



Development Permit Panel

Council Chambers

Wednesday, September 11, 2013

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, August 28, 2013.



2. Development Permit DP 10-557521

(File Ref. No.: DP 10-557521) (REDMS No. 3639254)

APPLICANT: GBL Architects Group Inc.

PROPERTY LOCATION: 9500 Cambie Road

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a 135-unit mid rise apartment complex at 9500 Cambie Road on a site zoned "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *increase maximum lot coverage from 45% to 46%;*
 - (b) *reduce the minimum side yard from 6.0 m to 5.6 m for limited portions of the southwest corner of the building; and*
 - (c) *reduce the minimum width of limited portions of the manoeuvring aisles from 6.7 m to 6.1 m.*



ITEM

3. Development Permit 12-624891

(File Ref. No.: DP 12-624891) (REDMS No. 3913699)

APPLICANT: Western Maple Lane Holdings Ltd.

PROPERTY LOCATION: 9160 No. 2 Road

INTENT OF PERMIT:

Manager's Recommendations

That a Development Permit be issued which would permit the construction of 15 three-storey townhouse units at 9160 No. 2 Road on a site zoned Medium Density Townhouses (RTM3).



4. New Business

5. Date Of Next Meeting: Wednesday, September 25, 2013

6. Adjournment



**Development Permit Panel
Wednesday, August 28, 2013**

Time: 3:30 p.m.
Place: M.2.001 Anderson Room
Richmond City Hall
Present: Dave Semple, Chair
John Irving, Director, Engineering
Victor Wei, Director, Transportation

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, July 10, 2013, be adopted.

CARRIED

2. Development Permit DP 12-615584

(File Ref. No.: DP 12-615584) (REDMS No. 3863899)

APPLICANT: Fougere Architecture Inc.

PROPERTY LOCATION: 7180 Gilbert Road

INTENT OF PERMIT:

1. To permit the construction of 14 three-storey townhouses at 7180 Gilbert Road on a site zoned Medium Density Low Rise Apartments (RAM1); and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum lot width from 30.0 m to 20.2 m;
 - b) reduce the minimum north side yard setback from 6.0 m to 0.0 m for the single storey garbage and recycling enclosure along the north property line across from the proposed outdoor amenity area;

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- c) reduce the minimum north side yard setback from 6.0 m to 3.1 m for Building 3; and
- d) reduce the minimum south side yard setback to all three (3) buildings from 6.0 m to 4.5 m and minimum setback to projections from 4.5 m to 3.0 m.

Applicant's Comments

Wayne Fougere, Fougere Architecture Inc., and Daryl Tyacke, Landscape Architect, Eckford Tyacke & Associates, gave a brief overview of the proposed townhouse development with respect to (i) urban design, (ii) architectural form and character, (iii) landscaping and open space design, and (iv) the rationale for the variances to the minimum lot width and the minimum side yard setbacks. The monkey tree to be retained on the site will be moved approximately 15-feet south of its current location.

Staff Comments

Wayne Craig, Director of Development, advised that the property had zoning in place for the development; therefore, a rezoning application and public hearing were not required. With regard to the variances requested (i) the reduction in lot width is a technical variance given the site's existing zoning entitlement, (ii) the minimum 0.0 m side yard setback is for the mid-block garbage enclosure, (iii) the applicant has discussed the north side yard setback of 3.1 m for Building 3 with the property to the north, and (iv) the minimum south side yard setback to projections of 3.0 m is consistent with ground oriented townhouse zoning whereas the subject site has a higher density entitlement requiring the greater side yard setback.

Mr. Craig provided the following additional information:

- that the developer will provide cash-in-lieu of indoor amenity space and a voluntary contribution to the Public Art program;
- that there is one convertible unit proposed in the development;
- that the sustainability features include 20% of the vehicle parking stalls being electric vehicle ready;
- that the monkey puzzle tree will not be relocated as shown on the drawings but will be located along the Gilbert Road frontage which will provide a greater opportunity for the tree to thrive with a larger growing area; and
- that the site protects off-site trees in close proximity to the property line and, as well, four (4) large maple trees will be planted on site.

Panel Discussion

In response to queries Mr. Fougere provided the following additional information:

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- the garbage disposal and emergency vehicles will be using the drive aisle and east end hammerhead for access;
- that the current access easement will be retained for the purpose of the hammerhead turnaround;
- the electric vehicle parking spaces are spread throughout the buildings;
- that many options were explored with regard to the location of the visitor parking stalls with the consensus that those shown on the drawings were the best locations given the limited space; and
- that the project was designed with a modern architectural view using horizontal elements with bay windows and a combination of feature materials such as brick, wood, and stucco.

Mr. Fougere was agreeable to: (i) consider more special paving treatment to break up the long drive aisle, (ii) delineate a pedestrian pathway along the drive aisle using special paving treatment, and (iii) switch the second parking stall for unit 14C2 with the visitor parking stall adjacent to the unit.

Correspondence

None.

Gallery Comments

Gail Fanslau, 109-7200 Gilbert Road, expressed concern with the removal of the trees from the property and questioned the size of the replacement trees. She also was concerned with privacy and noise issues for the property to the south.

Mr. Tyacke advised that the limited space on the site dictated the size of the replacement trees but that 12 cm maple trees, 6 cm beech trees and smaller magnolia trees are proposed. Mr. Tyacke further advised that landscaping was limited on the south due to a servicing right-of-way.

Mr. Craig noted that an Arborist report was required with the application. The report has been reviewed by the City's Arborist and of the 23 existing trees on the property only one will be retained. The 22 trees being removed will be replaced by a total of 38 new trees plus an additional cash contribution to the City for future planting elsewhere. A utility right-of-way runs approximately two-thirds of the way along the south property line which limits the ability to plant large trees in this area given the potential impact to the maintenance of the city utilities.

Gary Sharp, 108-7200 Gilbert Road, questioned whether the development would require pre-loading and when occupancy could be expected.

Mr. Fougere advised that a pre-load would be required of 1 metre above the slab height of 1.4 metres. A two (2) year construction period would be reasonable for the development.

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Anne Lerner, 12633 No. 2 Road, expressed concern with the developer requesting variances to maximise the profit return, and is opposed to any developer requesting large variances which reduce large trees on sites, the calibre of replacement trees, and providing cash in-lieu-of amenity space. In her opinion the City should make development decisions in favour of the City and not the developer.

Mr. Craig noted that the setbacks requested are consistent with ground oriented townhouses. The existing zoning on the site required a larger setback as it allows for a larger density, should the site have a larger area (e.g. 3-4 storey apartment building). There are 38 new trees being planted and none include hedging material. With respect to the size of the trees being planted, four 12 cm calliper trees are proposed. The rationale for not planting a substantial number of larger trees is for optimal survival rate, city staff review landscape plans and choose tree species and sizes based on the best potential survivability. The developer is required to provide cash security to ensure that the trees survive and in the event they do not survive they are replaced.

Mr. Craig also noted that a cash contribution was required in lieu of the developer providing an indoor amenity space. Where a multi-family development does not provide an indoor amenity space they are required to pay funds to the City to improve City facilities.

Dana Protti, 105-7200 Gilbert Road, expressed concerns related to visitor parking and noise from the outdoor amenity space.

Mr. Craig advised that the proposed development conforms to the Zoning Bylaw with respect to residential and visitor parking. The residential parking exceeds the zoning requirements and provides three (3) visitor parking spaces. The outdoor amenity space will have landscaping along the south property line in conjunction with the installation of a 6-foot cedar fence.

Panel Discussion

In response to a query, Mr. Craig advised that no variance would be required if the residential parking for unit 14C2 and the visitor parking space adjacent to the unit were swapped. The change could be made through direction to staff.

The Panel supported the development with recommendations to (i) introduce two additional special treatment areas to break-up the long drive aisle, (ii) introduce an informal walkway along the south edge of the drive aisle, (iii) swap the two parking stalls at the east end, and (iv) soften the architecture.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 14 three-storey townhouses at 7180 Gilbert Road on a site zoned Medium Density Low Rise Apartments (RAM1); and*

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2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum lot width from 30.0 m to 20.2 m;*
 - b) *reduce the minimum north side yard setback from 6.0 m to 0.0 m for the single storey garbage and recycling enclosure along the north property line across from the proposed outdoor amenity area;*
 - c) *reduce the minimum north side yard setback from 6.0 m to 3.1 m for Building 3; and*
 - d) *reduce the minimum south side yard setback to all three (3) buildings from 6.0 m to 4.5 m and minimum setback to projections from 4.5 m to 3.0 m.*

CARRIED

3. Development Permit DP 12-621941

(File Ref. No.: DP 12-621941) (REDMS No. 3898911)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 9000 General Currie Road

INTENT OF PERMIT:

1. To permit the construction of an eight (8) unit townhouse complex at 9000 General Currie Road on a site zoned "Medium Density Townhouses (RTM3)"; and
2. To vary the provision of the Richmond Zoning Bylaw 8500 to reduce the minimum front yard setback requirements along the General Currie Road frontage from 6.0 m to 5.0 m.

Applicant's Comments

Matthew Cheng, Matthew Cheng Architect Inc., and Denitsa Dimitrova, PMG Landscape Architects, gave a brief overview of the proposed townhouse development with respect to (i) urban design, (ii) architectural form and character, (iii) landscaping and open space design, and (iv) the reduction of the minimum front yard setback from 6.0 m to 5.0 m.

Staff Comments

Wayne Craig, Director of Development, advised that this is a small orphan site and the developer and architect have worked cooperatively with staff to present a proposal that responds to the City Urban Design objectives. The setback variance to General Currie Road was primarily a function of the statutory right-of-way request on Garden City Road for the future Garden City greenway which will be installed as part of this project. There is a servicing agreement for improvements along Garden City Road and General Currie Road. There is one convertible unit with the proposal. This development will also provide cash-in-lieu of an indoor amenity space.

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Panel Discussion

In reply to queries, Mr. Craig advised that the access to the site had been reviewed with the City's Transportation Division. Although access is relatively close to the intersection of General Currie Road and Garden City Road, the development is for a small number of units and it was felt that there were no traffic and safety concerns that could not be accommodated within the existing roadway. It is expected that the garbage disposal trucks may need to back onto General Currie Road from the property.

It was recommended that the speed bump be relocated to align with the gate to the outdoor amenity space and that the speed bump be changed to a speed hump. The speed hump, similar to a raised crosswalk, would not be as abrupt but would still be a physical deterrent to meet the objectives of a speed bump.

A further recommendation was to remove the eastern walkway and create an informal walkway along the drive aisle. The applicant was agreeable to moving the walkway to the drive aisle.

Correspondence

None.

Gallery Comments

Anne Lerner, 12633 No. 2 Road, reiterated her concern that the City was selling their future heritage when allowing the reduced setback and accepting cash in-lieu-of indoor amenity space.

Panel Discussion

The Panel supported the development with the recommendations to (i) change the speed bump to a speed hump and that the speed hump be relocated to align with the gate to the outdoor amenity space, and (ii) eliminate the walkway along the east property line and create an informal, 4 to 5 feet wide, special pavement treatment along the east edge of the drive aisle.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. Permit the construction of an eight (8) unit townhouse complex at 9000 General Currie Road on a site zoned "Medium Density Townhouses (RTM3)"; and*
- 2. Vary the provision of the Richmond Zoning Bylaw 8500 to reduce the minimum front yard setback requirements along the General Currie Road frontage from 6.0 m to 5.0 m.*

CARRIED

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4. **New Business**

5. **Date Of Next Meeting: Wednesday, September 11, 2013**

6. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:30 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, August 28, 2013.

Dave Semple
Chair

Heather Howey
Committee Clerk



To: Development Permit Panel

Date: August 14, 2013

From: Wayne Craig, MCIP
Director of Development

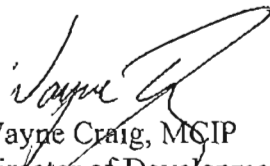
File: DP 10-557521

Re: Application by GBL Architects Group Inc. for a Development Permit at
9500 Cambie Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 135-unit mid rise apartment complex at 9500 Cambie Road on a site zoned "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Increase maximum lot coverage from 45% to 46%.
 - b) Reduce the minimum side yard from 6.0 m to 5.6 m for limited portions of the southwest corner of the building.
 - c) Reduce the minimum width of limited portions of the maneuvering aisles from 6.7 m to 6.1 m.



Wayne Craig, MCIP
Director of Development

SB:blg
Att.

Staff Report

Origin

GBL Architects Group Inc. has applied to the City of Richmond for permission to develop a 135-unit Low Rise apartment complex at 9500 Cambie Road on a site zoned “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)”. The development consists of a four-storey building over a single-level parking structure and a total of 135 apartment housing units, including six (6) affordable housing units.

The site is being rezoned from “Single Detached (RS1/F)” to “Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)” for this project under Bylaw 8826 (RZ 10-557519).

A Servicing Agreement is required as a condition of rezoning and will address off-site works including, but not limited to, improvements to Cambie Road, and construction of new roads; May Drive and McKim Way.

Development Information

The proposed development includes a four-storey apartment housing building that rises above a one-storey parking structure with ground oriented residential units along future May Drive and Cambie Road. The parking structure is screened from view from Cambie Road, future May Drive, and future McKim Way with tiered retaining walls and bermed landscaping beds. Access to the parkade and loading /service areas is provided from future McKim Way close to the southwest corner of the site.

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

Background

The subject site is located within Character Area 4 – Medium Density Housing of the Alexandra Neighbourhood (West Cambie). Development surrounding the subject site is as follows:

- To the north: Cambie Road and existing single-family lots, zoned “Single Detached (RS1/B)” and designated Residential (Single Family Only) in the West Cambie Area Plan.
- To the east: Future May Drive and existing single-family lots zoned “Single Detached (RS1/F)” and designated Community Institutional in the Alexandra Neighbourhood Land Use Map. A consolidation of five (5) parcels are included in an active development application to rezone the site to facilitate development of a two-storey assembly hall and associated parking (RZ 04-270168). The two-storey proposal consists of approximately 2,283 m² (24,578 ft²) that includes prayer space, classrooms for religious study, seminars and education sessions, a library, and a nursery, as well as a landscaped surface parking area to accommodate approximately 290 vehicles. The associated Public Hearing occurred in July, 2009 and the applicant is actively working to address all terms associated with the rezoning.
- To the south: Future McKim Way and existing single-family lots zoned “Single Detached (RS1/F),” designated Residential Area 1 (1.50 base FAR) and Community Institutional respectively. The south easterly parcel is included in the active assembly hall proposal (RZ 04-270168) mentioned above.

- To the west: The “Remy” development divided by Stolberg Street. Three (3) six-storey residential buildings over a semi-submerged parking level, and a day care centre will be constructed on the west side of Stolberg Street and three (3) four-storey residential buildings over a semi-submerged parking level, as well as a small commercial retail unit will be introduced on the east side of Stolberg street. The four-storey residential buildings interface with the subject site.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on December 20, 2011. No concerns about rezoning the property were expressed at the Public Hearing.

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage (applicant’s response and/or adjustments made to the design are included in *italics*):

- Design development to the retaining walls fronting Cambie Road and May Drive to minimize the impact of the change in elevation between the street and private patios and entrances –
Landscape design was further refined. The tiered retaining walls, landscaping beds, stairwells and guardrails were revised to soften the grade transition and minimize the extent of visible retaining walls.
- Design development to the retaining walls at the corner of McKim Way and May Drive, which are especially narrow (minimum 0.5 m) due to constraints resulting from the required road dedication and design of the enclosed parking level –
Landscape design was improved as a result of design refinement. The landscaping area at the corner was increased and the treatment of tiered retaining walls and landscaping beds along May Drive was pulled around the corner to McKim Way.
- Design development at the lobby entrance to treat blank wall areas and lobby roof –
Architectural design was further refined with additional windows, green roof treatment and timber and glass canopy structure. The improvements highlight the building entrance on May Drive.
- Consideration of opportunities to maximize diversity of texture, materials, color to further break the building’s long façade –
Architectural design was further refined. A variety of materials, texture and colour is provided along with roofline articulation and a distinctive visual break at the central building entrance. The main building entrance provides a visual break to the long façade along future May Drive with a full four-storey glazed element that is set back from the street and generously wide.
- Consideration of opportunities to establish a strong anchor at the intersection of Cambie Road and May Drive as a gateway into the neighbourhood –
Architectural design was further refined. The building design has been revised to emphasize the gateway location. The corner of the building has been emphasized with increased height, roof tower feature, simplified massing, additional brick cladding, and a different balcony railing treatment.

- Consideration of the location of the children's outdoor play area and outdoor amenity programming based on consideration of the shadow impacts from the adjacent western development (the "Remy") –

Landscape design was further refined. The children's play equipment area has been located centrally in the outdoor amenity area in the location with the greatest separation between the subject building and the neighbouring building to the west. The play area has a visual connection to the indoor amenity area for supervision and is pulled away from semi-private unit patios for the privacy.

- Substantiation of truck turning movements and confirmation from a hauler that the turning radius provided can accommodate collection trucks –

Architectural and landscape designs were further refined, and functionality confirmed. The truck loading space has been relocated to the west side of the parking entrance and the revised turning movements are acceptable to Transportation staff. The garbage and recycling room has been reconfigured and ability to collect has been confirmed by a private hauler. The revisions have also resulted in an improvement to the streetscape with a narrower paved vehicle area and larger landscaping area at the corner.

- Demonstration of separation between tandem parking stalls and regular parking spaces within the enclosed parking level –

Separation will be provided with wheel stops.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with "Low Rise Apartment (ZLR24) – Alexandra Neighbourhood (West Cambie)" except for the zoning variances noted below.

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

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

- 1) Increase maximum lot coverage from 45% to 46%.

(Staff supports the proposed variance as it is a direct result of the constraints of developing an orphan lot with significant road dedication requirements. It was identified at rezoning that a lot coverage variance may be needed and no concerns were expressed by the public.)

- 2) Reduce the minimum side yard from 6.0 m to 5.6 m for limited portions of the southwest corner of the building.

(Staff supports the proposed variance as it is a direct result of the increased road dedication requirement at the angled intersection of new May Drive and new McKim Way. The variance also results from the constraints of developing an orphan lot with required set backs from three (3) public road frontages. The variance is limited to two (2) vertical building bays that provide articulation and visual interest at the southwest end of the building.)

- 3) Reduce the minimum width of limited portions of the maneuvering aisles from 6.7 m to 6.1 m.

(Staff supports the proposed variance as it is considered a minor variance and is limited to small portions of the maneuvering aisles within the designated resident area of the parking structure. This variance was identified at rezoning and no concerns were expressed.)

Advisory Design Panel Comments

The Advisory Design Panel supported the proposed development at its February 8, 2012 meeting, subject to the applicant giving consideration to Panel comments. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the February 8, 2012 meeting is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

- The proposed development on this narrow orphan site maximizes the development potential of the site while responding to its surrounding built context and road network needs.
- The proposed low rise residential building has a north-south axis and is located as far east as possible, with the single-level parking structure built up against the parking structure of the neighbouring development to the west. This provides for a visually larger open outdoor area interface with the adjacent development to the west.
- The proposed development completes the building frontage character intended for the block defined by Cambie Road, future May Drive, Stolberg Street and future McKim Way.

Urban Design and Site Planning

- Given the constraints of the lot size and configuration of the subject orphan site, the proposed design responds well to the general Urban Design principles in the Development Permit Guidelines of the "West Cambie Area Plan," specific Urban Design objectives identified for the Alexandra Neighbourhood "Character Area 4," and the area character emerging from the "Remy" and other development in the immediate area.
- The proposed development is consistent with low rise residential development, including ground oriented entries to residential unit patios along Cambie Road and future May Drive frontages and a four-storey low rise residential building above a one-level parking structure.
- The parking structure is screened from views from the street by the residential patio entries, tiered retaining walls and landscaping beds. The parking structure access and loading area are located on future McKim Way.
- The residential entry lobby is located on future May Drive.
- The layout of the building is narrow and organized along a north-south axis.
- The proposed development will provide both indoor and outdoor common amenity spaces centrally located on the site, 104.7 m² (1,127 ft²) and 810 m² (8,719 ft²) respectively, which comply with the requirements of the OCP and are easily accessible to all residents in the building.
- Indoor amenity space is centrally located within immediate proximity to the main building entrance on the main floor and facilitates direct access to the common outdoor amenity area.
- The outdoor amenity space is accessible from indoor corridors and the indoor amenity space. Pathways provide direct access to Cambie Road and future McKim Way.

Architectural Form and Character

- The building massing is organized on a north-south axis, located as far east as possible, and is articulated with projecting and recessed bays and balconies. The building proportions and location on the site provide an open space transition and views between the proposed development and the adjacent development to the west. The siting also provides a streetwall along future May Drive that defines the street as a gateway to the Alexandra Neighbourhood from Cambie Road.
- The long facade along future May Drive is visually broken with the lobby entry at the mid-point, enhanced architectural treatment at the corner of Cambie Road and future May Drive, and projecting bay elements along the streetscape.
- The lobby entry is highlighted in a generously wide recessed window wall bay that extends from sidewalk level up to the roofline. The gateway feature is emphasized with a higher tower element roofline, larger and simplified areas of brick, and distinctive aluminum guardrail pattern at the balconies.
- The long facade along the outdoor amenity area is similarly visually broken and articulated with projecting and recessed bays and balconies.
- The rooflines are articulated with tower elements, tied to building bays that anchor the elevation down to the podium level and down to the ground through tiered landscaping beds.
- New boulevards with street trees, landscaping, lobby and patio pedestrian entries along the building's street frontages provide a pedestrian scale and interest to the public realm.
- Materials used in the building include: fibre cement siding and panel cladding, brick, aluminum and glass guardrails, aluminum window wall, vinyl windows, timber and glass canopy, open timber trellises, and asphalt shingles.
- The colour palette includes brick, light beige to medium brown trim and wall areas, white windows, black railings, and asphalt shingles with a mix of brown shades.

Landscape Design and Open Space Design

- Proposed landscaping along the road frontages of the site will provide an attractive public realm. Sidewalks will be provided at the new property lines and street trees will be provided in grass boulevards adjacent to the roadway.
- A landscaped outdoor amenity area is provided on the roof of the single-level parking structure along the west edge of the property. The outdoor amenity space provides opportunities for children's play, gatherings and passive recreation. Pavements and carefully selected planting material arrangements provide a variety of spaces and achieves a sense of residential communal gathering space.
- Children's play is encouraged with play equipment in two (2) separate areas. A play house structure is provided in an area for younger children and a climbing structure is provided in a separate area for school age children. Both areas have a soft resilient surface treatment and benches for adult supervision. The outdoor amenity area also includes open paved areas and lawn areas for flexible play.
- Private patios, which provide opportunities for casual surveillance over the outdoor amenity space, are provided along the east side of this outdoor space. Landscaping beds separate public use areas from the private patios for the units.
- The indoor amenity area is a 104.7 m² (1,127 ft²) room located adjacent to the entry lobby. The room has a strong indoor/outdoor connection to an open paved area in the outdoor amenity space. This arrangement provides flexible accommodation for gatherings.

- Treatment of lower roof areas will be visually attractive to address views from residential units above. Extensive green roof treatment is provided over portions of the lobby, indoor amenity area, and at the south end of the building.
- Seating benches are incorporated into alcoves in the layered planters along future May Drive, adding articulation to the landscaping adjacent to the public sidewalk and encouraging social interaction.

Tree Management

- Tree retention and replacement was addressed in the rezoning staff report.
- 42 on-site trees were identified for removal. No viable on-site trees were identified in the Arborist Report and associated tree plan, which was reviewed at rezoning by the City Tree Preservation Coordinator.
- 92 new trees are proposed to be planted, exceeding the 2:1 replacement requirement. The landscape design includes tree planting throughout the site in the outdoor amenity area and along the Cambie Road, future May Drive, and future McKim Way streetscapes.
- 17 new street trees are proposed in new boulevards along Cambie Road, future May Drive, and future McKim Way. The final number and location of off-site street trees will be finalized through the required Servicing Agreement.
- No trees on City property are affected by the proposal.

Accessibility and Aging-in-Place Features

- All common entries, corridors and the indoor amenity area are designed to address accessibility requirements.
- Of the 135 units proposed, 122 units include basic universal housing features in accordance with the terms of the Zoning Bylaw. The location of units is indicated in the floor plans.

Crime Prevention Through Environmental Design

The proposed design incorporates CPTED design principles. Secure resident parking is provided and separated from visitor parking. Opportunities for casual surveillance are enhanced with:

- The outward orientation of the residential units and outdoor patio spaces toward Cambie Road, future May Drive and future McKim Way.
- The location of the indoor amenity space and outward orientation of west facing units toward the outdoor amenity area and north-south pathway.
- Use of reflective white paint and minimizing the amount of solid walls in the parking level.
- Glazing used at elevator lobbies and vision panels in all doors leading to publicly accessible areas (exit stairs).
- Incorporation of low-level lighting within the courtyard and along the north-south walkway to maximize safety while minimizing the effect of light pollution on adjacent dwelling units.
- Clear and direct views from the street into the building entry lobby.

Transportation

- Road dedication and the requirement to enter into the City’s standard Servicing Agreement (SA) were secured through the rezoning. The development will be providing: frontage improvements along Cambie Road, an extension to McKim Way, and a new May Drive. Producing will be provided at the intersection of Cambie Road and May Drive for a future traffic signal.
- As noted in the rezoning staff report, the adjacent eastern parcel (9560 Cambie Road) is part of a larger active rezoning application (RZ 04-270168) that has received Third Reading. The adjacent development proposal includes the road connection between the future McKim Way and May Drive that is required for the subject development. Provision of a Servicing Agreement for road construction and road dedication or alternative right-of-way are requirements of the associated rezoning to facilitate vehicle access to parking, loading, servicing and emergency vehicles. This will be secured prior to Council consideration of the subject Development Permit. At the time of writing this report, a road dedication plan has been submitted to the City.
- The Transportation Demand Management (TDM) strategy secured through the rezoning includes a voluntary contribution of \$45,000.00 for the installation of a “Special Crosswalk” at the Cambie Road and Stolberg Street intersection. The crosswalk will improve pedestrian access to bus stops located on Cambie Road.
- A total of 179 resident and 25 visitor off-street parking spaces are proposed on-site, which satisfies the bylaw requirement.
- The driveway on future McKim Way provides access to the parking structure, an on-site medium sized loading space, and enclosed garbage and recycling storage.
- Bicycling parking is provided in accordance with the bylaw.
- Registration of a tandem parking covenant was secured through the rezoning to ensure that any two (2) parking spaces provided in a tandem arrangement be allocated to the same unit.

Noise Sensitive Development

- As noted in the rezoning staff report, the subject site is impacted by the OCP Aircraft Noise Sensitive Development (ANSND) Policy. Registration of an aircraft noise sensitive use restrictive covenant was secured through the rezoning.
- This legal agreement requires development to be designed by registered professionals and constructed in a manner that mitigates potential aircraft noise within the proposed dwelling units. Dwelling units must be designed and constructed to achieve:
 - a) CMHC guidelines for interior noise levels as indicated in the chart below:

Portions of Dwelling Unit	Maximum Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

- b) The ASHRAE 55-2004 “Thermal Environmental Conditions for Human Occupancy” standard for interior living spaces, or subsequent updates as they may occur.

- Detailed acoustic evaluation information has been provided by Brown Strachan Associates Consulting Engineers in Acoustics in a report dated October 2, 2012 and sealed by D. Brown, P. Eng. The report has been placed in the Development Permit application file and further documentation will be required at the future Building Permit stage. The approach to provide the required indoor sound levels with windows closed is to incorporate:
 - Glazing upgrade to all windows and exterior doors.
 - Roof upgrade with two (2) layers of drywall over resilient channels to underside of roof structure for all rooms under a roof deck, and all bedrooms on the 4th floor.
 - Wall upgrade with two (2) layers of drywall over resilient channels on exterior framing for bedrooms in some units at the north and south ends of the building (unit types and locations are identified in the acoustic report).
- Detailed information regarding the mechanical ventilation system and compliance with ASHRAE 55 has been provided by SRC Engineering Consultants Ltd. in a report dated December 6, 2012 and sealed by B. Khangura, P. Eng. The report has been placed in the Development Permit application file and further documentation is required at the future Building Permit stage. The approach to provide the required thermal comfort inside all of the apartments with windows closed throughout the year is to incorporate air conditioning using a vertical water source heat pump unit inside each unit. The heat pumps will be connected to the water loop system fed from the district energy system.

Affordable Housing Strategy/Density Bonus

- As noted in the rezoning staff report, the development will provide six (6) on-site Affordable Housing units and will benefit from an affordable housing density bonus provided through the West Cambie Area Plan. Registration of a Housing Agreement was secured through the rezoning. The legal agreement will secure full and unlimited access and use of the indoor amenity space provided on-site.
- The secured Affordable Housing units are located on the ground level, including:
 - Three (3) two-bedroom units fronting onto Cambie Road; and
 - Three (3) one-bedroom units fronting onto future May Drive.

Sustainability

- The proposed development will connect to the Alexandra District Energy Utility (DEU). Registration of a legal agreement was secured through the rezoning.
- The development proposal will also include the following sustainability features:
 - Proximity to bus service
 - Bicycle storage
 - Pedestrian network improvements
 - Green roof treatment reduces heat island effect of parking structure
 - Light pollution reduction
 - Water efficient fixtures and planting
 - Energy efficient equipment, lighting, and controls
 - Construction waste management, including storage and collection of recyclables
 - Use of recycled content, regional materials and rapidly renewable materials
 - Window provided ventilation, daylight and views
 - Indoor air quality management and low-emitting materials

Servicing Capacity

- Servicing capacity was addressed through the rezoning. The required Servicing Agreement includes new services with the construction of new roads May Drive and McKim Way.
- The adjacent western development is constructing sanitary sewer servicing and Cambie Road storm sewer works through their Servicing Agreement (SA 08-434616). The proposed development will be responsible for any latecomer payments associated with eligible latecomer works built via the adjacent development.

Flood Plain Management

The proposal complies with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Plain restrictive covenant specifying the minimum flood construction level (2.6 m geodetic) was secured through the rezoning.

Public Art

The applicant is participating in the City's Public Art strategy by providing a voluntary contribution at a rate of approximately \$0.60 per buildable square foot (e.g. \$65,617.00). The contribution was secured through the rezoning. The applicant is working with the City's Public Art Coordinator to investigate opportunities to install artwork at this gateway to the neighbourhood.

Alexandra's Liveability and Interim Amenity Guidelines

In addition to guidelines regulating design standards within the West Cambie Area Plan-Alexandra Neighbourhood, the provision of an integrated social infrastructure is a requirement of the Area Plan. In accordance with Council Policy 5044 (West Cambie-Alexandra Interim Amenity), the voluntary contributions were secured through the rezoning towards:

- Childcare facilities at a rate of \$0.60/ft² (e.g. \$65,617.00);
- Community and engineering planning costs at a rate of \$0.07 /ft² (e.g. \$7,655.00); and
- City public realm beautification at a rate of \$0.60/ft² (e.g. \$65,617.00).

Alexandra Neighbourhood Development Agreement

In accordance with the West Cambie Alexandra Neighbourhood Development Agreement, the applicant will be making a contribution of \$1,836.72 per unit (plus applicable interest) towards the total cost of infrastructure upgrades to the neighbourhood. Payment is due prior to the issuance of the Building Permit.

Conclusions

The proposed development responds to the urban design objectives for the Alexandra neighbourhood, proposes an architectural gateway into the neighbourhood, provides a sensitive interface with existing adjacent development to the west, and has successfully addressed the challenges posed by a narrow corner orphan site. Staff recommends approval for the subject development, as the proposal will contribute to the emerging unique character of the West Cambie Alexandra neighbourhood.



Sara Badyal
Planner 2
(604-276-4282)

SB:blg

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$251,861.63.

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

- Incorporate into Building Permit drawings: sustainable, basic universal housing, affordable housing, and Alexandra District Energy Utility features as determined via the Rezoning and Development Permit processes.
- Submission of sealed acoustic and mechanical engineering reports, along with certification by a registered professional that the Building Permit drawings comply to mitigate aircraft noise and ensure resident comfort.
- Submission of fire flow calculations based on the Fire Underwriter Survey confirming adequate available flow.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/tp/special.btm>).
- Payment of City wide and supplementary local area DCC for the Alexandra neighbourhood.
- Payment of \$1,836.72 per dwelling unit, plus applicable interest, in accordance with the Alexandra Neighbourhood Development Agreement.
- Payment of latecomer agreement charges associated with eligible latecomer works built via the adjacent western development (Servicing Agreement SA 08-434616).
- 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.



DP 10-557521

Attachment 1

Address: 9500 Cambie Road

Applicant: GBL Architects Group Inc.

Owner: 0890784 BC Ltd

Planning Area(s): Alexandra Neighbourhood (West Cambie)

	Existing	Proposed
Site Area:	Formerly 7,943 m ²	5,976.4 m ²
Land Uses:	Single-family	Multi-family
OCP Designation:	Neighbourhood Residential	Complies
Area Plan Designation:	Residential Area 1	Complies
Zoning:	Formerly Single Detached (RS1/F)	Low Rise Apartment (ZLR24)
Number of Units:	1	135

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.7 FAR including Min. 0.066 secured as affordable housing	1.69 FAR including 0.066 secured as affordable housing	None permitted
Lot Coverage:	Max. 45%	46%	1% increase
Setback – Cambie Road: Parking structure	Min. 7 m Min. 3.8 m	Min. 7.2 m 4.5 m	None
Setback – McKim Way: Parking structure	Min. 6 m Min. 3 m	Min. 8.4 m Min. 3.9 m	None
Setback – May Drive: Parking structure	Min. 4 m Min. 3 m	Min. 4.5 m 3.1 m – 3.8 m	None
Setback – Side Yard: Parking structure	Min. 6 m Min. 0 m	Min. 5.6 m 0 m	0.4 m reduction to projecting bay
Height (m):	Max. 20 m	16.2 m	None
Off-street Parking Spaces:	With TDMs	With TDMs	
Resident	174	173	
Affordable Housing	6	6	
Visitors	24	25	None
Accessible	(5)	(5)	
Total	204	204	
Small Car Parking Spaces	Max. 50%	46% (93 spaces)	None
Tandem Parking Spaces	Permitted	33% (68 spaces)	None
Amenity Space – Indoor	Min. 100 m ²	104.7 m ²	None
Amenity Space – Outdoor	Min. 810 m ²	810 m ²	None

Annotated Excerpt from the Minutes from
The Advisory Design Panel Meeting

Wednesday, February 8, 2012 – 4:00 p.m.

4. DP 10-557519 – 135-UNIT 4-STOREY APARTMENT BUILDING OVER PARKING
ARCHITECT: GBL Architects Group Inc.
PROPERTY LOCATION: 9500 Cambie Road

Comments from the Panel were as follows:

- consider combining the two small play areas into a more substantial play area; incorporate natural play features; would make the play area more usable and appealing to children – *Considered. Separate play areas provided for younger and older children to accommodate different interests, abilities and levels of physical activity;*
- like the landscape treatment; appreciate the street level lobby entry; nice solution to the ramp problem;
- handsome-looking building massing and urban presence on the street; pocketing of lobby at street elevation works well; successful from a design perspective;
- concern on the street edge; consider berm planting against the high concrete retaining wall at the base of the building to hide the wall; build up the planting and imbed the stairs in the planting; would be a more successful resolution than stairs protruding up and out of the edge; appreciate the access to the units – *Design improved by lowering the profile of the retaining walls at street entries and more effectively embedding the stair walls into the landscaping. Front planter walls have been deleted allowing for a softening of the May Drive frontage. This allows the stair access walls to blend somewhat into grading and soft landscaping.*
- suggest that Planning discuss with Transportation to address possible loading space along May Drive; consider possibility of having a parallel parking edge or other means of making it a softer and more urban street – *May Drive will be constructed in two phases; with roughly the western half constructed as an interim road through the subject development and the remaining eastern portion through a proposed religious assembly rezoning application to complete the road to its ultimate width. The ultimate design includes parallel parking along both sides of May Drive. A dedicated loading space could be considered in there is a demonstrated need when May Drive is expanded to its ultimate width.*
- agree with comments on the amenity space; don't compartmentalize the long and narrow space; consider having two entry stairs coming up from the basement with trellis-like features between them; would integrate the play area – *Considered. The amenity space has been designed to maximize a sense of openness. An additional trellis/fence structure has been inserted between the two parkade exist stair structures to enhance screening and cohesion to the courtyard elements. Planter walls have been revised to provide an improved connection to McKim Way and screening for the neighbouring holding area.*
- building is long and handsome; will fit and integrate nicely into the neighbourhood;
- corner treatment on May Drive and McKim Way may not be an appropriate response; consider a corner element and ways of addressing a pointed corner, e.g. a raised roof; the corner treatment at Cambie Road is more resolved – *Considered. The treatment of the*

corner at May Drive and Cambie Road is emphasized in a hierarchal design to recognize the entry gateway into the Alexandra neighbourhood.

- add colour to the top of the two flanking bays at the entrance to the building to provide a gateway expression; look at the elevator core which appear backed up against glass – *Considered. A wide recessed bay emphasizes the entry lobby and provides a visual break in the long May Drive elevation. The bay is treated with a unique design and material treatment that is only found at the entry.*
- central element should be as glassy as possible to provide a separation because it is a long building – *Incorporated.*
- patios off the entrances on May Drive need berming and landscaping to soften the edge; looks like an edge of a parkade – *Incorporated.*
- there is no elevator at the south façade of the building; consider proposed location of the elevators to facilitate circulation inside the long building – *Considered. The existing elevator location optimizes access and flow in parking and upper levels.*
- impressed with the project; congratulate the applicant for achieving 1.69 to 1.72 FAR on a long thin site;
- detail and design of the building is nice and appropriate for the neighbourhood; asphalt shingle roofs on the second and third floors may be a bit too weak – *Considered. Asphalt shingles are considered appropriate for the design intent and small areas.*
- corridors above the lobby look terrific;
- renderings show a lot of brick seat walls or staggered retaining walls which are not shown on the model; more attractive at street level than what is displayed in the model;
- suggest that public art be located in the corner of Cambie Road and May Drive as Cambie Road is a busy street and a gateway; will soften the corner and make it more inviting – *Space has been allocated at this location, art work and location to be determined through the Public Art process.*
- inside corners may be very dark along the courtyard side; detriment of a C-shaped building; incorporate privacy screens on the balconies; look at high roofs in the courtyard to allow more sunlight in the corners – *Incorporated. The depth of the overhang has been reduced to allow maximum possible amount of light penetration.*
- nice and cleverly done project; complements the adjacent development; managed to achieve a courtyard feeling despite its narrow site;
- long façade on May Drive is long but pleasant; no need to break it up; check for location of elevator core – *Elevator location considered and discussed above.*
- tower at the corner works well; very tactile; provides variety and change of rhythm in the building;
- successful integration of adaptable and accessible units; all are well done; some units appear to include the potential for wheel-in shower access;
- consider using sliding doors in some washrooms; would provide some usable floor space –
- asphalt shingles used as roof materials are dark; pursuing LEED certification necessitates using reflective and light high albedo roof materials; review the smaller projecting roof elements – *Considered. The asphalt shingle bay roof areas are small, typically face east and will be shaded by trees.*

- drawings are not consistent on the privacy areas and gates around the entrances off the street; appear fully accessible to the street – *The streetscape patios are raised higher than the sidewalk, and are accessed from the street;*
- great presentation materials; great model;
- no problem with façade of the building; rhythmic design along the full length of the building works well;
- concrete wall needs softening, e.g. through terracing or changing of steps – *Design improved at the southwest corner of the site. Terraced retaining walls lowered, landscape buffer increased, and paved area reduced.*

It was moved and seconded

That DP 10-557519 move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



No. DP 10-557521

To the Holder: GBL ARCHITECTS GROUP INC.
Property Address: 9500 CAMBIE ROAD
Address: C/O PAUL GOODWIN
GBL ARCHITECTS GROUP INC.
140 – 2034 WEST 11TH AVENUE
VANCOUVER, BC V6J 2C9

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:
 - a) Increase maximum lot coverage from 45% to 46%.
 - b) Reduce the minimum side yard from 6.0 m to 5.6 m for limited portions of the southwest corner of the building.
 - c) Reduce the minimum width of limited portions of the maneuvering aisles from 6.7 m to 6.1 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #13 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 \$251,861.63 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.

Development Permit

No. DP 10-557521

To the Holder: GBL ARCHITECTS GROUP INC.

Property Address: 9500 CAMBIE ROAD

Address: C/O PAUL GOODWIN
GBL ARCHITECTS GROUP INC.
140 – 2034 WEST 11TH AVENUE
VANCOUVER, BC V6J 2C9

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.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR

PROJECT DATA

9500 CAMBIE RD 9500 Cambie Rd, Richmond, BC V6X 4K9 604-273-1111	
CLIENT - OWNER 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	
ARCHITECT 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	
LANDSCAPE ARCHITECT 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	
SUBMITTER 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	
ADVISOR 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	
TRAILER CONSULTANT 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	
GENERAL ENGINEER 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	

GENERAL INFORMATION PROJECT NAME: 9500 CAMBIE RD PROJECT NUMBER: 10-557521 PROJECT ADDRESS: 9500 CAMBIE RD, RICHMOND, BC V6X 4K9 PROJECT CONTACT: 604-273-1111	
CLIENT INFORMATION CLIENT NAME: 9500 CAMBIE RD CLIENT ADDRESS: 9500 CAMBIE RD, RICHMOND, BC V6X 4K9 CLIENT CONTACT: 604-273-1111	
PROJECT INFORMATION PROJECT TYPE: 9500 CAMBIE RD PROJECT PHASE: 10-557521 PROJECT START DATE: 9500 CAMBIE RD PROJECT END DATE: 9500 CAMBIE RD	
DESIGN INFORMATION DESIGN NUMBER: 9500 CAMBIE RD DESIGN DATE: 9500 CAMBIE RD DESIGN SCALE: 9500 CAMBIE RD DESIGN STATUS: 9500 CAMBIE RD	
REGULATORY INFORMATION ZONING: 9500 CAMBIE RD PERMIT NUMBER: 9500 CAMBIE RD PERMIT DATE: 9500 CAMBIE RD PERMIT STATUS: 9500 CAMBIE RD	

GENERAL INFORMATION PROJECT NAME: 9500 CAMBIE RD PROJECT NUMBER: 10-557521 PROJECT ADDRESS: 9500 CAMBIE RD, RICHMOND, BC V6X 4K9 PROJECT CONTACT: 604-273-1111	
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REGULATORY INFORMATION ZONING: 9500 CAMBIE RD PERMIT NUMBER: 9500 CAMBIE RD PERMIT DATE: 9500 CAMBIE RD PERMIT STATUS: 9500 CAMBIE RD	

CONSULTANTS

CLIENT - OWNER 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	ARCHITECT 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111
LANDSCAPE ARCHITECT 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	SUBMITTER 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111
ADVISOR 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	TRAILER CONSULTANT 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111
GENERAL ENGINEER 9500 Cambie Rd Richmond, BC V6X 4K9 604-273-1111	

LOCATION PLAN



Notes:

- Development is required to comply with Noise Sensitive Use Restrictive Covenant registered on Title; including acoustic attenuation and mechanical systems to provide thermal comfort throughout the year. Future Building Permit is required to include sealed acoustic and mechanical engineering reports.
- Off-site works via separate required Servicing Agreement.
- 6 Affordable Housing Units are provided as per required Housing Agreement
- 122 units are provided with Basic Universal Housing Features and are required to comply with Zoning Bylaw 8500 Section 4.16
- Development is required to comply with Alexandra Disaster Energy Utility (DEU) legal agreement registered on Title, including connection to the DEU.
- Sustainability features:
 - Green roof treatment to parking structure, entry lobby, indoor amenity area and south units as per plans
 - Dark sky exterior light fixtures
 - Water efficient - fixtures and planting
 - Energy efficient - equipment, lighting and controls
 - Air quality - indoor air quality management and low-emitting materials.
 - Recycling - secure area for garbage, organics and recycling.
 - Bicycle storage
 - Construction waste management, including storage and collection of recyclables
 - Use of recycled content, regional materials and rapidly renewable materials

Plan I
 DP 10-557521
 Jan 7 2013

A-0.01

9500 CAMBIE CONDOS
 RICHMOND
 135 RESIDENTIAL UNITS
 PROJECT DATA

9500 CAMBIE CONDOS
 RICHMOND
 135 RESIDENTIAL UNITS





NOTES



REVISIONS

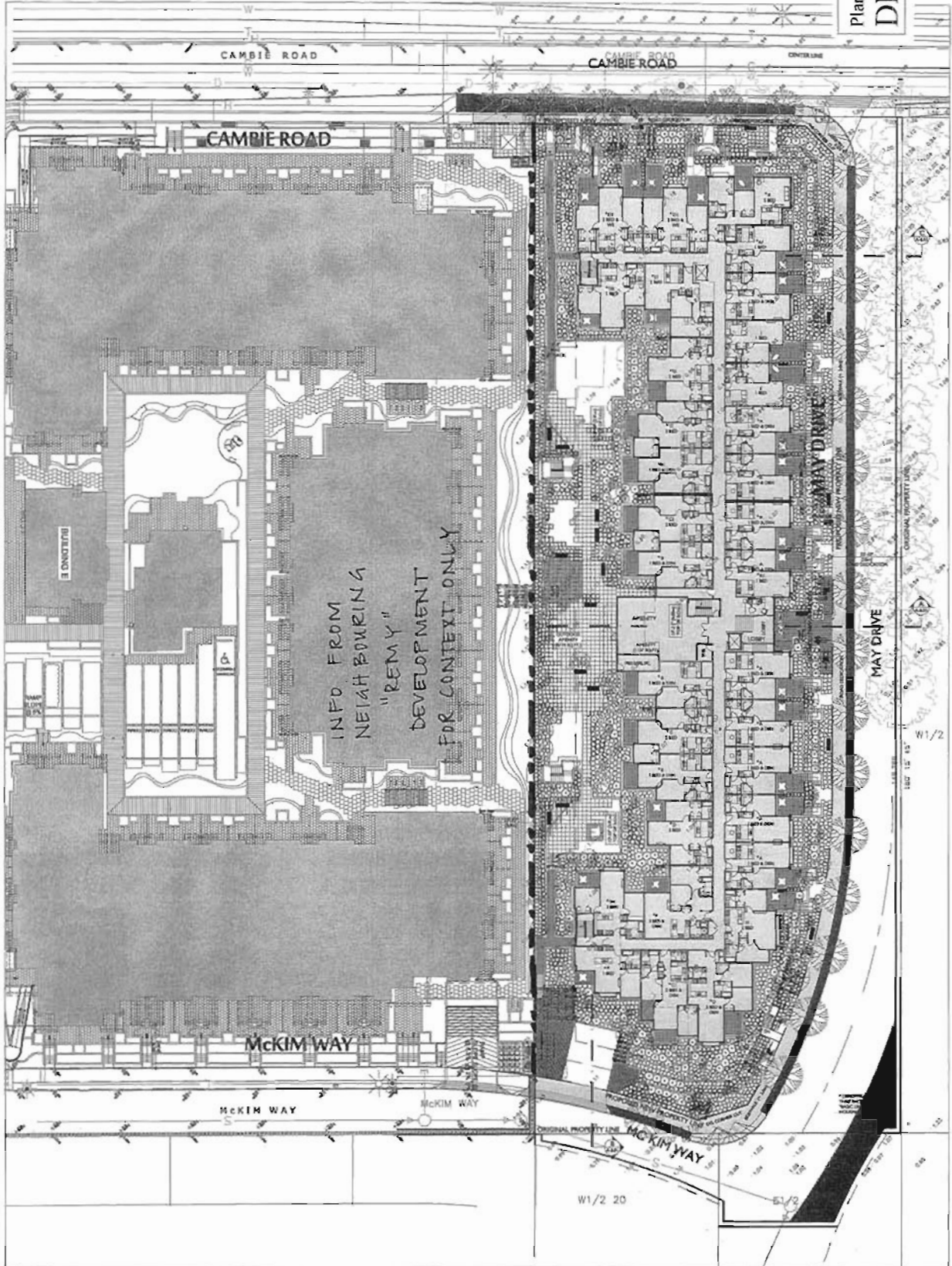
9500 CAMBIE CONDOS
RICHMOND

135 RESIDENTIAL UNITS

SITE PLAN

Plan 2 Jan 7 2013
DP 10-557521

A-1.00



INFO FROM
NEIGHBORING
"REMY"
DEVELOPMENT
FOR CONTEXT ONLY

CAMBIE ROAD

CAMBIE ROAD

CAMBIE ROAD

McKIM WAY

McKIM WAY

McKIM WAY

McKIM WAY

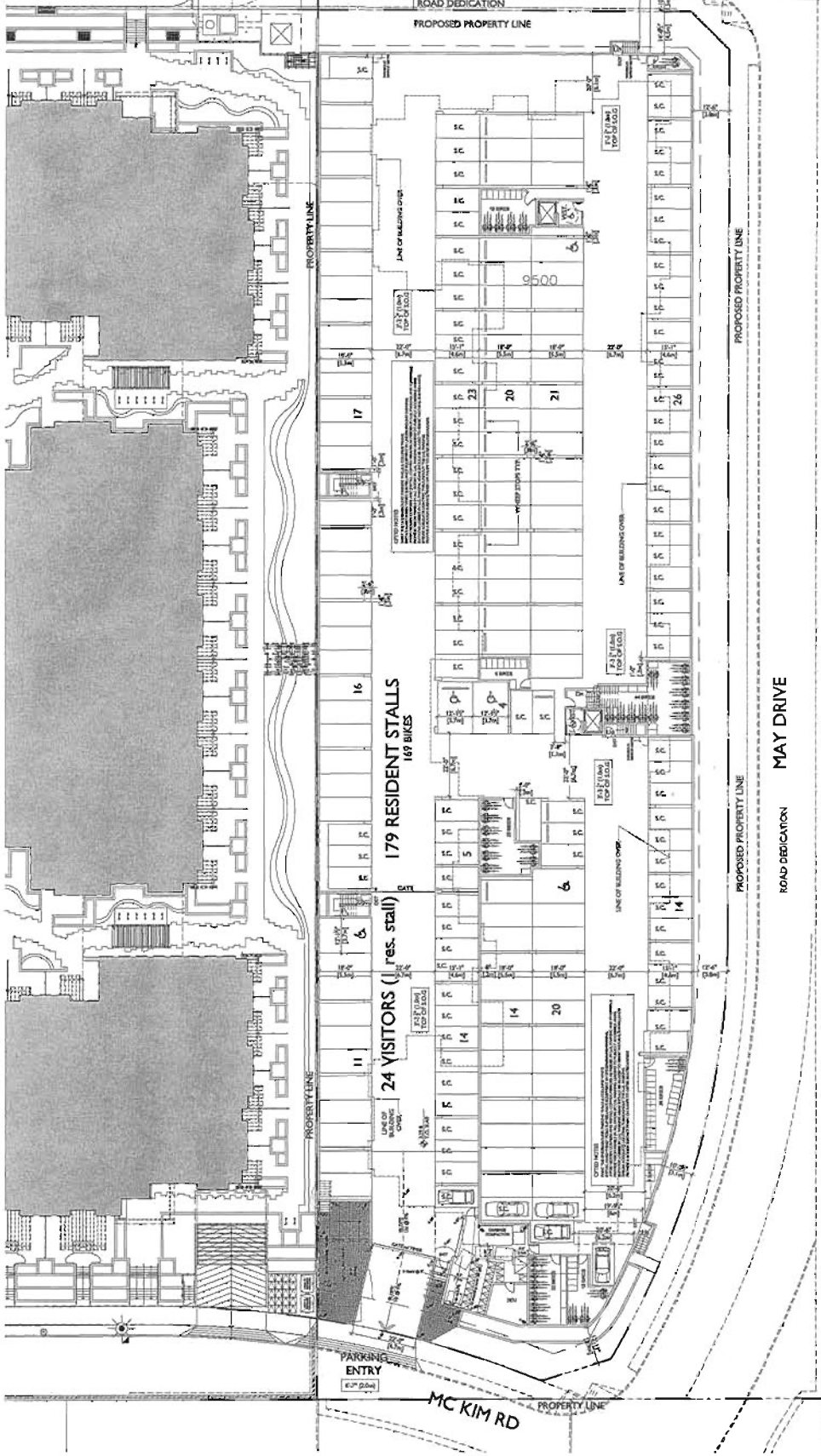
MAY DRIVE

MAY DRIVE

W1/2

W1/2 20

W1/2



DEC 18 / 12

9500 CAMBIE CONDOS
RICHMOND

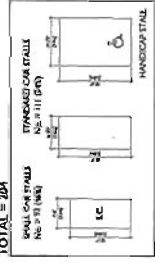
133 RESIDENTIAL UNITS

PARKING

Plan 4a Jan 7 2013
DP 10-557521

A-2.01

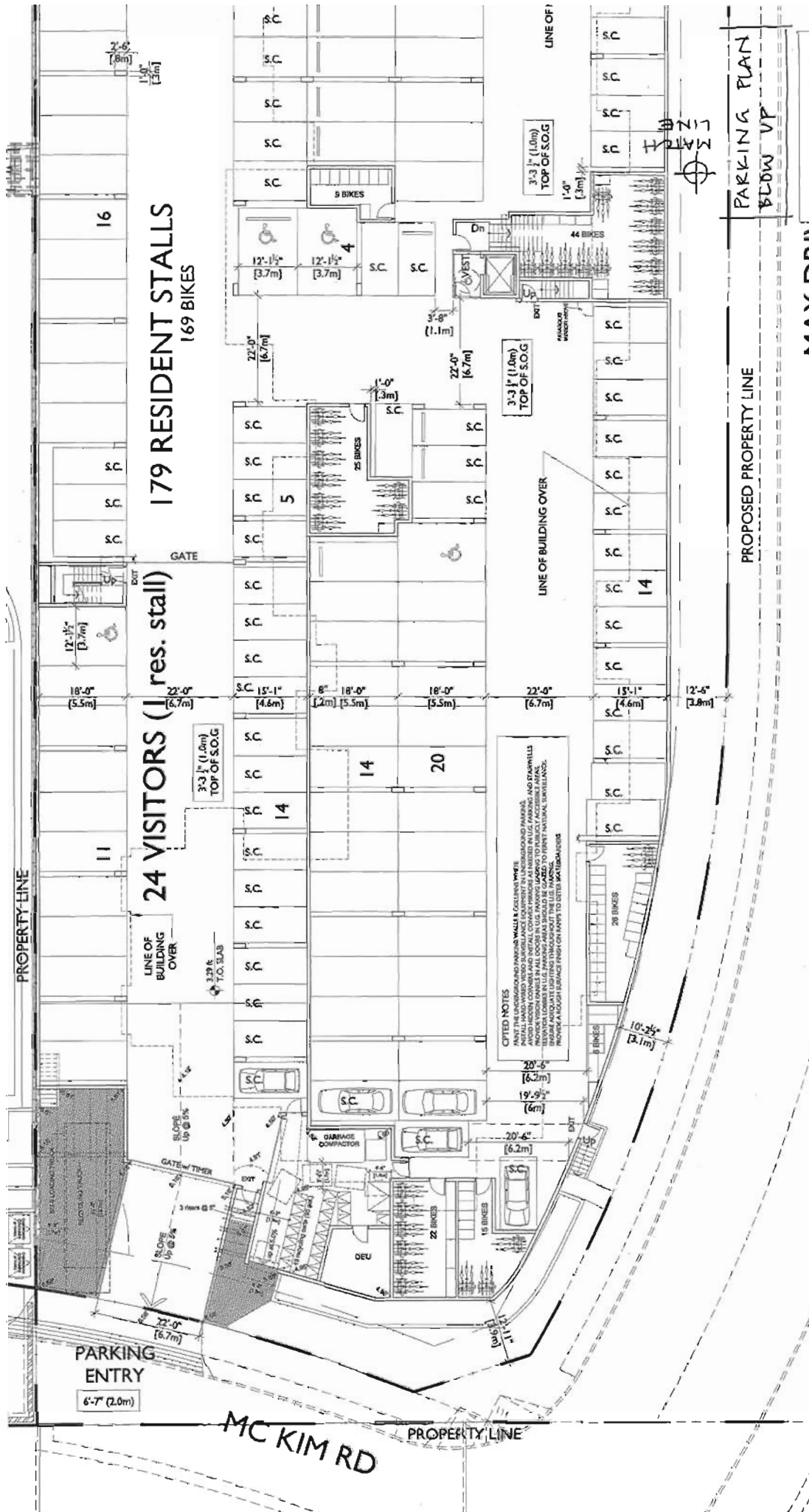
PARKING STALL SIZES AND COUNT
TOTAL = 204



CLASS I BICYCLE PARKING SIZES AND COUNT
TOTAL = 169



PARKING
Area = 54,548.5 sf



179 RESIDENT STALLS
169 BIKES

24 VISITORS (1 res. stall)

PARKING PLAN
BLVD UP

MAY DRIV
Plan 4b
Jan 7 2013
DP 10-557521

CITIED NOTES
PAINT THE BACKGROUND PARKING WALLS & CEILING WHITE.
INSTALL HAND WASH VIDEO SURVEILLANCE EQUIPMENT IN UNIMPROVED PARKING.
PROVIDE VISION PANELS IN ALL DOORS IN ALL PARKING LANEWAYS TO IMPROVE ACCESSIBILITY.
INSTALL A ROUGH SURFACE FINISH ON RAMP TO DETER SKATEBOARDERS.

PARKING ENTRY
6'-7" (2.0m)

MC KIM RD

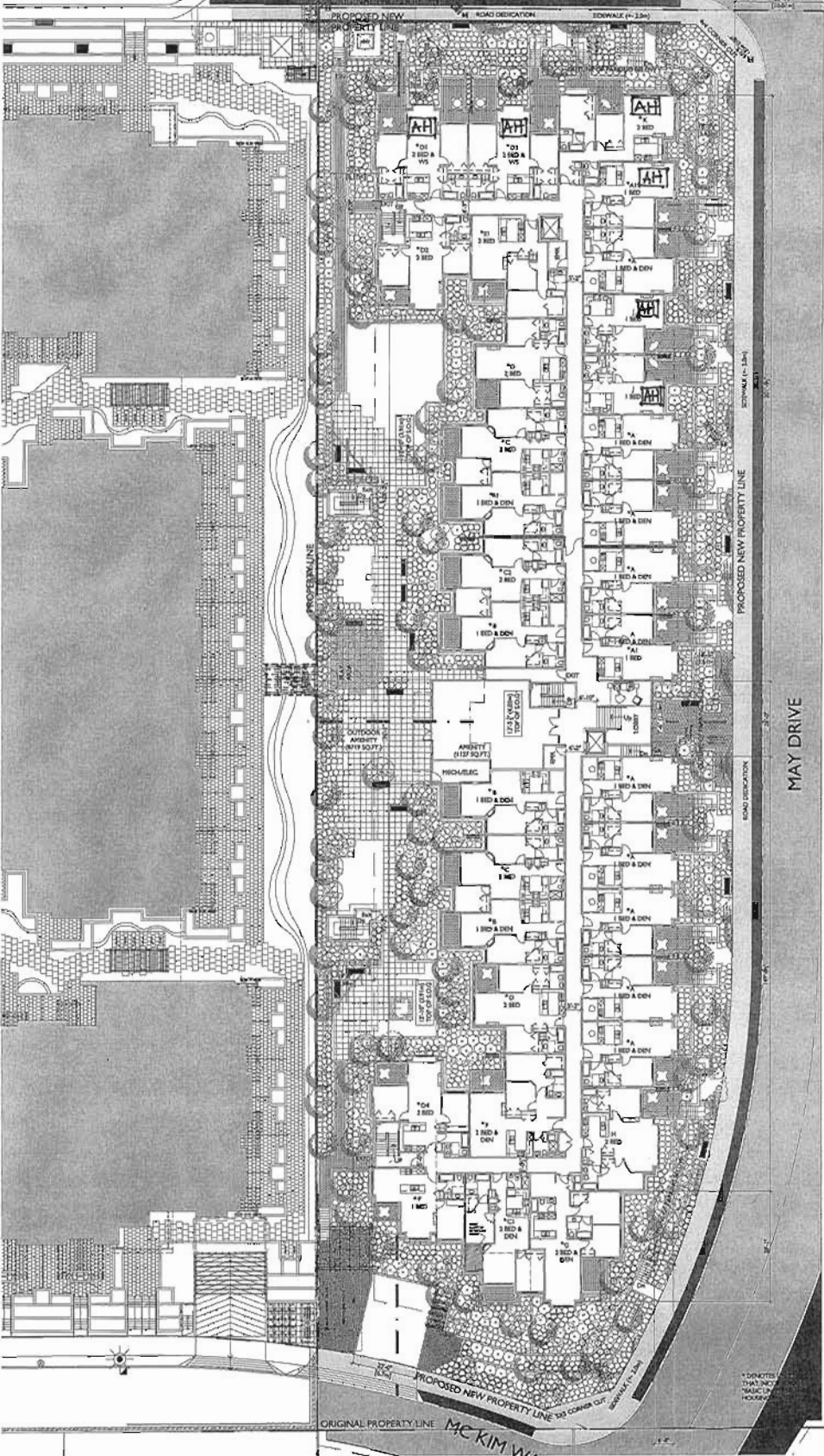
PROPOSED PROPERTY LINE

LINE OF BUILDING COVER

LINE OF

PROPERTY LINE

PROPERTY LINE



9500 CAMBIE CONDOS
RICHMOND
13X RESIDENTIAL UNITS
GROUND FLOOR

Plan 5a Jan 16 2013
DP 10-557521

A-3.01

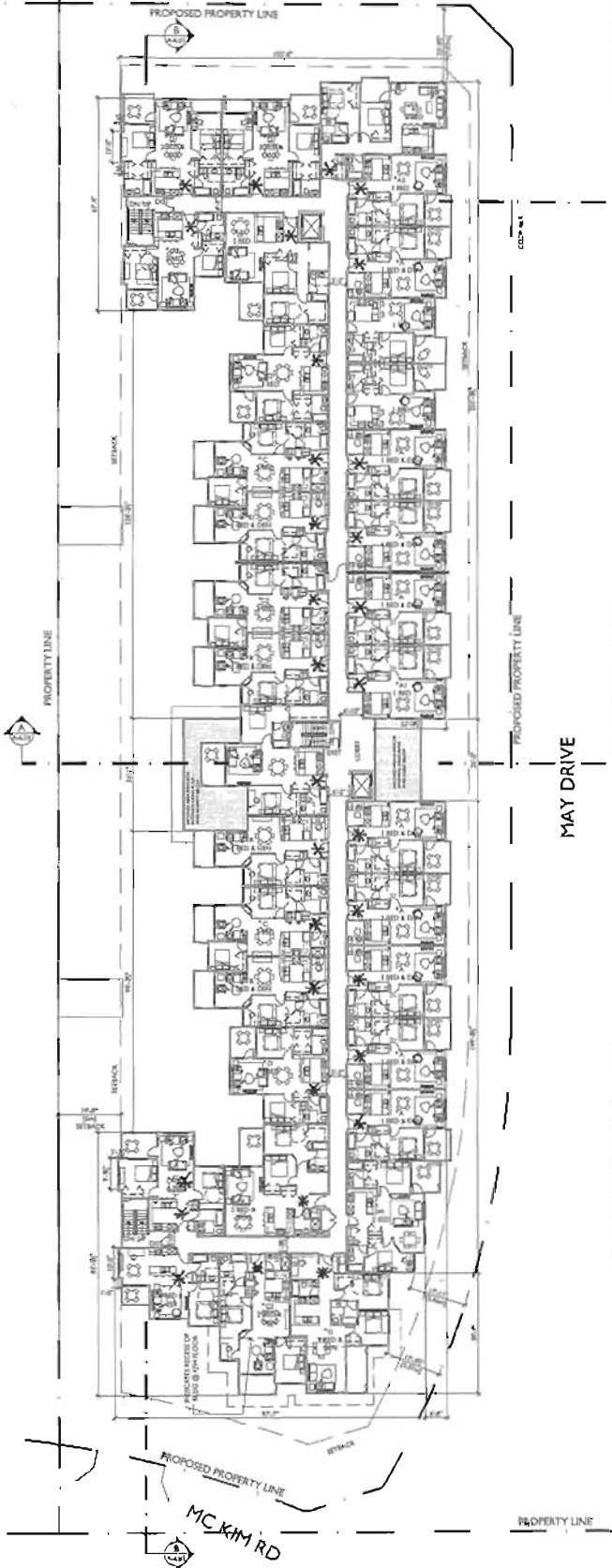
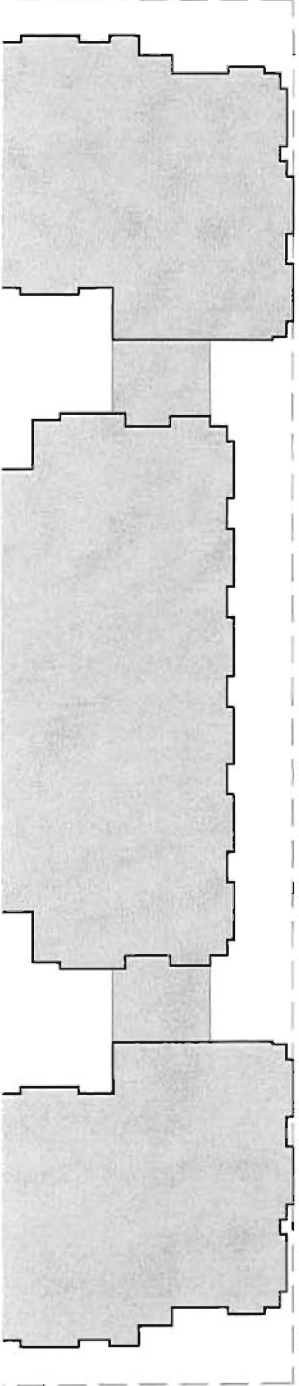
[AH] AFFORDABLE HOUSING UNITS
(6 UNITS)

* SEE PLANS 5b + 5c FOR
LOCATIONS OF GROUND
FLOOR UNITS WITH BASIC
UNIVERSAL HOUSING FEATURES
AS PER ZONING BYLAW 8500
(30 UNITS ON GROUND FLOOR)

GROUND FLOOR
Area - 29,524.57



REGISTERED ARCHITECT



9500 CAMBIE CONDOS
RICHMOND

135 RESIDENTIAL UNITS

TYPICAL FLOOR

Plan 6 Jan 7 2013
DP 10-557521

A-3.02

FLOOR PLAN FOR 2nd & 3rd FLOOR
Area - 28,542.67 sf

* DENOTES UNITS THAT INCORPORATE "BASIC UNIVERSAL HOUSING FEATURES"

(31 UNITS ON EXCH FLOOR)

*

MCKIM RD

MAY DRIVE



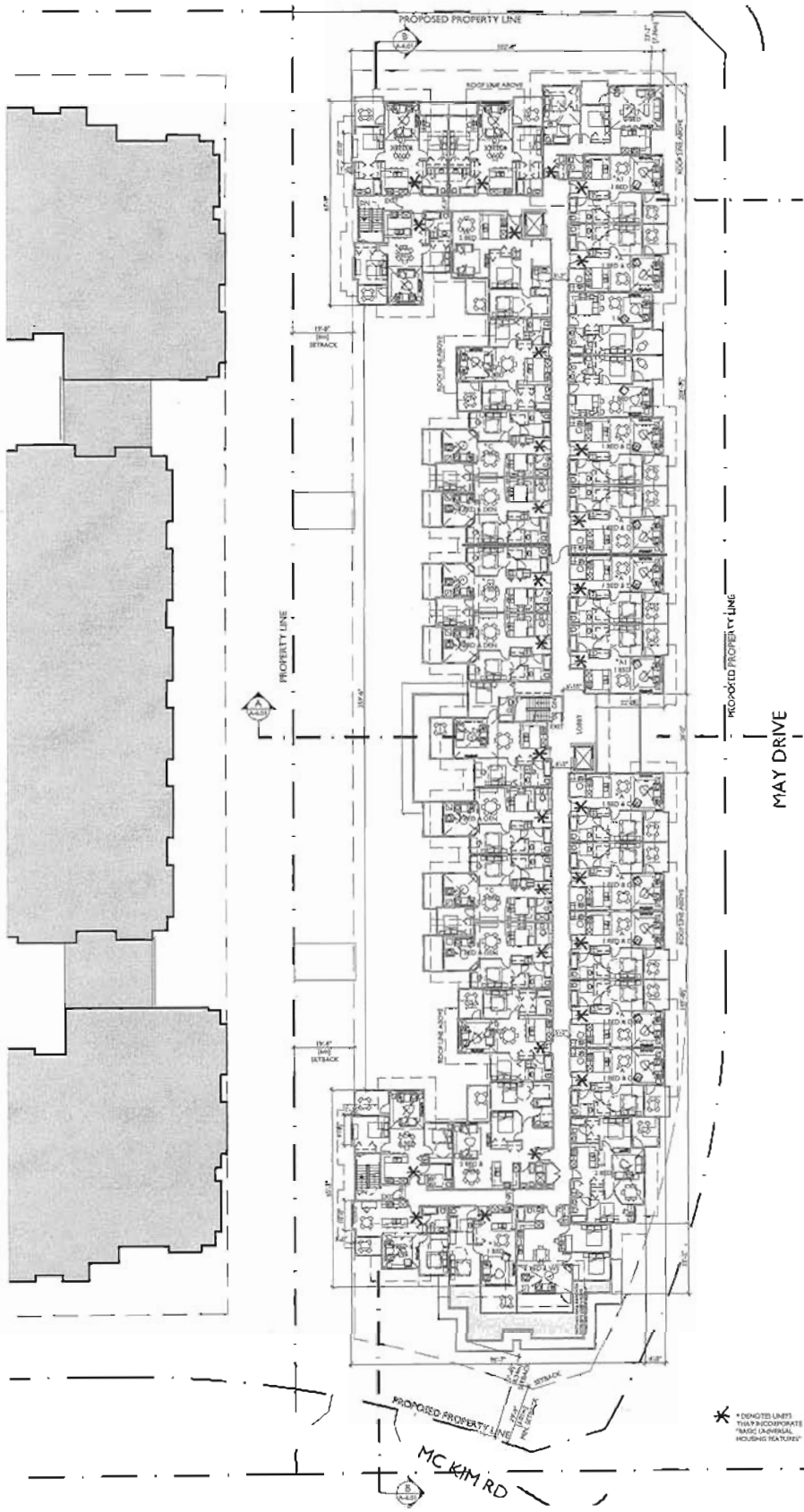
NOTES

REVISIONS

9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS
FOURTH FLOOR

Plan 7
Jan 7 2013
DP 10-557521

A-3.03



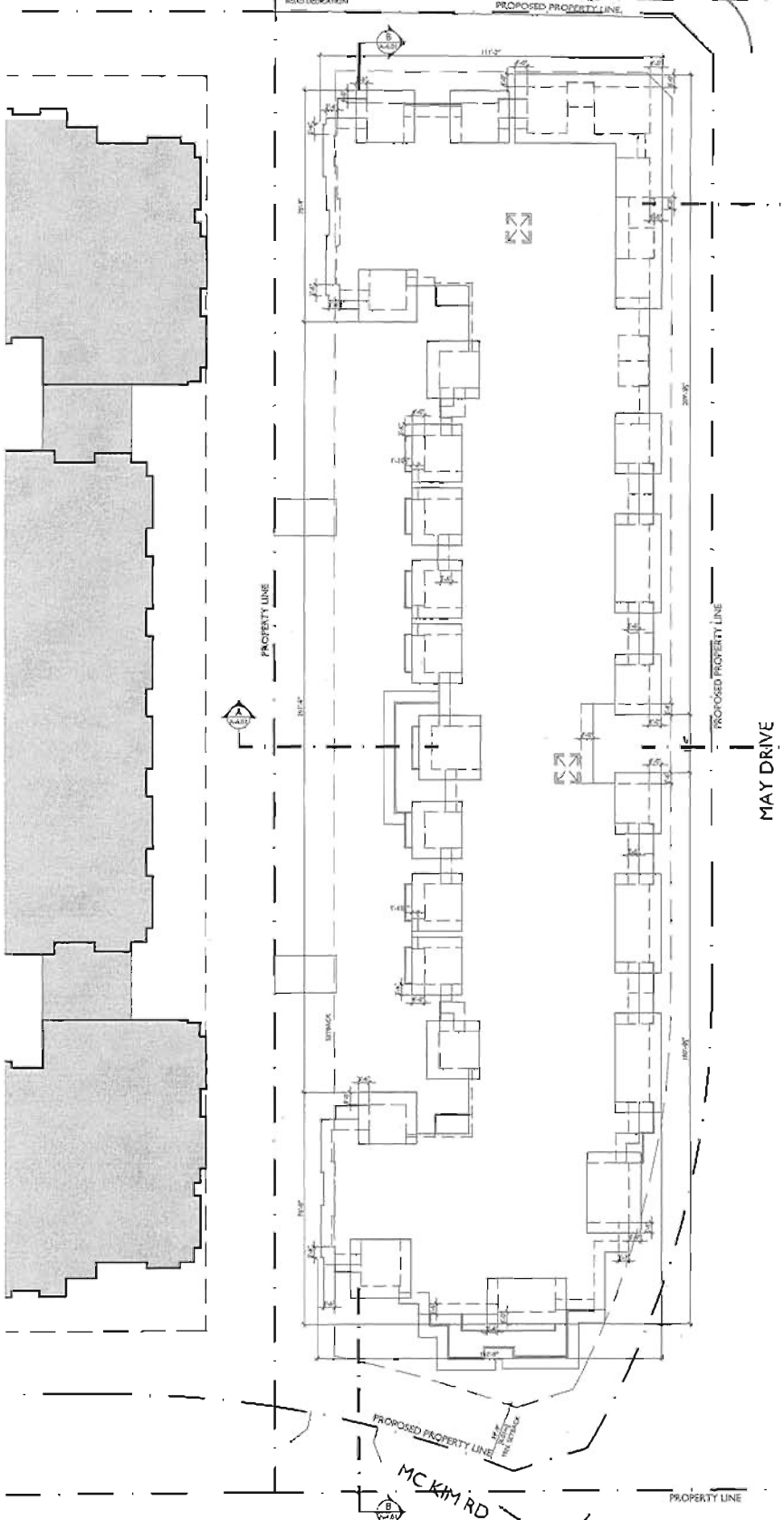
4th FLOOR
Area - 27,989.4 sf

* 30 UNITS WITH
BASIC UNIVERSAL
HOUSING FEATURES

* DENOTES UNITS
THAT INCORPORATE
BASIC UNIVERSAL
HOUSING FEATURES



NOTES
1. SEE SHEET A-3.01 FOR GENERAL NOTES.
2. SEE SHEET A-3.02 FOR GENERAL NOTES.
3. SEE SHEET A-3.03 FOR GENERAL NOTES.
4. SEE SHEET A-3.04 FOR GENERAL NOTES.

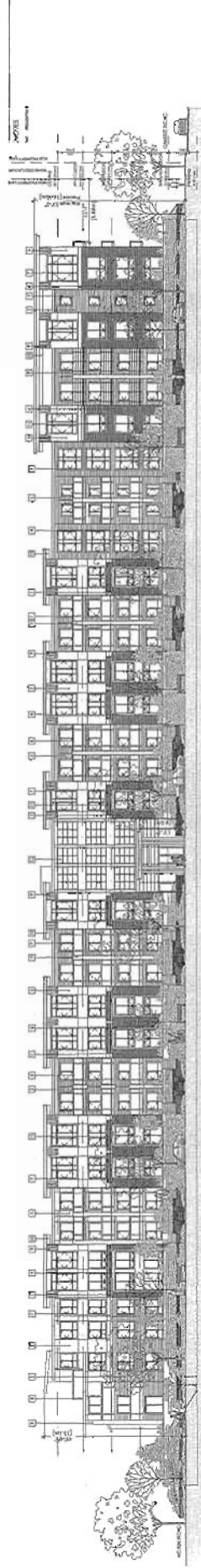


9500 CAMBIE CONDOS
RICHMOND
158 RESIDENTIAL UNITS

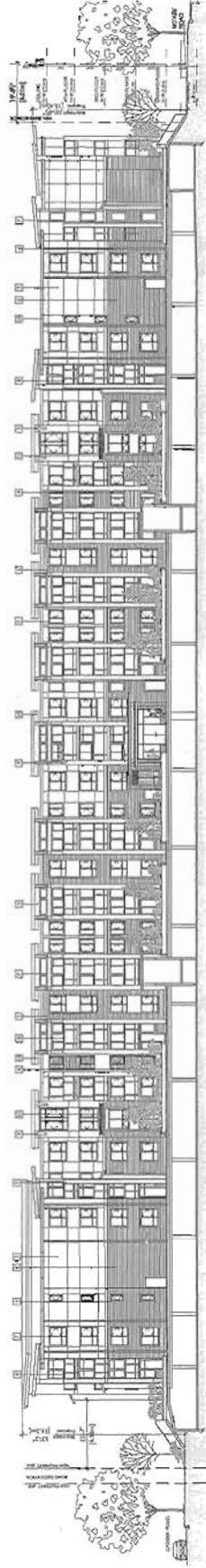
ROOF PLAN

Plan 8 Jan 7 2013
DP 10-557521

A-3.04



① FRONT ELEVATION (EAST (MAY DRIVE))
 Scale: 1/8"=1'-0"



② REAR ELEVATION (WEST)
 Scale: 1/8"=1'-0"

EXHIBIT A
 9500 CAMBIE CONDOS
 RICHMOND
 135 RESIDENTIAL UNITS
 1000 N. WASHINGTON BLVD
 SUITE 200
 WASHINGTON, DC 20004
 PHONE: 202.331.1000
 WWW.GBLGROUP.COM

MATERIAL LEGEND

1	BRICK
2	HARD PLANK 1" HORIZONTAL
3	HARD PANEL (R/R-REGLET REVEAL)
4	HARD PANEL, TERN BOARD
5	EXPOSED CONCRETE
6	CLEAR DOUBLE GLAZING
7	VINYL WINDOW FRAMES
8	ALUMINUM & GLASS GUARDRAIL
9	PAINTED BRACKETS, COLUMNS AND FACIAL BOARDS
10	PAINTED BRACKETS
11	BALCONY & LAVE SORTS
12	ASPHALT SINGLE ROOF
13	ALUMINUM WINDOW WALL

**9500 CAMBIE CONDOS
 RICHMOND**
 135 RESIDENTIAL UNITS
ELEVATIONS

Plan 9 Jan 7 2013
 DP 10-557521

A-5.01



PROJECT: 9500 CAMBIE CONDOS
 ARCHITECT: GBL ARCHITECTS INC.
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2G6
 TEL: 604.278.8888
 WWW.GBLARCHITECTS.COM

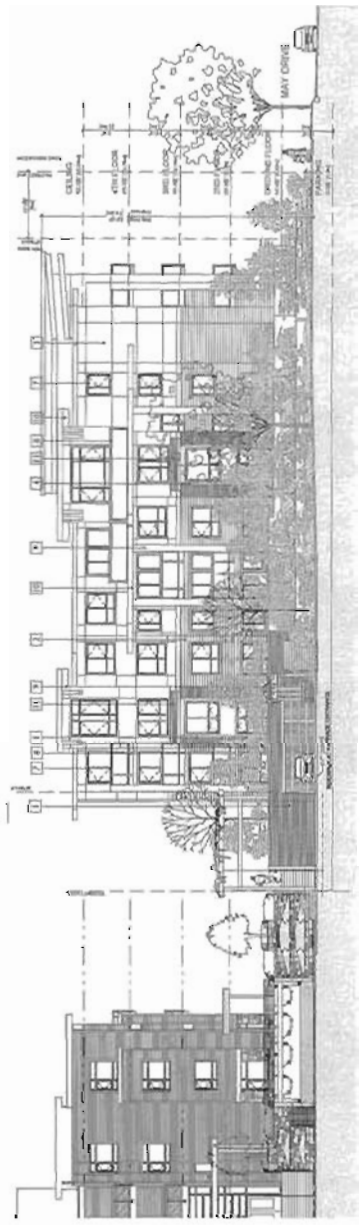
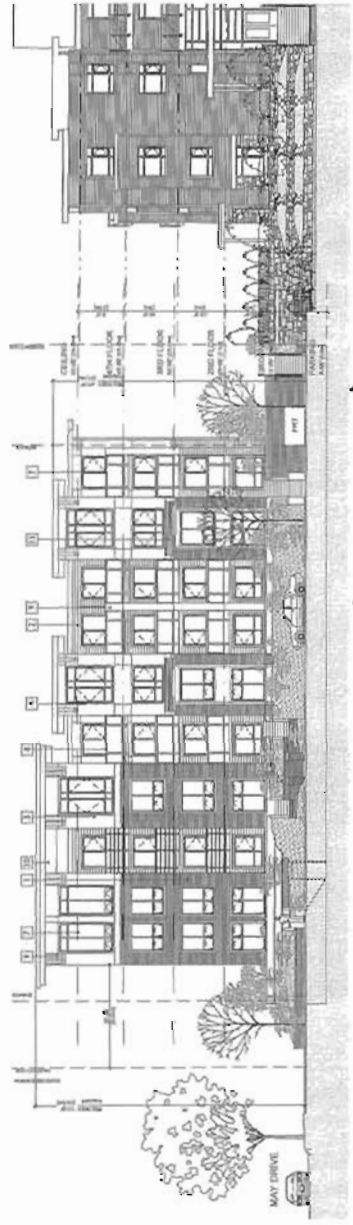
MATERIAL LEGEND

- 1 BRICK
- 2 HARD PLANK 4" HORIZONTAL
- 3 HARDI PANEL (PLY-REGIET REVEAL)
- 4 HARDI PANEL TBM BOARD
- 5 EXPOSED CONCRETE
- 6 CLEAR DOUBLE GLAZING
- 7 VINYL WINDOW FRAMES
- 8 ALUMINUM & GLASS GUARDRAIL
- 9 PAINTED BRACKETS, COLUMNS AND FACIA BOARDS
- 10 ALUMINUM BALCONY RAILS
- 11 BALCONY & LAKE SLOTTES
- 12 ASPHALT SHINGLES ROOF
- 13 ALUMINUM WINDOW WALL

9500 CAMBIE CONDOS
 RICHMOND
 138 RESIDENTIAL UNITS
 ELEVATIONS

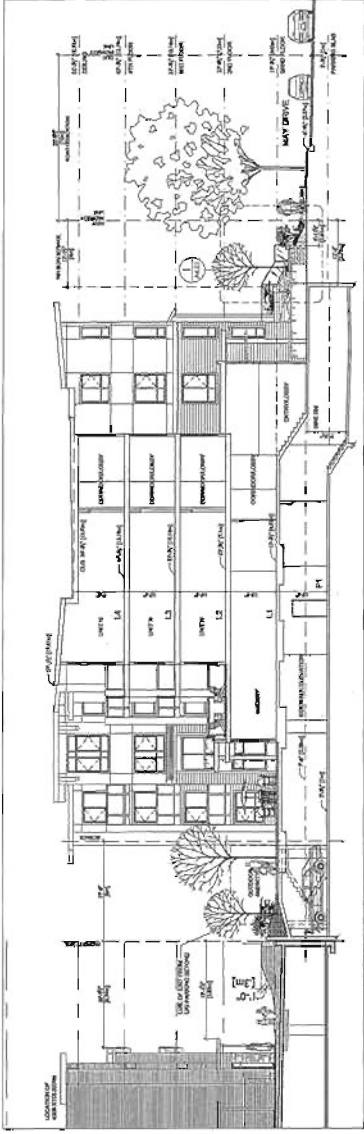
Plan 10 Jan 16 2013
 DP 10-557521

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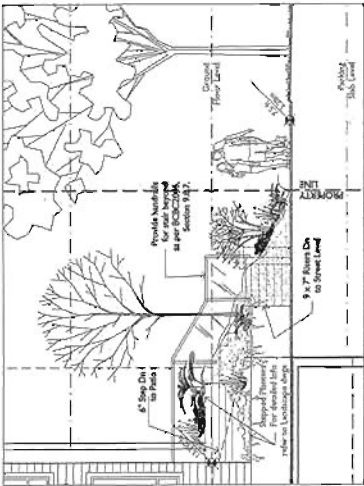




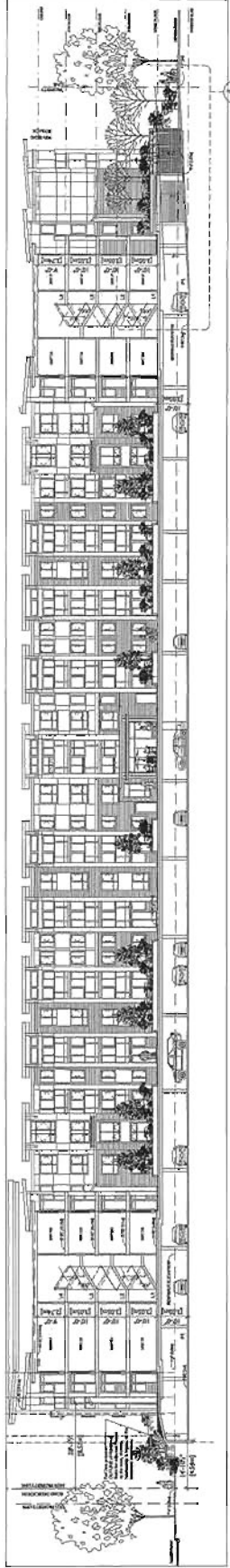
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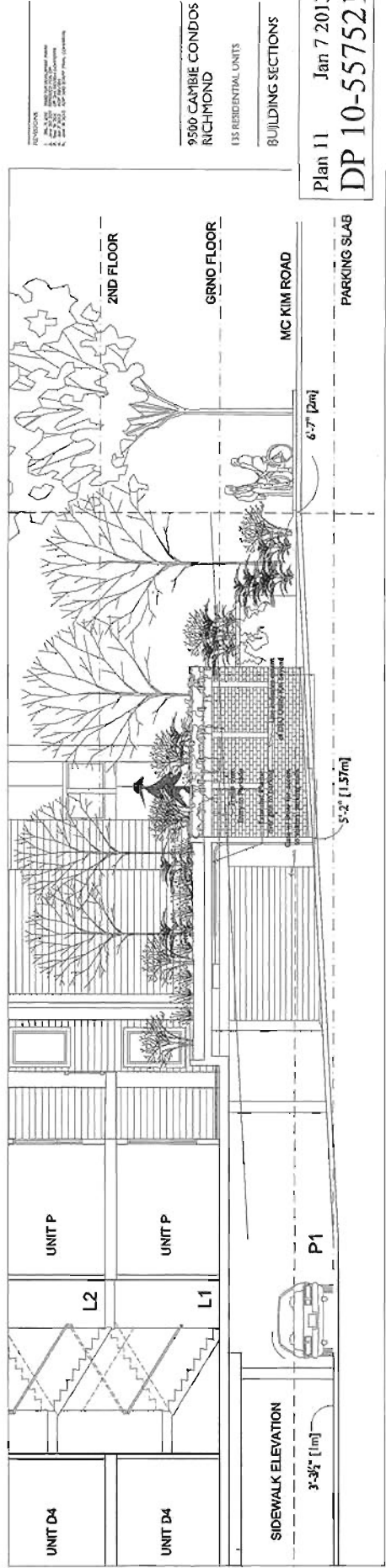
SECTION AA
Scale: 3/32"=1'-0"



SECTION AA - ENLARGED SECTION THROUGH ENTRY STAIRS
Scale: 1/8"=1'-0"



SECTION BB
Scale: 1/16"=1'-0"



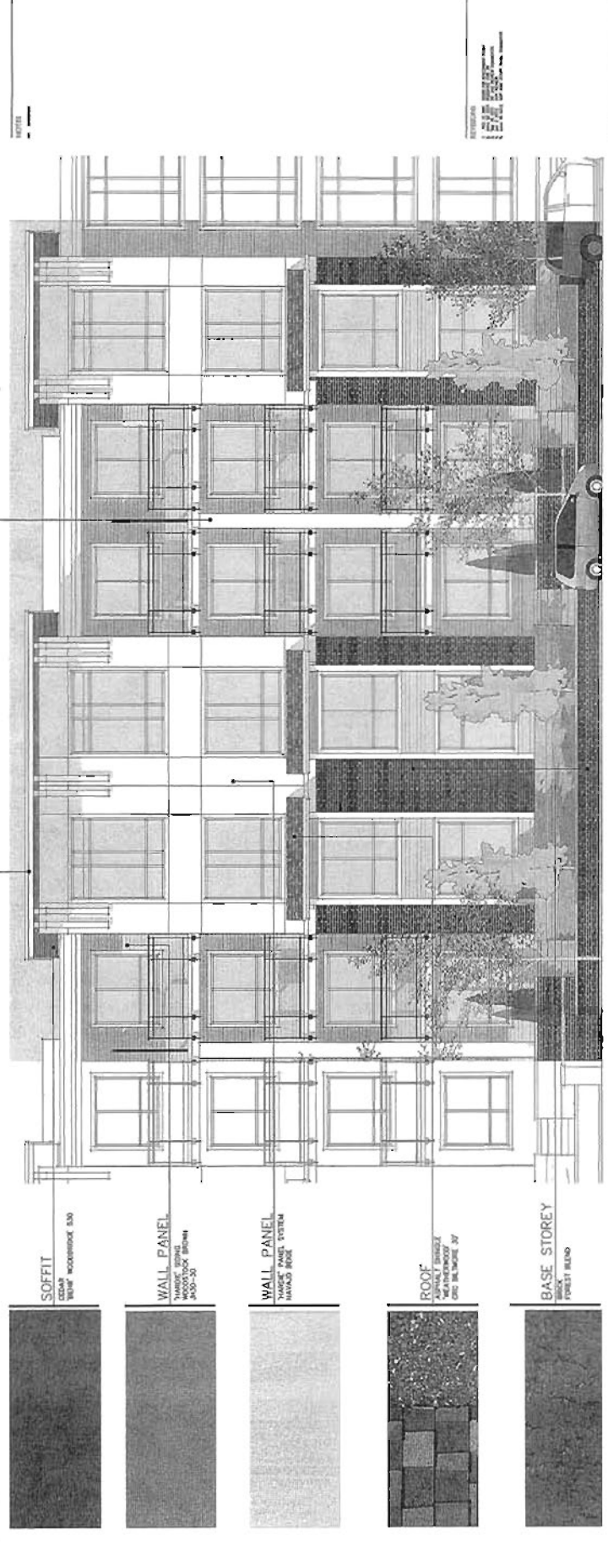
SECTION BB - ENLARGED RAMP SECTION
Scale: 1/4"=1'-0"

PROVISIONS
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL RESIDENTIAL CODE AND THE 2012 INTERNATIONAL BUILDING CODE.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL MECHANICAL CODE AND THE 2012 INTERNATIONAL PLUMBING AND HEATING CODE.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE 2012 INTERNATIONAL ELECTRICAL CODE AND THE 2012 INTERNATIONAL FIRE AND SAFETY CODE.

9500 CAMBIE CONDOS
RICHMOND
135 RESIDENTIAL UNITS
BUILDING SECTIONS

Plan 11 Jan 7 2013
DP 10-557521

A-6.01



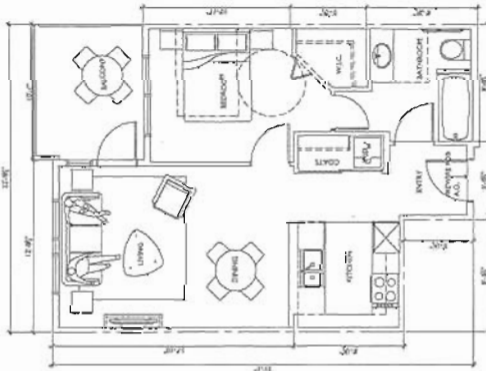
9500 CAMBIE CONDOS
 RICHMOND
 135 APARTMENT UNIT
 MATERIAL

Plan 12 Jan 7 2013
 DP 10-557521

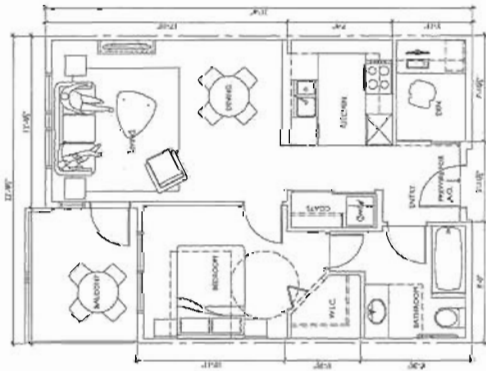
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*** UNITS REQUIRED TO COMPLY WITH ZONING A BY-LAW 950B SECTION 4.16**

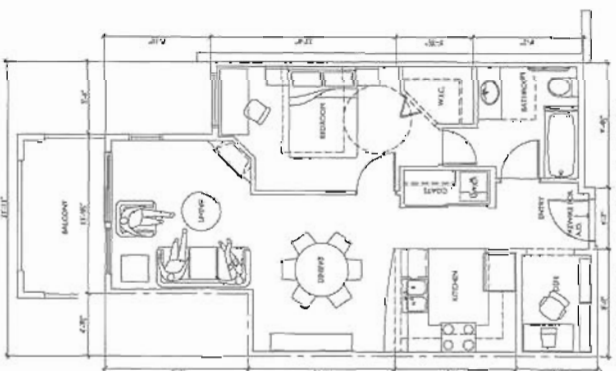
- 1. THE BALCONY SHALL BE A MINIMUM OF 10'0" WIDE.
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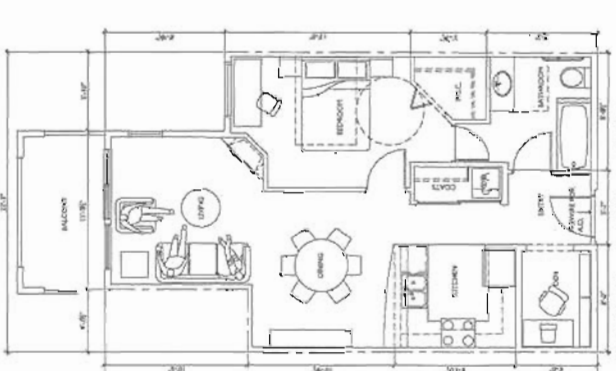
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602 SQ.FT. 8 UNITS**



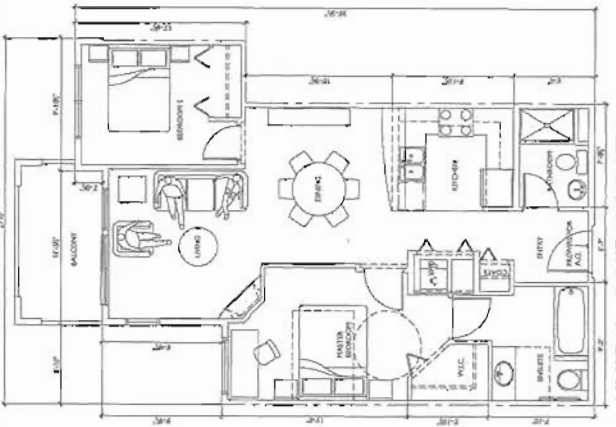
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648 SQ.FT. 36 UNITS**



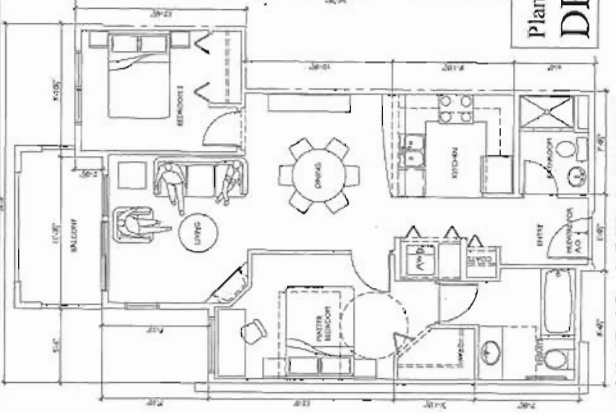
*** UNIT B1 - 1 BED & DEN
693 SQ.FT. 4 UNITS**



*** UNIT B - 1 BED & DEN
706 SQ.FT. 12 UNITS**



*** UNIT C - 2 BED & 2 BATH
823 SQ.FT. 8 UNITS**



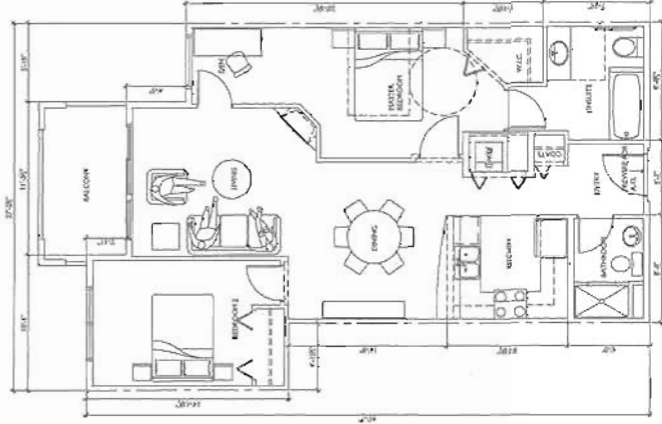
*** UNIT C2 - 2 BED & 2 BATH
811 SQ.FT. 4 UNITS**

REFERENCES:
 1. IBC 2006 INTERNATIONAL BUILDING CODE
 2. IBC 2006 INTERNATIONAL RESIDENTIAL CODE
 3. IBC 2006 INTERNATIONAL PLUMBING CODE
 4. IBC 2006 INTERNATIONAL MECHANICAL AND ELECTRICAL CODE
 5. IBC 2006 INTERNATIONAL FIRE AND SAFETY CODE
 6. IBC 2006 INTERNATIONAL ENERGY EFFICIENCY CODE

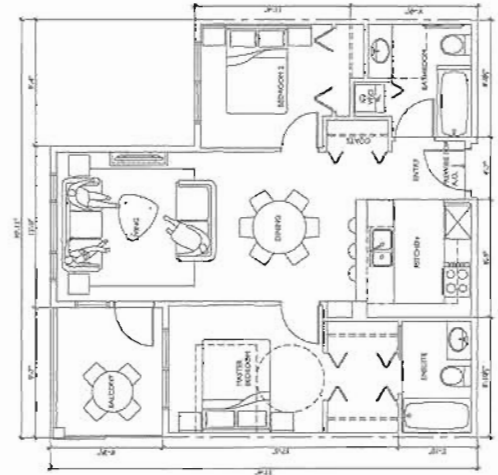
9500 CARRIE CONDOS
 RICHMOND
 135 RESIDENTIAL UNITS
 UNIT PLANS

Plan 1.3a Jan 7 2013
 DP 10-557521

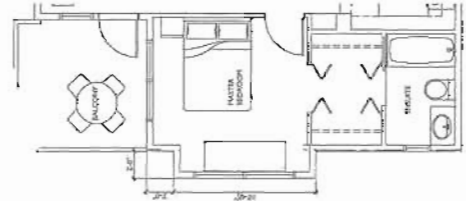
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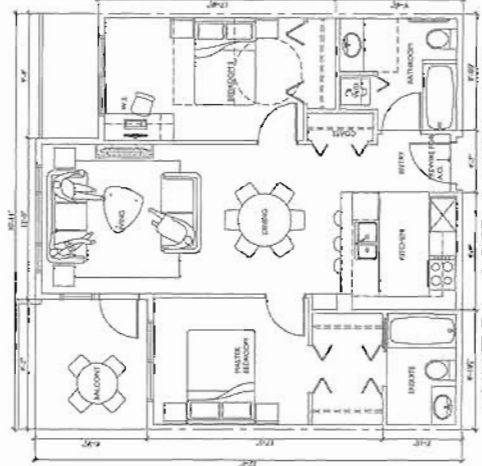
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 923 SQ.FT



*UNIT D - 2 BED & 2 BATH
 794 SQ.FT

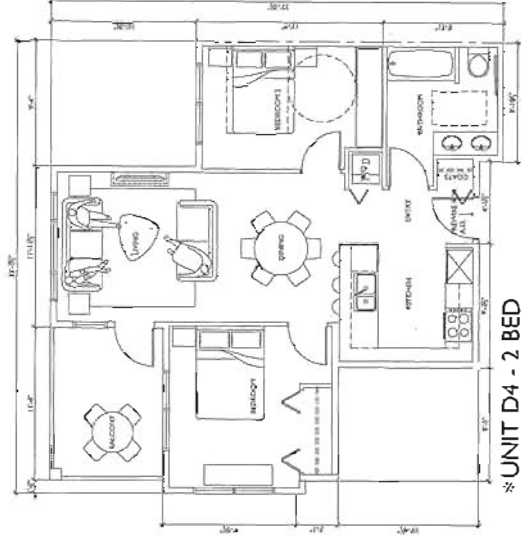


*UNIT D1 - END UNIT,
 874 SQ.FT, 4 UNITS

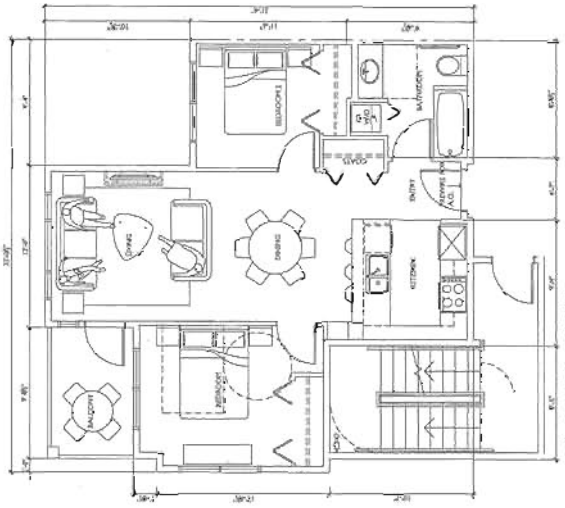


*UNIT D1 - 2 BED, 2 BATH & WS
 850 SQ.FT

ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 DIMENSIONS IN PARENTHESES ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 DIMENSIONS IN BRACKETS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
 DIMENSIONS IN SQUARE BRACKETS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.



*UNIT D4 - 2 BED
 786 SQ.FT 4 UNITS



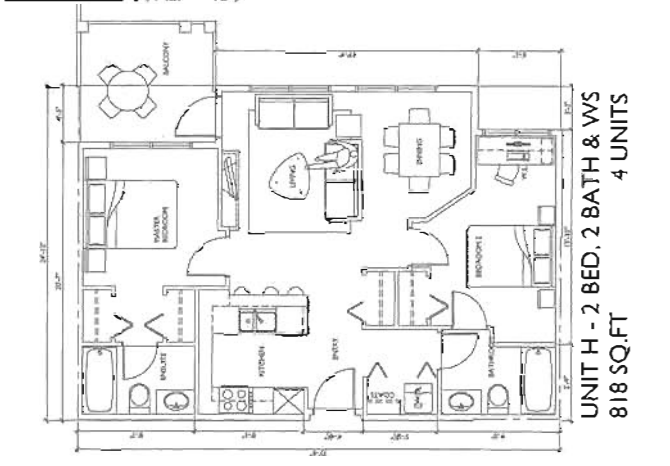
*UNIT D2 - 2 BED
 750 SQ.FT 4 UNITS

ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
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 DIMENSIONS IN SQUARE BRACKETS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

9500 CAMBIE CONDOS
 RICHMOND
 122 RESIDENTIAL UNITS
 UNIT PLANS

Plan 13b Jan 7 2013
 DP 10-557521

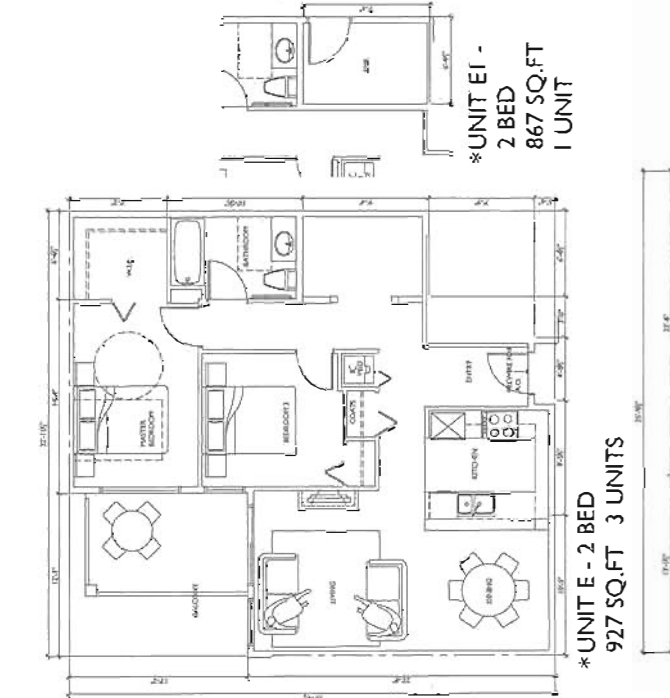
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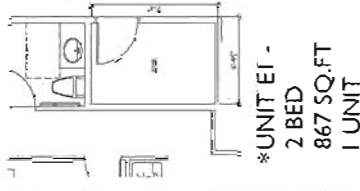
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818 SQ.FT
4 UNITS



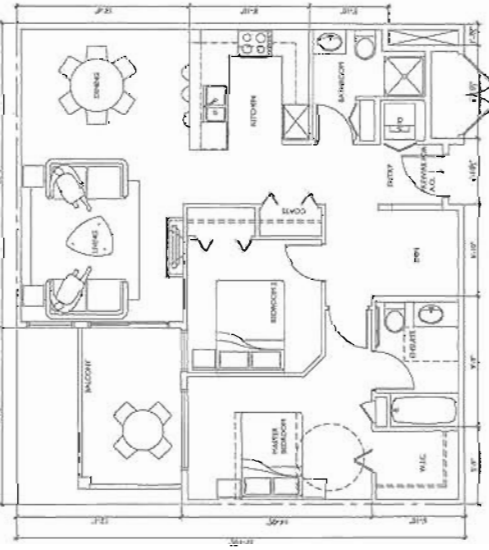
*UNIT G - 2 BED, 2 BATH & DEN
1011 SQ.FT
3 UNITS



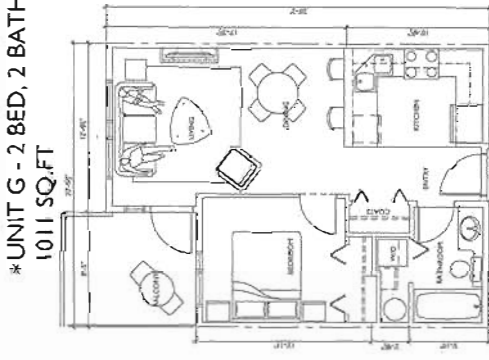
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927 SQ.FT 3 UNITS



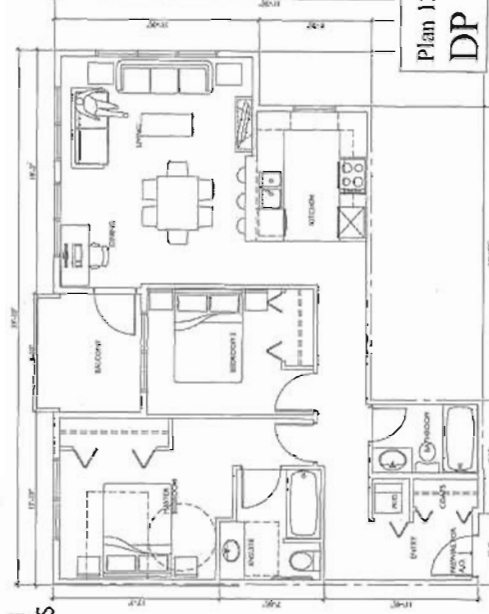
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2 BED
867 SQ.FT
1 UNIT



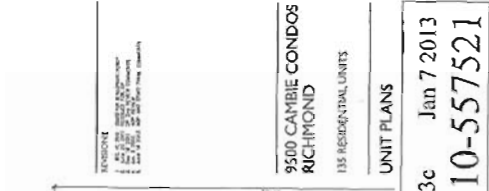
*UNIT F - 2 BED, 2 BATH & DEN
989 SQ.FT
4 UNITS



UNIT J - 1 BED
529 SQ.FT, 8 UNITS

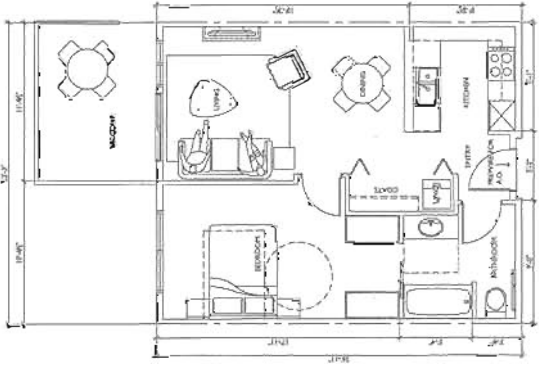


*UNIT K - 2 BED, 2 BATH
942 SQ.FT, 4 UNITS

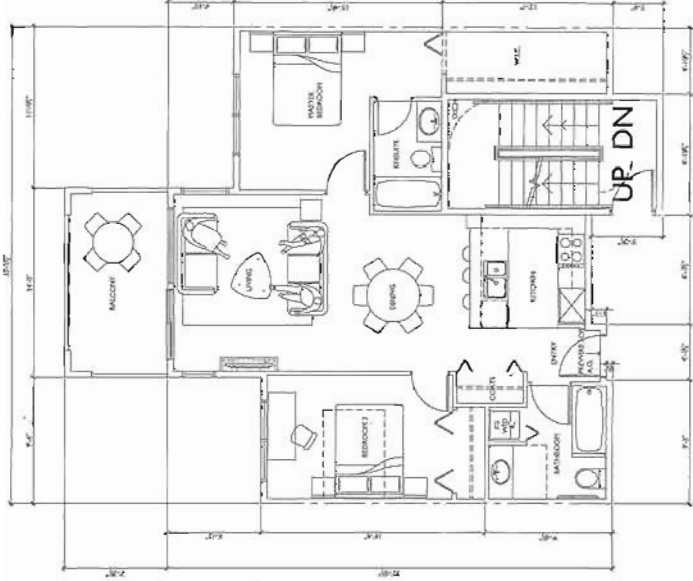


*UNIT I - 2 BED, 2 BATH & DEN
1011 SQ.FT
3 UNITS

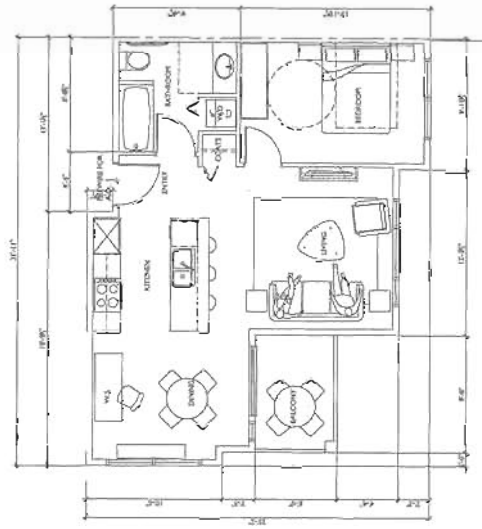
Plan 13c Jan 7 2013
DP 10-557521



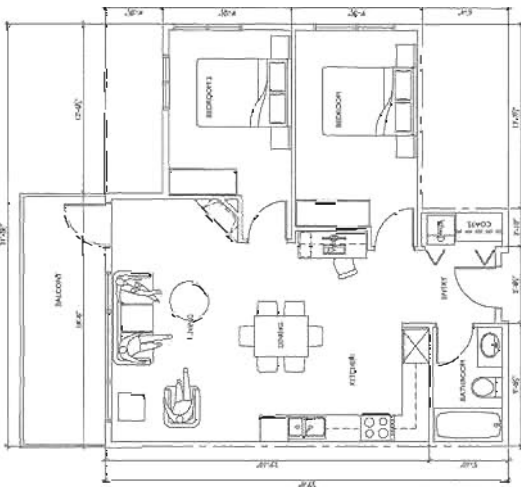
*UNIT L - 1 BED & DEN
597 SQ.FT



*UNIT N - 2 BED & 2 BATH
921 SQ.FT 3 UNITS



*UNIT P - 1 BED & WS
636 SQ.FT 4 UNITS



UNIT M - 2 BED & WS
783 SQ.FT 1 UNIT



City of
Richmond

Report to Development Permit Panel
Planning and Development Department

To: Development Permit Panel

Date: August 20, 2013

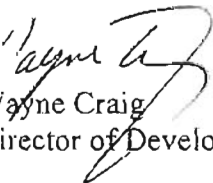
From: Wayne Craig
Director of Development

File: DP 12-624891

Re: Application by Western Maple Lane Holdings Ltd. for a Development Permit at
9160 No. 2 Road

Staff Recommendation

That a Development Permit be issued which would permit the construction of 15 three-storey townhouse units at 9160 No. 2 Road on a site zoned Medium Density Townhouses (RTM3).


Wayne Craig
Director of Development

EL:blg
Att.

Staff Report

Origin

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to develop 15 three-storey townhouse units at 9160 No. 2 Road. The site is being rezoned from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) for this project under Bylaw 8769 (RZ 10-516267). The site is currently vacant.

Road and infrastructure improvements were secured through the rezoning process and will be constructed through the separate required Servicing Agreement (SA 13-631629), which must be entered into prior to final adoption of the rezoning bylaw. Works include, but are not limited to, upgrade to the No. 2 Road/Maple Road intersection with full traffic signals, complete with audible pedestrian signals (APS); upgrades to the existing storm system on Maple Road; and pavement widening on Maple Road with new curb and gutter, grassed and treed boulevard, street lighting, and sidewalk at the property line.

Development Information

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

Background

Development surrounding the subject site is as follows:

To the North: Across Maple Road, existing single-family dwellings on large lots zoned Single Detached (RS1/E);

To the East: Single-family dwellings on large lots zoned Single Detached (RS1/E);

To the South: A four-storey senior apartment building (three-storeys over parking) zoned Medium Density Low Rise Apartments (RAM1) and Christian Reformed Church of Richmond on a lot zoned Assembly (ASY); and

To the West: At the southwest corner of No. 2 Road and Maple Road, a commercial retail building on a property zoned Local Commercial (CL); at the north-west corner of Maple Road, a recently approved three (3) lot subdivision on a site zoned Single Detached (RS1/B) fronting on Maple Road.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on June 18, 2012. At the Public Hearing, the following concerns about rezoning the property were expressed. The responses to the concerns are provided in *italic*:

- i. Eighteen (18) townhouse units are too many for the subject site.

The number of units proposed has been reduced from 18 to 15.

2. There are not enough parking spaces on site.

The proposal has been revised to provide five (5) additional residential parking spaces and two (2) additional visitor parking stalls over and beyond the zoning requirements.

3. The proposed three-storey buildings are too tall.

In order to address the adjacency issue and to preserve mature trees on site, the proposed development will sit on existing grade (where possible) and below the required Flood Construction Level (FCL). The ground floor will be for parking only and no habitable area is permitted on this level.

Due to drainage issues (catch basins at 0.9 m G.S.C.), the eastern portion of the site will be raised approximately 0.44 m from the existing site grade to approximately 1.16 m G.S.C.; this proposed finished site grade will still be approximately 1.21 m below the FCL of 2.9 m G.S.C.

A low sloped 4-in-12 roof is also proposed to keep the apparent building height as low as possible. The proposed buildings will appear to be 2½ storeys above the FCL; when viewed from No. 2 Road and Maple Road, which would be similar in height to the newer/future single-family homes on Maple Road. The overall building height of the proposed townhouse building; measuring from the FCL to the ridge of the roof, will be approximately 9.03 m and can be considered compatible with building heights in the immediate vicinity of the development site.

4. The single-family residential character should be maintained.

Detached and duplex units are being proposed along the Maple Road frontage to create a massing and character similar to the adjacent single-family homes on Maple Road.

5. The proposed townhouse development would generate significant traffic at the intersection at No. 2 Road and Maple Road.

Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review of the proposal; and the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have an insignificant traffic impact on the existing operations at the No. 2 Road and Maple Road intersection.

As part of the proposed development, the pavement on Maple Road along the north site frontage will be widened to provide additional travelling space on Maple Road and a full traffic signal at Maple Road and No. 2 Road will be installed to allow traffic making left turns out from Maple Road with the protection of signalization. These improvements will mitigate the small traffic impact of the proposal, as well as improve existing traffic conditions at the intersection.

6. The proposed traffic light on Maple Road is too close to Francis Road.

The Maple Road approaches carry very moderate traffic volumes; the introduction of a new traffic signal at Maple Road will not adversely impact traffic progression along No. 2 Road currently through Maple Road and Francis Road. Final signal timing plans will be worked out in the detailed design stage to optimize traffic progression and minimize vehicle delays. The new signal at Maple Road will improve existing traffic conditions at the intersection by providing protected pedestrian crossings across No. 2 Road and adequate capacity for left-turn traffic movements.

At the Public Hearing, Council directed staff to re-examine access being provided from No. 2 Road during the Development Permit process. Staff has completed their review and the potential for a vehicular access to the site on No. 2 Road. Although such an access can be supported if located along the south property line to provide additional separation from the No. 2 Road/Maple Road intersection, staff considered the following implications of such an access:

- The hierarchy of roads, i.e., their functions and capacity: No. 2 Road is classified as an arterial road, while Maple Road is classified as a local road;
- The distance of the proposed driveway from the intersection and other driveways; and
- Potential impact to tree preservation along No. 2 Road (at least two (2) additional protected trees would need to be removed to accommodate an access on No. 2 Road).

Therefore, the access is proposed to be from Maple Road.

Staff Comments

The proposed scheme attached to this report generally complies with the intent of the applicable sections of the Official Community Plan Bylaw 9000. In addition, the proposed scheme has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. It is generally in compliance with the Medium Density Townhouses (RTM3).

Advisory Design Panel Comments

The Advisory Design Panel (ADP) supported the project and the architect has made changes to address comments made by Panel members. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday, April 17, 2013 is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Conditions of Adjacency

- The proposed height, siting and orientation of the buildings generally respect the massing of the surrounding built environment.
- The proposed site layout provides view corridors from the neighbouring seniors' apartment building towards the mountains. Only three (3) units with east/west orientation are proposed along the south property line, adjacent to the neighbouring seniors' apartment building.
- The proposed first habitable floor is at a lower elevation than the first floor of the seniors' apartment building and the proposed top floor is about the same height as the second floor of the seniors' apartment building.
- All proposed windows on the side elevations facing the seniors' apartment building are either high on the wall, or small in size to minimize overlooking potential.
- Four (4) under-sized trees on-site located along the south property line and all trees on the adjacent site to the south; located along the common property line, will be protected and retained to maintain a natural screen between the two (2) developments.
- The height of the duplex units along the east property line is considered 2½-storeys above the Flood Construction Level (FCL). A 6.0 m setback is provided along the property line shared with the adjacent single-family lots, as per the arterial road townhouse development design guidelines of OCP Bylaw 7100.
- A landscape buffer (1.2 m tapering down to 0.6 m wide) with six (6) 6.0 cm calliper flowering Cherry trees and 5 ft. tall Portuguese Laurel is proposed along the east property line to provide a natural screen to the adjacent single-family homes to the east, fronting on Maple Road. The Portuguese Laurel is expected to reach 8 ft. height in three (3) years, and would potentially reach an ultimate height of 20 ft. in 15 years, if not pruned to limit height.
- Purple Saucer Magnolia trees in the east facing front yards of the duplex units and a 6 ft. high fence (with the top 2 ft. being lattice fence) along the east property line are also proposed for added privacy.
- Detached and duplex units are proposed along the Maple Road frontage to reflect a massing and character similar to the adjacent single-family homes on Maple Road.

Urban Design and Site Planning

- The proposed site layout includes 15 three-storey (including garage) townhouse units. The townhouses are provided in the form of two (2) detached units, one (1) triplex, and five (5) duplex clusters.
- The proposed site layout provides for an attractive pedestrian-oriented streetscape, complete with a landscaped edge, low metal fencing, and gates to individual unit front doors along No. 2 Road and Maple Road.
- All units along No. 2 Road and Maple Road have direct access from the sidewalk to the first habitable level of the unit.
- In order to maintain the existing site grade along No. 2 Road for the purpose of tree preservation, footbridges connecting the existing sidewalk and the unit entries to the townhouses fronting on No. 2 Road are proposed.

- The bridges will span over the Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) along No. 2 Road required for future road widening. The bridges will be demountable and the mid-span crossing will be at the east edge of the PROP SRW to provide a direct tie-in to the future sidewalk without any modifications being required. Language will be included in the PROP SRW document to reflect this arrangement.
- The outdoor amenity area is proposed adjacent to the tree protection area along No. 2 Road, located between Building #2 and #3, to take advantage of the existing trees and to enhance the quality of the children's play area and adult gathering space.
- On-site parking spaces proposed exceed bylaw requirements. Ten (10) units have a side-by-side double car garage, and five (5) units have a side-by-side triple car garage. A total of five (5) visitor parking stalls; two (2) spaces more than required, are proposed throughout the site. No tandem parking spaces are proposed.
- The garbage and recycling enclosure is located on the west side of the entry driveway and has been incorporated into the design of Building #1 to minimize its visual presence.

Architectural Form and Character

- A pedestrian scale is achieved along public streets, the private on-site walkway and the internal drive aisle with the inclusion of building projections and recesses, varying combinations of materials and colours, as well as individual internal unit entrances with entry porches.
- Building facades include architectural features that have been modulated to create a modern interpretation of vernacular architecture in order to fit into the surrounding single-family neighbourhood. The building design includes several elements more common to a craftsman heritage character and building designs in the surrounding area (i.e., sloped roofs, gable roofs, bay windows, front porches, brackets, cultured stone, and, for the homes facing Maple Road, a stained glass window).
- The colour palette has been chosen to enrich the streetscape, blend in with the neighbourhood, and accentuate the articulation of the building massing.
- Roof slopes have been minimized in an effort to approximate the height of newer single-family dwelling in the area.
- The impact of proposed garage doors has been minimized with the use of panel patterned doors, transom windows, and planting islands. The impact of proposed garage doors along the western internal drive aisle between Building #3 and Buildings #4 & #5 has been mitigated with staggering of garage doors at selected locations.
- The proposed building materials (asphalt shingles, hardie siding, board and batten, wood fascia, wood trim, and stone veneer) are generally consistent with the Official Community Plan (OCP) Guidelines and compatible with the existing character of the neighbourhood.

Tree Preservation and Replacement

- Tree preservation was reviewed at rezoning stage: eight (8) bylaw-sized trees along No. 2 Road and four (4) under-sized trees on-site along the south property line, are to be protected and retained on-site; 23 bylaw-sized trees on-site were identified for removal; 46 replacement trees are required.

- The applicant is proposing to plant 29 replacement trees on-site, including three (3) conifer and 26 deciduous trees (supplemented by 5 existing conifers and 7 existing deciduous trees onsite). The developer is proposing to provide cash-in-lieu (\$500/tree) for off-site planting of the balance of the required replacement trees (i.e., \$8,500 cash contribution for 17 replacement trees). Since a \$5,500 voluntary contribution to the City's Tree Compensation Fund has been secured at rezoning, an additional \$3,000 voluntary contribution to the City's Tree Compensation Fund will be required prior to issuance of the Development Permit.
- Tree protection fencing on-site around the driplines of all trees to be retained on-site will be required prior to any construction activities occurring on-site. A \$24,000 Tree Survival Security for the protection and retention of the eight (8) bylaw-sized trees on-site and a contract with a certified arborist to inspect tree protection fencing on-site and oversee construction activities near/within the tree protection zones, have been identified on the rezoning considerations.

Landscape Design and Open Space Design

- The proposed landscaping facing the public street consists of trees, low growing flowering shrubs, and ground cover which provide seasonal changes, colour and substantial greenery to the street, along with an open metal fence (to allow for visual contact between front yard and public street).
- The proposed front yard landscape forms a part of the streetscape of No 2 Road. The grove of large existing Douglas Firs and Big Leaf Maples will be retained and complemented with planting of medium flowering trees; this will provide substantial greenery to the streetscape of No. 2 Road and maintain a historical and social connection to the past.
- The landscape along Maple Road reflects a single-family character on the street by providing individual entries, landscaping, and front yard lawns.
- In order to ensure the landscaping works are undertaken, the applicant is required to provide a landscape security of \$71,882.00 (based on gross floor area of 35,941 ft²) in association with the Development Permit.
- The proposed outdoor amenity space consists of a children's equipment designed for 2 to 6 years old age groups and open grass for a play area. Benches are also provided in the area to encourage social activities and facilitate adult supervision of the area.
- Indoor amenity space is not proposed on-site; a \$1,000 cash-in-lieu contribution per unit has been secured at rezoning.
- Feature paving at the site entrance, drive aisle dead ends, and visitor parking spaces provides a visual break to the asphalt driveway material.

Crime Prevention Through Environmental Design

- The site plan and individual unit design create opportunity for casual surveillance for the common areas on-site, including the outdoor amenity space, mailbox area, and internal drive aisle/walkway.
- Individual unit entrances are readily visible from either the public street or the internal drive aisle and walkway.
- The landscape design avoids creating places of concealment; plantings near residential entries are low to maximize views.

- Security lights, including wall mounted lighting for drive aisles and soffit lighting at entries, will be installed to provide adequate outdoor security illumination; actual lighting and fixture location will be completed by electrical consultant at the Building Permit stage.

Sustainability

- The following sustainability measures are proposed by the developer:
 - The buildings are located on the site and windows placed on the buildings to maximize natural light and ventilation.
 - Exterior building materials, such as shingle and hardie siding and stone veneer, require low maintenance and provide high durability surfaces.
 - A minimum of 20% of the parking stalls will be provided with a 120V receptacle to accommodate electric vehicle charging equipment, and an additional 25% of parking stalls will be constructed to accommodate the future installation of electric vehicle charging equipments (e.g. pre-ducted for future wiring).
 - Drought tolerant and native planting materials are incorporated into the landscaping design.
 - Permeable pavers are proposed on a portion of the internal drive aisles, visitor parking areas, and private patio areas to improve the permeability of the site.
 - The following features will also be incorporated into the proposed development:
 - Hi-efficiency construction methods to ensure that the units meet or exceed Energuide 80 rating;
 - Low-emitting paint for suite interiors;
 - Low energy appliances in all units (e.g., 'Energy Star' rated);
 - Each unit will have at least six (6) CFL light bulbs;
 - Building and site lighting providing safe light levels while avoiding off-site light spillage and night-sky lighting; and
 - Climate-based automatic irrigation controls to minimize the use of water on-site.

Accessible Housing

- The proposed development includes two (2) convertible units that are designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a chair lift (where the staircase has been dimensioned to accommodate this in unit type "E") or installation of a vertical lift in the stacked storage space (which has been dimensioned to allow this in unit type "G") in the future, if needed.
- 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; and
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. Therefore, staff recommend support of this Development Permit application.



Edwin Lee
Planning Technician – Design
(604-276-4121)

EL:blg

Attachment 1: Development Application Data Sheet

Attachment 2: Excerpt of Advisory Design Panel Meeting - April 17, 2013

Attachment 3: Concurrence Development Permit Considerations



DP 12-624891

Attachment 1

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd. Owner: Western Maple Lane Holdings Ltd.

Planning Area(s): Broadmoor

Floor Area Gross: 3,338.9 m² Floor Area Net: 2,180.8 m²

	Existing	Proposed
Site Area:	3,128 m ²	3,119 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Zoning:	Single Detached (RS1/E)	Medium Density Townhouses (RTM3)
Number of Units:	1	15

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.7	0.699	none permitted
Lot Coverage:	Max. 40%	36.6%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	64.1%	none
Lot Coverage – Landscaping:	Min. 25%	25.2%	none
Setback – Front Yard (No. 2 Road):	Min. 6.0 m	6.0 m	none
Setback – Exterior Side Yard (Maple Road):	Min. 6.0 m	6.0 m	none
Setback – Interior Side Yard (south):	Min. 3.0 m	3.25 m	none
Setback – Rear Yard (east):	Min. 3.0 m	6.0 m	none
Height (m):	Max. 12.0 m (3 Storeys)	10.23 m	none
Lot Size:	Min. 50 m wide x Min. 35 m deep	50.25 m wide x 62.17 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2.33 (R) and 0.33 (V) per unit	none
Off-street Parking Spaces – Total:	Min. 30 (R) and 3 (V)	35 (R) and 5 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (30 x Max. 50% = 15)	0	none

Small Car Parking Spaces:	Max. 50% when 31 or more spaces are provided on site (40 x Max. 50% = 20)	13	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.4 (Class 1) and 0.2 (Class 2) per unit	none
Bicycle Parking Spaces – Total:	Min. 19 (Class 1) and 3 (Class 2)	21 (Class 1) and 3 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$15,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 15 units = 90 m ²	90 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, April 17, 2013 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

Comments from the Panel were as follows (applicant's responses in *bold italics*):

1. concern on the lack of buffering and protection of the children's play area which is close to a major roadway intersection (No. 2 Road and Maple Road); applicant should consider a higher fence along No. 2 Road and add a protective buffer to protect the children's play area from wayward vehicles;
In addition to retention of the large existing trees along No. 2 Road as a natural barrier for the play area from wayward vehicles, new metal fence with large masonry posts and metal pasts in between the masonry posts have been provided.
2. appreciate the provision of two (2) convertible residential unit that allow different types of convertibility;
No comment.
3. the interior design of suites is usable; however, consider using outward opening doors for powder rooms to create more usable inside space;
******See attached sheet PLAN#20 and 21.***
4. appreciate the efforts of the applicant to make the building heights lower in order to address the concerns of the residents of adjacent single family homes; the applicant ensure that an effective drainage system is in place to achieve positive drainage;
OK.
5. building massing and height work well with the adjacent single family homes; good transition to the neighbouring senior apartment building;
No comment.
6. colours, form and character fit well with the neighbourhood;
No comment.
7. investigate the location of residential unit entries in Buildings 6, 7 and 8 and the public pathway leading to the unit entries; consider relocating the entries to the opposite side which is off the internal drive aisle in view of adjacency issues raised by neighbours; a rear yard buffer space between the subject buildings and adjacent single family homes is more appropriate than a public pathway;
Entering from the internal road to the Building 6, 7 and 8 will cause losing two visitors parking on the site. The extra visitors parking were provided to address the neighbours' concern that has been stated at the public hearing.

8. reviewing the tight location of visitor parking spaces off the internal drive aisle;
All visitor parking size and clearance have been provided.
9. additional parking spaces provided by the applicant creates problems in the subject development; continuous row of garages creates ground plane issues with regard to Building 3 façade; articulate Building 3 ground plane to break down long line and monotonous repetition of garage doors, e.g. using different patterns for garage doors, etc.;
We tried to break down the continuous row of garages by recessing three of them.
10. overall, the applicant has made responsive solutions to a challenging site;
No comment.
11. appreciate the retention of trees along No. 2 Road; however, another layer of landscaping is desirable; consider additional structure/fence along the sidewalk edge on No. 2 Road and a taller fence around the children's play area to provide better buffering from the road;
The fence around children play area has been combined with new perimeter fence along No.2 Road. New masonry fence columns and steel posts have been provided.
12. location and sizes of buildings are sensitive to neighbours' concerns;
We tried to design the building and form with respect of the neighbourhood.
13. concern on the City zoning policy which allows the type of development being proposed, i.e. a car-oriented development; unfortunate that the applicant has to provide more parking spaces than the zoning requirement;
No comment.
14. appreciate the decent private spaces adjacent to the residential units;
No comment.
15. applicant has done what it could considering the constraints of the site;
No comment.
16. concern on the rezoning of the subject property; valuable land is wasted on a low density development;
No comment.
17. window sill heights in residential units along No. 2 Road are very low relative to the street; sills are too high in relation to the grade elevation of the sidewalk; could be addressed through landscape buffering along No. 2 Road;
The window is for garage area.
18. proposed development fits the area but ore car-oriented than people-oriented;
No comment. The increasing parking number is because of neighbours concern about the visitor parking.
19. applicant has done a good job in addressing the concerns of the neighbours and the constraints of the site; and
No comment.
20. consider adding doorways to provide access to patio spaces from the garage and populate the patio spaces.
We had the doorways from the garage to the patio and we have been asked to remove them by the City as staff wish to see access to the private outdoor space of a unit from the main living area of the unit instead of via the garage.

Panel Decision

It was moved and seconded

That DP 12-624891 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.



City of
Richmond

Development Permit Considerations

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

Address: 9160 No. 2 Road

File No.: DP 12-624891

Prior to approval of the Development Permit, the developer is required to complete the following:

1. Receipt of a Letter of Credit for landscaping in the amount of \$71,882.00 (based on gross floor area of 35,941 ft²).
2. City acceptance of the developer's offer to voluntarily contribute \$3,000.00 to the City's Tree Compensation Fund for the planting of six (6) replacement trees within the City.
3. Include language in the Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) document (as secured through the rezoning process RZ10-516267, Bylaw 8769) to allow wood footbridges connecting the existing sidewalk and the proposed unit entries to the townhouse units fronting on No. 2 Road be constructed over the 2.0 wide PROP SRW along No. 2 Road. However, the bridge spans over the PROP SRW must not be permanently attached to other structures; the mid-span crossing should be at the edge of the PROP SRW to provide a direct tie-in to the future sidewalk without any modifications.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. 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.
2. Incorporation of accessibility and sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. 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 Division at 604-276-4285.

Note:

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

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

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

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

Initial: _____

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

[signed copy on file]

Signed

Date



No. DP 12-624891

To the Holder: WESTERN MAPLE LANE HOLDINGS LTD.
Property Address: 9160 NO. 2 ROAD
Address: C/O WAYNE FOUGERE
FOUGERE ARCHITECTURE INC.
#202 - 2425 QUEBEC STREET
VANCOUVER, BC V5T 4L6

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. 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 #26 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$71,882.00 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.
6. 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 12-624891

To the Holder: WESTERN MAPLE LANE HOLDINGS LTD.

Property Address: 9160 NO. 2 ROAD

Address: C/O WAYNE FOUGERE
FOUGERE ARCHITECTURE INC.
#202 - 2425 QUEBEC STREET
VANCOUVER, BC V5T 4L6

7. 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 , .

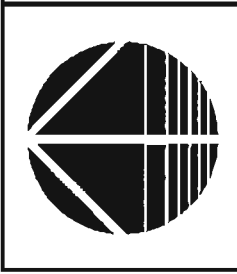
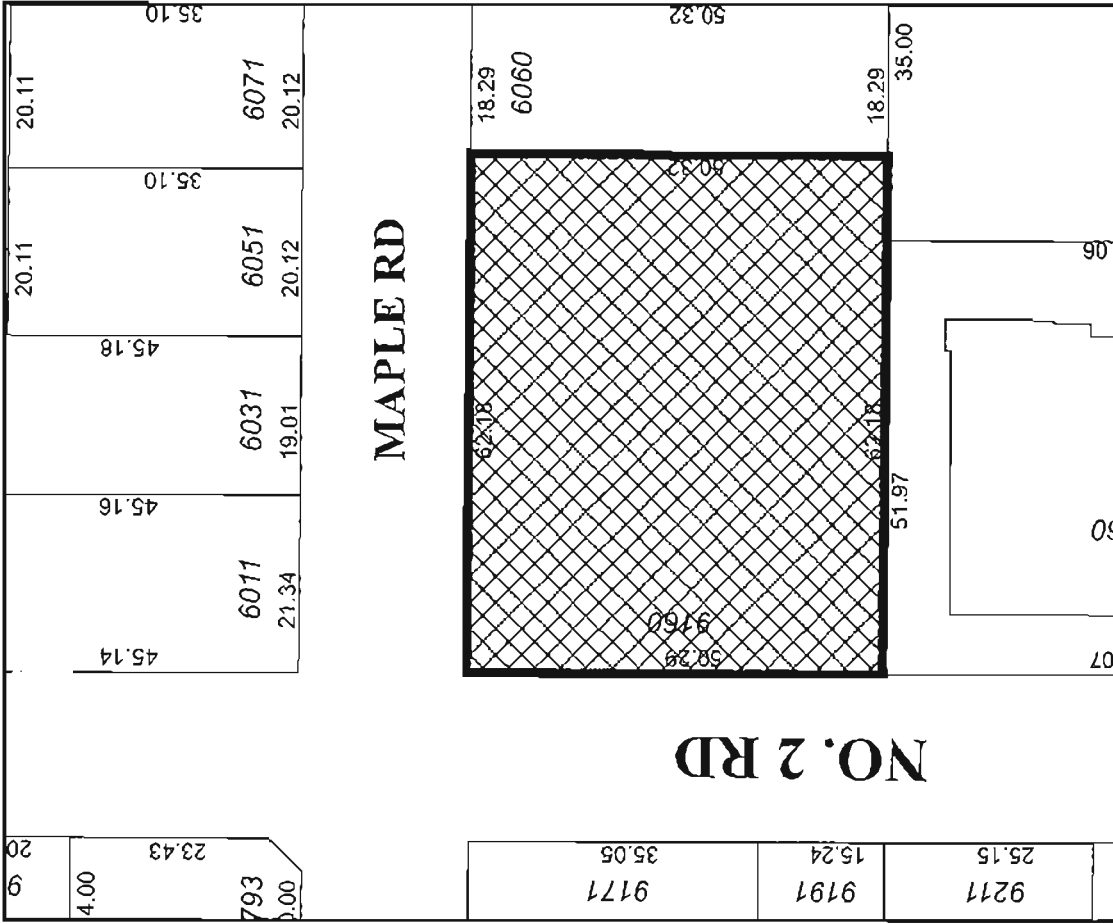
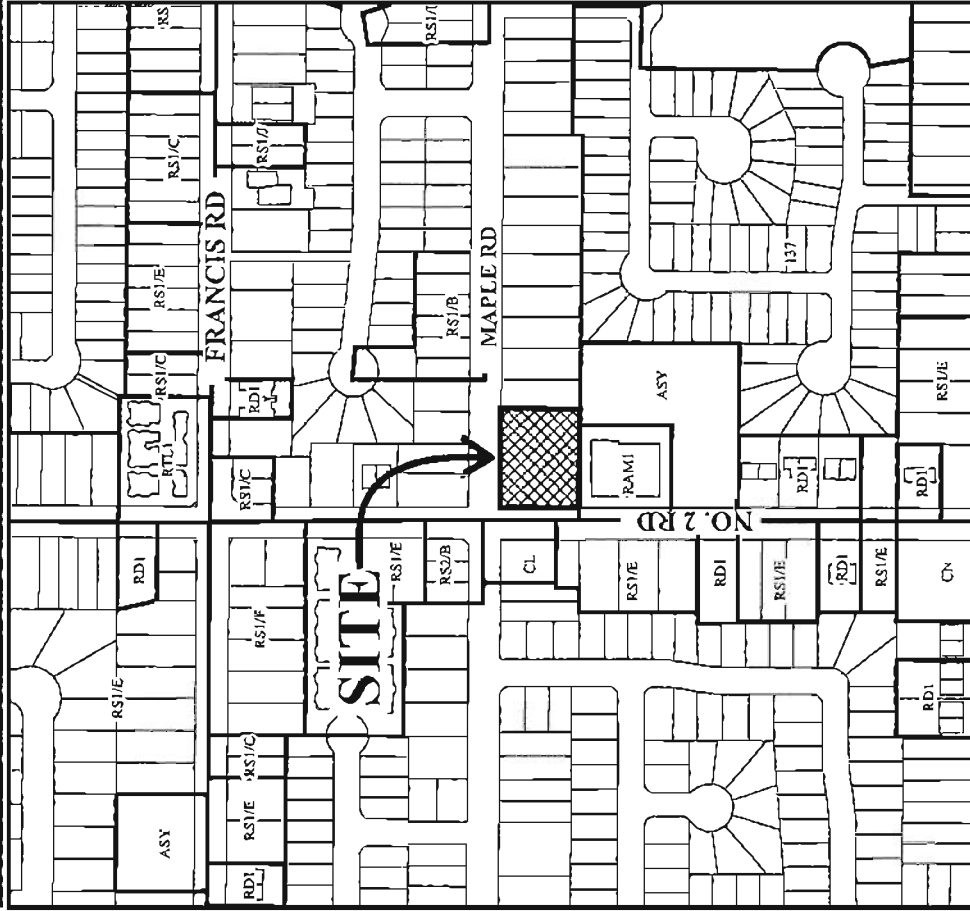
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 12-624891 SCHEDULE "A"

Original Date: 11/29/12

Revision Date:

Note: Dimensions are in METRES

ZONING ANALYSIS

RTM9 Zoning District	Zoning Requirements	Our Design
8.2.1 Purpose	Medium Density Town Housing	complexes
8.2.2 Permitted Uses	Housing, Town	complexes
8.2.3.1 Permitted Density	0.70 FAR	complexes
8.2.3.2	40% maximum	complexes
8.2.3.3	65% maximum	complexes
8.2.3.4	25% minimum	complexes
8.2.3.5	60 m	complexes
8.2.3.6	60 m	complexes
8.2.3.7	30 m	complexes
8.2.3.8	12.0m (3 story)	complexes
8.2.3.9	50.0m	complexes
8.2.3.10	35.0m	complexes
8.2.3.11	30 side (0 car/1 car)	complexes
8.2.3.12	17 side (50% maximum)	complexes
8.2.3.13	1 side (7% of side)	complexes
8.2.3.14	1.25 spaced pit	complexes
8.2.3.15	0.7 spaced unit	complexes
8.2.3.16	Class A	complexes
8.2.3.17	Class B	complexes
8.2.3.18	7.18, 10.00 side Bicycle	complexes
8.2.3.19	10% of floor area for covered area	complexes
8.2.3.20	maximum of 50 sq m for garage	complexes
8.2.3.21	maximum of 10.0m of stairs & entry	complexes
8.2.3.22	4.3.4.1. by projection	complexes
8.2.3.23	1.0m maximum	complexes
8.2.3.24	0.6m maximum	complexes
8.2.3.25	no door than 3.0 m	complexes
8.2.3.26	side or rear lot line	complexes
8.2.3.27	front lot line	complexes
8.2.3.28	side or rear lot line	complexes
8.2.3.29	1.5 m maximum	complexes
8.2.3.30	1.2 m maximum	complexes

FLOOR AREA CALCULATION

Unit Count	Unit Type	Ground Floor Area	Main Floor Area	Upper Floor Area	Unit Gross Floor Area	Total Gross Floor Area	Accessory Area Exclusion (538sq ft)	Crawl Space	Ground Gross Exclusion	Main Gross Exclusion	Covered Area	Upper Gross Exclusion	Unit Net Area	Total Net Area
2	A1 & A2	896	1259	1170	3,368	6,736	538	97	26	82	145	67	2,413	4,826
2	B	766	870	848	2,484	4,968	538	60	0	102	38	63	1,683	3,366
1	C	766	870	848	2,484	4,968	538	60	0	102	38	63	1,683	3,366
1	D	607	734	783	2,124	2,134	414	0	70	38	55	40	1,507	1,507
1	E	564	626	657	1,847	1,847	372	0	74	36	43	42	1,282	1,282
1	F	695	676	695	1,966	1,966	471	0	74	34	64	41	1,332	1,332
1	G	610	676	716	2,002	2,002	381	0	74	34	69	41	1,403	1,403
1	H1	683	788	737	2,208	2,208	397	0	84	106	106	30	1,592	2,704
2	H2	683	788	783	2,254	4,468	397	0	84	106	106	30	1,592	2,704
2	H3	703	788	783	2,254	4,468	397	0	84	106	106	30	1,592	2,704
1	H4	703	788	775	2,424	2,424	397	0	84	106	106	30	1,592	2,704
15	Unit Total					35,715					243		13,358	23,475

Minimum FAR	0.700
Proposed FAR	0.699

Unit Count	Unit Type	SITE COVERAGE CALC.		ACCESSORY AREA CALC.		COVERED AREA CALC.	
		Floor Print	Total Floor Print	Accessory Area Exclusion (538sq ft)	Net Accessory Area Exclusion (538sq ft)	Covered Area	Total Covered Area
2	A1 & A2	1260	2,520	538	1076	145	270
2	B	797	1,594	538	1076	38	76
1	C	797	797	538	538	38	38
1	D	607	607	414	414	55	55
1	E	562	562	372	372	43	43
1	F	666	666	421	421	64	64
1	G	659	659	381	381	69	69
1	H1	770	770	397	794	106	106
2	H2	770	1,540	397	794	106	212
2	H3	770	1,540	397	794	106	212
1	H4	924	924	397	397	243	243
1	Garage & Recycling	110	110	110	110	0	0
1	Electrical Room	96	96	96	96	0	0
17	Unit Total		12,275		6865		1,388

Site Area	31,573 sf (0.77 acres)	Maximum Lot Coverage	40.0%	Maximum Accessory Area	538 sf	Maximum Covered Area	187%
Proposed Density	19.5 u/s	Proposed Lot Coverage	36.6%	Proposed Accessory Area	483 sf	Proposed Covered Area	537%

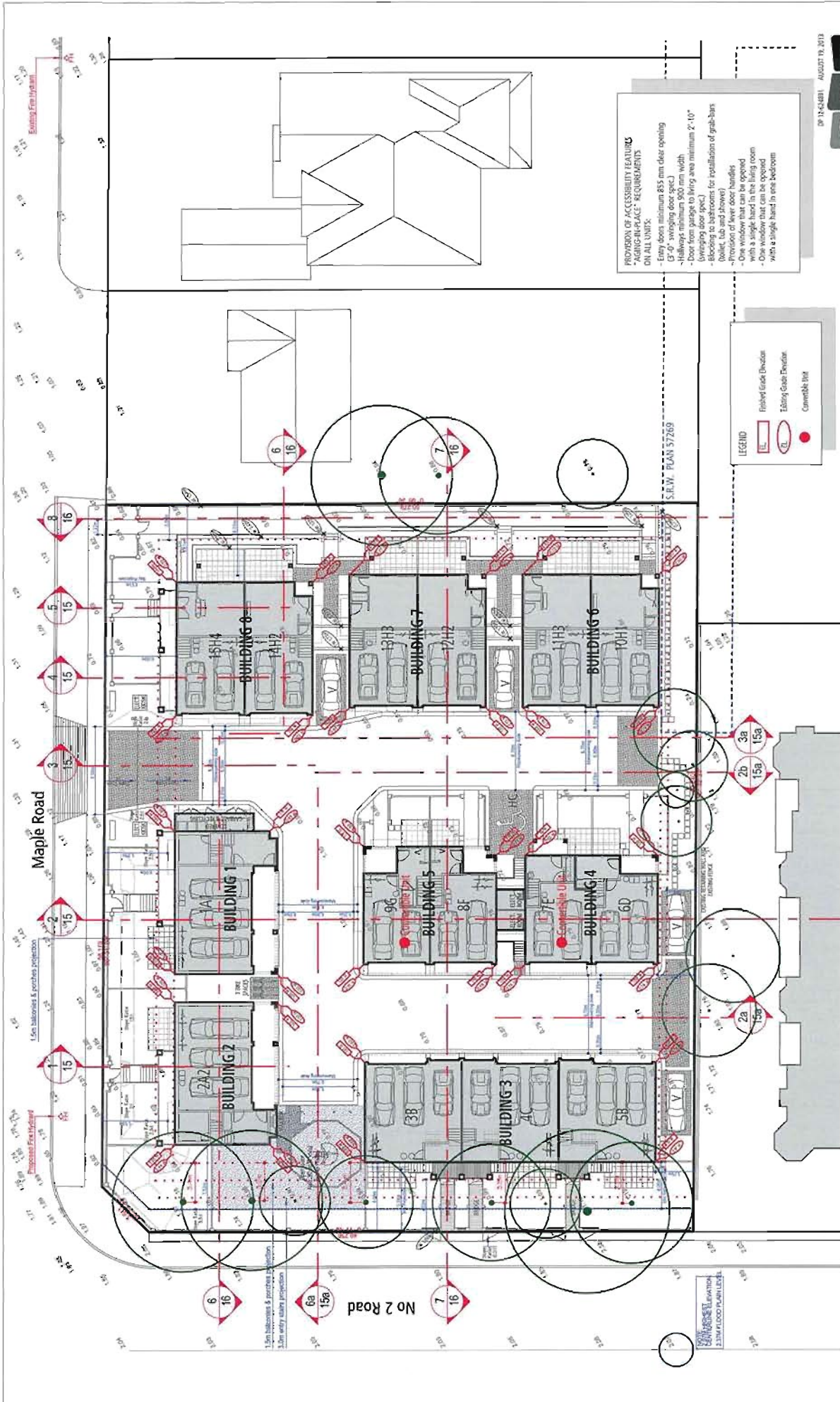


HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

PLAN # 1

AUG-2-0-2013

12-624 891



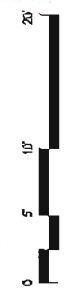
**PROVISION OF ACCESSIBILITY FEATURES
"AGING-IN-PLACE" REQUIREMENTS
ON ALL UNITS:**

- Entry doors minimum 835 mm clear opening (3' 0" swinging door spec.)
- Hallways minimum 900 mm width
- Door from garage to living area minimum 2'-10" (living room spec.)
- Blocking to bathrooms for installation of grab-bars (toilet, tub and shower)
- One window that can be opened with a single hand in the living room
- One window that can be opened with a single hand in one bedroom

LEGEND

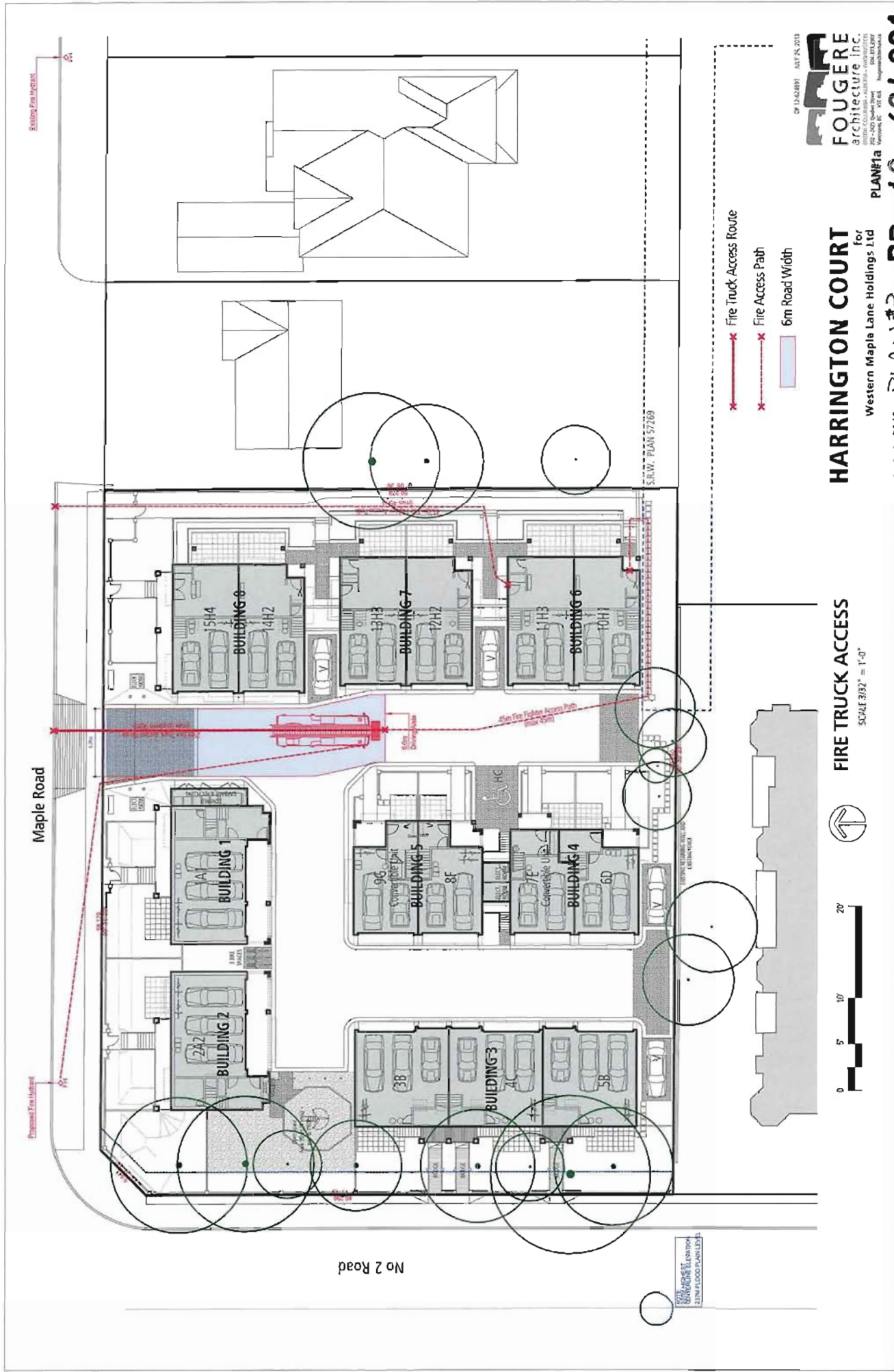
- Finished Grade Elevation
- Elevated Grab Elevation
- Convertible Unit

SITE PLAN
SCALE 3/32" = 1'-0"



PP 13-24811 AUGUST 19, 2013
FOUGERE
 architecture inc.
 282-2420 Quebec Street | Suite 100 | Dorval, QC H9L 2P2
 514-882-1111 | www.fougere.ca
 PLAN#1
12-624891

HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd
 AUG-2-D-2013 *PLAN#1* **DP**



Existing Fire Hydrant

Maple Road

Proposed Fire Hydrant

No 2 Road

S.R.W. PLAN 57269

- Fire Truck Access Route
- Fire Access Path
- 6m Road Width

FIRE TRUCK ACCESS
SCALE 3/32" = 1'-0"



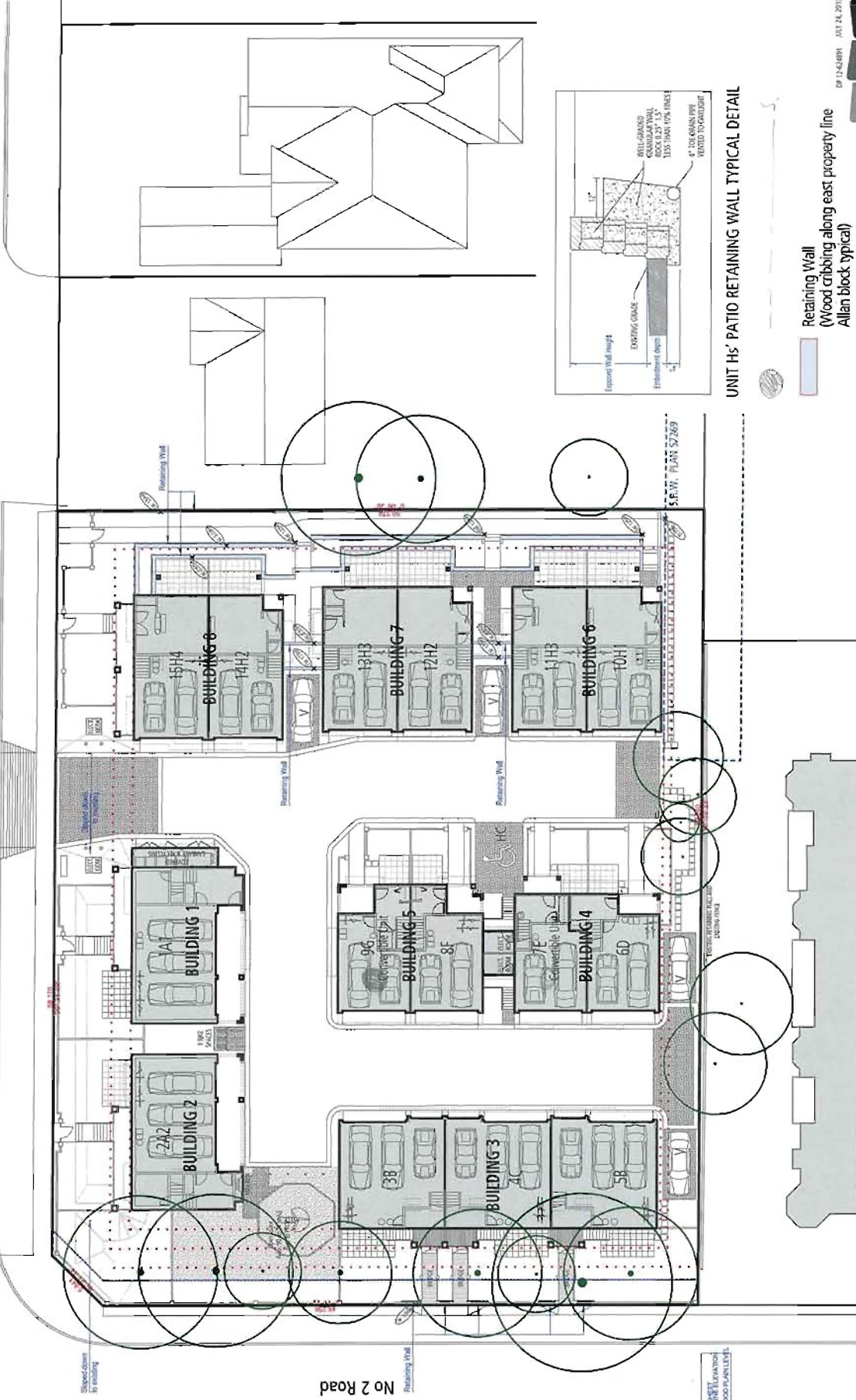
2013/02/08 AMT-N 2013
FOUGERE
 Architecture Inc.
 202-540-0444
 1000 Boulevard
 1000 Boulevard
 1000 Boulevard
 1000 Boulevard

HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd

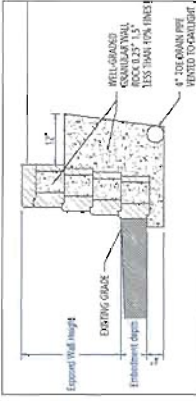
PLAN#1a

AUG 20 2013 **PLAN#3** **DP** **12-624891**

Maple Road



No 2 Road



UNIT HS' PATIO RETAINING WALL TYPICAL DETAIL

Retaining Wall
Wood cribbing along east property line
Allan block (typical)

RETAINING WALL
SCALE 3/32" = 1'-0"



DP 13-4289N, MAY 24, 2013
FOUGERE
ARCHITECTURE INC.
282-2485 Queen Street West, Suite 100
Toronto, Ontario M9W 6L8
PLAN#17C

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

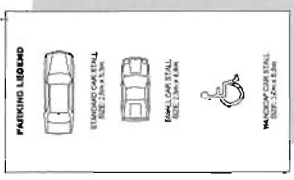
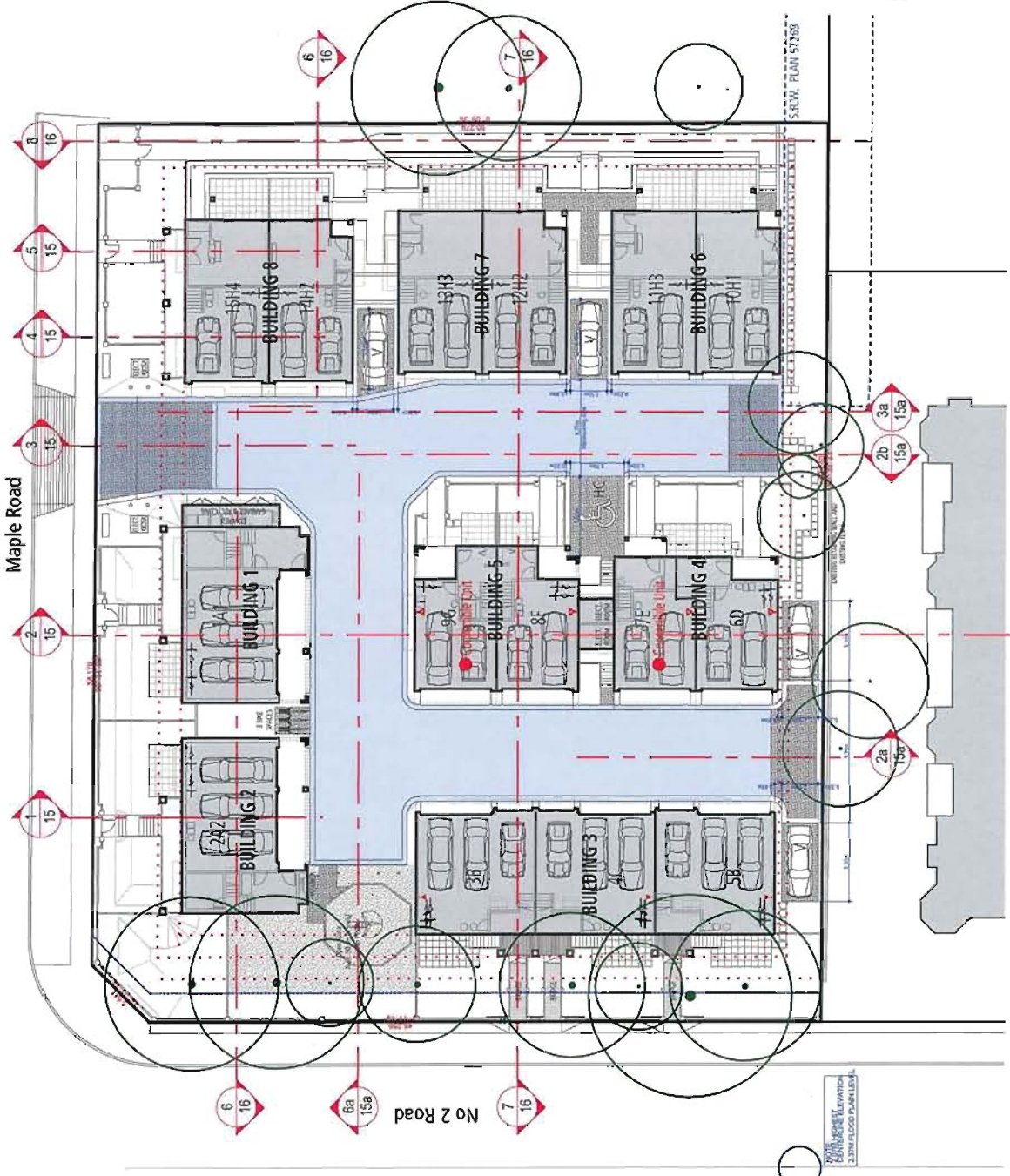
AUG 20 2013 - **PLAN 17C-4** **DP 12-624891**

HARRINGTON COURT
 for
 Western Maple Lane Holdings Ltd

PLAN#2
 AUG-2-0-2013 PLAN#S DP 12-624891

Maple Road

No 2 Road



Parking and Bicycle Requirements

Residential 2 car/unit	30
Visitor 0.1 car/unit	3
Total Required	33
Handicap Stall	1
Small Parking stall	20
5% of provided parking spaces	2
Parking Provided	22
Standard Stall	13
Small Stall	5
Visitor Provided	40
Total Provided	40

On-site Bicycle Parking Requirements

Class 1: 1.25 stall/unit	19
Class 2: 0.2 stall/unit	3
Total Class 1 Stalls Required	19
Total Class 2 Stalls Required	3
Total Class 2 Stalls Provided	3

- 6.7m Maneuvering Aisle with 4.3m Vertical Clearance
- Electric Vehicle Plug-ins
- Pie-Ducting for Future Wiring
- Convertible Unit

PARKING PLAN
 SCALE 3/32" = 1'-0"



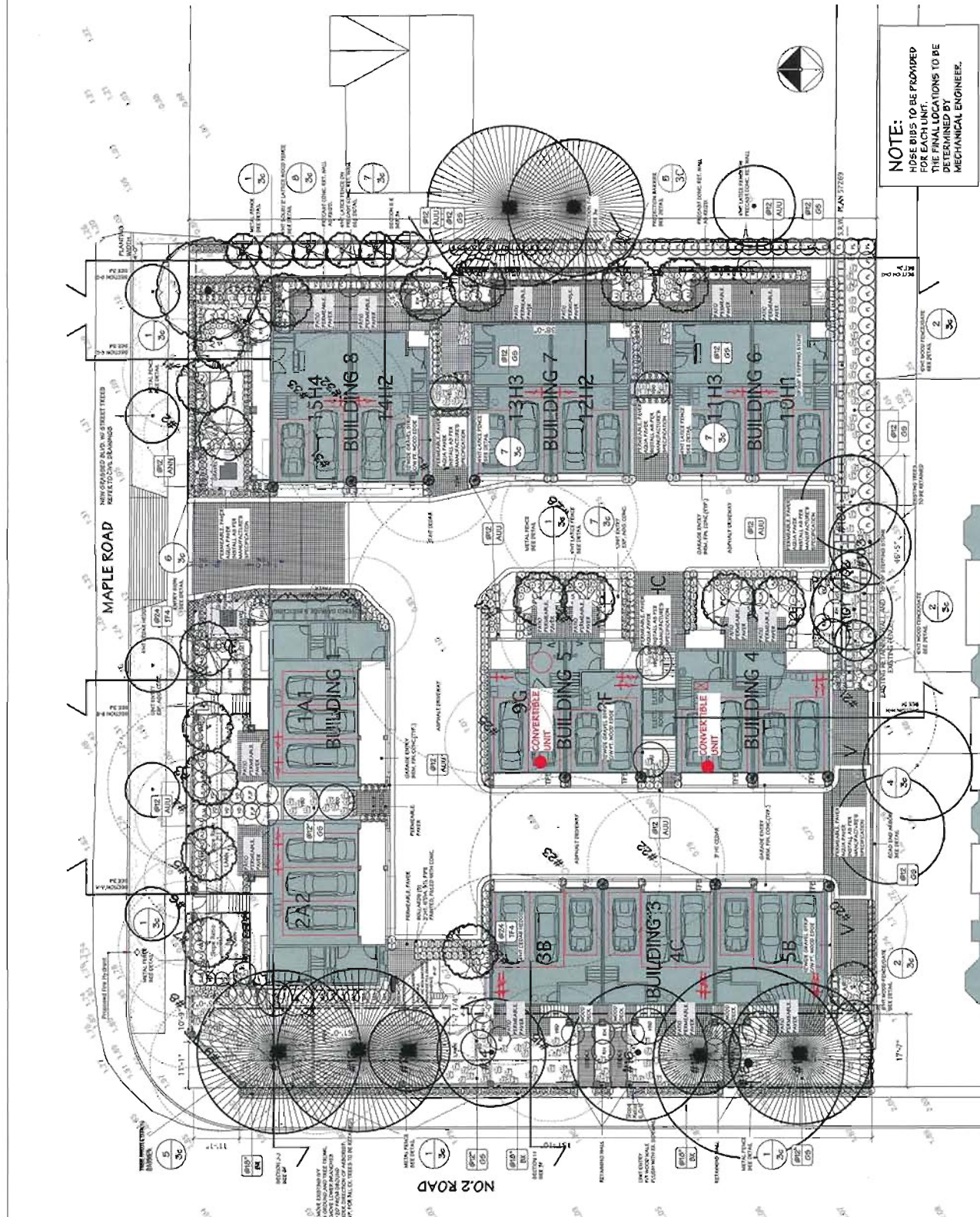
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ITO & ASSOCIATES
 Landscape Architects
 1000 E. 9th Ave. #414
 Denver, CO 80202
 Tel: (303) 733-2299
 Email: Ito@itoassoc.com

HARRINGTON COURT
 RICHMOND

LANDSCAPE PLAN



NOTE:
 HOSE BIBS TO BE PROVIDED
 FOR EACH UNIT.
 THE FINAL LOCATIONS TO BE
 DETERMINED BY
 MECHANICAL ENGINEER.

3a

AUG 20 2013 PLAN # 6 DP 12-624891

PLANT LIST

PROJECT ADDRESS HARRINGTON COURT RICHMOND

KEY	SYMBOL	COMMON NAME	SUIT
TREES			
1	AP	ACER PALMATHUM	9.0m CAL. BAB 7.0m STD.
2	AR	ALNUS GLABRA	11.0m CAL. BAB 1.8m STD.
3	BU	BURNING BUSH	4.0m CAL. BAB 3.0m STD.
4	CA	CAMELLIA JAPONICA	3.5m HT. BAB
5	CH	CHERRY	6.0m CAL. BAB
6	CR	CORONILLA	6.0m CAL. BAB 1.0m STD.
7	DA	DAVID'S CEDAR	1.50m HT.
8	DR	DWARF HYDRANGEA	
9	FE	FORSYTHIA	
10	FR	FRAXINUS	
11	GA	GAULTHEIA	
12	GR	GRAPES	
13	HA	HAWTHORN	
14	HE	HEBE	
15	HO	HORNED OAK	
16	IB	IBEA	
17	IR	IRIS	
18	JA	JAPANESE ANEMONE	
19	KA	KAWAIA	
20	KE	KERFOLIA	
21	LA	LAVENDER	
22	LI	LILAC	
23	LO	LOOSESTRIFE	
24	MA	MAGNOLIA	
25	ME	MEADOWSWEET	
26	MO	MORNING GLORY	
27	NA	NANDINEA	
28	NI	NISSOLENIA	
29	NO	NOYAL	
30	OR	ORANGE	
31	PA	PANICLE	
32	PE	PERENNIAL	
33	PI	PIERIS	
34	PL	PLANTAIN	
35	PO	POPPY	
36	PR	PRUNELLA	
37	RA	RAVENSBRIDGE	
38	RE	REDBUD	
39	RO	ROSE	
40	SA	SALICIA	
41	SC	SCILLA	
42	SE	SEMPERPARVULA	
43	SH	SHIBUYA	
44	SI	SINUA	
45	SK	SKYLINE	
46	SO	SORBUS	
47	SP	SPIDER	
48	ST	STAGHORN	
49	TA	TANAGER	
50	TE	TEA	
51	TI	TILIA	
52	TO	TOXICARIA	
53	TR	TRILLIUM	
54	VA	VANILLA	
55	VE	VERONICA	
56	VI	VIBURNUM	
57	VO	VORONIA	
58	WA	WALNUT	
59	WE	WEINMANNIA	
60	WH	WHOLE	
61	WI	WIND	
62	WO	WOOD	
63	WR	WRIGHT	
64	YU	YUCCA	

SHRUBS

1	AC	ACER	4.0m HT.
2	AD	ADONIS	4.0m HT.
3	AE	AERUCIUM	4.0m HT.
4	AF	AFELICIA	4.0m HT.
5	AG	AGAVE	4.0m HT.
6	AH	AHORN	4.0m HT.
7	AI	AIER	4.0m HT.
8	AL	ALICE	4.0m HT.
9	AM	AMALIA	4.0m HT.
10	AN	ANEMONE	4.0m HT.
11	AO	AOULIA	4.0m HT.
12	AP	APRILIA	4.0m HT.
13	AQ	AQUILA	4.0m HT.
14	AR	ARIZONA	4.0m HT.
15	AS	ASPERULA	4.0m HT.
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65	CS	CAMELLIA	4.0m HT.
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69	CW	CAMELLIA	4.0m HT.
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71	CY	CAMELLIA	4.0m HT.
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74	CC	CAMELLIA	4.0m HT.
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98	CB	CAMELLIA	4.0m HT.
99	CC	CAMELLIA	4.0m HT.
100	CD	CAMELLIA	4.0m HT.

GROUND COVERS

1	AC	ACER	4.0m HT.
2	AD	ADONIS	4.0m HT.
3	AE	AERUCIUM	4.0m HT.
4	AF	AFELICIA	4.0m HT.
5	AG	AGAVE	4.0m HT.
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74	CC	CAMELLIA	4.0m HT.
75	CD	CAMELLIA	4.0m HT.

VINES

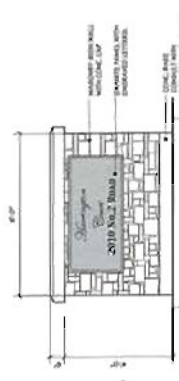
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51	CE	CAMELLIA	4.0m HT.
52	CF	CAMELLIA	4.0m HT.
53	CG	CAMELLIA	4.0m HT.
54	CH	CAMELLIA	4.0m HT.
5			

1.17.15.01
 1.17.15.02
 1.17.15.03
 1.17.15.04
 1.17.15.05
 1.17.15.06
 1.17.15.07
 1.17.15.08
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 1.17.15.43
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 1.17.15.50

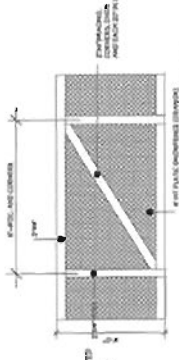
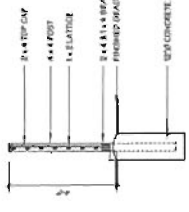
ITO
ASSOCIATES
 LANDSCAPE ARCHITECTS
 1842 E 300 Ave.
 Vancouver, BC V6H 1K2
 TEL: (604) 253-0099
 Email: ito@itoassociates.com

**HARRINGTON COURT
 RICHMOND**

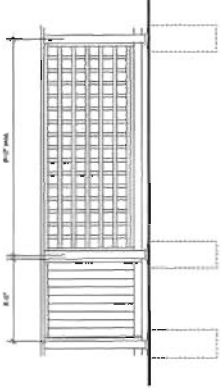
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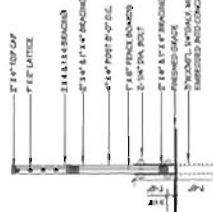
6 ENTRY SIGN
8'-0" HIGHER UP



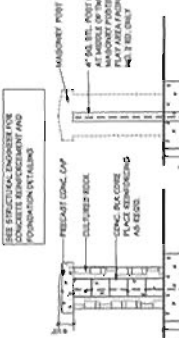
5 TREE PROTECTION BARRIER
8'-0" HIGHER UP



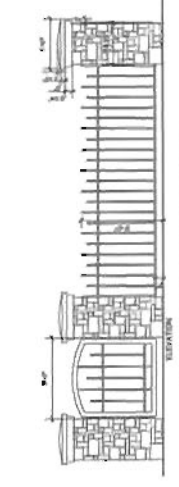
7 4' HT. LATTICE FENCE
8'-0" HIGHER UP



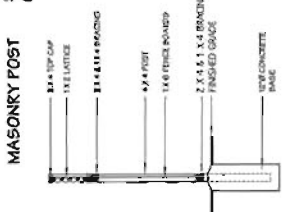
8 6' HT. WOOD FENCE
8'-0" HIGHER UP



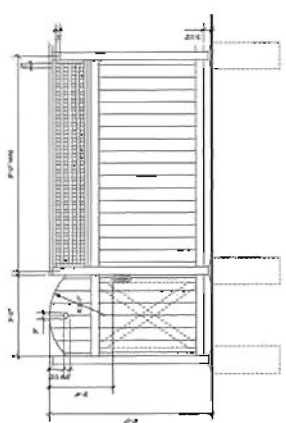
STEEL POST FOR CHILDREN PLAY AREA



1 METAL FENCE/POST DETAIL
8'-0" HIGHER UP

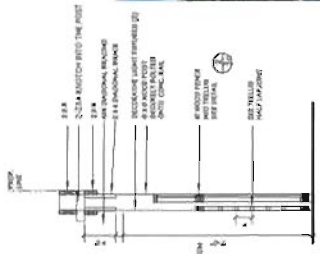


MASONRY POST



2 6' HT. WOOD FENCE
8'-0" HIGHER UP

NOTE:
 ALL WOOD SHALL BE PRESURE TREATED FIR S.A.S.
 ALL WOOD SHALL BE STAINED WITH COLORADO STAIN AND FINISH WITH THE BUILDING AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO APPLICATION.
 ALL NAILS AND OTHER METAL COMPONENTS SHALL BE GALVANIZED.
 ALL GATES SHALL BE PROVIDED WITH METAL LATCH ASSEMBLIES.



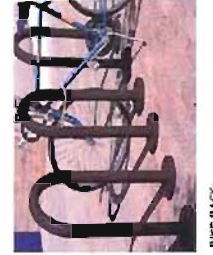
3 ROAD END TRELLIS
8'-0" HIGHER UP



KOMPAN TRIPLE SHIFTER M7021P



BENCH BY SARTITA FURNITURE 888-472-7482



BIKE RACKS LOOP BIKE RACK 83 AVAILABLE AT REC TEC INDUSTRIES INC. (604) 940-0087

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.

- 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.
- 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.
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- 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.
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- 15. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.
- 16. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.
- 17. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.
- 18. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.
- 19. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.
- 20. ALL WORK SHALL BE IN ACCORDANCE WITH THE BRITISH COLUMBIA BUILDING CODE AND THE NATIONAL BUILDING CODE OF CANADA.

ITO
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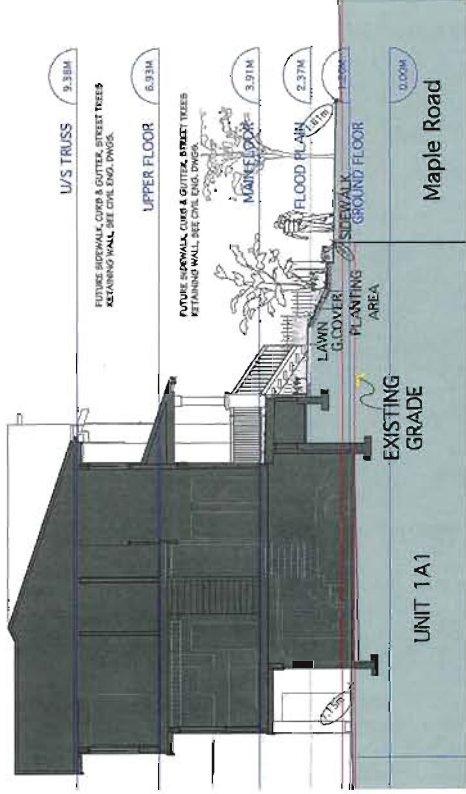
HARRINGTON COURT
 RICHMOND

SECTION

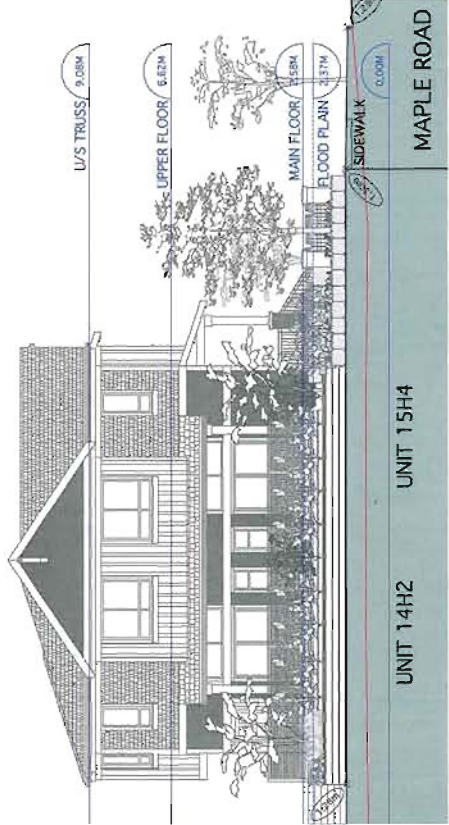
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2013.07.15	REVISED PER COMMENTS
2013.07.05	ISSUED FOR PERMIT
2013.06.15	REVISED PER COMMENTS
2013.06.05	ISSUED FOR PERMIT
2013.05.15	REVISED PER COMMENTS
2013.05.05	ISSUED FOR PERMIT
2013.04.15	REVISED PER COMMENTS
2013.04.05	ISSUED FOR PERMIT
2013.03.15	REVISED PER COMMENTS
2013.03.05	ISSUED FOR PERMIT
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2013.02.05	ISSUED FOR PERMIT
2013.01.15	REVISED PER COMMENTS
2013.01.05	ISSUED FOR PERMIT

3d

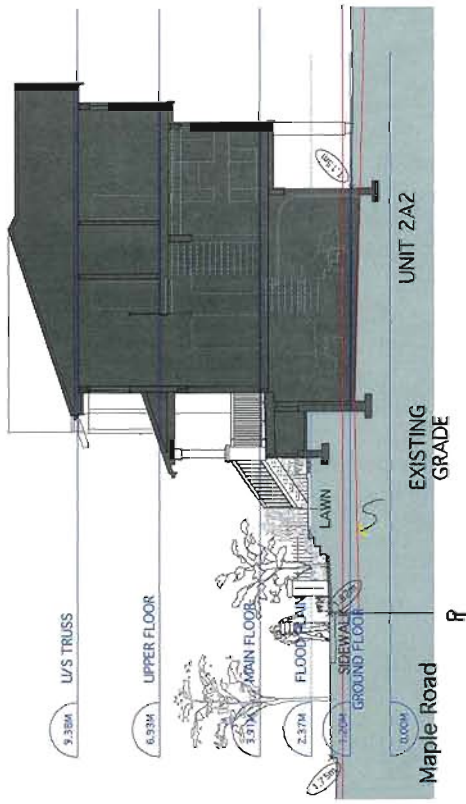
BP 12-624891



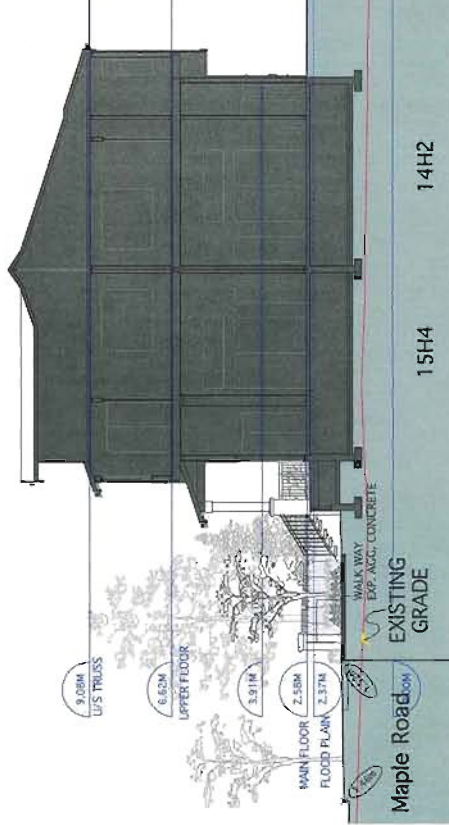
SECTION B-B
 SCALE: 3/16" = 1'-0"



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



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



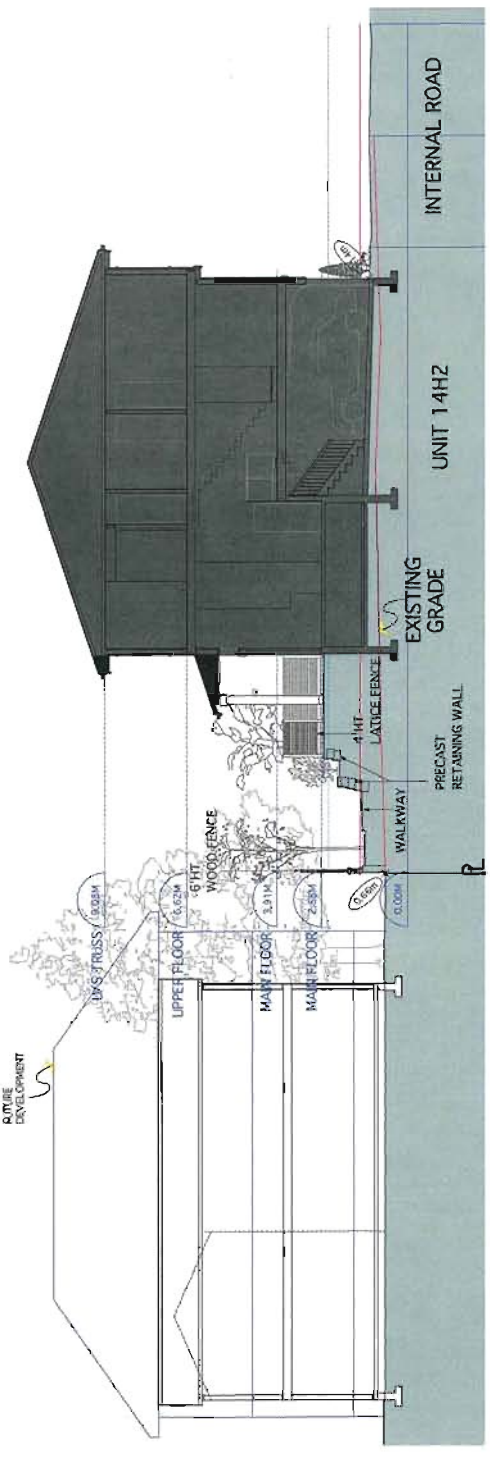
SECTION C-C
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AUG 20 2013 PLAN #9

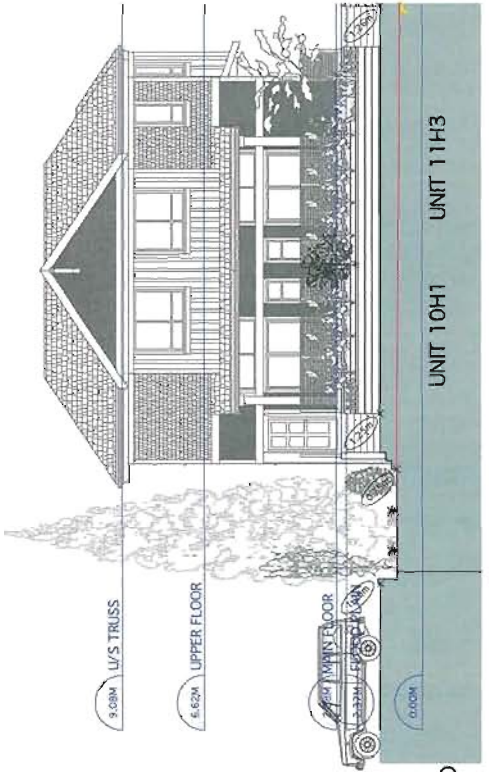
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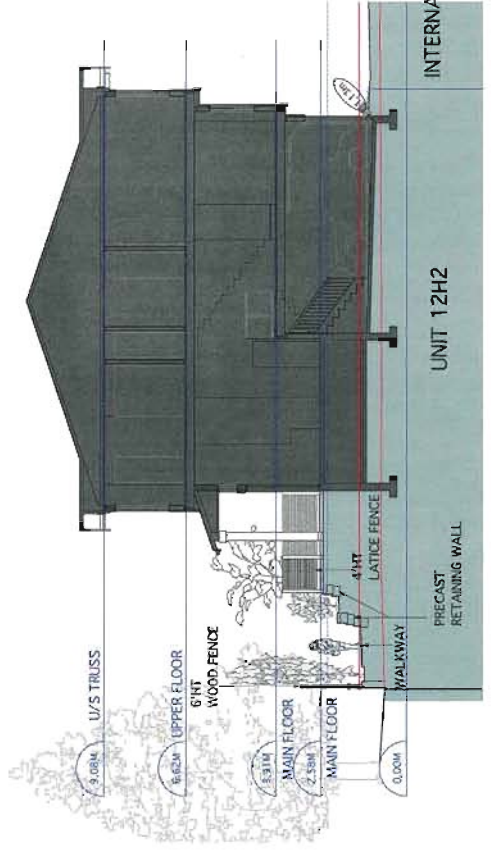
MARININGTON COURT
 RICHMOND



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



SECTION G-G
 SCALE: 3/16" = 1'-0"
 AUG 20 2013

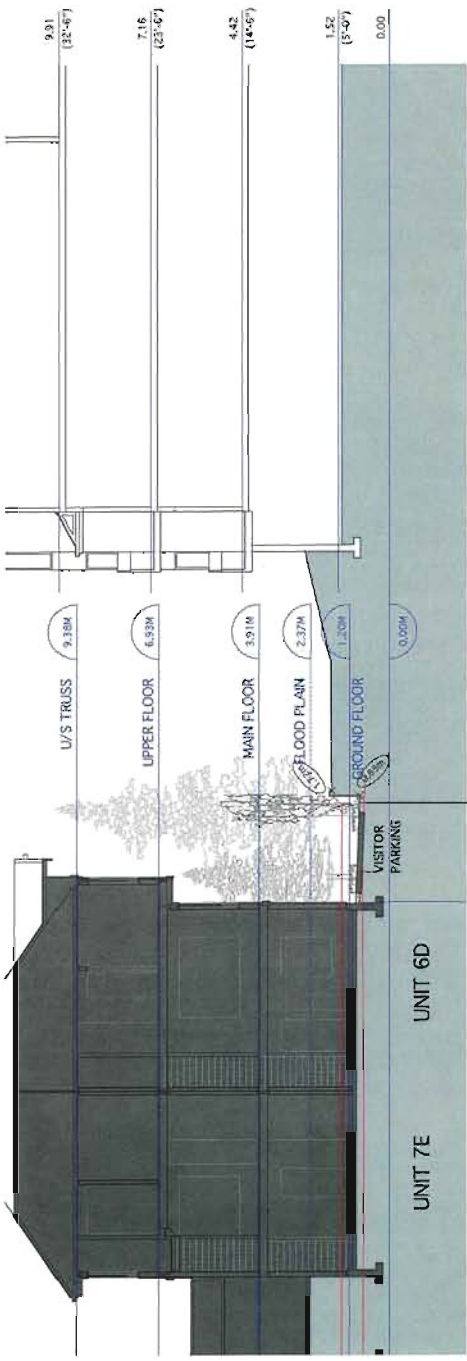


SECTION F-F
 SCALE: 3/16" = 1'-0"

PLAN # 10 BP 12--624891

3e

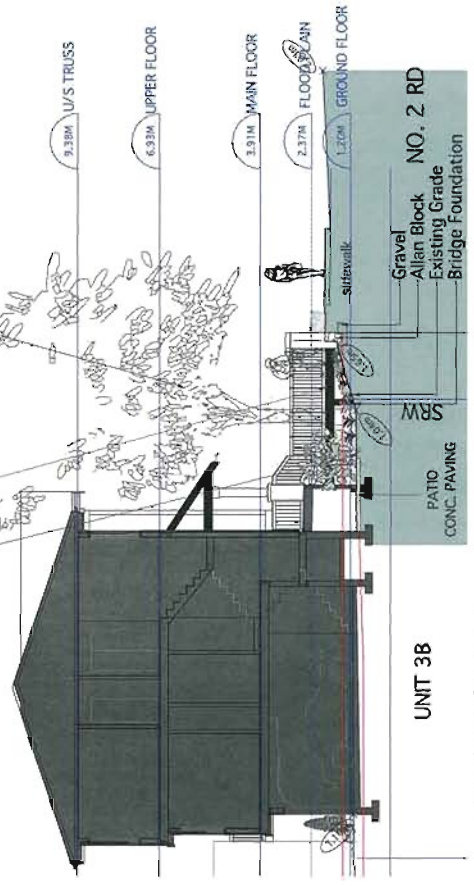
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Date	08
Drawn	ML
Checked	ML
Scale	1/8" = 1'-0"
Sheet	10-BT



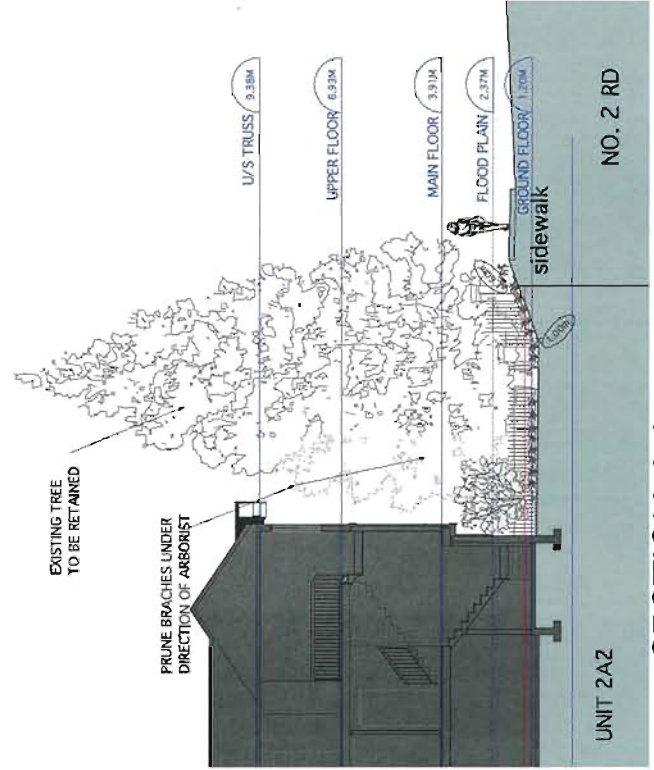
SECTION H-H
SCALE: 3/16" = 1'-0"

SUSPENDED WOOD ENTRY WALK WHERE EXISTING TREE TO BE TRIMMED TO MINIMIZE DISTURBANCE TO ROOTS PROVIDE DRAINAGE TO REMOVE EXCESSIVE STORM WATER

EXISTING TREE TO BE RETAINED AND ON TREE ADD 4" HOLLOW CORED MANHOLE CUTWAIR INTO EX. SOIL WITHOUT DISTURBING EX. ROOTS. PLANT WITH STATION POND TUBS.



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



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

LEGEND

1	Asph/Flt
2	Gravel
3	Gravel
4	Gravel
5	Gravel
6	Gravel
7	Gravel
8	Gravel
9	Gravel
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92	Gravel
93	Gravel
94	Gravel
95	Gravel
96	Gravel
97	Gravel
98	Gravel
99	Gravel
100	Gravel

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MARRINGTON COURT
RICHMOND

SECTION

NO.	DATE	BY
1	12/12/13	ML
2	02/18/14	ML
3	03/27/14	ML
4	03/27/14	ML

3f

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 4 ASSOCIATES
 1000 RICHMOND COURT
 RICHMOND, BC V6X 1M2
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 EMAIL: ITO@ITOASSOCIATES.COM

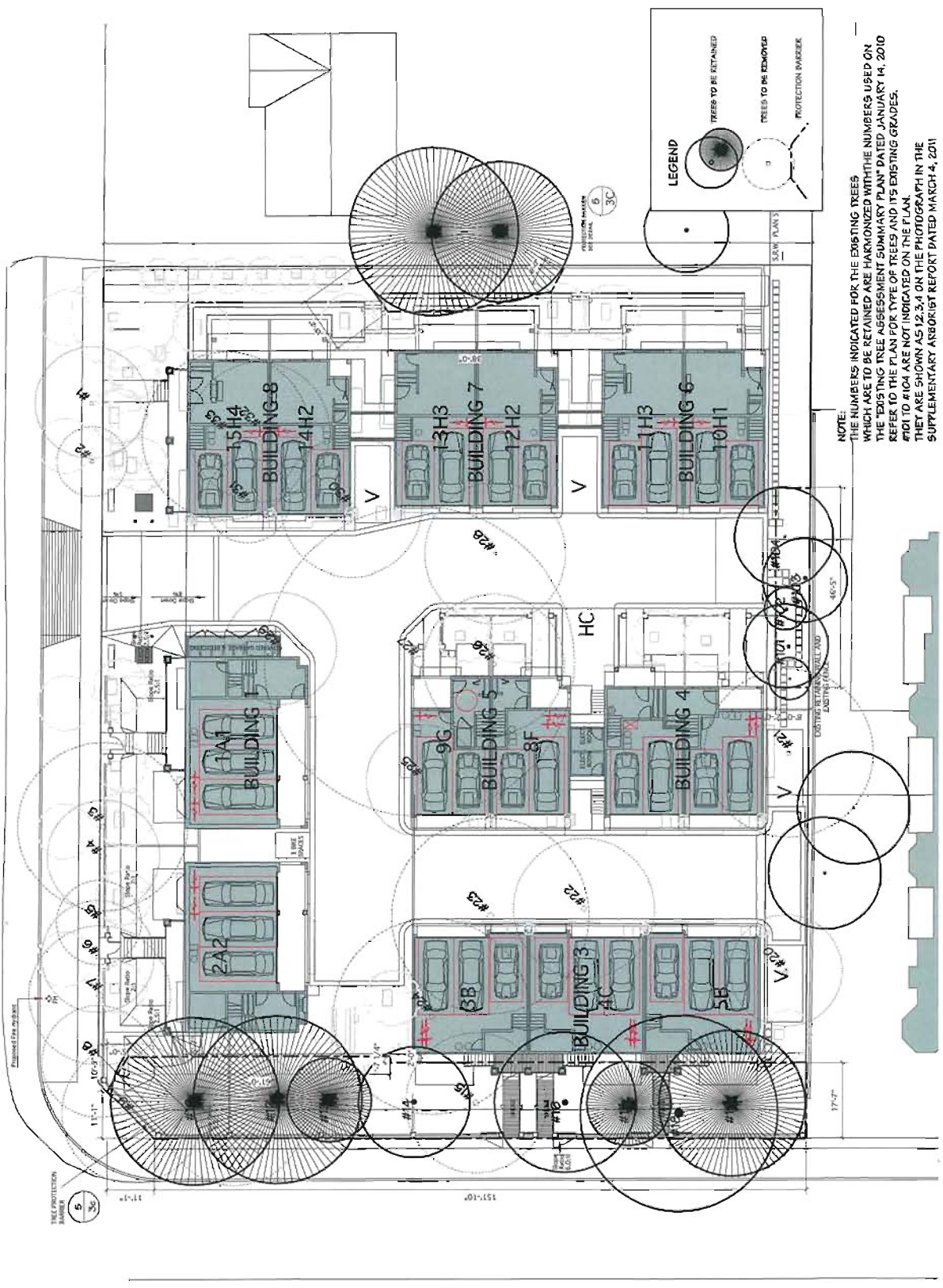
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 ASSOCIATES
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HARRINGTON COURT
 RICHMOND

Drawing Title
EXISTING TREE PRESERVATION PLAN

Scale	1" = 10'-0"
Sheet	39
Drawn	10/20/03
Check	
Date	10/20/03

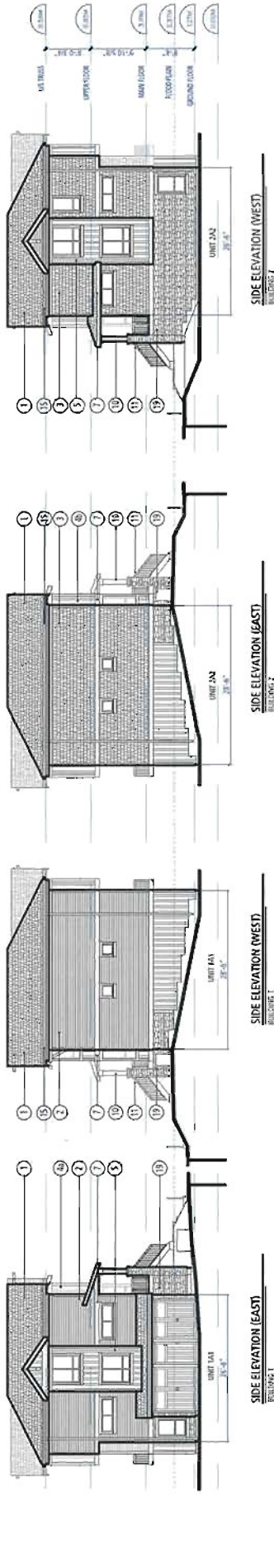
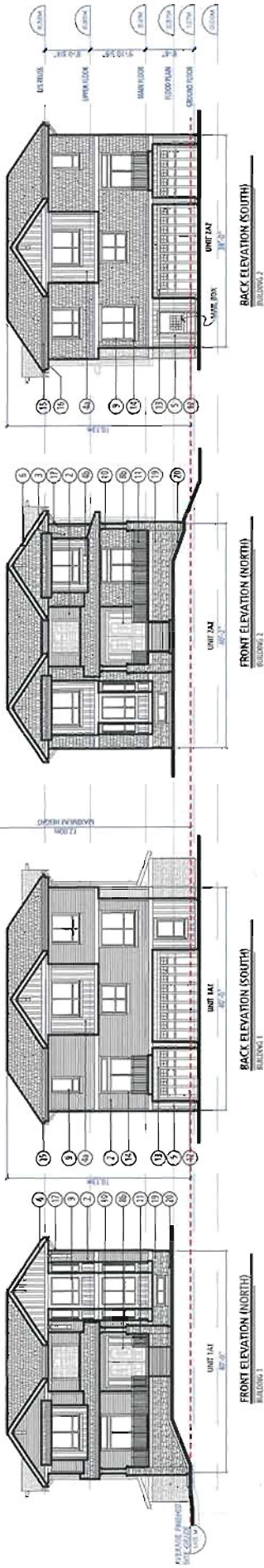
39



NOTE:
 THE NUMBERS INDICATED FOR THE EXISTING TREES WHICH ARE TO BE RETAINED ARE HARRONIZED WITH THE NUMBERS USED ON THE "EXISTING TREE ASSESSMENT SUMMARY PLAN" DATED JANUARY 14, 2010 REFER TO THAT PLAN FOR TYPE OF TREES AND IT'S EXISTING GRAVES. #101 TO #104 ARE NOT INDICATED ON THE PLAN. THEY ARE SHOWN AS 12.3.4 ON THE PHOTOGRAPH IN THE SUPPLEMENTARY ARBOREST REPORT DATED MARCH 4, 2011

AUG 20 2013 PLAN #12 DP 12-624891

1/2" = 1'-0"



EXTERIOR FINISHES SCHEDULE

1	PAINT	APPLIED FINISHES	APPLIED FINISHES
2	PAINT	APPLIED FINISHES	APPLIED FINISHES
3	PAINT	APPLIED FINISHES	APPLIED FINISHES
4	PAINT	APPLIED FINISHES	APPLIED FINISHES
5	PAINT	APPLIED FINISHES	APPLIED FINISHES
6	PAINT	APPLIED FINISHES	APPLIED FINISHES
7	PAINT	APPLIED FINISHES	APPLIED FINISHES
8	PAINT	APPLIED FINISHES	APPLIED FINISHES
9	PAINT	APPLIED FINISHES	APPLIED FINISHES
10	PAINT	APPLIED FINISHES	APPLIED FINISHES
11	PAINT	APPLIED FINISHES	APPLIED FINISHES
12	PAINT	APPLIED FINISHES	APPLIED FINISHES
13	PAINT	APPLIED FINISHES	APPLIED FINISHES
14	PAINT	APPLIED FINISHES	APPLIED FINISHES
15	PAINT	APPLIED FINISHES	APPLIED FINISHES
16	PAINT	APPLIED FINISHES	APPLIED FINISHES
17	PAINT	APPLIED FINISHES	APPLIED FINISHES
18	PAINT	APPLIED FINISHES	APPLIED FINISHES
19	PAINT	APPLIED FINISHES	APPLIED FINISHES
20	PAINT	APPLIED FINISHES	APPLIED FINISHES



BUILDING 1 & 2 ELEVATIONS
SCALE 1/8" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

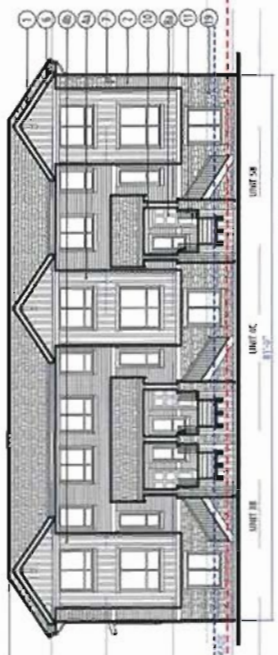
AUG 20 2013

PLAN#4

PLAN # 15 DP 12-624891



12-624891



FRONT ELEVATION (WEST)



BACK ELEVATION (EAST)



SIDE ELEVATION (NORTH)



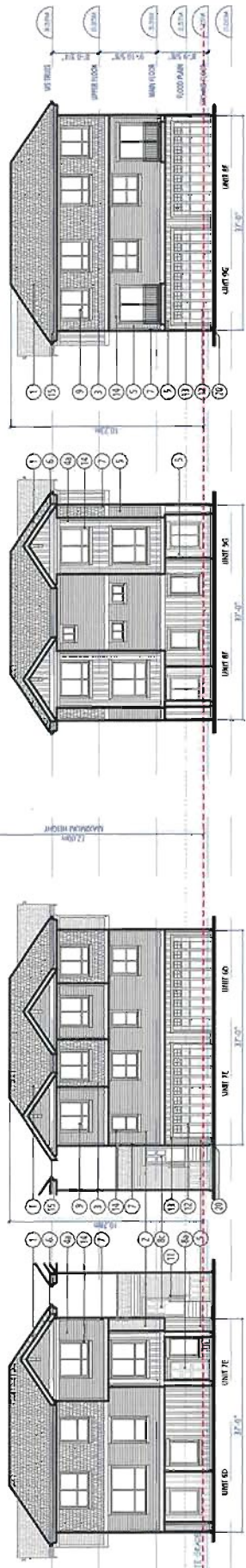
SIDE ELEVATION (SOUTH)

EXTERIOR FINISHES SCHEDULE

1	CONCRETE
2	PAINT
3	BRICK
4	WOOD
5	GLASS
6	ALUMINUM
7	STEEL
8	ROOFING
9	LANDSCAPE
10	MECHANICAL
11	ELECTRICAL
12	PLUMBING
13	MECHANICAL
14	INSULATION
15	CEILING
16	FLOORING
17	WALLS
18	ROOFING
19	MECHANICAL
20	CONCRETE



BUILDING 3 ELEVATIONS
SCALE: 1/8" = 1'-0"

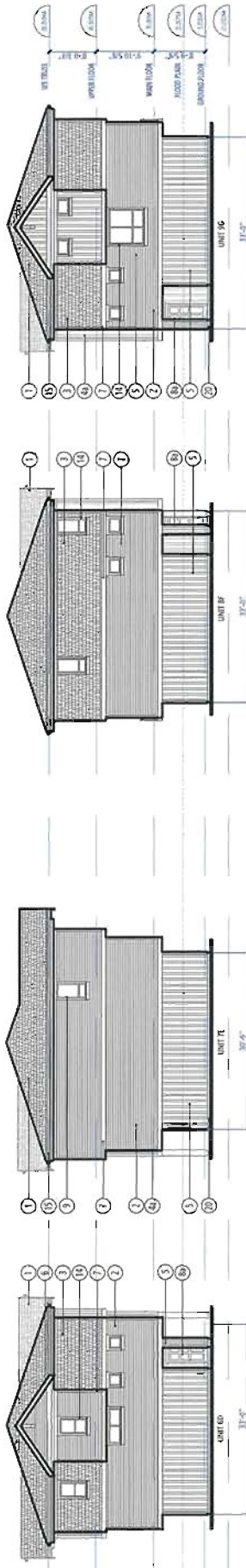


FRONT ELEVATION (EAST)
BUILDING 4

FRONT ELEVATION (WEST)
BUILDING 4

BACK ELEVATION (WEST)
BUILDING 4

BACK ELEVATION (EAST)
BUILDING 4



SIDE ELEVATION (SOUTH)
BUILDING 5

SIDE ELEVATION (NORTH)
BUILDING 5

SIDE ELEVATION (SOUTH)
BUILDING 5

SIDE ELEVATION (NORTH)
BUILDING 5

FINISHES/NOTES SCHEDULE

1	ZOVAT CONCRETE
2	CONCRETE
3	BRICK
4	WOOD SHAKES
5	WOOD SHAKES
6	WOOD SHAKES
7	WOOD SHAKES
8	WOOD SHAKES
9	WOOD SHAKES
10	WOOD SHAKES
11	WOOD SHAKES
12	WOOD SHAKES
13	WOOD SHAKES
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29	WOOD SHAKES
30	WOOD SHAKES



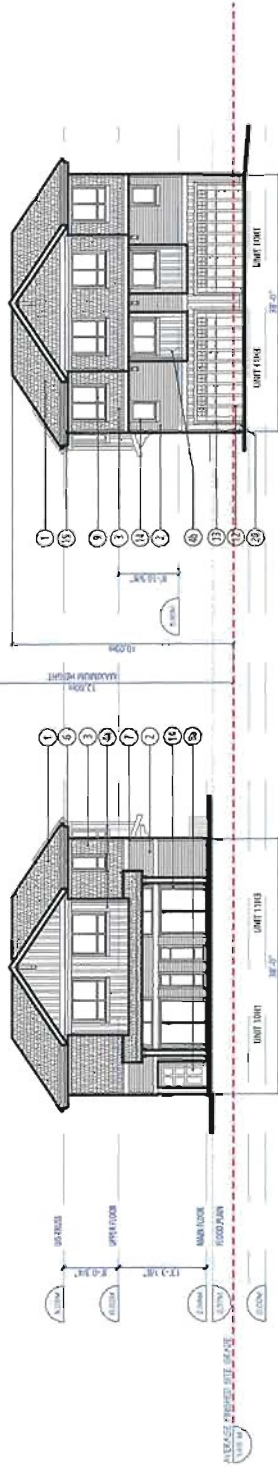
BUILDING 4 & 5 ELEVATIONS
SCALE 1/8" = 1'-0"



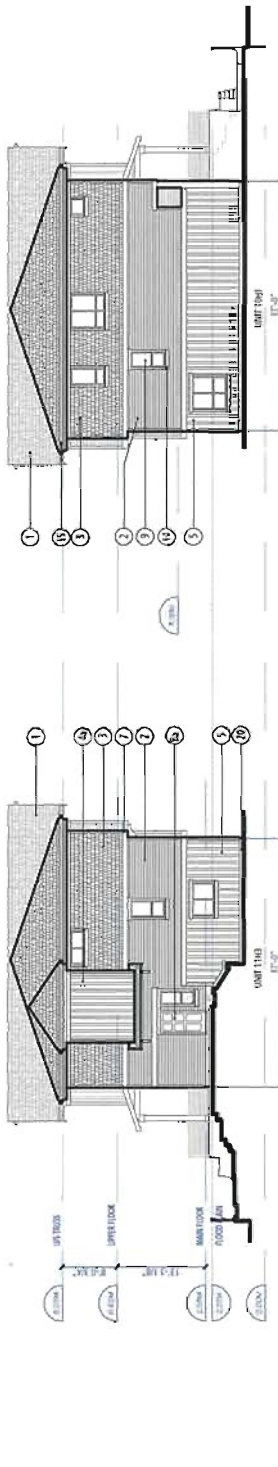
HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

PLAN# 12-624-891
AUG 20 2013
PLAN# 17 DP

PLAN 12 - NATURAL LIGHT



BACK ELEVATION (WEST)



SIDE ELEVATION (SOUTH)

EXTERIOR FINISHES SCHEDULE

1	SPACKLING
2	PAINT
3	BRICK
4	WOOD SHINGLES
5	WOOD SHINGLES
6	WOOD SHINGLES
7	WOOD SHINGLES
8	WOOD SHINGLES
9	WOOD SHINGLES
10	WOOD SHINGLES
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20	WOOD SHINGLES



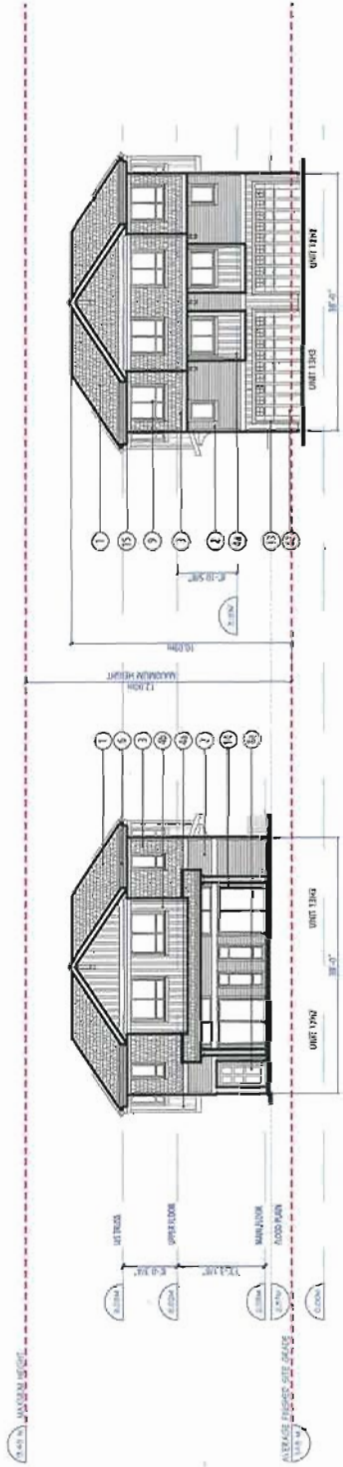
BUILDING 6 ELEVATIONS
SCALE 1/8" = 1'-0"

HARRINGTON COURT

for
Western Maple Lane Holdings Ltd
PLAN # 18 DP 12 - 624 891

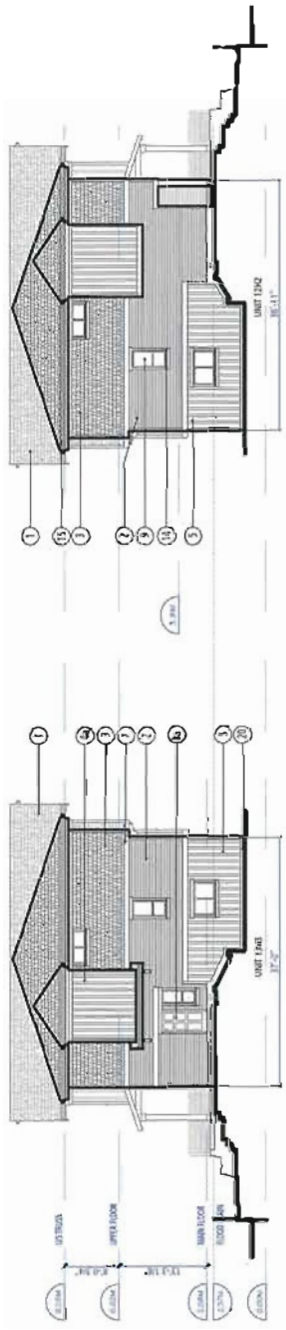


DP 12-02-091 03/23/2013



FRONT ELEVATION (EAST)

BACK ELEVATION (WEST)



SIDE ELEVATION (NORTH)

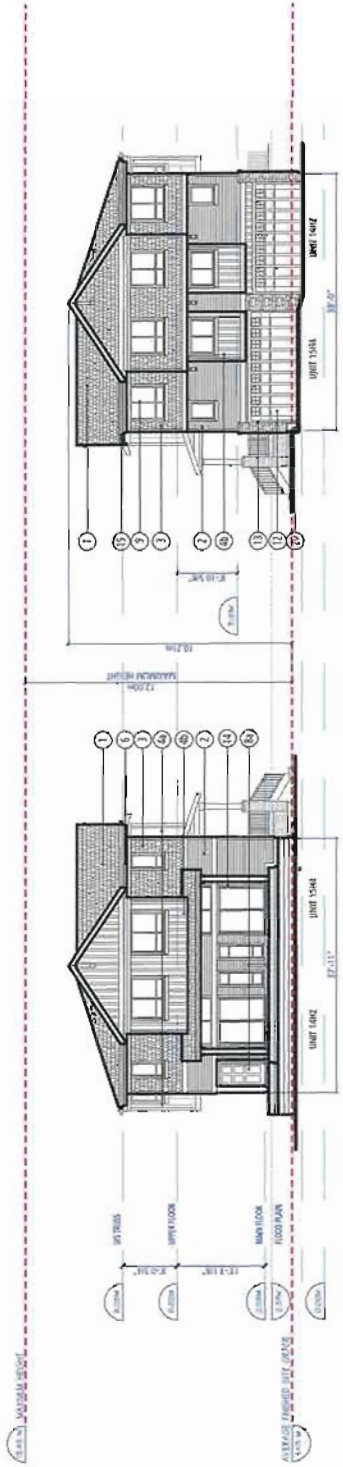
SIDE ELEVATION (SOUTH)

EXTERIOR FINISHES SCHEDULE

1	PAVING	Asphalt Driveway, Weathered Wood
2	WALLS	Brick
3	WALLS	Brick
4	WALLS	Brick
5	WALLS	Brick
6	WALLS	Brick
7	WALLS	Brick
8	WALLS	Brick
9	WALLS	Brick
10	WALLS	Brick
11	WALLS	Brick
12	WALLS	Brick
13	WALLS	Brick
14	WALLS	Brick
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18	WALLS	Brick
19	WALLS	Brick
20	WALLS	Brick

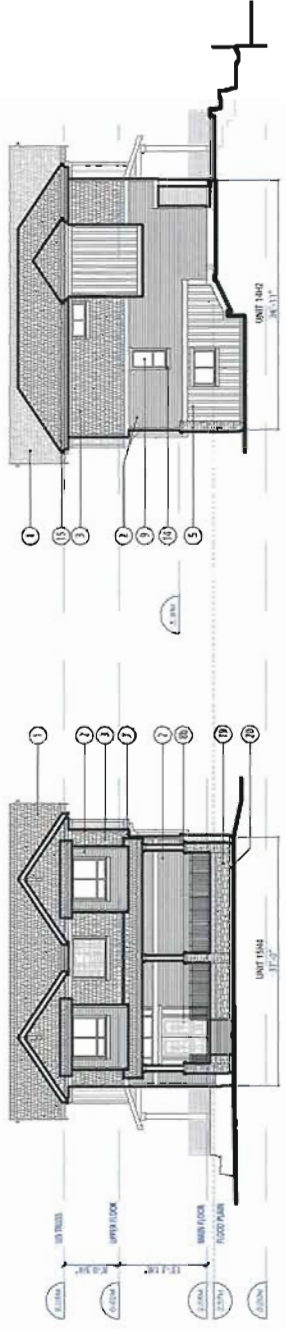
BUILDING 7 ELEVATIONS
SCALE 1/8" = 1'-0"





FRONT ELEVATION (EAST)

BACK ELEVATION (WEST)



SIDE ELEVATION (NORTH)

SIDE ELEVATION (SOUTH)

SAVANNH PROGRESS SCHEDULE

1	FOUNDATION
2	EXTERIOR FINISHES
3	ROOFING
4	MECHANICAL, ELECTRICAL, PLUMBING
5	INTERIOR FINISHES
6	LANDSCAPE
7	UTILITY
8	INSULATION
9	PAINTING
10	FINAL INSPECTION
11	OWNER OCCUPANCY
12	COMPLETION

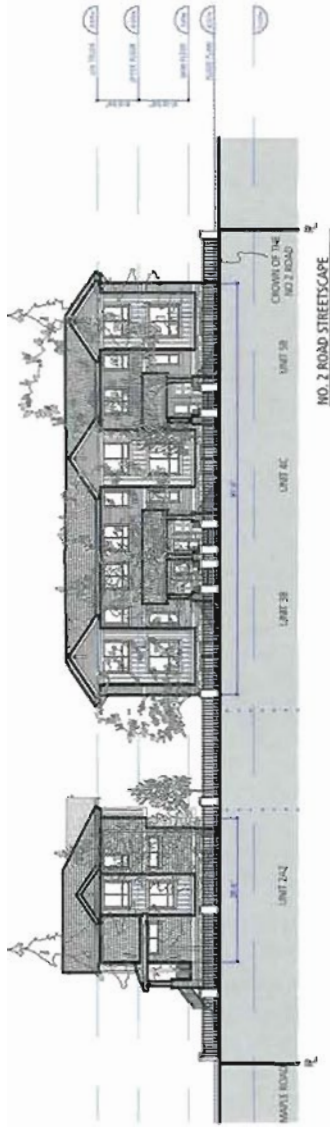
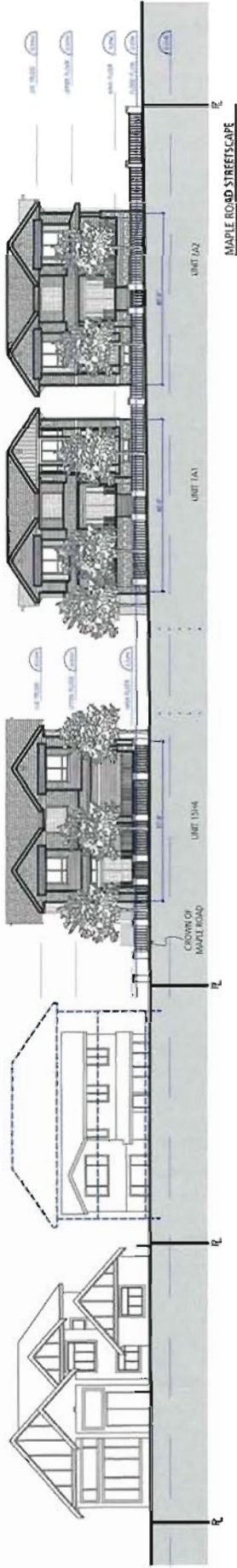


BUILDING 8 ELEVATIONS
SCALE 1/8" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings, Ltd

AUG 20 2013

PLAN # 20 TP 17 - 624891



SITE STREETSCAPES
SCALE 3/32" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

AUG 20 2013

PLAN#18

DP 12-21-2011
FOUGERE
 ARCHITECTS INC.
 200-2007 DUNDAS STREET WEST
 TORONTO, ONTARIO M5G 1S8
 TEL: 416-593-8282
 FAX: 416-593-8282
 WWW.FOUGEREARCHITECTS.COM

PLAN#18
 DP 12-21-2011
12-624891



NO. 2 ROAD STREETSCAPE



MAPLE ROAD STREETSCAPE

SITE STREETSCAPES

SCALE 3/32" = 1'-0"



HARRINGTON COURT

for
Western Maple Lane Holdings Ltd

AUG 20 2013

PLAN#14a

DP 12-624891



WEST STREETSCAPE



SOUTH STREETSCAPE

SITE STREETSCAPES

SCALE 3/32" = 1'-0"



HARRINGTON COURT

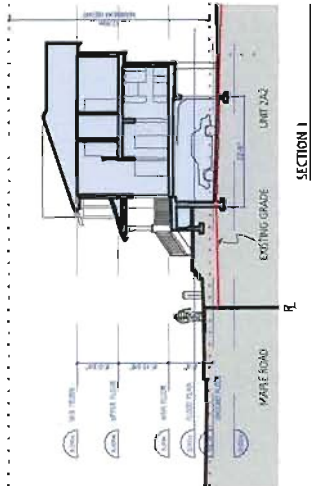
for
Western Maple Lane Holdings Ltd

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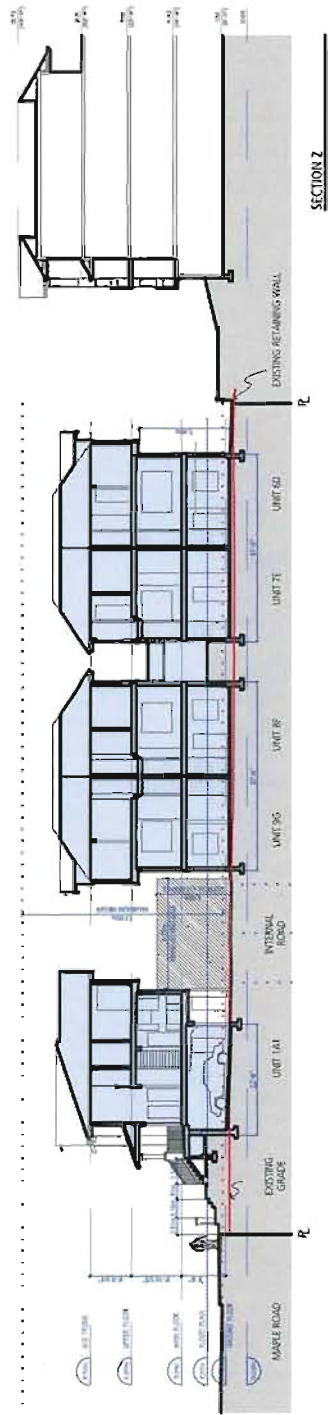
PLAN#14b

DP 12/2/2011 MAT 24, 2013
FOUGERE
 architecture inc.
 202-202 Quebec Street
 Montreal, QC H3B 2R2
 telephone: 514-333-2882
 info@fougerearchitecture.com

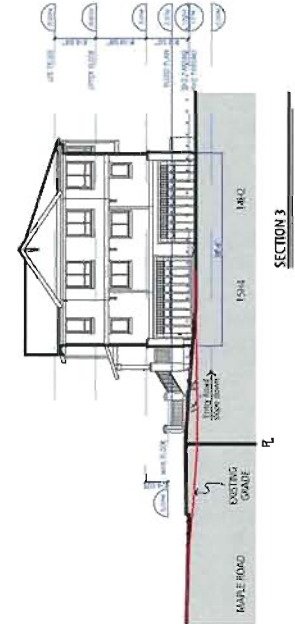
Plan # 23 DP 12-624891



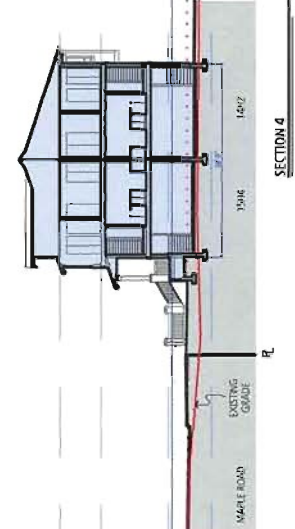
SECTION 1



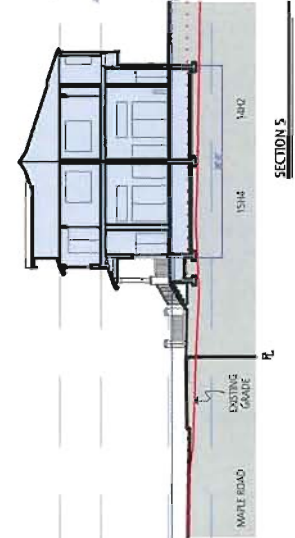
SECTION 2



SECTION 3



SECTION 4



SECTION 5



SITE SECTION
SCALE 3/32" = 1'-0"

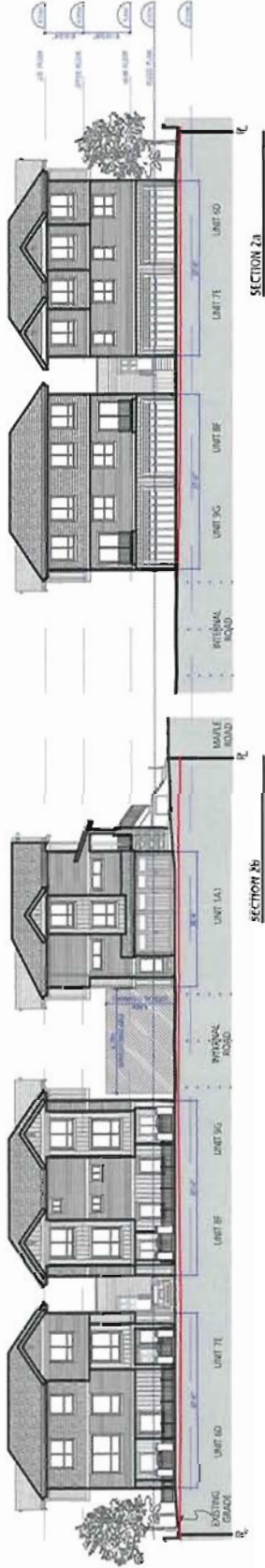
HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

AUG 20 2013

PLANS

PLAN # 24 DP 12-624891

DP 124200N REV 12, 2013
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SITE STREETSCAPES

SCALE 3/32" = 1'-0"



HARRINGTON COURT

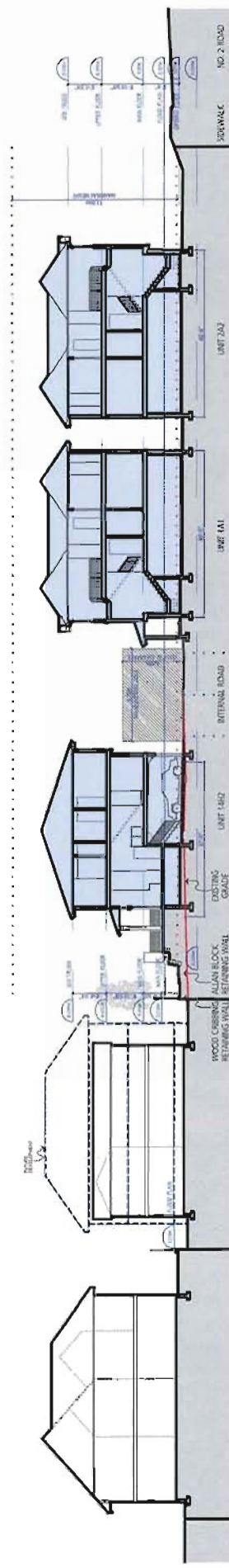
for
Western Maple Lane Holdings Ltd

AUG 20 2013

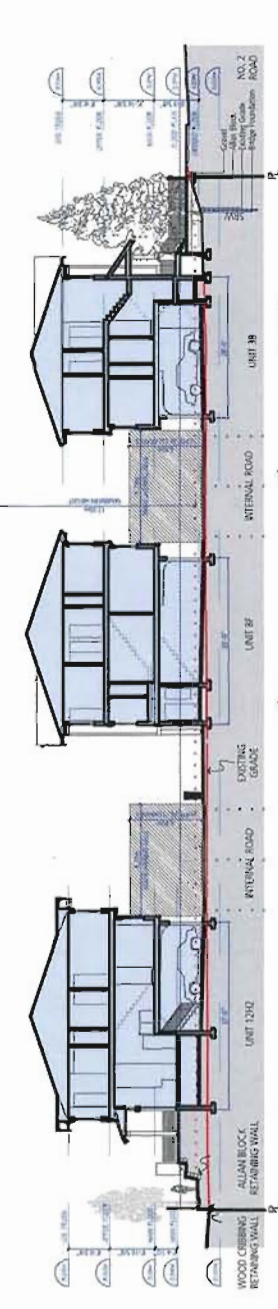
PLAN# 25

DP 12-624-891

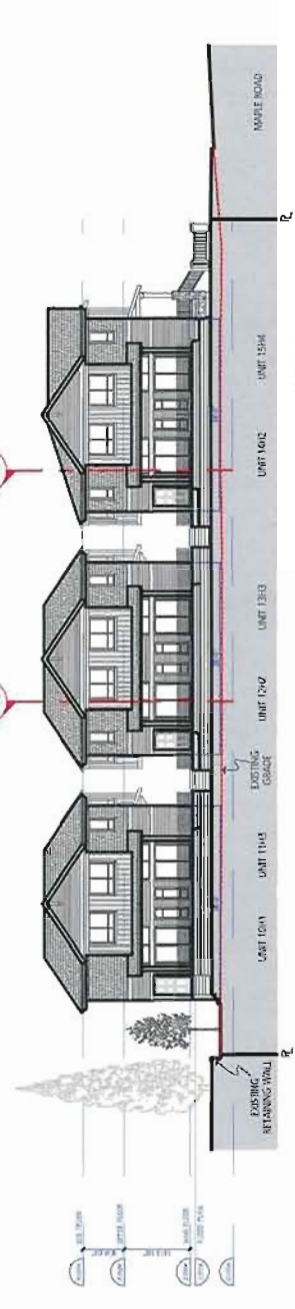




SECTION 6



SECTION 7



SECTION 8



SITE SECTION
SCALE 3/32" = 1'-0"

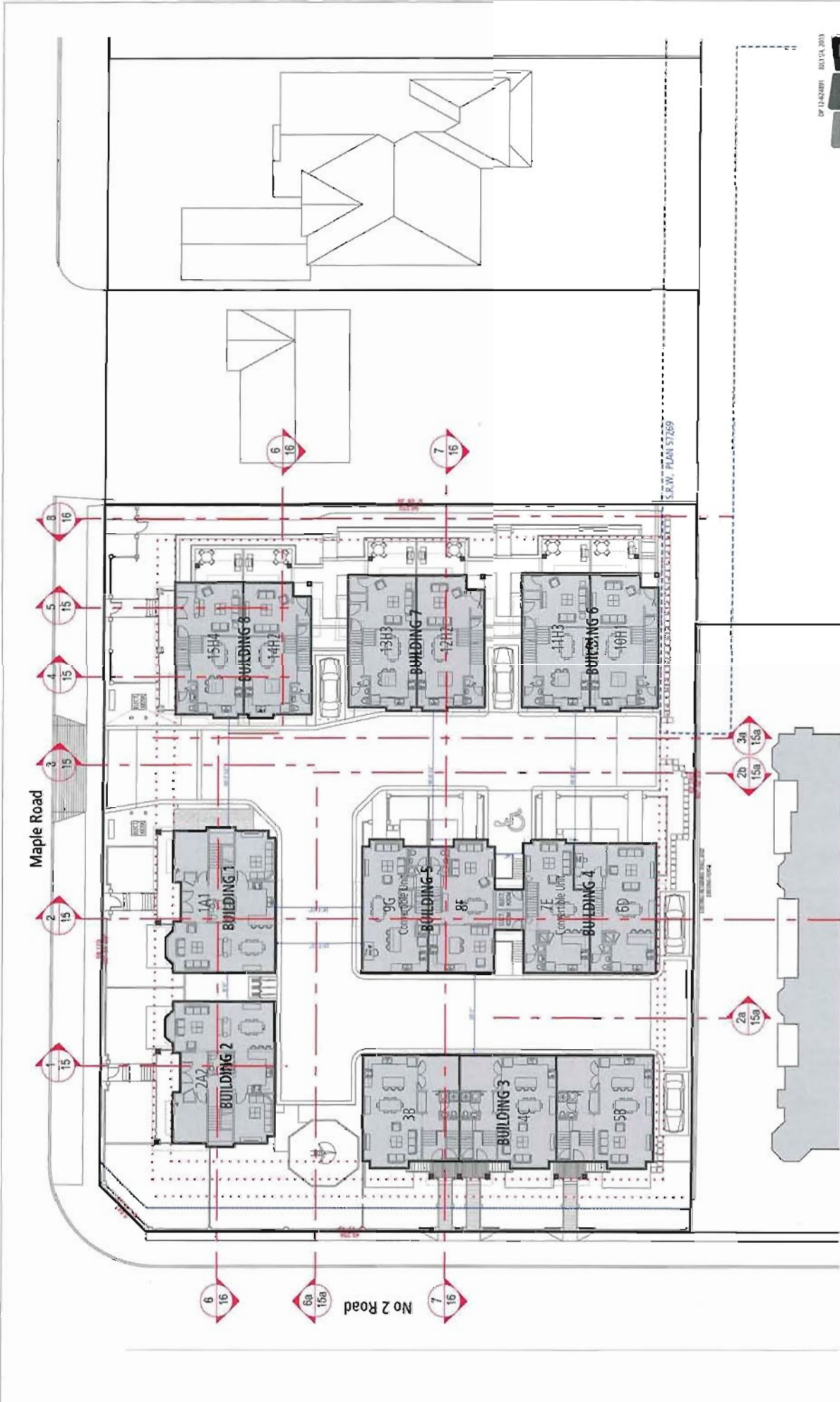
HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

AUG 20 2013

PLAN#16

DP 1428916 JUL 14, 2013
FOUGERE
 ARCHITECTURE LTD.
 201-242-0466
 1000 Avenue de l'Énergie
 Québec, QC G1M 1P7
 www.fougere.com

PLAN#16
 DP 12-624891



MAIN FLOOR PLAN
SCALE 3/32" = 1'-0"

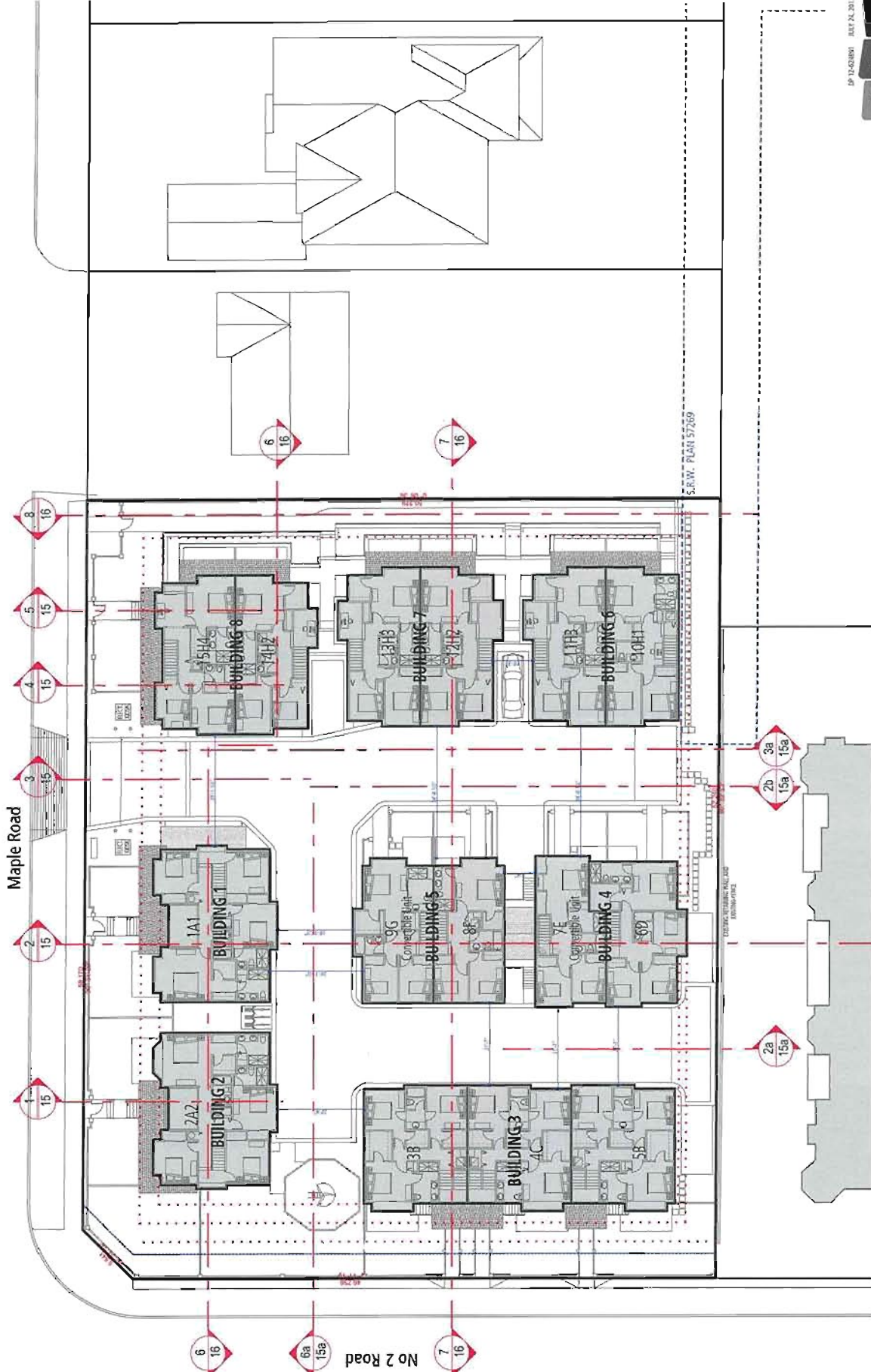
HARRINGTON COURT
for
Western Maple Lane Mouldings Ltd

AUG. 2. 0' 2013

PLAN#1cd



REFERENCE PLAN **DP 12-024891**



Maple Road

No 2 Road

UPPER FLOOR PLAN
SCALE 3/32" = 1'-0"



HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

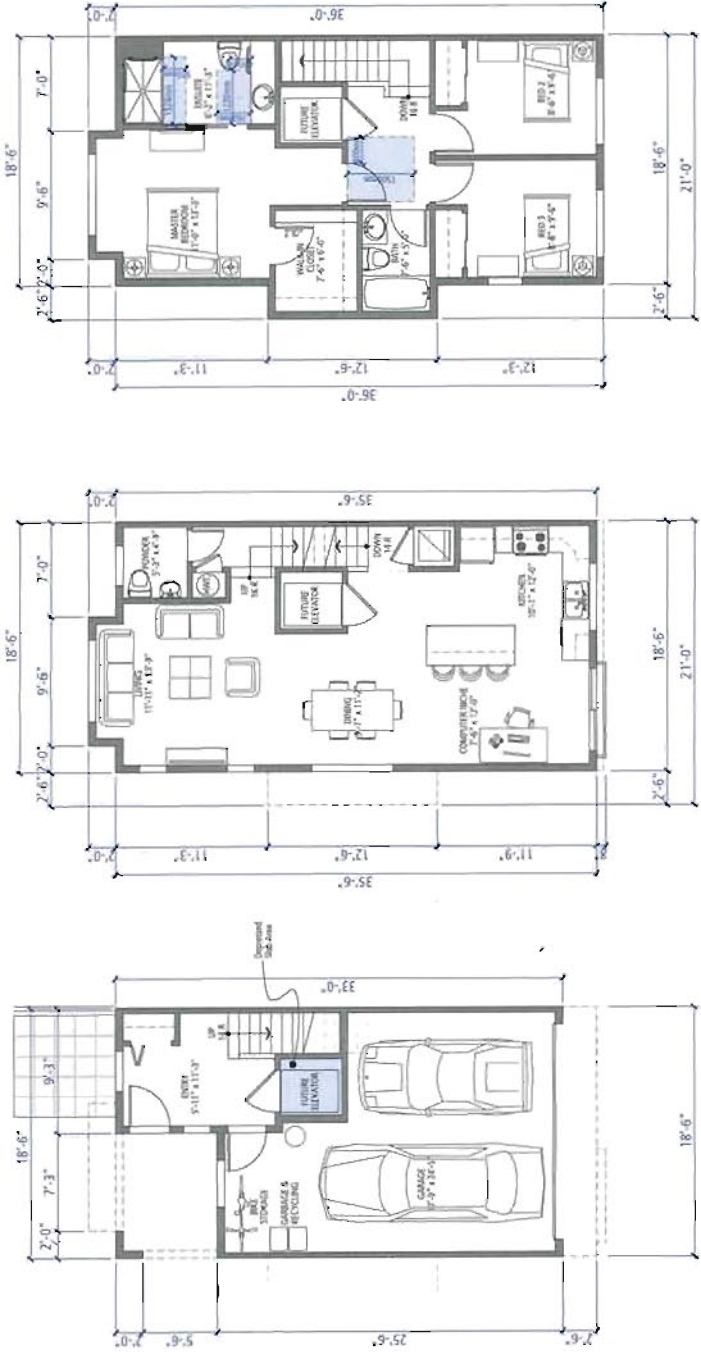
PLAN#1e
AUG 20 2013 REFERENCE PLAN DP

12-624891

DP 12-624891 MAY 24, 2011

FOUGERE
architecture inc.
170-1200 Avenue Du Parc
Montreal, Quebec H3A 2K4
Canada
Tel: (514) 399-8888
Fax: (514) 399-8889
www.fougere.ca

S.R.W. PLAN 57269



GROUND FLOOR

MAIN FLOOR

UPPER FLOOR

Summary of the Convertible Unit Features Checklist as Submitted

- Entry doors minimum 883 mm clear opening, but ideally 914 mm.
- Entry door clear exterior floor space min. 1220 mm depth by door width plus 600 mm on latch side.
- Interior doors to entry & main living areas, min. 800 mm clear opening.
- Vertical lift (as per manufacturer spec.) with flush thresholds max. 13mm height.
- Hallways minimum 900 mm width
- Door from garage to living area minimum 800 mm clear opening.
- Min. clear opening 860 mm clear opening to Patios and Balconies.
- Toilet clear floor space min. 1020 mm at side and in front.
- Interior Doors to main living areas, 1 bedroom and 1 bedroom min 800 mm clear opening with flush thresholds max. 13 mm height.
- Wall blocking for future installation of grab-bars (toilet, tub and shower)
- 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)
- 1500 mm turning diameter or turning path diagram
- One window that can be opened with a single hand in the living room
- One window that can be opened with a single hand in one bedroom

UNIT G

(CONVERTIBLE UNIT)
SCALE 1/4" = 1'-0"

GROUND FLOOR	610 sq ft
MAIN FLOOR	676 sq ft
UPPER FLOOR	716 sq ft
GROSS	2,002 sq ft
less parking	381 sq ft
less entry/stair	143 sq ft
less main stair	34 sq ft
less upper stair	31 sq ft
TOTAL NET	1,493 sq ft



For Technical Specifications of elevator refer to attached document:
Eclipse Model 36 x 48 Type 2

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

PLAN#21
AUG 20 2013 -- REFERENCE PLAN DP 12--624-891

