



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: February 13, 2015

From: Wayne Craig
Director of Development

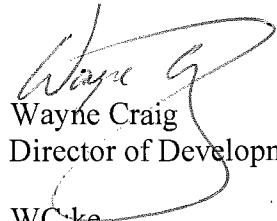
File: DP 14-660646

Re: Application by Treviso Development Ltd. (0954462 BC Ltd.) for a Development Permit at 22691 and 22711 Westminster Highway

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of eleven (11) three-storey townhouse units at 22691 and 22711 Westminster Highway on a site zoned “Town Housing (ZT11) – Hamilton”.
2. Vary the provisions of Richmond Zoning Bylaw 8500 to allow tandem parking spaces in eleven (11) townhouse units.


Wayne Craig
Director of Development

WC:ke
Att.

Staff Report

Origin

Treviso Development Ltd. (0954462 BC Ltd.) has applied to the City of Richmond for permission to develop eleven (11) three-storey townhouse units at 22691 and 22711 Westminster Highway on a site zoned “Town Housing (ZT11) – Hamilton”.

The site is being rezoned from “Single-Detached (RS1/F)” to “Town Housing (ZT11) – Hamilton” for this project under Richmond Zoning Amendment Bylaw 9064 (RZ 11-590130). 3rd Reading was granted on November 18, 2013.

A Servicing Agreement application (SA 13-650261) has been submitted and is being reviewed by staff for off-site road upgrades and frontage works. Approval of the Servicing Agreement is a rezoning consideration of Richmond Zoning Amendment Bylaw 9064.

Surrounding Development

Development surrounding the subject site is as follows:

To the north, an existing townhouse development zoned “Town Housing – Hamilton (ZT3)”;

To the east, across Westminster Highway are vacant “Single-Detached (RS1/F)” zoned lots and a townhouse development zoned “Town House – Hamilton (ZT11)”;

To the south, existing houses zoned “Single-Detached (RS1/B)”;

To the west, existing houses zoned “Single-Detached (RS1/B)”.

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.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on November 18, 2013. At the Public Hearing, the following concerns about rezoning the property were expressed:

- Provisions for adequate parking within the development site and driveway access, which is located and accessed from Westminster Highway.
- Comments from the residents of the townhouse development directly to the north about an existing retaining wall in need of repair and if it would be feasible for the townhouse strata and developer to work cooperatively to repair the retaining wall.

Staff worked with the applicant to address these issues as described below:

- The plans allow for a total of 22 parking stalls for the residents and 3 visitor parking stalls, which meet the minimum Richmond Zoning Bylaw requirements for townhouse off-street parking.

- The site access located at the northeast corner of the subject site has been reviewed and is supported by the Transportation Division. The location of the driveway access is also positioned at the north edge of the site to avoid potential conflicts with the signalized intersection at McLean Avenue and Westminster Highway.
- The current adjacency condition along the site's north edge consists of a small retaining wall along on the edge of the townhouse site to the north as a result of the subject site's lower grade. The development on the subject site will slightly raise the elevation to the site, which will result in another small retaining wall that will abut the existing retaining wall to the north. The developer has confirmed that they have come to an agreement with the townhouse strata to the north to repair any damage to the existing retaining wall as a result of preload activities.

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 and is generally in compliance with the "Town House – Hamilton (ZT11)" except for the zoning variances noted below.

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

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

- 1) Vary the provisions of Richmond Zoning Bylaw 8500 to allow tandem parking spaces in eleven (11) 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 rezoning report for this development identified a site plan that incorporated the proposed tandem parking configuration with supporting rationale, which was supported by Council when they considered the rezoning at Public Hearing on November 18, 2013.

The incorporation of tandem parking has a number of advantages on this site and locational context:

- *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 of the habitable residential spaces to be on the second and third levels of the three-storey buildings, which is consistent with the development of other townhouses in Hamilton.*
- *Minimal increase from the existing grade (approximately 0.7 m or 2.3 ft.) to the proposed finished site grade of the subject site, which improves the grade relationship with adjacent properties by avoiding large or high retaining walls.*
- *Allows for a more compact form of development that results in more landscaping and reduced pavement/hard surfacing. Proposed lot coverage is 35%, which is lower than other low density townhouses in the City that typically allow for 40% lot coverage.*

Transportation staff have reviewed the proposed tandem parking configuration of the development and have no concerns. A restrictive covenant preventing the conversion of the 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 October 22, 2014. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (Attachment 2). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*italics*'.

Analysis

Conditions of Adjacency

- The proposed site design incorporates two (2) three-storey townhouse clusters into the development and provides for a 6 m (20 ft.) front yard along Westminster Highway that is consistent with the existing three-storey townhouse development to the north and single-family residential subdivision to the south. Impacts related to shadowing and overlook to the south and west will be mitigated through a side yard setback ranging from 5 m (16.4 ft.) to 6 m (20 ft.), rear yard setback ranging from 3.3 m (11 ft.) to 10.9 m (35.5 ft.). The existing single-family lots have rear yards adjacent to the proposed development.
- The proposed site design and building layout involves one (1) three-storey building cluster along Westminster Highway that contains 5 units and one (1) three-storey 6 unit building at the rear, which will be consistent with existing building clusters and road pattern of the development to the north.
- The location of the drive-aisle and vehicle maneuvering area at the north edge of the site and walkway at the south end of the site next to the outdoor amenity area provides for additional separation to the adjacent residential uses.
- The irregular geometry of the development site facilitates varied setbacks and yard spaces for the rear units minimizing potential overlook and shadowing for properties to the west.
- Retaining walls to address grade changes between the site and neighbouring properties will be kept to a minimum. Along the south edge of the site, a 1 m (3.3 ft.) tall split face block retaining wall is proposed on the subject site. Minimal grade changes are proposed along the west edge of the development as the site grading and cross-sections indicate that the elevation of the rear yards of the existing single-family will be higher than the subject site. Along the north edge of the site (adjacent to an existing retaining wall implemented as part of the townhouse development to the north to address a difference in grade) a split face block retaining wall is proposed to abut the existing retaining wall at a height ranging from 0.5 m (1.5 ft.) to 0.6 m (2 ft.).

Urban Design and Site Planning

- Vehicle access will be provided at the north edge of the site and central drive-aisle will provide the access to the unit garages. A larger open space/drive-aisle courtyard area is located at the north end of the site to accommodate space required for truck and larger vehicle on-site maneuvering to prevent backing out onto Westminster Highway.
- For the building cluster along Westminster Highway, continuity of the streetscape is maintained by having unit entrances directly accessible and fronting the public road. A difference in grade of the road/sidewalk and the higher elevation at the unit entrance

necessitates the implementation of a set of stairs (ranging in 2 to 4 risers) in the front yard entrance pathway, incorporated into the 6 m (20 ft.) front yard setback.

- The rear building provides for a much more articulated and varied setback approach to address the existing geometry of the development site and also to accommodate the interior drive-aisle maneuvering courtyard. The lot geometry allows for rear yard areas that increase in size from south to north.
- The outdoor amenity space is located along the south edge of the site. At the south east corner, adjacent to an internal walkway providing access to Westminster Highway, is a children's play area. A play structure/spring toy, bench seating and a durable all weather surface suitable for use in all weather conditions are provided. At the south west corner of the site, an additional outdoor amenity is provided in the form of a garden plot area for urban farming. The southern orientation allows for maximum sunlight exposure and the amenity area meets minimum size requirements.

Architectural Form and Character

- The density and three-storey massing of the proposed development are consistent with the low-density townhouse forms that surround the subject site. The five-unit townhouse block facing Westminster Highway also repeats the five-unit townhouse block pattern established by the development to the north.
- The proposed development differs from residential development typical of the area, however, by incorporating flat roofs and contemporary forms of building articulation (i.e. flush bay windows, strong vertical design elements). The proposal uses a single "row house" module to clearly differentiate it from surrounding townhouse forms.
 - The use of a flat roof form, in combination with the raised grade of the site, serves to reduce the apparent scale of the development in relation to the pitched-roof townhouse development to the north.
 - The more contemporary architectural expression, which was evident in the conceptual design scheme provided during the rezoning process and has been further developed through the development permit process, and received the support of the Advisory Design Panel. As the last small redevelopment site along this portion of Westminster Highway, this approach contributes to desirable stylistic variation along the streetscape.
 - Because of the small site frontage, the single repeating module is limited to five-units and avoids the monotony that can occur with longer frontages.
- Strong vertical forms articulate the facades and are expressed with continuous brick cladding and recessed vertical columns that span the entire three-stories. This verticality is offset with pop-out boxes on the third floor. Large windows present a friendly and animated face to the street.
- Proposed external cladding materials consist primarily of brick veneer, hardi-panel and metal cladding (for the bay windows). Other exterior features (i.e., entrance doors, garage doors, balcony railings) are consistent with the contemporary design of the project. Careful detailing of the intersection of the forms and materials further reinforces the contemporary character.

Landscape Design and Open Space Design

- The landscape plan submission provides for an appropriate amount of trees to be planted on the subject site to adequately compensate for tree removals required as part of this

development and is consistent with tree replacement required at the time of rezoning. The landscape plan also provides for the planting of a specimen conifer tree along the site's Westminster Highway frontage based on the recommendation of Tree Protection staff.

- The townhouse units that front onto Westminster Highway will have landscaping that consists of a concrete walkway, pavers at the entrance landing, small sodded lawn area surrounded by double row of deciduous trees, cedars and low level shrubs. A 1 m (3.5 ft.) tall wooden fence will provide separation for front yard open spaces. The rear yard open spaces will be landscaped with a combination of low to medium shrubs and a row of deciduous trees and separated by a 1 m (3.5 ft. wooden fence).
- Decorative pavers are implemented in the drive-aisle, interior courtyard vehicle manoeuvring area in front of the rear building and visitor parking stalls, which will help differentiate functional areas as well as provide visual interest to the hard surfaced areas.
- A strip of landscaping along the north edge of the front building will provide a transition from the building to the drive aisle. On the north side of the drive-aisle adjacent to the townhouse development to the north, a 1.8 m (6 ft.) fence is proposed with plantings to provide additional screening.
- A decorative trellis is located on top of the north fence and south fence (adjacent to the visitor parking area) to highlight the drive aisle entrance to the development and provide visual interest to end of the drive aisle and visitor parking area.
- A landscape security (\$81,000) will be secured through this Development Permit application.

Crime Prevention Through Environmental Design

- Active and passive surveillance of the outdoor amenity area and mailboxes located at the south east corner of the development is achieved by the adjacent private walkway through the development to Westminster Highway and front townhouse building block.
- Site lines are maintained and blind corners and hidden areas are minimized throughout the development through the large courtyard area in the drive aisle.
- Low landscaping and fencing is implemented within the internal areas of the development to enhance visibility of the outdoor amenity area and front/rear yards of the development.

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 these units will require installation of a stair lift (additional stair width and maneuvering areas are accommodated in the plan), additional manoeuvring space in the living areas (including bedroom and bathroom) and installation of sliding pocket doors.
- 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.

Sustainability Measures

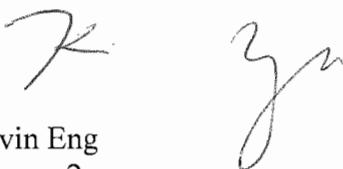
- The developer has engaged a Certified Energy Advisor who has submitted a report confirming that with some minor unit upgrades, the project will be able to achieve an EnerGuide rating of 82. A legal agreement will be secured on the subject site as a

Development Permit consideration to ensure that the proposed development complies with the energy consultant's recommendations to achieve an EnerGuide 82 rating.

- Additional sustainability measures incorporated into the project include:
 - Use of drought resistant landscaping.
 - Permeable pavers in the drive-aisles, drive-aisle courtyard area and visitor parking areas.
 - Light coloured building materials to reduce heat island effect.

Conclusions

The proposed 11 unit three-storey townhouse development has addressed conditions of adjacency, site planning and design, architectural form/character and landscaping design objectives established in the applicable Development Permit guidelines. The scale of the development fits in well with surrounding residential land uses and the contemporary modern design will add additional character and interest to the neighbourhood.


Kevin Eng
Planner 2

KE:rg

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$81,000; and
- 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.

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 construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).
- Incorporation of accessibility measures in the Building Permit (BP) plans as determined via the Rezoning and/or Development Permit process.



**City of
Richmond**

Development Application Data Sheet
Development Applications Division

DP 14-660646

Attachment 1

Address: 22691 and 22711 Westminster Highway

Applicant: Treviso Development Ltd. Owner: Treviso Development Ltd.

Planning Area(s): Hamilton Area Plan

Floor Area Gross: 1,787 m² Floor Area Net: 1,059 m²

	Existing	Proposed
Site Area:	1,810 m ²	1,810 m ²
Land Uses:	Vacant – Currently preloaded	Low Density Townhouse
OCP Designation:	Neighbourhood Residential (Single Family 0.55 FAR)	No change - complies
Zoning:	Town Housing (ZT11) - Hamilton	No change
Number of Units:	Vacant	11 townhouse units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.6 FAR	0.58 FAR	none permitted
Lot Coverage:	Max. 35%	35%	none
Setback – Front Yard:	Min. 6 m	6.16 m	none
Setback – Side Yard (north):	none	4.74 m	none
Setback – Side Yard (south):	none	5.19 m	none
Setback – Rear Yard (west):	none	3.29 m (southwest corner)	none
Height (m):	Max. 10.6 m	9.65 m	none
Off-street Parking Spaces – Resident:	22	22	none
Off-street Parking Spaces – Visitor:	3	3	none
Total off-street Spaces:	25	25	none
Tandem Parking Spaces	Up to 50% permitted	100% of the resident parking spaces proposed to be parked in tandem	Variance required
Amenity Space – Outdoor:	Min. 66 m ²	105 m ²	none



MEMORANDUM

Townhouse Development	Feb 02, 2015
Project Name 22691 Westminster Hwy, Richmond, BC	date 1228
Project address to City of Richmond	Project Number
City Pawan Bains	Kevin Eng
Client representative / Project manager from Jordan Kutev Architect inc	attention
Architect	attention
	Jordan Kutev
	from

Hi Kevin,

Further to our last memo dated January 05, 2015, based on our most recent discussions & revisions to the drawings, please find below our updated response to the ADP comments.

Applicant's Presentation

Architect Jordan Kutev, JKA Architecture Planning Interior Design, and Landscape Architect Mary Chan Yip, PMG Landscape Architects Inc., presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from the Panel were as follows:

- appreciate the provision of pocket door in the powder room as it creates extra floor space and enhances accessibility; also consider a pocket door for the ensuite washroom on the second floor in lieu of a swing door;
 - *JKA has provided a pocket door for said ensuite bathroom.*
- provide weather protection for the future vertical access and review the logistics of an individual having to use the lift; also look at the width of the stairway and landing area to anticipate the future installation of a stair climbing lift;
 - *To improve comfort and weather protection for users we propose a future stair lift thus replacing the previous garaventa lift in the convertible unit. We have also increased the width of the subject staircase so that it is able to accommodate the stair lift whenever required.*
- the contemporary character of the proposed development fits well with its surrounding neighbourhood; appreciate the architectural renderings provided by the applicant;

- look at the proposed location of garbage and recycling as it negatively impacts the internal courtyard at the driveway; also consider a buffer for the corner unit of the subject site to provide protection from vehicles, e.g. large trucks moving and manoeuvring within the site;
 - *The garbage/recycling area has been retained towards the west of the building A based on discussion with city staff, and a landscape strip has been included towards the east of building A which acts as a buffer from the driveway.*
- consider introducing landscape treatments to soften the edge of the corner unit of Building A to provide safety and protection from vehicles making a 90 degree turn at the corner;
 - *A landscape strip has been added at that east edge of building A.*
- the proposed building architecture is exciting and a welcome change in Richmond;
- agree with comments to introduce landscaping features to soften the edge and provide separation to the corner unit;
 - *A landscape strip has been added at that east edge of building A.*
- proposed landscaping is well resolved; however, consider introducing planting to soften the hard paved surfaces of the central courtyard and manoeuvring drive-aisle;
 - *Since the central courtyard is also the drive aisle to access garage in every unit, planting would become an obstacle for vehicular access.*
- look at planting along the internal drive aisle;
 - *Since the central courtyard is also the drive aisle to access the garage in every unit, planting would become an obstacle for vehicular access.*
- consider a more suitable approach to fencing to match the contemporary character of the proposed development;
 - *Fence design has been revised by landscape architect to better blend with the contemporary character of the proposed development.*
- agree with comments regarding the proposal for landscaping treatment of the corner unit; note that the proposed picket fence is not consistent with the contemporary character of the building;
 - *A landscape strip has been added at that east edge of building A.*
 - *Fence design has been revised by landscape architect to better blend with the contemporary character of the proposed development.*

- large gardens at the back units can only be accessed from the garage; consider additional access, e.g. by providing stairs from the decks into the gardens;
 - *Access through means of a single flight, simple treated wood, open stair directly from the deck to the garden was explored but was not supported by City staff who would prefer an L or a U shaped stair more elaborately finished to match the exterior finishes of the development. In consideration of the additional cost of an elaborate stair with glass railings, & the L or U shaped stair chopping off the garden space by its volume, and to expedite the application process, the developer has removed the stairs from the proposal.*
- central courtyard lacks greenery; consider trees in grates;
 - *Since the central courtyard is also the drive aisle to access the garage in every unit, planting would become an obstacle for vehicular access.*
- like the strong architecture of the buildings; however, reconsider the stark white panels on the upper end of the buildings and the white picket fence; consider a more toned down and sophisticated colour treatment for these elements , e.g. dark grey or medium grey;
 - *We have proposed the use of white panels to add some contrast to the palette of the exterior finishes and colors thus providing a gentle rhythm to the overall design.*
- look at the possibility of a rooftop terrace to provide additional outdoor amenity space for residents especially during summer;
 - *Client does not want a rooftop terrace.*
- consider relocating garbage and recycling to (i) minimize garbage truck movement within the development, (ii) reduce the truck turning radius, and (iii) address safety issues; may involve relocating the community gardens; and
 - *The relocation was explored and found not to be feasible. City staff are in support of the current configuration.*
- should garbage and recycling be relocated, ensure that the proposed convertible unit will not be located adjacent to it.
 - *The proposed convertible unit is away from the garbage/recycling area.*

Yours truly,



Jordan Kutev
Principal
Jordan Kutev Architect Inc



City of Richmond

Development Permit

No. DP 14-660646

To the Holder: Treviso Development Ltd. (0954462 BC Ltd.)

Property Address: 22691 and 22711 Westminster Highway

Address: C/O Vikram Tiku (Jordan Kutev Architect)
180-2250 Boundary Road
Burnaby, BC V5M 3Z3

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. Vary the provisions of Richmond Zoning Bylaw 8500 to allow tandem parking spaces in eleven (11) 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 #9 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 \$81,000 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 14-660646

To the Holder: Treviso Development Ltd. (0954462 BC Ltd.)

Property Address: 22691 and 22711 Westminster Highway

Address: C/O Vikram Tiku (Jordan Kutev Architect)
180-2250 Boundary Road
Burnaby, BC V5M 3Z3

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

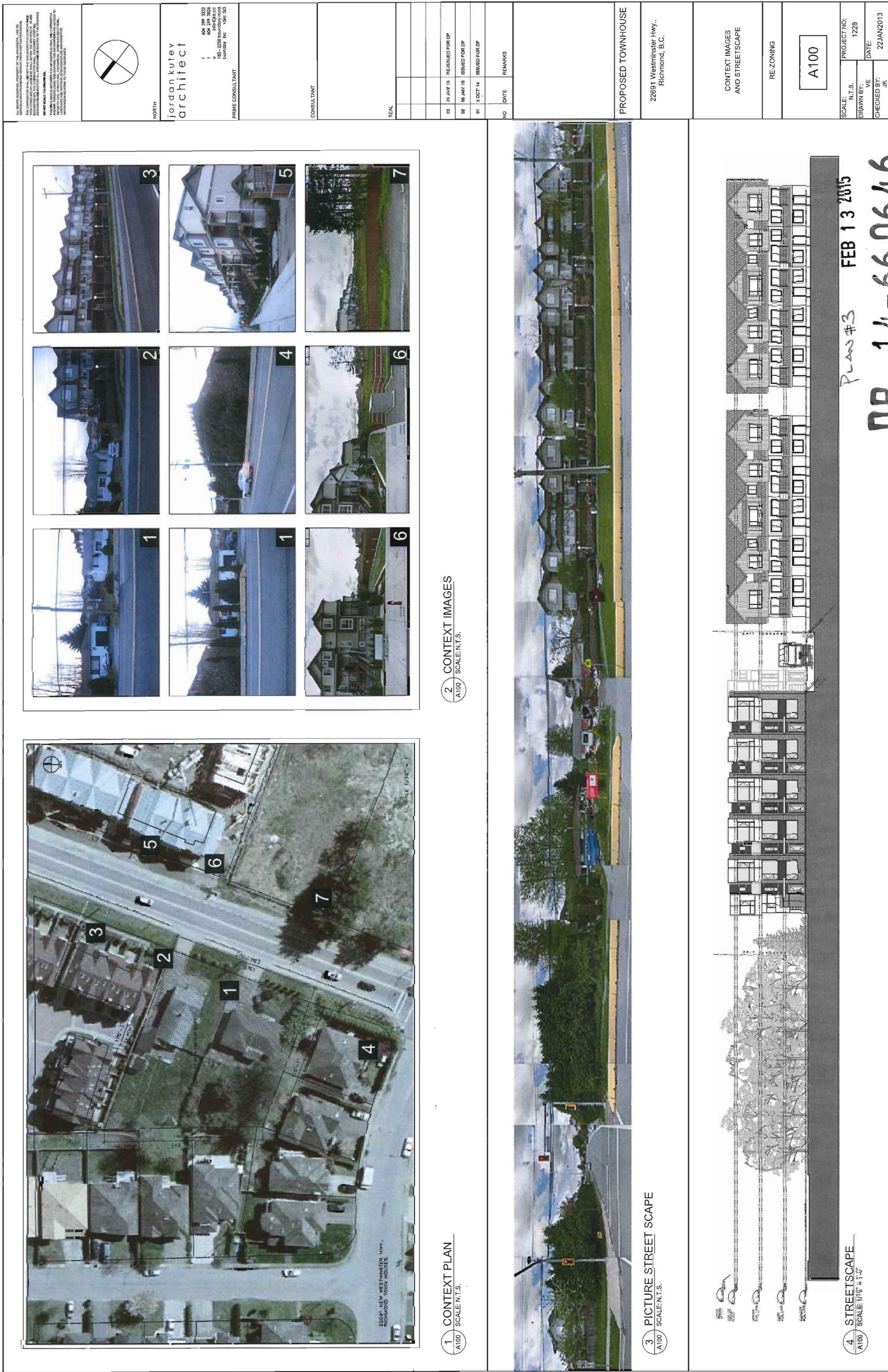


**DP 14-660646
SCHEDULE "A"**

Original Date: 04/23/14

Revision Date: 02/18/15

Note: Dimensions are in METRES



ALL DOCUMENTS AND INFORMATION OF THE CONTRACTOR, WHICH ARE PREPARED, PRESENTED, OR
DISSEMINATED BY THE CONTRACTOR, WHETHER IN DOCUMENTARY OR NON-DOCUMENTARY FORM,
THE CONTRACTOR SHALL, THROUGH THE DOCUMENTATION OF CONCERN,
ACKNOWLEDGE THAT THE INFORMATION CONTAINED THEREIN IS THE PROPERTY OF THE COMPANY, AND
THAT IT IS TO BE USED SOLELY FOR THE PURPOSES OF THE CONTRACT AND NOT FOR ANY
OTHER PURPOSE. THE CONTRACTOR AGREES TO HOLD ALL INFORMATION IN CONFIDENCE AND NOT
DISCLOSE IT TO ANYONE EXCEPT AS AUTHORIZED BY THE COMPANY IN WRITING. THE CONTRACTOR
SHOULD USE THE ESTIMATES.
THIS AGREEMENT IS SUBJECT TO THE GENERAL CONDITIONS OF CONTRACT, WHICH ARE ATTACHED
TO THIS AGREEMENT. THE CONTRACTOR, UNQUOTE, AGREES TO THE GENERAL CONDITIONS OF
CONTRACT TO THE EXCLUSION OF ALL OTHER CONDITIONS. THE CONTRACTOR AGREES TO
DISSEMINATE THE INFORMATION CONTAINED IN THE DOCUMENTATION OF CONCERN, THROUGH
THE CONTRACTOR'S INTERNAL COMMUNICATIONS CHANNELS, SO AS TO MAKE THEM AVAILABLE
TO THE CONTRACTOR'S STAFF. THE CONTRACTOR AGREES TO DISSEMINATE THE INFORMATION
CONTAINED IN THE DOCUMENTATION OF CONCERN, THROUGH THE CONTRACTOR'S INTERNAL
COMMUNICATIONS CHANNELS, SO AS TO MAKE THEM AVAILABLE TO THE CONTRACTOR'S STAFF.

Jordan Kutev
Architect Inc.

PRIME CONSULTANT
www.ikd.cc

CONSULTANT

SEAL

REMARKS

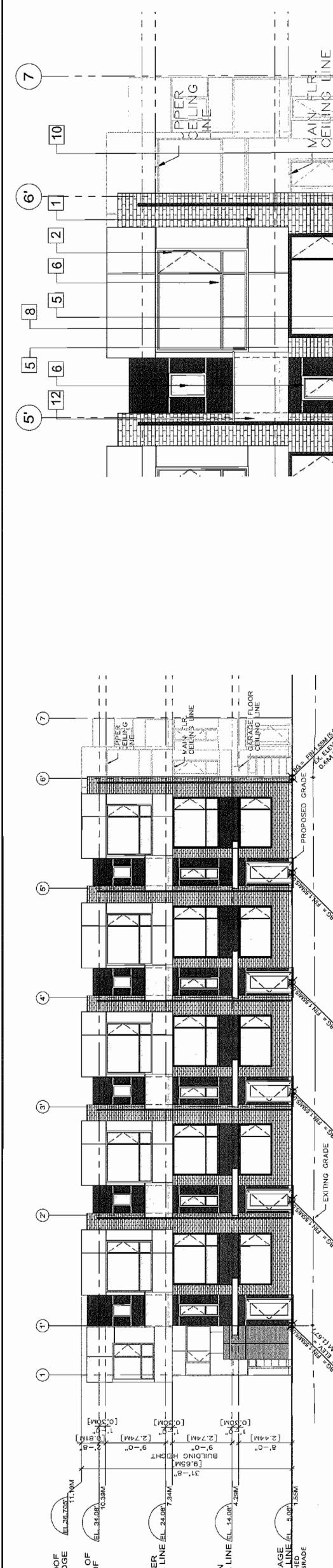
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PROPOSED TOWNHOUSE

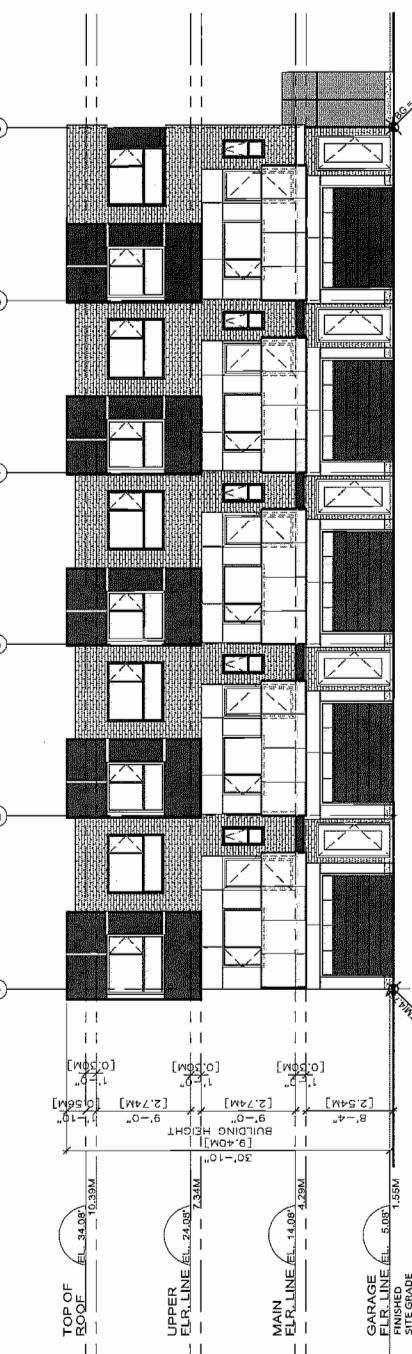
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AND MATERIAL FINISHES

ZONING

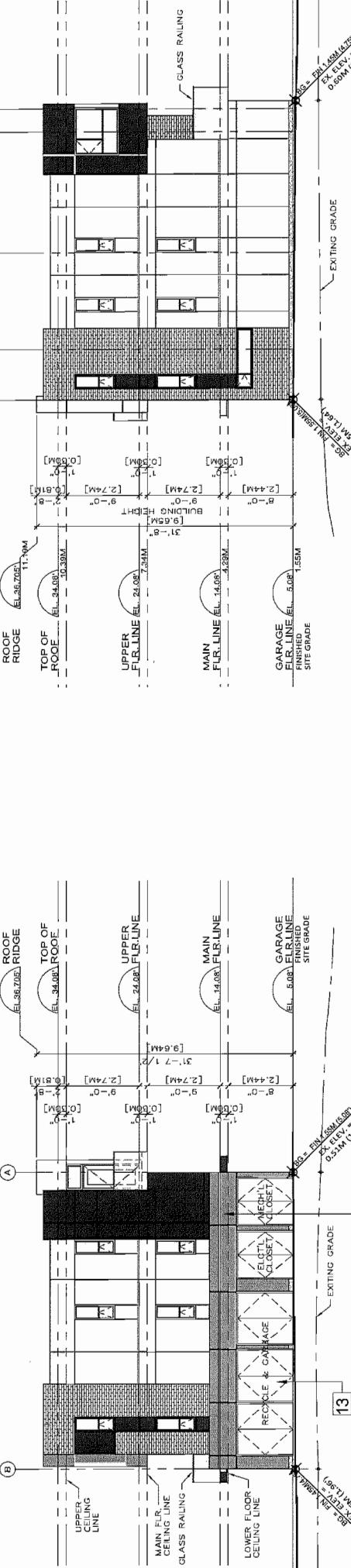
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DRAWN BY:	DATE:
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CHECKED BY:	VT IK



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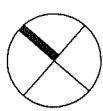
2) NORTH WEST ELEV. BLDG.-A
SCALE: 1/8" = 1'-0"
4401



5 **SOUTH WEST ELEV. BLDG.-A** SCALE: 1/8 IN. = 4'-0"

Plan #4 EEB 13 2015

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NORTH

64460666

6460666

SEAL

ELEC.CLOSET & GARBAGE AREA

NO	DATE	REMARKS
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PROPOSED TOWNHOUSE
22691 Westminster Hwy.,
Richmond, B.C.

SECTION A-A

RE-ZONING

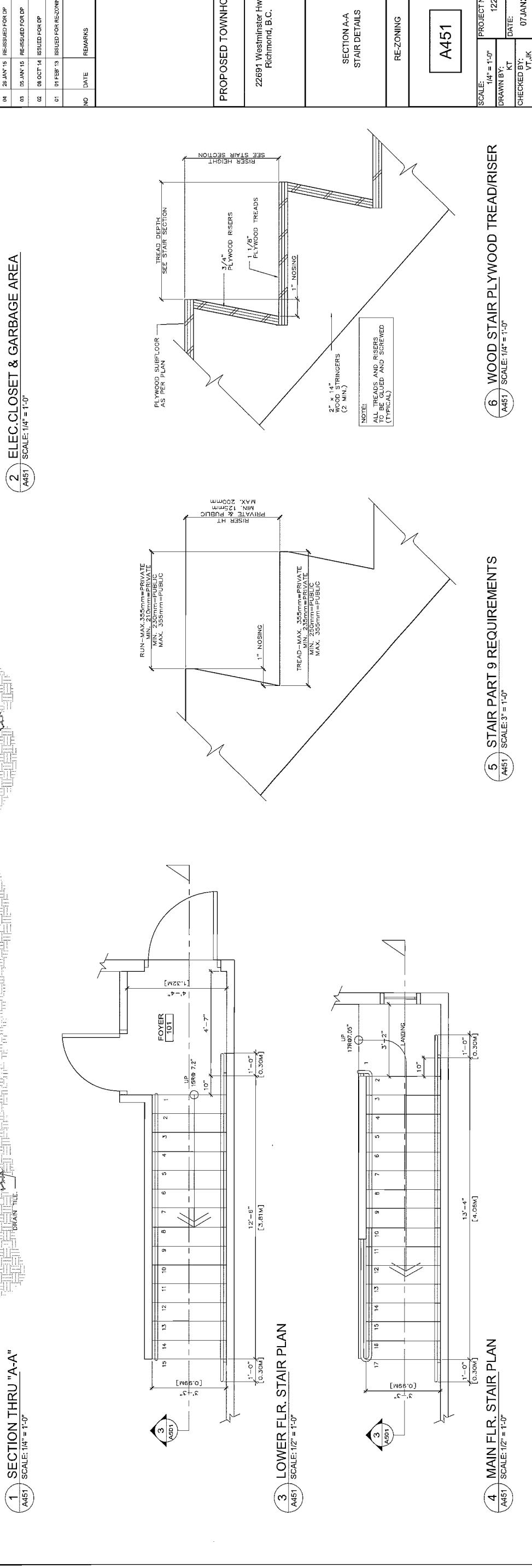
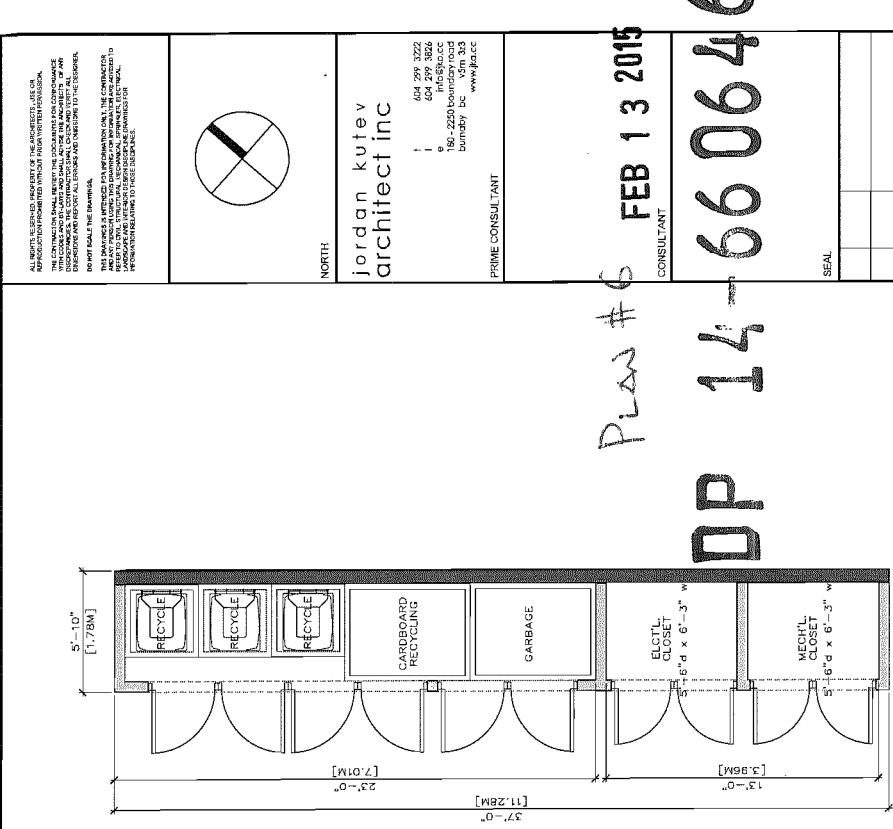
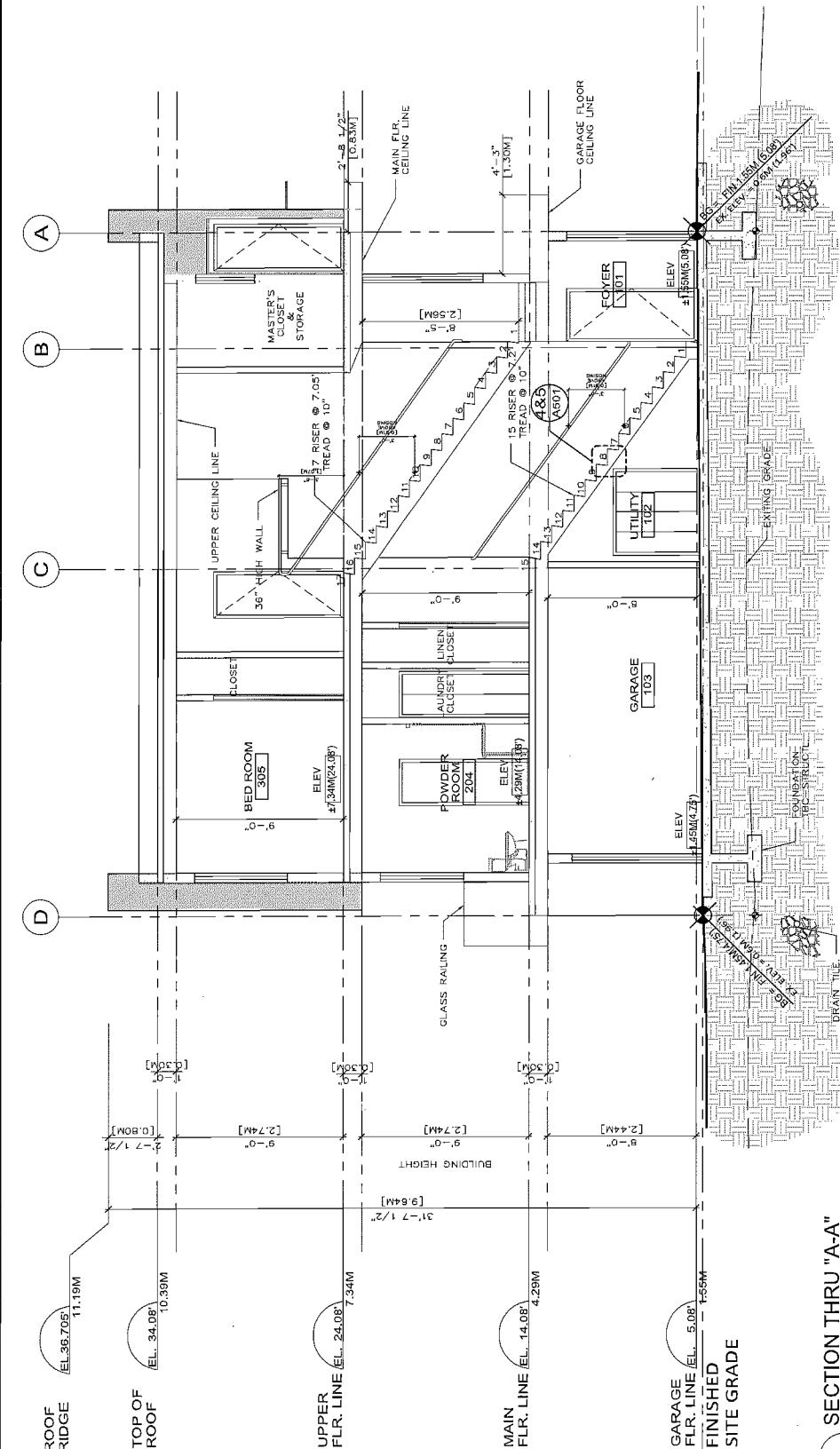
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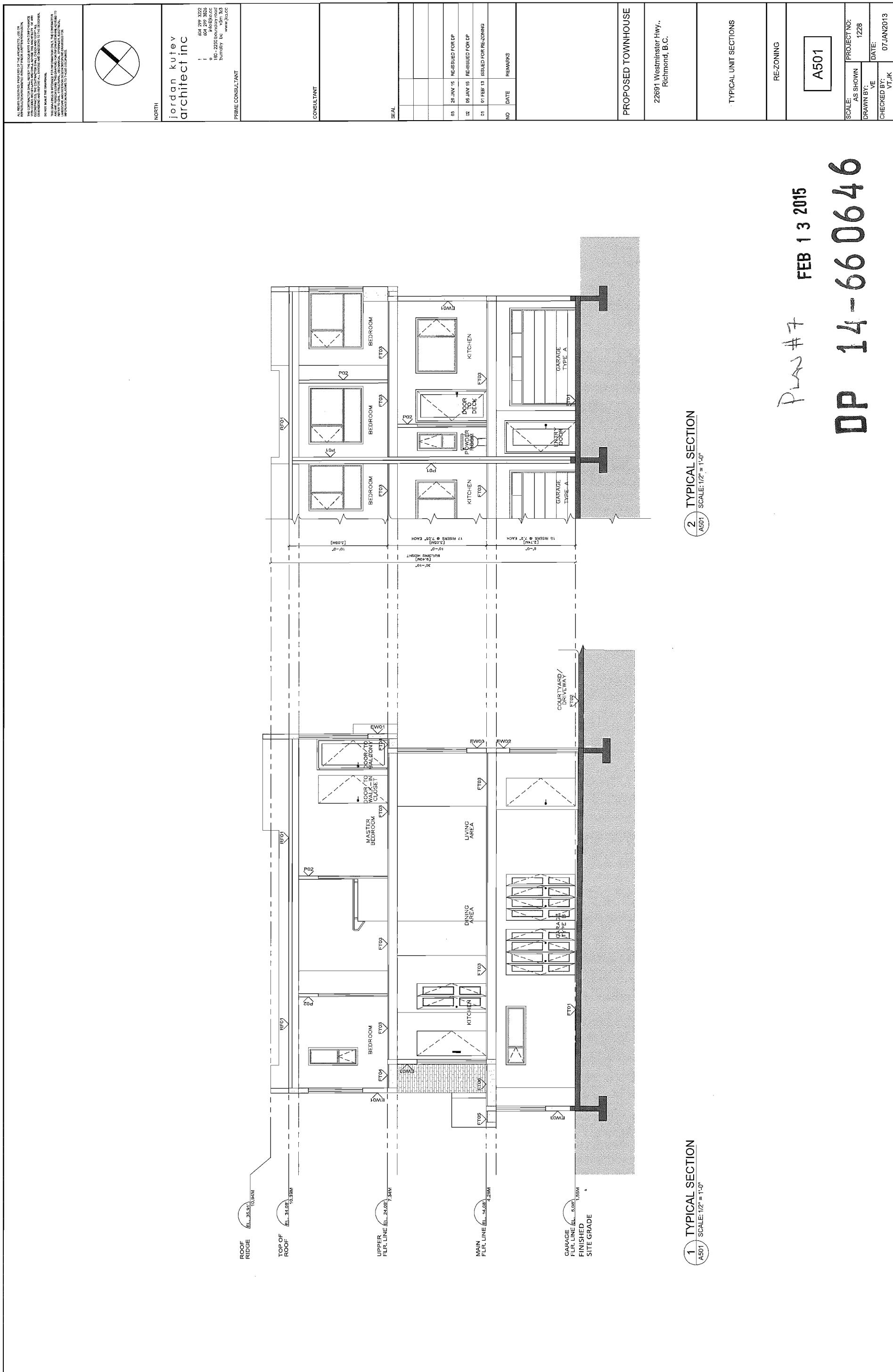
6 WOOD STAIR PLYWOOD TREAD/RISER

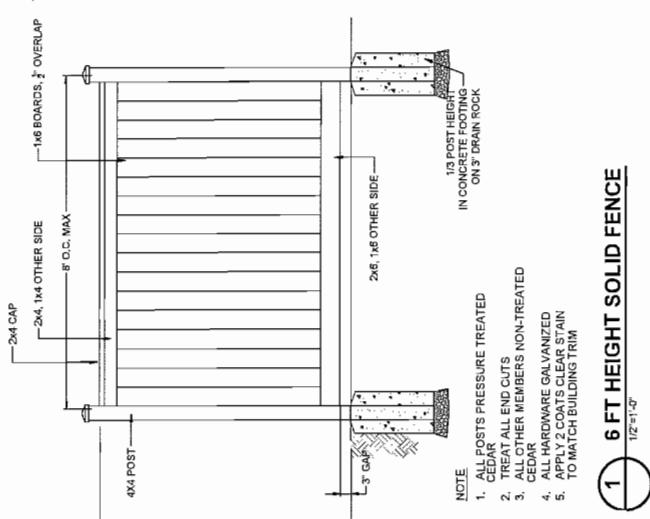
STAIR PART 9 REQUIREMENTS
 **5**
AIA/CPI SCALE: 3" = 1'-0"

MAIN FLR. STAIR PLAN

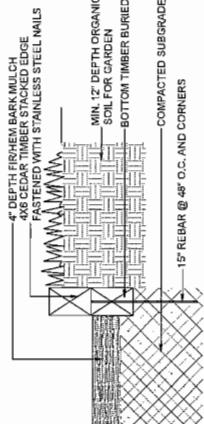
SCALE:	PROJECT NO:
1/4" = 1'-0"	1228
DRAWN BY:	DATE:
KT	07JAN2013
CHECKED BY:	VT, JK



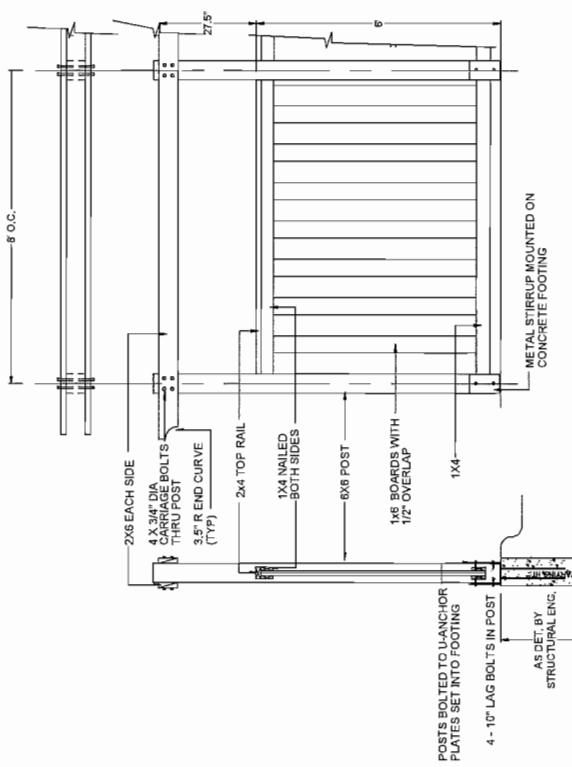




1 6 FT HEIGHT SOLID FENCE



GARDEN PLOTS



NOTES:
1. ALL WOOD P.T. HEMIFIR.
2. SHARE STAIN & COAT IN MEDIUM COLOR TO MATCH EXTERIOR COLOR OF YOUR HOME.
3. ALL HARDWARE HOT DIPPED GALVANIZED.
4. HARDWARE TO BE MEDUM GAUGE.

Plan #9

FEB 13 2015

TOWNHOUSE
DEVELOPMENT
22691, 22711 WESTMINISTER HWY

DRAWING TITLE:
LANDSCAPE

DATE: 13.02.01 DRAWING NUMBER: L2
SCALE: AS NOTED DRAWN:
DESIGN:

PMG PROJECT NUMBER:
13-007

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DO NOT SCALE THE DRAWINGS.

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CONSTANT

858

NO	DATE	REMARKS
08	06 FEB 15	RE-ISSUED FOR DP
05	25 JAN 15	RE-ISSUED FOR DP
04	05 JAN 15	RE-ISSUED FOR DP
03	08 OCT 14	ISSUED FOR DP
02	11 APR 14	ISSUED FOR DP
01	01 FEB 13	ISSUED FOR RE-ZONING

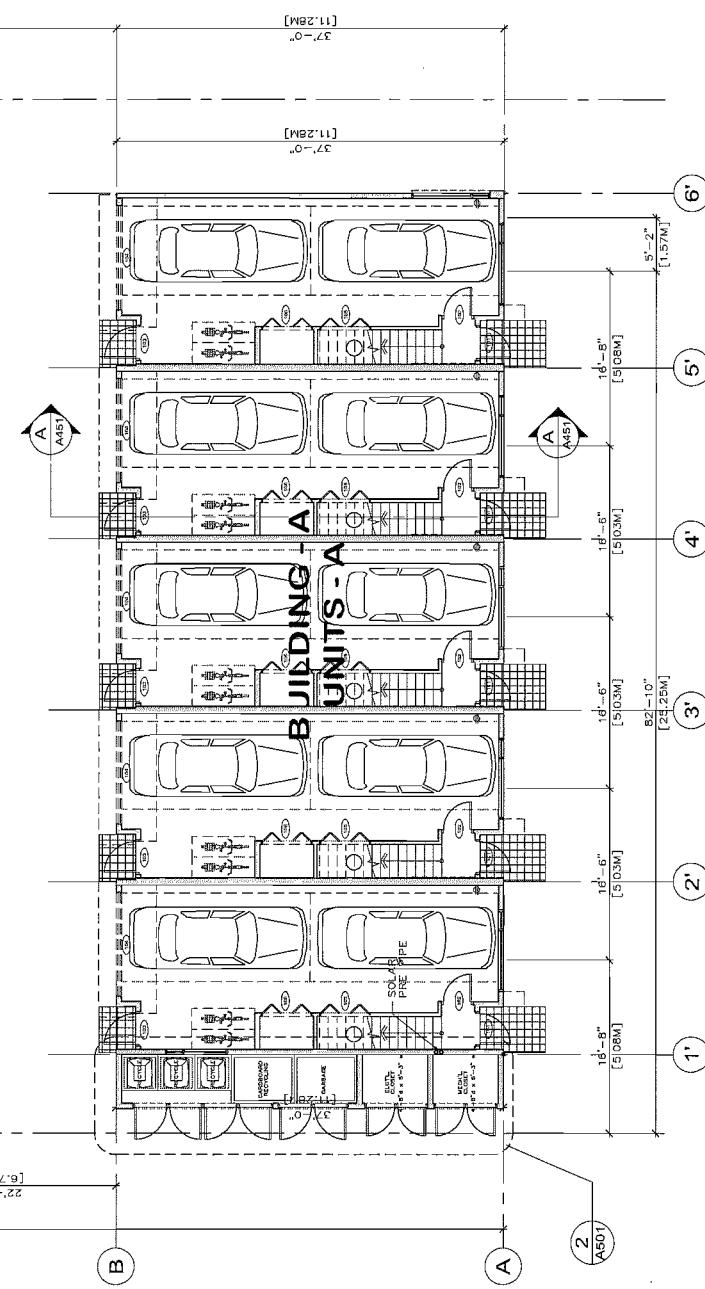
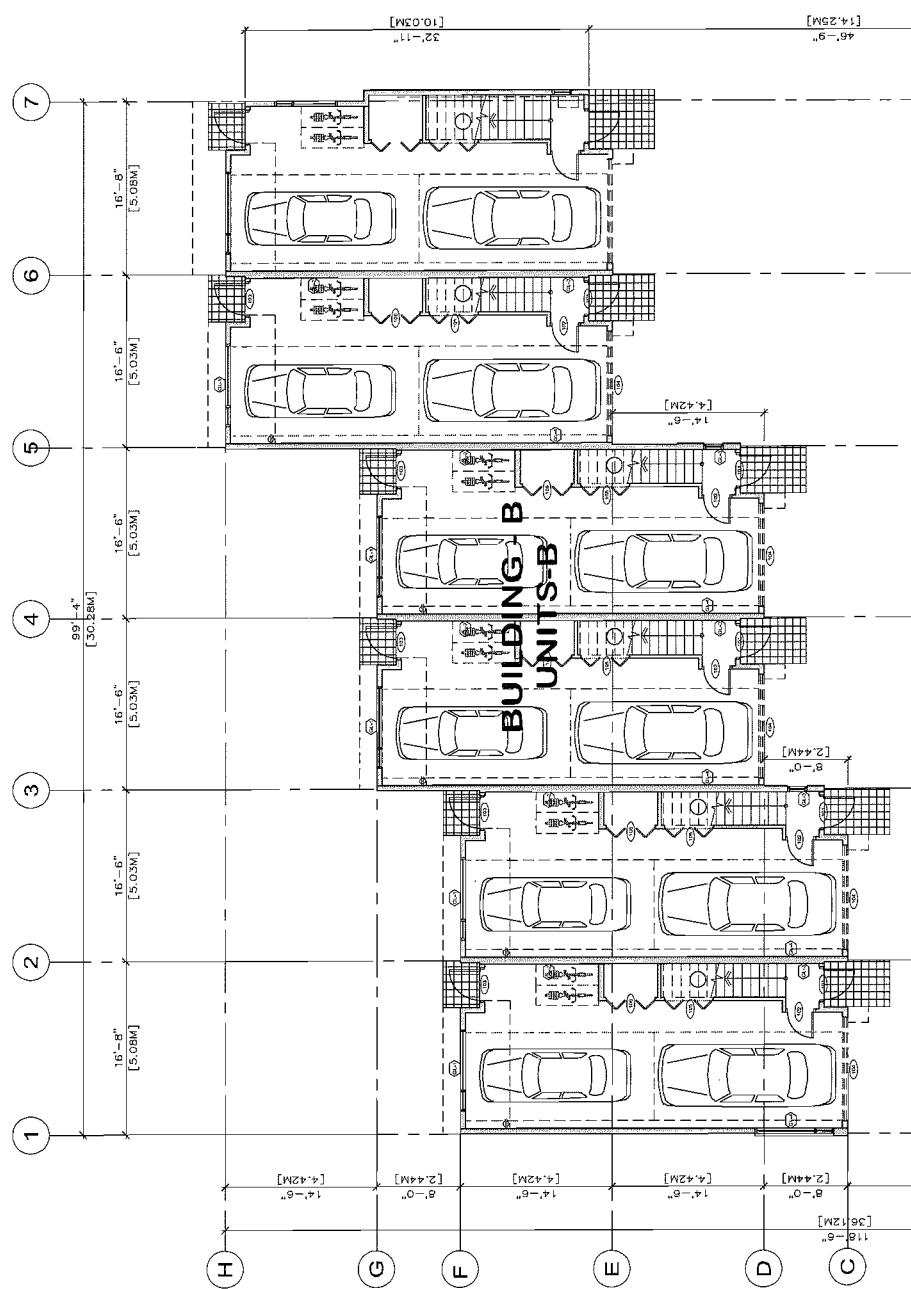
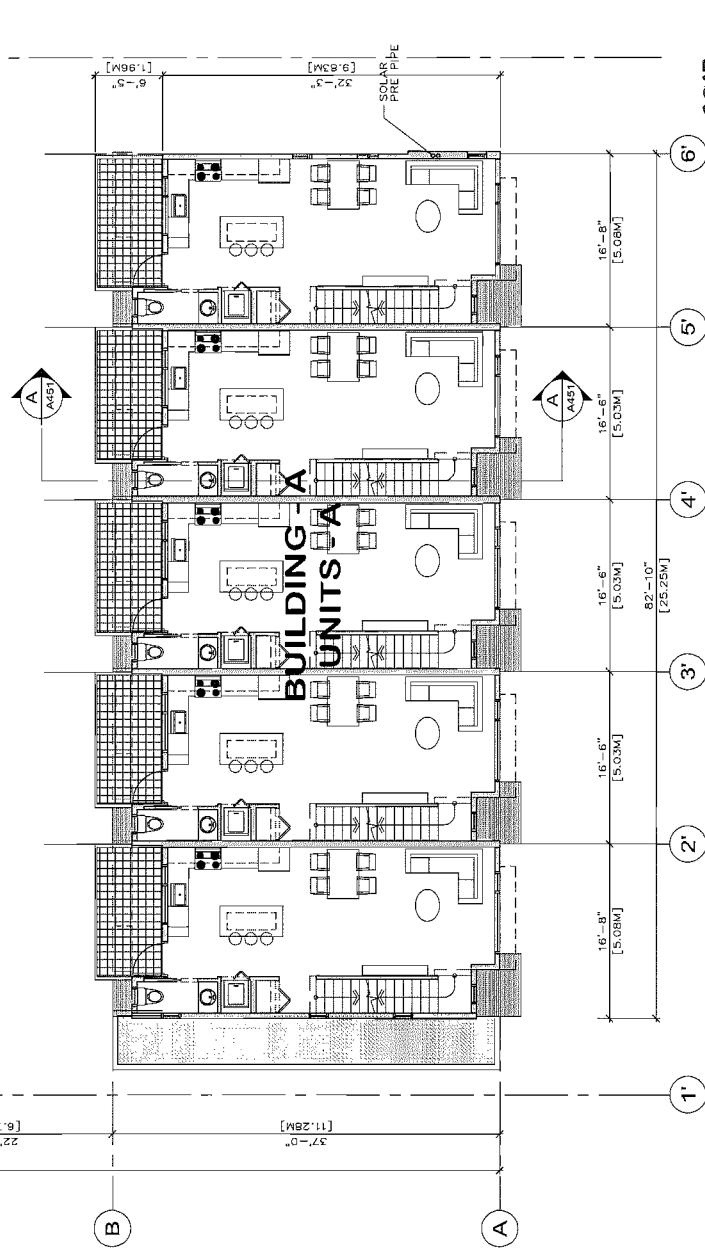
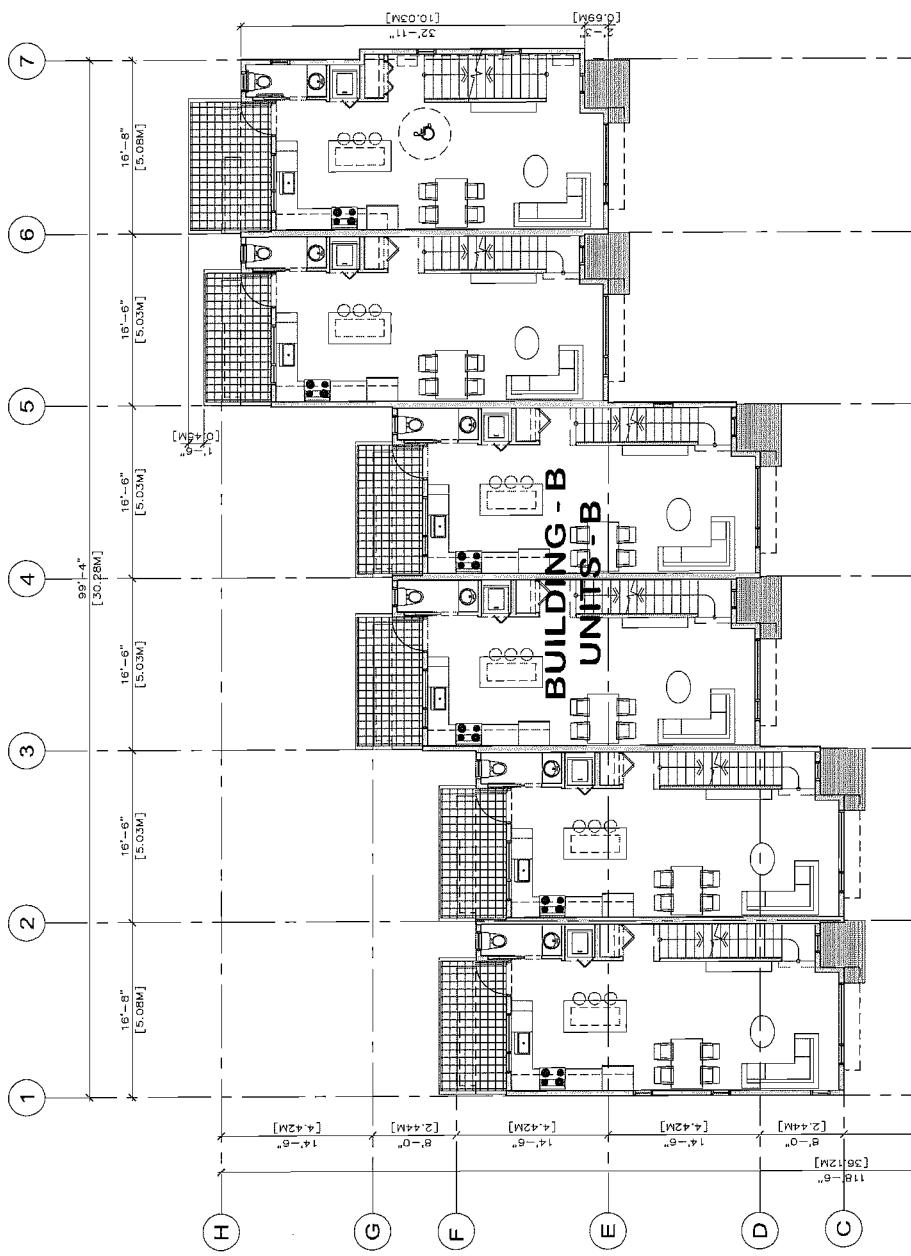
PROPOSED TOWNHOUSE

22691 Westminster Hwy.,
Richmond, B.C.

**GARAGE FLOOR PLAN
&
MAIN FLOOR PLAN**

DEVELOPMENT PERMIT

PROJECT NO:	1228
DATE:	21JAN2013
SCALE:	1'-0" = 1/8"
DRAWN BY:	VE
CHECKED BY:	VTJK



MAIN FLOOR PLAN
SCALE: 1/8" = 1'-0"
2 AA201

GARAGE FLOOR PLAN

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NORTH jordan kutev
architect inc

PRIME CONSULTANT
burnaby bc www.primedesign.com

SEAL			
	06	02	
	05	28	
	04	05	

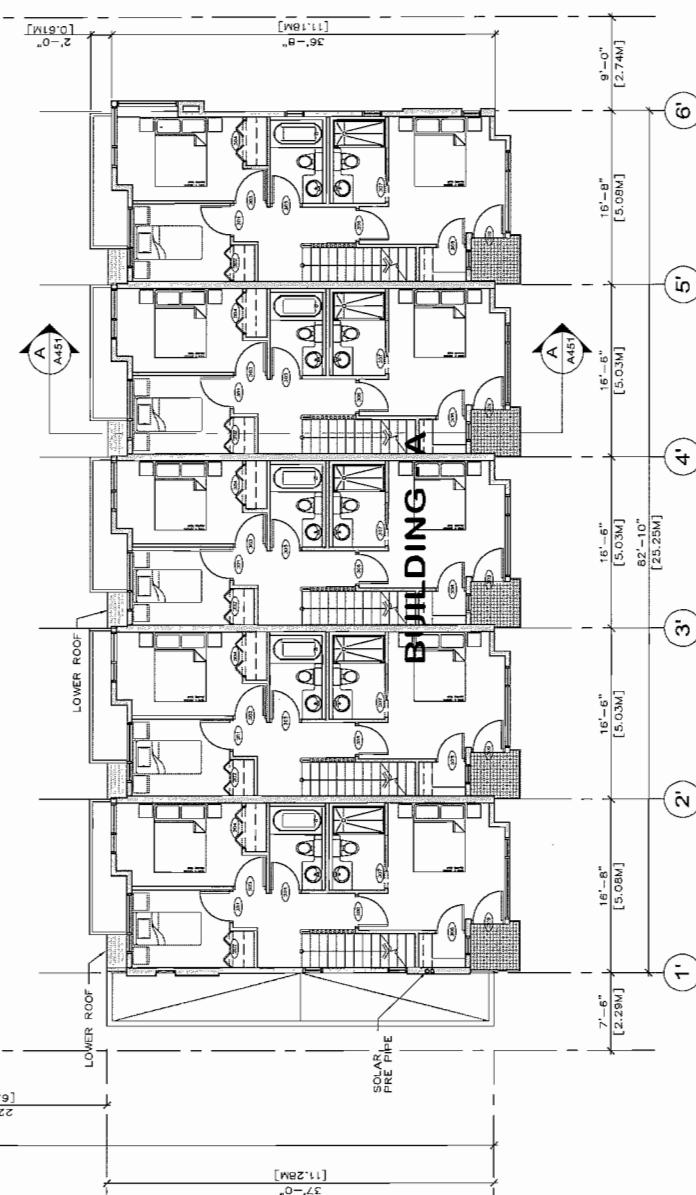
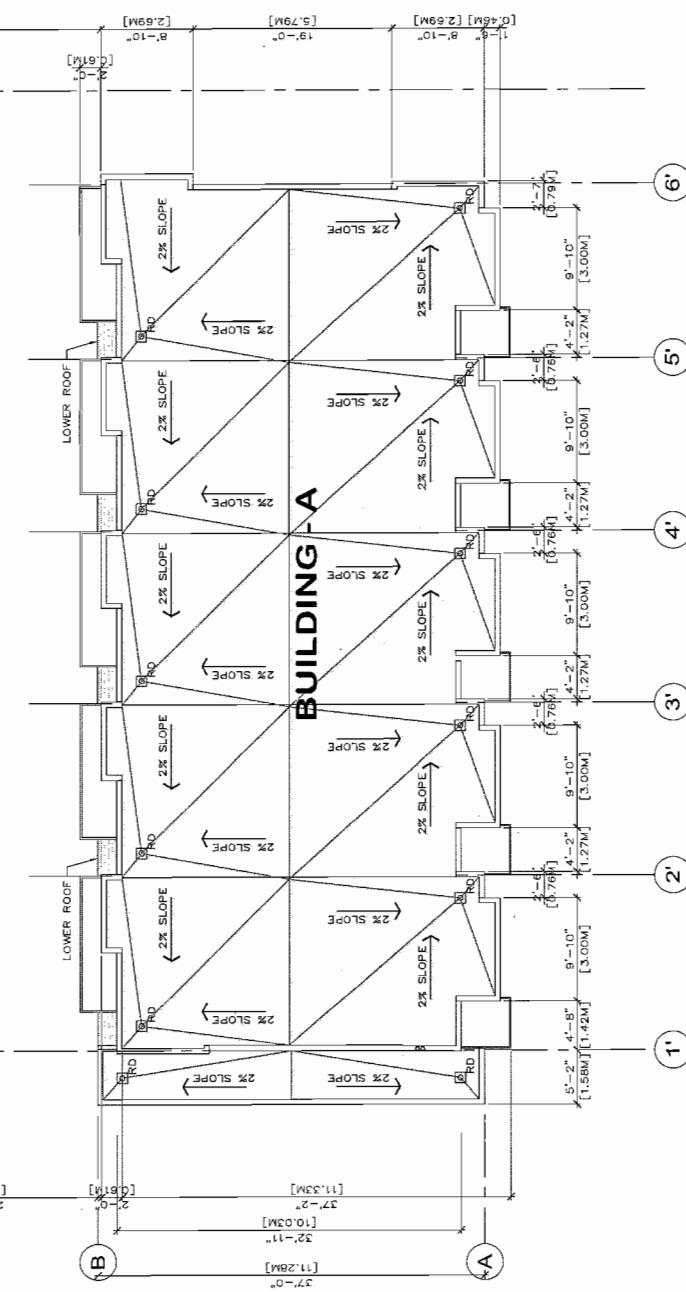
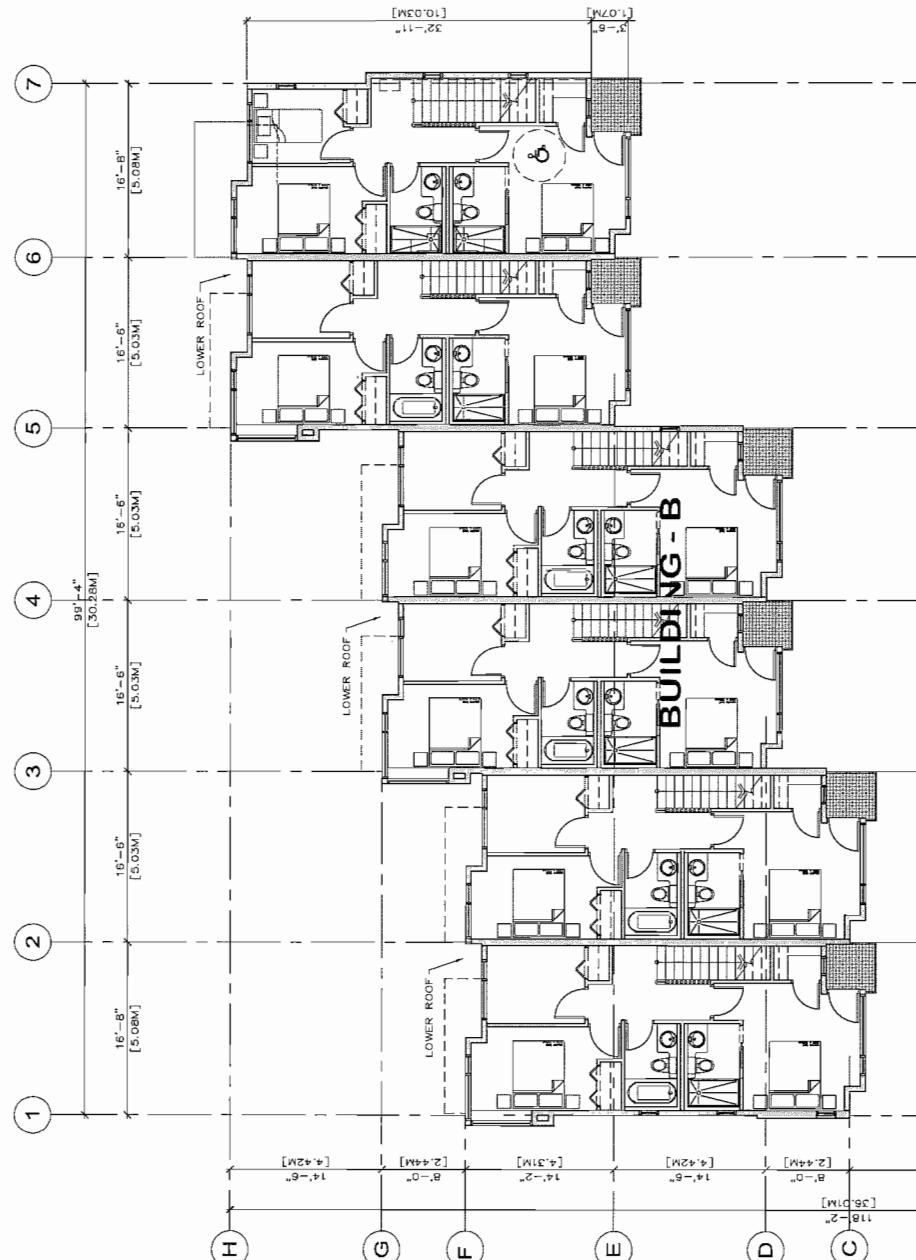
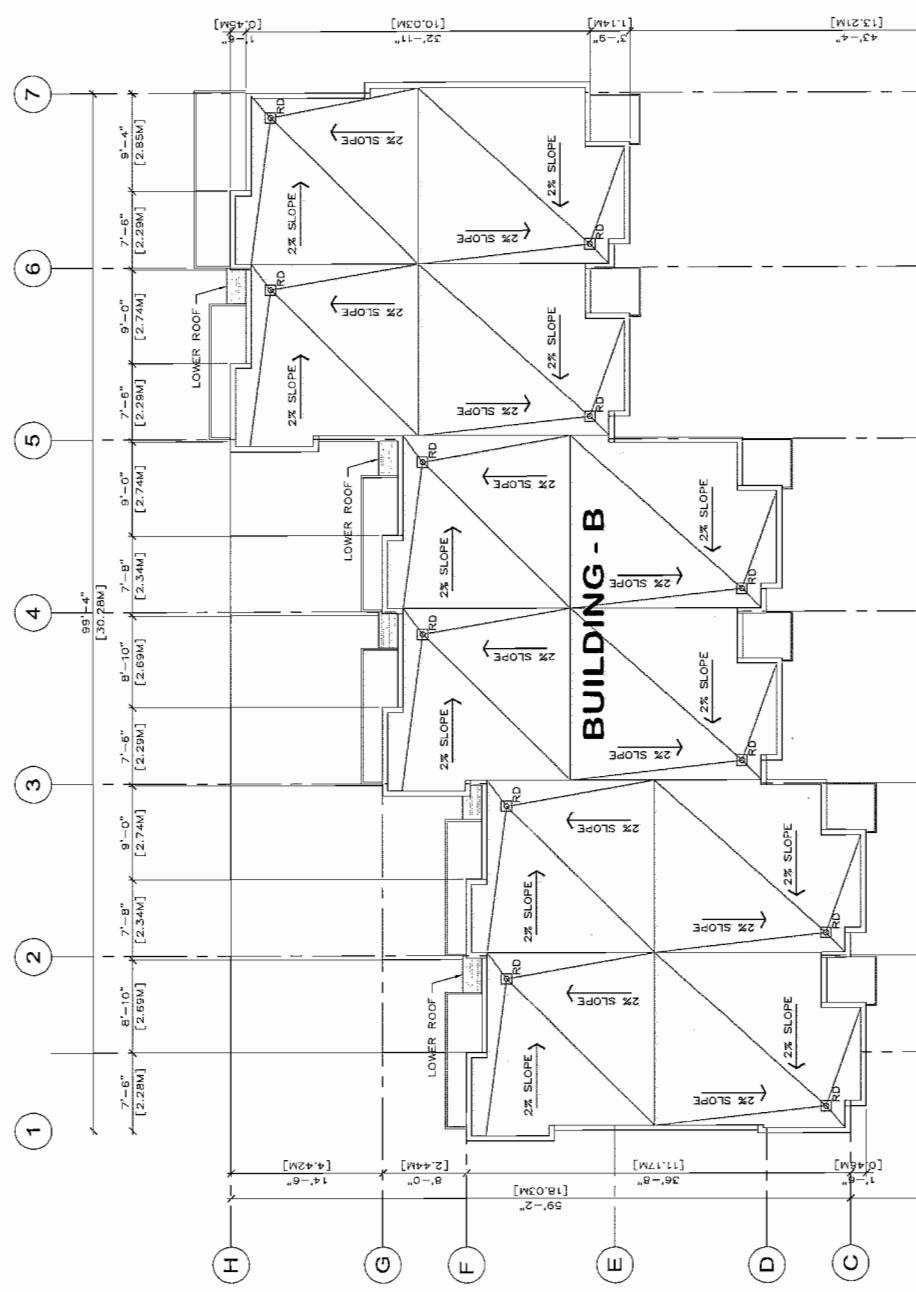
PROPOSED TOWNHOUSE

22691 Westminster Hwy,
Richmond, B.C.

UPPER FLOOR PLAN & ROOF PLAN

A202

SCALE: 1'-0" = 1'8" **PROJECT NO.:** 1228
DRAWN BY: VE **DATE:** 21JAN2013
CHECKED BY: VV



REFERENCE Page FEB 13 2015

DP 14-660646

2 ROOF PLAN
A202
SCALE: 1/8" = 1'-0"

