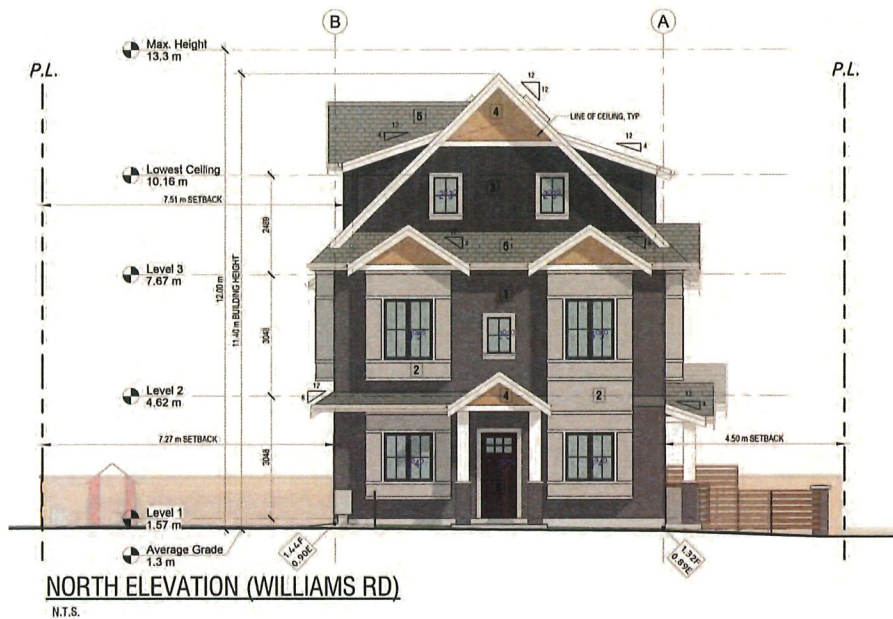


STREETSCAPE ELEVATION (LEONARD RD)
N.T.S.

LEONARD ROAD



WILLIAMS ROAD



MATERIAL LEGEND

1 Thin Brick, Redish Charcoal, Endicott Sinna Ironspot Velour, or Similar

2 Hardie Board with Trims, Grey Benjamin Moore 2112-50, or Similar

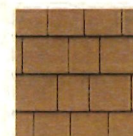
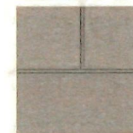
3 Board & Batten Siding, Charcoal Benjamin Moore 2130-30, or Similar

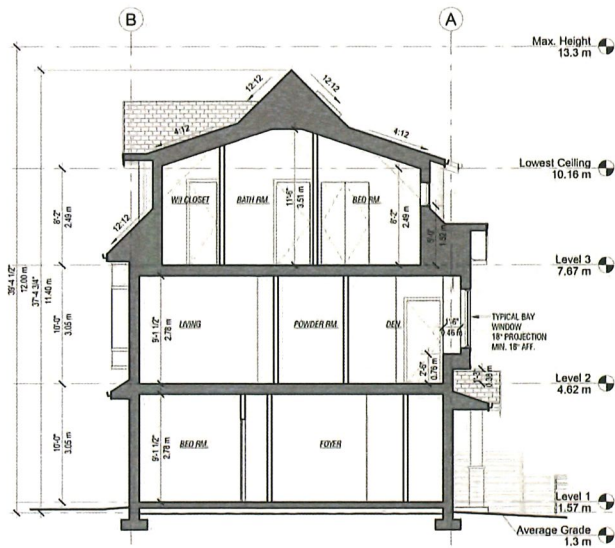
4 Hardie Shingle Siding, Tan Brown Benjamin Moore HC-37, or Similar

5 Asphalt Shingles, Charcoal

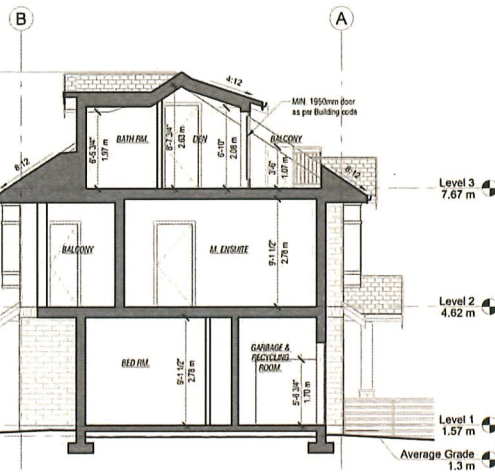
8 Unit Exterior door, Dark brown Benjamin Moore CG-2, or Similar

9 Utility Door & Door trim, Charcoal Benjamin Moore 2129-30, or Similar

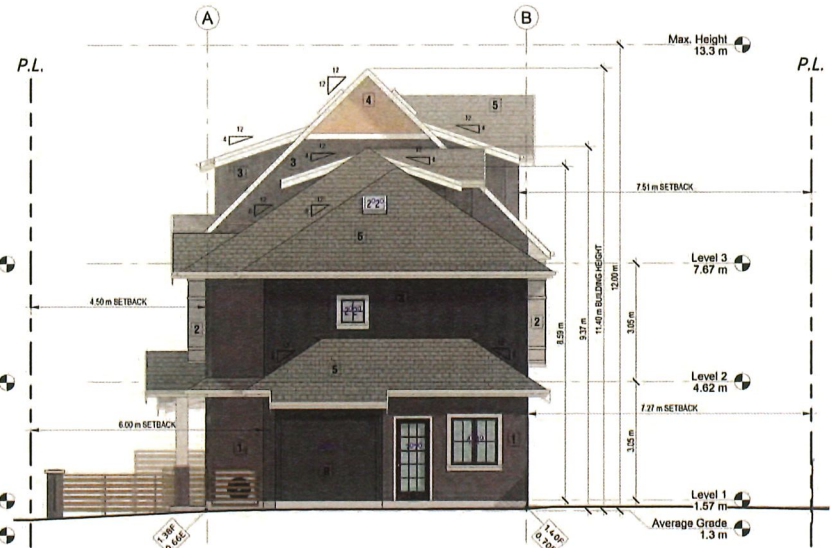




1. CROSS SECTION 1
N.T.S.



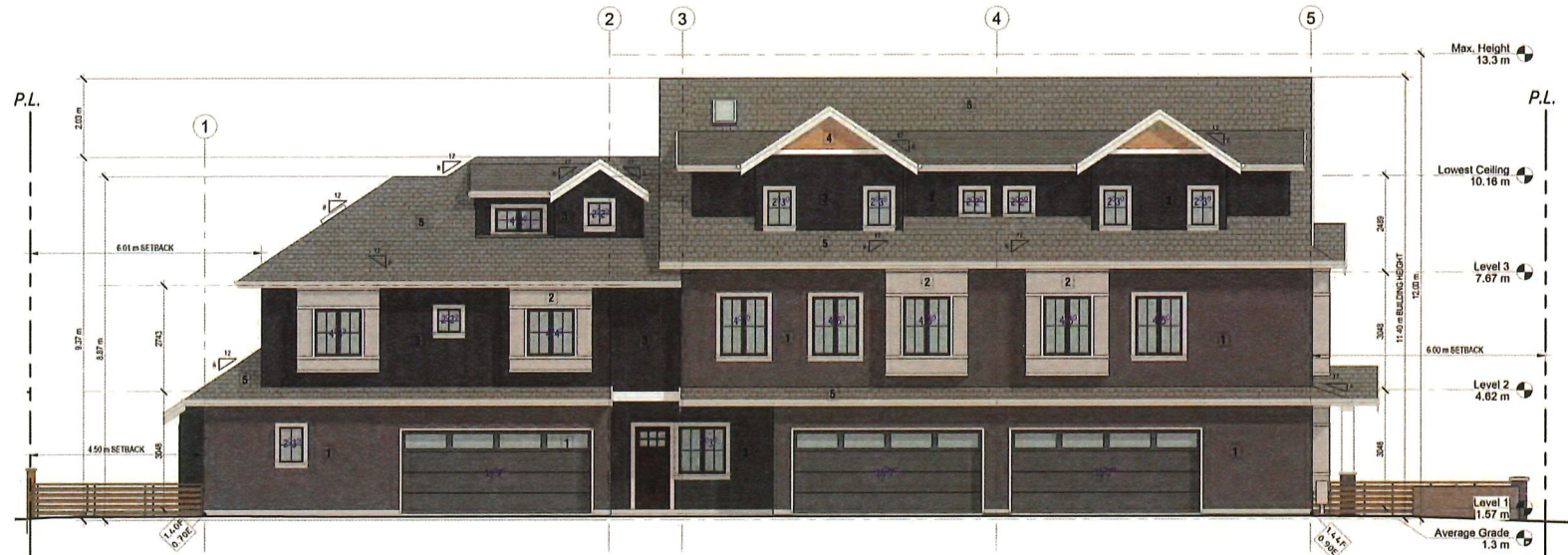
2. CROSS SECTION 2
N.T.S.



3. SOUTH ELEVATION
N.T.S.

ELEVATION NOTES

- 1 Thin Brick, Redish Charcoal, Endicott Sinna Ironspot Velour, or Similar
- 2 Hardie Board with Trims, Grey Benjamin Moore 2112-50, or Similar
- 3 Board & Batten Siding, Charcoal Benjamin Moore 2130-30, or Similar
- 4 Hardie Shingle Siding, Tan Brown Benjamin Moore HC-37, or Similar
- 5 Asphalt Shingles, Charcoal
- 6 Unit Exterior door, Dark brown Benjamin Moore CC-2, or Similar
- 9 Utility Door & Door trim, Charcoal Benjamin Moore 2129-30, or Similar



4. EAST ELEVATION
N.T.S.



Street View from Road Intersection



Aerial View from Road Intersection



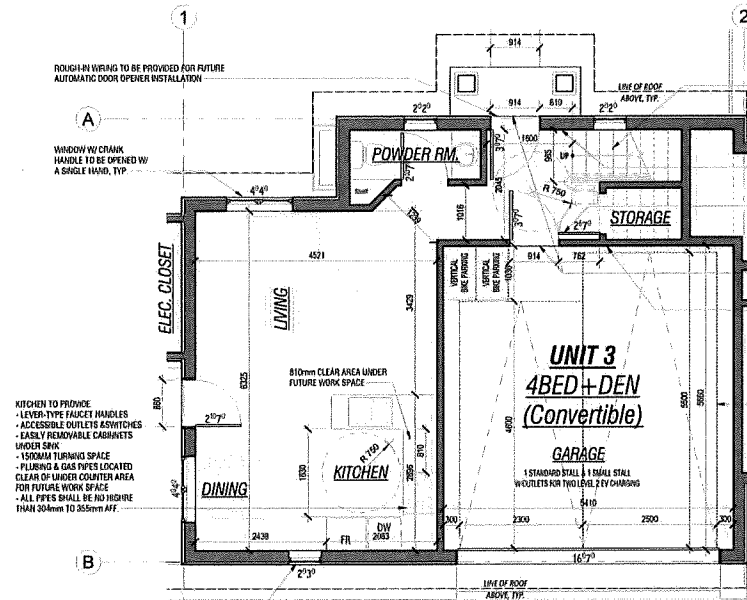
Aerial View from Leonard Rd



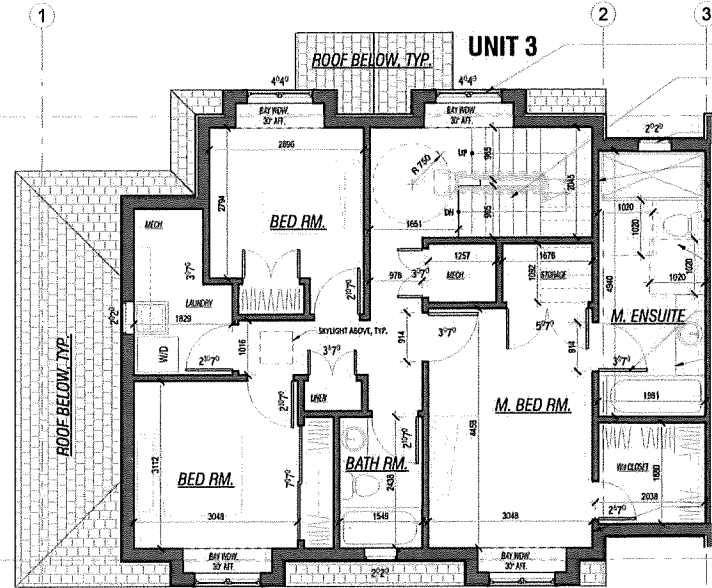
Aerial View from Williams Rd



Aerial View from the Eastern Neighboring Property



- START TO ACCOMMODATE FUTURE STAIR LIFT W/ FRAMING SUPPORT
- ACCESSIBLE OUTLETS & SWITCHES ACROSS 1ST FLOOR, TYP.
- LEVER-TYPE HANDLES FOR ALL DOORS, TYP.
- MAX. 13MM GRADE CHANGE AT DOOR SILL, TYP.
- GARAGE CAPABLE TO ACCOMMODATE MIN. 4m ACCESSIBLE PARKING SPACE
- GARAGE CAPABLE TO ACCOMMODATE MIN. 4m ACCESSIBLE PARKING SPACE



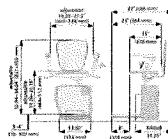
- WINDOW W/ CRANK HANDLE TO BE OPENED W/ A SINGLE HAND, TYP.
- STARTS TO ACCOMMODATE FUTURE STAIR LIFT W/ FRAMING SUPPORT
- ACCESSIBLE SHOWER CONTROLS W/ PRESSURE & TEMPERATURE CONTROL VALVES
- WALL BLOCKING FOR FUTURE GRAB BARS AT TOILET, TUB & SHOWER, TYP.
- TOILET CLEAR FLOOR SPACE MIN. 1020mm AT SIDE AND FRONT
- LEVER-TYPE HANDLES FOR ALL DOORS, TYP.
- EASILY REMOVABLE CABINETS UNDER SINK
- ACCESSIBLE OUTLETS & SWITCHES ACROSS 2ND FLOOR, TYP.

CONVERTIBLE UNIT GUIDELINES	
ENTRY DOORS	MIN. 863 MM BUT IDEALLY 914MM AND HAVE CLEAR ACCESS
ENTRY DOOR CLEAR EXTERIOR FLOOR SPACE	MIN. 1220 MM DEPTH BY DOOR WIDTH PLUS 600 MM LATCH SIDE (NOT NEEDED IF ROUGH-IN WIRING PROVIDED FOR FUTURE AUTOMATIC DOOR OPENER)
INTERIOR DOORS	TO MAIN LIVING AREAS, 1 BATHROOM AND 1 BEDROOM, MIN. 800 MM CLEAR OPENING WITH FLUSH THRESHOLDS MAX 13 MM HEIGHT. DEMONSTRATE WHEELCHAIR ACCESS BETWEEN HALLWAY AND ROOMS AND VERTICAL HALLWAY AND/OR DOORWAYS IF NECESSARY TO SECURE ACCESS
PATIO/BALCONY	MIN. 860 MM CLEAR OPENING. NOTE HOW ACCESSED.
ALL INTERIOR THRESHOLDS WITHIN UNITS	COMPLY WITH DCGC.
LEVER-TYPE HANDLES FOR ALL DOORS	
STAIR LIFT	STAIRCASE WIDTH, FRAMING SUPPORT, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLIANCE WITH MANUFACTURER SPECIFICATION
AT THE TOP OF ALL STAIRWAYS, WALLS ARE REINFORCED WITH 2"x12" SOLID LUMBER AT 914 MM TO CENTRE.	
HALLWAYS	MIN. 900 MM WIDTH
GARAGE	MIN. 1 ACCESSIBLE PARKING SPACE WITH MIN. 4M GARAGE WIDTH
ACCESS FROM GARAGE TO LIVING AREA	MIN. 800 MM CLEAR OPENING
TOILET CLEAR FLOOR SPACE	MIN. 1020 MM AT SIDE AND IN FRONT
WALL BLOCKING FOR FUTURE GRAB BARS AT TOILET, TUB, AND SHOWER, REINFORCED WITH 2"x12" SOLID LUMBER IN ALL BATHTUB, SHOWER, AND TOILET LOCATIONS	
LEVER-TYPE HANDLES FOR PLUMBING FIXTURES	
PRESSURE AND TEMPERATURE CONTROL VALVES ARE INSTALLED ON ALL SHOWER FAUCETS	
CABINETS UNDERNEATH SINK ARE EASILY REMOVED	
DEMONSTRATE BATH AND SHOWER CONTROLS ARE ACCESSIBLE (LAYOUT OR FIXTURE PLACEMENT)	
CLEAR AREA NEEDED UNDER FUTURE WORKSPACE, PLUMBING AND GAS PIPES (IN WALL AND IN FLOOR) LOCATED CLEAR OF UNDER COUNTER AREA OF FUTURE WORKSPACE (STOVE, SINK & MIN. 810 MM WIDE COUNTER). ALL PIPES ARE BROUGHT IN NO HIGHER THAN 304 MM TO THE CENTRE OF THE PIPE FROM FLOOR LEVEL.	
CABINETS UNDERNEATH SINK ARE EASILY REMOVED	
1500 MM TURNING DIAMETER OR TURNING PATH DIAGRAM	
LEVER-TYPE HANDLES FOR PLUMBING FIXTURES	
MIN. 1 WINDOW THAT CAN BE OPENED WITH A SINGLE HAND (BATHROOM, KITCHEN, LIVING ROOM)	
PLACEMENT LOCATIONS OF ELECTRICAL OUTLETS: BESIDE WINDOW, BOTTOM OF STAIRWAYS, BESIDE TOILET, ABOVE EXTERNAL DOORS (OUTSIDE AND INSIDE), ON FRONT FACE OF KITCHEN COUNTER, WITHIN PROXIMITY OF CONTROL CENTRE FOR SMART HOME OPTIONS	
UPGRADE TO FOUR-PLEX OUTLETS IN MASTER BEDROOM, HOME OFFICE, GARAGE, AND RECREATION ROOM	

- GENERAL NOTES**
- ALL UNITS SHALL HAVE AGING IN PLACE FEATURES INCLUDING:
 - LEVER HANDLES FOR PLUMBING FIXTURES AND DOORS
 - WALL BLOCKING FOR GRAB BARS AT TOILET, TUB, AND SHOWER
 - HANDRAILS IN STAIRWELLS
 - UNIT 3 TO BE A CONVERTIBLE UNIT, W/ FEATURES SHOWN IN DRAWINGS ABOVE TO CONFORM TO CITY CONVERTIBLE UNIT REQUIREMENTS AND BC BUILDING CODE

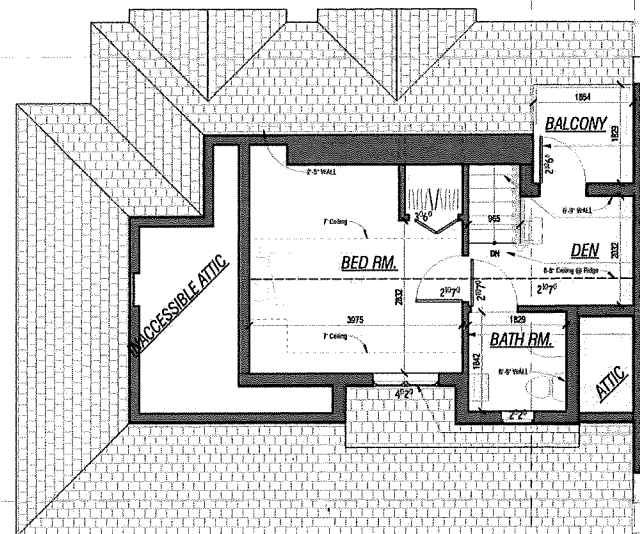
FUTURE STAIR LIFT DATA

DIMENSIONS



SPECIFICATIONS

Application:	Residential, indoor
Capacity:	100 lbs (45 kg), optional 350 lbs (160 kg)
Max speed:	20 ft/min (6.1 m/min), 12 ft/min (3.6 m/min) when going down
Power:	115V, 60 Hz, 15A power that changes on demand
Motor:	household power
Handicap depth:	16" (406 mm)
Foot rest depth:	12" (305 mm), with offset footrest: 25.25" (643 mm), with small footrest: 25" (635 mm)
Range of motion:	4" to 36"
Maneuverability:	to virtually any point, look, direction, etc.
Installation:	no fixed landing



- LEVER-TYPE HANDLES FOR ALL DOORS, TYP.
- STARTS TO ACCOMMODATE FUTURE STAIR LIFT W/ FRAMING SUPPORT
- ALL FACILITIES IN THE 3RD FLOOR CAN BE INCLUDED AT THE FLOORS BELOW, THEREBY REDUCING THE NECESSITY TO CONVERT THIS FLOOR ACCESSIBLE.
- ACCESSIBLE OUTLETS & SWITCHES ACROSS 3RD FLOOR, TYP.
- WINDOW W/ CRANK HANDLE TO BE OPENED W/ A SINGLE HAND, TYP.