



# City of Richmond

## Report to Development Permit Panel

**To:** Development Permit Panel

**Date:** November 19, 2014

**From:** Wayne Craig  
Director of Development

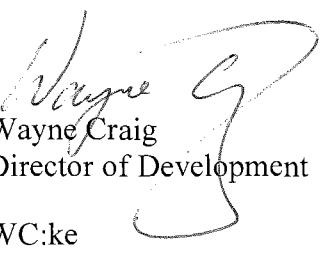
**File:** DP 13-637372

**Re:** Application by Dava Developments Ltd. for a Development Permit at 22560,  
22600 and 22620 Gilley Road

### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of thirty-five (35) three-storey townhouse units at 22560, 22600 and 22620 Gilley Road on a site zoned "Town Housing (ZT11) – Hamilton".
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the rate of tandem parking spaces from 50% to 100% to allow a total of seventy (70) tandem parking spaces in thirty-five (35) three-storey townhouse units.

  
Wayne Craig

Director of Development

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Att.

**Staff Report****Origin**

Dava Developments Ltd. has applied to the City of Richmond for permission to develop thirty-five (35) three-storey townhouse units at 22560, 22600 and 22620 Gilley Road on a site zoned "Town Housing (ZT11) – Hamilton". The site is vacant and contains preload materials.

The site is being rezoned from "Single-Detached (RS1/B)" to "Town Housing (ZT11) – Hamilton" for this project under Richmond Zoning Amendment Bylaw 8750 (RZ 06-344606). 3<sup>rd</sup> Reading was granted on June 18, 2012.

A Servicing Agreement application (SA 13-650377) has been submitted and is being reviewed by staff for off-site road upgrades and an on-site public pathway. Approval of the Servicing Agreement application is a rezoning consideration of Richmond Zoning Amendment Bylaw 8750.

**Development Information**

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

**Background**

Development surrounding the subject site is as follows:

To the north, properties zoned "Agricultural (AG1)" in the ALR to the west and properties zoned "Single-Detached (RS1/B)" to the east on the north side of Gilley Road;

To the east, a low density townhouse development zoned "Town Housing (ZT11) – Hamilton" and properties zoned "Single-Detached (RS1/B)";

To the south, properties zoned "Single-Detached (RS1/B)"; and

To the west, properties zoned "Single-Detached (RS1/B)". The lot fronting onto Gilley Road contains an existing single-family dwelling. The lot fronting onto Rathburn Drive is currently vacant.

The subject site is located in the Hamilton Area Plan and designated Neighbourhood Residential (Townhouse 0.75 FAR). On either side of the site, lots along the south side of Gilley Road are designated Neighbourhood Residential (Townhouse 0.55 FAR)(west) and Neighbourhood Residential (Townhouse 0.75 FAR)(east). The single-family lots to the south are designated Neighbourhood Residential (Single Family 0.55 FAR). The proposed townhouse project complies with the Hamilton Area Plan (Attachment 2).

**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 response to the concerns and comments is in *italics*:

1. Use of Gilley Road as the access to the proposed development and related traffic concerns (instead of access via the Turner/Rathburn Road connection through the single-family residential subdivision to the south) and concerns about limited pedestrian infrastructure and safety along Gilley Road.

*The access to the development from Gilley Road with the driveway access at the north east corner of the site has been approved through the rezoning (3<sup>rd</sup> Reading granted on June 18, 2012). Through the rezoning, the developer's traffic and engineering consultant and City's Transportation staff reviewed and confirmed the suitability of Gilley Road to be utilized as an access road to the development and required the following Gilley Road upgrades to be completed by this project from the access to the site to the Gilley Road/Westminster Highway intersection:*

- *6.1 m (20 ft.) wide asphalt driving surface;*
- *1.5 m (4.9 ft.) wide asphalt pedestrian walkway on the south side of the road and north of the existing water course (Riparian Management Area – 5 m) with appropriate pavement markings.*
- *Appropriate tie-in and transition to the existing Riparian Management Area watercourses located on the north and south side of Gilley Road.*
- *Road works along Gilley Road will be completed by a Servicing Agreement with all works to be completed by the developer at their sole cost.*

*The upgrades to Gilley Road will ensure safe use of Gilley Road by vehicles and pedestrians and will result in enhanced pedestrian safety both on Gilley Road and through the development site (via a secured public walkway). This project also facilitates:*

- *Implementation of a secured public walkway off Gilley Road on the north side of the subject site (through a 4.5 m (14.8 ft.) statutory right-of-way (SRW) for public passage. A similar SRW and walkway would be secured to the east if and when these properties redevelop, as noted in the previously referenced Hamilton Area Plan.*
  - *Implementation of a pedestrian connection from the residential subdivision to the south, through the subject site (through the above referenced SRW) to Gilley Road.*
2. Potential impacts on neighbouring properties resulting from preload and construction activity and construction related traffic concerns along Gilley Road.

*The developer is preloading the subject site in accordance with the recommendations of their consulting geotechnical engineer. The developer's geotechnical consultant has been monitoring the subject site and properties in the surrounding area and has not identified any adverse impacts to any surrounding properties in relation to the preload.*

*In response to concerns about preload related truck traffic on Gilley Road, the developer was required to submit a construction parking and traffic management plan for the site. This plan included provisions for management of truck traffic to the area to avoid stopping or queuing of trucks on Gilley Road, construction signage and temporary cone delineators for local traffic and pedestrian safety and employing a traffic control person to assist in the running and management of the plan. The developer and their consultants*

were responsible for implementing the plan in accordance with the terms and parameters identified by City staff. After City approval of the first construction parking and traffic management plan and commencement of preload activities, City staff received concerns from neighbours about construction traffic related activities and issues along Gilley Road. City Transportation staff examined each concern, monitored the situation and advised the developer and their traffic control company to adjust their activities and management plan accordingly.

To ensure construction related traffic issues continue to be addressed, the developer will be required to submit an additional (second) construction parking and traffic management plan for removal of existing preload activities and other site preparation activities needing completion in the near future. A third plan will need to be approved prior to issuance of a Building Permit for construction activities on the subject site. The parameters of all plans will include, but not be limited to the following:

- No construction related parking or staging of trucks on Gilley Road or in the surrounding neighbourhood.
- Dedicated areas of construction staff parking on-site.
- Dedicated construction loading/staging areas on the subject site.
- Construction vehicle access/egress is prohibited from utilizing Rathburn Drive or Turner Street.
- Construction vehicles will be required to travel at reduced speed on Gilley Road.
- Provisions for safe pedestrian and cyclist passage at all times, with inclusion of appropriate delineator posts.
- Traffic control persons as deemed necessary by Transportation staff.

City Transportation staff will continue to monitor construction related traffic and parking activities for this project and liaise with the developer as required. Staff feel that the above approach will address the concerns identified by the residents.

### **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the “Town Housing (ZT11) – Hamilton” zoning except for the variance noted below.

#### **Zoning Compliance/Variances (staff comments in **bold**)**

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Increase the rate of tandem parking spaces from 50% to 100% to allow a total of seventy (70) tandem parking spaces in thirty-five (35) three-storey townhouse units.

*Staff supports the proposed variance as the related rezoning application was submitted prior to the Bylaw Amendment related to tandem parking being approved by Council in March 2013.*

*The incorporation of 100% tandem parking has a number of advantages on this site including:*

- *Supporting a townhouse typology that meets the minimum required Flood Construction Level (FCL)(3.5 m) applicable in the Hamilton Sub Area by providing for all the habitable residential spaces to be on the second and third levels;*
- *Limiting the need to permanently raise the finished grade of the subject site, which improves the grade relationship with adjacent properties; and*
- *Allowing for a more compact form of development that results in increased site planning flexibility, more landscaping and a reduced amount of pavement/hard surfacing. The proposal's lot coverage is 35%, which meets Richmond Zoning Bylaw 8500 requirements for this zone. 35% is also a lower lot coverage than other low density townhouses in the City that allow for a higher 40% lot coverage.*
- *The application for rezoning was in-stream long before the zoning amendments were approved (March 2013) identifying the 50% tandem parking rate.*

*Transportation staff have reviewed the proposed tandem parking configuration of the development and have no concerns. A restrictive covenant preventing the conversion of tandem parking areas to habitable space has been secured through the rezoning.*

### **Advisory Design Panel Comments**

The Advisory Design Panel reviewed and supported the project on April 9, 2014. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (Attachment 3). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

### **Analysis**

#### ***Conditions of Adjacency***

- The proposed site design incorporates three-storey townhouse clusters along the Gilley Road frontage. These are interspersed with various pedestrian and vehicular pathways. The townhouses will be setback 7.5 m (24.6 ft.) from Gilley Road and this area will accommodate a public walkway parallel to Gilley Road and small front yards for the townhouses. Although larger in scale than existing adjacent development, the proposed development will fit into the anticipated future context of low-density townhouse development as per the Hamilton Area Plan (Attachment 2). In the interim, the townhouse blocks are well setback from adjacent properties which will minimize the scale, shadowing and overlook impacts.
- The proposed site design incorporates duplex and triplex townhouse units along the south edge of the property. Because of north-south grade changes across the site, the parking garages are located partially below-grade. This gives the units an apparent scale of two-storeys along Rathburn Drive. Combined with the clustering of units into duplexes, the result is a visible massing that is consistent with the single-family residential subdivision to the west and south.
- The proposed development locates the drive aisle along the east property line along with a pedestrian pathway connecting to a pedestrian circulation path along the south edge of the site. Combined with landscaping, this arrangement mitigates the potential for shadowing and overlook impacts for developments to the east.

- The proposed development incorporates a public, north south walkway along the west property line 4.5 m (14.8 ft.) in width. Combined with various additional setbacks to the buildings, the walkway and associated landscaping will serve to reduce the potential shadow and overlook impacts of the proposed development. Additionally, one townhouse block with three units has been located with “front door” access from the walkway which will both animate it and enhance safety.
- Based on the existing elevation of the site being much higher at the south end (Rathburn Drive/Turner Street) compared to the north end (Gilley Road), gradual grade transitions are proposed. To address elevation differences between the subject site and neighbouring properties on the western edge, a concrete lock block retaining wall is proposed (varying from approximately 1 m (3.3 ft.) to 2 m (6.6 ft.) in height). The highest grade difference of 2 m (6.6 ft.) is only applicable to a portion of the retaining wall on the west side of the public pathway adjacent to Building 4. To mitigate the impact of the concrete lock block retaining wall, a reduced height 1.2 m (4 ft.) tall wooden panel perimeter fence is proposed along the west edge of the site to be mounted on top of the retaining wall. Landscape buffer planting is proposed to be located on both the west and east sides of the public pathway along the entire west edge of the site next to the existing single-family houses. A higher level retaining wall is required on a portion of the west edge of the site for the following reasons:
  - The north south public pathway is required to be fully accessible. Due to the existing natural grade transitions (higher elevation to the south and lower elevation to the north), the public pathway must be designed with an appropriate slope. Although the implementation of steps or stepped terraced pathway may reduce some of the height of the retaining wall, this option cannot be looked at as this public pathway is required to be fully accessible and meet the slope requirements to address the existing grade change.
  - The minimum Flood Construction Level (3.5 m) requirements applicable to this project is being complied with by utilizing the existing grade and elevation transitions of the subject site and with townhouse unit habitable space being constructed above parking. This approach minimizes the amount of external fill remaining on the developments site and need for larger more extensive retaining walls.
- Along a majority of the eastern edge of the site, a wooden timber retaining wall is proposed with a height ranging from approximately 0.74 m (2.5 ft.) to 1 m (3 ft.), also topped by a 1.8 m (6 ft.) tall wooden privacy fence. Because the drive aisle is immediately adjacent to the east property line, staff believe the fence height is important for screening, light control and noise reduction for the adjacent properties. At the south east corner of the site, the increase in elevation in order to meet existing grades requires implementation of a terraced retaining wall system. The project minimizes the impacts of the retaining walls in the south east corner of the site by:
  - Reducing the elevation of the walkway along the east side of building 12 as much as possible to reduce the height of any required retaining wall.
  - Implementing a wooden stepped/terraced retaining wall system on the east side of building 12. The lower tier retaining wall, adjacent to the neighbouring property to the east, contains a maximum grade difference of 1.4 m (4.6 ft.). Due to safety reasons and code requirements, a 1 m (3.5 ft.) metal guardrail fence is proposed to be mounted on top of the retaining wall. This metal guardrail fence is designed to

not add any additional mass or height to the existing retaining wall and to be transparent and enable the landscaping implemented behind (in the elevated terrace area) to be visible from neighbouring properties.

- A smaller 0.7 m (2.3 ft.) wood retaining wall is proposed on the upper terrace.
- If and when properties to the immediate east and west develop in accordance with the provisions of the Hamilton Area Plan (low-density townhouses and/or single-family), grade differences and retaining wall height between these sites should be minimal as a similar grading approach will likely be implemented resulting in a slight increase in elevation on redevelopment sites.
- The northwest portion of the subject site is across the road (Gilley Road) from land contained in the Agricultural Land Reserve (ALR). In addition, the entire Gilley Road frontage of the subject site contains a 5 m Riparian Management Area (RMA). The development has responded to these designations as follows:
  - All works (buildings, fencing and pathways) are located outside of the RMA. No further disturbance is proposed.
  - The proposed setback of 7.5 m (24.6 ft.) from Gilley Road is sufficient space to implement a landscape buffer to address the minimal adjacency this site has to the ALR. The ALR buffer will consist of plantings (trees and shrubs) in the front yards of the units. The natural growth and development of habitat in the existing RMA will provide an additional buffer.
  - A public pathway is proposed along the north edge of the site solely located on the development site. The pathway is also separated from the agricultural lands by Gilley Road and a ditch on either side.
  - A legal agreement secured through the rezoning application will secure the ALR buffer so it cannot be removed and must be maintained. It will also identify that the buffer is to assist in the mitigation of typical farm activities related to noise, odour and dust.
  - The City's Agricultural Advisory Committee reviewed and endorsed the proposed ALR buffer at rezoning.
- An environmental consultant has prepared a report with recommendations on proposed plantings and compensation/mitigation works required to enhance the habitat of the RMA and off-set required work (i.e., culvert removal and culvert installation as a result of the proposed development. Environmental Sustainability staff have reviewed and support the proposed RMA enhancement plan along the site's Gilley Road frontage. For portions of the RMA beyond the subject site to the west impacted by the proposed minor road upgrades to Gilley Road – these will be addressed through the Servicing Agreement for these works.

### ***Urban Design and Site Planning***

- Access to the development site will be at the north east corner from Gilley Road. Drive-aisle and traffic circulation is provided by two east-west running drive-aisles that are connected with smaller north-south running drive-aisles. All townhouse units have direct garage access from the internal drive-aisle network. Previously, access to the original townhouse proposal was at the south west corner of the subject site (via Rathburn Drive/Turner Street connection); however, this was referred back to staff at the May 16, 2011 Public Hearing with direction to achieve access to the development site from Gilley Road.

- Units are oriented to maximize the number fronting directly on the streets, which enhances the continuity of the streetscape on Gilley Road and Rathburn Drive/Turner Street and provides for street animation, safety and good outlook. Front doors and entrance features are also included for the units that front onto the north-south public walkway to similar effect.
- Grade transitions for the units fronting onto the road or walkway are mitigated by implementing a stepped/terraced front yard approach, thereby avoiding a long run of stairs to each unit entry from the sidewalk/walkway.
- For the two (2) internal triplex building typologies (Building 5 and 6), entrances are setback sufficiently from the drive-aisle to facilitate separation space and implementation of landscaping. These units also have private outdoor spaces that back onto the outdoor amenity area.
- The outdoor amenity space is located in a central and highly visible location within the development. It complies with the minimum size requirements and is designed to include a variety of children's play equipment and structures (play structure house, seesaw and climbing apparatus) in accordance with OCP guidelines. The outdoor amenity also includes a durable surface that can be utilized in all weather conditions and benches and health/wellness equipment.

#### ***Architectural Form and Character***

- Gabled enclosed roof elements enhance the pedestrian scale of the development, which will have the benefit of a public walkway along three of the site's edges (south, west and north).
- Varied building massing is provided throughout the development in response to the surrounding context. Long building blocks are avoided as fourplex building types are limited to the Gilley Road frontage and are broken up further by various architectural detailing and features (gabled roof elements above the entrances and bay windows).
- Along the units fronting the roads, external cladding accents are alternated between building types to provide enhanced variation, patterning and differentiation between individual building blocks.
- Proposed external cladding materials and treatments consisting of charcoal asphalt shingles, hardi-panel siding/shingles, vinyl siding, wood detailing (board and batten, brackets and accent panels), painted metal garage and entrance doors are consistent with 2041 OCP guidelines and existing surrounding residential development.
- External cladding materials (hardi-panel shingles, wooden board and batten, wood accent trim and brackets) are proposed to highlight gable-end dormers and bay window elements.

#### ***Landscape Design and Open Space Design***

- At rezoning, a minimum of 34 replacement trees were identified to be incorporated into the landscape plan. The proposed landscaping exceeds and nearly doubles the minimum replacement trees required (with 64 evergreen and deciduous trees proposed).
- Townhouse units that front onto the roads on the north and south side of the site and the public walkway on the west edge will have individual open spaces consisting of a patio (pavers) and defined by low-level wood picket fencing, shrubs and trees. Internal townhouse units have individual defined open spaces that abut the outdoor amenity space for the project and contain a similar combination of low-level fencing, patio (pavers), low-level shrubs and trees.

- A variety of permeable concrete paving treatments are proposed throughout the project in the drive-aisles, visitor parking stalls and parking aprons, which will differentiate the functional areas and help to provide visual interest to the large hard surface areas.
- 1-1.2 m (3.3 to 4 ft.) tall wood picket and panel fencing is proposed within individual unit outdoor spaces and surrounding the outdoor amenity area.
- Wooden bracket and trellis features are used to further enhance the north entrance area to the outdoor amenity area, the drive-aisle ends and project signage.

### ***Crime Prevention Through Environmental Design***

- The north-south and east-west public pathways through the development site are designed to minimize blind corners and maximize visibility. Casual surveillance of the public pathway is also possible from the units with direct frontage.
- The outdoor amenity and mailbox collection area are in a central and highly visible and open location. Secondary surveillance of this space is also possible as two (2) building blocks (Buildings 5 and 6) back onto the outdoor amenity and have their own unit open spaces abutting the amenity area to maximize surveillance of the area.
- Low landscaping and fencing to minimize blind spots and improve visibility with clearly defined unit entrances is also improved in the development.

### ***Sustainability Measures***

- The developer has engaged a Certified Energy Advisor, who has submitted a report confirming that the project will be able to achieve an EnerGuide rating of 82. A legal agreement will be secured on the subject site as a Development Permit consideration to ensure that the proposed development complies with the Certified Energy Advisor's recommendations to achieve a minimum EnerGuide rating of 82.
- Additional sustainability measures incorporated into the project include:
  - Drought tolerant and native plant materials.
  - Permeable pavers proposed in the internal drive aisle and patios of the development to increase the site's permeability and reduce storm water discharge.
  - Large operable windows for natural light and ventilation.
  - Locally sourced building materials to reduce green house gas emissions.
  - Light coloured building materials to reduce heat island effect.

### ***Accessible Housing***

- The proposed development includes one convertible unit that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of this unit will require installation of an elevator. The architect has confirmed that the future space for an elevator will be occupied by a storage area that includes the necessary framing and depressed slab area to accommodate a future lift in accordance with the manufacturer's specifications.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
  - 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 proposal has addressed all conditions of adjacency, site planning and design, architectural form/character and landscaping design, including responding to Advisory Design Panel and staff comments for the project. The Development Permit application submission complies with applicable Development Permit guidelines and integrates well with the surrounding residential land uses. Staff recommend support of this Development Permit application.



Kevin Eng  
Planner 2

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

- Registration of a legal agreement on title of the consolidated site identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency;
- Receipt of a Letter-of-Credit or suitable cash bond for landscaping in the amount of \$252,533; and
- Submission and approval of construction traffic and parking management plan to the satisfaction of the City's Transportation Division (based on the parameters required by City staff) associated with any remaining site preparation activities (i.e., preload removal) to be undertaken prior to Building Permit issuance.

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

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (based on the parameters required by City staff) (<http://www.richmond.ca/services/tp/special.htm>) for construction related activities.
- Incorporation of accessibility measures in the Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.



# City of Richmond

## Development Application Data Sheet

Development Applications Division

DP 13-637372

Attachment 1

Address: 22560, 22600 and 22620 Gilley Road

Applicant: Dava Developments Ltd. Owner: Parc Gilley Project Inc.

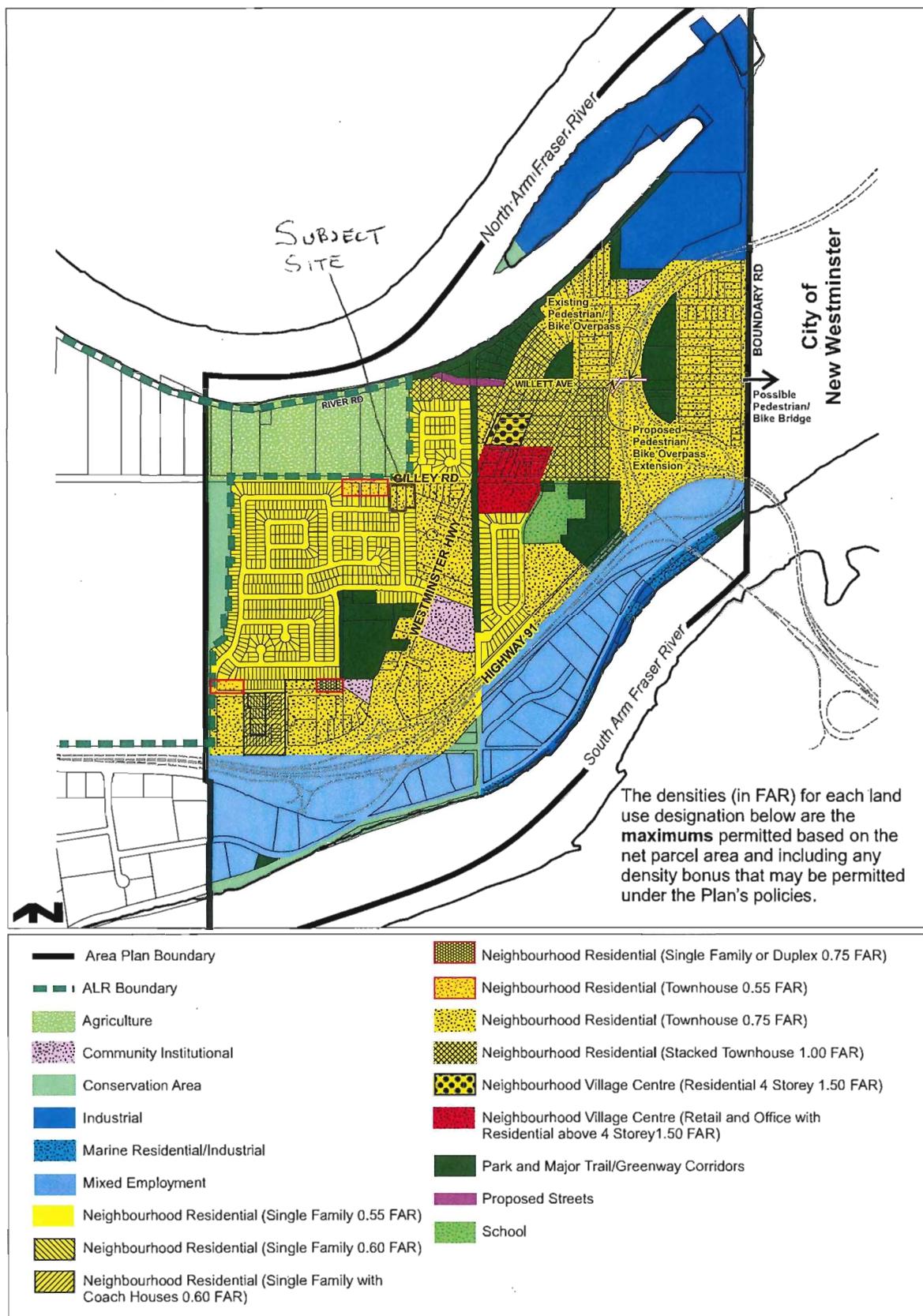
Planning Area(s): Hamilton

Floor Area Gross: 5,486 m<sup>2</sup> Floor Area Net: 3,467 m<sup>2</sup>

	Existing	Proposed
Site Area:	6,438 m <sup>2</sup>	5,777 m <sup>2</sup> (After land dedications)
Land Uses:	Vacant – Currently preloaded	Low density townhouses
OCP Area Plan Designation:	Neighbourhood Residential	Neighbourhood Residential
Zoning:	Single-Detached (RS1/B)	Town Housing (ZT11) - Hamilton
Number of Units:	N/A	35 townhouse units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.60	0.60	none permitted
Lot Coverage:	Max. 35%	35%	None
Setback – Front Yard (north):	Min. 6 m	7.5 m	None
Setback – Front Yard (south):	Min. 6 m	6.0 m	None
Setback – Side Yard (west):	No minimum setback	5.4 m	None
Setback – Side Yard (east):	No minimum setback	3 m	None
Height (m):	Max. 10.6 m	9.95 m	None
Off-street Parking Spaces – Resident and Visitor	70 resident spaces 7 visitor spaces	70 resident spaces 7 visitor spaces	None
Total off-street Spaces:	77 spaces	77 spaces	None
Tandem Parking Spaces	50% of spaces (35 spaces) may be parked in tandem	100% of spaces (70 spaces) proposed to be parked in tandem	Variance required
Amenity Space – Indoor:	Min. 70 m <sup>2</sup>	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 210 m <sup>2</sup>	210 m <sup>2</sup>	None

## Land Use Map



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

**Wednesday, April 9, 2014 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall**

**DP 13-637372 – 35-UNIT LOW DENSITY TOWNHOUSE DEVELOPMENT IN HAMILTON**

APPLICANT: Dava Developments Ltd (Yamamoto Architecture Inc.)

PROPERTY LOCATION: 22560/22600/22620 Gilley Road

**Applicant's Presentation**

Architect Taizo Yamamoto, Yamamoto Architecture Inc., and Landscape Architect Patricia Campbell, PMG Landscape Architects, presented the project and answered queries from the Panel on behalf of the applicant.

**Panel Discussion**

*Comments from the Panel were as follows:*

- the project is a straightforward townhouse development; overall aesthetics and architectural character could be further enhanced;

*Architectural character and materials further enhanced throughout the development by strengthening one of the two material/ colour schemes. Colour scheme 2 (Style 2) maintains the same cool colour properties but enhances with richer hue's . An alternating colour / material scheme per building strengthens visual diversity within the development. See Streetscape and elevation drawings. (Sheet A4.0-4.4)*

- review the location and manoeuvrability of the visitor parking stalls;

*Relocation of visitor parking stalls were studied. No opportunity to relocate visitor parking stalls without negatively impacting the outdoor amenity area. Proposed visitor parkings stalls proposed at same locations. See site plan. (Sheet A1.0)*

- supportive of the proposed development;

*Noted*

- good access on all three levels of the convertible unit; the master bedroom has good accessibility; however, the second and third bedroom doors are too narrow for occupants needing accessibility; consider replacing with angled doorways at the corner of the room as seen in the type A units;

*Angled doorways similar to Unit A is not viable. Incorporating an angled entrance with larger doors to the secondary bedrooms drastically conflicts with the livable space and closets. Proposed layout remains ideal. See Convertible Unit Plan. (Sheet A6.0)*

- consider an additional convertible unit in the proposed development;  
*Consideration of additional convertible unit was undertaken. Proposed development consists of all 3 storey units which is not ideal for a potential accessible occupant. All units are designed to have age-in-place features such as lever type handles to accommodate an older demographic. We feel that proposing one convertible unit is adequate.*
- look at pedestrian permeability/connectivity at the south end of the driveway access/egress to Gilley Road; consider opportunity for a sidewalk;

*Opportunity for sidewalk at the south end of the drive access/egress to Gilley Road is unattainable. Tight quarters between building and main entry drive aisle limits the allowance for access to garbage/recycling, sidewalk while maintaining landscaping features at the entry point. A 2.0m wide pedestrian pathway has already been proposed between building 1 & 2 via sidewalk from Gilley Rd. See site plan. (Sheet A1.0)*

- support the planting scheme; location of planting is appropriate; addresses privacy concerns and grade changes;

*Noted.*

- concern on the functionality of the permeable concrete pavers on the proposed development with regard to their permeability; regular concrete pavers and catch basin may work better from a geotechnical standpoint;

*Noted.*

- consider turning the post saddles on the trellis at the play area to the other direction to hide the bolts in an active space;

*Post saddles proposed at same orientation. Exposed bolts to be painted to match trellis color and the rest of development.*

- landscaping and architectural lay-out is good; design is efficient; responds well to the environment, e.g. the ditch;

*Noted.*

- consider more tandem parking as it will free up space for more duplexes in lieu of six-plexes; will also create more opportunities for landscaping;

*All units already proposed with tandem parking. Additional units to proposed development is not viable.*

- identify public art opportunities at this stage of the project; consult with City staff and public art planner regarding the process and requirements for public art;

*Owner agreed with the city during the Rezoning stage for contribution in-lieu of public art.*

- disagree with rezoning applications for townhouse developments; the townhouse building form has a lot of pavement and lacks outdoor space; appreciate efforts made but not supportive of the project;

*Noted.*

- reduce the barrenness of the subject site and address the lack of landscaping; would like to see more concrete pavers and less asphalt on the proposed development;

*Permeable concrete pavers enlarged at key points throughout the subject site. Permeable pavers proposed at main entry drive aisle, adjacent to outdoor amenity area, and adjacent to unit entrances from the internal roadway. Buildings 1-3, and 7-12 are now also proposed with pavers at the drive way aprons. Additional trees proposed along internal driveway near the entries to building 5 & 6. See landscape plan. (Sheet L1)*

- consider opportunities for planting more big trees on the site, e.g. between Buildings 4 and 5 and on the east side of Building 6;

*Additional trees proposed along internal driveway near the entries to building 5 & 6. Opportunity for additional trees near building 4 is restricted due to limited space. See landscape plan. (Sheet L1)*

- appreciate the details and articulation in the model presented by the applicant;

*Noted.*

- a lot of vehicular circulation could be expected inside the proposed development; applicant has done a good job in breaking up the paving treatments; paved areas could be useful as social/gathering space and play area for children;

*Noted.*

- appreciate the additional augmentation of the ditch; and

*Noted*

- note the lack of public connection on the east side of the proposed development.

*Additional pedestrian connection provided at the south east corner of site near Bldg. 12. See site plan. (Sheet A1.0)*

### **Panel Decision**

It was moved and seconded

***That 13-637372 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.***

**CARRIED**

Opposed: Jim Hancock



# City of Richmond

## Development Permit

No. DP 13-637372

To the Holder: Dava Developments Ltd.

Property Address: 22560, 22600 and 22620 Gilley Road

Address: c/o Nelson Chung  
228 – 2680 Shell Road  
Richmond, BC V6X 4C9

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to increase the rate of tandem parking spaces from 50% to 100% to allow a total of seventy (70) tandem parking spaces in thirty-five (35) three-storey townhouse units.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$252,533 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

**Development Permit**  
**No. DP 13-637372**

To the Holder: Dava Developments Ltd.

Property Address: 22560, 22600 and 22620 Gilley Road

Address: c/o Nelson Chung  
228 – 2680 Shell Road  
Richmond, BC V6X 4C9

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8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.  
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

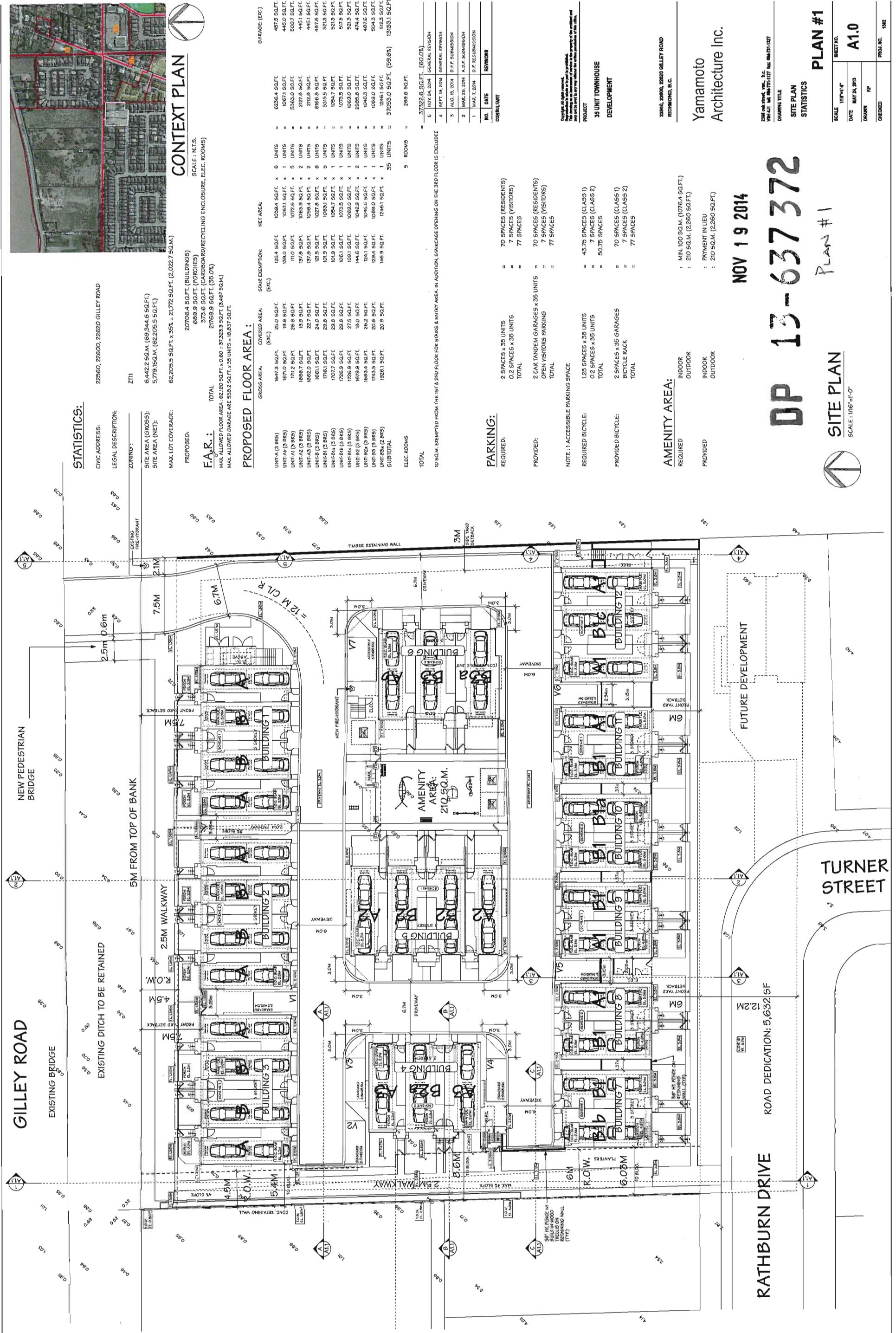
MAYOR

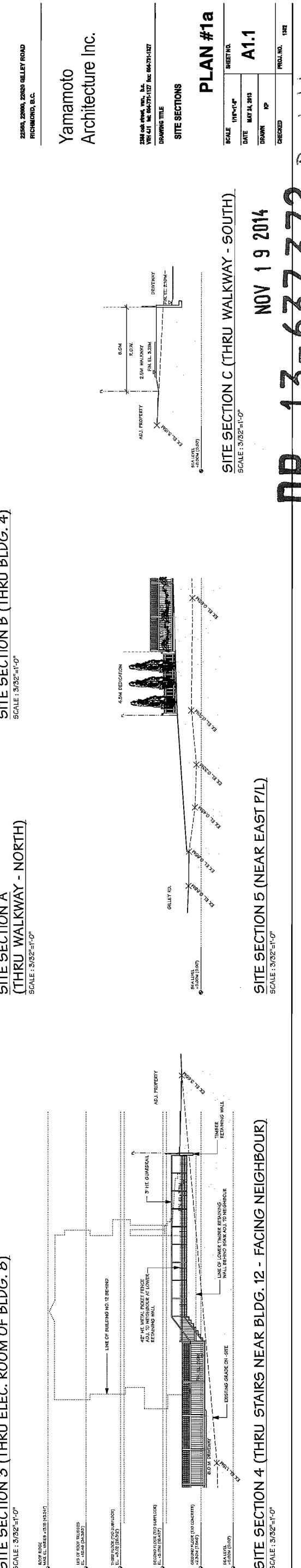
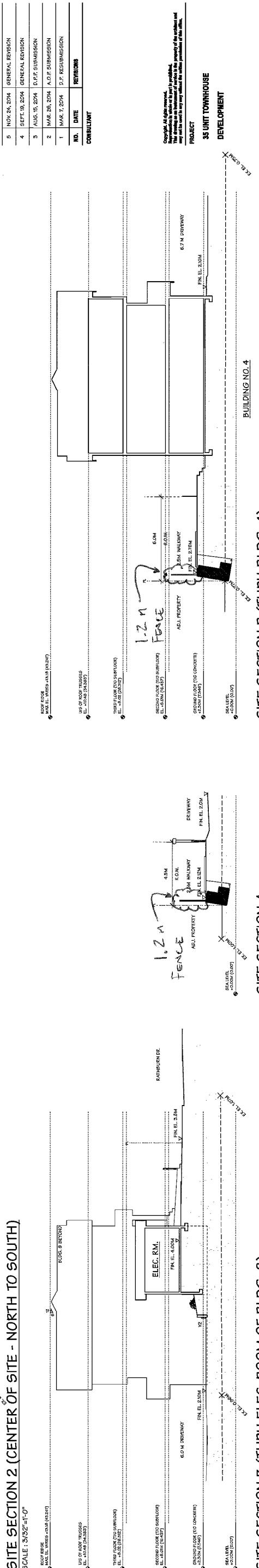
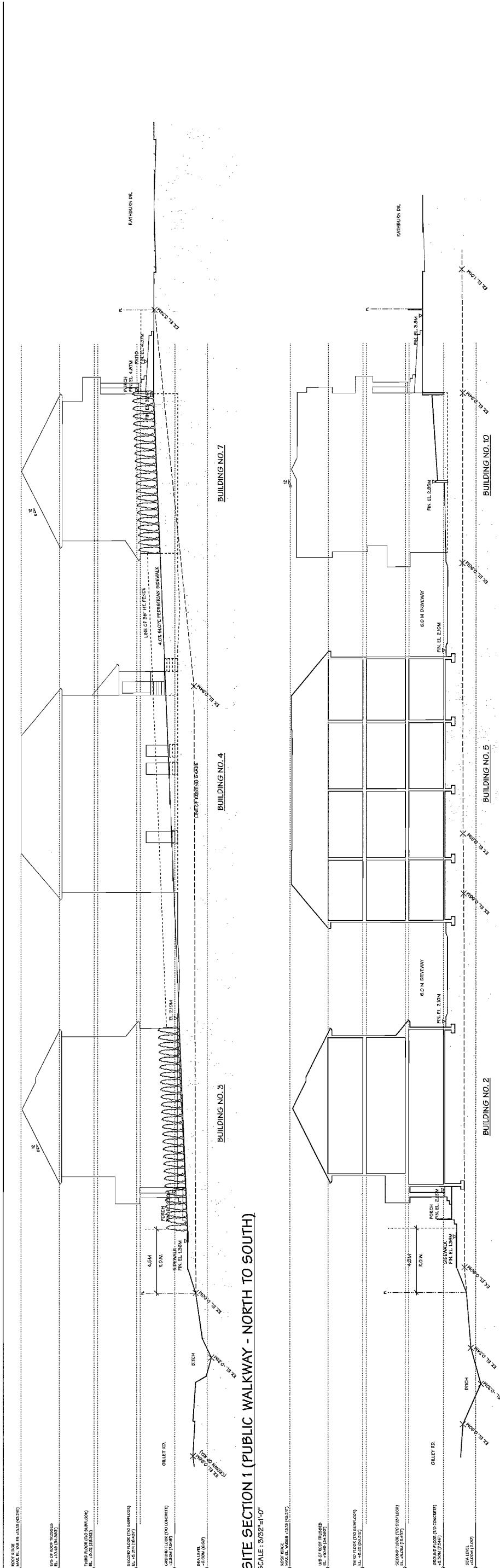


# City of Richmond

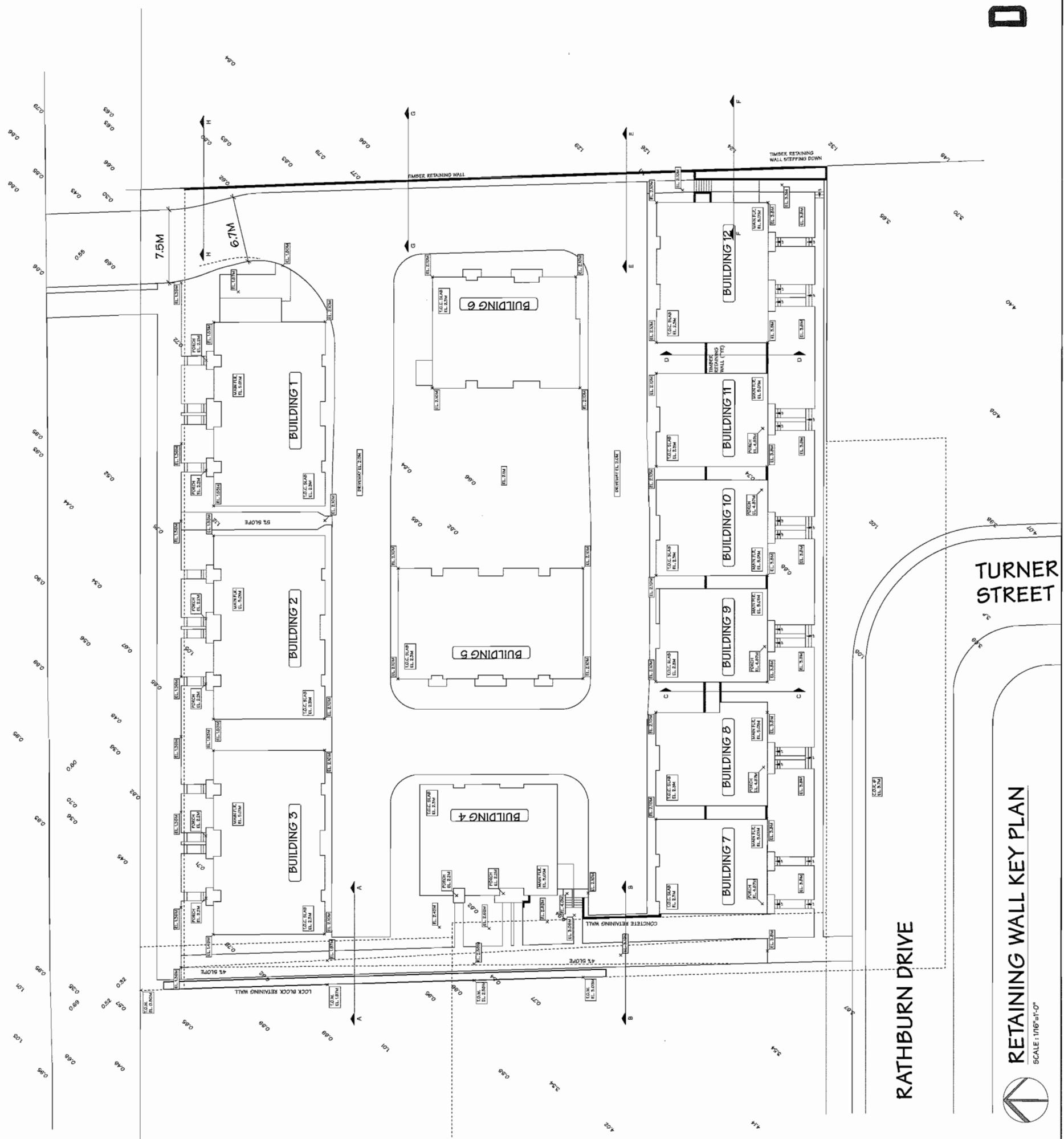


	<p><b>DP 13-637372</b> <b>SCHEDULE “A”</b></p>	<p>Original Date: 11/20/14 Revision Date: Note: Dimensions are in METRES</p>
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# GILLEY ROAD



# RETAINING WALL KEY PLAN



SCALE: 1/16' = 0'-0"

1/16"

**DP 13-637372**  
Plan #1B

**NOV 19 2014**

**PLAN #1b**

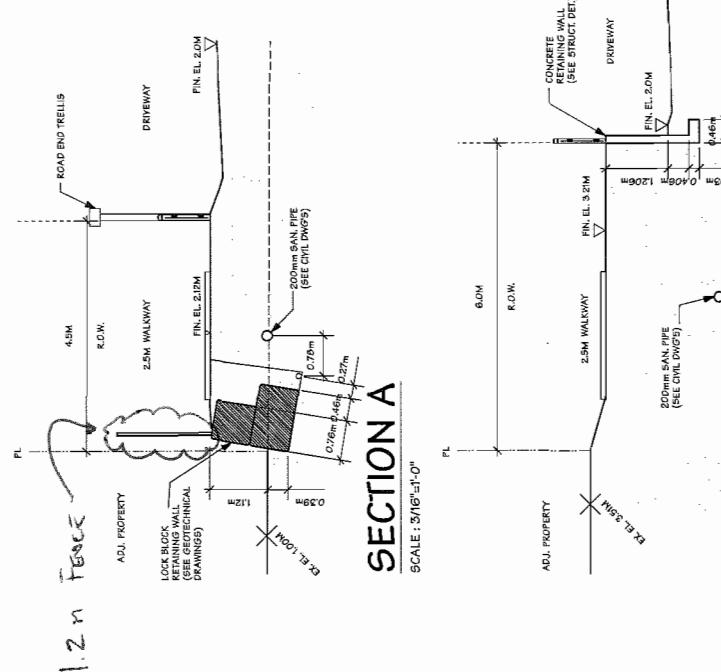
PROJECT		SHEET NO.
35 UNIT TOWNHOUSE	DEVELOPMENT	A1.2
22580, 22580A, 22580B GILLEY ROAD	RICHMOND, B.C.	
2000 GILLEY ROAD, VILL. B.C. V6V 4J1	DATE MAY 24, 2013	
	DRAWN NP	
	CHECKED	
	PROL. NO. 1002	

**Yamamoto  
Architecture Inc.**

2000 GILLEY ROAD, VILL. B.C.  
V6V 4J1

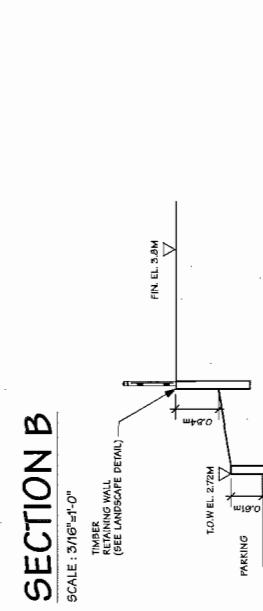
VIA 411 Inc. 604-731-1177

RETTAINING WALL KEY PLAN



**SECTION B**

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



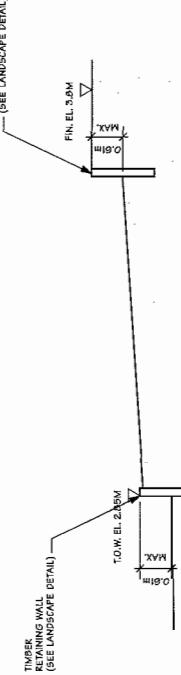
**SECTION C**

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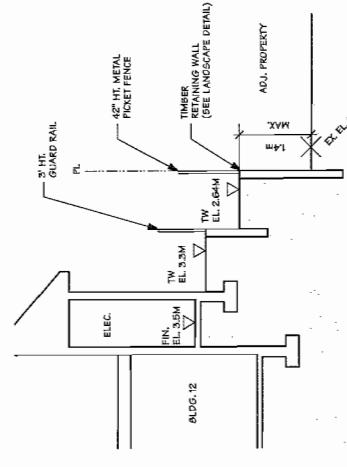
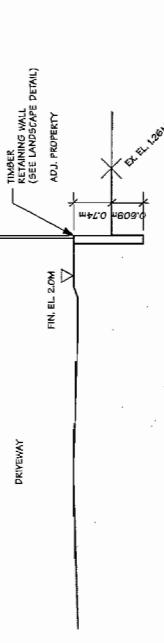
**SECTION D**

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



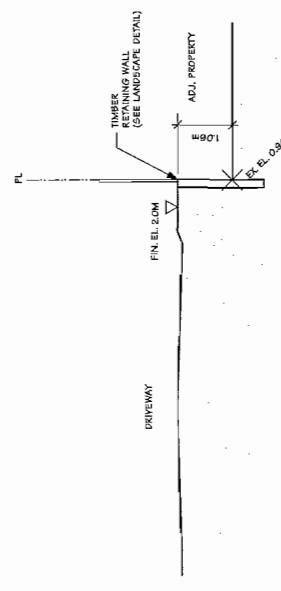
**SECTION E**

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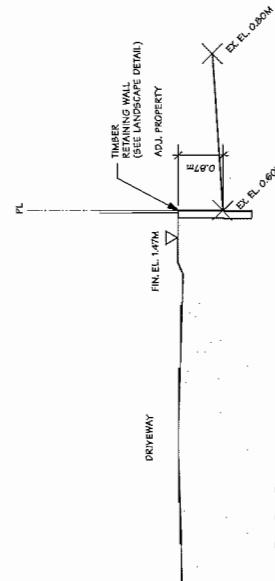
**SECTION G**

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



**SECTION H**

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



DP 13-637372  
Plan # 1c

**PLAN #1C**

DETAIL SECTIONS

**A1.3**

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

DATE MAY 24, 2013

DRAWN KP

CHEMED

PROJ. NO. 1001

**PLAN #1C**

DETAIL SECTIONS

**A1.3**

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

DATE MAY 24, 2013

DRAWN KP

CHEMED

PROJ. NO. 1001

GENERAL REVISION  
GENERAL REVISION  
D.P.D. SUBMISSION  
A.D.F. SUBMISSION  
D.F. REQUIREMENT  
REVISIONS  
CONSULTANT

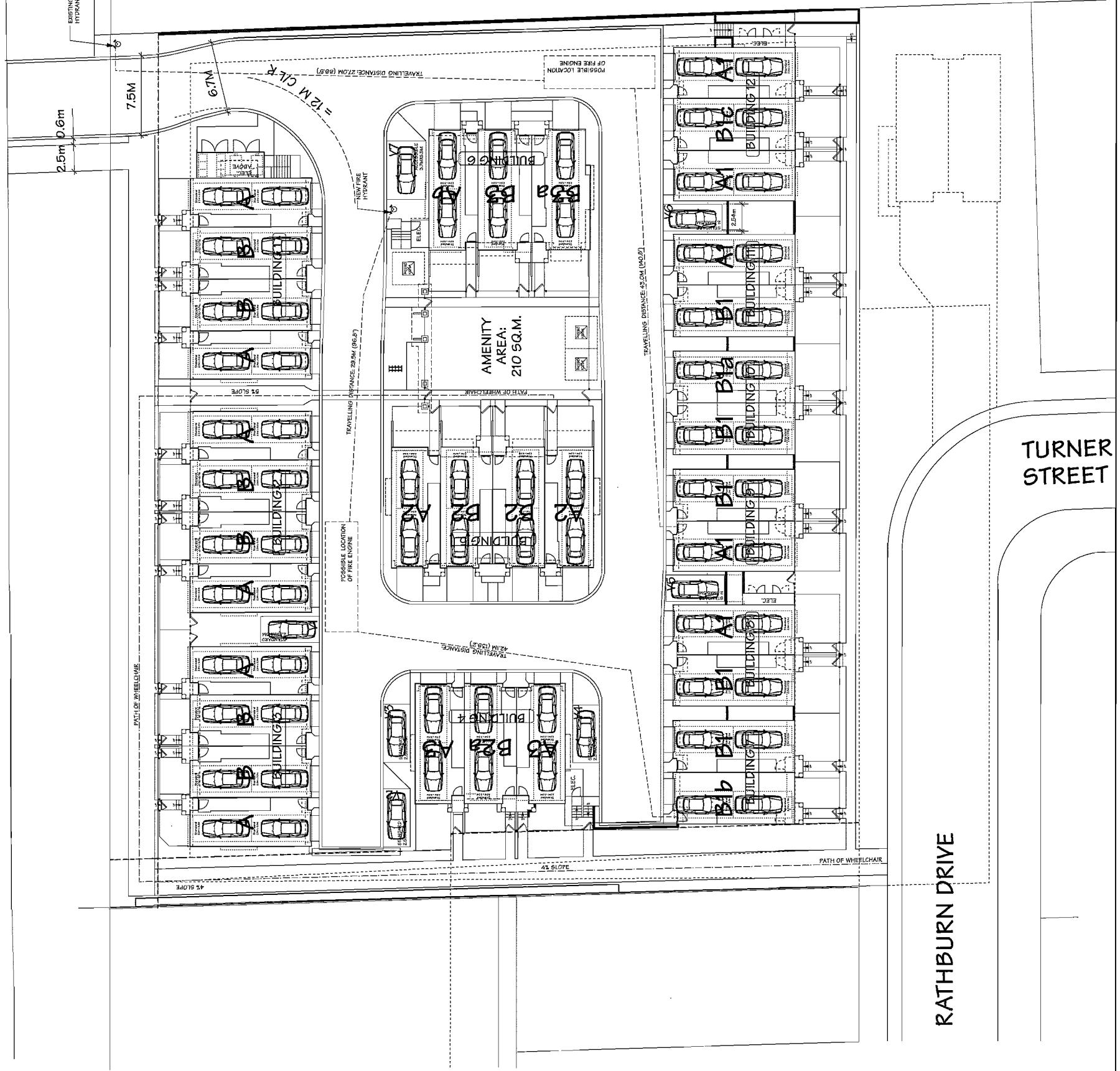
PROJECT  
35 UNIT TOWNHOUSE  
DEVELOPMENT

DRIVEWAY  
22880, 22880, 22880 GILLEY ROAD  
RICHMOND, B.C.

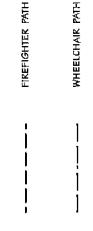
Yamamoto  
Architecture Inc.

2288 GILLEY ROAD, VNC, V.A.  
V.R.L. NO. 60473-1127

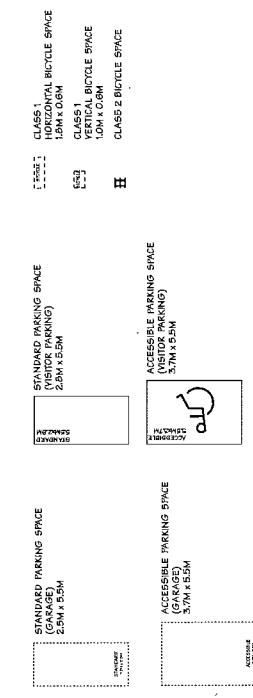
# GILLEY ROAD



PATH LEGEND



PARKING LEGEND



**PARKING:**

REQUIRED:	2 SPACES x 35 UNITS 0.2 SPACES x 35 UNITS	=	70 SPACES (RESIDENTS)
TOTAL		=	77 SPACES
PROVIDED:	2 CARTANDEM GARAGES x 35 UNITS OPEN VISITORS PARKING	=	70 SPACES (VISITORS)
TOTAL		=	77 SPACES

NOTE : 1 ACCESSIBLE PARKING SPACE

REQUIRED BICYCLE:	1.2B SPACES x 35 UNITS 0.2 SPACES x 35 UNITS	=	43.75 SPACES (CLASS 1)
PROVIDED BICYCLE:	2 SPACES x 35 GARAGES BICYCLE RACK	=	7 SPACES (CLASS 2)
TOTAL		=	77 SPACES

NO.	DATE	REVISIONS	CONSULTANT
5	NOV 24, 2014	GENERAL REVISION	
4	SEPT 16, 2014	GENERAL REVISION	
3	AUG 15, 2014	D.P.T SUBMISSION	
2	MAR 26, 2014	A.D.F SUBMISSION	
1	MAR 7, 2014	D.J.F RESUBMISSION	

PROJECT:  
35 UNIT TOWNHOUSE  
DEVELOPMENT

RICHMOND, B.C.

2258A, 2260A, 2262A GALLY ROAD

REVISIONS

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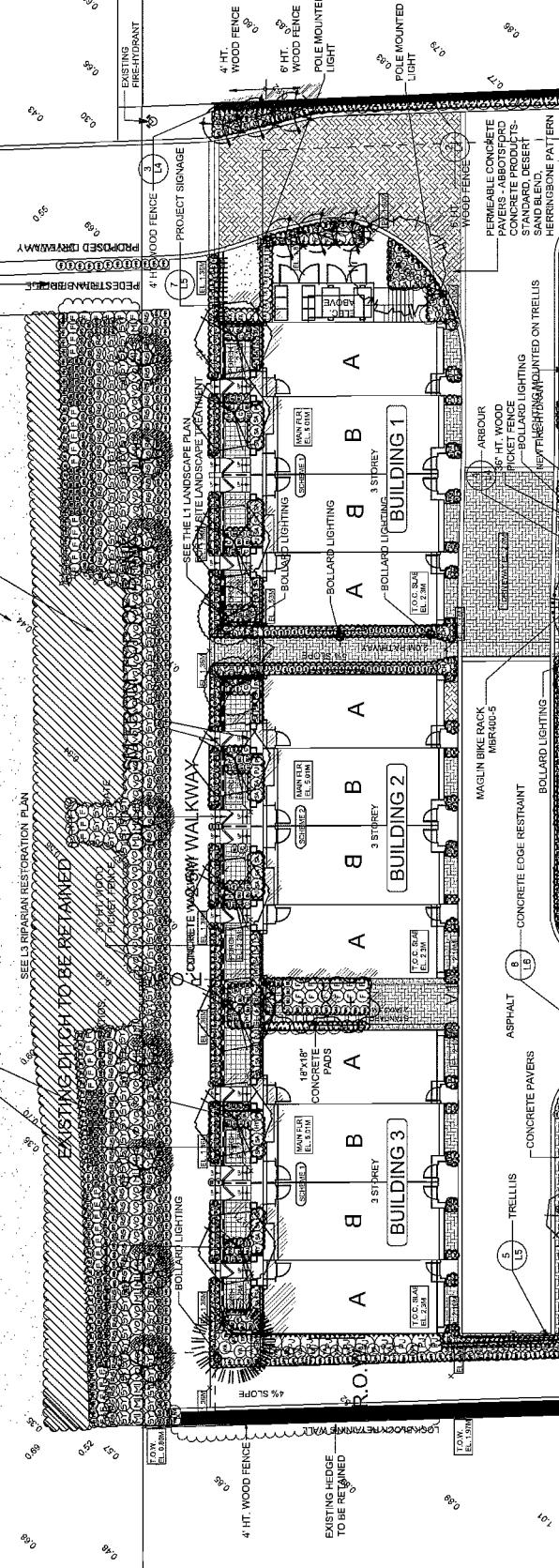
LANDSCAPE  
ARCHITECTS

Suite C100 - 4105 Sturdi Drive  
Burnaby, British Columbia, V5C 6G9  
P: 604.294.0011 | F: 604.294.0022

SEAL:

**NEW PEDESTRIAN BRIDGE**  
SECTION WITH LOW GROUNDBREAKING TO RETAIN  
AREAS WHERE DRIVEWAYS ARE REMOVED  
AND REPAIR WHERE NECESSARY  
RETAIN EXISTING NATIVE VEGETATION  
IN HAZED AREA, REMOVE BLACKBERRY  
SPRING OTHER INVASIVE PLANTS

SEE 13 RIPARIAN RESTORATION PLAN



#### PAVING LEGEND

ROADS - PERMEABLE CONCRETE PAVERS - ABSORBENT PRODUCTS AND DESERT SAND BLEND HERRINGBONE PATTERN	SYMBOL:	DESIGN:
PARKING - PERMEABLE CONCRETE PAVERS - ABSORBENT CONCRETE PRODUCTS - AQUAPAVE - STANDARD SHAPE, SAND BROWN BLEND, HERRINGBONE PATTERN	SYMBOL:	DESIGN:
PATIOS PAVERS - OLD COUNTRY STONE, BASKET WEAVE TYPE PATTERN	SYMBOL:	DESIGN:

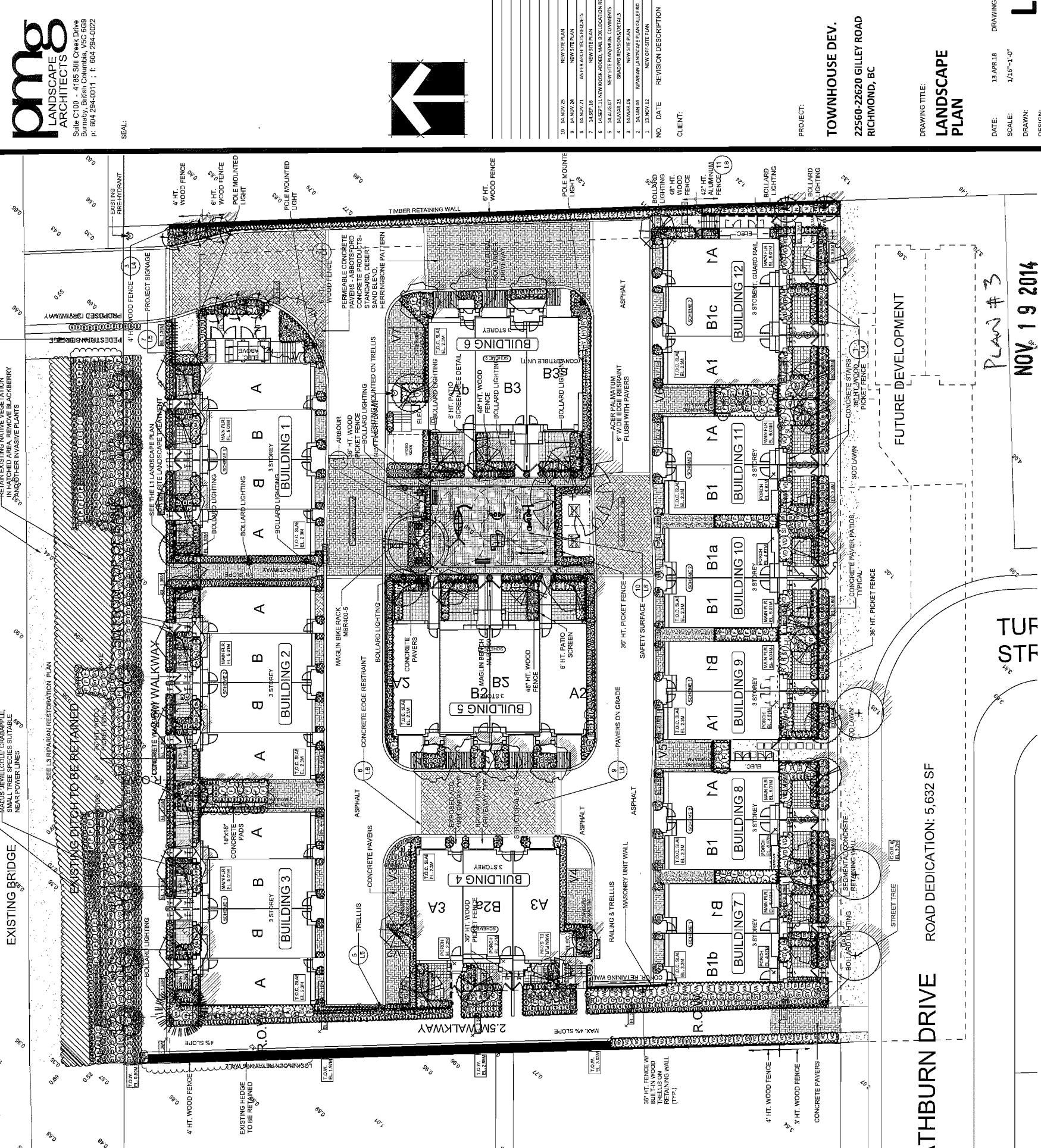
#### LIGHTING LEGEND

SYMBOL	STYLE	DESCRIPTION
◆	BOLLARD 36' HT	POST MOUNTED LIGHT ON TRELLIS
■	POLE MOUNTED LIGHT	

#### PLANT SCHEDULE

KEY QTY		BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	PMG JOB NUMBER: 13059
TREE	4	ACER CHIRINATUM	VINE MAPLE	6CM CAL; B&B; 3 STEM CLUMP	
	6	ACER PALMATUM 'SANGOK KAKU'	CORAL BARK MAPLE	2.5M HT	
	10	CARPinus BETULUS	KATSURA TREE	6CM CAL; 1.2M STD; B&B	
GUT	1	CERATIPELLUM JAPONICUM		8CM CAL; 1.8M STD; B&B	
HGT	3	CITRUS SINENSIS	CITRUS	8CM CAL; 2.2M STD; B&B	
	9	CORNUS SODA SATOMII	WILLOW WOOD CORNUS	8CM CAL; 1.8M STD; B&B	
	10	MAGNOLIA SOULANGEANA 'RUSTICA RUBRA'	PINK/KOUSA DOOGWOOD	3.5M HT; 3.8B	
	7	MAIFIORA OMORICA	RUSTICA RED MAGNOLIA	4.0M HT; 3.8B	
	10	SERBIAN SPRUCE	SERBIAN SPRUCE	6CM CAL; 1.2M STD; B&B	
	3	ARNOLD SENTINEL	ARNOLD SENTINEL AUSTRIAN BLACK FIR	8M HT; 1.8B	
	1	PRUNUS YEDOensis 'AKIKONO'	DAYBREAK CHERRY	8M HT; 1.8B	
	1	PSUDOTSUCA MENGZHEI	Douglas FIR	8M HT; 1.8B	
	7	PYRUS CALLERYANA 'CAPITAL'	CapitaL PEAR	5CM CAL; 1.8M STD; B&B	
	1	SOPHORA JAPONICA	JAPANESE PAGODA TREE	10CM CAL; 1.5M STD; B&B	
			LITTLE LEAF BOX	1.5M HT	
			ROSE OF SHARON	1.5M HT	
			BIGLEAF HYDRANGEA, LACE-CAP RED	1.5M HT	
			HEAVENLY BAMBOO	1.5M HT	
			FIREFLOWER HEAVENLY BAMBOO	1.5M HT	
			PIERIS, WHITE BLOOMS	1.5M HT	
			RHODODENDRON 'LIGHT PURPLE' MAY	1.5M HT	
			MEDLAND ROSE; PINK	1.5M HT	
			RUGOSA ROSE; PINK	1.5M HT	
			DAPPLED WILLOW	1.5M HT	
			FRAGRANT SWEETBOX	1.5M HT	
			COLONNARIS HIBISCUS	1.5M HT	
			BLUE CROWN EDIBLE BLUEBERRY	1.5M HT	
			EVERGREEN HUCKLEBERRY	1.5M HT	
			DAVID'S VIBURNUM	1.5M HT	
			SUMMER SNOWFLAKE VIBURNUM	1.5M HT	
			GOLD VARIEGATED JAPANESE FOREST GRASS	1.5M HT	
			BLUE OAT GRASS	1.5M HT	
			MAIDEN GRASS	1.5M HT	
			LITTLE BUNNY FOUNTAIN GRASS	1.5M HT	
			CLEMATIS, LIGHT PINK; SPRING	1.5M HT	
			DAYLILY, RED AND YELLOW	1.5M HT	
			HOSTA, RED STEMS, 12' HT.	1.5M HT	
			LARGE STEM	1.5M HT	
			DEEFEERN	1.5M HT	
			FORTUNE'S COLD HARDY HOLLY FERN	1.5M HT	
			LONG-LAF MAHONIA	1.5M HT	
			WESTERN SWORD FERN	1.5M HT	
			POLYSTICHUM MUNITUM	1.5M HT	
			HEMEROCALLIS 'RED MAGIC'	1.5M HT	
			HOSTA 'RED OCTOBER'	1.5M HT	
			SEDUM 'AUTUMN JOY'	1.5M HT	
			CL. CLEMATIS 'NELLY MOSER'	1.5M HT	
			O. VINE	1.5M HT	
			H. PERENNIAL	1.5M HT	
			G. SHRUB	1.5M HT	
			M. BUSH	1.5M HT	
			C. BUSH	1.5M HT	
			M. BUSH	1.5M HT	
			F. BUSH	1.5M HT	

NOTES: \* PLANT SIZE IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNTA STANDARDS. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZE. \* REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT SIZE AND CONTAINER REQUIREMENTS. SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRAZER VALLEY. \* SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTES ARE SUBJECT TO CL LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY ALL LANDSCAPE MATERIAL AND WORKSHIPS MUST MEET OR EXCEED BC LANDSCAPE STANDARD. DESIGNER'S LATEST EDITION. ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY





NO.	DATE	DESCRIPTION	REVISION
10	14/NOV/25	NEW SITE PLAN	DD
9	14/NOV/26	NEW SITE PLAN	DD
8	14/NOV/21	AS PER ARCHITECT'S REQUESTS	DO
7	14/NOV/22	NEW SITE PLAN	DO
6	14/SEP/13	NEW WORKSHOP MAIL DURATION REV.	WMA
5	14/JUL/09	NEW SITE PLAN AND COMMENTS	MVA
4	14/MAR/25	GRADING AND SITESHEETS	MVA
3	14/MAR/06	NEW SITE PLAN	RCP/DO
2	14/MAR/06	REPARATION LANDSCAPE PLAN/GATE RD	IC
1	13/NOV/22	NEW GATEPLAN	CD

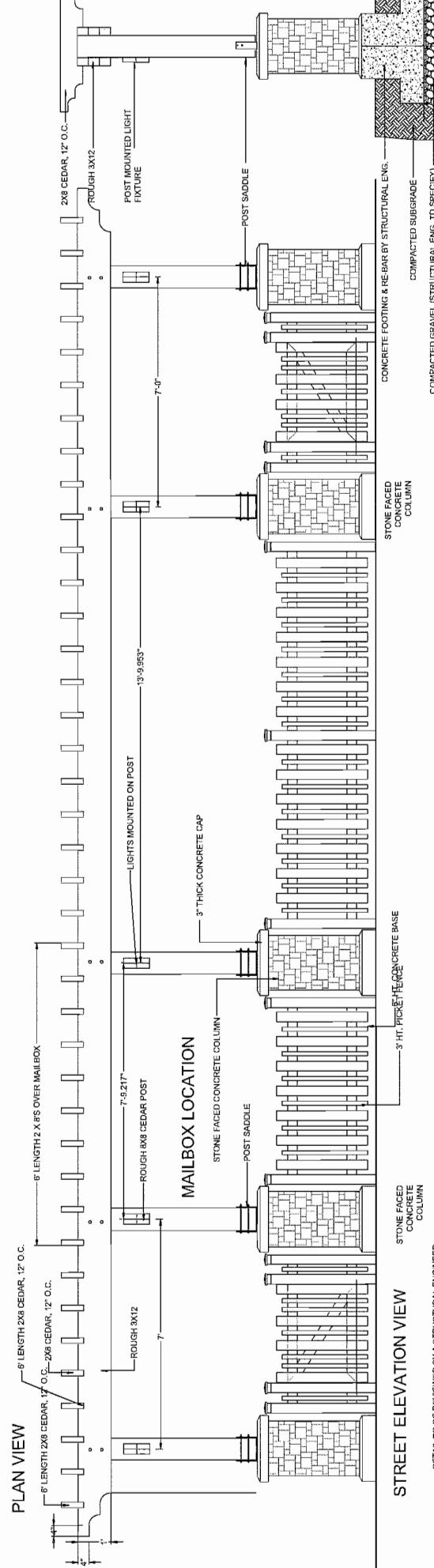
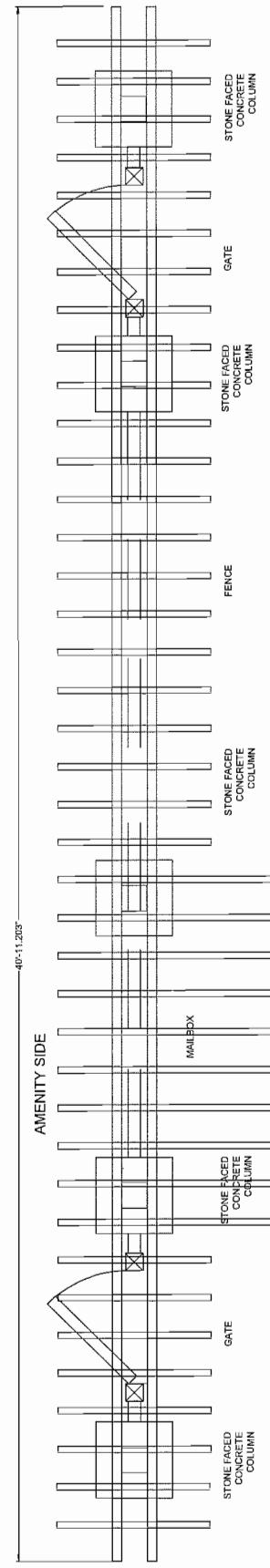
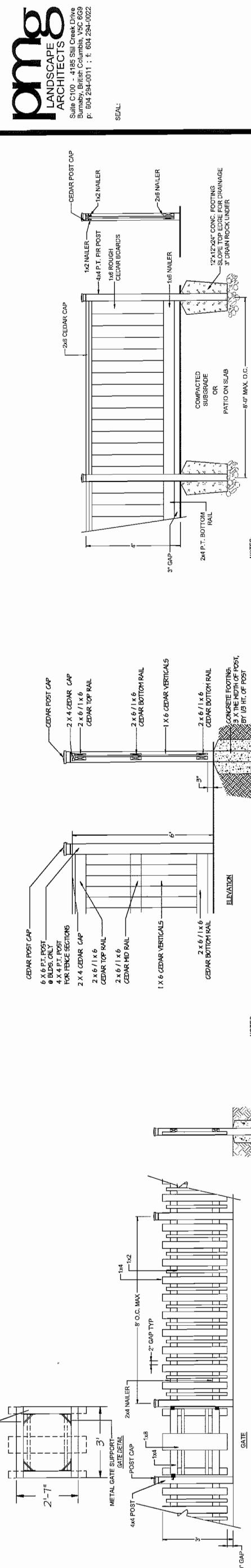
**TOWNHOUSE DEV.**  
22560-22620 GILLEY ROAD  
RICHMOND, BC

DRAWING TITLE:  
**EXISTING**

DATE: 13-APR-18 DRAWING NUMBER:  
SCALE: 1/16"=1'-0" 12  
DRAWN: DO

PMG PROJECT NUMBER: 13-059  
CHKD: PCM OF 8

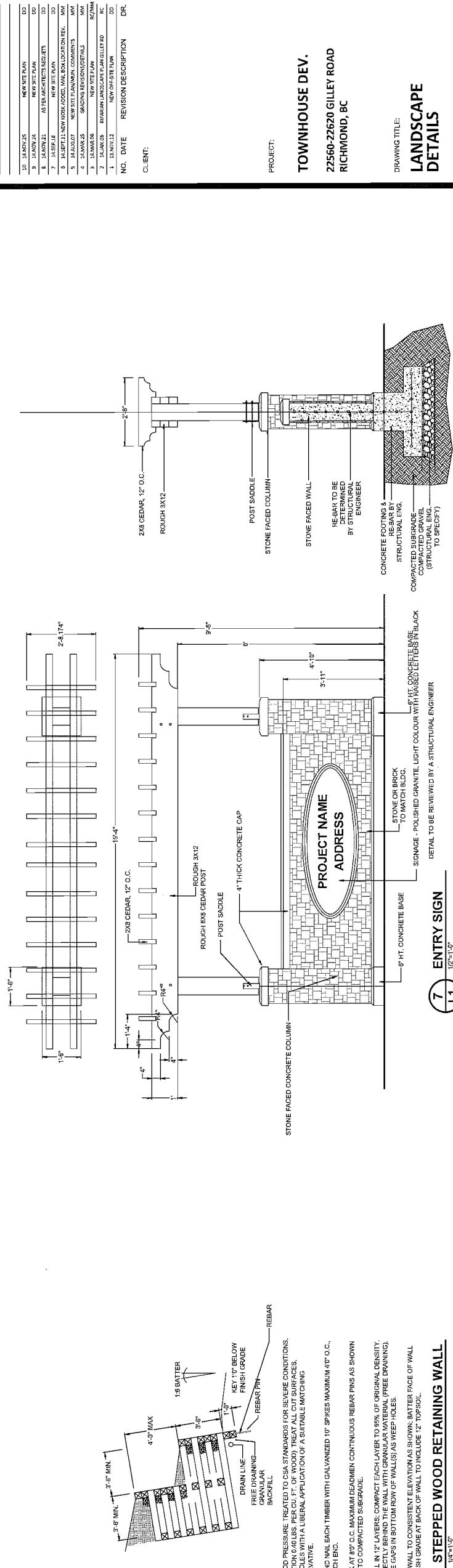
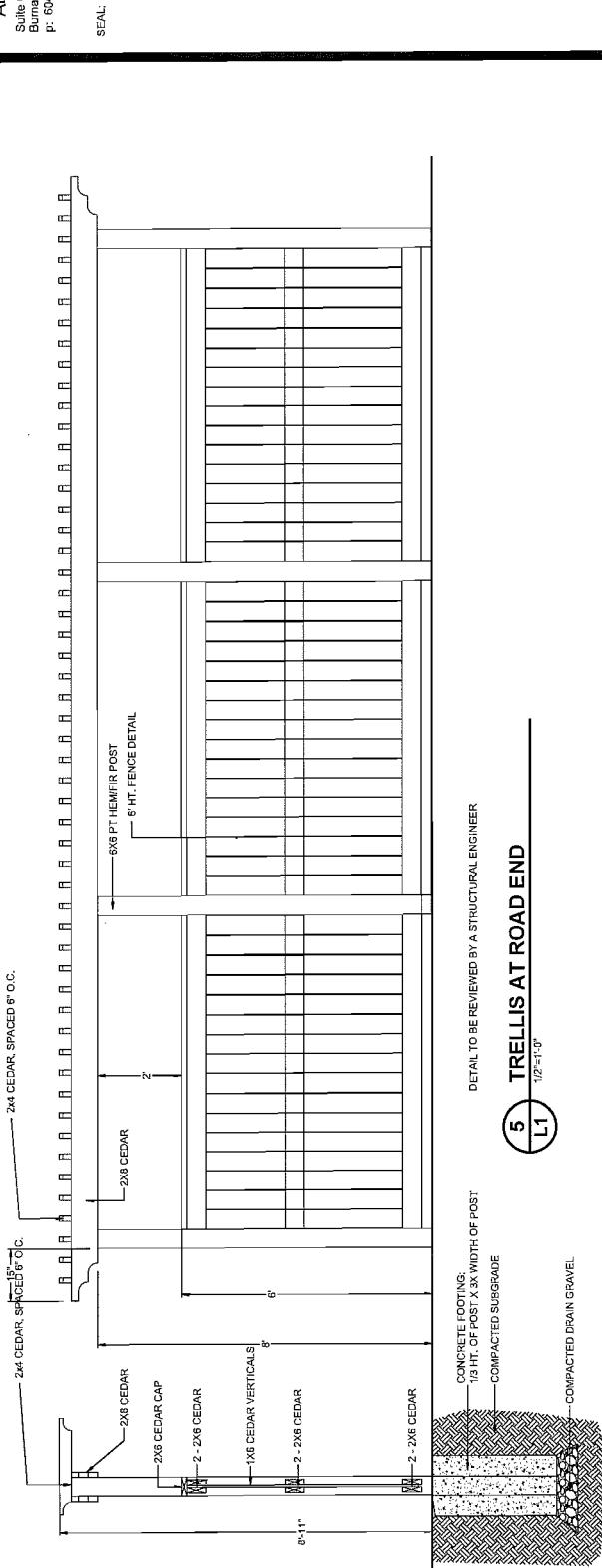
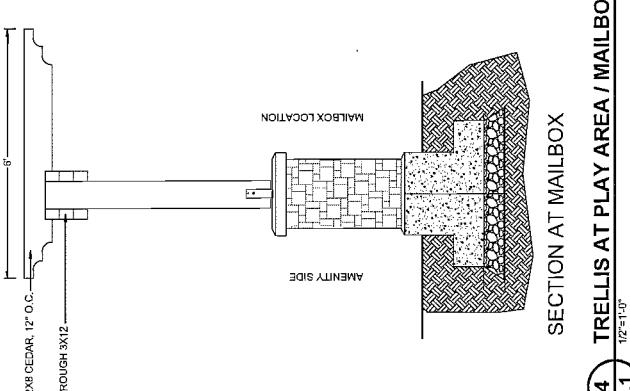




NOV 19 2014

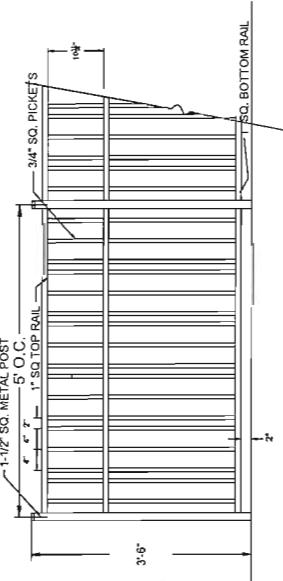
13-637372  
Nov-3 2014

PMG PROJECT NUMBER: 13-059

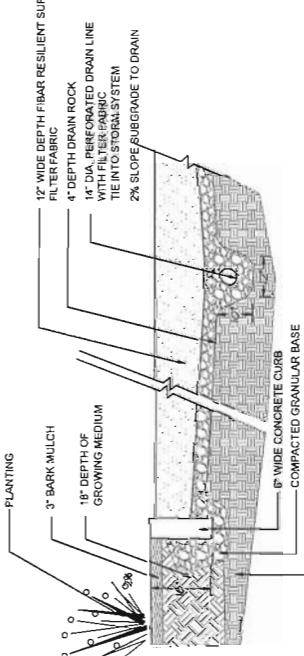


SECTION NOV 19 2014  
13-637372  
Plan #3 E

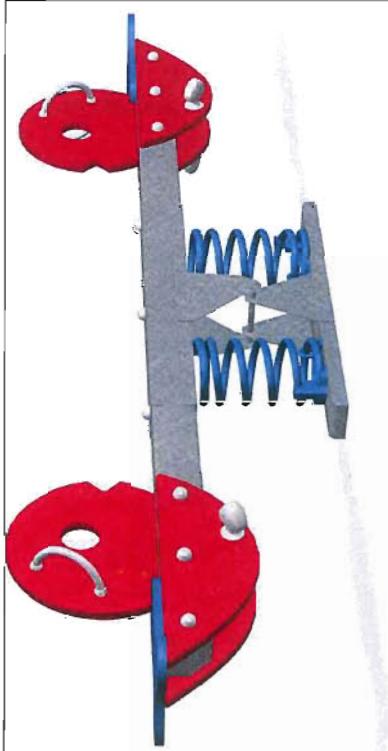
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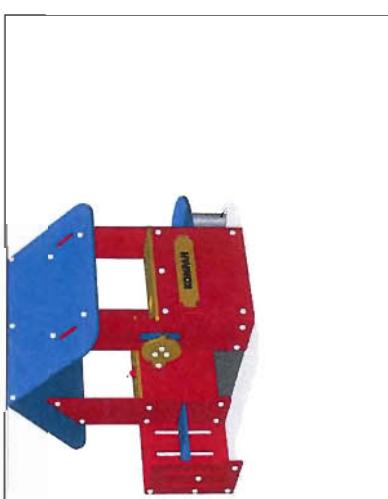
**(11) 42" ALUMINUM RAIL FENCE**  
L1 34"=1'-0"



**(10) RESILIENT PLAY SURFACE**  
L-1 SCALE: 1/2"=1'-0"



KOMPAN SEESEAW M141P



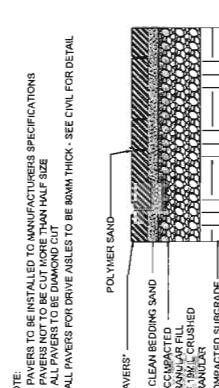
KOMPAN HOUSE M7000P



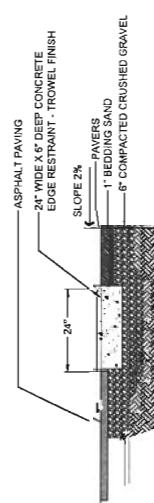
MAGLIN BENCH - MLB1400 HDPC  
COLOUR BRONZE 14 FINETEX



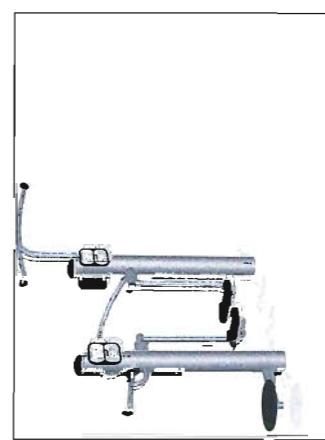
MAGLIN BIKE RACK - MBR400-5  
COLOUR BRONZE 14 FINETEX



**(8) CONCRETE EDGE RESTRAINT**  
L1 SCALE: 1/2"=1'-0"



KOMPAN FREE RUNNER KPX 120



KOMPAN COMPLETE BODY TONER KPX 323



KOMPAN ASPIRE ELE500087



KOMPAN ASPIRE ELE500087

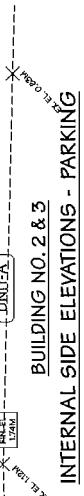
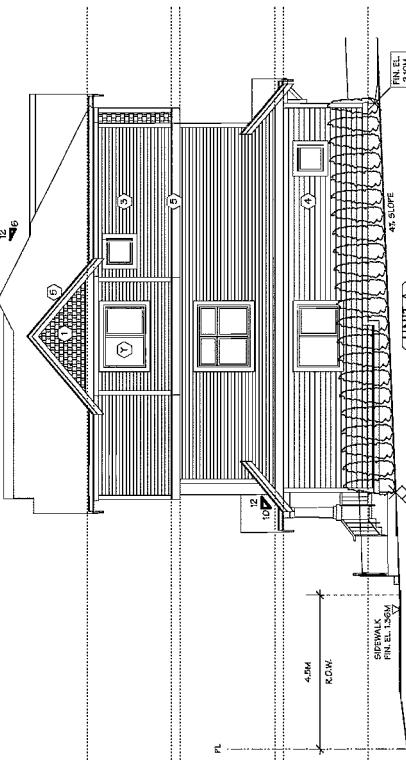
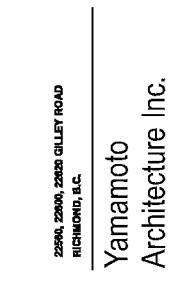
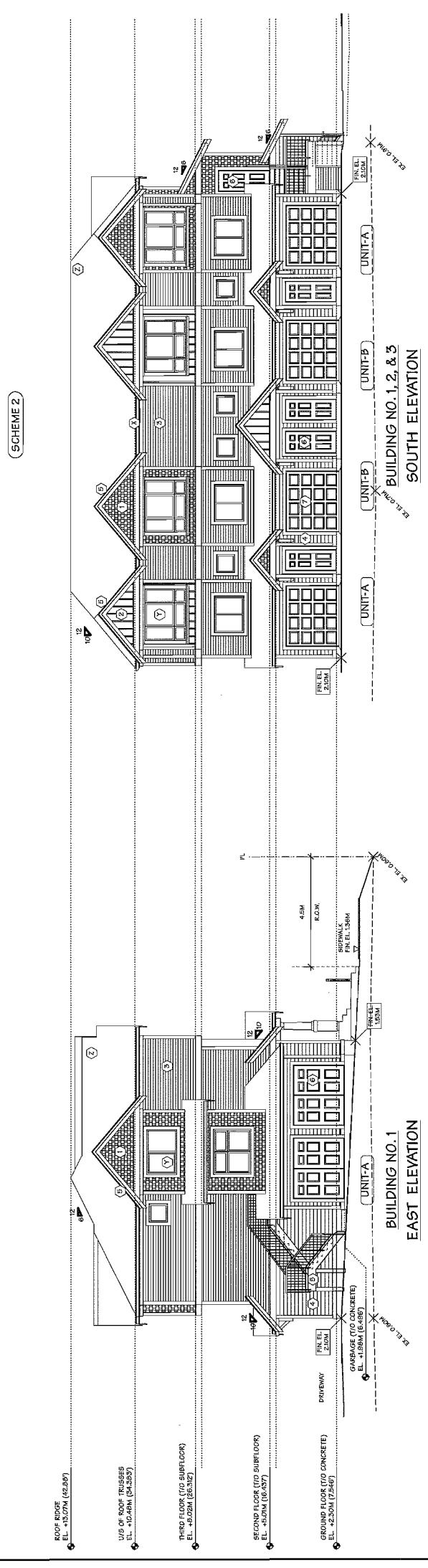
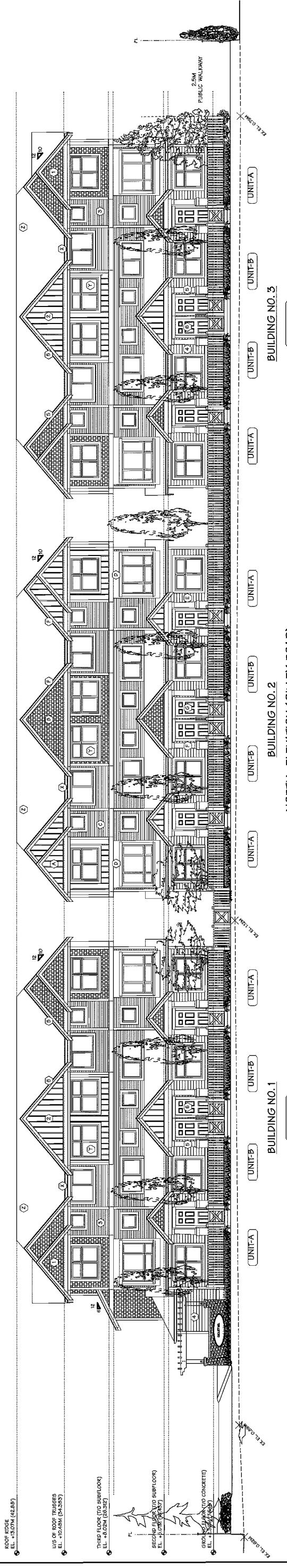
PROJECT:  
TOWNHOUSE DEV.  
22560-22620 GILLEY ROAD  
RICHMOND, BC

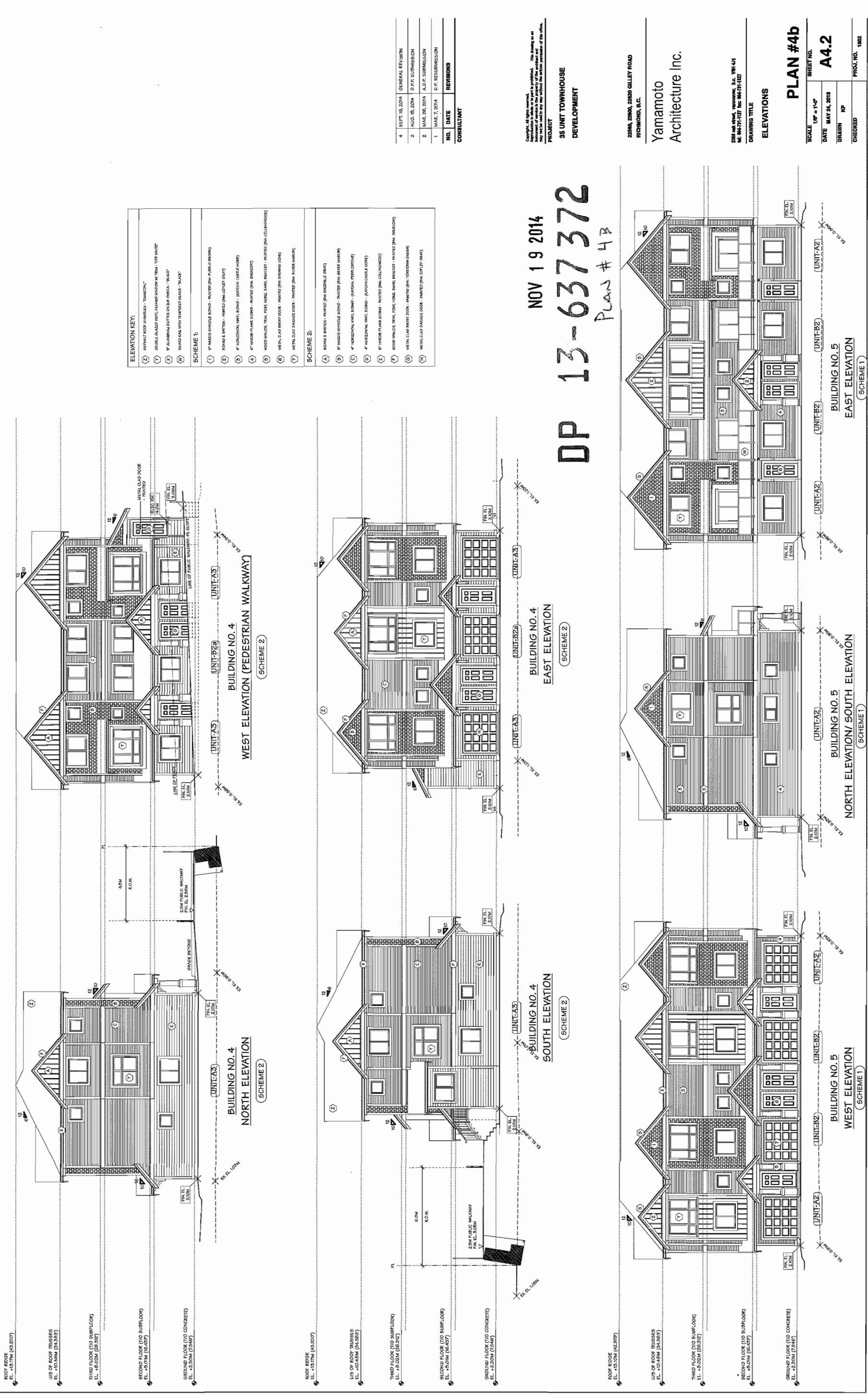
DRAWING TITLE:  
**LANDSCAPE DETAILS**

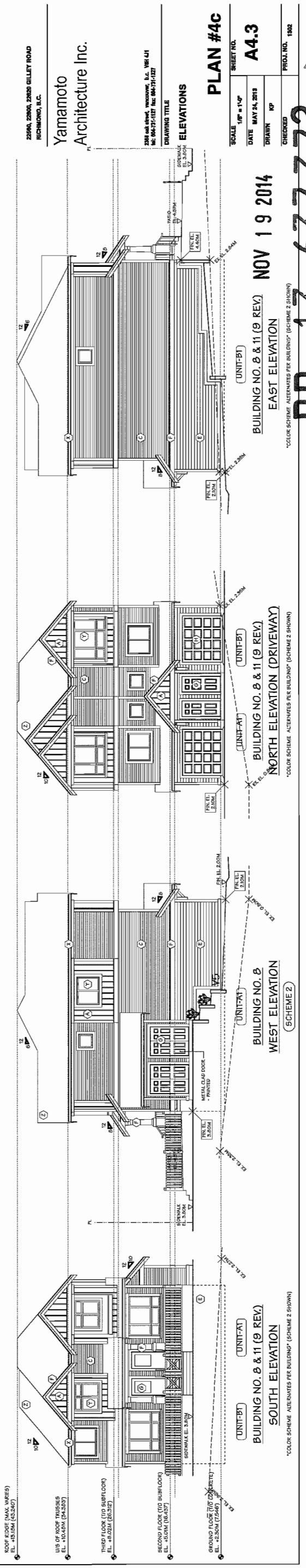
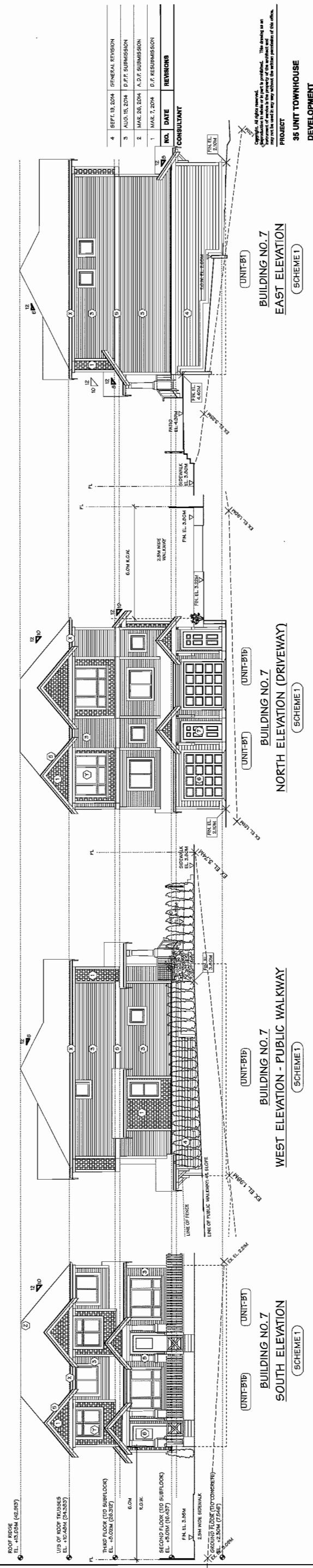
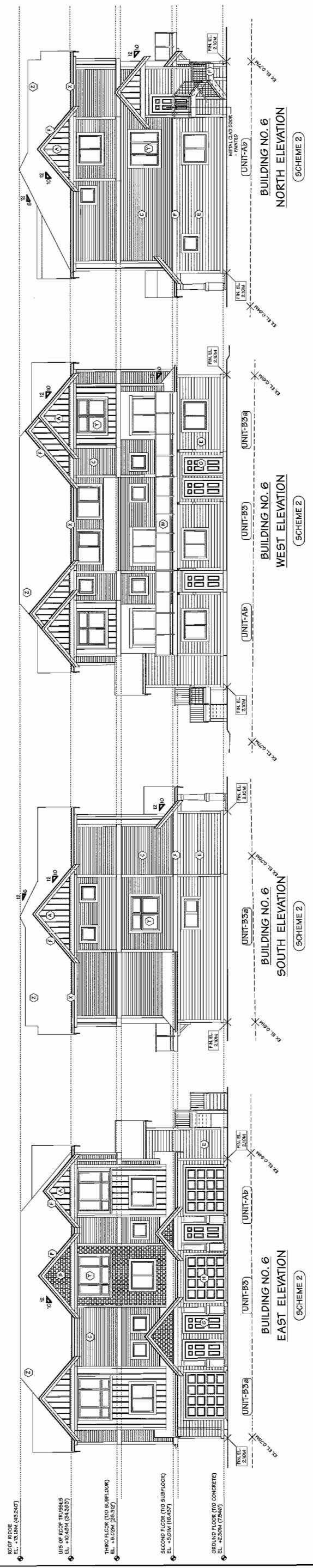
DATE: 13 APR 18 DRAWING NUMBER:  
SCALE: AS SHOWN L6  
DRAWN: DO  
DESIGN: PMG  
CHKD: PCM

PMG PROJECT NUMBER: 13-059  
13-059-13-070  
13-059









**PLAN #4C**

**A4.3**

**NOV 19 2014**

**EAST ELEVATION**

**WEST ELEVATION**

**DRIVEWAY**

**UNIT-B1**

**UNIT-A1**

**UNIT-B2**

**UNIT-A2**

**UNIT-B3**

**UNIT-A3**

**UNIT-B4**

**UNIT-A4**

**UNIT-B5**

**UNIT-A5**

**UNIT-B6**

**UNIT-A6**

**UNIT-B7**

**UNIT-A7**

**UNIT-B8**

**UNIT-A8**

**UNIT-B9**

**UNIT-A9**

**UNIT-B10**

**UNIT-A10**

**UNIT-B11**

**UNIT-A11**

**UNIT-B12**

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**UNIT-A13**

**UNIT-B14**

**UNIT-A14**

**UNIT-B15**

**UNIT-A15**

**UNIT-B16**

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**UNIT-A70**

**UNIT-B71**

**UNIT-A71**

**UNIT-B72**

**UNIT-A72**

**UNIT-B73**

**UNIT-A73**

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**UNIT-A77**

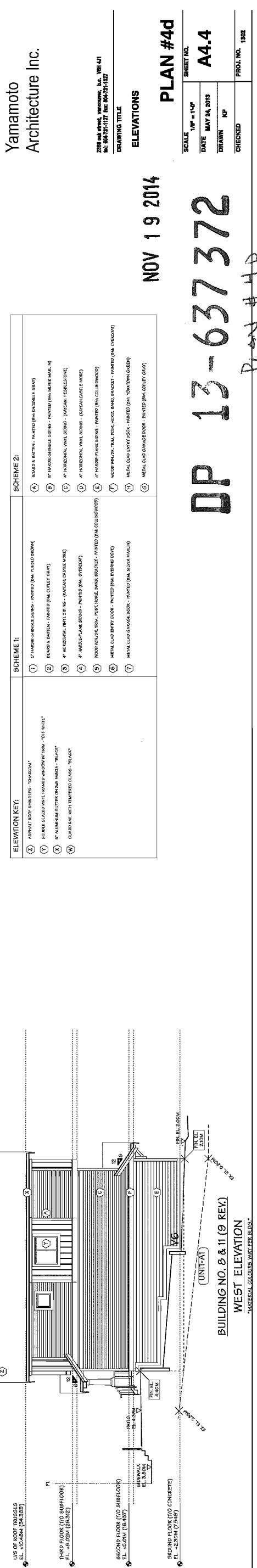
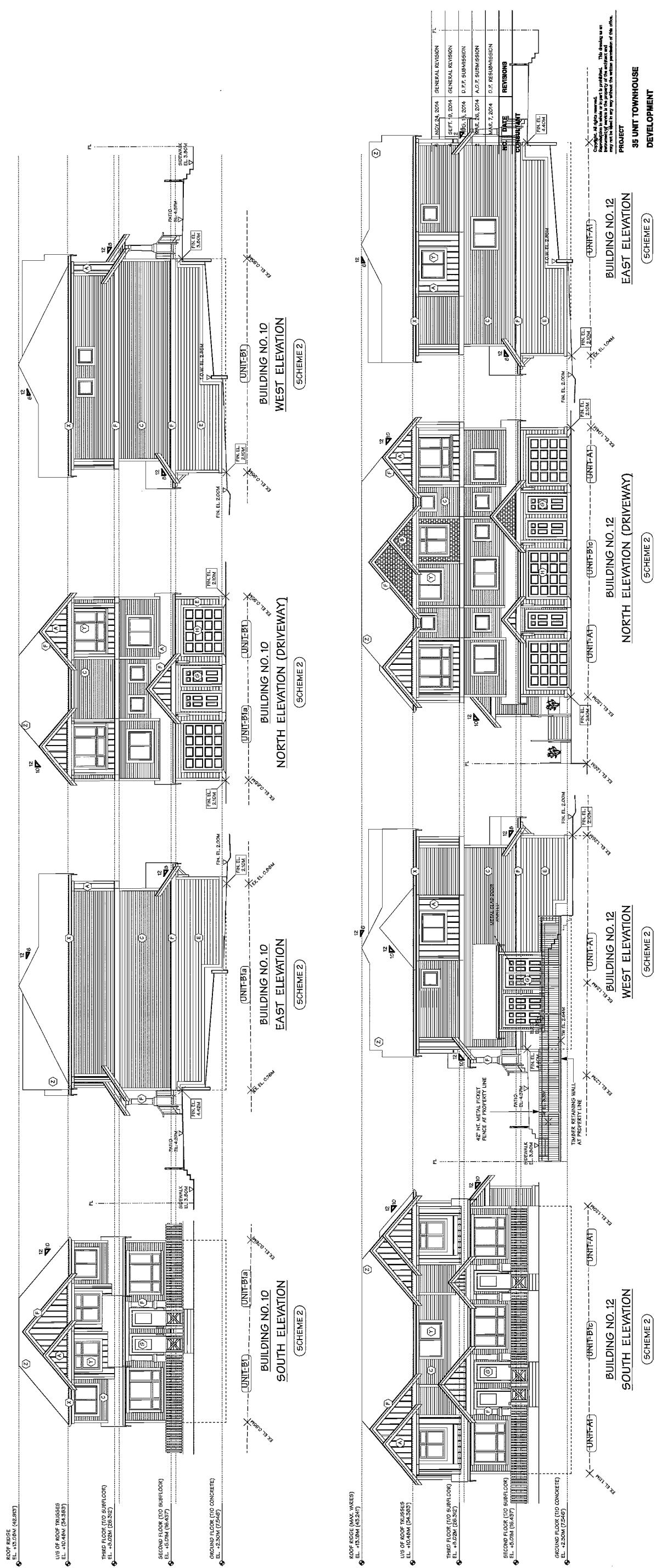
**UNIT-B78**

**UNIT-A78**

**UNIT-B79**

**UNIT-A79**

**UNIT-B80**









**AGING IN PLACE FEATURES  
(TO BE PROVIDED IN ALL UNITS):**

- SOLID BAR BLOCKING IN WASHROOM WALLS TO FACILITATE FUTURE LEVER-TYPE HANDLES FOR PLUMBING AND DOOR HANDLES



NOV 19 2014  
13-637372

REFERENCE PLAN

4	SUPPLY, 2014	GENERAL REVISION
5	AUG. 15, 2014	D.P. SUBMISSION
2	MAR. 26, 2014	A.D. SUBMISSION
1	MAR. 7, 2014	D.P. RESUBMISSION

REVISIONS

NO. DATE

REVISIONS

CONSULTANT

Project: 35 UNIT TOWNHOUSE  
Development: RICHMOND, B.C.  
Address: 22060, 22060, 2240 GILLEY ROAD  
Architect: Yamamoto Architecture Inc.

REVISIONS

NO. DATE

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CONSULTANT

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Architect: Yamamoto Architecture Inc.

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