



Development Permit Panel

Council Chambers, City Hall
6911 No. 3 Road

Wednesday, November 25, 2020
3:30 p.m.

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on October 28, 2020.



1. **DEVELOPMENT PERMIT 19-867710**
(REDMS No. 6533031)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 9020 Glenallan Gate, 9460, 9480 and 9500 Garden City Road

Director's Recommendations

That a Development Permit be issued which would:

1. *permit the construction of 13 townhouse units at 9020 Glenallan Gate, 9460, 9480 and 9500 Garden City Road on a site zoned "Low Density Townhouses (RTL4)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum exterior side yard setback to Garden City Road from 6.0 m to 4.5 m.*



2. **New Business**

3. **Date of Next Meeting: December 9, 2020**

ITEM

ADJOURNMENT



**Development Permit Panel
Thursday, October 28, 2020**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: John Irving, Chair
Peter Russell, Director, Sustainability and District Energy
Milton Chan, Director, Engineering

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

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on October 15, 2020 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 19-872960
(REDMS No. 6503736)

APPLICANT: 1137183 BC Ltd.

PROPERTY LOCATION: 22551 Westminster Highway

INTENT OF PERMIT:

1. Permit the construction of seven townhouse units at 22551 Westminster Highway on a site zoned “Town Housing (ZT11) – Hamilton”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to permit tandem parking spaces in all of the units.

Development Permit Panel

Wednesday, October 28, 2020

Applicant's Comments

Eric Law, Eric Law Architect, with the aid of a visual presentation (copy on file, City Clerk's office), provided background information on the proposed development including its site context, site layout and floor plans, highlighting the following:

- the project is consistent with the size, height and form of the adjacent townhouse development to the north;
- the subject site is accessed from Westminster Highway through the internal drive aisle of the adjacent townhouse development to the north;
- the front building (Building A) has been pushed back from the north property line to provide a common outdoor amenity area and in order increase its separation from the adjacent townhouse buildings to the north;
- parking is proposed on the ground floor of units due to the required Flood Construction Level for the area;
- durable and low maintenance materials such as hardie panels are proposed for the project; and
- a pedestrian walkway is proposed along the north property line to provide access to the McLean Neighbourhood Park to the west.

Denitsa Dimitrova, PMG Landscape Architects, provided an overview of the landscaping for the project, noting that (i) each unit will be provided with a landscaped private yard, (ii) a six-foot high wood fence is proposed along the perimeter of the site, (iii) a common outdoor amenity area is proposed at the north of the site, and (iv) a second outdoor amenity area is proposed at the southeast corner of the site which provides opportunities for urban agriculture.

Staff Comments

Wayne Craig, Director, Development, noted that (i) there is a variance associated with the project to allow tandem parking in all of the units which was identified at rezoning stage, (ii) the tandem garages are consistent with the form of development in the Hamilton Area and are used in achieving the City's minimum flood construction level requirement, (iii) the proposed variance is consistent with the adjacent townhouse development to the north, (iv) the project will achieve Step 3 of the BC Energy Step Code, and (v) one convertible unit is proposed for the project.

Development Permit Panel

Wednesday, October 28, 2020

Panel Discussion

In reply to queries from the Panel, Ms. Dimitrova acknowledged that (i) there is no space for landscaping between the wood fence and the walkway to the public park along the north property line, and (ii) permeable paving treatment is proposed at the entrance and terminus of the internal drive aisle and visitor parking stalls.

In reply to queries from the Panel, Mr. Law noted that (i) one of the visitor parking stalls is sited at the southeast corner of the site due to avoid conflicts with the truck servicing the garbage and recycling room, (ii) the garbage and recycling truck will access the subject site through the shared driveway access on the adjacent development to the north, (iii) the garbage and recycling truck will back up after loading/unloading and use the neighbouring development's turnaround to exit the subject development, (iv) the garbage and recycling collection for the development will typically occur once a week, and (v) other options were explored by the applicant for garbage and recycling collection in the subject site.

In reply to the Panel's query regarding the proposed garbage and collection scheme for the subject site, Mr. Craig confirmed that (i) it is common for garbage trucks to have to back down the driveway in order to make a three-point turn at the T-intersection in the driveway, and (ii) the City's Environmental Management staff have reviewed and supported the proposed garbage and recycling location and access arrangement.

In reply to a query from the Panel regarding the number of benches to be provided in the children's play area, Ms. Dimitrova acknowledged that only one bench is proposed to be provided; however, the applicant would consider the proposal to install an additional bench to allow physical distancing between residents.

In reply to queries from the Panel regarding the lack of glazing on the south facade of the front building (Building B), Mr. Law noted that (i) no windows are proposed on the second floor atop the electrical room on the ground floor as there is a stairwell behind the exterior wall, (ii) the south facade of the front building is facing the road right-of-way of Westminster Highway, and (iii) the applicant would investigate opportunities to install windows on the upper floors of the south elevation of the front building to improve the facade treatment and provide passive solar heating.

Gallery Comments

None.

Correspondence

None.

Development Permit Panel

Wednesday, October 28, 2020

Panel Discussion

The Panel expressed support for the project and direction was given to staff to work with the applicant to (i) consider installing an additional bench in the children's play area, and (ii) review the lack of glazing on the south façade of the front building and investigate opportunities for installing windows prior to the application moving forward for Council consideration.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of seven townhouse units at 22551 Westminster Highway on a site zoned "Town Housing (ZT11) – Hamilton"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to permit tandem parking spaces in all of the units.*

CARRIED

2. DEVELOPMENT PERMIT 19-875398

(REDMS No. 6484984)

APPLICANT: Spires Road Development Holdings Ltd.

PROPERTY LOCATION: 8671, 8691, 8711 and 8731 Spires Road

INTENT OF PERMIT:

Permit the construction of 22 townhouse units and two secondary suites at 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance on a site zoned "Parking Structure Townhouses (RTP4)".

Applicant's Comments

Kai Hotson, Hotson Architecture Inc., with the aid of a visual presentation (copy on file, City Clerk's Office) provided background information on the proposed development including its site context, site layout, design rationale and process, building elevations, and floor plans, highlighting the following:

- three townhouse building blocks enclose a parking structure at grade;
- each residential unit is assigned its own parking stall;
- there is an outdoor courtyard on the podium overtop the parkade which connects the three building blocks;
- a mix of three to four-bedroom units are proposed, with majority of units having three bedrooms;

Development Permit Panel

Wednesday, October 28, 2020

- each unit has its own private outdoor space at grade and/or on the podium;
- the podium level can be accessed either through an elevator or stairs;
- common outdoor amenity spaces are provided at grade and on the podium;
- public pedestrian walkways are proposed along the north and west property lines to provide pedestrian access through the site, neighbourhood, and future public park in the area;
- seating nodes are provided along the public pedestrian walkways;
- the architecture for the townhouse development is compatible with the predominantly single-family neighbourhood;
- proposed exterior building materials include, among others, brick and plank siding;
- loosely alternating the use of light and dark coloured materials visually breaks down the building blocks and breaks up the repetitiveness of units; and
- two trees at the northeast corner will be retained and protected and six trees on neighbouring properties will also be protected.

Alyssa Semczyszyn, Prospect and Reference Landscape Architects, reviewed the proposed landscaping for the site, noting that (i) the project's landscape design is intended to create enjoyable private outdoor spaces for individual units and engaging pedestrian walkways to encourage people to walk through the neighbourhood, (ii) on the podium level, low fences and raised planters provide separation and privacy between units and encourage social interaction among residents, and (iii) a more substantial screening is proposed to provide separation between the common outdoor amenity area and adjacent private patios of units on the podium level.

In addition, Ms. Semczyszyn reviewed the design of the common outdoor amenity area on the northeast corner of the site, noting that (i) the translucent fencing provides screening to the amenity area and also creates a sense of openness, and (ii) the two retained trees integrated into the children's play area will be protected.

Also, Ms. Semczyszyn reviewed the design of the children's play area on the podium level, the ground level unit patio, the podium level courtyard section, and the ground level sections through the north public pedestrian walkway and the outdoor amenity space at the northeast corner of the site.

Staff Comments

Mr. Craig noted that (i) the project will provide two Basic Universal Housing (BUH) units and two secondary suites, (ii) the project has been designed to achieve Step Code Level 3 of the BC Energy Step Code, (iii) there is a significant Servicing Agreement associated with the project which includes site servicing and frontage works along Spires Road and Cook Crescent, and (iv) staff appreciate the efforts of the project's design team for the retention and protection of two trees along the Cook Crescent frontage.

Development Permit Panel

Wednesday, October 28, 2020

Panel Discussion

In reply to a query from the Panel, Mr. Hotson acknowledged that (i) the ground floor of the three-storey townhouse units facing Spires Road includes a small room with a closet, a washroom, a mechanical space under the stairwell, and a door that provides access to the parkade, and (ii) the at grade unit entries and living spaces of the three-storey units and the single level BUH unit facing Spires Road provide animation to the street.

In reply to a query from the Panel, Mr. Craig confirmed that (i) a Statutory Right-of-Way (SRW) for public pedestrian access along the north and west property lines of the subject site has been secured, (ii) the public walkways along the north and west property lines would be expanded when adjacent properties redevelop in the future as SRWs for public pedestrian access would also be secured on these properties, and (iii) the interim fence along the north and west property lines of the subject site would be removed when adjacent properties redevelop.

In reply to a query from the Panel, Mr. Hotson noted that potential overlook to adjacent single-family homes would be mitigated by the retained trees along the north and west sides of the site, the public walkways along the north and west property lines, and the significant distance of the north property line of the subject site from the rear yards of single-family homes to the north.

In reply to further queries from the Panel, Mr. Hotson acknowledged that (i) the proposed mechanical systems will not impact the form and character of the project as the Heat Recovery Ventilation (HRV) units are located inside each residential unit and the heat pump is located in the parkade, and (ii) materials for the building envelope include, among others, triple glazed windows and insulated roofs and walls.

In reply to queries from the Panel regarding the provision of on-site parking, Mr. Hotson noted that the project provides 1.2 parking stalls for each unit and five visitor parking stalls.

In reply to a query from the Panel regarding the City's parking requirement for the project, Mr. Craig confirmed that (i) the project meets the Zoning Bylaw's requirement of 1.2 parking stalls for each unit for residential developments in this area of the City Centre Area, (ii) the project assigns a minimum of one parking stall for each unit, and (iii) there are additional unassigned parking stalls that would be assigned as part of the unit sales contract.

In reply to queries from the Panel regarding the species of trees to be planted on raised planters on the podium level courtyard, Ms. Semczyszyn noted that (i) the tree species to be planted would be suitable for the size of planters being proposed, and (ii) irrigation will be provided for the trees.

In reply to a query from the Panel, Mr. Craig confirmed that a combination of three tree species are proposed to be planted on the podium level courtyard, which include Hybrid Magnolia, Manchurian Snakebark Maple, and Fullmoon Maple.

Development Permit Panel

Wednesday, October 28, 2020

In reply to a further query from the Panel, Mr. Hotson and Ms. Semczyszyn confirmed that different patterns of pavers are proposed for the private patios and shared pathway on the podium level.

Gallery Comments

None.

Correspondence

Jose Gonzalez, 8935 Cook Crescent (Schedule 1)

In reply to Mr. Gonzalez's concerns on parking, circulation and traffic during construction, Mr. Craig noted that (i) these concerns are largely related to ongoing city utility works in the area which are expected to be completed in January 2021, and (ii) a construction traffic management plan will be required for the project prior to Building Permit issuance to deal with trades parking and deliveries to the site.

With regard to the concern about potential damage to city roads during construction, Mr. Craig further noted that the developer will be required to enter into a Servicing Agreement with the City for new road works and any damages will have to be repaired by the developer.

With respect to the concern on parking and traffic generated by the project in the neighbourhood, Mr. Craig commented that (i) a Transportation Impact study for the project was reviewed and supported by the City's Transportation Division, and (ii) the existing road network is sufficient to accommodate the traffic that would be generated in the area.

In reply to concerns related to illegal street parking by non-residents in the area, Mr. Craig further noted that (i) there will be road improvements along the site frontage, (ii) a traffic and parking management plan will be required during construction, and (iii) the Community Bylaws Department has been asked to conduct more parking enforcement patrols in the area.

With regard to the comment to make the outdoor amenity area at the northeast corner of the subject site a public space, Mr. Craig noted that (i) there are significant liability issues related to providing a public access to private outdoor amenity area, and (ii) the proposed public walkways and a future public park in the neighbourhood would address the public open space needs of the neighbourhood.

Development Permit Panel

Wednesday, October 28, 2020

In reply to concerns related to the appearance of retaining walls on the site and sight lines at the southeast corner, Mr. Craig further noted that (i) low retaining walls are proposed along the edges of the proposed development, and (ii) the project complies with the City's Traffic Bylaw sight line requirements for the southeast corner of the subject site.

In reply to queries from the Panel regarding the provision of outdoor amenity spaces in the neighbourhood, Mr. Craig advised that (i) the future public park will be implemented over the long term as redevelopment occurs, and (ii) in the interim, the active open spaces on William Cook Elementary School to the south, the Garden City Community Park, and the Garden City Lands would provide for the outdoor amenity space needs of residents in the area.

In reply to queries from the Panel regarding the design and height of retaining walls along the site edges, Mr. Hotson acknowledged that (i) low retaining walls are proposed as the site grade along the north and west property lines will be raised by approximately one foot to match the existing grade of adjacent streets, (ii) there is planting on top of the retaining walls which are generally used to create a patio for each unit, (iii) an elaborate design is proposed for retaining walls along the site edges where existing trees are being retained, (iv) the retaining walls are set back from the development's property lines to protect the retained trees and are hidden behind the temporary fence along the west and north property lines, (v) a very low timber retaining wall is proposed for the outer edge of the public walkway along the north edge of the site, and (vi) a low concrete retaining wall is proposed along the site edges to create private patios.

In reply to a further query from the Panel, Mr. Hotson confirmed that the applicant is also considering a block system for the concrete retaining wall along the site edges.

As a result of the discussion on the design of the retaining walls, staff were directed to work with the applicant to improve the retaining wall treatment along the site edges.

Panel Discussion

The Panel expressed support for the project, particularly the architectural treatment for the townhouse building blocks, the provision of public walkways, the use of low-carbon technology to achieve Energy Step Code requirements, and the siting of the parkade in the middle of the townhouse building blocks. In addition, the Panel noted that the project is a good addition to the neighbourhood.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of 22 townhouse units and two secondary suites at 8671, 8691, 8711 and 8731 Spires Road and the surplus portion of the Spires Road and Cook Crescent road allowance on a site zoned "Parking Structure Townhouses (RTP4)".

CARRIED

Development Permit Panel
Wednesday, October 28, 2020

3. New Business

It was moved and seconded

That the Development Permit Panel meeting scheduled on November 12, 2020 be cancelled.

CARRIED

4. Date of Next Meeting: November 25, 2020

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:44 p.m.

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the
Development Permit Panel of the Council
of the City of Richmond held on
Thursday, October 28, 2020.

John Irving
Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, October 28, 2020.

ON TABLE ITEM

Date: OCTOBER 28, 2020
Meeting: DPP
Item: # 2



From: J G <corvette_racer@hotmail.com>
Sent: October 26, 2020 6:55 PM
To: CityClerk
Subject: Development Permit Panel (Oct. 28) meeting submission

I am writing with serious concerns about **DEVELOPMENT PERMIT 19-875398 on Spires Road**. The form of the development and variances will impact local residents. The parking, circulation and traffic concerns raised at the public hearing are still largely unaddressed.

As a neighbour of the development, I am very concerned that the traffic, parking and other impacts have not been properly addressed both during construction and when the development is finished.

- 1) **Parking, circulation and traffic during construction:** How many times and for how long will traffic in and out of our neighbourhood be completely blocked? It has already been blocked repeatedly (more than 10 times in the last 3 months) by existing construction in our neighbourhood. The latest issue happened last week, when our neighborhood was completely isolated when a van drove into a ditch, blocking the only entrance into the neighbourhood. None of the 100+residents could drive in or out for over 1 hour. This is a safety hazard. No roads should be blocked when either of the 2 access streets are already blocked. All vehicles from construction workers or trades should park completely off the road on narrow stretches, so vehicles can drive past them. Parking enforcement should prevent vehicles from parking so they block traffic.
- 2) **Road damage during construction:** When will the damaged roads get fixed? Large construction machines have torn up roads and left pot-holes over 6 inches deep on Spires Road for over 5 months (including right in front of this development!). Why are developers not responsible for paying and fixing this damage when they are causing them during construction?
- 3) **Parking, circulation and traffic with the proposed development.** Has the City done any traffic and parking modelling to determine the impacts of the proposed development and subsequent similar zoning? What is the mean and maximum queuing that is expected during peak times for vehicles accessing Cook Road and Cooney Road? H
- 4) **Boulevard damage from the proposed development.** How will existing boulevards for current residents be protected so they don't either become mud pits in the winter as cars park on them (which currently the case)? Will current residents be evicted from parking in front of their house by new residents? The current bylaws sanction these evictions, as currently happens along Ash Street, South of Granville Avenue. Parking on one side of the street only on Spires Road is unacceptable and will make this problem worse than even on Ash Street where part of the street has parking on both sides. The City needs to provide parking and sidewalks on both sides of the street (including removing the ditches) before the development is finished.
- 5) **Public outdoor amenity space rejected by the developer.** The City should not grant this development permit unless the developer agrees to make "the proposed outdoor amenity space at the northeast corner a public space to tie in with the adjacent public walkway along the north side;" as mentioned in the **Advisory Design Panel report from April 22**. This should also tie into the public walkway that is mentioned. Otherwise the walkway will be almost useless!
- 6) **Retaining walls.** How will the retaining walls be designed to avoid looking like ugly industrial patches to the surrounding properties and especially from any areas visible to the street? The developer should provide beautification or other designs for the walls.
- 7) **Sight lines.** As noted in the **Advisory Design Panel report from April 22**, the southeast corner planting treatment needs to provide clear sightlines for traffic and pedestrian safety. It's not clear what the developer is proposing. Who will be reviewing and enforcing sight-lines at the corner of the development,

particularly with higher traffic volumes from this and other developments already underway leading to more congestion and conflict between cars at that T-intersection?

Thank you,

Jose Gonzalez

8935 Cook Crescent, Richmond

PS: Please reply to confirm that you have received this email.

From: Lee, Edwin
Sent: October 28, 2020 2:48 PM
To: 'J G'
Subject: RE: Development Permit Panel (Oct. 28) meeting submission - DP 19-875398 - 8671, 8691, 8711, 8731 Spires Road

Mr. Gonzalez

Thank you for taking the time to share your concerns. Please see below for our responses to your concerns.

1) Parking, circulation and traffic during construction: How many times and for how long will traffic in and out of our neighbourhood be completely blocked? It has already been blocked repeatedly (more than 10 times in the last 3 months) by existing construction in our neighbourhood. The latest issue happened last week, when our neighborhood was completely isolated when a van drove into a ditch, blocking the only entrance into the neighbourhood. None of the 100+ residents could drive in or out for over 1 hour. This is a safety hazard. No roads should be blocked when either of the 2 access streets are already blocked. All vehicles from construction workers or trades should park completely off the road on narrow stretches, so vehicles can drive past them. Parking enforcement should prevent vehicles from parking so they block traffic.

As you note, the Spires Road area is experiencing construction due to private property and public works that are underway. Regulations are in place for these types of activities. I have included some information on current works planned for the area below in addition to some information on what is required of developments on the topics you have noted.

Regarding the capital project:

- There is a capital Eckersley B Pump Station and Related Pipe Works construction project that is currently underway on Cook Road at Cook Gate and in the City right of way on the School property.
- Completion is currently projected to the end of December 2020 or early January 2021; however, it could take longer due to the extremely difficult soil and ground water conditions in this area.
- The only road closure that is in effect is the Cook Gate at Cook Road. The Spires Gate always remains open for entering and exiting the Spires Area subdivision.
- The Cook Gate closure most likely would be in effect until all the pipe work is completed.
- It is unlikely but still possible that Cook Road may be closed at some point for the sanitary line pipe crossing to the new pump station; however, Engineering is trying to avoid this situation as much as possible.
- All the road closures are coordinated and approved by Transportation Department.

Regarding land developments:

- A construction traffic management plan will be required for each development in the City.
- All trades parking and loading/unloading operations are to be conducted on-site.
- Any works that will require lane closures on Spires Road will need permission from the City's Traffic Operations division.
- Staff have shared your email with the applicant and they have advised that the development team will attempt to reduce inconveniences to residents.
- They will have a traffic flag team on site when required.
- They will do their best minimizing road damage throughout the course of construction. Any unfortunate damage as a result of this development will be addressed and repaired, in consultation with relevant City staff.
- Their Construction team will be available to address any concerns once construction commences.

- Concerns related to construction traffic management during construction should be directed to the City's Traffic Operations Department trafops@richmond.ca

As you have identified construction parking in the area is an ongoing issue, staff will assign an ongoing patrol file to the Bylaw Enforcement Officers for their attendance.

- In addition, if they see a bylaw traffic violation, please contact our bylaw enforcement team at bylawrequest@richmond.ca with the details. This email goes straight to our Officers in the field and they will respond in a timely manner.
- For other concerns related to construction parking or construction vehicle traffic, please contact Traffic Operations at trafops@richmond.ca.

2) Road damage during construction: When will the damaged roads get fixed? Large construction machines have torn up roads and left pot-holes over 6 inches deep on Spires Road for over 5 months (including right in front of this development!). Why are developers not responsible for paying and fixing this damage when they are causing them during construction?

- For the subject development project, the road along the frontage of the development is covered by Servicing Agreement, where upgrades must be completed to a certain standard and paid for by the developer.
- Any road and boulevard damages during construction are to be repaired and restored by the contractor.
- Any reports on road damages would be investigated by the City and the developers will be notified on the damages and required repairs.
- If you want to report road damages due to constructions on private property, please contact Jaime Villaluz at JVillaluz@richmond.ca.

3) Parking, circulation and traffic with the proposed development. Has the City done any traffic and parking modelling to determine the impacts of the proposed development and subsequent similar zoning? What is the mean and maximum queuing that is expected during peak times for vehicles accessing Cook Road and Cooney Road? H

- Each new townhouse development is required to provide a Transportation Impact study to assess any impacts to traffic volumes, parking etc, associated with the new development. Based on traffic assessments conducted in the area, site-generated traffic in the peak periods is not expected to be significant.

4) Boulevard damage from the proposed development. How will existing boulevards for current residents be protected so they don't either become mud pits in the winter as cars park on them (which currently the case)? Will current residents be evicted from parking in front of their house by new residents? The current bylaws sanction these evictions, as currently happens along Ash Street, South of Granville Avenue. Parking on one side of the street only on Spires Road is unacceptable and will make this problem worse than even on Ash Street where part of the street has parking on both sides. The City needs to provide parking and sidewalks on both sides of the street (including removing the ditches) before the development is finished.

- Frontage improvements along the site frontage including ditch infill, pavement widening, new curb, boulevard and sidewalk have been secured as part of Rezoning and will be constructed as part of the development.
- This development provides on-site parking that meets bylaw requirements.

5) Public outdoor amenity space rejected by the developer. The City should not grant this development permit unless the developer agrees to make "the proposed outdoor amenity space at the northeast corner a public space to tie in with the adjacent public walkway along the north side;" as mentioned in the Advisory Design Panel report from April 22. This should also tie into the public walkway that is mentioned. Otherwise the walkway will be almost useless!

- A series of revisions have been made to the design of the northeast corner of the site based on the feedback provided by the Advisory Design Panel (ADP).
- This area was redesigned to incorporate a children's play area, with a translucent fence separating the public walkway from the amenity area. This provides a visual connection in and out of the space.

- Public walkways have been designed along the north and west property lines providing public access throughout the site. These walkways also include seating elements, and work to retain existing trees.
- Based on the long range plan, Official Community Plan (OCP), for this area, there is a public park proposed just north of this site, where Cook Crescent turns west. The walkways are proposed to provide a more permeable city block pattern, connecting the broader area together and providing easier access to local amenities.

6) Retaining walls. How will the retaining walls be designed to avoid looking like ugly industrial patches to the surrounding properties and especially from any areas visible to the street? The developer should provide beautification or other designs for the walls.

- The retaining walls on development site are low (12"-18" in height) in order to create landscaped front patios for each proposed unit.
- A simple, clean design is proposed for these walls to complement the high quality nature of the project.

7) Sight lines. As noted in the Advisory Design Panel report from April 22, the southeast corner planting treatment needs to provide clear sightlines for traffic and pedestrian safety. It's not clear what the developer is proposing. Who will be reviewing and enforcing sight-lines at the corner of the development, particularly with higher traffic volumes from this and other developments already underway leading to more congestion and conflict between cars at that T-intersection?

- The architecture and landscaping for the south east corner has been designed to meet the city sight line requirements. City requires that corner visibility be maintained by providing a Sight Triangle of 7.5 m x 7.5 m with no obstructions to the line of vision.
- The building has been set back to allow for the required sightlines at this intersection.
- The planting in this area provides some screening (for windows of the residences) while predominately providing habitat.
- The planting design strategy is to provide layers of vegetation to ensure that the plantings near the corner are low or are setback and will not become a barrier to visibility at the corner.

Please note that there are no variances associated with the project. Should you have further questions, please feel free to contact me at 604-276-4121.

Regards.

Edwin

From: J G <corvette_racer@hotmail.com>

Sent: October 26, 2020 6:55 PM

To: CityClerk <CityClerk@richmond.ca>

Subject: Development Permit Panel (Oct. 28) meeting submission

I am writing with serious concerns about DEVELOPMENT PERMIT 19-875398 on Spires Road. The form of the development and variances will impact local residents. The parking, circulation and traffic concerns raised at the public hearing are still largely unaddressed.

As a neighbour of the development, I am very concerned that the traffic, parking and other impacts have not been properly addressed both during construction and when the development is finished.

- 1) **Parking, circulation and traffic during construction:** How many times and for how long will traffic in and out of our neighbourhood be completely blocked? It has already been blocked repeatedly (more than 10 times in the last 3 months) by existing construction in our neighbourhood. The latest issue happened last week, when our neighborhood was completely isolated when a van drove into a ditch, blocking the only entrance into the neighbourhood. None of the 100+ residents could drive in or out for over 1 hour. This is a safety hazard. No roads should be blocked when either of the 2 access streets are already blocked. All vehicles from construction workers or trades should park completely off the road on narrow stretches, so vehicles can drive past them. Parking enforcement should prevent vehicles from parking so they block traffic.

- 2) **Road damage during construction: When will the damaged roads get fixed? Large construction machines have torn up roads and left pot-holes over 6 inches deep on Spires Road for over 5 months (including right in front of this development!). Why are developers not responsible for paying and fixing this damage when they are causing them during construction?**
- 3) **Parking, circulation and traffic with the proposed development. Has the City done any traffic and parking modelling to determine the impacts of the proposed development and subsequent similar zoning? What is the mean and maximum queuing that is expected during peak times for vehicles accessing Cook Road and Cooney Road? H**
- 4) **Boulevard damage from the proposed development. How will existing boulevards for current residents be protected so they don't either become mud pits in the winter as cars park on them (which currently the case)? Will current residents be evicted from parking in front of their house by new residents? The current bylaws sanction these evictions, as currently happens along Ash Street, South of Granville Avenue. Parking on one side of the street only on Spires Road is unacceptable and will make this problem worse than even on Ash Street where part of the street has parking on both sides. The City needs to provide parking and sidewalks on both sides of the street (including removing the ditches) before the development is finished.**
- 5) **Public outdoor amenity space rejected by the developer. The City should not grant this development permit unless the developer agrees to make "the proposed outdoor amenity space at the northeast corner a public space to tie in with the adjacent public walkway along the north side;" as mentioned in the Advisory Design Panel report from April 22. This should also tie into the public walkway that is mentioned. Otherwise the walkway will be almost useless!**
- 6) **Retaining walls. How will the retaining walls be designed to avoid looking like ugly industrial patches to the surrounding properties and especially from any areas visible to the street? The developer should provide beautification or other designs for the walls.**
- 7) **Sight lines. As noted in the Advisory Design Panel report from April 22, the southeast corner planting treatment needs to provide clear sightlines for traffic and pedestrian safety. It's not clear what the developer is proposing. Who will be reviewing and enforcing sight-lines at the corner of the development, particularly with higher traffic volumes from this and other developments already underway leading to more congestion and conflict between cars at that T-intersection?**

Thank you,
Jose Gonzalez
8935 Cook Crescent, Richmond
PS: Please reply to confirm that you have received this email.



City of
Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: October 26, 2020

From: Wayne Craig
Director, Development

File: DP 19-867710

Re: **Application by Matthew Cheng Architect Inc. for a Development Permit at
9020 Glenallan Gate, 9460, 9480 and 9500 Garden City Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 13 townhouse units at 9020 Glenallan Gate, 9460, 9480 and 9500 Garden City Road on a site zoned "Low Density Townhouses (RTL4)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum exterior side yard setback to Garden City Road from 6.0 m to 4.5 m.

Wayne Craig
Director, Development
(604-247-4625)

WC:sds
Att. 4

Staff Report

Origin

Matthew Cheng Architect Inc., on behalf of the property owner 1110486 BC Ltd. (Director: Kan Tian), has applied to the City of Richmond for permission to develop 13 townhouse units at 9020 Glenallan Gate, 9460, 9480 and 9500 Garden City Road on a site zoned “Low Density Townhouses (RTL4)”. One of the townhouse units is proposed to contain a secondary suite. The site currently contains four single-family dwellings that will be demolished at a future development stage.

The subject site is being rezoned from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)” for this project under Bylaw 10047 (RZ 18-829032), which received third reading following the Public Hearing on July 15, 2019.

A Servicing Agreement (SA 19-878542) is required as a condition of rezoning adoption and includes, but is not limited to, the following improvements:

- New concrete sidewalk and grassed and treed boulevard along Garden City Road and Glenallan Gate frontages.
- New concrete landing pad at the existing northbound bus stop on Garden City Road, north of Glenallan Gate, for the installation of a bus shelter, bench, garbage/recycling receptacles, and conduit pre-ducting for electrical connections.

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, across Glenallan Gate, single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Garden City Road, identified for townhouse development as per the Arterial Road Land Use Policy.
- To the east, single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Glenallan Drive.
- To the south, duplex and single-family dwellings on lots zoned “Single Detached (RS1/C)” fronting Garden City Road, identified for townhouse development as per the Arterial Road Land Use Policy.
- To the west, across Garden City Road, single-family dwellings on lots zoned “Single Detached (RS1/E)” fronting Greenfield Drive.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on July 15, 2019. At the Public Hearing, the following concerns about rezoning the property were expressed by members of the public:

- Traffic impacts resulting from the proposed townhouse development.
- Safety of cyclists along Garden City Road.

Additional correspondence was received during the Development Permit application review process regarding the location of the driveway along Garden City Road (Attachment 2).

Transportation staff reviewed the concerns and provided the following response:

- Driveway Location: the location of the driveway along Garden City Road is in accordance with the Arterial Road Land Use Policy, which states that access to townhouse development should be located along an arterial road and not a local road. Locating access along the arterial road reduces potential traffic impacts within the internal road network. The location of the driveway along Garden City Road was also considered through the rezoning application process and associated Public Hearing.
- Reducing Traffic Conflict: the subject site currently has three separate driveways on Garden City Road, which will be replaced by a single access. Consolidated access results in fewer traffic conflict points and improves overall traffic safety.
- Further Measures: secured through the rezoning application, the developer is also required to complete the following:
 - Upgrade the existing northbound bus stop on Garden City Road at Glenallan Gate to accessible standards and provide a contribution towards the purchase and installation of a bus shelter.
 - Provide a contribution towards the upgrade of the existing special crosswalk at the Garden City Road and Glenallan Gate intersection to enhanced lighting and accessible standards.
 - Secure vehicle access for future development to the south, further consolidating the number of access points along Garden City Road.

Staff note there is an existing on-street bicycle lane and sidewalk on the east side of Garden City Road and a separated off-street bicycle lane and pedestrian path on the west side of Garden City Road.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the 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 “Low Density Townhouses (RTL4)” zone except for the zoning variances noted below.

Zoning Compliance/Variations (staff comments in ***bold italics***)

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

- 1) Reduce the minimum exterior side yard setback to Garden City Road from 6.0 m to 4.5 m.
 - ***The proposed variance is consistent with the Arterial Road Guidelines for Townhouses in the OCP. In this context, the exterior side yard functions as a front yard along***

Garden City Road. The Arterial Road Guidelines are supportive of reduced front yard setbacks, provided an appropriate interface with neighbouring properties is provided. The reduced setback along Garden City Road allows for an increased setback along the east property line, adjacent to existing single-family development.

- ***The proposed 6.0 m setback to both the ground and second floors of the rear units provides an improved rear yard interface with the existing single-family dwellings to the east and enhances solar access to the rear yards.***
- ***The location of the existing curb along Garden City Road will not change as there is no road widening required. New concrete sidewalk and grassed boulevard will be provided between the existing curb and the property line. The distance between the proposed building face and the back of curb on Garden City Road would be approximately 8.6 m.***
- ***The applicant has also provided an acoustical report indicating the proposal will meet CMHC interior noise standards as per the City's OCP, including the units fronting Garden City Road.***
- ***The variance was identified at the rezoning stage and no concerns were identified.***

Advisory Design Panel Comments

The Advisory Design Panel (ADP) reviewed the proposal on August 5, 2020. A copy of the relevant excerpt from the Advisory Design Panel Minutes from August 5, 2020 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 building height of the rear units is 8.8 m (two storeys) in response to the single-family adjacency to the east, consistent with the Arterial Road Land Use Policy. In addition, a 6.0 m setback is provided to both the ground and second floors of the rear units to provide an improved interface and increased sun exposure. Two duplex units and one single unit are provided along the rear to break up the massing.
- Existing single-family development to the south is identified for townhouse development in the Arterial Road Land Use Policy. The three storey townhouse units proposed along Garden City Road are reduced to two storeys within 7.5 m of the south property line and the corner of Glenallan Gate and Garden City Road to provide an adequate transition.
- The applicant has provided a shadow study to demonstrate how the proposed height and setbacks address potential shadowing over adjacent properties to the east and south.
- Windows have been located carefully to avoid adjacent overlook and privacy concerns. All units along Garden City Road include balconies facing the internal driveway. To address potential overlook concerns with the neighbouring property to the south, a privacy screen has been added to the balcony of the unit adjacent to the south property line (Unit #11).
- No retaining walls are proposed as the site grade is proposed to meet the existing grade of the adjacent properties, providing a smooth transition between the subject site and the adjacent single-family development.

- Perimeter drainage will be provided as required through the Building Permit to ensure storm water is managed and addressed through the development and will not impact neighbouring properties.
- A statutory right-of-way (SRW) allowing access to/from the adjacent future development to the south through the subject site (over the entire driveway and internal drive aisle) has been secured at rezoning.

Urban Design and Site Planning

- Vehicular access to the proposed development is to be from Garden City Road through a new driveway in the middle of the site, with future connections to the neighbouring properties to the south, secured by a SRW. The Landscape Plans include signage to inform future residents that the drive aisle may provide access to future development to the south.
- The layout of the townhouse buildings is oriented around a north-south internal maneuvering drive-aisle, providing access to the unit garages.
- Units along Garden City Road and Glenallan Gate will have direct pedestrian access from the street and the units along the rear will have access from the internal drive aisle.
- One of the units (Unit #11) will contain a ground-level secondary suite (studio) of approximately 26.3 m² (283 ft²) in area, which complies with the minimum Zoning Bylaw required size (25.0 m²), which was secured at rezoning. No additional parking space is required for the secondary suite as the unit has parking spaces that are provided in a side-by-side arrangement, consistent with Zoning Bylaw requirements.
- All townhouse units will have two vehicle parking spaces in side-by-side arrangement.
- A total of three visitor parking spaces will be provided, including an accessible parking space. The number of parking spaces proposed is in compliance with the minimum Zoning Bylaw requirement.
- Both internal and external bicycle parking spaces have been incorporated into the proposal and are in compliance with Zoning Bylaw requirements.
- The shared outdoor amenity is located in a central location and the size exceeds OCP requirements.
- Cash-in-lieu of indoor amenity space was secured through rezoning (\$20,800) consistent with OCP Policy.
- The proposal will utilize door-to-door pickup and has accommodated space for garbage and recycling containers within the individual garages and in front of the units without obstructing the drive-aisle. The City's Environmental Programs Department reviewed the arrangement and has no concerns.
- The mail kiosk is located in an accessible area and has been incorporated into the design of the buildings to minimize visual impact.

Architectural Form and Character

- The proposed building form contains defined entry porches, large box windows, gable roofs and balconies to provide articulation to the building façade and establish a residential scale and rhythm.
- The street fronting units will have individual canopies with weather protection over the front entrances. A pedestrian scale is generally achieved along the public streets and internal drive-aisle through the inclusion of variation in building form, projections, recesses, materials/colours and landscape features.

- The main building materials include hardie panel and stucco, along with a simple colour scheme of black and white tones, consistent with a contemporary interpretation of the Tudor style.
- The combination of building form, materials and colours individualizes each unit and provides each building a distinct top, middle and base.
- The roof pitch is reduced between the front and rear units in response to the single-family adjacency and to provide an adequate transition.

Landscape Design and Open Space Design

- Tree preservation was reviewed at rezoning stage where 14 on-site trees were identified for removal. Based on a 2:1 tree replacement ratio stated in the OCP, 28 replacement trees on-site are required. The applicant is proposing to plant 29 replacement trees as per the size requirements based on the City's Tree Protection Bylaw.
- Two on-site trees (tag# 220 & 224) and one City-owned tree (tag# 435) located along the Garden City Road and Glenallan Gate frontages were identified for protection. The new sidewalk along Garden City Road and Glenallan Gate will meander in order to accommodate the protection of these trees. Two neighbouring trees (tag# 318 & 396) and neighbouring hedge were also identified for protection. A contract with a Certified Arborist and a tree survival security of \$19,570 was secured through rezoning for the retention of these trees.
- The proposal provides a pedestrian-oriented streetscape fronting Garden City Road and Glenallan Gate with a landscaped edge treatment, including trees, lawn, patio areas, low transparent fencing, and a gate to each individual unit.
- Private outdoor space is provided for all units, typically with a patio, lawn area and landscaping. A variety of trees, shrubs and ground covers have been selected to ensure the landscape treatment remains interesting throughout the year.
- Pockets of landscaping will be provided along the drive-aisle between entry doors/garages to soften the internal streetscape. Pedestrian access, tree planting, a variety of shrubs, and a trellis will be provided at the north end of the internal drive-aisle to provide visual interest at the terminus along Glenallan Gate.
- An irrigation system will be provided for the proposed landscaping on-site.
- A children's play area is proposed in the shared outdoor amenity area, and play equipment has been chosen to provide different play opportunities (i.e., climbing/jumping, sliding, social, imagination, balance, motor skills) that can be used by different age groups and for multiple purposes. Seating is provided nearby for caregivers.
- The vehicle entrance, pedestrian pathway within the drive aisle, and surface parking spaces will be treated with permeable pavers for better water infiltration and variety in paving surfaces.
- In order to ensure that the proposed landscaping works are completed, the applicant is required to provide a landscape security in the amount of \$201,027.68 in association with the Development Permit.

Crime Prevention Through Environmental Design

- Windows and balconies are located to increase the visual presence and surveillance along Garden City Road and Glenallan Gate, the amenity area, as well as the internal drive aisle. All entrances are visible and overlooked by pedestrians or neighbour's windows.

- Low permeable fencing and low landscaping are provided to maximize clear unobstructed views and casual surveillance opportunities.
- Landscaping and fencing is provided along the street edge to distinguish the public realm and private space.

Sustainability

- The applicant has confirmed that the proposed development will meet or exceed Step 3 of the BC Energy Step Code for Part 9 Buildings.
- An air source heat pump system will be used for this development. The units are screened by a low transparent fence, consistent with the design of the overall development. The applicant has provided an acoustical report indicating the proposed units will comply with the City's Noise Bylaw.
- Level 2 EV charging is provided in each garage consistent with Zoning Bylaw requirements.
- The architect advised that the following design/features are incorporated into the proposal:
 - Energy efficient windows to alleviate heating and cooling energy consumption.
 - The use of low-flow water fixtures, low-energy lighting and high energy efficiency appliances.
 - Durable and long-lasting materials that can reduce building maintenance and reduce load on Municipal sewers.
 - Permeable ground cover and planting to absorb rainwater runoff.
 - Interior paint with low VOC content.

Accessible Housing

- The proposed development includes two convertible units that are designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a chair lift in the staircase of Units 5 and 11.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
 - Stairwell hand rails.
 - Lever-type handles for plumbing fixtures and door handles.
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Conclusions

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.

The list of Development Permit Considerations is included in Attachment 4, which has been agreed to by the applicant (signed concurrence on file).



Steven De Sousa
Planner 1
(604-204-8529)

SDS:blg

Attachments:

Attachment 1: Development Application Data Sheet

Attachment 2: Public Correspondence

Attachment 3: Excerpt from the Meeting Minutes of the ADP (August 5, 2020)

Attachment 4: Development Permit Considerations



DP 19-867710

Attachment 1

Address: 9020 Glenallan Gate, 9460, 9480 and 9500 Garden City Road

Applicant: Matthew Cheng Architect Inc. Owner: 1110486 BC Ltd. (Director: Kan Tian)

Planning Area(s): Broadmoor

Floor Area Gross: 2,320.6 m² (24,978 ft²) Floor Area Net: 1,667.4 m² (17,948 ft²)

	Existing	Proposed
Site Area:	2,787.1 m ² (30,000 ft ²)	2,779.1 m ² (29,914 ft ²) Corner cut: 8 m ² (86 ft ²)
Land Uses:	Single-family residential	Multiple-family residential
OCP Designation:	Neighbourhood Residential (NRES)	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	4	13

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	None permitted
Lot Coverage – Buildings:	Max. 40%	37%	None
Lot Coverage – Non-Porous:	Max. 65%	56%	None
Lot Coverage – Live Landscaping:	Max. 25%	25%	None
Setback – Front Yard (North):	Min. 6.0 m	6.0 m	None
Setback – Exterior Side Yard (West):	Min. 6.0 m	4.5 m	Variance requested
Setback – Interior Side Yard (East):	Min. 3.0 m	6.0 m	None
Setback – Rear Yard (South):	Min. 3.0 m	3.0 m	None
Height:	Max. 12.0 m (3 storeys)	Front buildings: 11.7 m (3 storeys) Rear buildings: 8.8 m (2 storeys)	None
Lot Width:	Min. 40.0 m	76.2 m	None
Lot Depth:	Min. 35.0 m	36.6 m	None
Lot Size:	N/A	2,779.1 m ²	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	Min. 2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	None

Off-street Parking Spaces – Accessible:	Min. 2% = 1	1	None
Total off-street Spaces:	Min. 29	29	None
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	0	None
Small Car Spaces:	None when fewer than 31 spaces provided on-site	0	None
Bicycle Parking Spaces – Class 1:	Min. 1.25 per unit	1.6 per unit	None
Bicycle Parking Spaces – Class 2:	Min. 0.2 per unit	0.3 per unit	None
Total Bicycle Parking Spaces:	Min. 17 (Class 1) and 3 (Class 2)	21 (Class 1) and 4 (Class 2)	None
Amenity Space – Indoor:	Min. 50 m ² or cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6.0 m ² per unit = 78 m ²	108 m ²	None

De Sousa, Steven

From: De Sousa, Steven
Sent: November 12, 2019 10:57 AM
To: 'Yvonne.Bell@hssbc.ca' <Yvonne.Bell@hssbc.ca>
Subject: RE: Development Permit Application # 19-867710

Hi Yvonne,

This is to acknowledge and thank you for your comments. Please be advised that your correspondence will be attached and referenced in the staff report for the subject development permit application, for consideration by the Development Permit Panel and Council. Please see below for a response from the City's Transportation Department regarding your concerns:

Driveway location - The decision to place the driveway to the subject site on Garden City Road is in accordance with the Arterial Road Policy (Section 6.1) which states that access to townhouse developments located along an arterial road should not be from a local road.

Reducing Traffic conflict - The subject development currently has three separate driveways on Garden City Road. These driveways will be replaced by a single access. The consolidated access would result in fewer traffic conflict points and improve overall traffic safety.

Reducing trip making by car - The developer is also required to contribute towards the implementation of the following measures to encourage transit usage.

- Upgrade an existing nearby bus stop to accessible standards and contribute towards the purchase and installation of a bus shelter.
- Upgrade the existing special crosswalk at the Garden City Road/Glenallan Gate intersection to enhanced lighting and accessible standards.

If you have any further questions or concerns, please feel free to contact me.

Regards,

Steven De Sousa
 Planner 1, Policy Planning Department
 City of Richmond | T: 604-204-8529

From: Bell, Yvonne [PHSA] [<mailto:Yvonne.Bell@hssbc.ca>]
Sent: Wednesday, 6 November 2019 05:21 PM
To: DevApps
Subject: Development Permit Application # 19-867710

I am writing in regards to DPA # 19-867710 – to develop 9020 Glenallan Gate, 9460, 9480 and 9500 Garden City Road in order to construct 13 two and three storey townhouse units. In the initial application, it stated for the entrance for these 13 townhouses to be on Garden City Road. Can you tell me if the plan for this development is to still enter from Garden City Road or has it been changed to enter from Glenallan Gate since Garden City Road happens to be one of only two or three dedicated bike routes/paths running north/south in Richmond? I use this bike route every day to commute to work, church, entertainment and the grocery store and I am very concerned about the increase in cars with another major driveway along Garden City Road turning right and left in front of me and my bike. Entering from Glenallan Gate cars could come in from Frances or 4 Road and avoid Garden City altogether.

**Excerpt from the Minutes of the
Advisory Design Panel (ADP) Meeting**

**Wednesday, August 5, 2020 – 4:00 p.m.
Remote (Webex) Meeting**

DP 19-867710 – 13-UNIT ARTERIAL ROAD TOWNHOUSE DEVELOPMENT

ARCHITECT: Matthew Cheng Architect Inc.

LANDSCAPE ARCHITECT: PMG Landscape Architects Ltd.

PROPERTY LOCATION: 9020 Glenallan Gate, 9460, 9480, and 9500 Garden City Road

Applicant's Presentation

Architect Matthew Cheng, Mathew Cheng Architect Inc., and Landscape Architect Yiwen Ruan, PMG Landscape Architects, presented the project and answered queries from the Panel.

Panel Discussion

Comments from Panel members were as follows:

- appreciate the provision of two convertible units in the project; consider installing pocket doors for all washrooms, closets and powder rooms in the convertible units;

Pocket doors for washroom, closets and powder room on accessible floor levels in the convertible units have been added.

- consider providing a space for future installation of a vertical lift in the convertible units as a chair lift does not work well for a resident using a walker or in a wheelchair considering that a wheelchair/walker is required for each floor level; also, a chair lift will not enhance the safety and independence of a resident with mobility issues;

We do not have the space for providing vertical lifts however we have provided "Inclined Platform Lift" could accommodate resident using wheelchair / walker.

- note that shadow studies and other site context information showing the project's impact on adjacent single-family homes are not provided by the applicant;

Shadow studies with context has been provided.

- appreciate the articulation on the roofscape as it provides an appropriate interface with adjacent single-family homes;

Noted.

- consider swapping the locations of the shared outdoor amenity area and the accessible parking stall due to the potential increase in traffic on the shared driveway and drive aisle when the adjacent property to the south redevelops in the future; the move will enhance the safety of children in the outdoor amenity area;

One ADP panel member wanted to keep the current location while another member was suggesting moving the location. We have decided to keep it as proposed as it's the most central to all users on site and for CPTED reason of good surveillance.

- support the proposed modern colour scheme for the project; however, does not support the natural wood tone colour for the condenser unit screen as it is not consistent with the project's colour scheme; concerned about the location of the condenser unit at the middle of the window; consider moving the condenser unit away from the window;

Color changed for mechanical screening to match building color.

- consider installing a buffer for the mailbox pick-up area to enhance the safety of residents and mail delivery personnel;

A canopy above mailbox area has been provided for weather protection and a bench has been designed in front of the mailbox area to enhance the safety of the residents and mail delivery personnel.

- appreciate the provision of a lock-off unit in the project and side-by-side parking spaces for all units;

Noted.

- appreciate the pitched roofs for the front units along Garden City Road; like the slope of the pitched roofs; however, does not support the low-pitched roofs for the rear two-storey units which look like in-between a pitched roof and a flat roof;

The pitches for rear two story units are 6 in 12 which should be considered as medium pitch. It will give a gradual transition from the high pitch (12 in 12) of the front units to the low-pitch (4 in 12) of the single families adjacent to our property. Another ADP member supported this lower pitch (see below).

- appreciate the stepping down of the three-storey buildings to 2 ½ storeys at the end units adjacent to the side yard; however, the cut through at the Garden City block appears arched; the smaller scale electrical room looks like an add-on; consider redesigning the cut through to make it less harsh;

Main roofs have been chamfered to bring apparent height lower beside entry drive aisle, fascia board added at second floor line to break-up stucco on south elevation of building A canopy has been added above mail box kiosks.

- appreciate the transition from three storeys for the front buildings to two storeys for the rear buildings, which fits into the project's single-family neighbourhood context;

Noted.

- the use of a limited materials palette and simple colour scheme for the building exterior is successful as demonstrated on the elevations in the package provided by the applicant; however, the articulation of the building elements is lost on the renderings presented by the applicant; the renderings show that the elevations appear predominantly white with a dark grey accent and looks like only two kinds of materials are used; hope that the proposed articulation for the building exterior will be carried through the built form when the project is done;

Yes, although there are only two major colours being used in the project, it lends itself to a simple elegance that will be lost by the introduction of further colors. There is articulation among the off-white elements through the use of smooth acrylic stucco and painted cementitious panel with painted metal reveals. This will be a contemporary play off of a traditional Tudor design. Other ADP panel members such as the comment below supported the existing design, as do we.

- interesting project and architecture;

Noted.

- appreciate the project; looking forward to see the neighbouring block redevelop as well;

Noted.

- the project appears to be on the right track in achieving Energy Step Code 3 in terms of its performance targets as indicated in the sustainability report; appreciate the good features indicated under those measures;

Noted.

- note that there are no specific green house gas emission reduction targets for the City's Step Code 3 requirement; the proposed electric domestic hot water tanks are environmentally sensible; however, the energy cost would be a lot higher than natural gas water heaters; investigate opportunities to install natural gas water heaters considering that a natural gas high efficiency condensing gas furnace is being proposed for the project;

We are transitioning to hot water on demand heaters for the comfort and efficiency of the future homeowners at a cost to the developer.

- appreciate the applicant's detailed presentation; packages provided by the applicant are clear and easy to follow;

Noted.

- appreciate the clear hierarchy of public and semi-private spaces in the project and the landscape treatment along the Garden City Road frontage;

Noted.

- consider relocating the bicycle racks closer to the entry of the subject development;

Bike racks have relocated east of mailbox kiosks along the south face of building A.

- the clearance for the bicycle parking appears tight on the plan;

All bicycle parking spaces fulfill City bylaw requirements.

- support the proposed location of the shared outdoor amenity area from a CPTED perspective and the choice of children's play equipment;

Noted.

- appreciate the retention of some existing trees on-site; consider utilizing the existing trees to provide additional public amenities along Glenallan Gate and on the southwest corner of the subject site;

Noted.

- review the proposed location of the water meter as it does not enhance the streetscape along Glenallan Gate;

The water meter needs to be accessible from the street and right along City property, so this is a far superior location than along Garden City Road. Landscaping is provided around this meter.

- overall, the proposal is clear;

Noted.

- the project is well proportioned due to the different roof forms; however, does not support the use of hardie as the details and reveal patterns appear flat and disappear as shown in the renderings; the use of reveal panels does not fit with the Tudor architecture that the project is trying to achieve; also consider a colour differentiation for certain areas on the building face;

As per comment above, we feel the simple elegance of the design will be lost by introducing another colour and the finished product will have further articulation than the renderings show.

- the use of hardie and aluminum materials at the entry archways could diminish the quality of Tudor architecture at the detail level;

The Hardie / cementitious elements painted in dark charcoal will look almost identical to wood, but will be far more resilient over time. The simple aluminum 'railings' are meant to be a contemporary take on classic wrought-iron railing to match the contemporary take on a Tudor design that we are proposing.

- support the proposed modern colour scheme which uses white and dark colour contrasts; however, consider using an additional colour to allow the project to achieve differentiation on some elevations.

We feel that the simple elegance of the colors chosen with the architectural style and materials will suffer from introducing an additional color. We are differentiating units from one another through clearly defined entry porches and and large box out windows and gables.

Panel Decision

It was moved and seconded

That DP 19-867710 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

CARRIED



Development Permit Considerations

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

Address: 9020 Glenallan Gate, 9460, 9480 & 9500 Garden City Road

File No.: DP 19-867710

Prior to forwarding the application to Council for approval, the developer is required to complete the following:

1. Final Adoption of Zoning Amendment Bylaw 10047.
2. Receipt of a Letter-of-Credit for landscaping in the amount of \$201,027.68. The letter-of-credit will not be returned until the Letter of Assurance, confirming the landscaping is installed as per the Development Permit, prepared by the Landscape Architect, is reviewed by staff.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03, and must remain in place until construction and landscaping on-site is completed.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. Incorporation of energy efficiency, CPTED, sustainability and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
4. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
5. If applicable, obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

Initial: _____

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

Signed

Date



City of Richmond

Development Permit

No. DP 19-867710

To the Holder: MATTHEW CHENG ARCHITECT INC.

Property Address: 9020 GLENALLAN GATE, 9460, 9480 AND
9500 GARDEN CITY ROAD

Address: C/O 202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9

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 reduce the minimum exterior side yard setback to Garden City Road from 6.0 m to 4.5 m
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 #3 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 \$201,027.68 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 19-867710

To the Holder: MATTHEW CHENG ARCHITECT INC.

Property Address: 9020 GLENALLAN GATE, 9460, 9480
AND 9500 GARDEN CITY ROAD

Address: C/O 202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9

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 , .

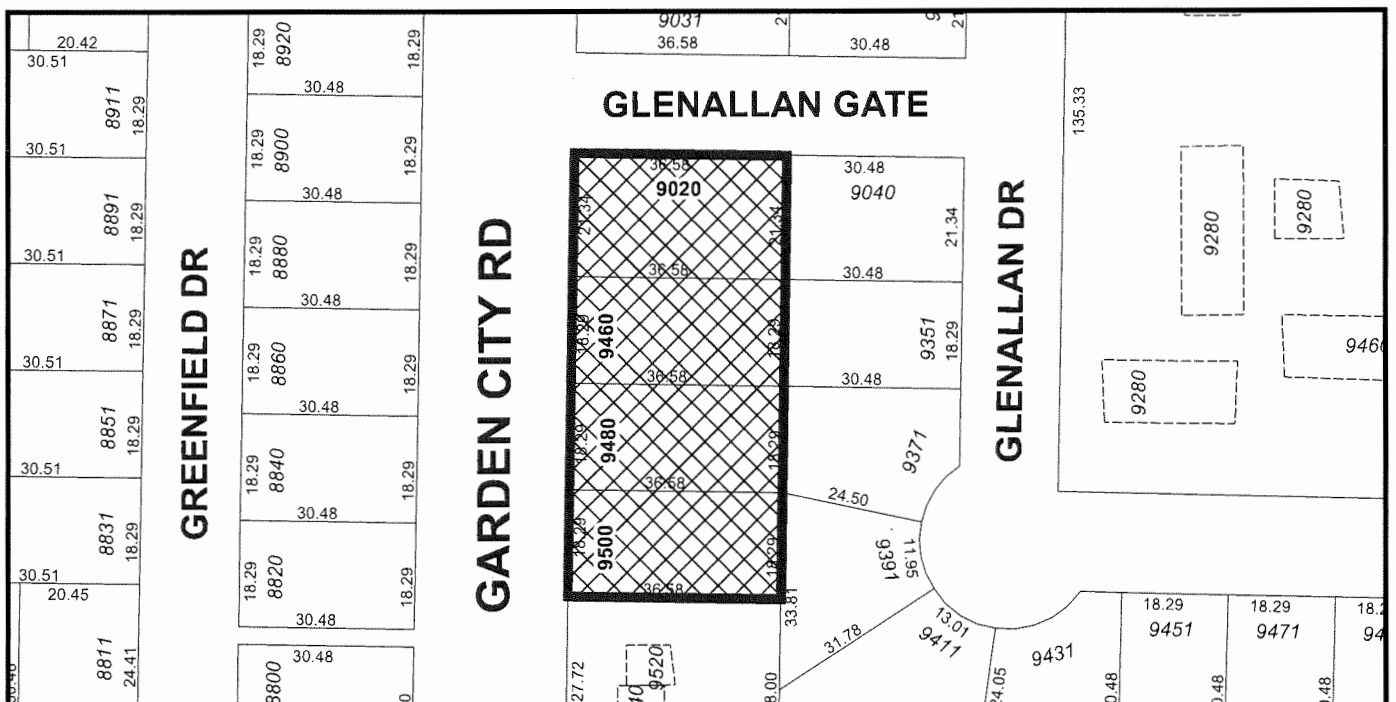
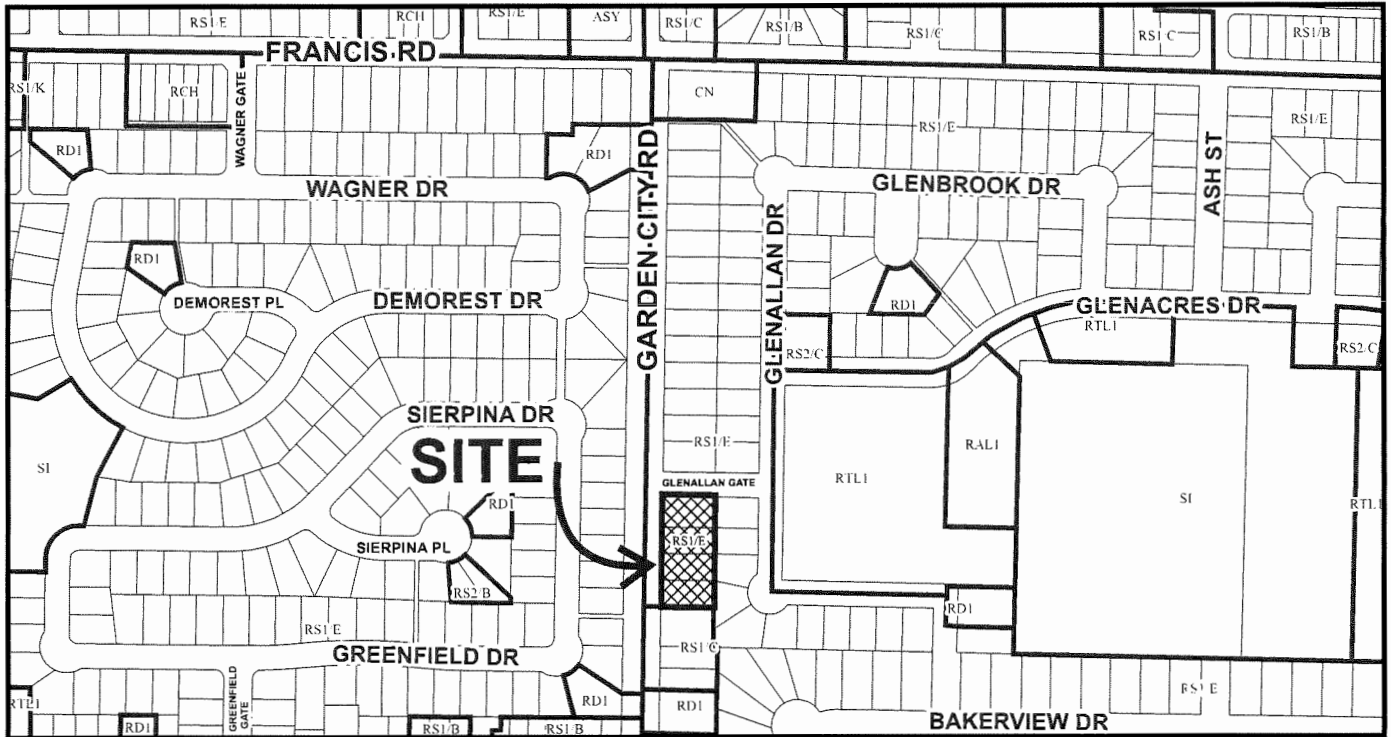
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 19-867710
SCHEDULE "A"

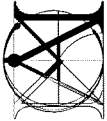
Original Date: 07/25/19

Revision Date:

Note: Dimensions are in METRES

EXISTING	PROPOSED:	VARIANCE:
SITE AREA: 2787.09SM (29999.27SF)	2779.09SM (29913.16SF)	
LAND USES: SINGLE-FAMILY DWELLING	TOWNHOUSE	
OCF DESIGNATION: RESIDENTIAL	NO CHANGE	
ZONING: RST/E	RTL4	
NUMBER OF UNITS: 4	13	
ALLOWED/REQUIREMENTS:	PROPOSED:	VARIANCE REQUIRED
FLOOR AREA RATIO: (NET)	0.600 (17947.90 SF)	0.600 (17944.37 SF)
LOT COVERAGE:	0.450 (13460.92 SF)	0.382 (11430.34 SF)
SETBACK-FRONT (NORTH)	6.0m (19.68')	6.000m (19.68')
SETBACK-SIDE (WEST)	6.0m (19.68')	4.500m (14.76')
SETBACK-REAR (SOUTH)	3.0m (9.84')	3.194m (10.48')
SETBACK-SIDE (EAST)	3.0m (9.84')	6.000m (19.68')
HEIGHT: (m)	12.000m (39.40')	11.693m (38.36')
LOT SIZE:	2787.09SM (29999.27SF)	2779.09SM (29913.16SF)
OFF-STREET PARKING	26 AND 3	26 AND 3
RESIDENTIAL/COMMERCIAL: OFF-STREET PARKING	1	1
ACCESSIBLE:	29	29
TANDEM PARKING SPACES:	NONE	NONE
BICYCLE PARKING	CLASS 1: 16.25 CLASS 2: 2.6	21 (16 + 5 VERTICAL) 4 (2 RACKS)
INDOOR AMENITY SPACE:	CASH-IN-LIEU	CASH-IN-LIEU
OUTDOOR AMENITY SPACE:	78SM (839.56SF)	108.53SM (1168.13SF)
LOT COVERAGE:		36.86% (11027.72 SF)
PERMEABLE AREA:	40%	44%
LIVE LANDSCAPE:		25.3%

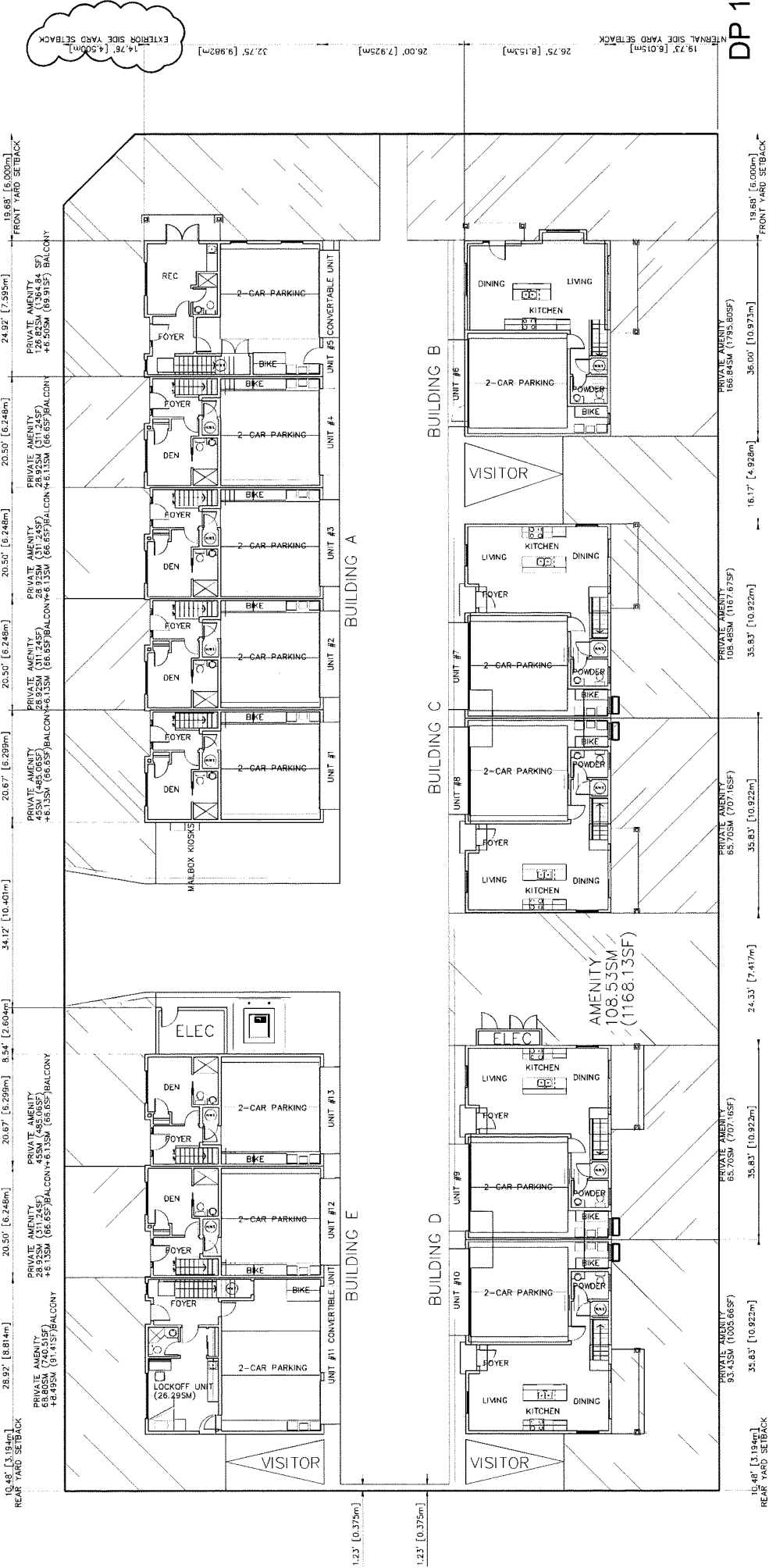
NOTES:
UNITS TO FEATURE AGING-IN-PLACE FEATURES
SUCH AS, BUT NOT LIMITED TO:
-WALK-IN SHOWER
-BLOCKING INSTALLED IN WALLS FOR GRAB BARS
-5-STAR HANDRAILS
UNIT GARAGES TO INCLUDE TWO(2) EV OUTLETS EACH



MATTHEW CHENG
ARCHITECT INC.
1100 GARDEN CITY ROAD
SUITE 100
VICTORIA, B.C. V8M 1A2
TEL: (250) 383-1012 FAX: (250) 383-1008
WWW.MATTHEWCHENGARCHITECT.COM

THIS DRAWING MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS PRIOR TO CONSTRUCTION OF WORK. ALL DIMENSIONS SHALL BE REPORTED TO THE ARCHITECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT.

No Date Revision



Consultants

Project Title
13-UNIT TOWNHOUSE
DEVELOPMENT
9020 GLENALLAN GATE
9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.

Sheet Title
PROJECT DATA
OUTDOOR YARD
SPACE CALCULATIONS
DP 19-867710

Drawn:
HC
Checked:
MC
Scale:
3/32" = 1'-0"

Project Number:

Revision Date:
JUL 10, 2020
Print Date:
JUL 10, 2020
Dwg. No.
D00

DP 19-867710
Plan #1.A



•NOTE:
ALL UNITS
-BLOCK
-LEVER

MHST

BUS STOP

HIGHEST CROWN ON ROAD
(HEIGHT CONTROL)

MATTHEW CHENG
ARCHITECT INC.

Unit 202 • 670 EVANS AVENUE
VANCOUVER, BC V6A 2K9
Tel: (604) 731-3012 Fax: (604) 731-3008
Cell: (604) 640-0660 Email: mathew@mc.ca

THIS DRAWING MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT. COPYRIGHT RESERVED. THIS PLAN AND DESIGN ARE AND AT ALL TIMES REMAIN THE EXCLUSIVE PROPERTY OF MATTHEW CHENG ARCHITECT INC. A MAY 10, BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT.

No Date	Revision
---------	----------

STRATA PLAN
NWS37

LOT 276
PLAN 35222

Project Title
13-UNIT TOWNHOUSE
DEVELOPMENT
9020 GLENALLAN GATE
9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.

Sheet Title
SITE PLAN
GROUND FLOOR PLAN
(PLAN #1)

DP 19-867710

Drawn: _____

Checked: MC

$$\text{Scale: } 3/32^{\circ} = 1'-0''$$
[illegible]

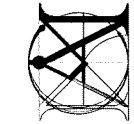
Revision Date: _____ Dwg. No. _____

DOI

Print Date: JUL. 10, 2020

DP 19-867710
Plan #1.B

LOT
PLAN



NOTE:
-UNITS TO HAVE *AGING IN PLACE FEATURES)
-BLOCKING IN BATHROOMS & STAIR WALLS FOR GRAB BARS
-LEVER STYLE DOOR HANDLES

MHSTM

BUS STOP



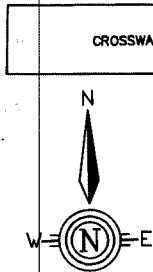
LEGAL CENTERLINE

MATTHEW CHENG
ARCHITECT INC.

146-202-470 EVANS AVENUE
SUITE 100, RICHMOND, BC V6X 1A1
TEL: (604) 271-7102 FAX: (604) 271-3008
CELL: (604) 440-8800 EMAIL: matthew@mcwa.ca

THIS DRAWING MUST NOT BE REPRODUCED, COPIED, OR
CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND
LOCATIONS OF ALL FEATURES AND ELEMENTS
BEFORE CONSTRUCTION. ANY CHANGES TO THE
DRAWING SHALL BE APPROVED BY THE ARCHITECT
IN WRITING. THE ARCHITECT'S OFFICE SHALL BE
NOTIFIED OF ANY CHANGES TO THE DRAWING AT ALL
TIMES. THE ARCHITECT'S OFFICE SHALL BE NOTIFIED
OF ANY CHANGES TO THE DRAWING AT ALL TIMES.
MATTHEW CHENG ARCHITECT INC. AND MAY NOT BE
USED FOR ANY OTHER PROJECT WITHOUT PRIOR WRITTEN
CONSENT.

No Dots Redlined



GARDEN CITY ROAD

CROSSWALK

STANDARD CURB & GUTTER

600P GAS LINE

STANDARD CURB & GUTTER

GLENALLAN GATE

STRATA PLAN
NWS37

LOT 276
PLAN 35222

Project Title
13-UNIT TOWNHOUSE
DEVELOPMENT
9020 GLENALLAN GATE
9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.

Sheet Title
SITE PLAN
SECOND FLOOR PLAN

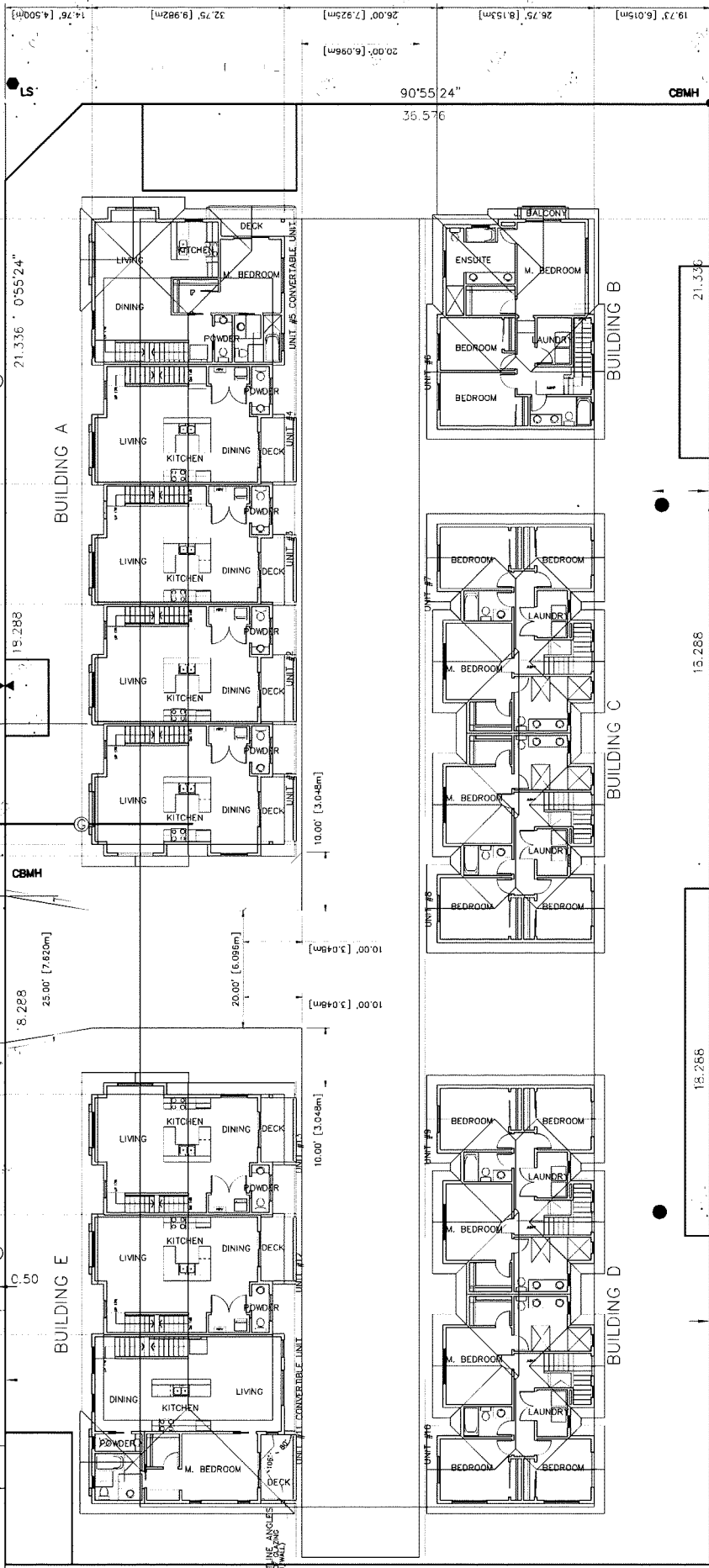
DP 19-867710

Drawn: HC
Checked: MC
Scale: 3/32" = 1'-0"
Project Number:

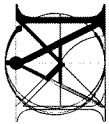
Revision Date
JUL 10, 2020
Revision No.
D02

DP 19-867710
Plan #1.C

LOT
PLAN



*NOTE:
ALL UNITS TO HAVE "AGING IN PLACE" FEATURES
- 1" CLEARANCE HANDRAILS
- LEVER STYLE DOOR HANDLES



MATTHEW CHENG
ARCHITECT INC.

100-2757 EVANS AVENUE
VANCOUVER, BC V6A 2S6
TEL: (604) 441-6666 Email: matthew@mc.ca

THE DRAWINGS AND SPECIFICATIONS
CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND
DATA PRIOR TO CONSTRUCTION. ANY
DISCREPANCIES SHALL BE REPORTED
IMMEDIATELY TO THE ARCHITECT. ANY
REVISIONS TO THE DRAWINGS SHALL BE
MADE BY THE ARCHITECT. ANY
CONSTRUCTION SHALL BE IN ACCORDANCE
WITH THE DRAWINGS AND SPECIFICATIONS.
NO OTHER WORK SHALL BE DONE
WITHOUT THE ARCHITECT'S WRITTEN
CONSENT.

No Date Revisions

LOT 276
PLAN 35222

Project Title
13-UNIT TOWNHOUSE
DEVELOPMENT
9020 GLENALLAN GATE
9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.

Sheet Title
SITE PLAN
THIRD FLOOR PLAN

DP 19-867710

Drawn: MC
Checked: MC
Scale: 3/32" = 1'-0"
Project Number:

Revision Date:
JUL 10, 2020
Print Date:
JUL 10, 2020
Dwg. No.
D03

GLENALLAN GATE

STANDARD CURB & GUTTER

60" DP GAS LINE



GARDEN CITY ROAD

BUS STOP

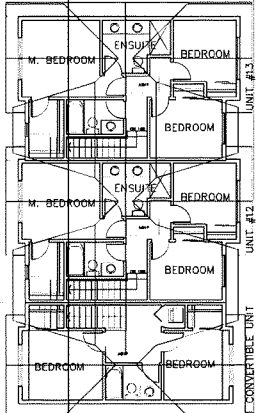
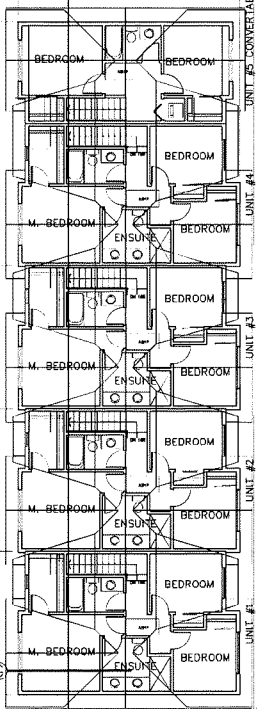
LEGAL CENTERLINE

STANDARD CURB & GUTTER

60" DP GAS LINE

BUILDING A

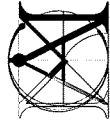
BUILDING E



STRATA PLAN
NWS37

DP 19-867710
Plan #1.D

LOT
PLAN



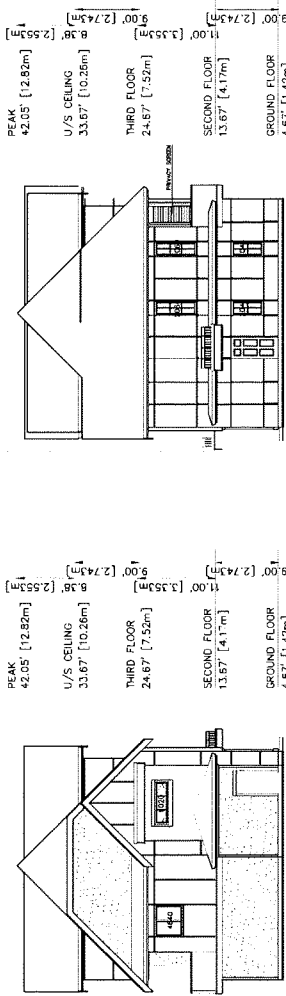
MATTHEW CHENG
ARCHITECT INC.

1400 302-7th AVENUE
SUITE 200
VANCOUVER, BC V6C 3K5
TEL: (604) 718-3012 FAX: (604) 711-3605
CELL: (604) 340-0000 Email: matthew@mc.ca

THIS DRAWING MUST NOT BE ALTERED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL FEATURES AND CONDITIONS SHALL BE EXPERTLY REPORTED TO THE ARCHITECT. ANY CHANGES TO THIS DRAWING SHALL BE THE PROPERTY OF ALL MATTHEW CHENG ARCHITECT INC. AND MAY NOT BE REPRODUCED OR COPIED WITHOUT THEIR WRITTEN CONSENT.

No Date Revision

Consultants



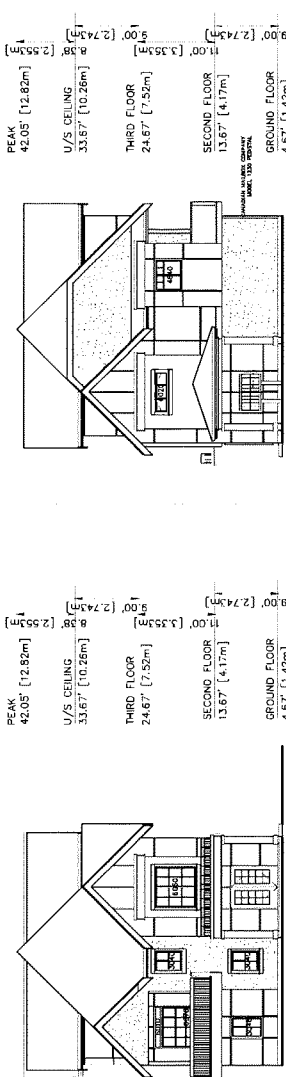
BUILDING E: NORTH ELEVATION (DRIVE AISLE) BUILDING E: SOUTH ELEVATION



GLENALLAN GATE



GLENALLAN GATE



DP 19-867710
Plan #2.A

BUILDING A: SOUTH ELEVATION (DRIVE AISLE)

BUILDING A: NORTH ELEVATION (GLENALLAN GATE)

Project Title
13-UNIT TOWNHOUSE
DEVELOPMENT
9020 GLENALLAN GATE
9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.

PROPOSED FINISHED GRADE
4.00' [1.22m]

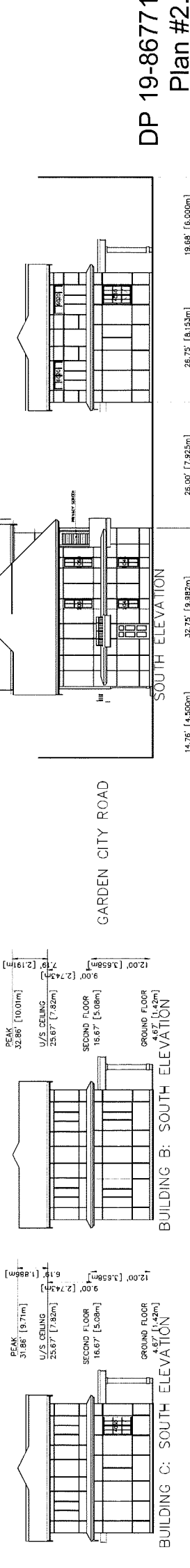
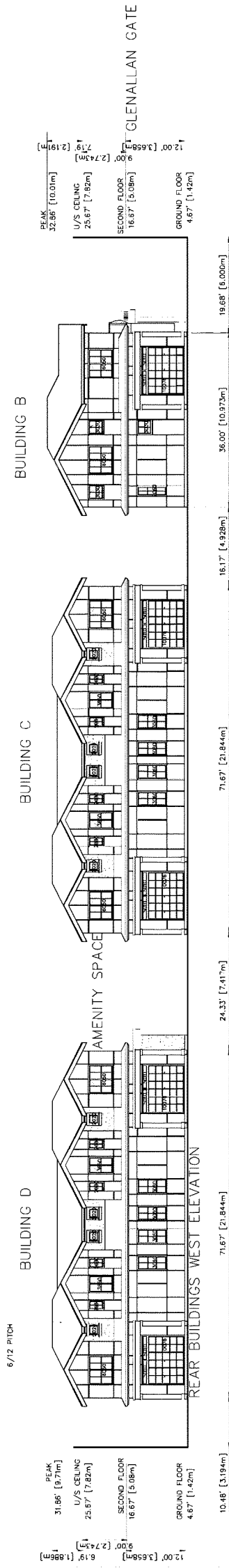
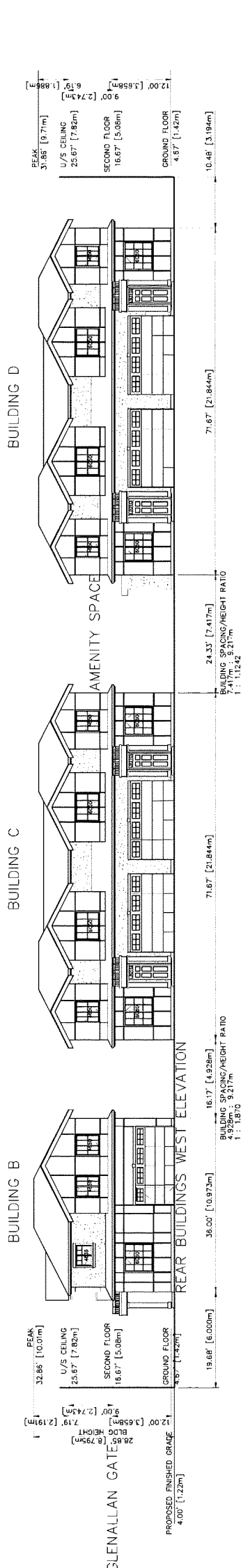
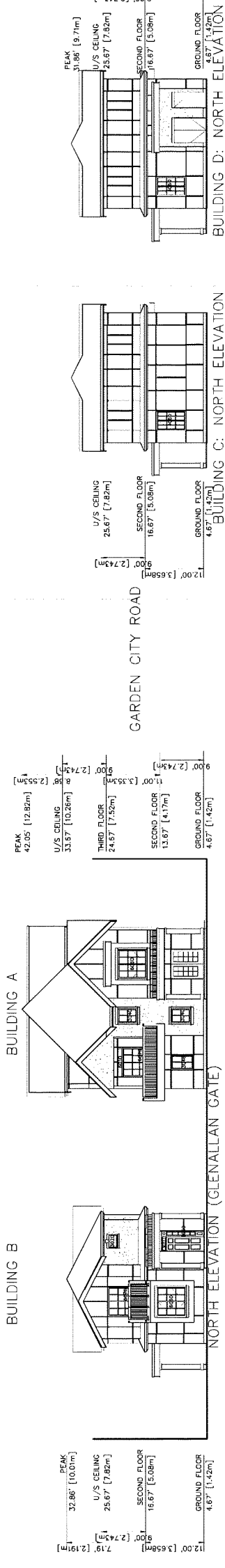
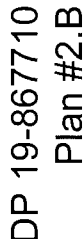
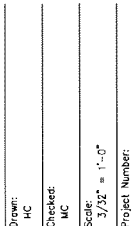
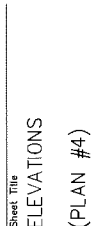
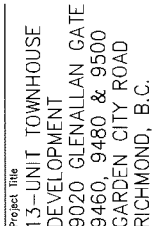
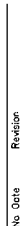
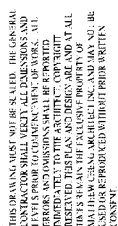
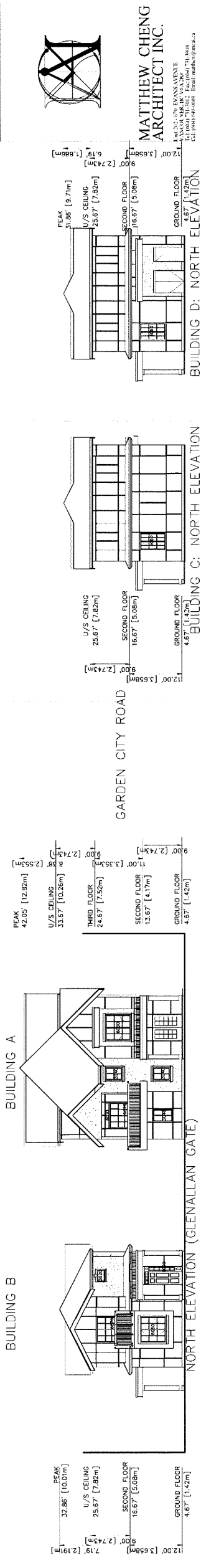
Sheet Title
ELEVATIONS

(PLAN #4)

DP 19-867710

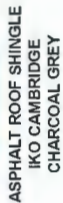
Drawn:
MC
Checked:
MC
Scale:
3/32" = 1'-0"
Project Number:

Revision Date:
DEC. 02, 2019
Print Date:
DEC. 02, 2019
Dwg. No.
D04



Unit 302 - 670 EVANS AVENUE
VANCOUVER, BC V6A 3G3
Tel: (604) 731-3012 Fax: (604) 731-3908
Cell: (604) 649-0559 Email: matthew@mccl.ca

No	Date	Revision



DP 19-867710

Project Number:	Revision Date: JUL 10, 2020	Desg. No. R01
	Print Date: JUL 10, 2020	

DP 19-867710
Plan #2.D



MATTHEW CHENG
ARCHITECT INC.

Unit 202, 678 Evans Avenue
Richmond, B.C. V6V 1K6
Tel: (604) 731-3012 Fax: (604) 731-3028
Cell: (604) 449-0595 Email: matthew@mc.ca

THIS DRAWING MUST NOT BE SCALED. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS SHALL BE REPORTED IMMEDIATELY TO THE ARCHITECT. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND DESIGN-RELATED SERVICES ONLY. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF ANY INFORMATION PROVIDED BY OTHERS. THIS PLAN AND DESIGN ARE AND AT ALL TIMES REMAIN THE EXCLUSIVE PROPERTY OF MATTHEW CHENG ARCHITECT INC. AND SHALL NOT BE USED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT.

No.	Date	Revision
-----	------	----------

Consultants

Project Title
13-UNIT TOWNHOUSE
DEVELOPMENT
9020 GLENALLAN GATE
9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.



Sheet Title
COLOR ELEVATIONS
MATERIAL BOARD

DP 19-867710

Drawn:	HC
Checked:	MC
Scale:	N.T.S.

Project Number:

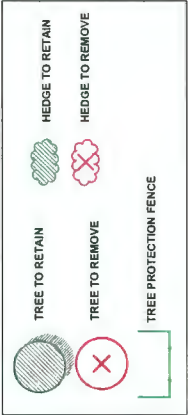
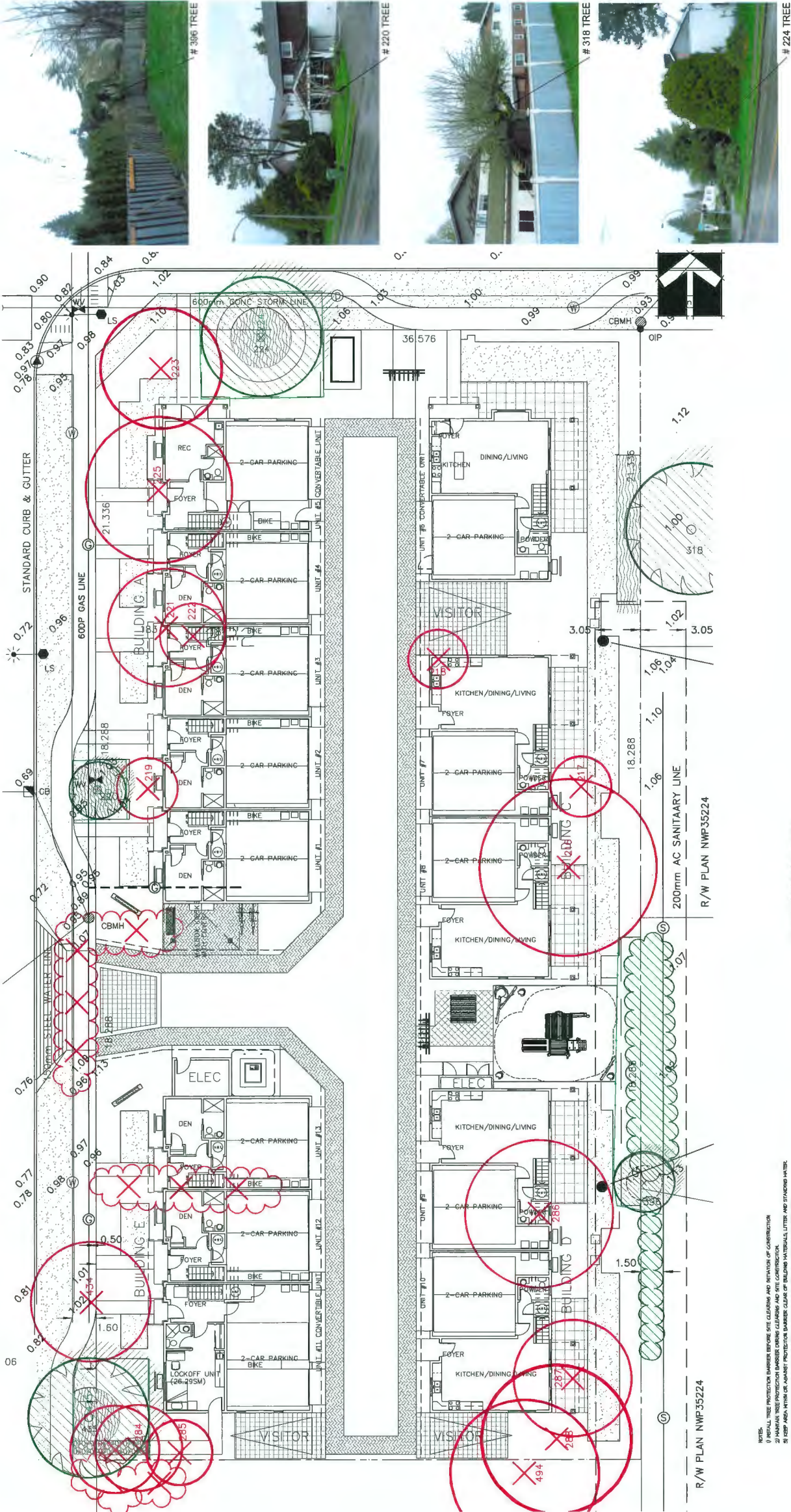
Revision Date:	Aug. No.
JUL 10, 2020	R02
Print Date:	JUL 10, 2020

DP 19-867710
Plan #2.E

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

pmg
LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5G 6G8
P: 604 294-0011 | F: 604 294-0022

SEAL:



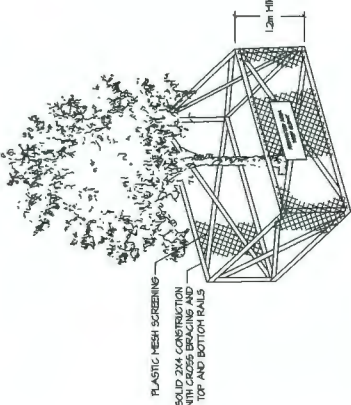
TREE INVENTORY				
#	Type	Action	DBH	MPZ
216	Willow	Remove	57cm	3.4m
217	Cherry	Remove	30/30/30cm	3.2m
218	Windmill Palm	Remove	25cm	1.5m
219	Cherry	Remove	23cm	1.4m
220	Magnolia	Retain	12/12/10cm	1.4m
221	Shore Pine	Remove	43cm	2.6m
222	Pyramid Cedar	Remove	20/18cm	2.0m
223	Mugo Pine	Remove	20cm	3.0m
224	Decid. Cedar	Retain	55cm	3.3m
225	Lawson Cypress	Remove	30/30/20cm	4.0m
283	Excelsa Cedar	Remove	25/25/25cm	2.5m
284	Excelsa Cedar	Remove	30/25/20cm	2.5m
285	Pyramid Cedar	Remove	19/15/7cm	2.0m
286	Cherry	Remove	45/38cm	3.4m
287	Cherry	Remove	44cm	2.5m
288	Cherry	Remove	47cm	2.8m
318	Alpine	Retain	45cm	2.7m
396	Western Hemlock	Retain	20cm	1.2m
434	Cherry	Remove	30cm	1.8m
435	Cherry	Retain	44cm	2.8m
494	Cherry	Remove	40cm	2.4m

DBH= trunk diameter, MPZ= protection zone
14 ON SITE TREES TO BE REMOVED
28 REPLACEMENT TREES ARE REQUIRED

- NOTES:
1. TREE PROTECTION BARRIERS BEFORE SITE GRADING AND INSTALLATION OF LANDSCAPE.
 2. HAZARDOUS TREE PROTECTION BARRIERS BEFORE GRADING AND SITE CONSTRUCTION.
 3. TOP AREA WITHIN OF PROTECTIVE BARRIER CLEAN OF BRUSH AND LITTER AND STAKED WATER.
 4. DO NOT DISCARD EXISTING GRASSES WITHIN TREE PROTECTION AREA FOR PROTECTED TREES.
 5. THE EXCLUSION IS NECESSARY FOR THE REMOVAL OF THE EXISTING BARRIERS AND THE INSTALLATION OF THE NEW BARRIERS.
 6. THE EXCLUSION IS NECESSARY FOR THE REMOVAL OF THE EXISTING BARRIERS AND THE INSTALLATION OF THE NEW BARRIERS.
 7. RETAINED TREES TO BE MAINTAINED AT THE PROTECTION OF THE CONSULTING ARBORIST / LANDSCAPE ARCHITECT.

TREE PROTECTION DISTANCE TABLE	
TRUNK DIAMETER (DBH) IN INCHES	PROTECTION RADIUS (FEET)
12	12
15	15
20	20
25	25
30	30
35	35
40	40
45	45
50	50
55	55
60	60
65	65
70	70
75	75
80	80
85	85
90	90
95	95
100	100

PROTECTIVE BARRIER RADIUS FOR TREES LARGER THAN 100" DBH: 10' MINIMUM AT BREAST HEIGHT OR 1.4M FROM GRADE.

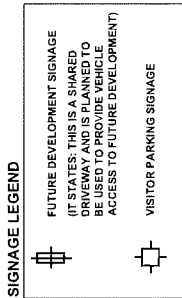
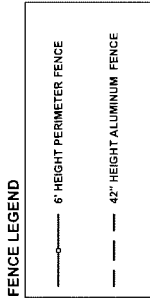
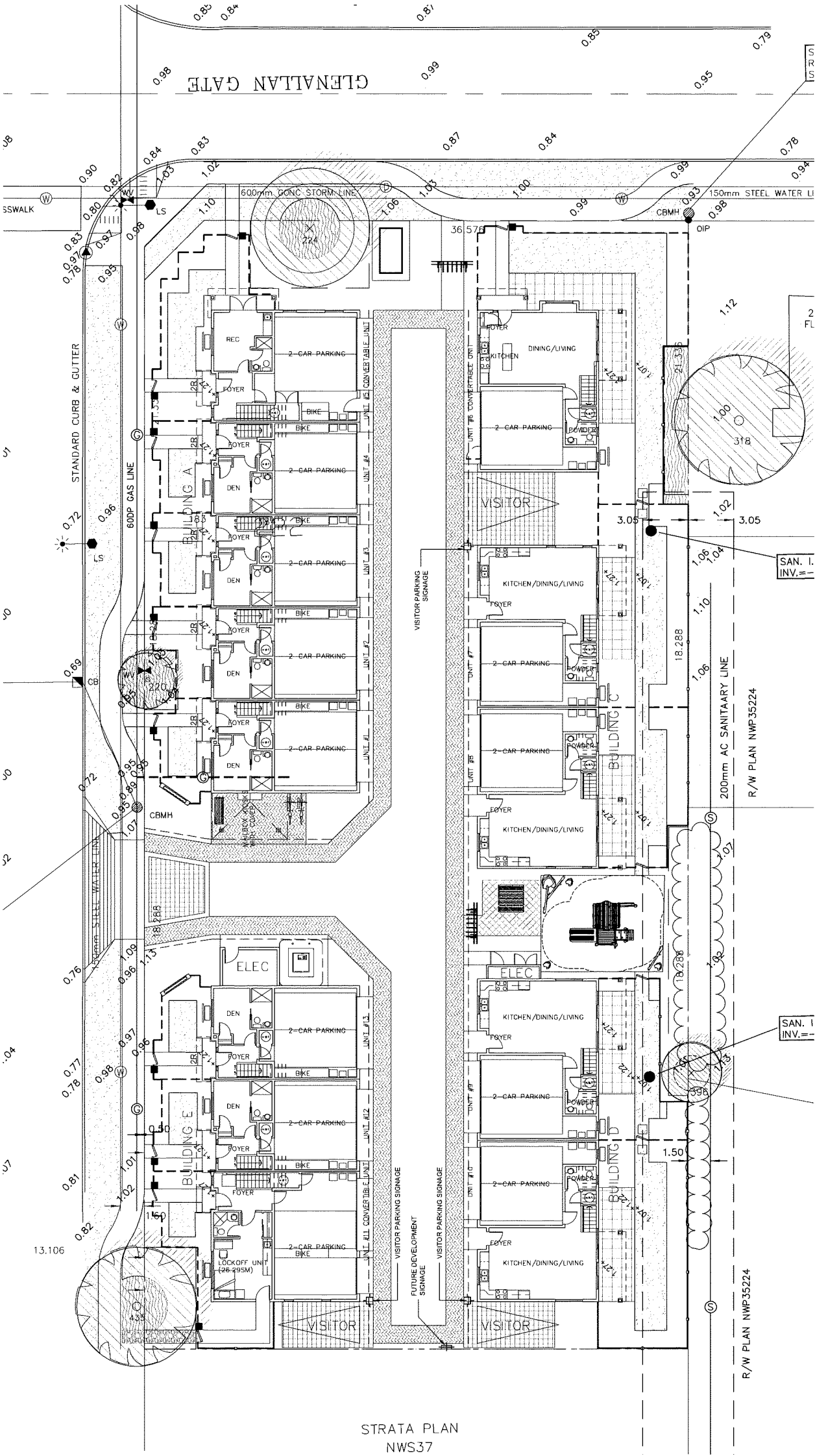


1A TREE PROTECTION BARRIER

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

pmg
LANDSCAPE
ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia V5C 6G9
P: 604 244-0011 : f: 604 264-0022

SEAL



LANDSCAPE PLAN 3/32"=1'-0"

PROJECT:

**13-UNIT TOWNHOUSE
DEVELOPMENT**
9020 GLENALLAN GATE 9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.

DRAWING TITLE:

**GRADING & FENCE &
SIGNAGE PLAN**

DATE: 18.11.27 DRAWING NUMBER:

SCALE: 3/32"=1'

L3

DESIGN: YR

CHKD: PM

OF 5

PMG PROJECT NUMBER:

18-220

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

pmg
LANDSCAPE
ARCHITECTS
Suite 200, 1100 West Broadway
Burnaby, British Columbia, V5C 6G9
p: 604-294-0011 f: 604-294-0022

SEAL

9	2025/01/15	REVISION: TELL'S ROW	YR
8	2025/01/15	REVISION: TELL'S ROW	YR
7	2025/01/15	REVISION: TELL'S ROW	YR
6	2025/01/15	REVISION: TELL'S ROW	YR
5	2025/01/15	REVISION: TELL'S ROW	YR
4	2025/01/15	REVISION: TELL'S ROW	YR
3	2025/01/15	REVISION: TELL'S ROW	YR
2	2025/01/15	REVISION: TELL'S ROW	YR
1	2025/01/15	REVISION: TELL'S ROW	YR
NO.	DATE	REVISION DESCRIPTION	DR

CLIENT:

PROJECT:

13-UNIT TOWNHOUSE DEVELOPMENT

9020 GLENALLAN GATE 9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.

DRAWING TITLE:

SHRUB PLAN

DATE: 18.11.27 DRAWING NUMBER:

SCALE: 3/32"=1'

DRAWN: YR

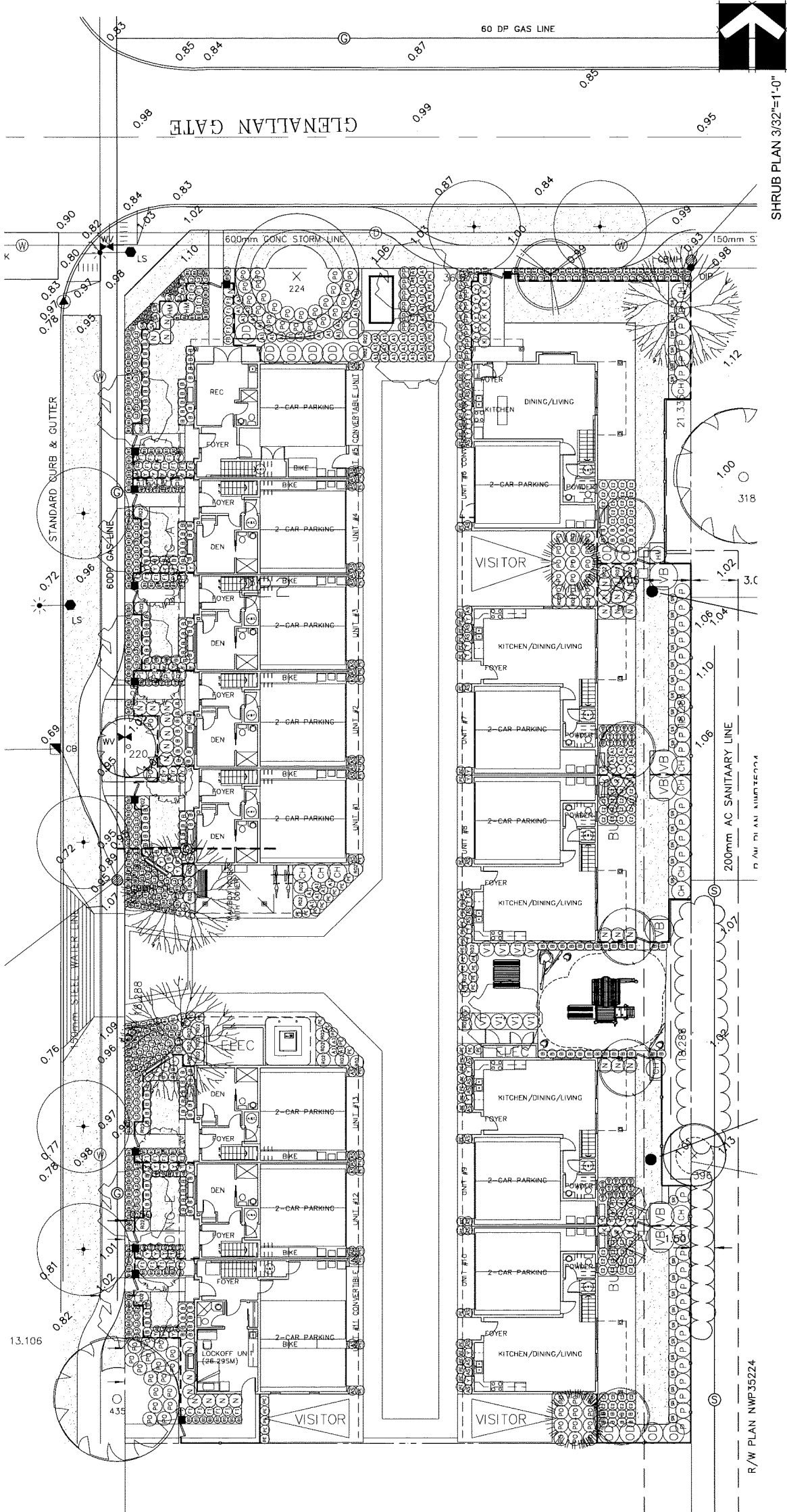
DESIGN: YR

CHKD: PCW

PMG PROJECT NUMBER: 18-220

L4

OF 5



PLANT SCHEDULE			PMG PROJECT NUMBER: 18-220	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
1	166	BUXUS MICROPHYLLA 'WINTER GREEN'	LITTLE LEAF BOX	#3 POT: 40CM
2	12	CHOISYA 'TERNATA'	MEXICAN MOCK ORANGE	#3 POT: 50CM
3	59	HEBE PINGUIFOLIA 'SUTHERLANDII'	SUTHERLAND HEBE	#2 POT: 40CM
4	3	HYDRANGEA MACROPHYLLA 'ENDLESS SUMMER'	ENDLESS SUMMER BIG LEAF HYDRANGEA	#3 POT: 40CM
5	11	KALMIA LATIFOLIA 'ELF'	DWARF MOUNTAIN LAUREL	#3 POT: 50CM
6	33	NANDINA DOMESTICA 'MOONBAY'	DWARF HEAVENLY BAMBOO	#3 POT: 50CM
7	13	OSMANTHUS DELAVAYI	FALSE HOLLY	#3 POT: 50CM
8	33	PERIS JAPONICA 'VALLEY FIRE'	VALLEY FIRE PIERIS	#3 POT: 50CM
9	13	PRUNUS LAUROCEARUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	#3 POT: 50CM
10	37	RHOODODENDRON 'CARISTRANO'	HYBRID RHOODODENDRON PALE YELLOW	#3 POT: 50CM
11	8	SARCOCocca 'HOOKERANA VAR. HUMILIS'	HIMALAYAN SWEET BOX	#3 POT: 25CM
12	33	SKIMMIA REEVESIANA	DWARF SKIMMIA	#3 POT: 25CM
13	8	TAXUS X MEDIA 'HICKSII'	HICKS VEW	1.0M B&B
14	8	VACCINIUM OVATUM 'THUNDERBIRD'	EVERGREEN HUCKLEBERRY	#3 POT: 60CM
15	6	VIBURNUM X BURKWOODII	BURKWOOD VIBURNUM	1.0M HT. B&B. TREE FORM

GRASS	75	CAREX ELATA 'AUREA'	BOWLE'S GOLDEN SEDGE	#1 POT
(A)	224	HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
(B)	120	PENNISETUM ALOPECUROIDES 'HAMELIN'	DWARF FOUNTAIN GRASS	#1 POT
(C)				
VINE	2	CLEMATIS ARMANDII	EVERGREEN CLEMATIS	#2 POT: 80CM. STAKED
(A)				
PERENNIAL	46	ASTILBE X 'ETNA'	ETNA FALSE SPIRAEA (RED)	#2 POT: 5 EYE OR LARGER
(A)	49	EUPHORBIA CHARACIAS SSP 'WULFENII'	CHARACIAS SPURGE	15CM POT
(B)	124	LAVENDULA ANGSTIFOLIA 'HIDCOT'	HIDCOT ENGLISH LAVENDER	15CM POT: #1 POT
(C)	8	PEROVSKIA ATRIPICIFOLIA 'BLUE SPIRE'	RUSSIAN SAGE	#2 POT
(D)				
GC	21	CARDAMINE TRIFOLIA	THREE LEAF CARDAMINE	#1 POT
(A)	56	EUONYMUS JAPONICA 'EMERALD GAIETY'	EUONYMUS SILVER VAREGATED	#1 POT: 25CM
(B)	69	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT: 25CM
(C)				

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BCL LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CAN. STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTICAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER 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. SUBSTITUTIONS ARE SUBJECT TO BCL LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIOSOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

DP 19-867710
Plan #3.D

© Copyright reserved. This drawing and design is the property of PMG Landscape Architects and may not be reproduced or used for other projects without their permission.

pmg
LANDSCAPE
ARCHITECTS

Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G8
P: 604 294-0011 : F: 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
1	2023/JAN/24	NEW SITE PLAN & COMMENTS	YR
2	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
3	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
4	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
5	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
6	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
7	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
8	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
9	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
10	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
11	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
12	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
13	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
14	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
15	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
16	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
17	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
18	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
19	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
20	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
21	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
22	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
23	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
24	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
25	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
26	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
27	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
28	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
29	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
30	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
31	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
32	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
33	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
34	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
35	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
36	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
37	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
38	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
39	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
40	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
41	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
42	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
43	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
44	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
45	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
46	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
47	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
48	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
49	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
50	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
51	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
52	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
53	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
54	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
55	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
56	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
57	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
58	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
59	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
60	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
61	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
62	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
63	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
64	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
65	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
66	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
67	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
68	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
69	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
70	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
71	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
72	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
73	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
74	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
75	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
76	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
77	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
78	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
79	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
80	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
81	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
82	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
83	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
84	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
85	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
86	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
87	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
88	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
89	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
90	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
91	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
92	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
93	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
94	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
95	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
96	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
97	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
98	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
99	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR
100	2023/JAN/24	REVISED SITE PLAN & COMMENTS	YR

CLIENT:

PROJECT:

**13-UNIT TOWNHOUSE
DEVELOPMENT**
9020 GLENALLAN GATE 9460, 9480 & 9500
GARDEN CITY ROAD
RICHMOND, B.C.

DRAWING TITLE:

DETAILS

DATE: 18.11.27 DRAWING NUMBER:

SCALE:

DRAWN: YR

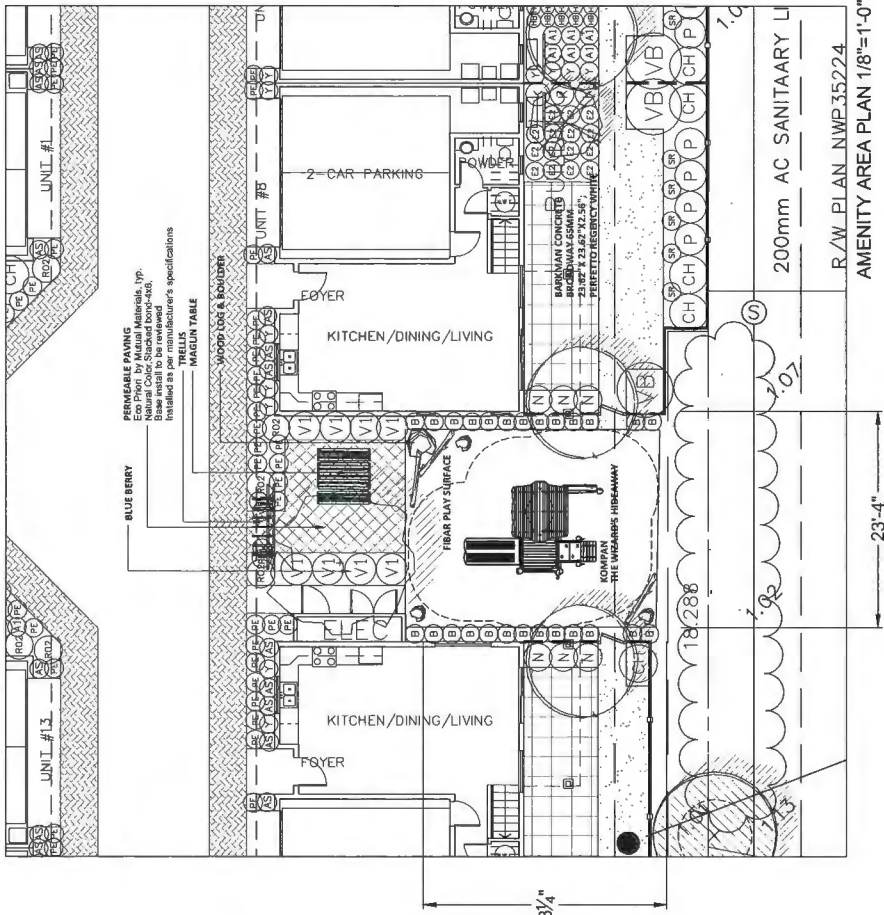
DESIGN: YR

CHECK: YR

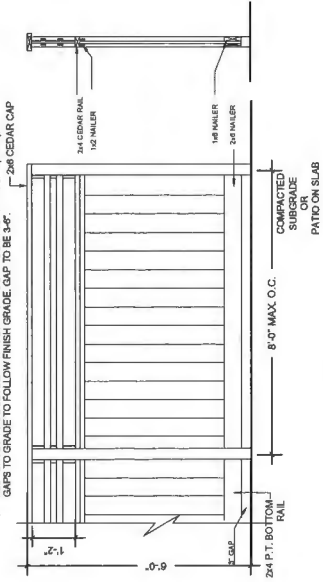
PMG PROJECT NUMBER: 18-220

L5

OF 5

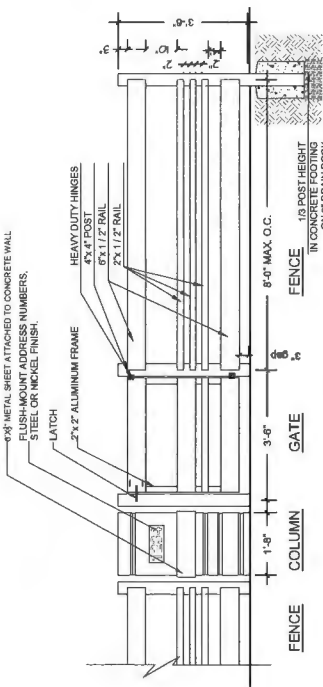


- NOTE:
1. ALL POSTS PRESSURE TREATED TO CSA STANDARD AND END CUTS TREATED WITH PRESERVATIVE.
 2. ALL HARDWARE HOT DIP GALVANIZED.
 3. ALL HARDWARE HOT DIP GALVANIZED.
 4. ALL HARDWARE HOT DIP GALVANIZED.
 5. ALL FENCES TO BE LEVEL, CHANGES IN GRADE TO BE IN 12"-16" STEPS (MAX.). GAPS TO GRADE TO FOLLOW FINISH GRADE GAP TO BE 3/4".

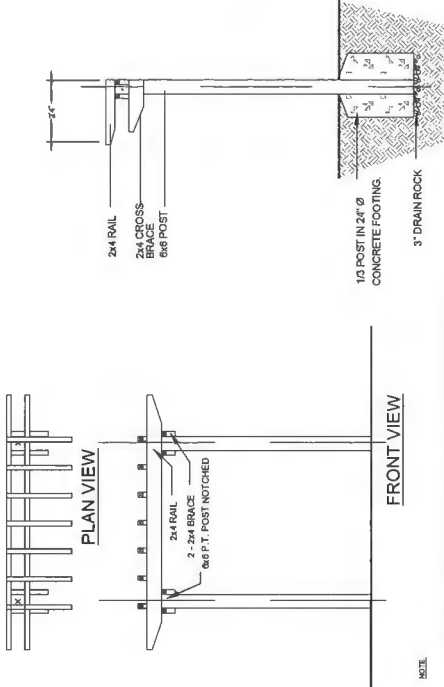


1 6'-0" HEIGHT PERIMETER FENCE 1/2" = 1'-0"

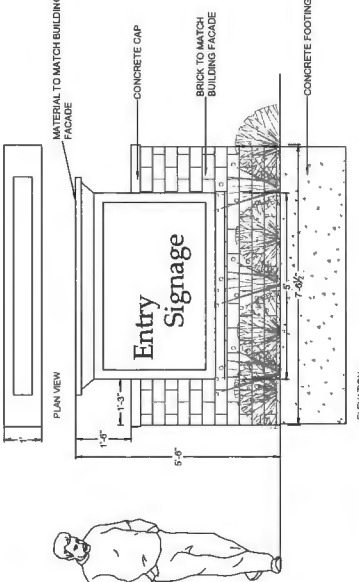
- NOTE:
1. METAL MATERIAL: ALUMINUM TO BE POWDER COATED BLACK, TWO COATS.
 2. GATE HARDWARE TO BE CHISENRY OWNER.
 3. GATE HARDWARE TO BE CHISENRY OWNER.
 4. GATE HARDWARE TO BE CHISENRY OWNER.
 5. GATE HARDWARE TO BE CHISENRY OWNER.



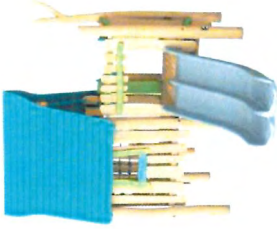
2 42" HEIGHT ALUMINUM FENCE WITH GATE AND COLUMN 1/2" = 1'-0"



3 TRELLIS STRUCTURE 3/8" = 1'-0"



4 SIGNAGE 1/2" = 1'-0"



THE WIZARD'S HIDEAWAY, NRO409
KOMPAN
TO BE INSTALLED TO MANUFACTURER'S
SPECIFICATIONS.



MAGLIN BIKE RACK
Model: SCBR1600-S



MAGLIN BENCH
Model: MLB970

NOTE:
ALL TABLE, BENCHES AND BIKE RACKS TO BE INSTALLED TO MANUFACTURER'S
SPECIFICATION ON 3" THICK CONCRETE PAD.



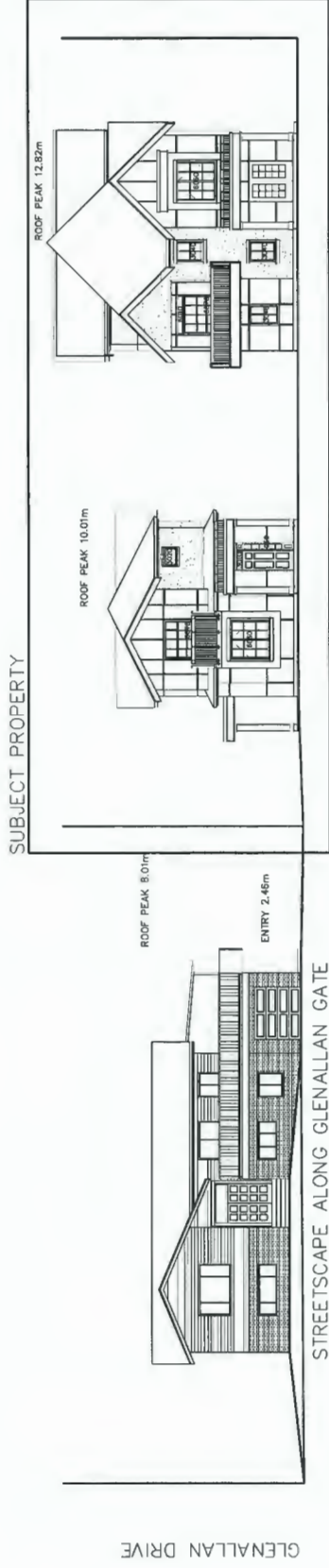
MAGLIN TABLE
Model: MLPT720 CLUSTER SEATING SERIES

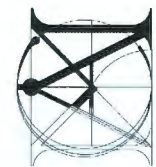
DP 19-867710
Plan #3.E

	
GLEN ALLAN GATE LOOKING NORTH (9031 GLEN ALLAN GATE)	GARDEN CITY ROAD LOOKING WEST (8840–8900 GREENFIELD DRIVE)
	
GLEN ALLAN DRIVE LOOKING WEST (9351–9391 GLEN ALLAN DRIVE)	GARDEN CITY ROAD LOOKING EAST (9520/9540 GARDEN CITY ROAD)
DP 19-867710 REFERENCE PLAN	
13-UNIT TOWNHOUSE DEVELOPMENT 9020 GLENALLAN GATE 9460, 9480 & 9500 GARDEN CITY ROAD RICHMOND, B.C.	
Consultants	
Sheet Title CONTEXT PHOTOS	
Drawn: MC	
Checked: MC	
Scale: N.T.S.	
Project Number: DP 19-867710	
Revision Date: JUL 10, 2020	
Print Date: JUL 10, 2020	
Dep. No. D10	



CONTEXT PLAN

DP 19-867710
REFERENCE PLAN[illegible]



MATTHEW CHENG
ARCHITECT INC.
Unit 202 - 670 EVANS AVENUE
VANCOUVER, BC V6A 2G9
Tel: (604) 731-3012 / Fax: (604) 731-3008
Cell: (604) 649-0669 / Email: matthew@mc.ai.ca

THIS DRAWING MUST NOT BE SCALED. THE
GENERAL CONTRACTOR SHALL VERIFY ALL
DIMENSIONS AND CONDITIONS PRIOR TO
COMMENCEMENT TO WORK. ALL ERRORS AND
OMISSIONS SHALL BE REPORTED IMMEDIATELY
TO THE ARCHITECT. THE ARCHITECT'S
DESIGN SHALL BE THE BASIS FOR ALL
CONSTRUCTION. THIS PLAN AND DESIGN ARE AND AT ALL TIMES
REMAIN THE EXCLUSIVE PROPERTY OF
MATTHEW CHENG ARCHITECT INC. AND MAY
NOT BE REPRODUCED OR USED WITHOUT PRIOR
WRITTEN CONSENT.

Revision:

REV	TY	MM	YY	DESCRIPTION	DRAWN	CHK
Consultants						

Project Title
TOWNHOUSES

9020-9500 Garden
City Road

Sheet Title
**SHADOW
STUDY**

Drawn: BK

Checked: MC

Scale:

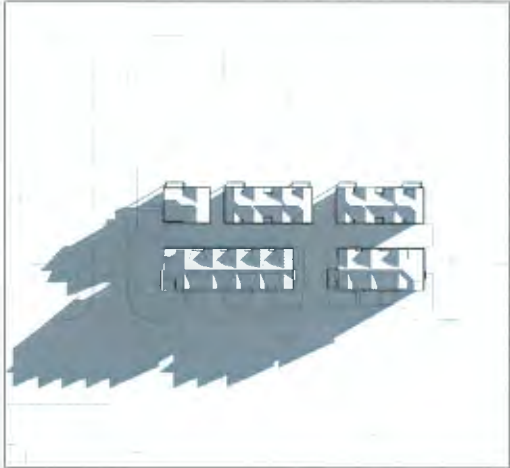
Project Number: 18 R TH 02 9020-9480

Revision Date: _____

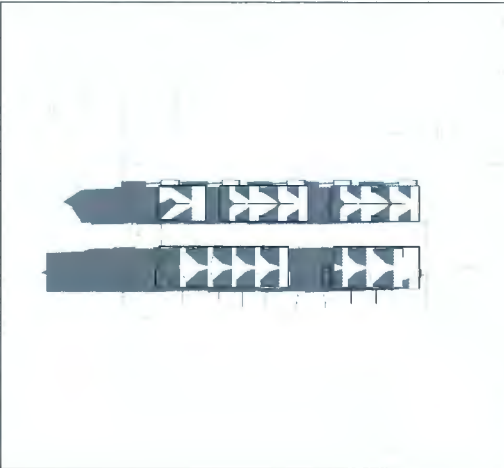
Drawn No.:

Print Date: 03/22/20

A103



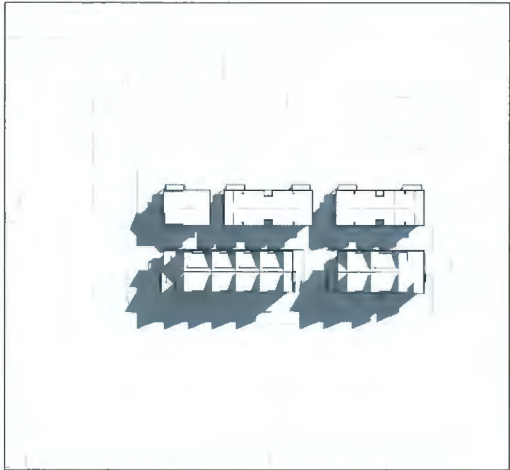
⑩ DECEMBER 21, 10 AM



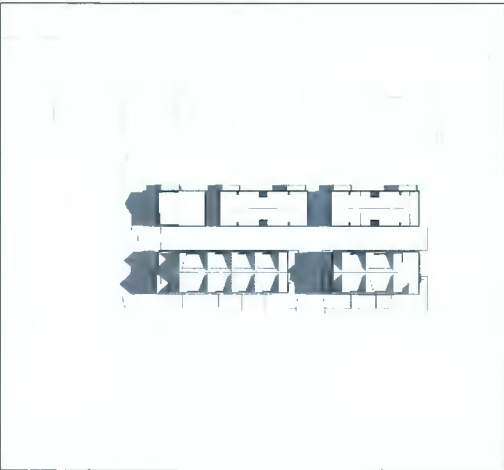
⑪ DECEMBER 21, 12 PM



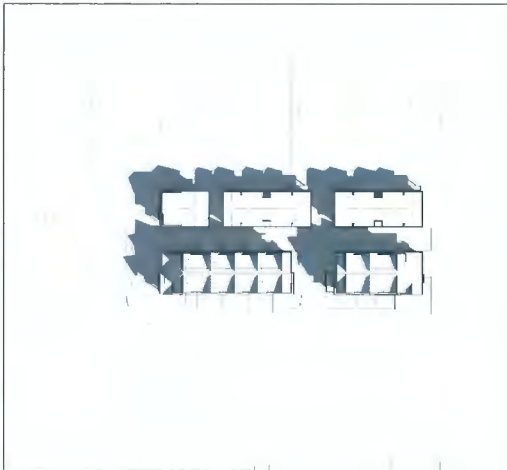
⑫ DECEMBER 21, 2 PM



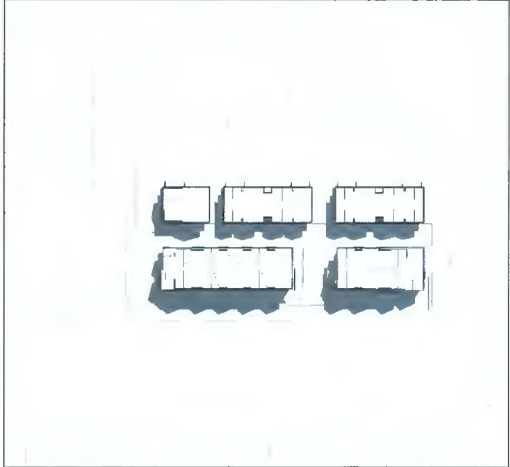
⑬ SEPTEMBER 21, 10 AM



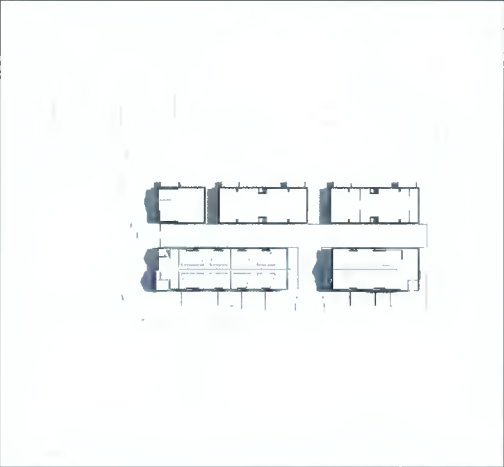
⑧ SEPTEMBER 21, 12 PM



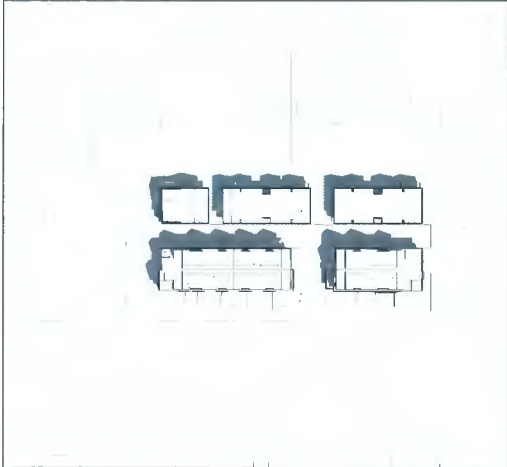
④ SEPTEMBER 21, 2 PM



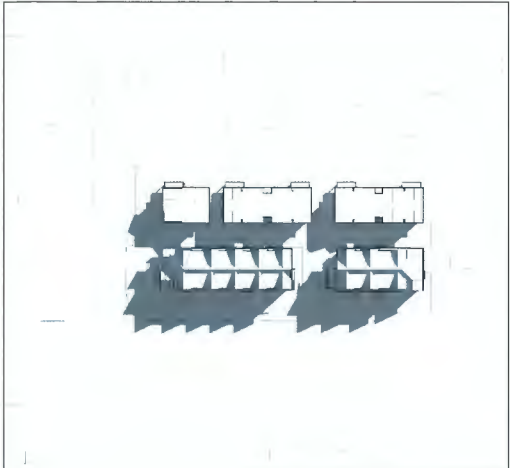
④ JUNE 21, 10 AM



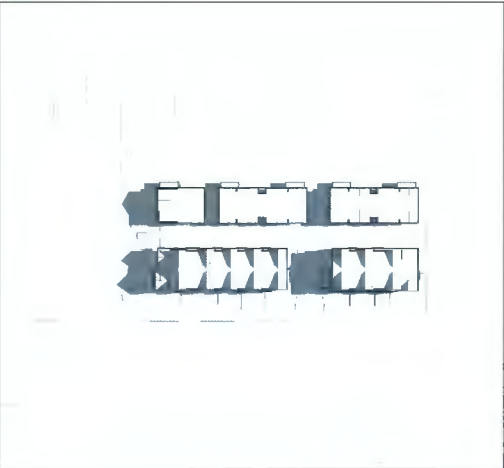
⑤ JUNE 21, 12 PM



⑥ JUNE 21, 2 PM



① MARCH 21, 10 AM



② MARCH 21, 12 PM



③ MARCH 21, 2 PM

DP 19-867710
REFERENCE PLACE



DP 19-867710
REFERENCE PLAN