



**Development Permit Panel
Electronic Meeting**

**Council Chambers, City Hall
6911 No. 3 Road**

**Wednesday, July 27, 2022
3:30 p.m.**

MINUTES

Motion to adopt the minutes of the Development Permit Panel meeting held on June 29, 2022.



1. DEVELOPMENT PERMIT 20-921387
(REDMS No. 6923748)

APPLICANT: Westmark Development Ltd.

PROPERTY LOCATION: 7117 Lindsay Road

Director's Recommendations

That a Development Permit be issued which would:

- 1. permit the construction of 10 townhouse dwellings at 7117 Lindsay Road on a site zoned "Town Housing (ZT23) - Laurelwood"; and*
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum setback from a public road from 6.0 m to 3.8 m (measured from the boundary of the public rights-of- passage (PROP) statutory right-of-way (SRW) along the eastern edge of the subject site).*



ITEM

2. **DEVELOPMENT PERMIT 21-934309**
(REDMS No. 6914641)

APPLICANT: SJR Construction Ltd.

PROPERTY LOCATION: 10240 Ainsworth Crescent

Director's Recommendations

That a Development Permit be issued which would:

1. *permit the construction of a coach house at 10240 Ainsworth Crescent on a site zoned "Single Detached with Granny Flat or Coach House – Edgemere (RE1)".*
2. *vary the provisions of Richmond Zoning Bylaw 8500 8.14.6.3 to increase the maximum distance that a coach house is permitted to be located from the south interior property line on a lot with an east-west orientation from 2.0 m to 3.0 m.*



3. **New Business**

4. **Date of Next Meeting: August 10, 2022**

ADJOURNMENT



**Development Permit Panel
Wednesday, June 29, 2022**

Time: 3:30 p.m.

Place: Remote (Zoom) Meeting

Present: John Irving, General Manager, Engineering and Public Works, Acting Chair
Cecilia Achiam, General Manager, Community Safety
Peter Russell, Director, Sustainability and District Energy

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 April 27, 2022 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 21-931059
(REDMS No. 6894468)

APPLICANT: Calvin Deng

PROPERTY LOCATION: 8888 No. 6 Road

INTENT OF DEVELOPMENT PERMIT:

Permit the construction of a single detached house at 8888 No. 6 Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA).

Development Permit Panel

Wednesday, June 29, 2022

Applicant's Comments

Calvin Deng, property owner, introduced the application and Richard Borthwick, Senior Biologist, Madrone Environment Services Ltd., with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1) provided background information on the application, highlighting the following:

- the proposed home plate is a suitable location as it would be advantageous for the property's intended farm operations in the subject property without disturbing the Riparian Management Area (RMA);
- the proposed ESA compensation area, which includes the designated RMA on the subject property, exceeds the City's requirement;
- fencing will be installed to ensure the long-term protection of the ESA compensation area in the RMA;
- the proposed ESA compensation plan and restoration strategy would improve the ecological function and wildlife connectivity in the area; and
- the planting plan in the ESA compensation area includes removal of invasive species and replanting of native species of trees and shrubs.

Staff Comments

In reply to a query from the Panel, staff noted that the proposed ESA compensation scheme would compensate for the ESA loss due to proposed residential uses in the subject property and to restore some of the former ecological value. Staff further noted that the proposed ESA enhancement area exceeds the City's requirement and there is a net gain in habitat function.

In reply to a further query from the Panel, staff advised that (i) a Qualified Environmental Professional (QEP) will provide monitoring and annual reporting for a period of five years to ensure protection and retention of the ESA compensation area in the RMA, and (ii) there is a landscape security of \$47,665 to ensure the survival of plant materials.

Panel Discussion

In reply to a query from the Panel, Mr. Borthwick reviewed the proposed location of fencing within the Riparian Management Area (RMA) on the subject property that is part of the RMA enhancement area where landscape restoration will occur.

Development Permit Panel

Wednesday, June 29, 2022

In reply to further queries from the Panel, Mr. Borthwick and Mr. Deng acknowledged that (i) the five-meter strip of enhanced RMA along the southern section of the site will be fenced; however, the area immediately to the north up to the 15-meter RMA setback along the southern section will be seeded with grass and will not be fenced, and (ii) a three- to four-foot high split-rail fence will be installed for the five-meter strip of enhanced RMA to allow for wildlife passage and easier maintenance of the ESA enhancement area in the RMA.

Discussion ensued regarding the spacing of large trees to be planted in the ESA enhancement area in the RMA and staff were directed to ensure that clustering and spacing of trees will not impede farming and ensure their survivability.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the application, noting (i) the proposed extensive planting plan for the ESA compensation area in the RMA, (ii) the need for maintenance of the proposed planting throughout the monitoring period to ensure their survivability, and (iii) the potential for the proposed planting to support farming activities in the subject property.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a single detached house at 8888 No. 6 Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA).

CARRIED

2. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled on Wednesday, July 13, 2022 be cancelled.

CARRIED

Development Permit Panel
Wednesday, June 29, 2022

3. **Date of Next Meeting:** **July 27, 2022**

4. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:00 p.m.

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the
Development Permit Panel of the Council
of the City of Richmond held on
Wednesday, June 29, 2022.

John Irving
Acting Chair

Rustico Agawin
Committee Clerk

8888 No 6 Rd.,
Richmond, BC
ESA DP Considerations

OEP Richard Borthwick, M.Sc., R.P.Bio

Schedule 1 to the
Advisory Design
held on Wednes
2022.



Project Background

Madrone Environmental Services Ltd. (Madrone) was retained by Mr. Calvin Deng (the client) to complete an Environmental Assessment for 8888 No. 6 Rd., in Richmond, B.C.(the Property).

The City of Richmond (COR) requires that an Environmentally Sensitive Area (ESA) Assessment and Report be conducted to meet the ESA Development Permit (DP) Guidelines under the COR Official Community Plan (OCP) Plan Bylaw 9000., before any residential development can proceed.


House Plate Location Consideration

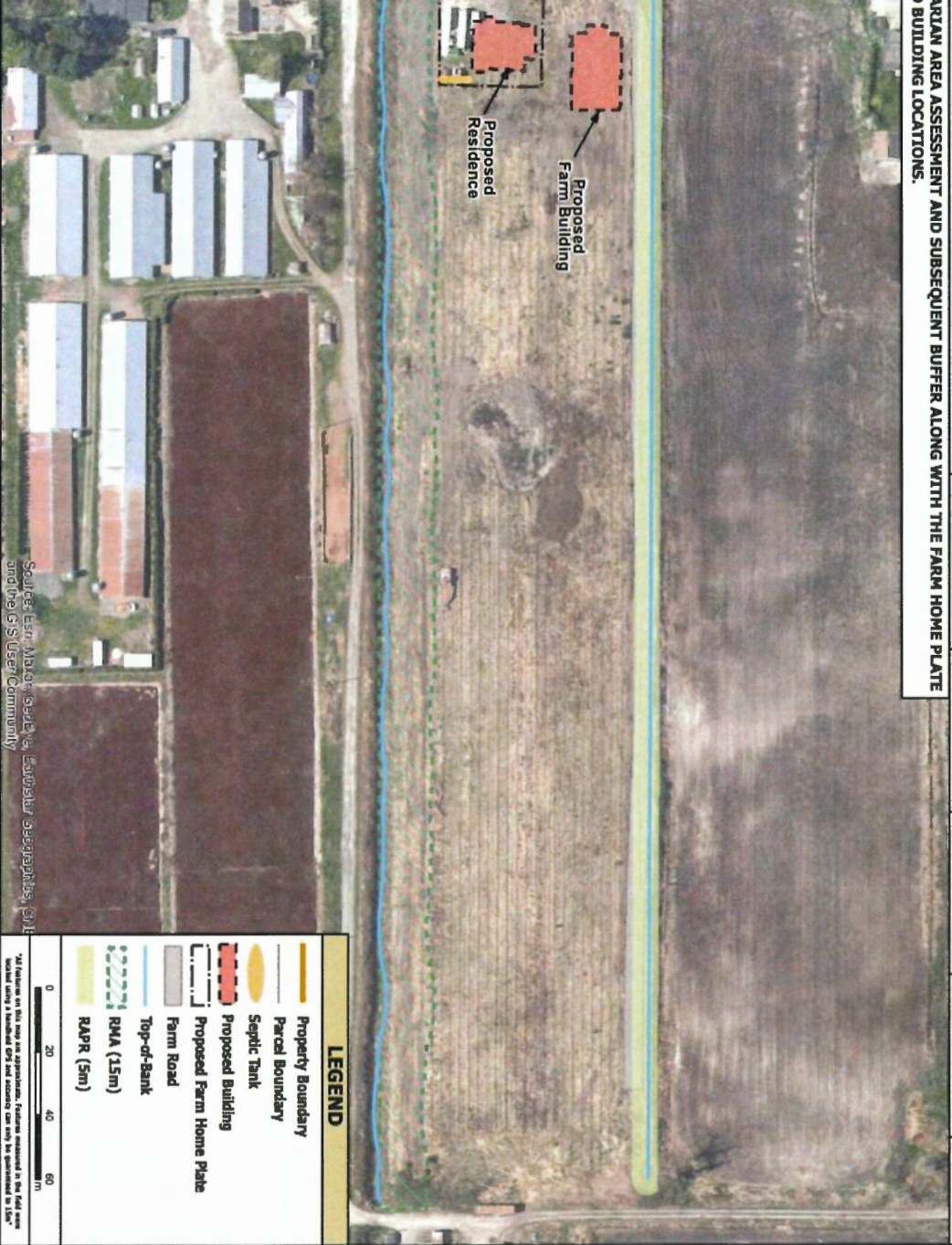
The proposed Homeplate location is a suitable location.

The location of the primary residence towards the southwest side of the parcel and the farm building towards to the northwest has two main key advantages towards agricultural operations intended for the property:

- The proposed location of the frontage road will provide access to the farm building without disturbing the RMA area.
- No need to create additional water crossing and impacting the RMA from Numb 6 Road to the Farm Building.
- Location approved by FSAAC.

Compensation is still required for the Homeplate

PROJECT: Environmentally Sensitive Area Assessment: 8888 No 6 Rd.		LOCATION:	CLIENT:	DOSSIER:	
ASSESSED BY: Anna Yuill, B.I.T., BC-CESL & Amanda Girard, R.P.F., R.P.Bio	FIELD VISIT: February 26, 2021	Richmond, B.C.	Calvin Dang	21.0172	
RURAL AREA ASSESSMENT AND SUBSEQUENT BUFFER ALONG WITH THE FARM HOME PLATE BUILDING LOCATIONS.		MAP SCALE: 1:1,600	MAPPING DATE: April 26, 2022	DRAWN BY: Jessi, Alyssa & Jeff	



Southern Main, Seattle, Washington, 98101
and the GIS User Community

ESA Compensation

Should address the ecosystem services on site.

Should improve ecological connectivity.

- Wildlife corridors and movement

Should stabilize site and contribute to habitat, carbon storage, hydrologic cycle, and air quality.

Compensation focuses on the riparian corridors to improve connectivity, replanting and fencing areas to maintain the compensatory works, and restoring ecological function throughout

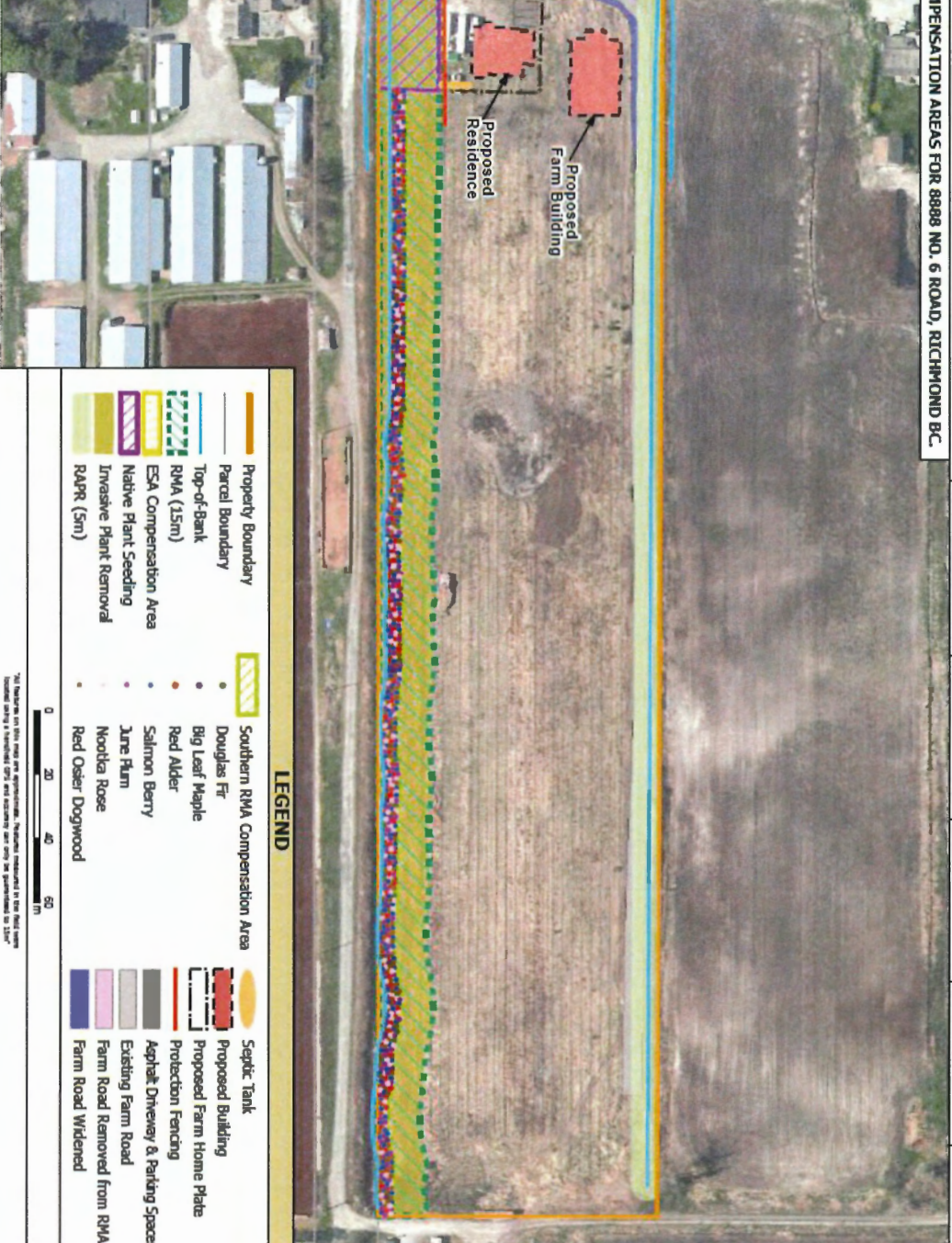
PROJECT: Environmentally Sensitive Area Assessment: 8888 No 6 Rd.
ASSESSED BY: Anna Vuill, B.L.T., BC-CESL & Amanda Girard, R.P.F., R.P.Bio
PENSAATION AREAS FOR 8888 NO. 6 ROAD, RICHMOND BC.

FIELD VISIT: February 26, 2021

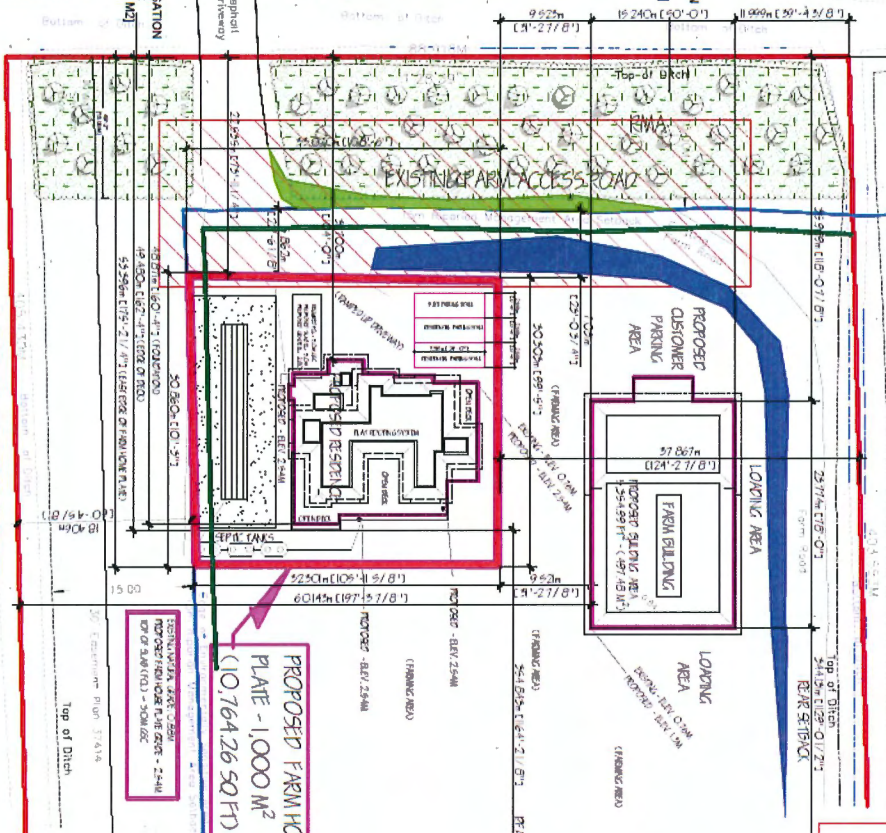
LOCATION: Richmond, B.C.
MAP SCALE: 1:1,600

CLIENT: Calvin Dang
MAPPING DATE: June 1, 2022

DOSSIER: 21.0172
DRAWN BY: Jessi, Alyssa & Jeff



PROPOSED FARM HOME PLATE
TO LOCATE THE FARM HOME PLATE TO 6.82M EAST OF THE
RMA BOUNDARY LINE RUNNING PARALLEL TO NO. 6 ROAD TO
ACCOMMODATE A FARM ACCESS ROAD.



OUT OF BOUNDARY DEVELOPMENT (RMA, DWA)
 - The DWA shall not be altered except in accordance with a City-approved permit. No trees, shrubs or ground cover removal, no storage of materials, no building, structure or surface construction including retaining walls, can occur in an RMA.
 - A legally obtained, temporary fence of a minimum height of 1.2 m shall be erected at least 2 m outside of the RMA. No fence and adjacent control fence shall be installed in the property, side of the legally obtained fence. No additional DWA protection measures, as defined by a Qualified Environmental Professional must also be installed / completed.
 - All protective fencing and fence and adjacent control measures shall be in place before development begins, and remain in place until development is complete and final approval received.
 - The landowner is responsible to ensure the proper installation of the City approved development within the RMA.

NOTES:

- Elevation are in metres and defined by City of Richmond Hwy. Watermark
- 1:200 (300/150), deviation = 1.23% metres.
- Property line dimensions are based on "old survey" and Land Title Office records.
- All trees and shrubs have been plotted as required by the City of Richmond and 3440 No. 605

LEGEND (ONLY IF ROAD ADJUSTMENTS ARE REQUIRED)

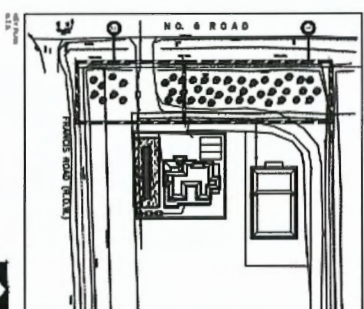
- FARM ROAD REMOVED FROM RMA AREA
- FARM ROAD WIDENED
- AREA EXPLAINED IN THE FARM REPORT AND LETTER
- RMA PROTECTION FENCE (2.0M FROM RMA)

ESA COMPENSATION AREA

SITE / GRADING PLAN **ESA DP 21-931059**

SCALE: 36x24 SHEET: 1/8" - 1'-0"
ITAL SHEET: 3/2" - 1'-0"

Verity design
8888 No. 6 Road - Sk. 2



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Nookta Rose



Douglas Aster

Abstract

FAROM PLAN ESA DP

INCORPORATED, INC.

Abstract

PLAN

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72-0001



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: July 4, 2022

From: Wayne Craig
Director, Development

File: DP 20-921387

Re: **Application by Westmark Development Ltd. for a Development Permit at
7117 Lindsay Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 10 townhouse dwellings at 7117 Lindsay Road on a site zoned "Town Housing (ZT23) - Laurelwood"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum setback from a public road from 6.0 m to 3.8 m (measured from the boundary of the public rights-of- passage (PROP) statutory right-of-way (SRW) along the eastern edge of the subject site).

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

WC/SB:blg
Att. 3

Staff Report

Origin

Westmark Development Ltd. has applied to the City of Richmond for permission to develop 10 townhouse dwellings at 7117 Lindsay Road on a site zoned “Town Housing (ZT23) - Laurelwood”. The site is currently vacant.

Westmark Development Ltd. has applied on behalf of the property owner, numbered company 1276425 B.C. Ltd. Directors of the numbered company are Raman Bains and Suneil Bains.

There is no associated rezoning application.

A Servicing Agreement is required as a condition of Development Permit issuance and includes, but is not limited to, public walkway, lane and service infrastructure improvements.

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: A townhouse development on a property also zoned “Town Housing (ZT23) - Laurelwood” with vehicle access from the Lynnwood Drive cul-de-sac.
- To the South: Semi-detached dwellings on properties zoned “Single Family Zero Lot Line (ZS24)” with vehicle access from Lindsay Road.
- To the East: Semi-detached dwellings on properties zoned “Single Family Zero Lot Line (ZS24)” with vehicle access from the Lindsay Road cul-de-sac.
- To the West: A townhouse development on a property also zoned “Town Housing (ZT23) - Laurelwood” with vehicle access from the rear lane.

Public Input

Public correspondence was received regarding the subject application (Attachment 2), expressing the following:

- Concern regarding pedestrian safety for students in the road and lane, and request for speed bumps along Lindsay Road and in the lane to slow traffic and address pedestrian safety.

To accommodate pedestrians, this development would provide a new public walkway along the subject site's south frontage that connects to the existing walkways along the east and west sides of the subject site. In addition, as part of the required frontage improvements, speed bumps would be constructed in the east-west lane and north-south lane located to the south and east of the subject site. Should there be concerns after residents move into the proposed development, Transportation staff would review and confirm any traffic-related concerns raised by area residents. A public process would be conducted before decisions on the implementation of any such measures were made.

- Concern regarding existing parking along Lindsay Road and in the lane and a request for the development to provide sufficient on-site parking for residents and guests of the proposed development.

The development proposal meets all parking requirements of Zoning Bylaw 8500 for on-site resident and visitor parking. Any available on-street parking is not taken into account to meet development requirements. Traffic Bylaw 5870 restricts on-street parking to no more than three hours between 8:00 am and 6:00 pm (residents parking in front of their home excluded). Should there be an issue, residents may contact Community Bylaws with concerns for enforcement of the bylaw.

- Request for visual cues to discourage illegal parking such as signage and road marking, and concern regarding existing parking blocking road visibility at the corner of Lindsay Road and Linfield Gate.

Cars should be parked no less than 6 m away from a property line at a corner in compliance with Traffic Bylaw 5870. Should there be an issue, residents may contact Community Bylaws with concerns for enforcement of the bylaw.

- Request for a resident parking permit system.

Traffic Bylaw 5870 has no provisions for a resident parking permit system. Should there be any violations of on-street parking regulations, residents may contact Community Bylaws with concerns for enforcement of the bylaw.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the “Town Housing (ZT23) - Laurelwood” zone except for the zoning variance noted below.

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

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum setback from a public road from 6.0 m to 3.8 m (measured from the boundary of the public rights-of-passage (PROP) statutory right-of-way (SRW) along the eastern edge of the subject site).

(Staff supports the proposed variance as an attractive pedestrian-oriented frontage is provided along the east lane frontage, and the variance improves both tree retention and public pedestrian improvements accommodated along the south lane frontage. A 5.5 m wide statutory right-of-way (SRW) along the west edge of the site accommodates a public sidewalk, grass boulevard with street trees and public parking. Due to the combined width of the statutory right-of-way (SRW) and City lane, a public road setback is required from the boundary of the statutory right-of-way (SRW). The proposed setback will not impact pedestrian or vehicle circulation, and is consistent with setbacks provided in the existing development north of the site which also has frontage on this lane).

Analysis

Conditions of Adjacency

- The site grade is proposed to meet the existing grade of adjacent properties. Perimeter retaining walls are not proposed.
- The subject site abuts a three-storey townhouse development to the north. The proposed development would also provide three-storey massing adjacent to the existing development.
- The subject site abuts a public walkway in a statutory right-of-way (SRW) along the east edge of the adjacent three-storey townhouse development to the west of the subject site. The proposed western units would have a 3 m setback, pedestrian-oriented front entries, and gated front yards, providing connections to and animating the walkway consistent with CPTED principles. The proposed public walkway along the south edge of the subject site would also provide a connection between the existing walkway and the Lindsay Road sidewalk.

Urban Design and Site Planning

- The proposed development consists of 10 townhouse dwellings arranged on a central drive aisle. A public walkway is provided along the south edge of the subject site adjacent to the side City lane and three existing Douglas Fir trees, which are proposed to be retained. Retention of these trees along the south property line strongly informed the proposed layout. The public walkway and outdoor amenity area would be constructed with supervision by the project arborist within the tree protection zone.
- The two front buildings (along the east property line) contain a total of five dwellings and would have direct access to the sidewalk along the east public road extension of Lindsay Road. Front yards are landscaped and include a covered patio for weather protection. Two of the dwellings would have some interior living space at grade.
- The two rear buildings (along the west property line) contain a total of five dwellings with covered entries and gated yards accessed directly from the public walkway along the west edge of the subject site. Three of the dwellings would have some interior living space at grade. Two of the dwellings also have direct access from the drive aisle. Front doors along the drive aisle are set back to allow space for a roof overhang providing weather protection.
- Each dwelling has a garage containing two vehicle parking spaces and one to two Class 1 bicycle parking spaces. Two visitor vehicle parking spaces are proposed at the north end of the drive aisle, and two Class 2 bicycle parking spaces are proposed between the two rear buildings beside the drive aisle.
- Garbage, recycling and organics container storage is accommodated in each garage and truck turning is accommodated on-site for collection from in front of each garage.

Architectural Form and Character

- The proposed architectural form and character draws from the two neighbouring townhouse development designs. The material palette consists of Hardie Board horizontal, board and batten and shingle siding in off-white, painted wood trim, cultured stone, and black asphalt shingles.
- A band of cultured stone is provided along the base of the elevations. Black and off-white Hardie Board siding is used. Articulation is used to visually distinguish individual dwelling units.
- Gable roof character reinforce the low-rise residential character of the development.

Landscape Design and Open Space Design

- There are five existing trees located on the subject site, two additional existing trees located in the lane south of the subject site, one additional tree that straddles the shared property line (located both in the lane and on-site), and four additional trees located on the adjacent site to the north of the subject site and close to the shared property line. Four of the trees are proposed to be removed. Please refer to the tree management plan included in the Development Permit (DP) plans.
- Four existing trees are proposed to be retained along the site's east and south frontages. One existing Linden tree is located in the grass boulevard in an SRW along the site's east property line. Three existing Douglas Fir trees are located at the interface between the site's south property line and the City lane. On-site building layout, public walkway, landscaping, and off-site lane cross-section have been designed to retain these trees. The applicant is required to enter into a contract with a registered arborist and provide a \$30,000.00 tree survival security prior to Development Permit issuance.
- Four existing trees on-site are proposed to be removed and replaced. Two of the trees conflict with the City lane upgrade required for lane functionality and safety, one tree conflicts with the requirement for on-site truck turning and townhouse garage access, and the condition of one tree is not good enough to withstand the impacts of required City lane upgrades and site redevelopment. The removal of the four trees would require the planting of eight replacement trees based on the 2:1 replacement ratio contained in the Official Community Plan (OCP). A total of 13 trees are proposed in the development, which includes nine deciduous and four coniferous.
- Four existing trees located on the neighbouring property to the north and adjacent to the subject site are required to be protected under the supervision of the project arborist, including construction of the visitor parking spaces along the north property line.
- Each dwelling unit has a private outdoor space at grade that includes a small lawn, patio, tree, and planted area.
- A 1.5 m wide public walkway is proposed in a new SRW along the south edge of the subject site, providing a connection between the west public walkway out to Granville Avenue and the Lindsay Road sidewalk to the east. The walkway curves around three existing trees being retained and within the tree protection area, Western Sword Fern planting is incorporated and the walkway material changes from concrete to crushed gravel.
- A shared outdoor amenity area is provided at the south end of the drive aisle with bench seating, lawn and a low play structure over fiber wood chip surfacing, allowing for active play in close proximity to the trees to be retained. Low fencing and a gate would mark the entry and low fencing provides a separation from the public walkway.
- For this small development, indoor amenity space is not proposed on-site. In compliance with the OCP, the applicant has agreed to provide a cash-in-lieu contribution in the amount of \$18,050.00 (e.g. \$1,805.00 per dwelling unit) to the City's Leisure Facilities Reserve prior to Development Permit issuance.
- The drive aisle is predominantly asphalt with concrete curbs. Interlocking pavers are proposed at the driveway entrance and north and south ends of the drive aisle.
- All soft landscaped areas would be provided with automatic irrigation.
- A landscape security in the amount of \$86,815.00 is required prior to Development Permit issuance to ensure that the agreed upon landscaping works are installed.

Crime Prevention Through Environmental Design

- The proposed development would enhance passive surveillance for the pedestrian routes along the frontages of the subject site. Fencing proposed within the front yards and amenity area will be 0.9 m (3 ft.) tall to provide clear sightlines from the units to the public walkway west of the subject site, the proposed public walkway along the south edge of the subject site adjacent to the lane, and the lane sidewalk along the east edge of the subject site while maintaining separation of the public and private realms.
- Front yards are landscaped with low shrubs and to maintain clear sightlines.
- Pedestrian site access is controlled via gates at each of the walkways to the unit entries.
- The mailbox is proposed beside the driveway with clear visibility.
- Lighting is proposed for all pedestrian routes and unit entrances and designed to limit any light spillover onto adjacent properties.

Accessible Housing

- The proposed development includes one convertible unit that is designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of this three-storey unit will require installation of chair lifts at both stair wells.
- 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.

Sustainability

- The applicant has provided a letter from the Coordinating Registered Professional confirming that the buildings are being designed to achieve Step 4 of the BC Energy Step Code and a Certified Energy Advisor has been engaged to ensure the requirement is met.
- Each dwelling would have an air source heat pump for heating and cooling. Heat pumps have been located in the private yard of each unit. The proposed locations of the heat pumps are shown on the site plan. The applicant has confirmed that the noise generated by the heat pumps will comply with Richmond Noise Regulation Bylaw 8856.
- 100% of the residential parking spaces are provided with Class 2 EV charging in the garage, as per Richmond Zoning Bylaw 8500.

Public Art

- The applicant has agreed to participate in the City's Public Art Program through a contribution in the amount of \$12,176.49 (e.g. \$0.93 per buildable square foot of residential floor area) to the City's Public Art Reserve for City-wide projects prior to Development Permit issuance.

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.



Sara Badyal
Planner 3
(604-276-4282)

SB:blg

Attachments:

Attachment 1: Development Application Data Sheet
Attachment 2: Public Correspondence
Attachment 3: DP Considerations



DP 20-921387

Attachment 1

Address: 7117 Lindsay Road

Applicant: Westmark Development Ltd.

Owner: 1276425 B.C. Ltd.

Planning Area(s): Laurelwood Sub-Area (Blundell)

	Existing	Proposed	
Site Area	1,843 m ²	1,843 m ²	
Land Uses	Vacant	Multi-family	
OCP Designation	Neighbourhood Residential	Complies	
Sub-Area Plan Designation	Residential (Townhouses)	Complies	
Zoning	Town Housing (ZT23) – Laurelwood	Variance noted below	
Number of Units	None	10	
	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.66 FAR	0.66 FAR	None permitted
Lot Coverage	Max. 40%	35%	None
Setback – (East) Public Road (from SRW edge) Front Yard (from property line)	Min. 6 m Min. 6 m	3.8 m 9.4 m	2.2 m reduction to Public Road setback
Setback – Side Yard (South)	Min. 3 m	3 m	None
Setback – Side Yard (North)	Min. 3 m	3.2 m	None
Setback – Rear Yard (West)	Min. 3 m	3.1 m	None
Height	Max. 11 m and 3 storeys	11 m and 3 storeys	None
Lot Size	Min. 1,830 m ²	1,843 m ²	None
Off-street Parking Spaces:			
Resident	22	22	
Visitor	20	20	None
	2	2	
Accessible Parking Spaces	Not required	None	None
Small Car Parking Spaces	Not permitted	None	None
Tandem Parking Spaces	Max. 50%	50%	None
Bicycle class 1 secure spaces	13	15	None
Bicycle class 2 rack spaces	2	2	None
Loading Spaces	None	On-site manoeuvring for collections	None
Amenity Space – Indoor	Min. 50 m ²	Cash-in-lieu	None
Amenity Space – Outdoor	Min. 60 m ²	61 m ²	None

From: Jennifer Tsoi
Sent: May 14, 2021 10:51 AM
To: DevApps
Subject: 7117 Lindsay neighbourhood

Dear Sir

We notice there will be a new townhouse built in our neighborhood.

We hope you can aware the serious problem for parking, and we lack of small park for our area's kids play around. Our kids always play around the cul de sac , and the traffic of cars are around the area, it creates the risk and dangerous for our kids.

Please consider this seriously for us.

Thanks
Jennifer Tsoi

From: Sharon Krowchuk
7171 Lindsay Rd
V7C 2P5
s_krow@telus.net
604 376 9300

To: Planning and Development Department
City of Richmond
Richmond City Hall
6911 No. 3 Rd
Richmond, BC

Date: June 21, 2021

Re: Development Permit Application No. DP20-921387 - 7117 Lindsay Rd

Planning and Development Staff,

I am writing to you regarding the **impact** of further neighbourhood densification at the north end of Lindsay Rd, along with **recommendations** to address these concerns.

Parking Congestion: Street parking on Lindsay Rd. is extremely limited or not available in late afternoon through to morning. There is a spillage of cars onto Lindsay Rd from the nearby multi-family complexes. I have also observed vehicles parked in the laneway in the vicinity of the coach houses. Apparently, these past developments did not provide sufficient on-site parking. Vehicles have partially blocked my front driveway and fully blocked my laneway access on numerous occasions. The parking congestion limits road visibility at the corner of Lindsay Rd and Linfield Gate, and at the foot of driveways.

Increased traffic: There are "rush hour" flows of traffic down Lindsay Rd, including vehicles with revved up engines and loud music. I have had to place orange cones on my driveway to prevent it from being used repeatedly as a turnaround point.

Safety: Lindsay Rd is a walking route for students of the two nearby schools. Pedestrian safety is a key priority as many pedestrians walk on the road and in the laneway - a laneway that is the proposed access to the development. A speeding problem already exists in the laneway, which necessitated the posting of speed signs at both entrances.

Recommendations: I am sure that the City of Richmond recognizes that densification in this area has reached a point where proactive traffic control measures must be implemented. May I suggest the following be considered along with any other measures already under contemplation by your staff:

- Sufficient on-site parking at 7117 Lindsay Rd for its residents and guests
- Visual cues to drivers to discourage illegal parking (signage, road markings)
- A resident parking permit system
- Speed bumps on Lindsay Rd and in the laneway to slow traffic and address pedestrian safety

The proposed 10 townhouses will bring at least 20 additional vehicles (2 per unit) along with visitor vehicles. The complaint-driven bylaw process handles parking violations on an individual basis and will not solve the ongoing problem of parking, safety and road visibility issues resulting from neighbourhood densification.

As a homeowner and long-time resident of this neighbourhood, I am personally not in favour of this development; however, should it go forward, might I please ask the City of Richmond to address the impact before the project is fully underway?

I hope that my comments help the planning process. I am happy to engage in further discussions.

Thank you for your consideration.



**City of
Richmond**

Development Permit Considerations

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

Address: 7117 Lindsay Road

File No.: DP 20-921387

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

1. (Cash-in-lieu of Indoor Amenity Space) Contribution of \$18,050 (e.g. \$1,805 per dwelling unit) in-lieu of on-site indoor amenity space to go towards the City's Leisure Facilities Reserve in accordance with the OCP.
2. (Public Art) Contribution of \$12,176.49 (e.g. \$0.93 per buildable square foot of residential floor area) to the City's Public Art Reserve for City-wide projects on City lands.
3. (Tree Protection Fencing) 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.
4. (Arborist Contract) Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
5. (Tree Survival Security) Enter into a legal agreement and submission of a Tree Survival Security to the City in the amount of \$30,000 for the three existing trees along the south property line and one existing tree along the west property line to be retained. The security is to be released 90% upon project completion inspection confirming tree survival and 10% after one year maintenance period inspection confirming tree survival.
6. (Landscape Security) Enter into a legal agreement and submission of a Landscape Security in the amount identified in the cost estimate prepared by the Landscape Architect (including materials, labour and 10% contingency).
7. (Public Walkway SRW) Granting of a statutory right-of-way for the purposes of public rights of passage to accommodate a 1.5m wide walkway along the south property line, widening to meander around the three existing trees being retained, and connections with corner cuts to adjacent public walkways east and west of the subject site. The exact dimensions of the SRW is to be confirmed via functional plan and legal survey. The works are to be built by the Owner and are to be maintained by the Owner. Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with good engineering practice with the objective to optimize public safety and after completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design. Works to be secured via SA.
8. (Flood Indemnity) Registration of a flood indemnity covenant on title.
9. (No Rental or Age Restrictions) Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
10. (Tandem Parking) Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
11. (Servicing Agreement) Enter into a Servicing Agreement* for the design and construction of transportation and engineering infrastructure works. A Letter of Credit for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to the following:
 - 1) Transportation Works:
 - a) Functional Plan: SA detailed design for frontage improvement works are to be based on approved functional plan.

Initial: _____

- b) Public walkway: 1.5m wide concrete walkway to be provided (SRW required) along south property line, meandering around trees to be retained and tying into existing walkways east and west of the site. Gravel surfacing to be used instead of concrete where required for tree protection only.
- c) East frontage (north-south lane):
- i) The existing as-built frontage improvements (per SA 96-154 Road Works) are to be kept, i.e. measuring from west to east:
 - 1.5 m wide concrete sidewalk.
 - 0.15 m wide barrier curb.
 - 2.3 m wide street parking.
 - 0.15 m wide rollover curb.
 - 6.1 m wide pavement.
 - 0.15 m wide barrier curb.
 - Grass strip over the remaining space to the east property line of the road.

(Note 1: The above frontage improvements are supported by a 6.1 m wide existing lane dedication and 5.55 m wide existing SRW/PROP).

(Note 2: The existing frontage improvements must be restored if damaged by any construction works related to the subject development including pavement, curb, decorative paver treatments, etc.).
 - ii) Traffic safety requirements: Speed bump installation, with location to be determined through road functional plan.
- d) South frontage (east-west lane): There are mature trees at the western section of the lane that have been identified for protection. As a result, the frontage improvements along this frontage involve two different lane upgrade cross-sections, i.e. full lane standards at the eastern end of the lane and narrower pavement along the tree protection zone section.
- i) Full lane upgrade section: Along the eastern section of the lane (beyond the tree protection zone), the frontage improvements are to include (south to north):
 - 0.7 m wide setback (lighting/drainage strip). (Note: The existing street lighting is to be retained).
 - 0.15 m wide rollover curb.
 - 5.1 m wide pavement.
 - 0.15 m wide rollover curb.
 - 1.5 m wide concrete walkway (on SRW).
 - ii) Tree Protection Zone section: Along the western section of the lane (tree protection zone area), the frontage improvements are to include (south to north):
 - 0.7 m wide setback (lighting/drainage strip).
 - 0.15 m wide rollover curb.
 - Widen existing pavement as much as possible without encroaching into the tree protection zone (or keep existing pavement width).
 - No rollover curb along the edge of pavement across the north side of driving surface.
 - 1.5 m wide concrete walkway (on SRW). (Gravel walking surface for irrigation if it is determined by Tree Bylaw/Parks that a concrete walkway over the tree protection area would not be supported).
 - iii) Pavement transition section: A transition section is required to connect the wider and narrower sections of the lane. (The taper ratio used is to reflect traffic speed, available tangent sections and TAC standards, e.g. transition ratio from 3:1 to 5:1).
 - iv) Grade differential: There is a difference in elevations along the subject site's south property line. The frontage improvements are to take this grade differential into account.
 - v) Traffic safety requirements: Speed bumps are required at the eastern section of the lane in advance of the narrower pavement next to the protected trees.

- vi) Traffic signage:
 - Install WA-23 (road arrow sign) for northbound traffic at the west end of the lane.
 - Install WA-23T supplementary sign (LANEWAY NARROWS) for westbound traffic in advance of the narrower section of the lane.
- vii) Accessibility requirements: Wheelchair ramps are required at the eastern and western ends of the above noted new sidewalk.
- viii) Walkway connections: The development fronting walkway is to connect to the existing walkways at the east and west ends of the lane (R-15-SD).
- e) Southeast frontage (intersection of lane, Lindsay Road and Lindsay Road cul-de-sac): The intersection located at the southeast corner of the site, is to be redesigned and rebuilt as necessary to include the following. (Note: Any required works are to be confined to the area behind the existing curb line at the junction connection to the Lindsay Road cul-de-sac)
 - i) A crossing to accommodate pedestrian movements from the intersection to the sidewalks along the site's south and east frontages.
 - ii) Reconstruct the existing curb at the junction to a lane let-down. Design details: per City Engineering Design Specifications (R-7-SD); 6.0 m wide; and minimum 1.0 m separation (measured at the flare) from the property line of each of the two adjacent properties. (Note: The existing letdown at Lynwood Drive (to the west of the subject site) where it meets Lindsay Road can be used as a design guide. Refer to SA 96-154 for typical design).
 - iii) Review and modify as necessary intersection geometry (e.g. 5.5 m curb return per City Engineering Design Specifications).
 - iv) Completion of curb and pavement works.
- 2) Water Works:
 - a) Using the OCP Model with the upgrades identified below, there will be 373 L/s of water available at a 20 psi residual at the Lindsay Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - b) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Install approximately 90 m of 200 mm diameter water main from the existing water main on Lindsay Road to the existing water main on Lynwood Drive, complete with a new hydrant along the frontage of the development site.
 - iii) Install a water service connection for the development site off of the proposed water main, complete with water meter and meter chamber.
 - iv) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.
 - c) At Developer's cost, the City will:
 - i) Complete all tie-ins for the proposed works to existing City infrastructure.
- 3) Storm Sewer Works:
 - a) At Developer's cost, the Developer is required to:
 - i) Install approximately 70 m of storm sewer from the existing storm sewer on Lindsay Road to the existing storm sewer on Lynwood Drive, sized via a capacity analysis (minimum 600 mm diameter). The capacity analysis shall be reviewed as part of the servicing agreement. Tie-in to the storm sewer on Lindsay Road is to be via a new manhole.
 - ii) Install a storm service connection for the development site off of the proposed storm sewer, complete with inspection chamber.

- iii) Review the existing perforated drain pipes in the lane and remove, retain, or reconfigure as appropriate.
- iv) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
- b) At Developer's cost, the City will:
 - i) Cap and remove all existing storm service connections to the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.
- 4) Sanitary Sewer Works:
 - a) At Developer's cost, the City will:
 - i) Install a new sanitary connection complete with inspection chamber, utilizing the existing stub at the south property line if feasible.
- 5) Frontage Improvements:
 - a) At Developer's cost, the Developer is required to:
 - i) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - ii) Review street lighting levels along all road and lane frontages, and upgrade as required.
 - iii) Complete other frontage improvements as per Transportation requirements.
- 6) General Items:
 - a) At Developer's cost, the Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing utilities along the development frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - iii) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.

- iv) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- v) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- vi) Enter into, if required, 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, 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.

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

- 12. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 13. 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. In addition to the general Plan requirements, the Developer is also to meet the following site-specific requirements:
 - a) Consult with Traffic Operations to identify the access route for construction-related vehicles that would present the least traffic impact on nearby residential neighbourhoods.
 - b) Construction related parking is not permitted in nearby residential areas. Other off-site parking arrangements are to be made. The City is to be provided with written evidence of such arrangements.
- 14. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
- 15. 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.

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

[signed copy on file]

Signed

Date



City of Richmond

Development Permit

No. DP 20-921387

To the Holder: WESTMARK DEVELOPMENT LTD.

Property Address: 7117 LINDSAY ROAD

Address: C/O SUNNY BAINS
2631 VIKING WAY, UNIT 203
Richmond, BC V6V 3B5

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 setback from a public road from 6.0 m to 3.8 m (measured from the boundary of the public rights of passage statutory right of way along the eastern edge of the subject site).
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 #17 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 \$86,815.00 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
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 20-921387

To the Holder: WESTMARK DEVELOPMENT LTD.

Property Address: 7117 LINDSAY ROAD

Address: C/O SUNNY BAINS
2631 VIKING WAY, UNIT 203
RICHMOND, BC V6V 3B5

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 , .

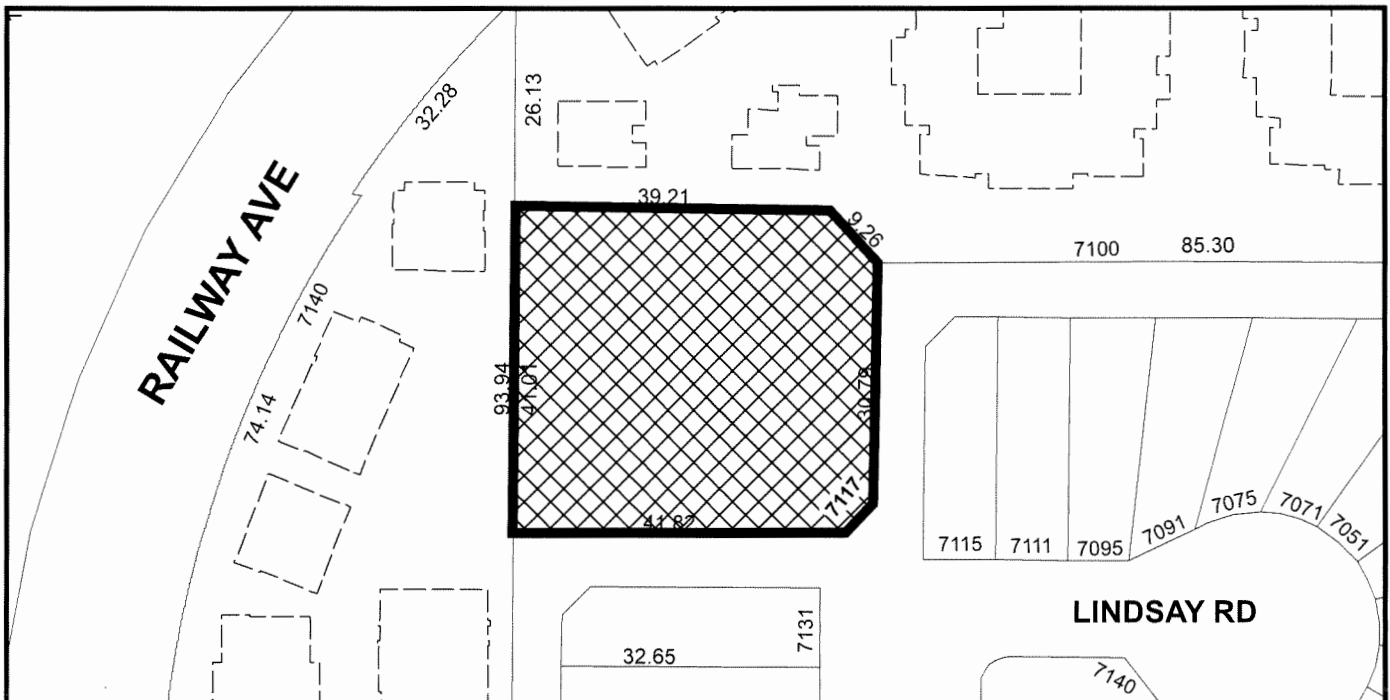
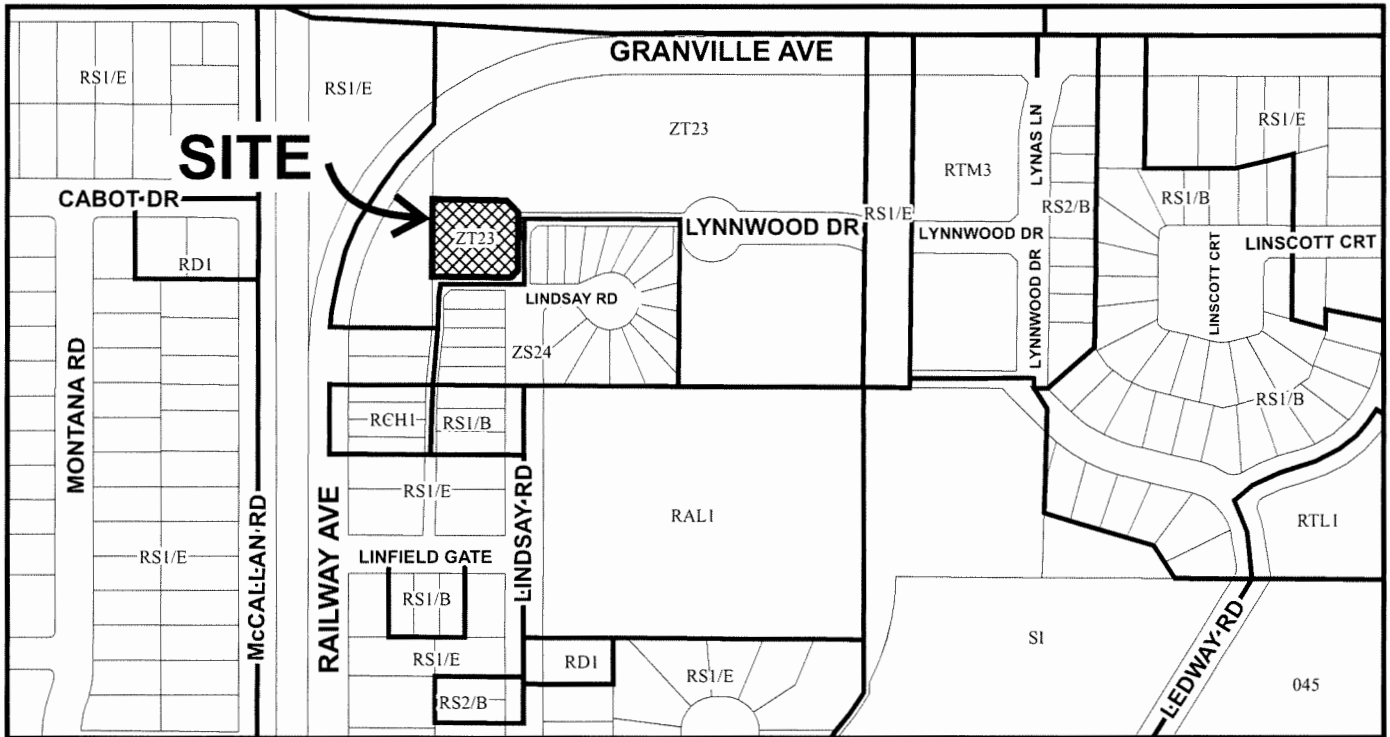
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 20-921387
SCHEDULE "A"

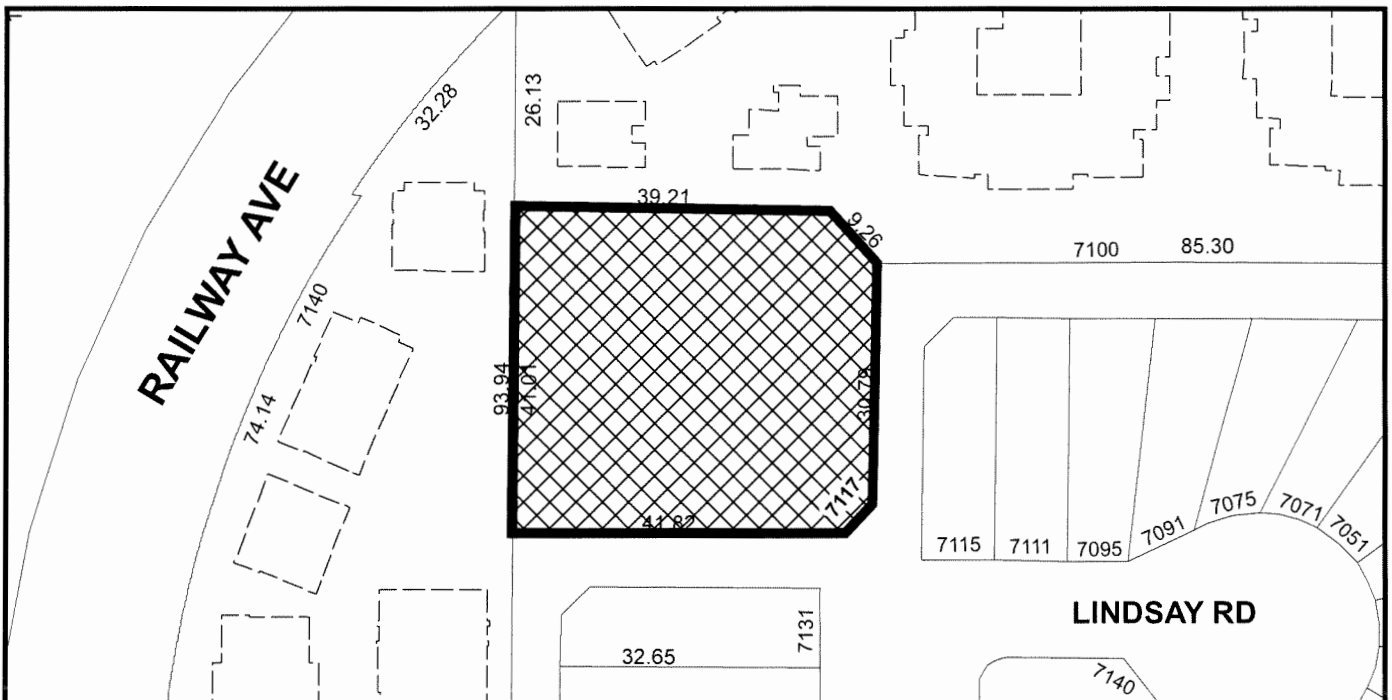
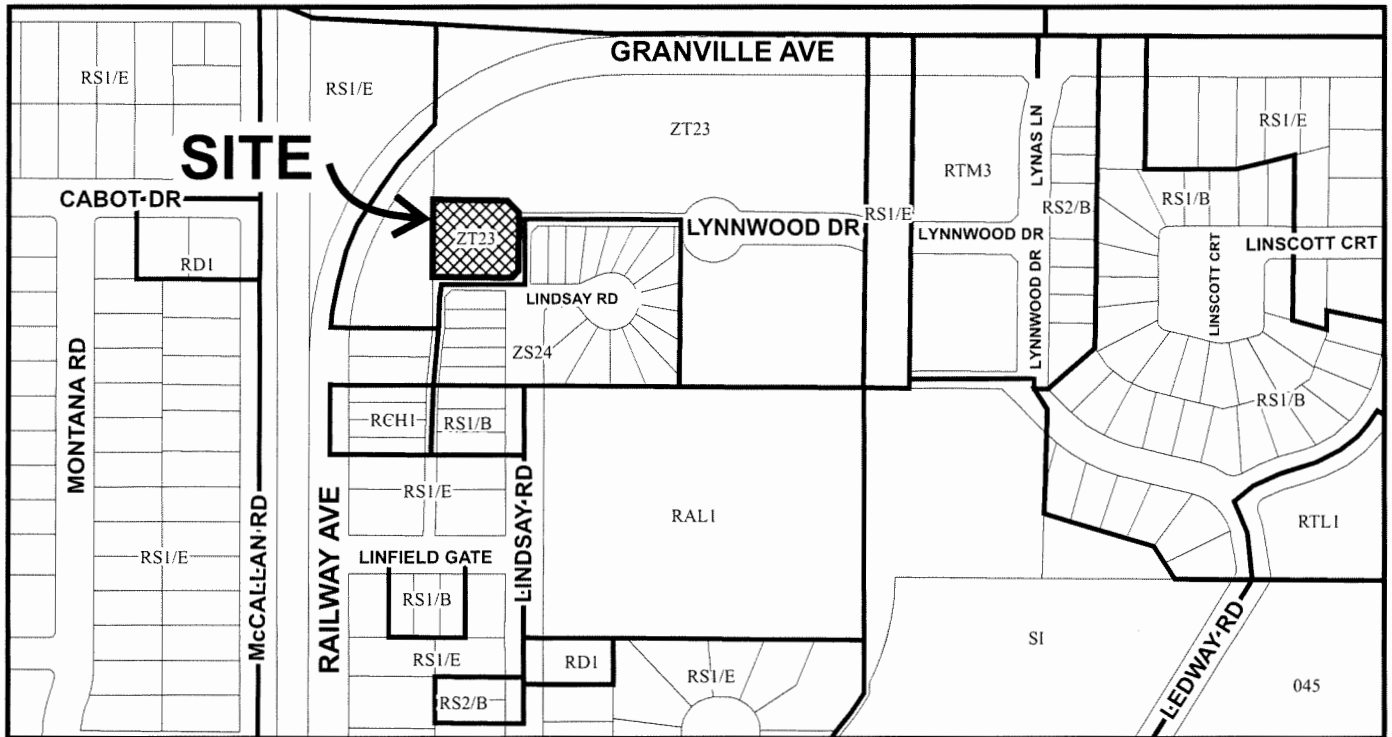
Original Date: 01/29/21

Revision Date: 06/28/22

Note: Dimensions are in METRES



City of Richmond



DP 20-921387

Original Date: 01/29/21

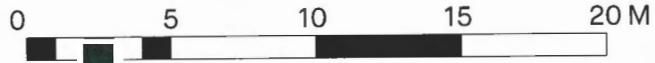
Revision Date: 06/28/22

Note: Dimensions are in METRES



PARKING PLAN

SCALE : 1"=10'-0"



PARKING:

REQUIRED:		
2.0 SPACES x 10 UNITS	=	20 SPACES (RESIDENTS)
0.2 SPACES x 10 UNITS	=	2 SPACES (VISITORS)
TOTAL	=	22 SPACES

PROVIDED:		
2 CAR TANDEM GARAGES x 5 UN =	=	10 SPACES (RESIDENTS)
2 CAR DOUBLE GARAGES x 5 UN =	=	10 SPACES (4 SMALL)
OPEN VISITORS PARKING	=	2 SPACES (VISITORS)
TOTAL	=	22 SPACES

REQUIRED BICYCLE:		
1.25 SPACES x 10 UNITS	=	12.5 SPACES (CLASS 1)
0.2 SPACES x 10 UNITS	=	2 SPACES (CLASS 2)
TOTAL	=	14.5 SPACES

PROVIDED BICYCLE:		
2 SPACES x 5 GARAGES	=	10 SPACES (CLASS 1)
1 SPACE x 5 GARAGES	=	5 SPACES (CLASS 1)
BICYCLE RACK	=	2 SPACES (CLASS 2)
TOTAL	=	17 SPACES

AMENITY AREA:

REQUIRED		
INDOOR	:	MIN. 50 SQ.M. (538 SQ.FT.)
OUTDOOR	:	60 SQ.M. (646 SQ.FT.)

PROVIDED		
INDOOR	:	PAYMENT IN LIEU
OUTDOOR	:	61.6 SQ.M. (647 SQ.FT.)

AS PER THE 2041 OCP REQUIREMENT FOR ELECTRIC VEHICLES:

- A MINIMUM OF 20% OF PARKING STALLS TO BE PROVIDED WITH A 120V RECEPTACLE TO ACCOMMODATE ELECTRIC VEHICLE CHARGING EQUIPMENT.
- AN ADDITIONAL 25% OF PARKING STALLS TO BE CONSTRUCTED TO ACCOMMODATE THE FUTURE INSTALLATION OF ELECTRIC VEHICLE CHARGING EQUIPMENT (E.G. PRE-DUCTED FOR FUTURE WIRING)

HORIZONTAL BICYCLE SPACE (GARAGE)
0.6M x 1.8M

SMALL PARKING SPACE (GARAGE)
2.3M x 4.6M

STANDARD PARKING SPACE (GARAGE)
2.5M x 5.5M

VISITOR PARKING
STANDARD
2.5M x 5.5M

STANDARD PARKING SPACE (GARAGE)
WITH A 120V RECEPTACLE TO
ACCOMMODATE ELECTRIC VEHICLE
CHARGING EQUIPMENT 2.5M x 5.5M

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**YAMAMOTO
ARCHITECTURE**

202 - 33 East 8th Avenue
Vancouver, BC V5T 1R5
T - 604 731 1127 F - 604 731 1327

PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -

PARKING PLAN

SCALE - AS NOTED

DATE - DEC 16, 2020

DRAWN - CW

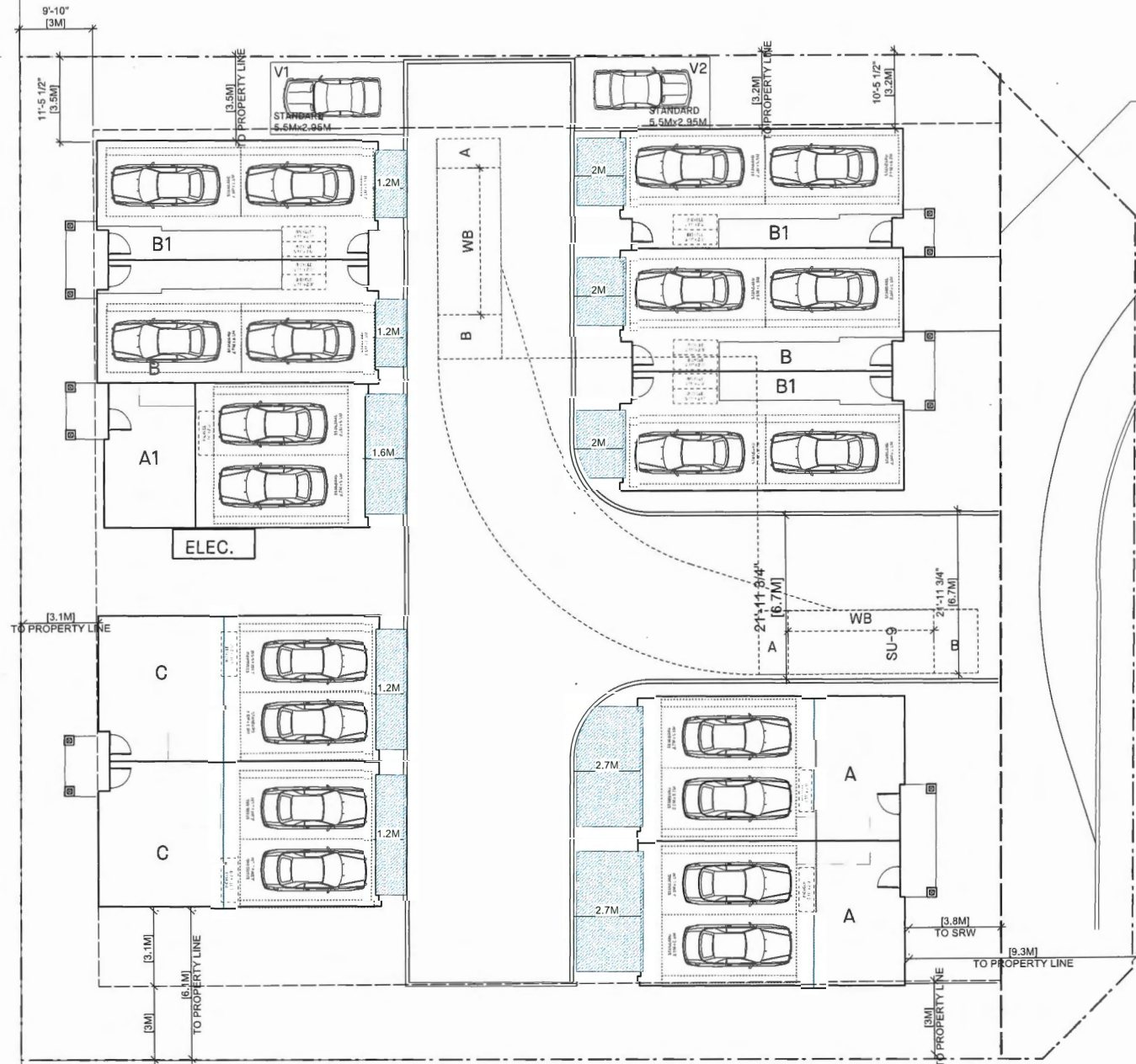
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PROJ NO - 1509

**A
PLAN LMP40771**



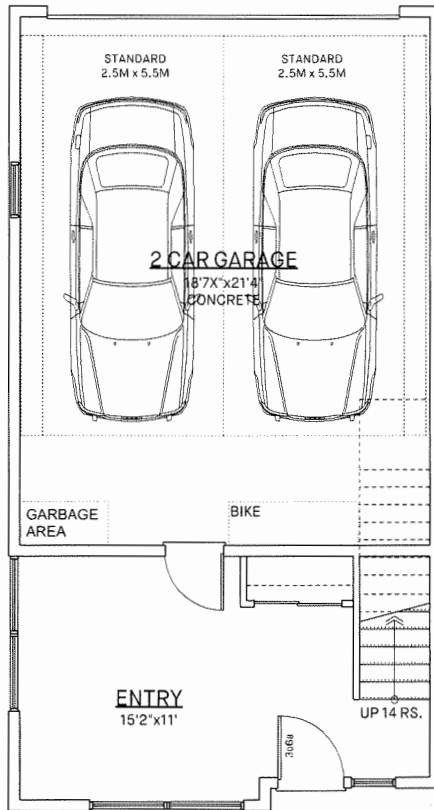
1.09M
(HIGHEST
CROWN OF ROAD)

**316
PLAN 50385**

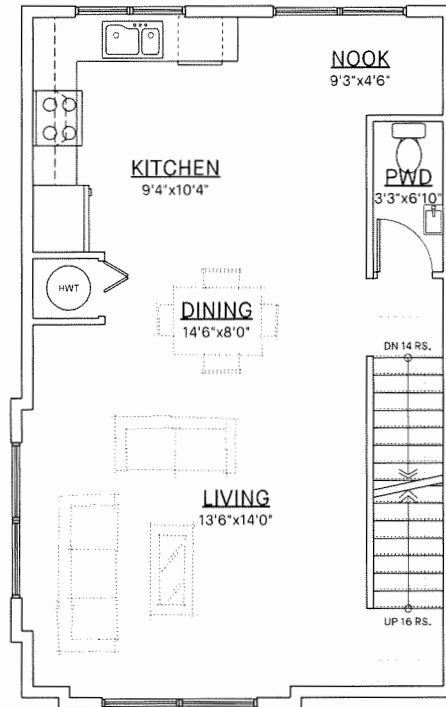
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PLAN 50385**

REM 1

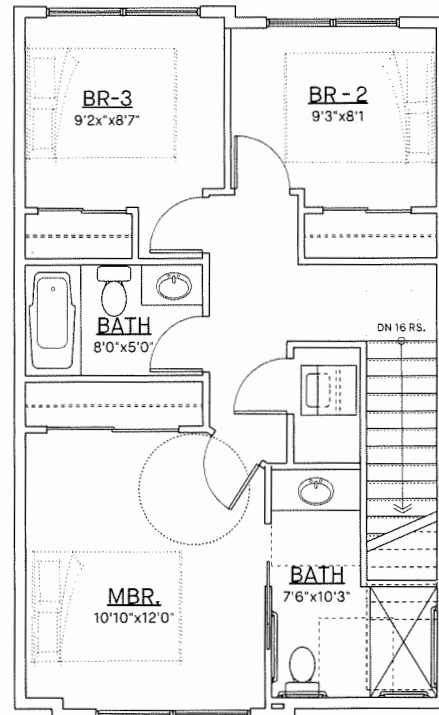
REF
PLAN 7713



UNIT-A1
1F



UNIT-A1
2F



UNIT-A1
3F

CONVERTIBLE UNIT CHECKLIST :

Convertible Housing is housing that is designed and built to look like traditional housing but has features that are constructed or installed for easy modification and adjustment to suit the needs of an occupant with mobility challenges. Convertible Housing is limited to housing that is more than a single storey (ie townhouse units).

Doors & Doorways	Entry door min. 863 mm but ideally 914 mm and have clear access.	COMPLIES
	Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side (not needed if rough in wiring provided for future automatic door opener)	COMPLIES
	Interior doors to main living areas, 1 bathroom and 1 bedroom, min. 800 mm clear opening with flush threshold max. 13 mm height. Demonstrate wheelchair access between the hallway and rooms and widen hallway and/or doorway if necessary to secure access	COMPLIES
	Patio/balcony min. 860 mm clear opening. Note how accessed.	COMPLIES
	All interior thresholds within units comply with BC Building Code	COMPLIES
Vertical Circulation	Lever-type handles for all doors.	COMPLIES
	Stair lift, staircase width, framing support, and landings, as noted on floor plans in compliance with manufacturer specifications. OR	COMPLIES
	Vertical lift, depressed slab area, and landings, as noted on floor plans in compliance with manufacturer specifications. Framing to accommodate shaft construction without impact to surrounding structure	NOT APPLICABLE
	At the top of all stairways, walls are reinforced with 2" x 12" solid lumber at 914mm to centre.	COMPLIES
	Min. 900 mm width	COMPLIES
Hallways	Min. 900 mm width	COMPLIES
Garages	Min. 1 accessible parking space with min. 4 m garage width	COMPLIES
	Access from garage to living area with min. 800 mm clear door opening.	COMPLIES
Bathrooms (Min. 1)	At least 510.0 mm from any obstruction on the non-grab bar side and at least 800.0 mm from any obstruction in front of the toilet	COMPLIES
	Lever-type handles for plumbing fixtures.	COMPLIES
	Pressure and temperature control valves are installed on all shower faucets.	COMPLIES
	Cabinets underneath sink(s) are easily removed.	COMPLIES
	Demonstrate bath and shower controls are accessible (layout or fixture placement)	COMPLIES
Kitchen	Clear area needed under future work space. Plumbing and gas pipes (in-wall and in-floor) located clear of under counter area of future work space (stove, sink & min. 810 mm wide counter)	COMPLIES
	Cabinets underneath sink are easily removed.	COMPLIES
	1500 mm turning diameter or turning path diagram	COMPLIES
	Lever-type handles for plumbing fixtures.	COMPLIES
	Min. 1 window that can be opened with a single hand (bathroom, kitchen, living room)	COMPLIES
Windows	Min. 1 window that can be opened with a single hand (bathroom, kitchen, living room)	COMPLIES
Outlets & Switches	Placement locations of electrical outlets: beside window, bottom of stairways, beside toilet, above external doors (outside and inside), on front face of kitchen counter, within proximity of control centre for smart home options.	TO BE LOOKED AT DURING THE SP STAGE
	Upgrade to four-plex outlets in master bedroom, home office, garage, and recreation.	COMPLIES

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSTRUCTION COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
NO	DATE	ISSUE

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YAMAMOTO
ARCHITECTURE

202 - 33 East 8th Avenue
Vancouver, BC V5T 1R5
T - 604 731 1127 F - 604 731 1327

PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -
CONVERTIBLE UNIT
FLOOR PLANS

SCALE - 1/4"=1'-0"

DATE - DEC 16, 2020

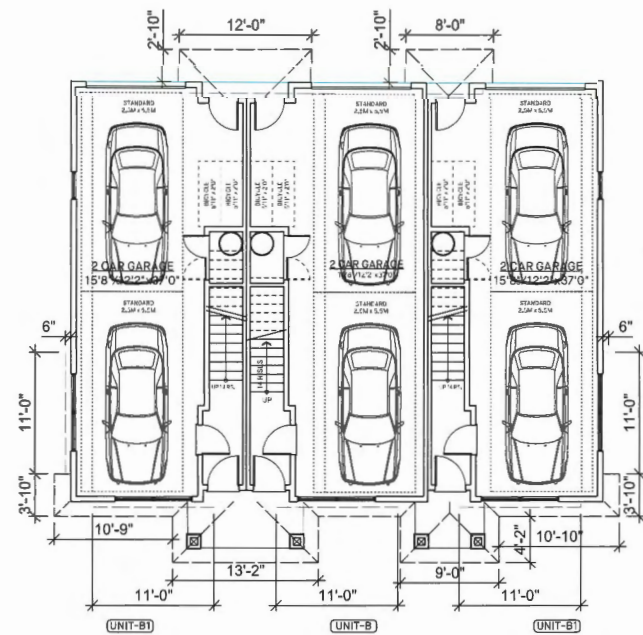
DRAWN - CW

CHECKED -

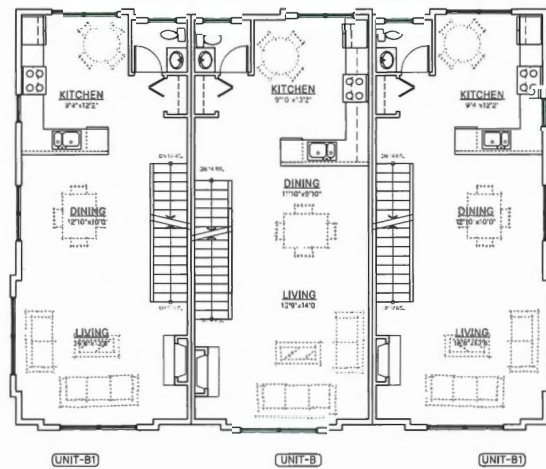
SHEET NO. -

A2.2

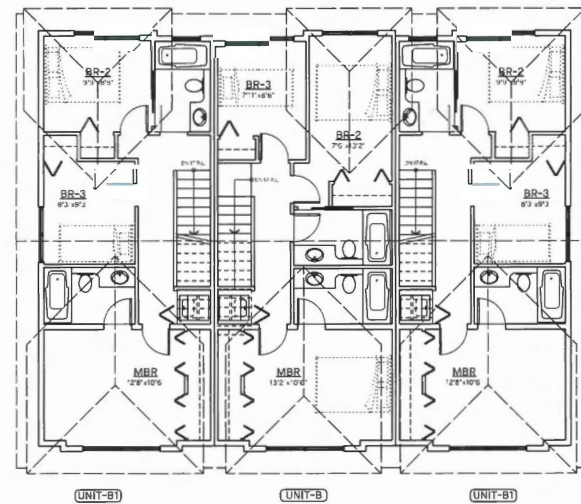
PROJ NO - 1509



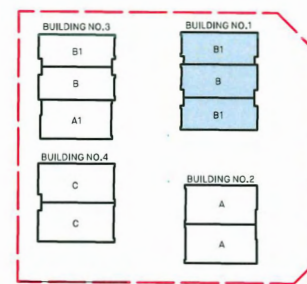
GROUND FLOOR PLAN
1/8" = 1'-0"



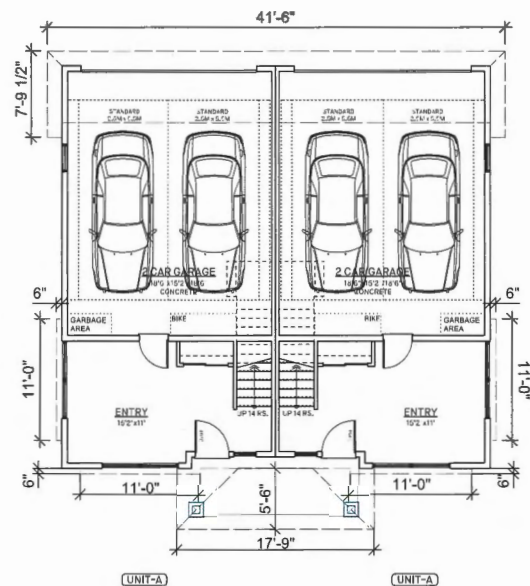
SECOND FLOOR PLAN
1/8" = 1'-0"



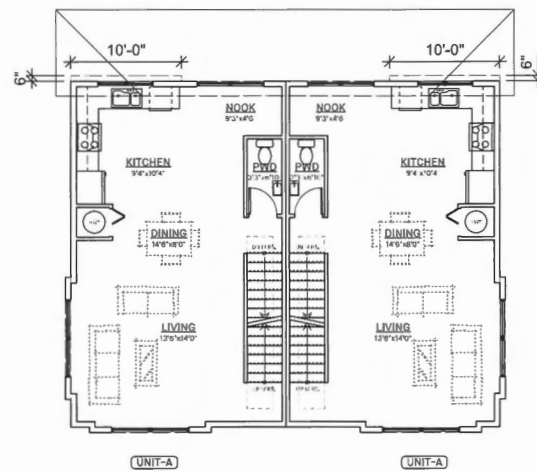
THIRD FLOOR PLAN
1/8" = 1'-0"



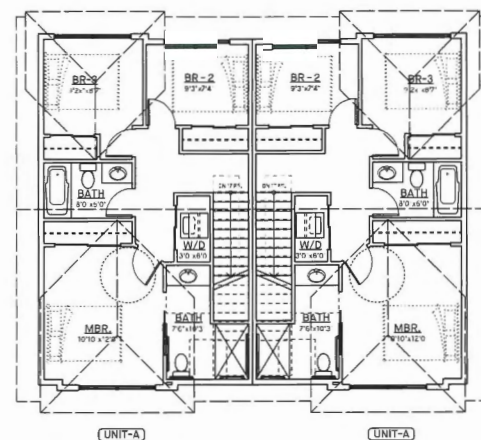
05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
NO -	DATE -	ISSUE -
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YAMAMOTO ARCHITECTURE - 202 - 33 East 8th Avenue Vancouver, BC V6T 1R5 T - 604 731 1127 F - 604 731 1327		
PROJECT - LINDSAY - 7117 Lindsay road Richmond, BC		
DRAWING TITLE - BUILDING NO.1 PLANS & ELEVATIONS		
SCALE - 1/8"=1'-0"	SHEET NO. -	
DATE - DEC 16, 2020	A3.1	
DRAWN - CW		
CHECKED -	PROJ NO - 1509	



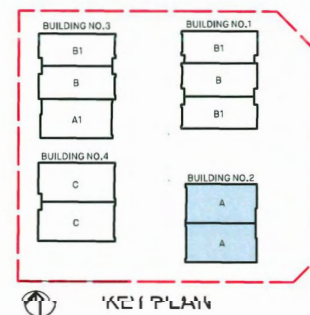
GROUND FLOOR PLAN
1/8" = 1'-0"



SECOND FLOOR PLAN
1/8" = 1'-0"



THIRD FLOOR PLAN
1/8" = 1'-0"



05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
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PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -
**BUILDING NO.2
PLANS & ELEVATIONS**

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

DATE - DEC 16, 2020

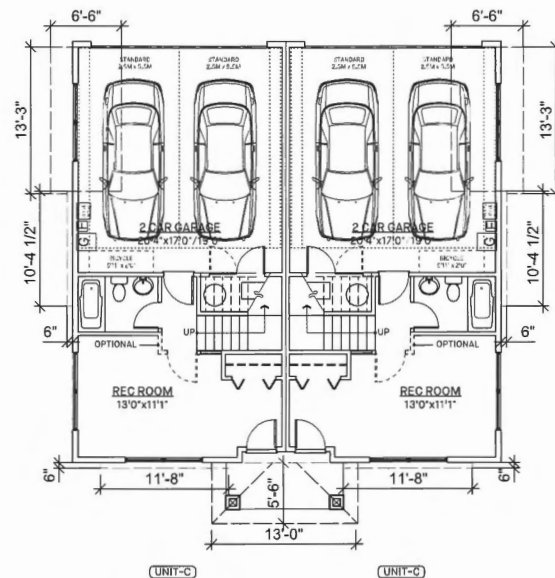
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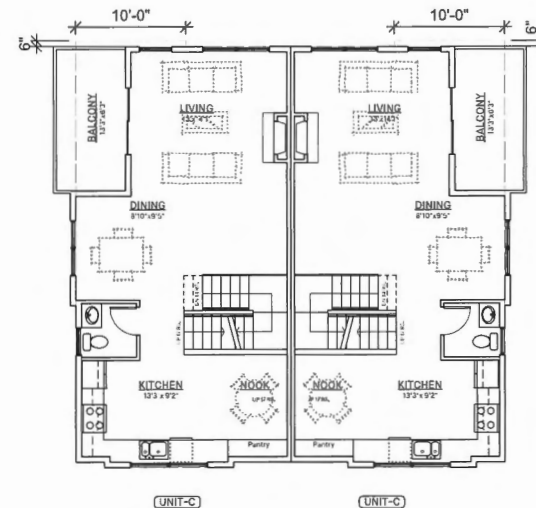
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A3.2

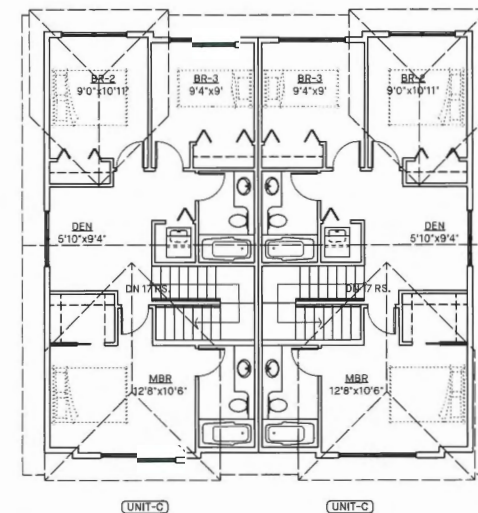
PROJ NO - 1509



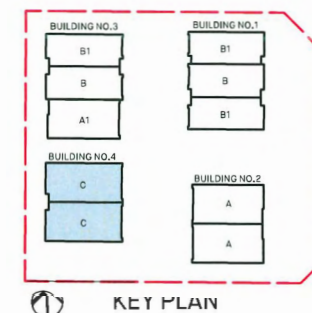
GROUND FLOOR PLAN
1/8" = 1'-0"



SECOND FLOOR PLAN
1/8" = 1'-0"



THIRD FLOOR PLAN
1/8" = 1'-0"



05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
NO --	DATE --	ISSUE --

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PROJECT --

LINDSAY
-

7117 Lindsay road
Richmond, BC

DRAWING TITLE --
BUILDING NO.4
PLANS & ELEVATIONS

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

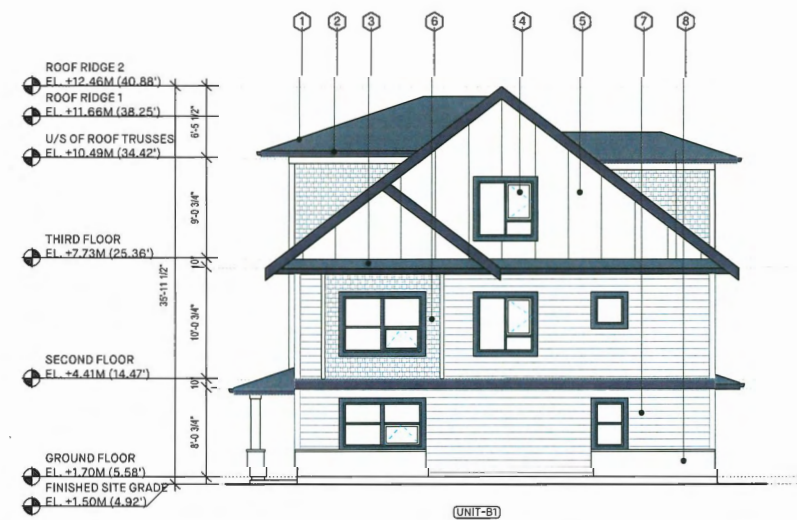
DATE -- DEC 16, 2020

DRAWN -- CW

CHECKED --

SHEET NO. --
A3.4

PROJ NO -- 1509



MATERIAL IMAGES:



CHARCOAL GRAY



MATTE BLACK



PORTICO WHITE

MATERIAL LEGEND:

- 1 ASPHALT SHINGLE ROOF - CHARCOAL
- 2 METAL GUTTER AND DOWNSPOUT - MAKIN METALS - MATTE BLACK
- 3 P.T. WOOD WIN./DOOR TRIM, FASCIA, HORIZ. BAND - PAINTED - MATTE BLACK
- 4 DOUBLE GLAZED VINYL FRAMED WINDOW / PATIO
- 5 BOARD & BATTEN SIDING - JM DREAM COLLECTION 'PORTICO WHITE'
- 6 SHINGLE SIDING - JM DREAM COLLECTION 'PORTICO WHITE'
- 7 HORIZONTAL SIDING - JM DREAM COLLECTION 'PORTICO WHITE'
- 8 FLAGSTONE UPTO WINDOW SILL
- 9 METAL GARAGE DOOR W/ FROSTED GLASS
- 10 ENTRY # STEEL PLAQUE - UNIT NUMBER

DP 20-921387
July 4, 2022
Plan # 8

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
NO	DATE	ISSUE

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PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -
ELEVATIONS - BUILDING NO.1
PLANS & ELEVATIONS

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

DATE - DEC 16, 2020

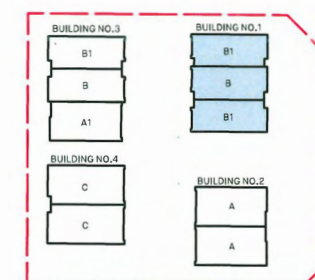
DRAWN - CW

CHECKED -

SHEET NO. -

A4.1

PROJ NO - 1509

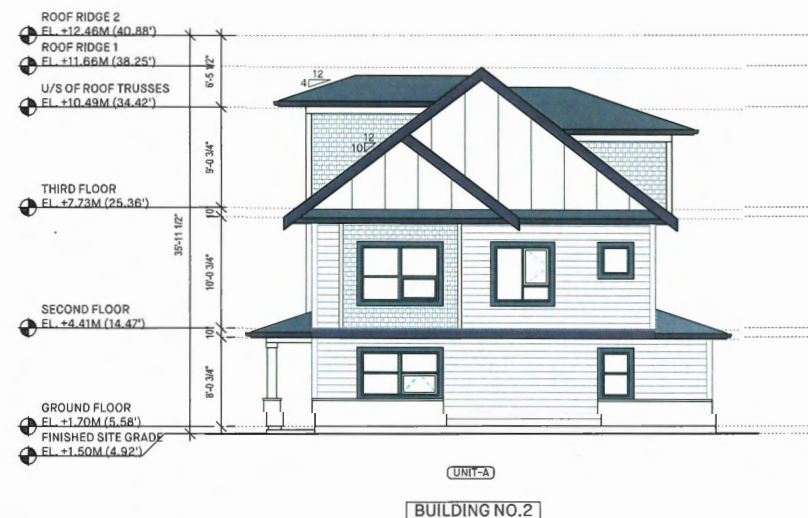


KEY PLAN



WEST ELEVATION

1/8" = 1'-0"



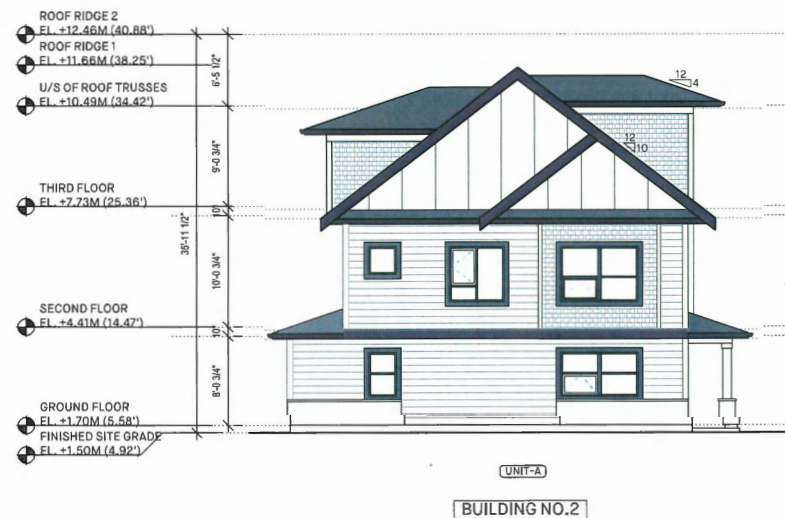
SOUTH ELEVATION

1/8" = 1'-0"



EAST ELEVATION

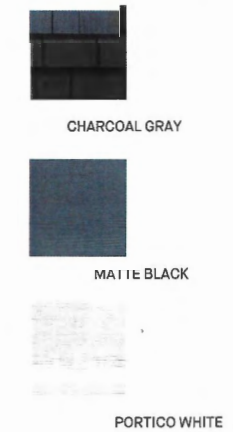
1/8" = 1'-0"



NORTH ELEVATION

1/8" = 1'-0"

MATERIAL IMAGES:



MATERIAL LEGEND:

- ① ASPHALT SHINGLE ROOF - CHARCOAL
- ② METAL GUTTER AND DOWNSPOUT - MAKIN METALS - MATTE BLACK
- ③ P.T. WOOD WIN./DOOR TRIM, FASCIA, HORIZ. BAND - PAINTED - MATTE BLACK
- ④ DOUBLE GLAZED VINYL FRAMED WINDOW / PATIO
- ⑤ BOARD & BATTEN SIDING - JM DREAM COLLECTION 'PORTICO WHITE'
- ⑥ SHINGLE SIDING - JM DREAM COLLECTION 'PORTICO WHITE'
- ⑦ HORIZONTAL SIDING - JM DREAM COLLECTION 'PORTICO WHITE'
- ⑧ FLAGSTONE UP TO WINDOW SILL
- ⑨ METAL GARAGE DOOR W/ FROSTED GLASS
- ⑩ ENTRY # STEEL PLAQUE - UNIT NUMBER

DP 20-921387
July 4, 2022
Plan # 9

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
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PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -
ELEVATIONS - BUILDING NO. 2
PLANS & ELEVATIONS

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

DATE - DEC 16, 2020

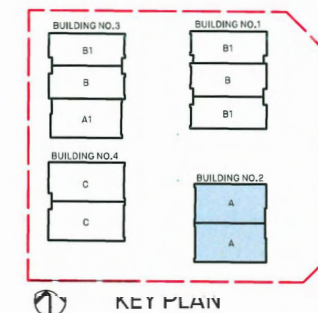
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SHEET NO. -

A4.2

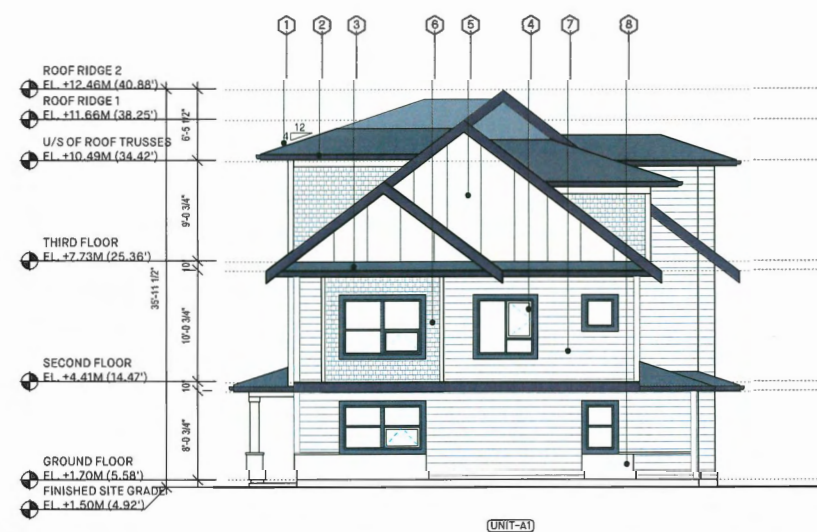
PROJ NO - 1509





WEST ELEVATION

1/8" = 1'-0"



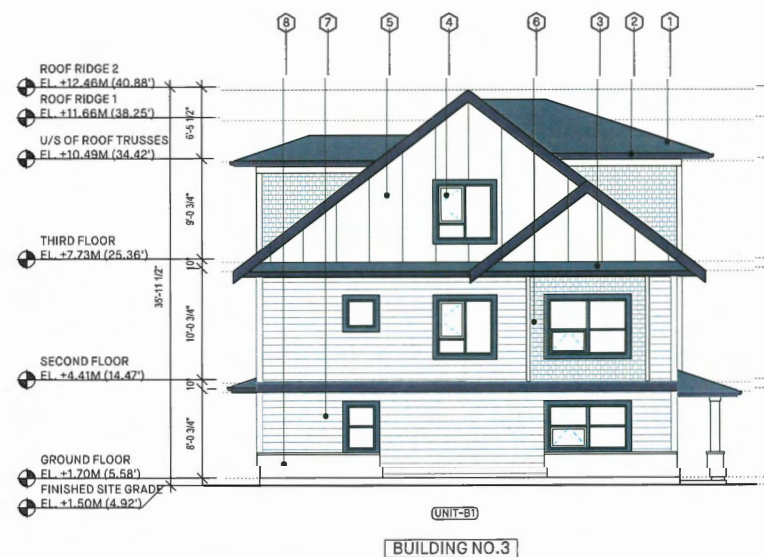
SOUTH ELEVATION

1/8" = 1'-0"



EAST ELEVATION

1/8" = 1'-0"



NORTH ELEVATION

1/8" = 1'-0"

MATERIAL IMAGES:



CHARCOAL GRAY



MATTE BLACK



PORTICO WHITE

MATERIAL LEGEND:

- ① ASPHALT SHINGLE ROOF - CHARCOAL
- ② METAL GUTTER AND DOWNSPOUT - MAKIN METALS - MATTE BLACK
- ③ P.T. WOOD WIN./DOOR TRIM, FASCIA, HORIZ. BAND - PAINTED - MATTE BLACK
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- ⑦ HORIZONTAL SIDING - JM DREAM COLLECTION "PORTICO WHITE"
- ⑧ FLAGSTONE UPTO WINDOW SILL
- ⑨ METAL GARAGE DOOR W/ FROSTED GLASS
- ⑩ ENTRY # STEEL PLAQUE - UNIT NUMBER

DP 20-921387
July 4, 2022
Plan # 10

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
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PROJECT --

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE --
ELEVATIONS - BUILDING NO.3
PLANS & ELEVATIONS

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

DATE -- DEC 16, 2020

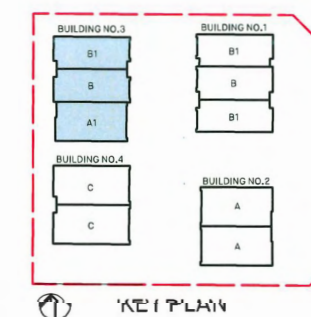
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CHECKED --

SHEET NO. --

A4.3

PROJ NO -- 1509



KEY PLAN



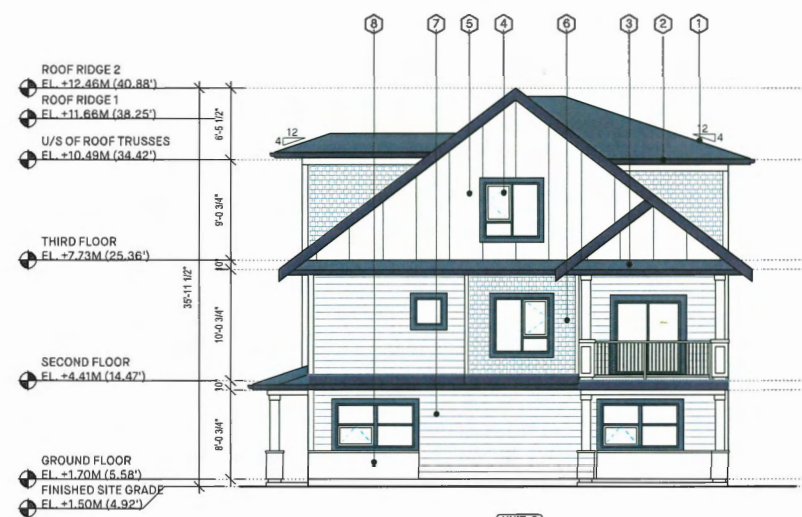
WEST ELEVATION

1/8" = 1'-0"



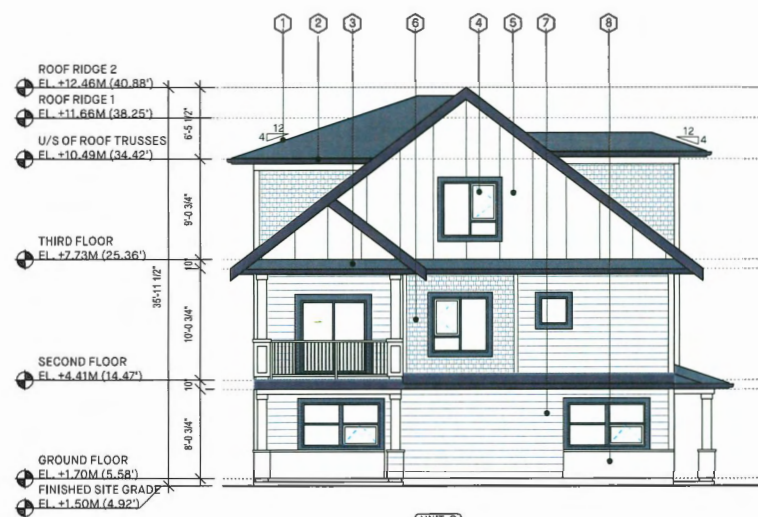
EAST ELEVATION

1/8" = 1'-0"



SOUTH ELEVATION

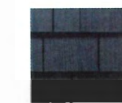
1/8" = 1'-0"



NORTH ELEVATION

1/8" = 1'-0"

MATERIAL IMAGES:



CHARCOAL GRAY



MATTE BLACK



PORTICO WHITE

MATERIAL LEGEND:

- ① ASPHALT SHINGLE ROOF - CHARCOAL
- ② METAL GUTTER AND DOWNSPOUT - MAKIN METALS - MATTE BLACK
- ③ P.T. WOOD WIN./DOOR TRIM, FASCIA, HORIZ. BAND - PAINTED - MATTE BLACK
- ④ DOUBLE GLAZED VINYL FRAMED WINDOW / PATIO
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- ⑥ SHINGLE SIDING - JM DREAM COLLECTION "PORTICO WHITE"
- ⑦ HORIZONTAL SIDING - JM DREAM COLLECTION "PORTICO WHITE"
- ⑧ FLAGSTONE UP TO WINDOW SILL
- ⑨ METAL GARAGE DOOR W/ FROSTED GLASS
- ⑩ ENTRY # STEEL PLAQUE - UNIT NUMBER

DP 20-921387
July 4, 2022
Plan # 11

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 08, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 08, 2021	DP RESUBMISSION
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PROJECT --

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE --

ELEVATIONS - BUILDING NO.4
PLANS & ELEVATIONS

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

DATE -- DEC 16, 2020

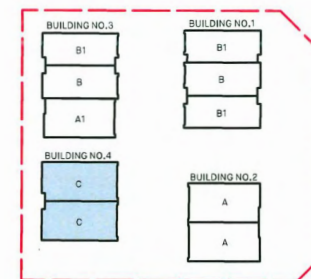
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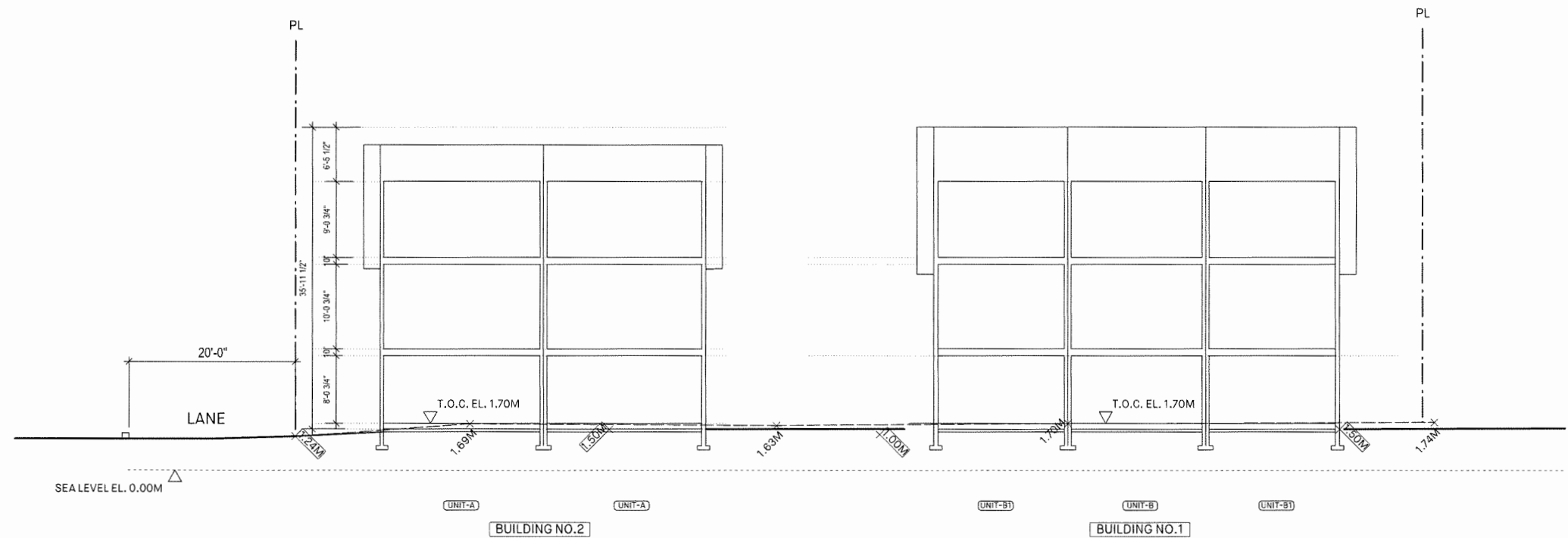
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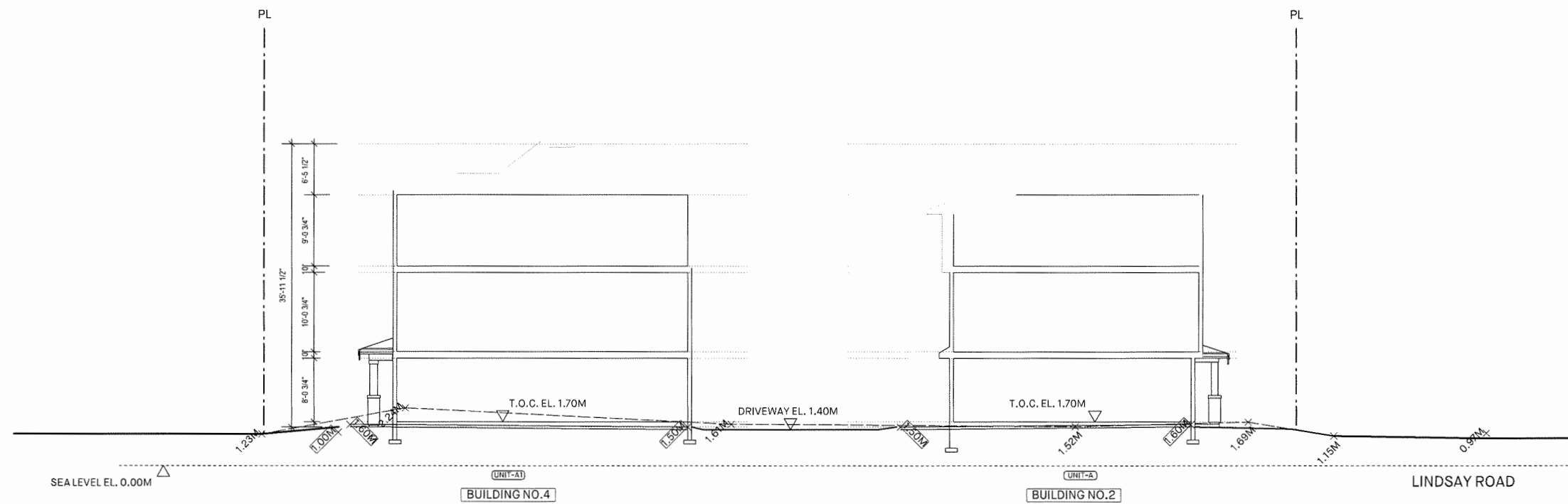
PROJ NO -- 1509



KEY PLAN



SITE SECTION - A
SCALE: 1/8"=1'-0"



SITE SECTION - B
SCALE: 1/8"=1'-0"

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
NO	DATE	ISSUE

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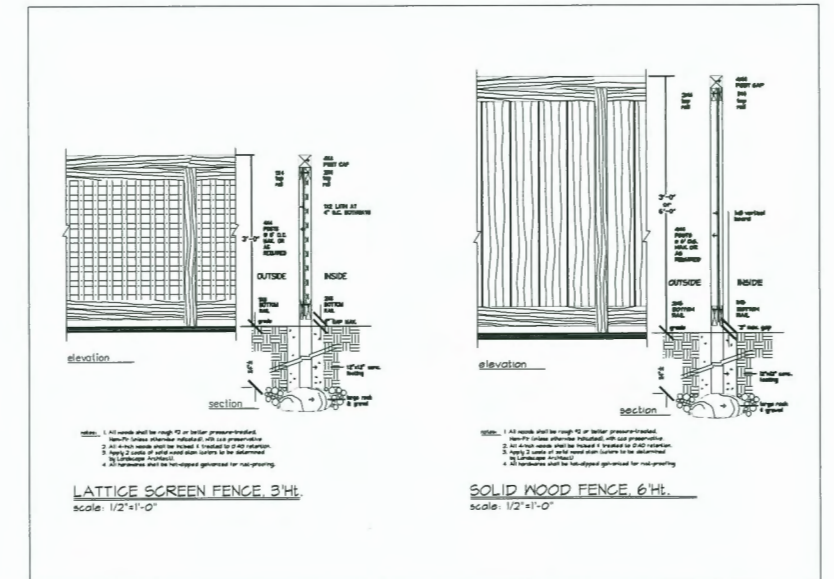
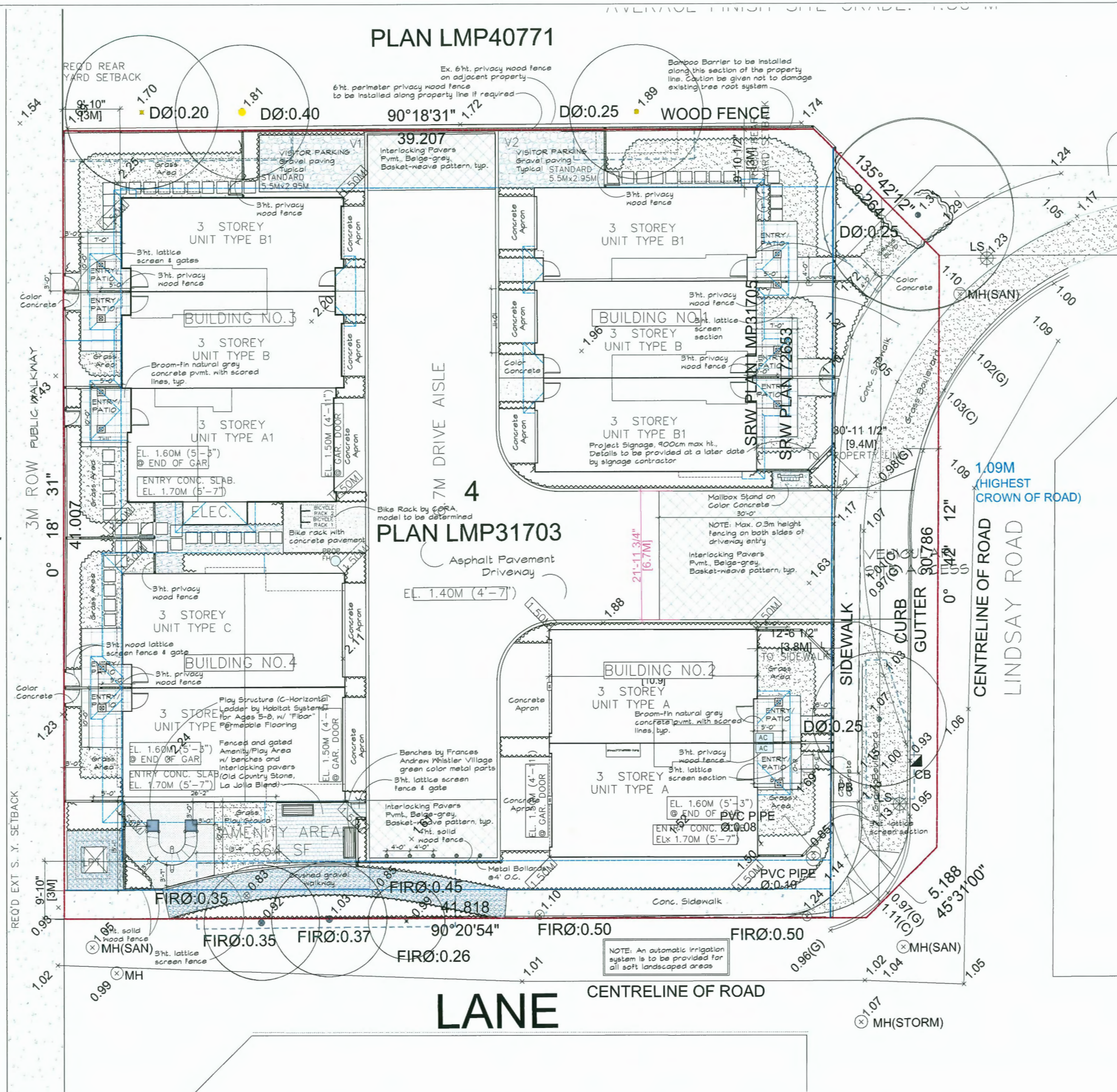
PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -
SITE SECTIONS

SCALE - 1/8"=1'-0"	SHEET NO. -
DATE - DEC 16, 2020	A5.1
DRAWN - CW	
CHECKED -	PROJ NO - 1509



#2	2023-06-24	Overall revision per Arch. site plan to Children Play Area, Visitor parking, Pkwt specified, addition of bike rack, planting and plant list.
#1	2022-02-16	Complete overall revision to match arch. new site plan, plant list.
NO.	DATE	REVISIONS

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PROJECT

TOWNHOUSE DEVELOPMENT

7117 Lindsay Road
Richmond, B.C.

Yamamoto
Architecture Inc.

386 oak street, van., b.c.
V6H 4J1 tel: 604-731-1127 fax: 604-731-1327

DRAWING TITLE

Nothing free

LANDSCAPE

SITE PLAN

[illegible]

and Details

SCALE 1/8" = 1' - 0"	SHEET NO.
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DATE 11

August 2021 L1

DRAWN M.C. OFB

M.S.	OF 5
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CHECKED	FML	PROJ. NO.	210803.YAM
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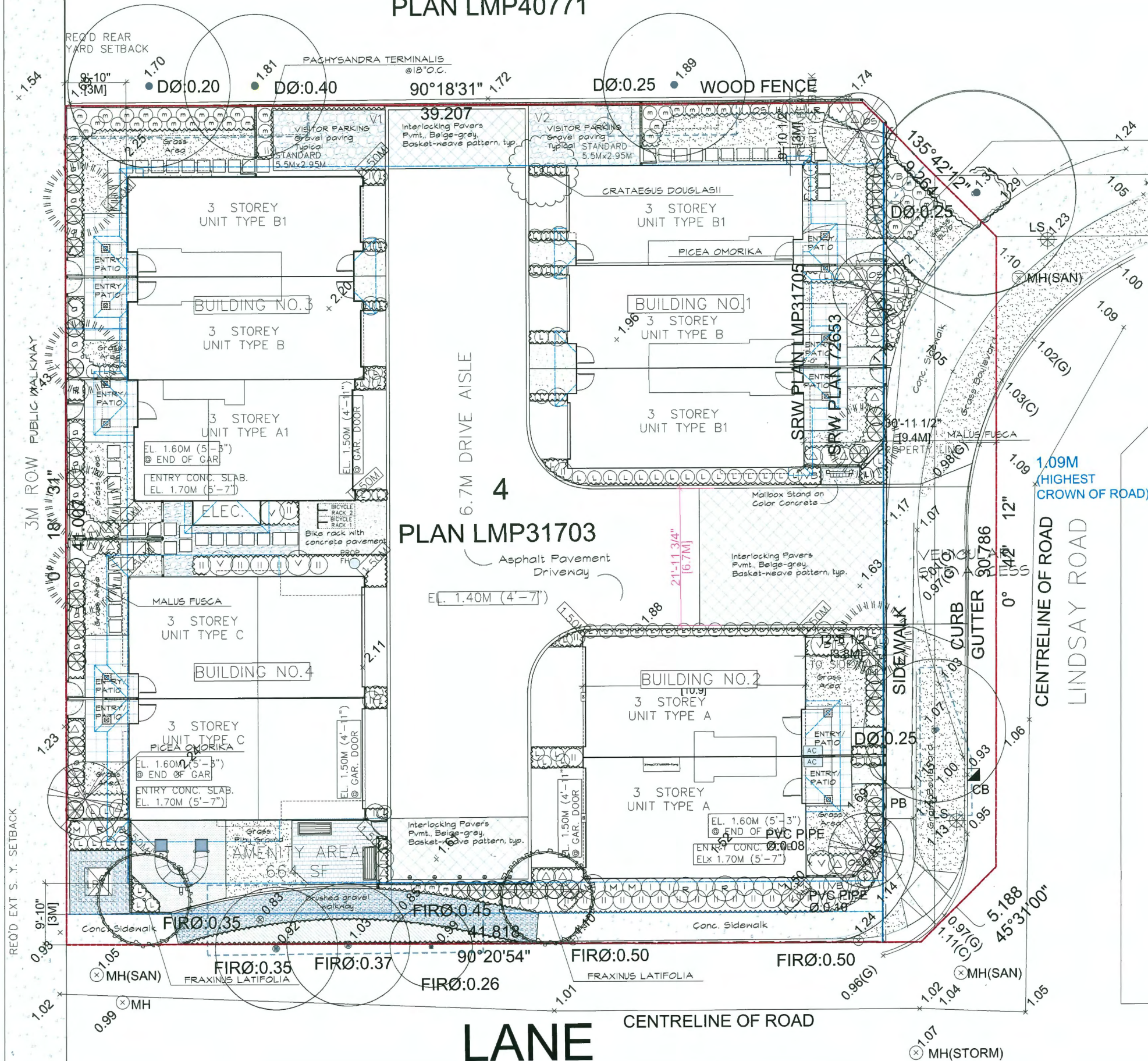
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FRED LIU & ASSOCIATES, INC. 
BCSLA CSLA ASLA
2080 Scarborough Avenue Vancouver BC V5P 2L3
Email: landarch3000@gmail.com TEL: (604) 327-7541

SCALE 1/8" = 1' - 0"	SHEET NO. L1 OF 3
DATE August 2021	
DRAWN M.S.	
CHECKED FML	PROJ. NO. 210883.YAM

A
PLAN LMP40771
AVERAGE FINISH SITE GRADE: 1.50 M



PLANT LIST					Project No. 210803.YAM Updated @2022-06-29	
KEY	QTY.	BOTANICAL NAME	COMMON NAME	PLANTED SIZE		
1	1	CRATAEGUS DOUGLASII	Black Hawthorn	B&B 6cm cal., 1.75m std.		
2	2	FRAXINUS LATIFOLIA (Replacement Trees)	Oregon Ash	B&B 11cm cal., 1.8m std.		
6	6	MALUS FUSCA (Replacement Trees)	Pacific Crabapple	B&B 8cm & 11cm cal., 1.8m std.		
4	4	PICEA OMORIKA	Serbian Spruce	B&B 3.0m ht.		
a	14	ABELIA EDWARD GOUCHER	Dwarf Abelia	#2 pot 40cm ht.		
Allowed	20	CLEMATIS MONTANA RUBENS	Large Flower Clematis	#1 pot skid Heavy		
Not Shown	2	EUONYMUS ALATA COMPACTA	Dwarf Burning Bush	#3 pot 50cm ht. Bushy		
H	2	HYDRANGEA ASPERA	Aspera Hydrangea	#5 pot 60cm ht. Bushy		
L	100	LAVENDULA SPICA MUNSTEAD	English Lavender	#2 pot 35cm ht.		
IL	40	LEUCOTHOE AXILLARIS	Leucothoe	#3 pot 40cm ht./spd.		
M	5	MAHONIA AQUIFOLIUM	Oregon Grape	#3 pot 50cm ht. Bushy		
m	40	MAHONIA NERVOSA	Dwarf Mahonia	#1 pot 30cm ht. Heavy		
OS	5	OSMAREA BURKWOODII	Burkwood Osmarea	#5 pot 60cm ht. Bushy		
	85	SAULTHERIA SHALLON	Salal	#1 pot Heavy		
Not Shown	12	POLYSTICHUM MUNITUM	Western Sword Fern	#1 pot 30cm ht. Heavy		
I	14	PRUNUS OTTO LUYKEN	Cherry Laurel	#3 pot 40cm ht. Bushy		
R	24	RHODODENDRON DWARF (Hyp. TBD)	Dwarf Rhododendron	#2 pot 35cm ht.		
Allowed	12	RHODODENDRON STD. (Hyp. TBD)	Standard Rhododendron	#3 pot 60cm ht.		
8	38	SPIRAEA BUMALDA GOLD FLAME	Gold Flame Spirea	#2 pot 35cm ht.		
VB	4	TAXUS MEDIA HICKSII	Hick's Yew	B&B 1.2m+ ht.		
V	17	VIBURNUM BODNANTENSE DAWN	Pink Dawn Viburnum	#5 pot 60cm ht. Bushy		
		VACCINIUM OVATUM	Evergreen Huckleberry	#5 pot 60cm ht. Bushy		

NOTE: **DUE TO THE TIGHT SPACES AROUND EACH UNIT, WE DO NOT CONSIDER APPROPRIATE TO INCLUDE CONIFEROUS TREES.

1. All plant materials shall meet or exceed BC SLA/BC LNA Standard.
2. All grass areas shall be sodded unless otherwise indicated.
3. "Hyp. TBD" denotes hybrids to be determined at the nursery during plant material inspection.
4. For all other requirements, see Landscape Specifications & Details on 8.5"x11" sheets. (Spec. is to be included for tendering & construction use.)

NO.	DATE	REVISIONS
#2	2022-06-24	Overall revision per Arch. site plan to Children Play Area, Visitor parking, Pmt. specified, addition of bike rack, planting and plant list.
#1	2022-02-10	Complete overall revision to match arch. new site plan plant list.

CONSULTANT

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PROJECT

TOWNHOUSE DEVELOPMENT

7117 Lindsay Road
Richmond, B.C.

Yamamoto
Architecture Inc.

2385 Oak Street, Van., B.C.
V6H 4J1 Tel: 604-731-1127 Fax: 604-731-1327

DRAWING TITLE

LANDSCAPE
PLANTING PLAN
& PLANT LIST

SCALE 1/8" = 1' - 0"

DATE AUGUST 2021

DRAWN M.S.

CHECKED PML

SHEET NO.

L2

OF 3

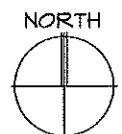
PROJ. NO. 210803.YAM

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FRED LIU & ASSOCIATES, INC.
BCSLA CSLA ASLA
2080 Scarborough Avenue Vancouver BC V5P 2L3
Email: landarch3000@gmail.com TEL: (604) 321-7541



FRED LIU & ASSOCIATES, INC. 
BCSLA CSLA ASLA
2080 Scarborough Avenue Vancouver BC V5P 2L9
Email: liudarch3000@gmail.com TEL: (604) 327-7541



PER LETTER OF ASSURANCE FOR ARBORIST SUPERVISION
ARBORIST SUPERVISION IS RECOMMENDED FOR,
BUT NOT LIMITED TO:

1. Prior to the start of construction, after tree protection fencing & mulch has been installed;
2. Prior to and/or at tree pruning for construction clearance of tree canopies. This should be prior to construction.
3. Prior to and/or at prep & installation of root aeration pipes (removal of debris, installation of aeration pipes, granular backfill, etc.) in TPZ for retained trees #5, 7 & 199;
4. At excavation of new foundation for Building 4;
5. Prior to any preparation for any paving (walkways or driveway) in the vicinity of TPZ for Trees #1, 5, 7, 10, 11 & 199;
6. Prior to landscaping portion of construction (this includes: installation of bamboo barrier along north propertyline, grading, installation of Amenity Area components if in or adjacent to TPZ);
7. Prior to any work, not currently identified, that is in ANY Tree Protection Zone (TPZ);
8. Post construction to document condition of trees and construction impacts;
9. Or whenever requested by Owner, Contractor, or City Staff.

TREE PROTECTION NOTES:

1. Verify elevations and dimensions prior to construction. Report discrepancies for clarification. Clarify requirements before construction as needed, and well in advance of site work.
2. Refer to written Arborist's Report and consult Project Arborist (Catherine Grey DBA Quercus Consulting) as required. Parks Dept Arborist must approve any changes to protection areas and work plans in or adjacent to tree protection areas.
3. All landscape work to conform to the *Canadian Landscape Standard* as a minimum.
4. All tree work to meet or exceed standards of the International Society of Arboriculture (ISA).
5. Dimension protection barriers as shown and follow technical guidelines as per City of Richmond. Tree protection barriers to be at least 1.2m in height and constructed of either snow fencing securely fastened to metal or wood stakes spaced no further than 1m apart, or plywood nailed to to wooden stakes, or other form of barrier satisfactory to the City Inspector.
6. Do not remove trees without City Permit. Do not prune City trees without permission. Do not prune any trees without prior approval and supervision of Project Arborist.
7. Mulch Tree Protection Zones as indicated on Plan with 3" Nutra-Mulch or 3" arborist chips (tree service) with no green or diseased matter.
8. Water retained trees in protection zones June 1 - September 30, every two weeks (twice a month) to a depth of 2", unless equal rainfall has occurred. Use soaker hoses or oscillating sprinkler. Avoid watering after 10am.
9. No storage of any kind and no dumping or clean out of stucco, paint or any other materials in any Tree Protection Zone (TPZ).
10. No work to be performed in any Tree Protection Zone (TPZ) without authorization and supervision by Project Arborist.
11. No utility trenching through any TPZ. Utility connections to be coordinated with Engineering Department and private utility companies. Report proposed conflicts, in advance of any work, to Project Arborist.
12. No irrigation trenching through any TPZ.
13. PROPERTY OWNER & CONTRACTORS MAY BE HELD FINANCIALLY & LEGALLY LIABLE FOR ANY DAMAGE TO TREES.

TREES: #1, 10, 11 & 12 are owned by 7088 Lynnwood (all to be retained).

TREES: #2, 5 & 200 are CoR owned (all to be retained).

TREES: #3, 198 & 7 are on propertyline, co-owned by CoR & 7117 Lindsay (#7 to be retained).

TREES: #199 & 9 are on 7117 Lindsay (both to be removed).

Catherine Grey
DBA Quercus Consulting
604.904.0302
CatherineGreyWork@gmail.com



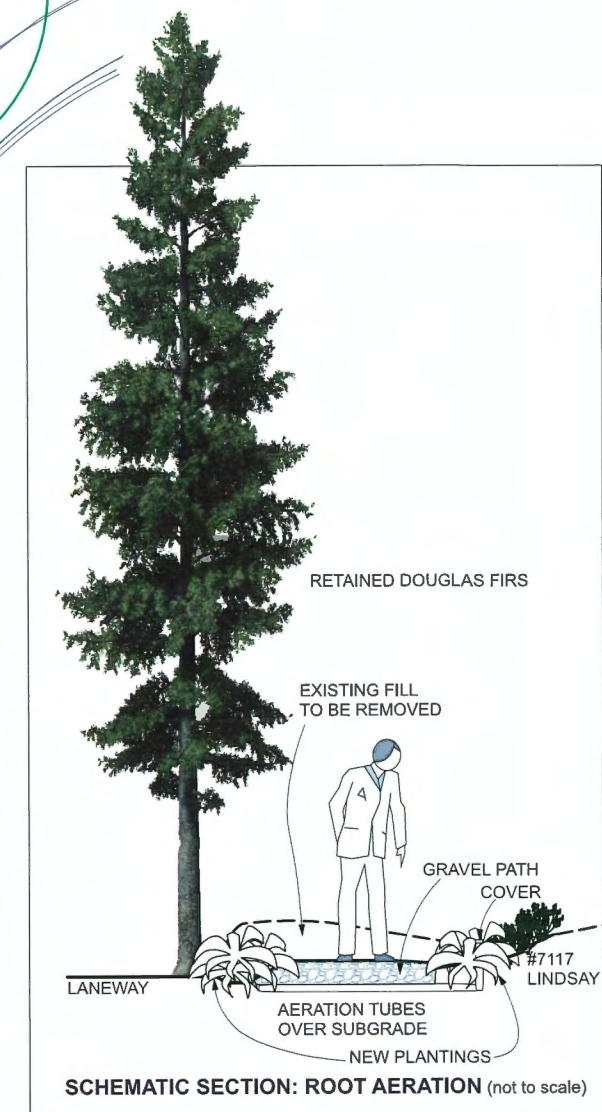
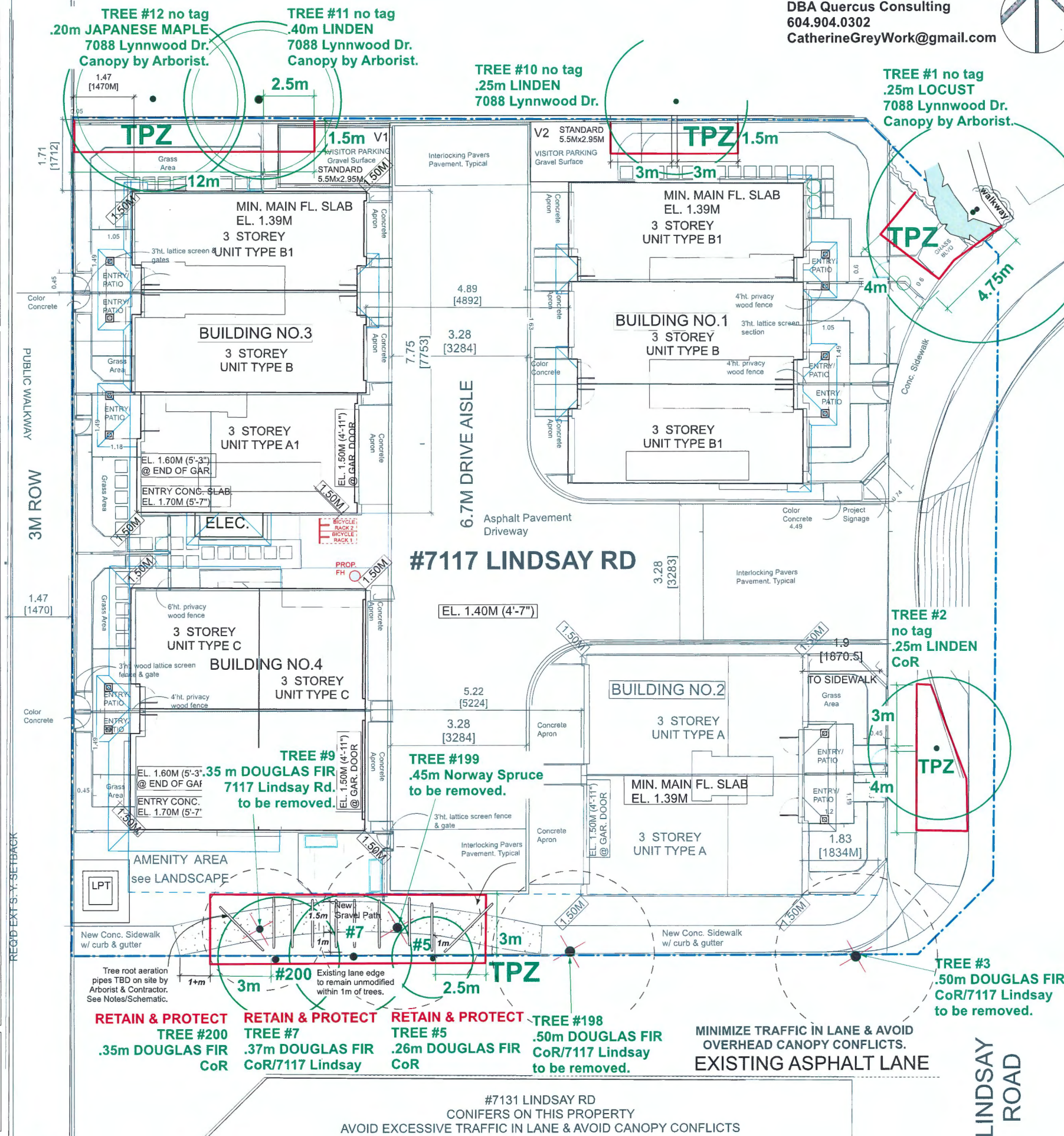
TREE MANAGEMENT PLAN

0 5 10 15m

AVERAGE EXIST. SITE GRADE: 1.40 M
AVERAGE FINISH SITE GRADE: 1.50 M
1.09M (HIGHEST CROWN OF ROAD)

Tree Protection Zone X Tree to be removed.

DP 20-921387
July 4, 2022
Plan # 17



TREE ROOT AERATION NOTES for Trees #200, 7, & 5. Under Project Arborist Supervision:

1. Remove green waste and loose debris by hand methods, down to established firm grade.
2. Install <10 75ø 320KPa perforated PVC aeration pipes, wrapped with filter fabric, on firm grade. Pipe layout by arborist with contractor.
3. Daylight pipe locations into planting or turf areas as determined on site. Daylights with c/w slotted drain covers.
4. Backfill with 19mm/3/4" clear gravel to 2 - 4" below finished path grade. Use filter fabric between layers. Do not machine tamp over aeration tubes.
5. Plant area between path and lane with native, drought tolerant groundcover, not turf.



1 7151
Lindsay Rd



2 7135&7131
Lindsay Rd



3 7115
Lindsay Rd



4 7088
Lindsay Rd



5 7088
Lindsay Rd



6 7140
Lindsay Rd



7 7140
Lindsay Rd



8 7131
Lindsay Rd



9 7115&7111
Lindsay Rd



10 7095&7091
Lindsay Rd

CONTEXT PLAN - PHOTOGRAPHS

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
NO	DATE	ISSUE

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YAMAMOTO
ARCHITECTURE

202 - 33 East 8th Avenue
Vancouver, BC V5T 1R5
T-604 731 1127 F-604 731 1327

PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -
CONTEXT PLAN & PHOTOGRAPHS

SCALE - AS NOTED

DATE - DEC 16, 2020

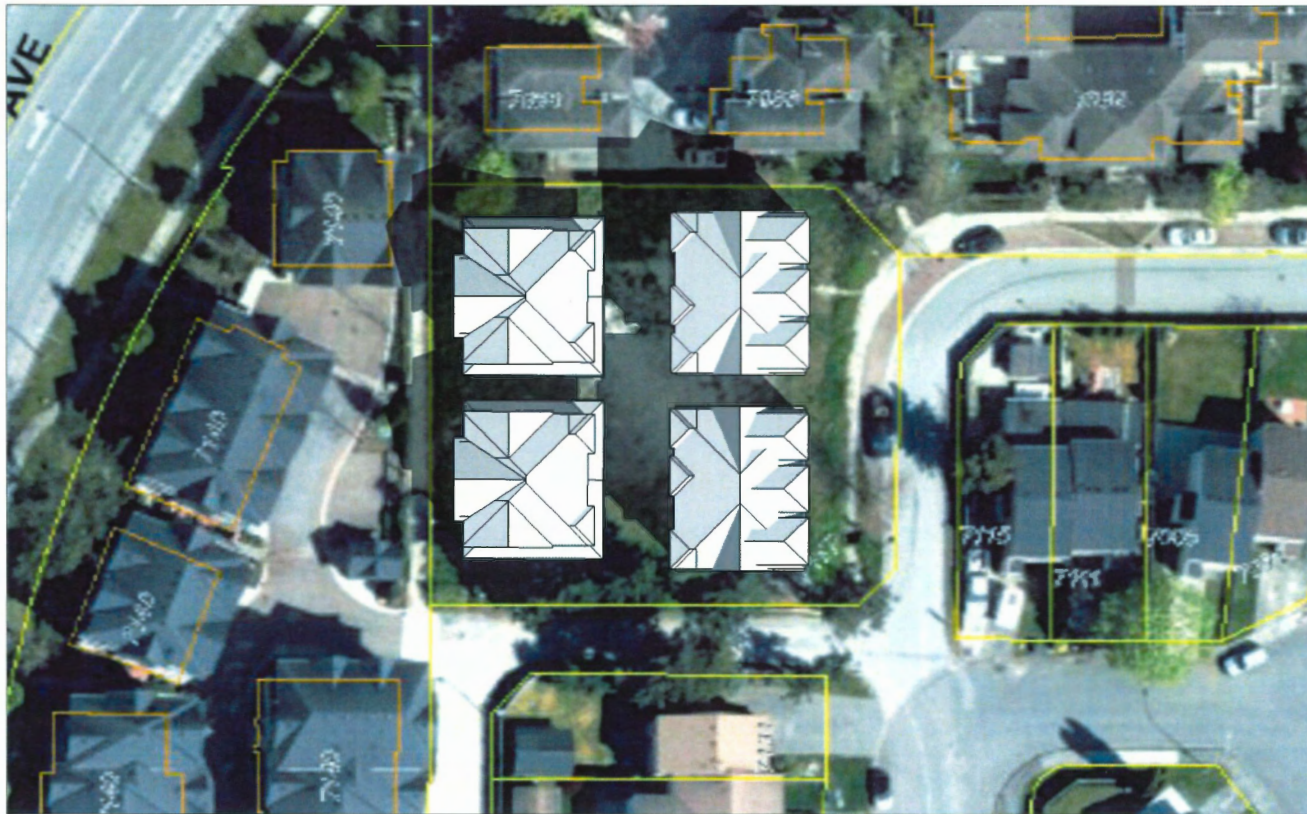
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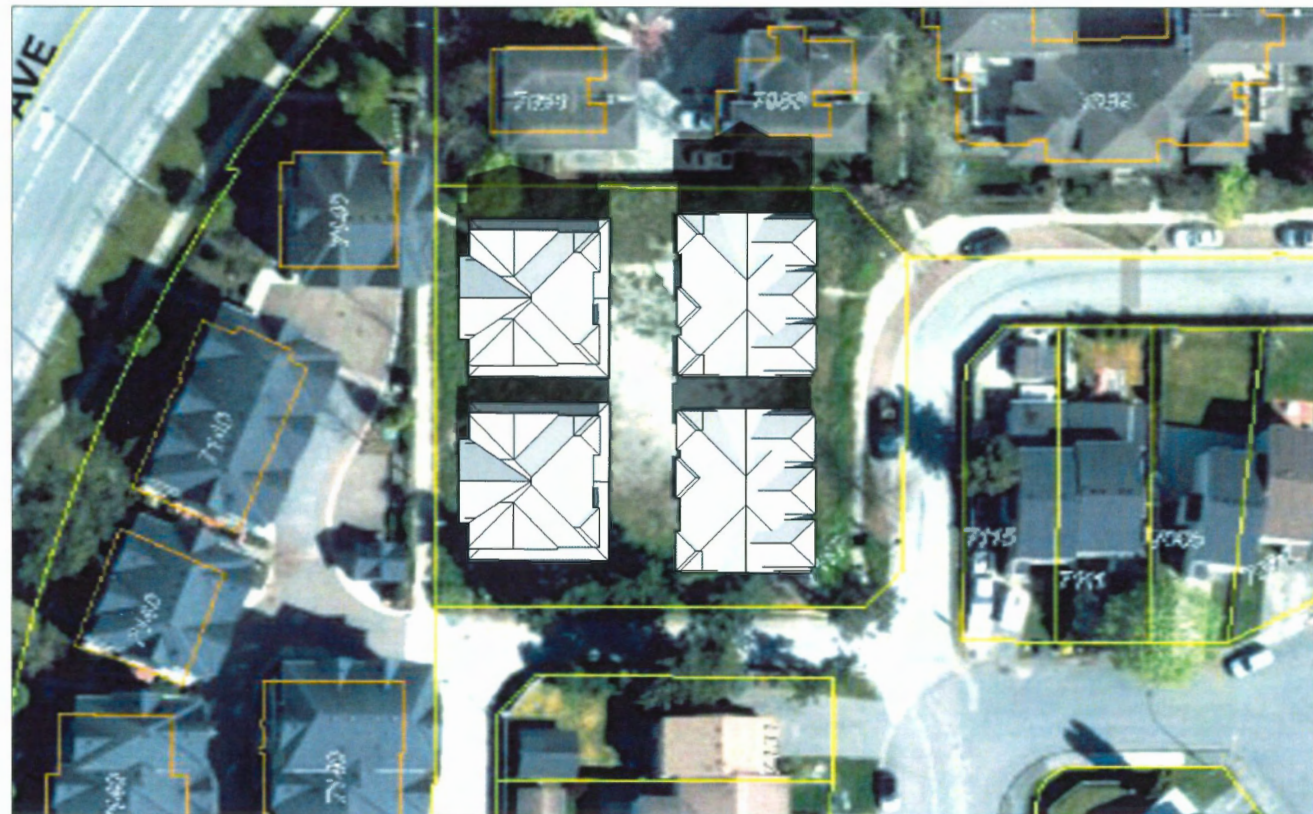
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A1.2

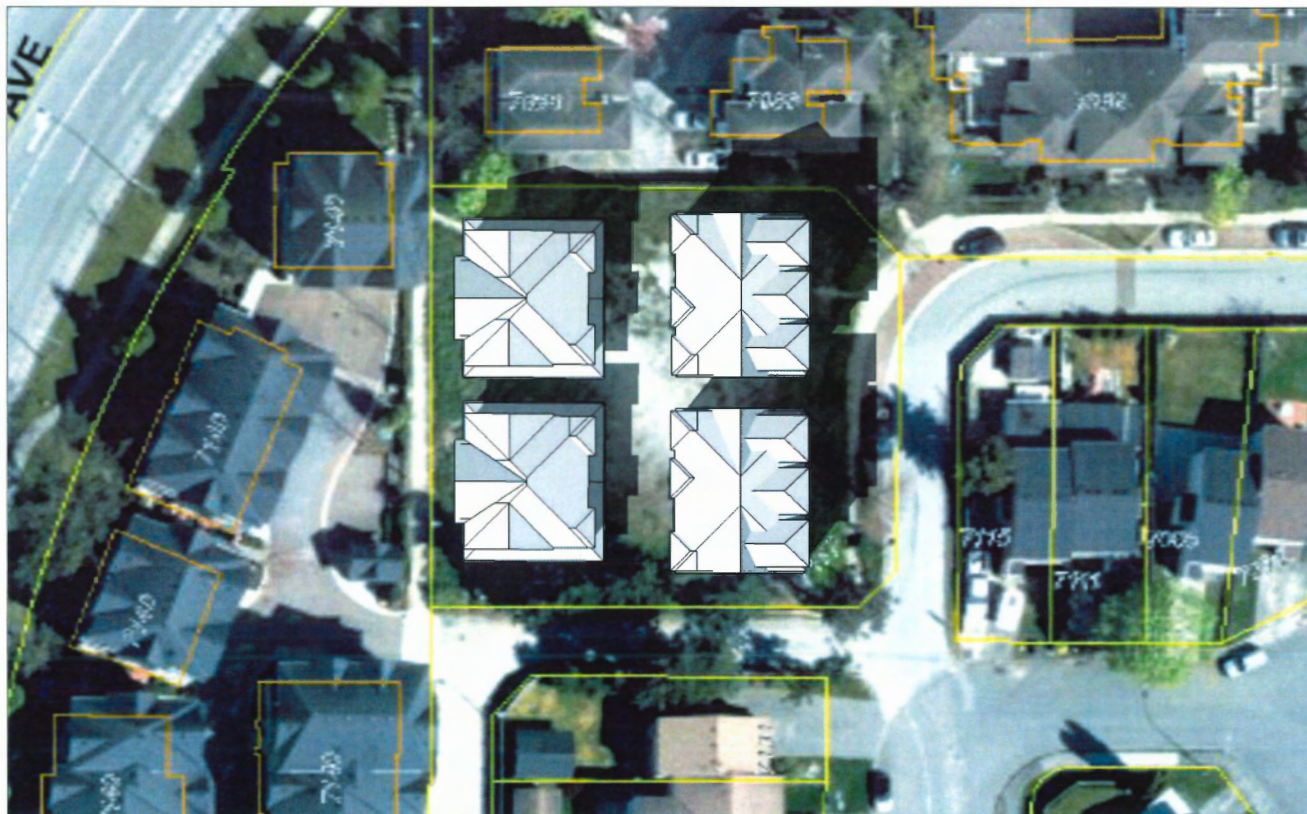
PROJ NO - 1509



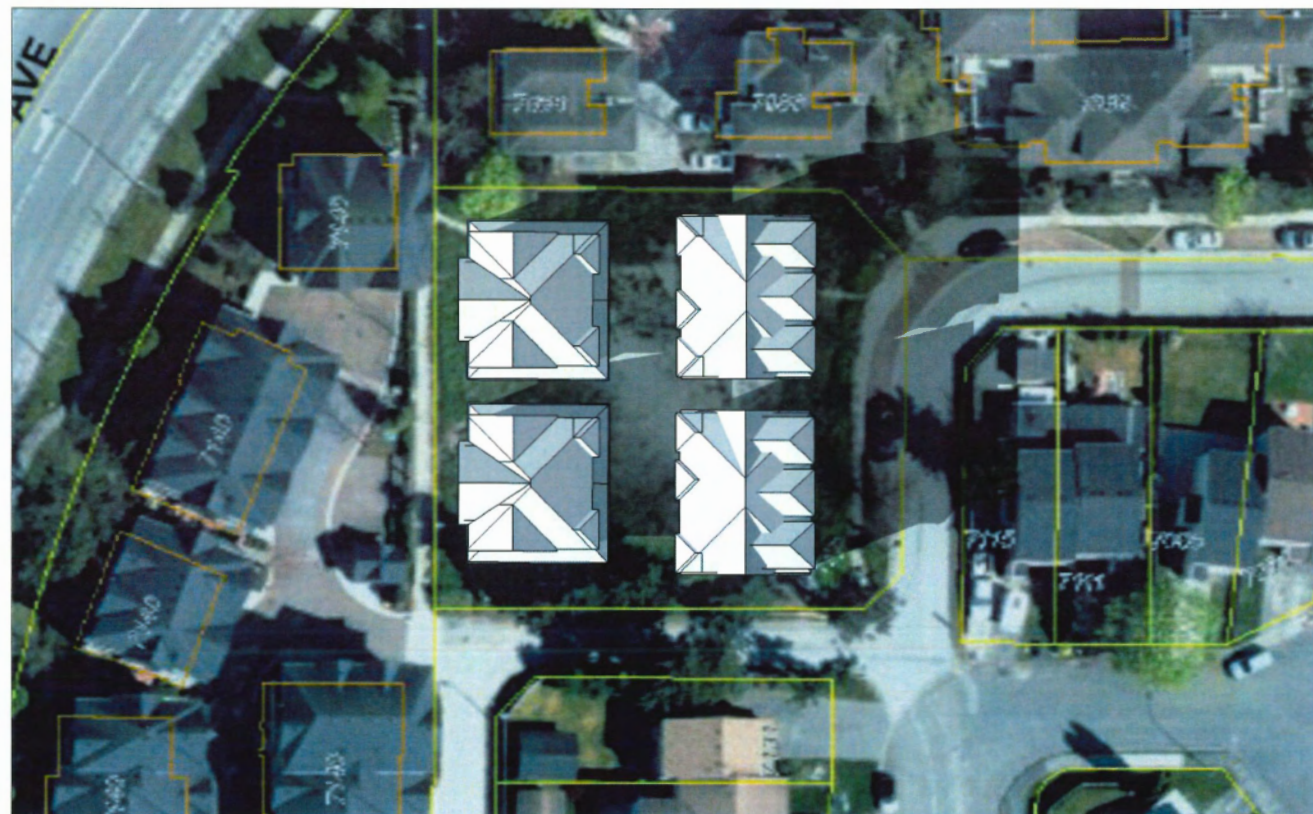
March 21 - 10am



March 21 - 12pm



March 21 - 2pm



March 21 - 4pm



DP 20-921387
July 4, 2022
Reference Plan

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
NO	DATE	ISSUE

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ARCHITECTURE**

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Vancouver, BC V5T 1R5
T - 604 731 1127 F - 604 731 1327

PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -
SHADOW ANALYSIS

SCALE - AS NOTED

DATE - DEC 16, 2020

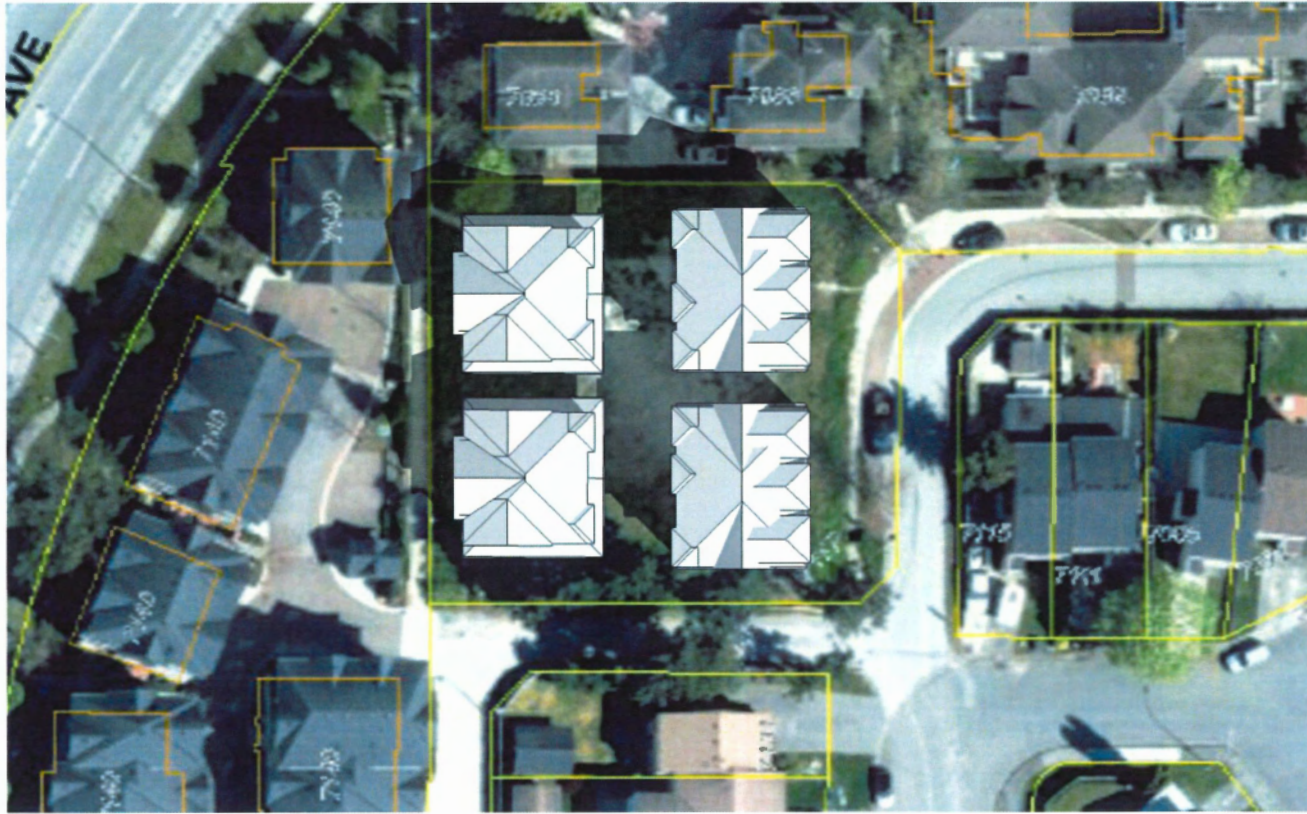
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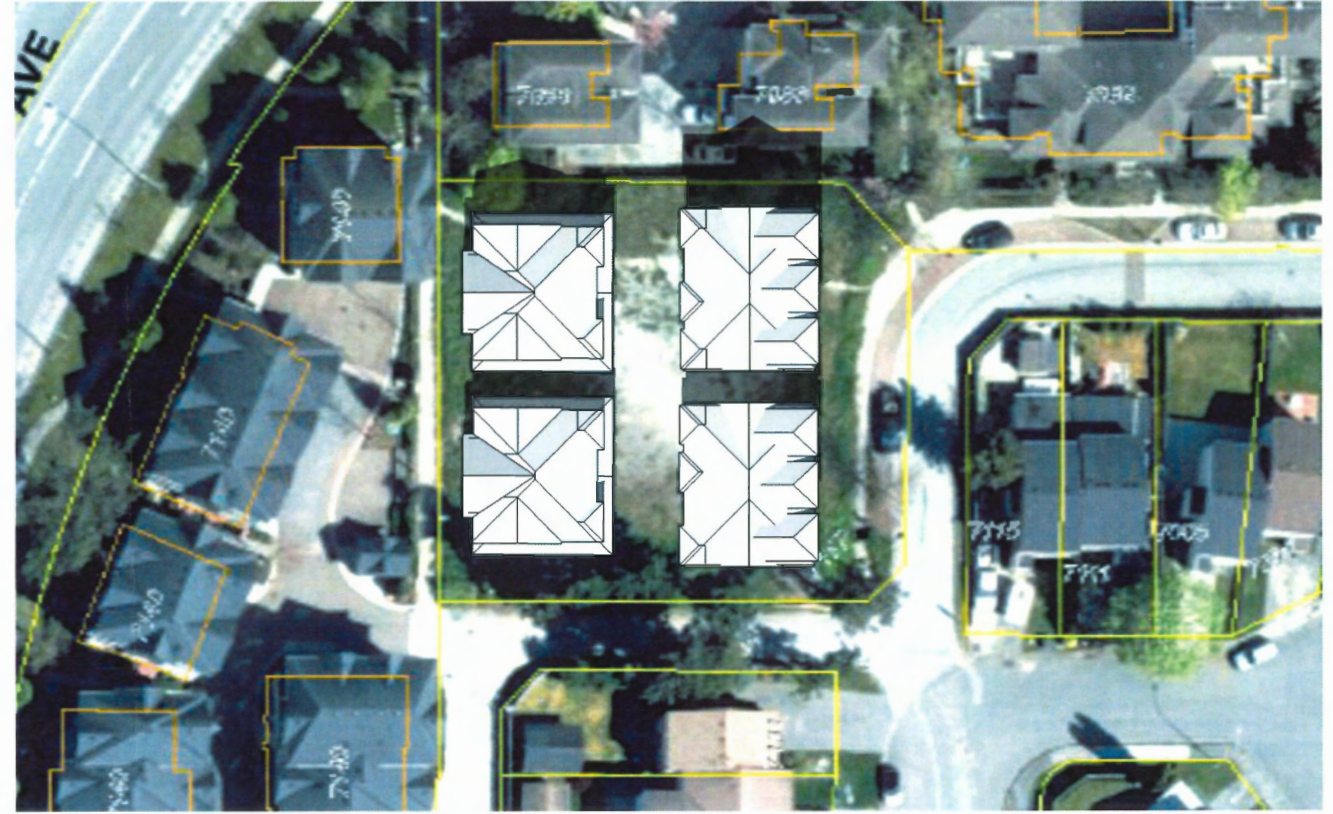
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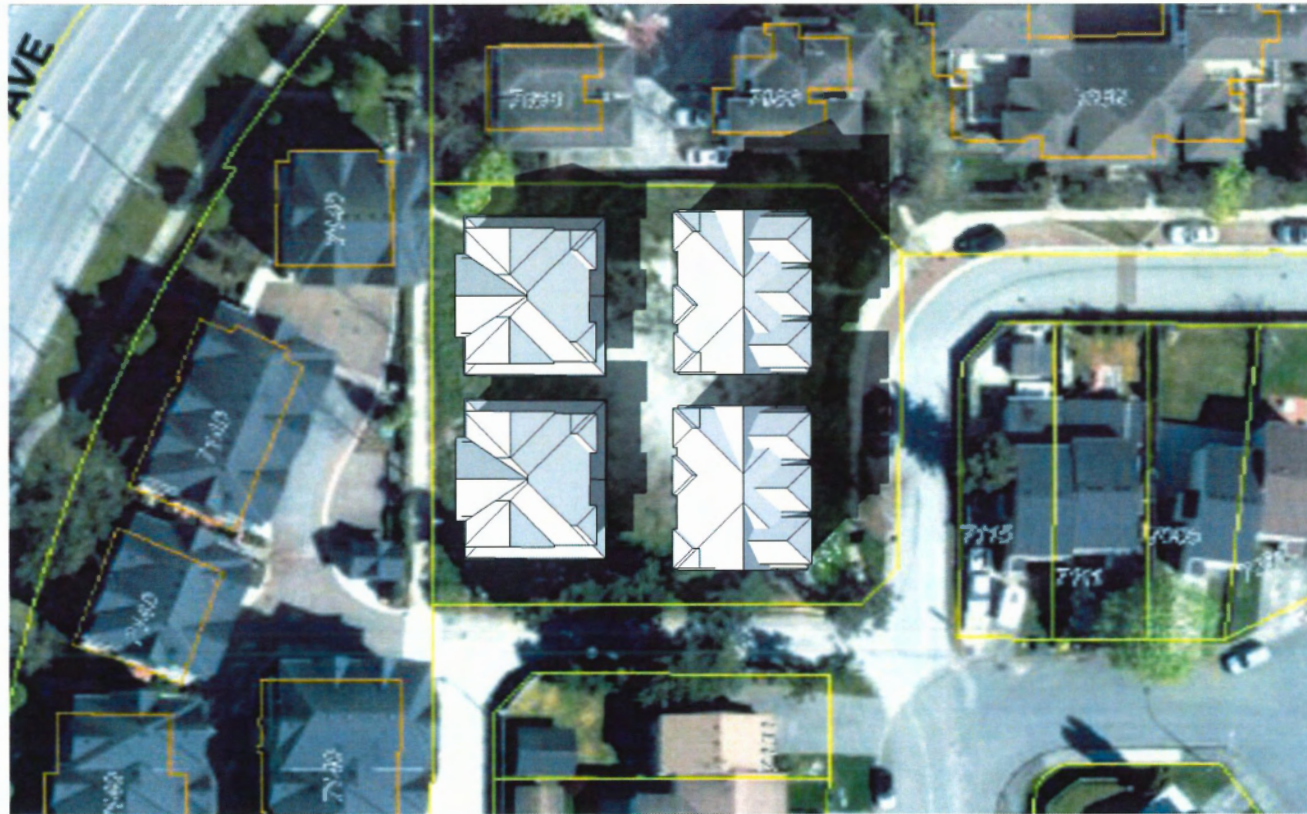
PROJ NO - 1509



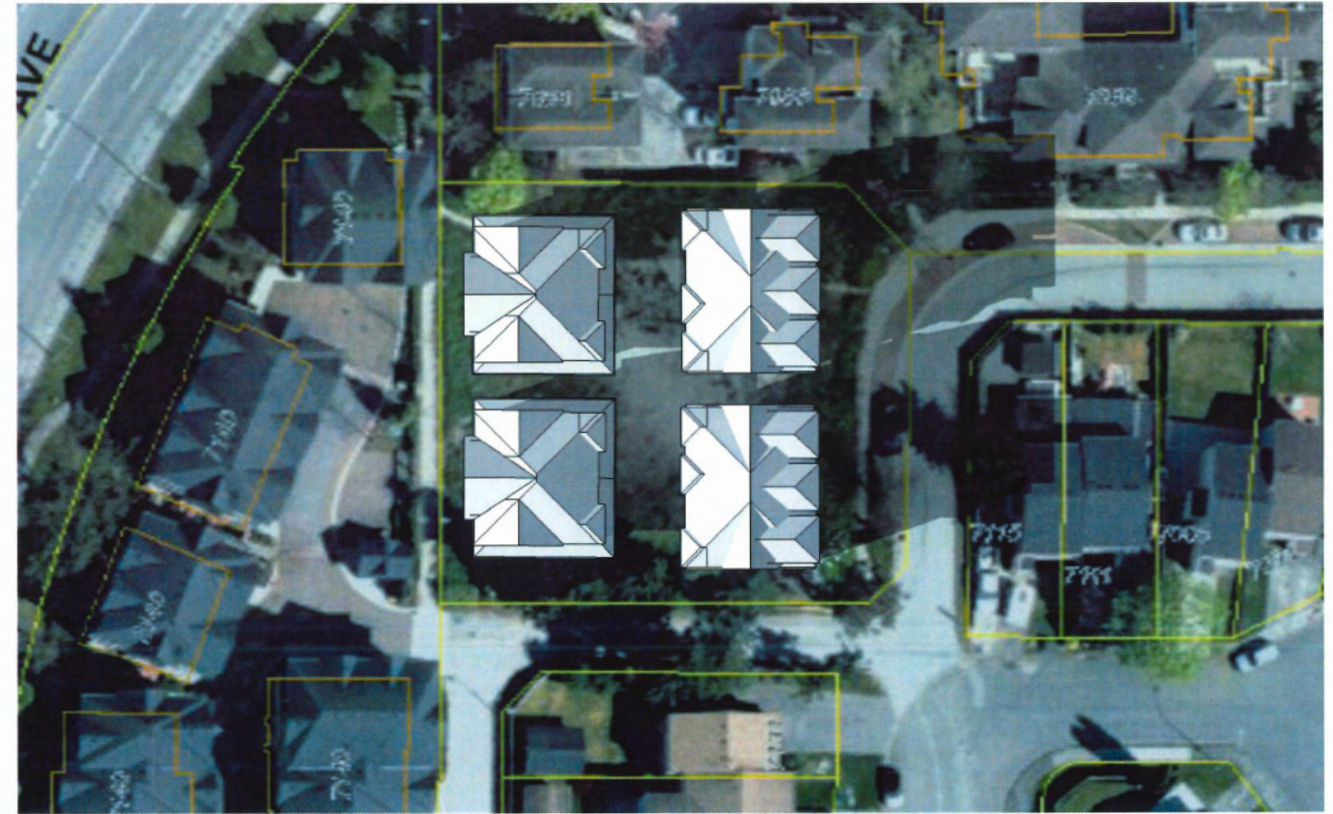
September 21 - 10am



September 21 - 12pm



September 21 - 2pm



September 21 - 4pm



DP 20-921387
July 4, 2022
Reference Plan

05	JUN 24, 2022	DP RESUBMISSION
04	JUN 09, 2022	CONSULTANT COORDINATION
03	MAR 03, 2022	DP RESUBMISSION
02	SEP 28, 2021	DP RESUBMISSION
01	DEC 15, 2020	ISSUE FOR DEVELOPMENT PERMIT
NO	DATE	ISSUE

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Vancouver, BC V5T 1R5
T - 604 731 1127 F - 604 731 1327

PROJECT -

LINDSAY

7117 Lindsay road
Richmond, BC

DRAWING TITLE -

SHADOW ANALYSIS

SCALE - AS NOTED

DATE - DEC 16, 2020

DRAWN - CW

CHECKED -

SHEET NO. -

A1.4

PROJ. NO - 1509

To Development Permt Panel	
Date:	<u>JULY 11, 2022</u>
Item #	<u>1</u>
Re:	<u>DP 20-921387</u>

From: Badyal,Sara
Sent: July 11, 2022 8:46 AM
To: Badyal,Sara
Subject: 7117 Lindsay Road - Development Application DP 20-921387

From: Daniel Desouza <desouzadan@hotmail.com>
Sent: July 10, 2022 3:04 PM
To: DevApps <DevApps@richmond.ca>; Rockerbie,Jordan <JRockerbie@richmond.ca>
Subject: Re ; Proposed Development Application # DP 20-921387 for 7117 Lindsay Road Richmond. - Huge Concern

Dear Richmond City Councillors & Development Team members,

Happy Monday!

Regret the delay in writing this email, due to my procrastination.

I am the Block Watch Captain of ZONE Z-2 H05-04 LINDSAY / RAILWAY AVE writing on behalf of 24 members(Families) raising our concern over the Proposed Development Application # DP 20-921387 for 7117 Lindsay Road Richmond.

We think the proposal is of concern – as we have 10+ children in our cul-de-sac itself, playing on the road when weather permits, we have cars parked in the area which restricts their play and hence a safety concern. We also have many Seniors in the area who walk about to relax and get out of the house. We would like to keep our neighborhood less congested & safe with your help.

Currently if you may have observed, street parking is a challenge on Lindsay road, as most households have 2 or more cars. We have the Sussex Apartments in the vicinity who use street parking, then we have the 7088 & 7111 Lynwood drive town houses whose members also use the Lindsay road street parking, so if you decide to build 10 townhomes, parking & safety will be a huge challenge along with other safety, stress, congestion etc. We have to remember that Richmond is a diverse & friendly city and we like to have friends and family come visit us from far & wide to ease mental/work stress and we need safe convenient parking for our visitors.

Also, in that compact space (7117) if we build 10 town homes, we will be almost looking into each other's houses or people always have to draw curtains at all times to maintain privacy causing stress and mental health issues. Parking?

Secondly, just a little ahead there is a proposal for 20 townhomes Rezoning Application RZ 21-936275 with vehicle access from 7168 & 7255 Lynwood Drive, this is just going to cause major parking problems/stress which we can avoid, so let us keep this as a Nice Canadian city neighborhood, wide, open, Green and pollution free. **Pls let it not be crowded.**

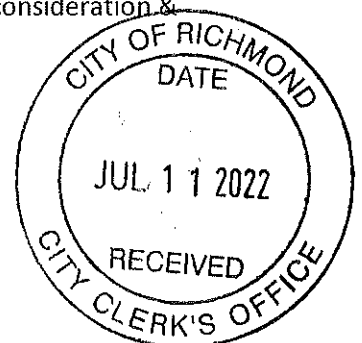
We would welcome a children's park with a pebble walkway for health of the elders in that space (7117) or please consider a better solution for the wellbeing of the people.

We beg your kind consideration regarding this development and Thank you for your kind consideration & understanding.

Take care, stay safe & have a Great Week!

Best Regards

Daniel D



Block Watch Captain

ZONE Z-2 H05-04 LINDSAY / RAILWAY AVE



To: Development Permit Panel

Date: July 6, 2022

From: Wayne Craig
Director, Development

File: DP 21-934309

Re: Application by SJR Construction Ltd. for a Development Permit at
10240 Ainsworth Crescent

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a coach house at 10240 Ainsworth Crescent on a site zoned "Single Detached with Granny Flat or Coach House – Edgemere (RE1)".
2. Vary the provisions of Richmond Zoning Bylaw 8500 8.14.6.3 to increase the maximum distance that a coach house is permitted to be located from the south interior property line on a lot with an east-west orientation from 2.0 m to 3.0 m.

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

WC/NA:blg
Att. 3

Staff Report

Origin

SJR Construction Ltd. (Suraj Dhariwal), has applied to the City of Richmond, on behalf of the property owners (Guriqbal Singh Sandhar and Jasbir Kaur Sandhar), for permission to develop a coach house at 10240 Ainsworth Crescent on a site zoned “Single Detached with Granny Flat or Coach House – Edgemere (RE1)” (Attachment 1). A new single-family dwelling with a one-bedroom secondary suite has been recently constructed on-site.

Development Information

Please refer to the attached Development Application Data Sheet (Attachment 2) for a comparison of the proposed development data with the relevant Zoning Bylaw requirements.

Background

The subject site is located in the Edgemere neighbourhood, generally bounded by No. 4 Road to the west, Williams Road to the north, Shell Road to the east, and Steveston Highway to the south. A portion of this neighbourhood underwent City-initiated rezoning to “Single Detached with Granny Flat or Coach House - Edgemere (RE1)” in 2012 to allow infill development in the form of granny flats or coach houses. A Development Permit (DP) application is only required for a granny flat or coach house. A DP is not required for the single-family dwelling currently under construction.

The subject site is located on a lot with an east-west orientation, fronting Ainsworth Crescent and has an existing lane located along the north and east property lines.

Development surrounding the subject site is as follows:

- To the North: Across the lane, a single-family dwelling on a lot zoned “Single Detached with Granny Flat or Coach House – Edgemere (RE1)”.
- To the South: A single-family dwelling on a lot zoned “Single Detached with Granny Flat or Coach House – Edgemere (RE1)”.
- To the East: Across the rear lane, a single-family dwelling on a lot zoned “Single Detached with Granny Flat or Coach House – Edgemere (RE1)” with vehicle access from the north lane.
- To the West: Across Ainsworth Crescent, a lot zoned “Single Detached with Granny Flat or Coach House – Edgemere (RE1)” that contains a single detached dwelling and completed coach house (DP 15-712474).

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the design guidelines for coach houses in the Edgemere neighbourhood contained in the City’s Official Community Plan (OCP), and complies with the “Single Detached with Granny Flat or Coach House – Edgemere (RE1)” zone except the below noted variance.

Variance

The applicant has requested to vary the provisions of Richmond Zoning Bylaw 8500 Section 8.14.6.3 to increase the maximum distance that a coach house is permitted to be located from the south interior property line on a lot with an east-west orientation from 2.0 m to 3.0 m.

The purpose of Section 8.14.6.3 is to ensure new coach houses are located in a manner that reduces potential shadowing on an adjacent property to the north. The applicant has requested the variance as a means of aligning the coach house with the south wall of the single-family dwelling and to provide further separation from the property to the south. Staff supports the proposed variance as there is an existing lane to the north which further increases the separation between the subject site and the residential lot to the north thereby reducing the amount of shadow impact on the property to the north. In addition, the proposed variance does not interfere with the overall design of the coach house which is generally consistent with the Development Permit guidelines. In support of the variance, the applicant has committed to providing a heat pump in the rear yard between the coach house and the principal dwelling and achieving Step 3 of the step code. Prior to issuance of the Building Permit for the coach house, the Building Permit application must include the identified heat pump and verify compliance with the City's Noise Bylaw.

Analysis

Conditions of Adjacency

- The proposed coach house design relates to the proposed single detached housing form, character, and scale of the surrounding neighbourhood.
- The proposed location of the coach house, which is set back between 1.2 m and 3.0 m from the rear lane provides an adequate buffer to the adjacent lot to the east.
- The majority of the floor space in the coach house building is proposed on the ground floor (70%, i.e., garage, entry, powder room, living, kitchen/dining), and the portion of the floor space located in the upper half-storey of the coach house is located in the middle of the overall building.
- There are no windows proposed on south side elevation to address concerns of overlook into neighbouring yard to the south.
- There are windows proposed on the east elevation of the coach house to provide passive surveillance of the lane and maximize light penetration.

Urban Design and Site Planning

- Consistent with the OCP guidelines for coach houses in the Edgemere neighbourhood, the proposed primary pedestrian entry to the coach house is from the rear lane, and secondary pedestrian access to the coach house is proposed via a pathway from Ainsworth Crescent and via a pathway from the north lane where the parking area for the coach house is proposed.
- On-site pedestrian circulation is provided from the road and the lane throughout the property. Specifically, pedestrian entry to the coach house is proposed from both the main entry off the lane, as well as from the rear of the coach house living space, which is accessible from both the lane and the fronting road. There is also pedestrian entry to the garage from a side door that is accessible on the southwest side of the coach house accessory building.

- The east elevation of the coach house that faces the lane has been designed as the primary façade, with a main window projection off the living area at grade, decorative wood brackets on either side of the front door, as well as exterior wall and landscape lighting to enhance visibility and appearance of the lane as a public space.
- Consistent with zoning, private outdoor space for the exclusive benefit of the coach house is proposed in the form of a screened and landscaped yard off the north side of the coach house. Access to the private outdoor space is off the kitchen/living area from the rear or from the front door of the coach house.
- A single shared garbage and recycling enclosure is proposed for the site for use by residents of the property. The enclosure, which is adequately sized to contain the required number of containers for single-family lots, is set back approximately 5.7 m from the rear property line and is screened by wood fencing, gates, and a variety of soft landscaping.
- The proposed site plan provides on-site parking in compliance with the Zoning Bylaw; including: two parking spaces for the principal dwelling in the garage off the lane, and one unenclosed and permeable parking space for the coach house with access from the north lane.

Architectural Form and Character

- The proposed material and colour scheme includes a mix of white stucco, black wood trim around windows, asphalt shingles, and black stained trim and brackets.
- The proposed exterior building materials and colours of the coach house are consistent with what is proposed for the principal residence which has recently been constructed on the site. The primary façade of the coach house facing the lane is proposed to be articulated and visually broken into smaller components through the use of varied materials and colours, and through the use of window projections with deeper roof overhangs.

Landscape Design and Open Space Design

- The private open space for the coach house is proposed at grade, in the rear yard to the north of the coach house kitchen/living area, and is defined and screened through fencing and the planting of shrubs. Additional live plant material in the proposed open space includes: Rugosa Rose, Box Wood, Lily of the Valley Shrub, Oregon Grape, and Serbian Spruce. The proposed open space is adequately sized and shaped to comply with the “Single Detached with Granny Flat or Coach House – Edgemere (RE1)” zone.
- The area between the coach house main entry and the rear lane is proposed to be treated with a combination of shrubs, flowering plants to enhance the appearance of the lane (i.e., Lily of the Valley Shrub and Oregon Grape).
- Tree retention and removal was assessed as part of the Building Permit application for the principal dwelling on-site. One bylaw-sized tree in the boulevard on City-owned property is required to be retained and protected. Tree protection fencing was installed and inspected prior to issuance of the Building Permit for the principal dwelling. The Tree Retention and Removal Plan is included in Attachment 3. The applicant is required to provide two replacement trees on the subject site. The Landscape Plan shows two replacement trees are proposed to be planted and maintained adjacent to the coach house on-site.
- Prior to DP issuance, the applicant is required to submit a Landscaping Security for the proposed works, based on 100% of the cost estimate provided by the Landscape Architect (including a 10% contingency, soft and hard landscaping, fencing, and installation).

Crime Prevention Through Environmental Design

- Consistent with the design guidelines for coach houses in the OCP, the proposed coach house design enables natural surveillance by locating windows and living areas overlooking the lane.
- Similarly, the applicant proposes exterior soffit lighting next to the garage door, as well as a porch lighting next to the coach house's main entry off the rear lane to maintain visibility, safety and also be designed to limit spillover onto adjacent lots.

Energy Efficiency

- This DP application for a coach house meets the criteria to build in compliance with BC Energy Step Code 3.
- The applicant has indicated that they intend to install a heat pump to help achieve Step 3.
- Consistent with the design guidelines for coach houses in the OCP, the applicant indicates that they are proposing to utilize a rock pit instead of drain tiles, using energy star appliances and low water plumbing fixtures, as well as thermal efficient doors and windows.

Conclusion

The applicant is seeking permission to build a coach house in the rear yard of the subject property at 10240 Ainsworth Crescent in the Edgemere neighbourhood.

The proposal aims to respect the existing character of the immediate surrounding neighbourhood which consists of single detached housing, by conforming to the design guidelines for coach houses in the OCP. The proposed construction of the coach house complies with the requirements of the "Single Detached with Granny Flat or Coach House – Edgemere (RE1)" zone.

On this basis, staff recommends support for this Development Permit application.



Nathan Andrews
Planning Technician
(604-247-4911)

NA:blg

Attachments:

Attachment 1: Location Map
Attachment 2: Development Application Data Sheet
Attachment 3: Tree Retention & Removal Plan

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

- Registration of a flood indemnity covenant on title (Area A).
- Receipt of a landscaping security based on 100% of the cost estimate for the proposed works around the coach house (including 10% contingency, soft and hard landscaping, fencing, and installation).

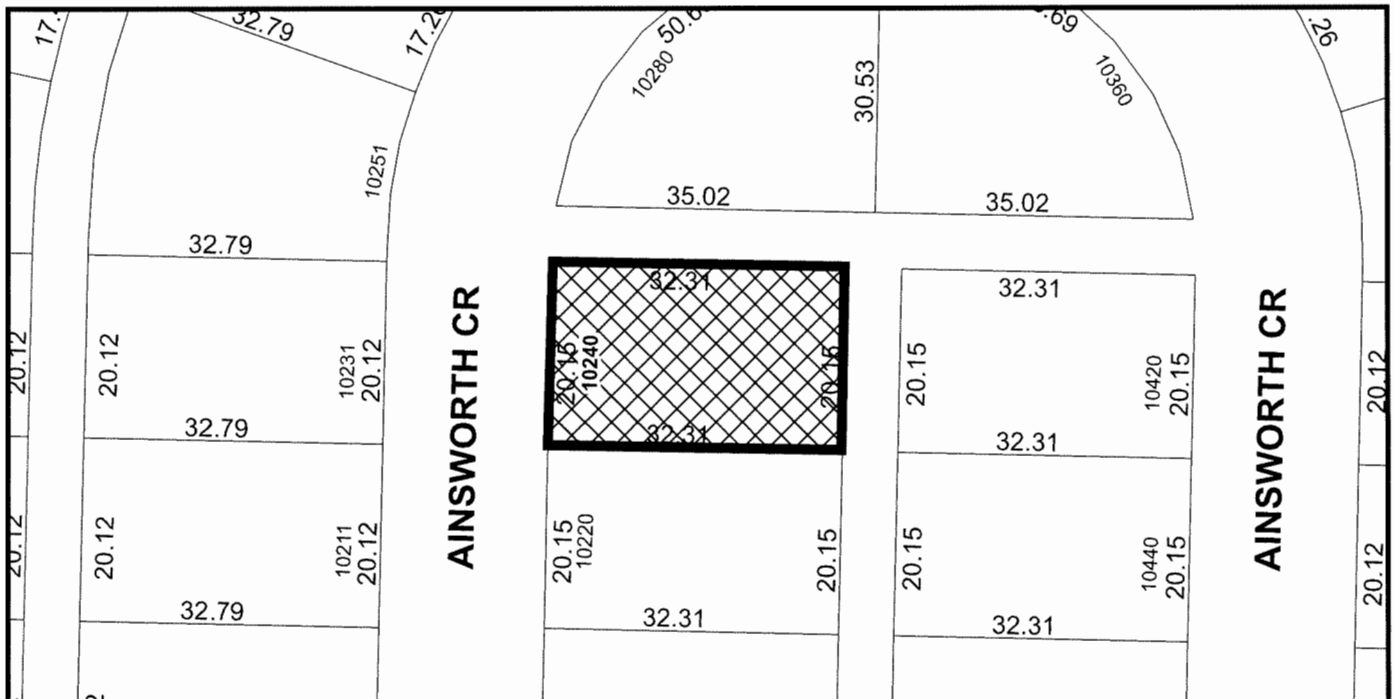
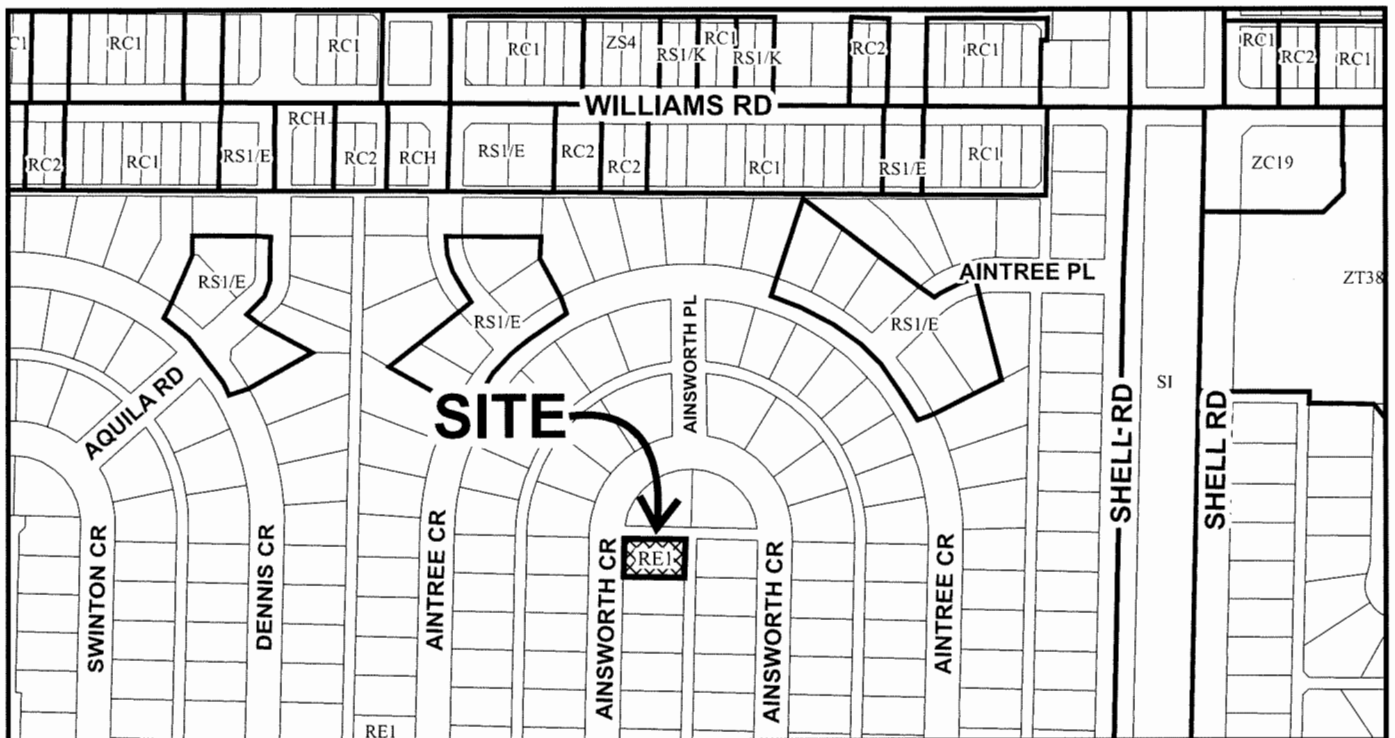
Prior to future Building Permit issuance, the developer is required to complete the following:

- Demonstrate compliance with the Development Permit plans including the provision of a heat pump.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>), if applicable.



City of Richmond

ATTACHMENT 1



DP 21-934309

Original Date: 06/14/21

Revision Date:

Note: Dimensions are in METRES



DP 21-934309

Attachment 2

Address: 10240 Ainsworth Crescent

Applicant: SJR Construction Ltd.

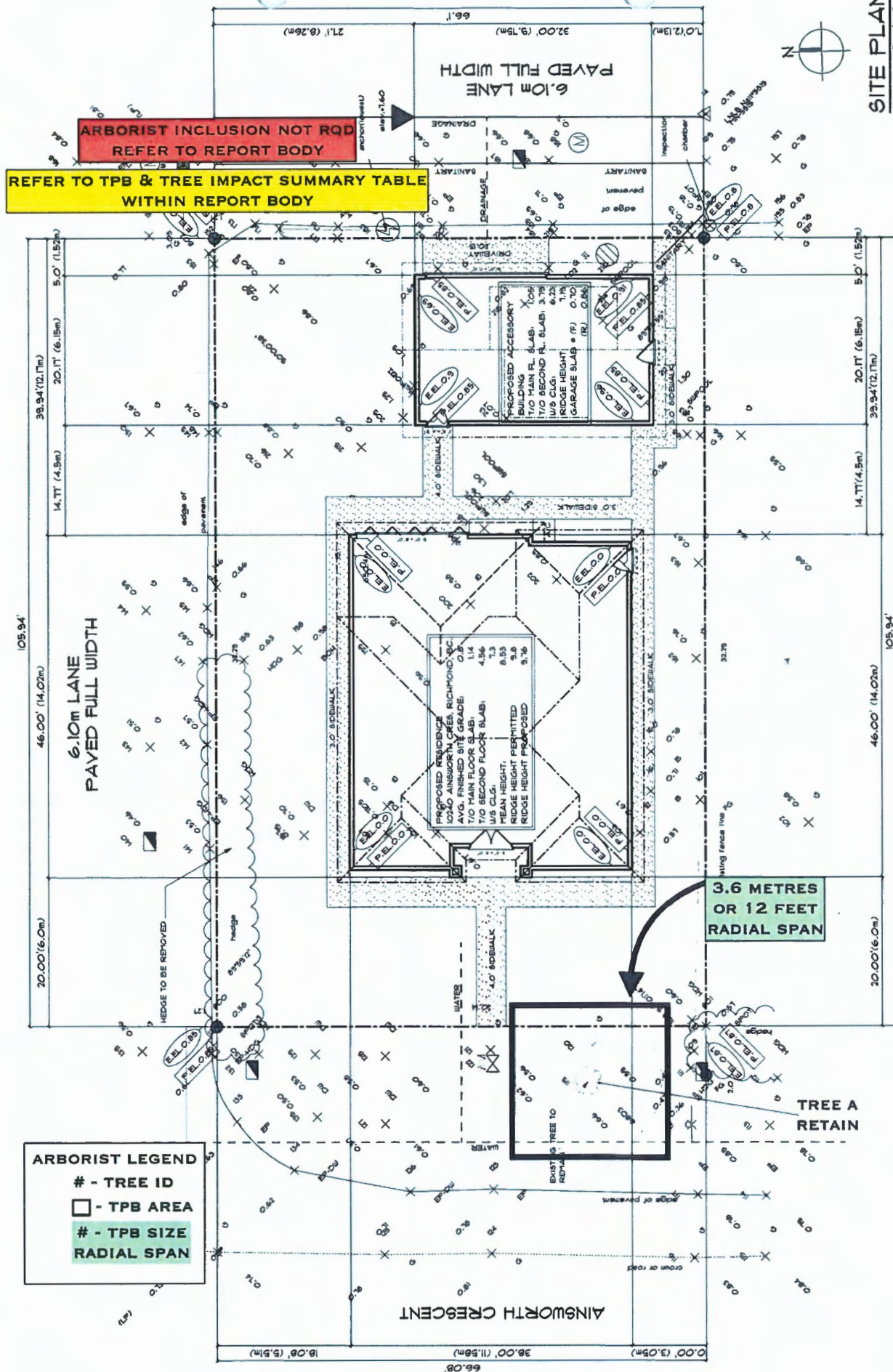
Owner: Guriqbal Sandhar and Jasbir Sandhar

Planning Area: Shellmont

	Existing	Proposed
Site Area:	650 m ²	No change
Land Uses:	Single detached dwelling	Single detached dwelling and a detached coach house
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detach with Granny Flat or Coach House – Edgemere (RE1)	No change
Number of Units:	1	2

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	(464.5 m ² x Max. 0.60) + (185.9.5 m ² x Max. 0.30) Total = 334.47 m ² (3,600 ft ²)	334.47 m ² (3,600 ft ²)	none permitted
Lot Coverage • Buildings: • Buildings, Structures, and Non-Porous Surfaces: • Live Plant Material:	• Max. 45% • Max. 70% • Min. 30%	• 35% • 50% • Min. 30%	none
Coach House Setback – Front Yard:	A coach house is not permitted within the front yard	N/A	none
Coach House Setback – North Side Yard:	Min. 2.0 m	4.5 m	none
Coach House Setback – South Side Yard:	at 2.0 m	3.0 m	VARIANCE
Coach House Setback – Rear Yard:	Min. 1.2 m for no more than 65% of the rear façade of the coach house building	52% of the rear façade is at 1.2 m	none
	Min. 3.0 m for at least 35% of rear façade of the coach house building	48% of the rear façade is at 3.0 m	
	Min. 1.5 m for entry to the coach house	3.0 m	
	Between 2.0 m & 8.0 m of the rear lot line	Between 2.0 m & 8.0 m of the rear lot line	
Building Separation Space between principal dwelling & coach house:	Min. 4.5 m	4.5 m	none

	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 1 ½ storeys above grade or 6.0 m, whichever is less	1 ½ storeys and 6.0 m from the highest elevation of the crown of the lane and the roof peak	none
On-site Parking Spaces – Principal dwelling:	Two (2) standard spaces	Two (2) standard spaces	none
On-site Parking Spaces – Coach House:	One (1) standard space, unenclosed, permeable, and accessible from the rear lane	One (1) standard space, unenclosed, permeable, and accessible from the lane	none
Private Outdoor Space – Coach House:	Min. 30 m ²	Min. 30 m ²	none
	Min. 3.0 m x 3.0 m	6.5 m x 4.5m	





No. DP 21-934309

To the Holder: SJR CONSTRUCTION LTD.
Property Address: 10240 AINSWORTH CRESCENT
Address: C/O 7069 WALES STREET
VANCOUVER, BC V5S 2S2

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - Increase the maximum distance that a coach house is permitted to be located from the south interior property line on a lot with an east-west orientation from 2.0 m to 3.0 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to # 2 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 based on 100% of the cost estimate for the proposed works around the coach house (including 10% contingency, soft and hard landscaping, fencing, and installation), 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.
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.

Development Permit

No. DP 21-934309

To the Holder: SJR CONSTRUCTION LTD.
Property Address: 10240 AINSWORTH CRESCENT
Address: C/O 7069 WALES STREET
VANCOUVER, BC V5S 2S2

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

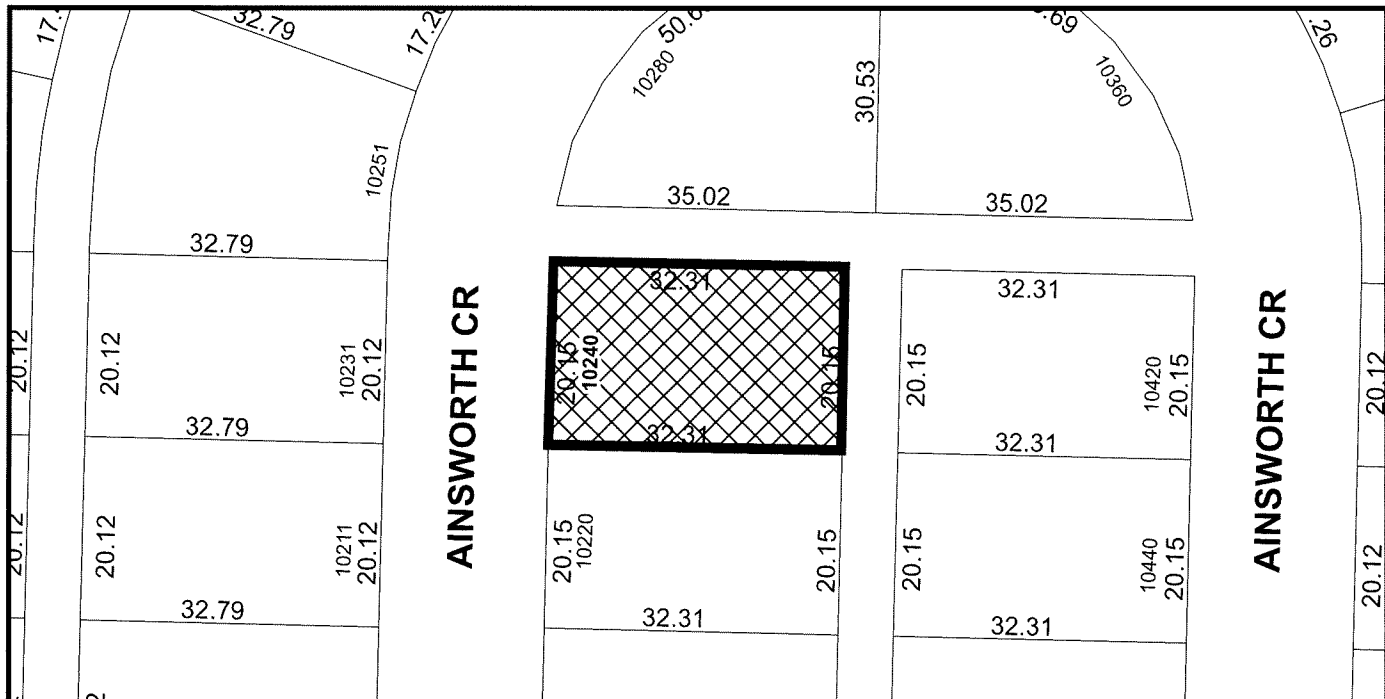
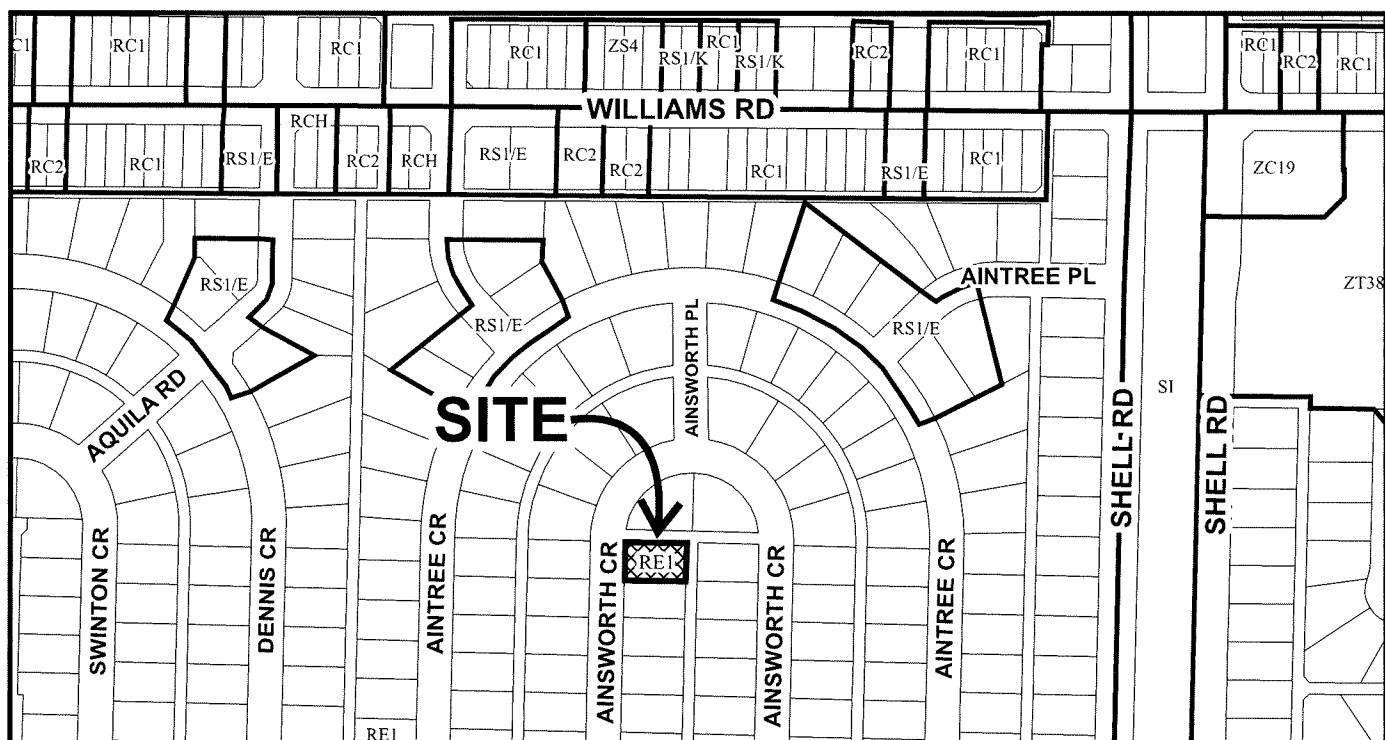
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of
Richmond

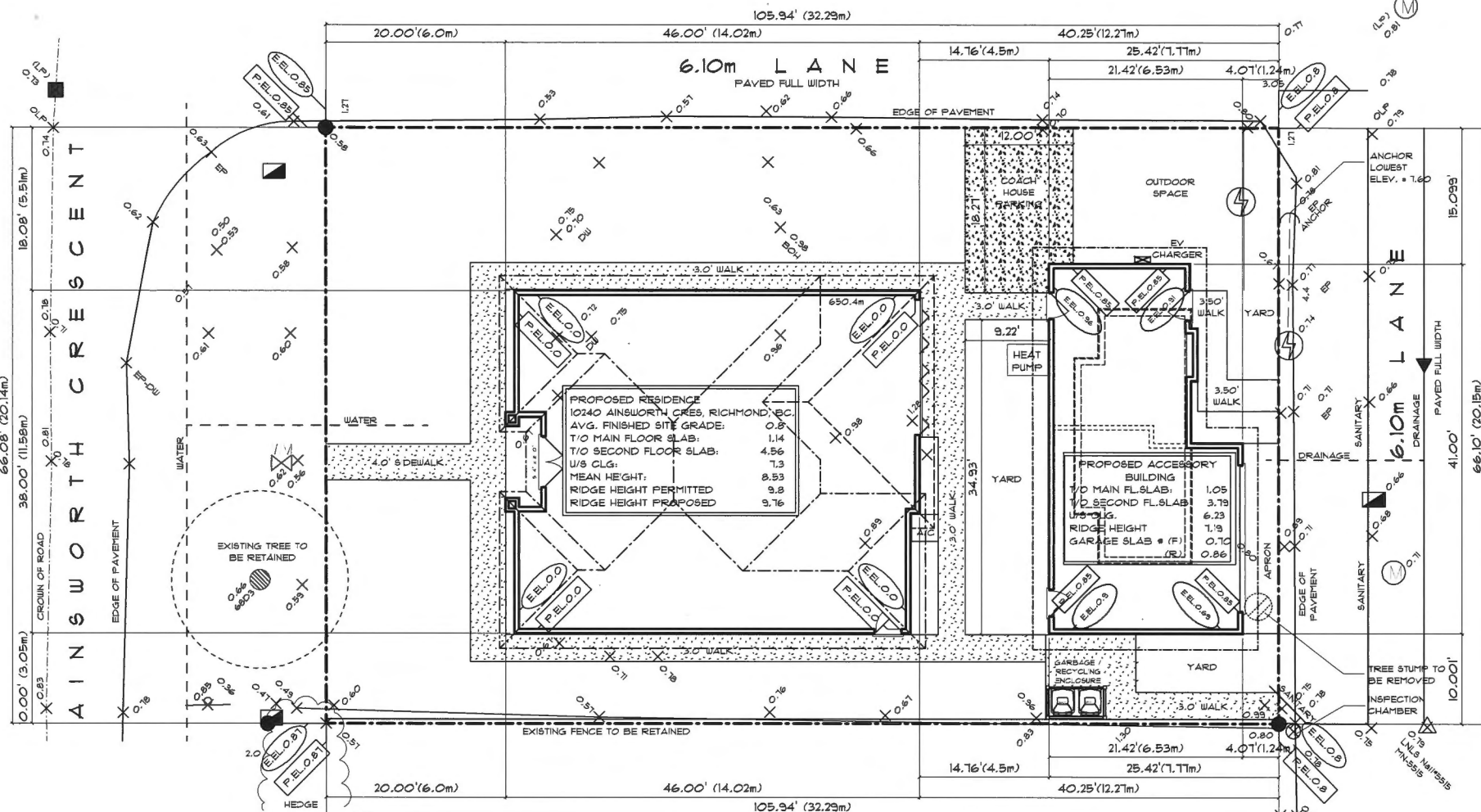


DP 21-934309
SCHEDULE "A"

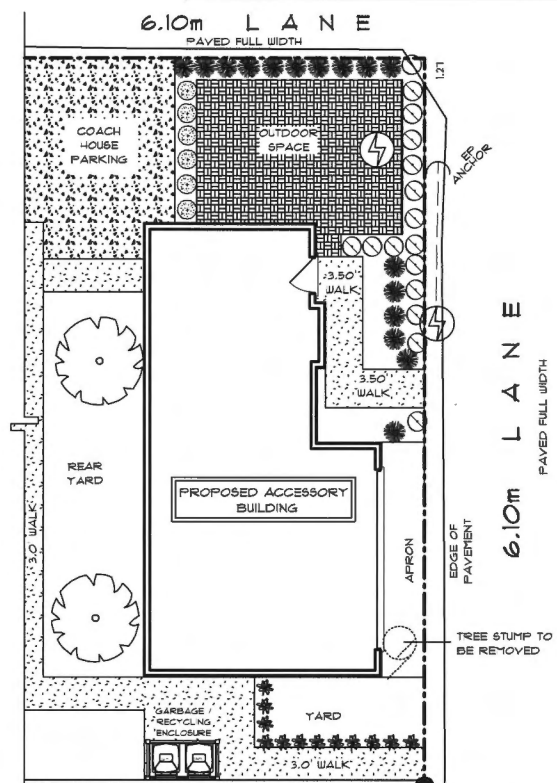
Original Date: 06/14/21

Revision Date:

Note: Dimensions are in METRES



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



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

IMPERMEABLE SITE COVERAGE	
PERMITTED (60%):	4 200.48 s.f.
DWELLING:	1 667.00 s.f.
ACCESSORY BUILDING:	767.00 s.f.
DECKS / PORCH:	30.00 s.f.
APRON:	84.00 s.f.
SIDEWALKS:	981.00 s.f.
R/C PAD	9.00 s.f.
TOTAL COVERAGE:	3 538.00 s.f.

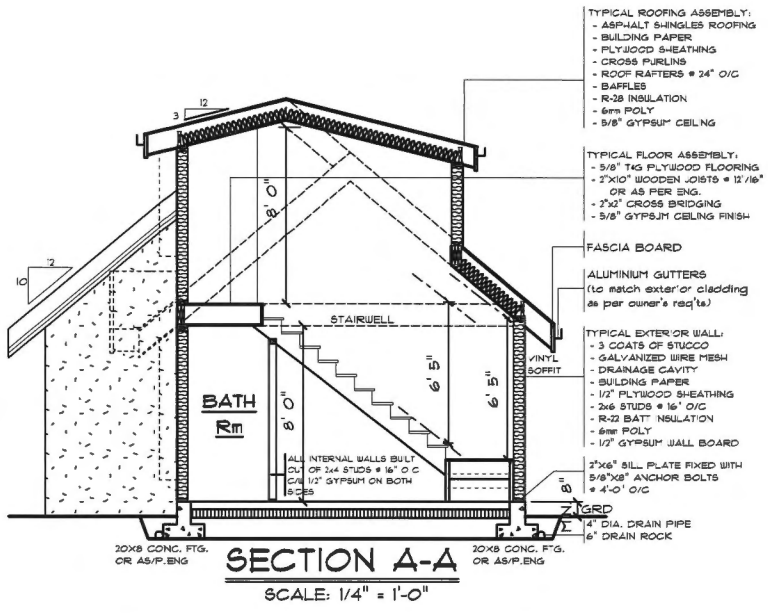
PROJECT DESCRIPTION:
CIVIC ADDRESS: 10240 AINSWORTH CRES,
RICHMOND, B.C.
LEGAL ADDRESS: LT 15 SEC 35 BLK 4N AG
6W PL NWP20611 Lot 15, Block 4N, Sub
Block 14, Plan NWP20611, Sect ion 35,
Range 6W, New Westminster Land District
PID: 008-909-521

LOT AREA:	7 000.80 s.f.
ALLOWABLE F.A.R.:	3 600.00 s.f.
MAIN FLOOR:	1 667.00 s.f.
SECOND FLOOR:	1 279.00 s.f.
W.H.:	625.00 s.f.
GARAGE :	473.00 s.f.
NET COVERED AREA:	3 600.00 s.f.
SITE COVERAGE ALLOWED (45%):	3 150.00 s.f.
SITE COVERAGE PROPOSED:	2 464.00 s.f.

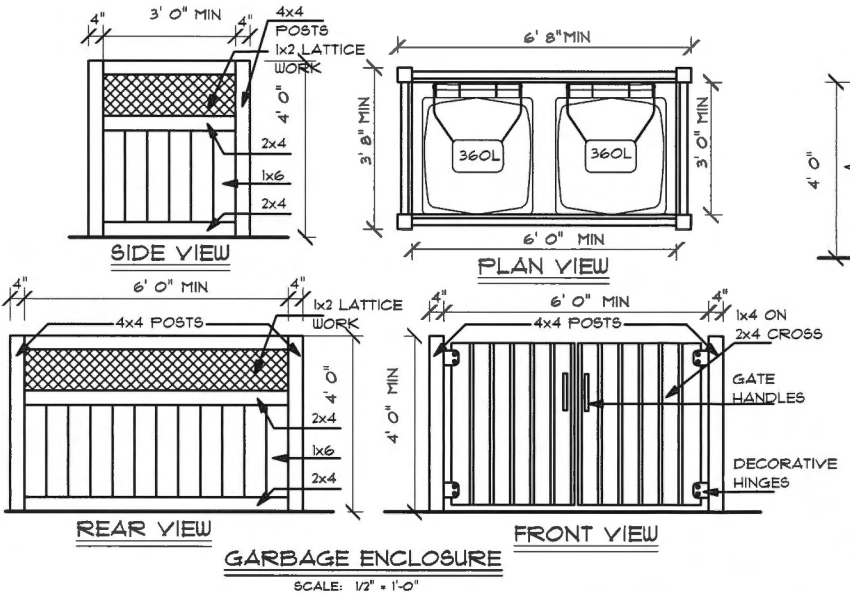
- NOTES:**
- 1- THESE PLANS CONFORM TO THE B.C. BUILDING CODE "2018" EDITION
 - 2- SIMPLEX HOME DESIGN LTD HAS TAKEN EXTREME CARE IN PROVIDING ACCURATE INFORMATION CONFORMING TO B.C. CODE "2018" HOWEVER IT IS SOLE RESPONSIBILITY OF THE OWNER-BUILDER-CONTRACTOR & ALL AUTHORITIES TO GOVERN & REGULATE CONFORMANCE OF ALL PROVINCIAL AND LOCAL CODES AND BY-LAWS.
 - 3- OWNER-CONTRACTOR-BUILDER TO CHECK & VERIFY ALL DIMENSIONS BEFORE START OF CONSTRUCTION AND SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE SAME.
 - 4- ALL TRUSSES TO BE ENGINEERED BY MANUFACTURERS & SPANS TO CONFORM PRIOR TO FABRICATION. (truss manufacturer shall check & confirm the feasibility of all trusses, if any discrepancy please consult the designer)
 - 5- ALL BEAM SIZES & SUPPORT SYSTEMS SHOULD BE CHECKED & VERIFIED BY P.ENG. REGD. IN B.C. DESIGNER SHOULD NOT BE RESPONSIBLE FOR THE SAME.
 - 6- CONFORM ALL WINDOWS SIZES AT SITE AFTER TRUSSES & ROOF INSTALLATION.
 - 7- ALL CONSTRUCTION TO COMPLY WITH B.C. BUILDING CODE, CURRENT EDITION & ALL LOCAL MUNICIPAL BUILDING & ZONING BY-LAWS.
 - 8- IT IS OWNER'S-BUILDER'S RESPONSIBILITY TO GET CORRECT ZONING-A.O.W.-LOT GRADING INFORMATION FROM CONCERNED AUTHORITIES. SIMPLEX HOME DESIGN LTD. IS NOT RESPONSIBLE FOR THE ACCURACY OF THE SAME.
 - 9- EXTERIOR STAIRS-CONCRETE-FOUNDATION WALLS AND GRADING SHOULD NOT REFLECT ACTUAL SITE CONDITIONS. GRADING & FOUNDATION STEPS SHOULD DETERMINED BEFORE COMMENCING WORK.
 - 10- FOUNDATION PLAN IS FOR GENERAL USE ONLY. BUILDER MAY HAVE TO REVISE AS NECESSARY AS DUE TO SITE CONDITIONS & LOCAL BUILDING STANDARDS & PRACTICES.
 - 11- SURVEYOR TO CONFIRM BUILDING SIZE AND LOCATION, IF THERE IS A DISCREPANCY THAT PARTY SHALL CONTACT THE DESIGNER.

BCBC 2018 REFERENCE NOTES:

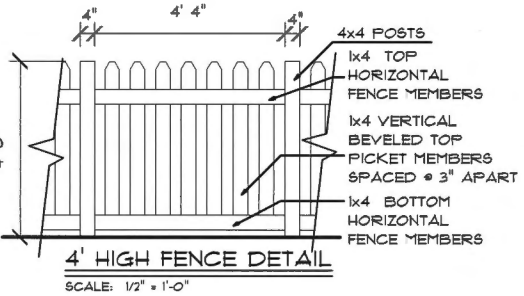
- 1) FOOTINGS TO BE LOCATED AND SIZED AS PER SUBSECTION 9.15.3.
- 2) FOUNDATION WALL THICKNESS AND HEIGHT TO COMPLY WITH TABLE 9.15.4.2.A
- 3) DAMPROOFING ON BELOW GRADE STRUCTURES REQUIRED AS PER ARTICLE 9.13.2.1.
- 4) WATERPROOFING REQUIRED ON-GRADE SLABS & BELOW GRADE WALLS WHERE HYDROSTATIC PRESSURE MAY OCCUR AS PER SENTENCE 9.13.3.1.(1)
- 5) CONCRETE SLABS SHALL COMPLY WITH SUBSECTION 9.16.4.
- 6) CRACKSPACES SHALL COMPLY WITH SECTION 9.18.
- 7) ROOF ACCESS AND VENTING SHALL COMPLY WITH SECTION 9.19.
- 8) UNREINFORCED MASONRY & MASONRY VINER TO BE BUILT AS SPECIFIED IN SECTION 9.20.
- 9) FIREPLACES TO BE DESIGNED & INSTALLED AS PER SECTION 9.22.
- 10) WOOD-FRAME CONSTRUCTION SHALL COMPLY WITH SUBSECTION 9.23.2.
- 11) WOOD-FRAME FASTENERS SHALL COMPLY WITH SUBSECTION 9.23.3.
- 12) NAILING FOR FRAMING AS SPECIFIED IN TABLE 9.23.3.4.
- 13) SPANS FOR BEAMS, JOISTS, & UNITS SHALL COMPLY WITH SUBSECTION 9.23.4.
- 14) BUILDING FRAMES SHALL BE ANCHORED TO THE FOUNDATION AS SPECIFIED IN SUBSECTION 9.23.6.
- 15) SILL PLATES SHALL BE MIN. 38mm x 89mm WHERE THEY PROVIDE BEARING FOR THE FLOOR SYSTEM (SEE SENTENCE 9.23.7.1.(1))
- 16) BEAMS SUPPORTING FLOORS SHALL COMPLY WITH SUBSECTION 9.23.8.
- 17) FLOOR JOISTS SHALL COMPLY WITH SUBSECTION 9.23.9.
- 18) WALL STUDS SHALL COMPLY WITH SUBSECTION 9.23.10.
- 19) WALL PLATES SHALL COMPLY WITH SUBSECTION 9.23.11.
- 20) FRAMING OVER OPENINGS SHALL COMPLY WITH SUBSECTION 9.23.12.
- 21) ROOF & CEILING FRAMING SHALL COMPLY WITH SUBSECTION 9.23.13.
- 22) SUBFLOORING SHALL COMPLY WITH SUBSECTION 9.23.14.
- 23) ROOF SHEATHING SHALL COMPLY WITH SUBSECTION 9.23.15.
- 24) WALL SHEATHING SHALL COMPLY WITH SUBSECTION 9.23.16.
- 25) INSULATION REQUIRED AS PER ARTICLE 9.25.2.1.
- 26) INSTALL INSULATION AS SPECIFIED IN ARTICLE 9.25.2.3.
- 27) LOOSE-FILL INSULATION SHALL BE USED ON HORIZONTAL SURFACE ONLY (SEE SENTENCE 9.25.2.4.(1))
- 28) AIR BARRIER REQUIRED AS PER ARTICLE 9.25.3.1.
- 29) CONTINUITY OF AIR BARRIER IS CRITICAL AS PER ARTICLE 9.25.3.3.
- 30) VAPOUR BARRIER REQUIRED AS PER ARTICLE 9.25.4.1.
- 31) MATERIAL SELECTION FOR VAPOUR BARRIER AS SPECIFIED IN ARTICLE 9.25.4.2.
- 32) NAILS FOR ROOFING SHALL COMPLY WITH ARTICLE 9.26.2.2.
- 33) STAPLES FOR ROOFING SHALL COMPLY WITH ARTICLE 9.26.2.3.
- 34) ROOF FLASHINGS SHALL COMPLY WITH SUBSECTION 9.26.4.
- 35) GIVE PROTECTION FOR SHINGLES SHALL COMPLY WITH SUBSECTION 9.26.5.
- 36) UNDERLAY BENEATH SHINGLES SHALL COMPLY WITH SUBSECTION 9.26.6.
- 37) ASPHALT SHINGLES SHALL COMPLY WITH SUBSECTION 9.26.7.
- 38) WOOD ROOF SHINGLES SHALL COMPLY WITH SUBSECTION 9.26.9.



SECTION A-A
SCALE: 1/4" = 1'-0"



GARBAGE ENCLOSURE
SCALE: 1/2" = 1'-0"



4' HIGH FENCE DETAIL
SCALE: 1/2" = 1'-0"

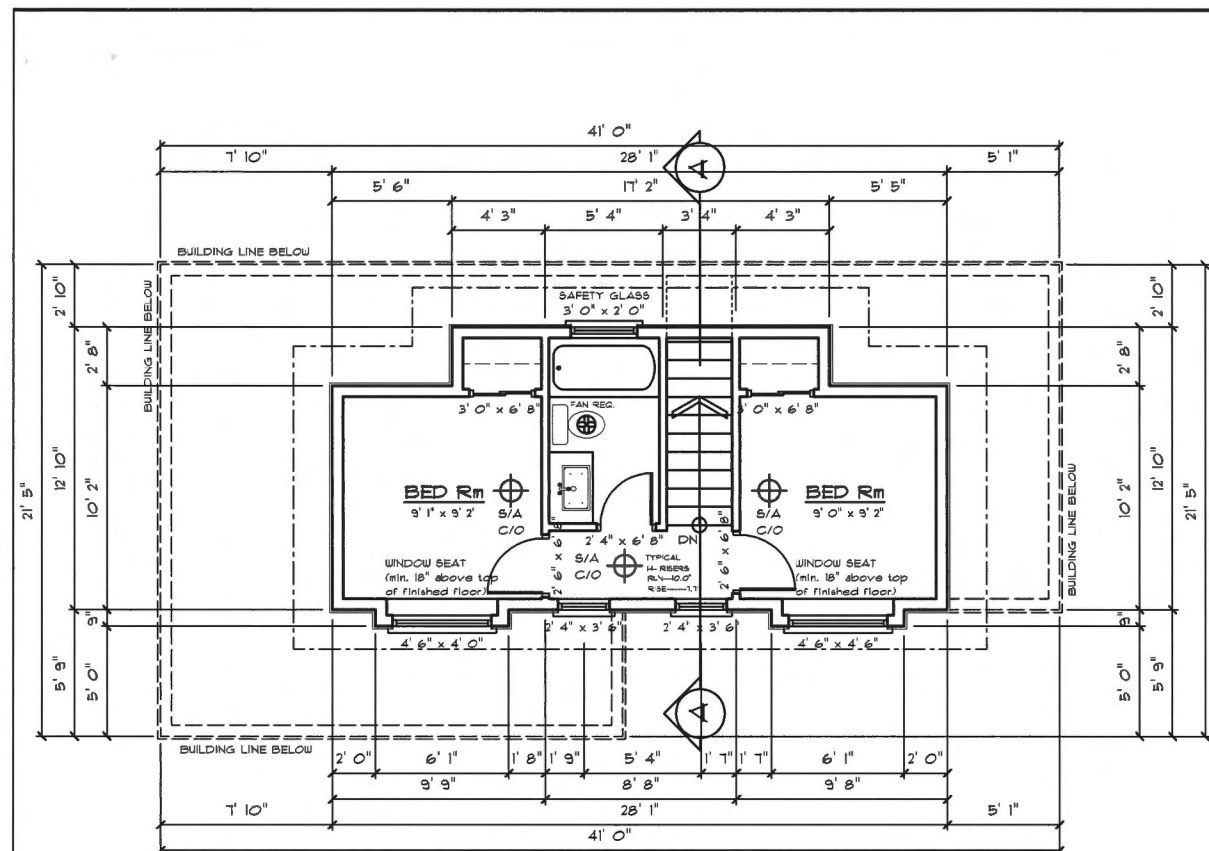
HARD-SCAPE				
PLANT LIST SYMBOLS				
SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
	12	ROSA RUGOSA 'ALBA'	RUGOSA ROSE	#2 POT
	6	BUXUS SEMPERVIRENS	BOX WOOD	#2 POT
	6	PIERIS JAPONICA	LILY OF THE VALLEY SHRUB	4' HIGH
	16	MAHONIA AQUIFOLIUM	OREGON GRAPE	#3 POT
	2		JAPANESE MAPLE	6cm CAL

PROPOSED RESIDENCE for SJR CONSTRUCTION (778-968-1491)
on 10240 AINSWORTH CRESCENT, RICHMOND, B.C.

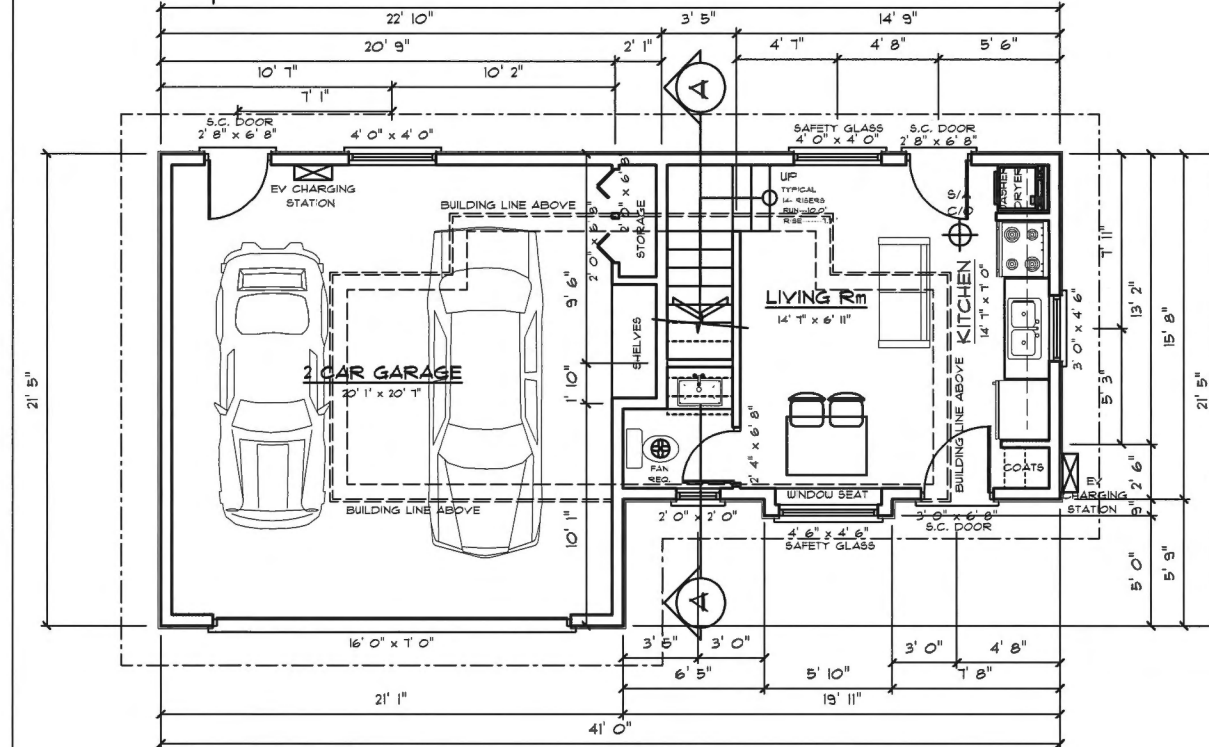
DP 21-934309
PLAN 1

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SCALE: AS SHOWN
DATE: OCT 23, 2020
PLAN No 30-4-13-20
DRAWN: ZH



UPPER FLOOR PLAN
NET AREA 331.00 SF

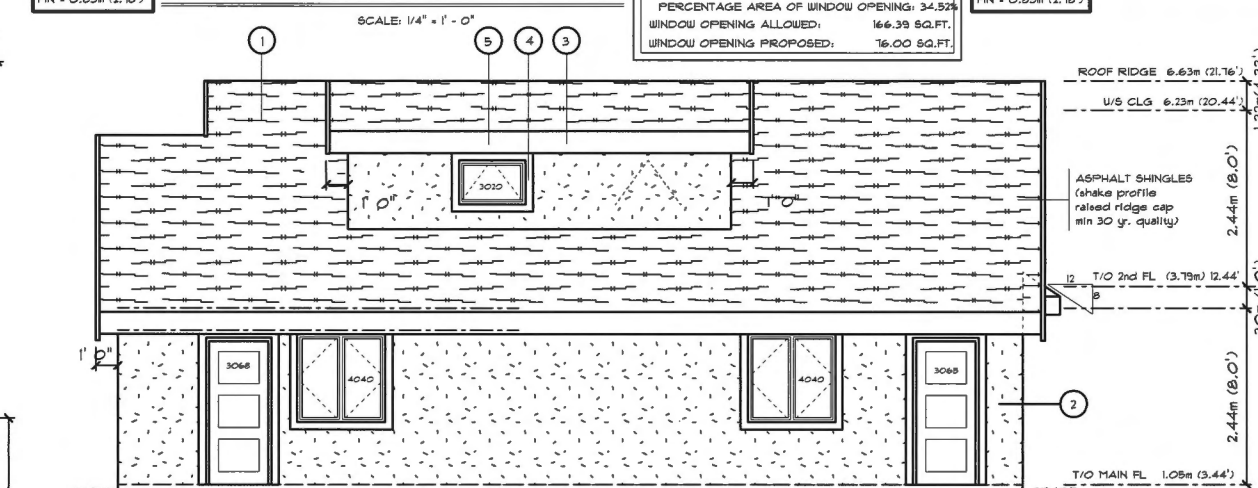


MAIN FLOOR PLAN
FOOTPRINT 161.00 SF
GARAGE 479.00 SF
LIVING/NET AREA 294.00 SF



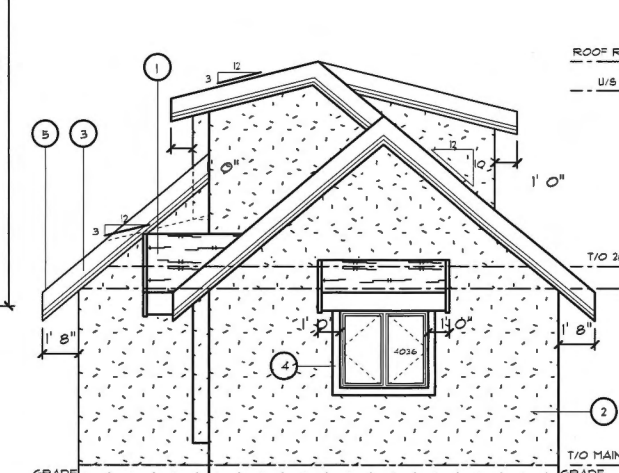
EAST (FRONT) ELEVATION
SCALE: 1/4" = 1' - 0"

TOTAL WALL AREA: 482.00 SQ.FT.
PERCENTAGE AREA OF WINDOW OPENING: 34.52%
WINDOW OPENING ALLOWED: 166.39 SQ.FT.
WINDOW OPENING PROPOSED: 76.00 SQ.FT.



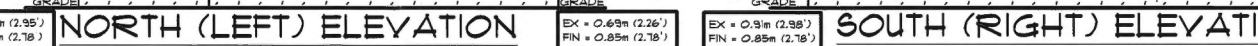
WEST (REAR) ELEVATION
SCALE: 1/4" = 1' - 0"

TOTAL WALL AREA: 370.00 SQ.FT.
PERCENTAGE AREA OF WINDOW OPENING: 44.18%
WINDOW OPENING ALLOWED: 163.48 SQ.FT.
WINDOW OPENING PROPOSED: 78.00 SQ.FT.



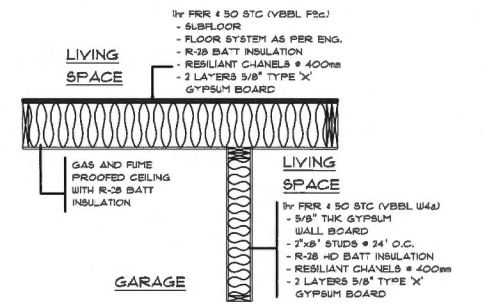
NORTH (LEFT) ELEVATION
SCALE: 1/4" = 1' - 0"

TOTAL WALL AREA: 190.00 SQ.FT.
PERCENTAGE AREA OF WINDOW OPENING: 53.01%
WINDOW OPENING ALLOWED: 100.73 SQ.FT.
WINDOW OPENING PROPOSED: 14.00 SQ.FT.



SOUTH (RIGHT) ELEVATION
SCALE: 1/4" = 1' - 0"

TOTAL WALL AREA: 286.00 SQ.FT.
PERCENTAGE AREA OF WINDOW OPENING: 26.15%
WINDOW OPENING ALLOWED: 74.78 SQ.FT.
WINDOW OPENING PROPOSED: 0.00 SQ.FT.



GARAGE AND LIVING SPACE SEPARATION
SCALE: 1/2" = 1' - 0"

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on 10240 AINSWORTH CRESCENT, RICHMOND, B.C.

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SCALE: AS SHOWN
DATE: MARCH 14, 2022

PLAN No 30-4-13-22
DRAWN: AP

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www.simplexhomedesign.com

PLAN 2
DP 21-934309