

Staff Report to Council

Community Services

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FILE:	3060-20-2018-06)

DATE:

February 22, 2019

Date of Meeting - March 5, 2019

TO:

Mayor and Council

FROM:

Colin O'Byrne, Development Services Technician

SUBJECT:

Development permit application for 19696 Hammond Road

RECOMMENDATION(S): THAT Council:

- A. Direct staff to issue a development permit for the proposed 95-unit townhouse development at 19696 Hammond Road; OR
- B. Other.

CHIEF ADMINISTRATIVE OFFICER COMMENT/RECOMMENDATION:

PURPOSE

- 1. To advise Council of an application for a development permit for a proposed 95 unit townhouse development at 19696 Hammond Road; and,
- 2. To request Council's authorization to issue the permit.

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☐ Direction Report

□ Decision Report

DISCUSSION

Background:

The City has received a development permit application to redevelop the site of an existing 36 townhouse unit complex with a new 95 unit townhouse development at 19696 Hammond Road.

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Applicant: Adrien Herberts, Mosiac Avenue Developments Ltd.

Owner: Mosaic Bonson Holdings Ltd.

Civic Address: 19696 Hammond Road Legal Description: Strata Plan NW927 Parcel Area: 2.03 ha (5.02 ac)

Land Use Contract: No. 3 [Note: discharge application has been submitted]

Official Community Plan: Multi-Family Residential

Development Permit Area: No. 9 (Multi-Family Development)
Zoning: Multi-Family Residential 1 (RM-1)

The original units were built in 1976 and now require extensive repairs, particularly to the building envelopes. Rather than renovate the structures, the strata collectively sought a developer to purchase the property. The strata accepted an offer from the applicant in November 2017 to purchase the property and on December 15th, 2017 voted unanimously to wind up their corporation.

The applicant has applied to discharge the Land Use Contract (LUC) that currently regulates development of the site (see separate report entitled 19696 Hammond Road Land Use Contract No. 3 Discharge, file No. 3360-30/3). If the LUC is discharged, then the underlying zoning, Official Community Plan (OCP) designation, and Development Permit Area design guidelines will apply to redevelopment of the property.

Evaluation process and criteria

Staff review development permit applications for their compliance with the OCP designation, the Zoning Bylaw, and the development permit area design guidelines relevant to the subject property. Additional review by residents and development industry professionals on the City's Advisory Design Panel is also informed by the design guidelines, plus their own individual experiences.

While applications must conform to the OCP designation and zoning requirements, the assessment of the form and character of a proposal in relation to the development permit area design guidelines is subject to some discretion within the context of the overarching design objectives of the guidelines.

This report will describe the development proposal and discuss where it does not completely comply with the Development Permit Area No. 9 design guidelines. The applicant's design statement and design package, plus the Development Permit Area No. 9 design guidelines are attached to this report.

Relevant Policy, Bylaw or Legislation:

This issue is regulated by the Official Community Plan Bylaw No. 2352, 2007 and Zoning Bylaw No. 2505, 2011.

Analysis:

Site design

The site lies within a natural amphitheatre that opens to the southeast and is separated from residential areas to the south and west by steep, wooded slopes. Combined with retained wooded edges on the north and east boundaries, these natural features reduce the impact of re-development on many of the

neighbouring properties. The same natural features also mean the site will receive less sunlight than its neighbours.

The proposed 95 townhouse units are distributed into 14 buildings, with up to nine units in each building. Separating the units into multiple buildings helps break up the massing and accommodates a pedestrian network within the site. 36 units back onto retained forested areas along the eastern and Hammond Road edges, providing options for units with private outdoor space. This situation also results in a back-yard to back-yard relationship with adjacent single family homes along North Wildwood Crescent. The remaining 59 internally-oriented units look out onto both the internal strata lanes and shared open spaces, which enhances public safety and provides opportunities for community interaction.

Three open spaces have been incorporated into the south half of the proposed design. A central wedge-shaped park is located adjacent to the mail kiosk at the main entrance of Wildwood Crescent. This open space is bounded by pedestrian paths and the patios of 16 adjacent units. A children's playground is proposed for the southwestern corner of the site, with direct line of sight from eight units. The third public open space in the southern most corner of the site, overlooked by the side of one unit, provides an open forest setting built to complement existing mature trees in that area. The open spaces and pedestrian paths will be separated from patios for the interior units by low wood fences and planted edges.

Site access

The existing townhomes have one entrance off of North Wildwood Crescent and a pedestrian connection to Hammond Road at the northeast corner of the property. The entry from Wildwood Crescent will be retained as the primary access point. An additional right-in, right-out vehicle and pedestrian access to Hammond Road will be established the northeast corner of the new development. The additional entrance will reduce traffic loads on Wildwood Crescent and provide a universally accessible entrance from Hammond Road for pedestrians.

The site entrances are well marked with decorative landscaping, textured paving, and gateway features creating a strong sense of arrival. Textured paving at the branching of each laneway and trees planted along the lanes will prompt drivers to keep their speeds lower as they drive through the development.

All units have a two car garage for a total of 190 spaces, which is in excess of the required 166 parking spaces (of 1.75 per unit). 20 visitor parking stalls are distributed throughout the site, half of which (10) are clustered in the southern corner of the site.

Pedestrian movement is well separated from vehicle traffic via a network of paths and sidewalks. The path network connects the patios of the internal units to the wedge park, mail kiosk, and children's play area. The proposed paths are 1.2 m (4') wide and edged with 1.2 m tall hedges and fences to separate the patio areas.

Architecture

The shingle style architecture uses a combination of gables, bay windows, neutral coloured vinyl siding and fibre cement shingles, and stepped façades to differentiate connected units. Door and window overhangs, trim details, and window boxes add further interest to the three-storey façades.

At the pedestrian scale, the ground floor façades on the laneway side of the interior units consists of a single and double garage doors overhung by a second storey deck. For units fronting onto public streets, the design guidelines require the garage doors to include some glazing to improve the pedestrian experience; however, this is not a requirement for garages fronting onto internal strata lanes. On the pedestrian-path side of these same units, the ground floor façade includes a front door with a protective overhang, and a window into the garage. Access to these front doors is through semi-private patio areas that residents can personalize to their tastes.

Ground floor façades of the perimeter units include a single or double garage door, plus a front door with a protective overhang. Those with ground floor patios at the back have a single door and a window from the garage fronting onto the laneways. Those units backing onto Hammond Road, access their rear patios from the kitchen through a double glass door.

Lighting and Signage

Exterior lighting in the proposal will consist of wall or ceiling mounted lights at residential entrances, plus bollard lighting along pedestrian paths and around outdoor seating areas. Lighting fixtures will be downcast to prevent glare and spillage to surrounding areas. Additionally, exterior lighting will be centrally controlled rather than separately controlled by residents in the individual units.

The site entrances will include brick monuments and landscaping on either side to create a strong sense of arrival.

Compliance with Development Permit Area No. 9 (Multi-Family Development) Design Guides

The property is located within Development Permit Area (DPA) No. 9 — Multi-Family Development, which provides guidelines for the form and character of development in this area. The design aligns with the majority of the guidelines for this area except for the following:

• Character of buildings

 Planning of all buildings subject to this Development Permit shall be made with due consideration to the relationship between building height, site coverage, yard setbacks, architectural style and landscape character, in relation to surrounding properties, streets and other features;

The proposal includes 95 townhouses, which is consistent with both the Official Community Plan site designation (Medium Residential) and the underlying zoning (RM-1 Multi-Family Residential). The adjacent properties are largely two-storey, detached single family homes; however, the elevation difference, setbacks from the property boundaries, and buffer of mature trees minimize the impact of the taller, denser development on the surrounding properties.

Overall, the architecture and landscape design of the proposal provide an attractive, cohesive proposal that meshes well with the evolving character of Hammond Road.

 Where the development faces the street, regardless of form or density, ground floor units should have individual front doors that access directly and are visible from the street. On elevations visible from the street, large expanses of blank wall should be avoided; [and,]

Siting and Access

o Buildings should not back onto public roads. Any fencing along public roads must provide for direct pedestrian access to the residential units;

The applicant has chosen to retain most of the mature trees along the Hammond Road edge, with low hedges and grass along the sidewalk, to retain an attractive mature green edge along this portion of Hammond Road and to preserve privacy for the development. Requiring direct unit access would require removal of many mature trees along this edge.

Preserving the mature trees will retain the essential character of this portion of Hammond Road, but augmenting it with new grass and hedges will improve the appearance of this edge and tie it in with front gardens of nearby homes.

Public spaces should be designed to receive sunlight all year;

While the provided open spaces are within the strata development and, therefore, are not truly public, they do provide a range of open space types with varying access to sunlight:

- The central wedge area is an east-west oriented open space bordered by paths and the patios of adjacent units. It will receive full sunlight in the summer, but limited sunlight in the winter due to surrounding topography and the surrounding townhouses.
- o The children's playground will be more shaded; however, it will not be as subject to the intense summer sun and it was located to relate to the adjacent forested area.
- The naturalized area in the southern corner was designed to provide a woodland experience and, therefore, there is an expectation for shading to occur.

• Landscaping and recreation spaces

o Native trees and plants should be used for landscaping, where ever possible;

The landscape design includes a mix of native and ornamental species that have been chosen to provide year-round interest, habitat, and lower maintenance requirements. None of the plants chosen have been identified as invasive plant species in British Columbia.

Advisory Design Panel Feedback

The applicant and their design team presented the proposal to the Advisory Design Panel on October 4, 2018. Panel members generally spoke favourably about the design, but raised concerns about the following matters:

• Whether the design of the access from Hammond Road will reinforce a right-in, right-out conditions.

Applicant: The proposal for vehicle access from Hammond Road has been designed to limit drivers to a right-in, right-out condition.

• Effects of development on neighbourhood parking.

Applicant: The on-site parking supply meets the City's parking requirements and the City does not require property owners to prepare neighbourhood parking plans.

• Ensuring the units adjacent to Hammond Road provided an attractive appearance and had pedestrian access to the street where the terrain allowed.

The applicant chose to retain a treed edge along Hammond Road by preserving existing mature trees except for the right-in, right-out vehicle access. Since the ADP meeting, the design of the boulevard, has changed to include grass and low, ornamental shrubs. This boulevard design will replace the existing hedge and pipe-rail fence to provide a more attractive street edge and facilitate easier maintenance of the storm water main running underneath.

• Privacy of neighbouring properties that are adjacent to the site.

Applicant: The slopes along the south and west side of the site mean the backyards of neighbouring properties along those boundaries will be level with the roof tops of the new development. Additionally, the proposal retains the mature trees along all shared property lines for further visual privacy and to soften the two to three storey building transition.

• The area is quite wet requiring consideration of storm water management and effects on ground water.

The applicant's geotechnical consultant confirmed the design of the townhomes will not have a significant effect on the ground water. Further, the proposal includes storm water retention features (including swales and rain gardens) designed to ensure pre-development and post-development storm water discharge remains the same.

The attending panel members voted to support the application, but did request the applicant supply the following materials for supplementary review and opportunity for comment:

- Plant list and materials used for proposed landscape features (including fences, paths, and retaining wall)
- Lighting plan
- Area calculations for shared open spaces

In response to the circulated items, two ADP panel members raised further concerns about shading within the development and questioned if the shared open spaces were sufficient for the needs of the future residents.

Alternatives

Council can require the applicant to work with staff on specific form and character elements they feel need more attention. Please note, however, that any required changes must address the Development Permit Area No. 9 design guidelines.

COUNCIL STRATEGIC PLAN ALIGNMENT
\square Corporate Excellence \square Economic Prosperity \boxtimes Community Livability
Improve opportunities for residents to gather and connect.
Provide and encourage a community conductive to safe, healthy living.
Promote the conservation and enhancement of our natural environment.
Encourage diversity in the range and mix of housing types.
Build capacity in our community by supporting initiatives that support sustainability.
Diversify the methods by which people can get in, around, and out of the community.
FINANCIAL IMPLICATIONS
☐ Other ☐ Referral to Business Planning
There are no financial implications with this report.
PUBLIC PARTICIPATION
oxine Inform $oxine$ Consult $oxine$ Involve $oxine$ Collaborate $oxine$ Empower
Comment(s):
The project was presented to the City's Advisory Design Panel. Panel members include independen development professionals and members of the public.
KATZIE FIRST NATION CONSIDERATIONS
Referral Ves X No

No impact on the Katzie First Nation was identified.

SIGN-OFFS

Written by:

Reviewed by:

Colin O'Byrne, Development Services Technician

Alex Wallace, Development Manager of

Community

ATTACHMENT(S):

- A. Applicant's design statement
- B. Development permit design package
- C. Development Permit Area No. 9 design guidelines

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ATTACHMENT

A

Project Vision

The project consists of 95 three-storey townhomes nestled in the private setting of 19696 Hammond Road. The site is currently 36 townhomes built in the 1970's in poor condition. The OCP designates this property for medium density and the current zoning designation of RM-1, allowing three storey townhomes at 0.55 FAR.

This project supports the OCP by:

- 1. Designing family-oriented two+den or three bed townhomes, with both tandem and double garages. 87 of 95 homes have at least two bedrooms plus a den.
- 2. Building infill homes on a bus route near Maple Meadows Station.
- 3. Being mindful of affordability, with 30 three-bed homes under 1,130 square feet.
- 4. Respecting the topography of the surrounding escarpment lands, with no proposed grading or tree removal on the steep slopes to the south or west.
- 5. Retaining a healthy perimeter of trees to respect the neighbours' privacy where possible.
- 6. Complying with the existing zoning for density, setbacks, height and parking.

Architectural Design / Character

The development design is the classic and timeless shingle-style architecture. Rich brick monuments are in in feature locations at the site entry. The architectural style features pleasant chimney features on select building blocks and cement-fibre shingles on paired feature units in most building blocks. It is charming, approachable, and appropriate for a neighbourhood with an older housing stock.

The townhomes range from two full bedrooms up to three bedrooms, with no home larger than 1,350 square feet of saleable area. The intent is to build livable homes small as possible to maximize affordability for prospective purchasers, envisioned as mostly young families looking for two, two and den, or three bedroom homes with a yard.

Another feature is 100% of non-visitor parking is located in garages. This parking configuration decreases the amount of impervious apron parking area required throughout the development, beneficial for storm water retention.

Noteworthy Site Planning Features

The project proposes a secondary access proposed off Hammond Road. This adds convenience for
future residents returning home coming eastbound. It is also more convenient for existing residents of
Wildwood Crescent, allowing construction traffic another access point other than in front of their
homes on Wildwood Crescent. The access is located at the most shallow grade between Hammond

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Road and the site, which is best for fire truck access. This access is proposed as right in / right out only with a traffic island to prevent left turns out, per the recommendation of the Traffic Engineer.

- 2. The design respects the topography of the site by not cutting into the steep slope along the western and southern edge of the property. It takes advantage of the along the topography along the North PL to create a "raised yard" for select units and reduce the massing of homes on the Hammond streetscape. The setback of at least 7.6m (25 feet) along the western property line preserves the privacy of the adjacent neighbours and creates a "backyard to backyard" condition.
- 3. Several triangular "pockets" of common outdoor amenity create visual intrigue. The north-south strata lane has an extra generous area for planting along the west side of the lane, to allow for planting and a pathway.

Development Permit Guidelines Met

- Character coordinated and comprehensive.
- Materials of a durable, authentic, and quality.
- Vertical expression of facades.
- Clearly defined entrances.
- Ground floor units all include a "stop" to raise the entry off the grade elevation.
- Articulation of the building facades through variable setbacks.
- Clearly defined pedestrian realm.
- Parking accommodate within garages.
- Variation in unit size and siting.
- Landscaping adjacent to all hardscape / parking areas.
- Retention of mature trees around the perimeter of the site, to be incorporated into rear yards.
- Exterior illumination on gates for safety and aesthetic.
- Neighbourhood Park recreation space is available within a 10 minute walking distance. In addition, age-friendly outdoor recreation space is provided.
- The recreation space is provided in areas overlooked by dwelling units, next to pedestrian routes, at the same level as homes, protected from vehicle access, includes a naturalized play structure/landscape, and includes seating for adults.
- Sunlight; the natural topography of the site makes for limited sunlight access compared to typical projects. All units have an either rear deck or a frontyard facing South for sunlight.

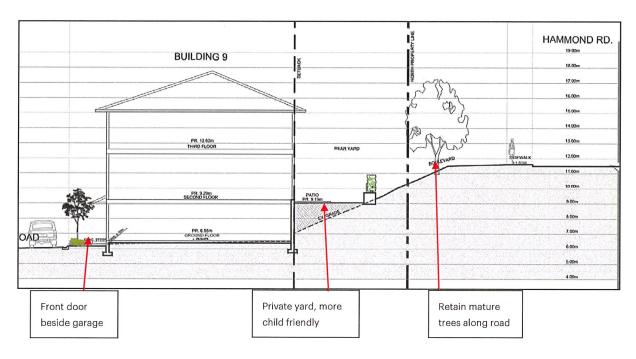
Proposed Alternative to Development Permit Guideline

The OCP Development Permit Guidelines note developments should not "back onto" public roads and units "facing the street" should have front doors access directly the street. As reviewed and approved by the Advisory Design Panel, this development proposal has a unique condition where select homes do not "face the street". This only applies to 17 of the 95 homes.

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Along the north perimeter of the development is Hammond Road. The homes adjacent to this perimeter have yards facing Hammond instead of front doors. This is a more appropriate condition for these homes because:

- 1. Providing direct paths from the homes to the Hammond sidewalk would remove most of the mature trees along Hammond. Removing greenery is a negative impact on the public streetscape.
- 2. Hammond Road is a busy arterial. With the trees removed, these homes yards and bedrooms would have less privacy and more noise / pollution.
- 3. The grade difference between the homes and Hammond's sidewalk would require significant steps down into the home, between 7 14 steps down in some locations. This is a poor front entry experience.





mosaichomes.com



DRAWING INDEX ARCHITECTURAL

AA.38 COVER SHEET I DRAWING INDEX

AA.31 SITE PROJECT DATA

AA.22 SITE CONTEXT

A1.41 OVERALL SITE PLAN

A1.22 EMERGENCY SERVICES ACCESS PLAN

A1.23 SITE SECTIONS

ALL SUBSECTIONS OF LOSS FLANS

ALLS SITE SECTIONS

BURGES FLANS

ALLS SITE SECTIONS

A

BONSON TOWNHOMES

19696 HAMMOND RD. PITT MEADOWS, BC TOWNHOME DEVELOPMENT

ISSUED FOR DEVELOPMENT PERMIT NOVEMBER 16TH, 2018

ARCHITECT:

PROJECT TEAM

DEVELOPER: DEVELOPER:
MOSAIC HOMES
500-2609 GRANVILLE ST.
VANCOLVER, BC, V6H 3H3
T, 604.685,3869
CONTACT: ADRIEN HERBERTS
adrien.herberts@mosaichomes.com

CODE CONSULTANT: CFT Engineering Inc #800 1901 Rosser Avenue Burnaby, BC V5C 6R6 CONTACT: Samir Eidnani seidnani@cftengineering.com

ARCHITECT: CIVIL ENGINEER: LANDSCAPE ARCHITECT ENGINEER: CASAIGNEER: LANDSCAPE ARCHITECT USE INC. Coastland Engineering & Surveying Ltd., DURANTE KREUK LTD. 1925 MAN STREET 1910-19202 gat 70 Avenue 1910-19202 gat 70 Avenu MECHANICAL ENGINEER: NDY Management Canada Inc NDY Management Ca #608-1166 Alberni Street Vancouver, BC V6E 3Z3 T.604,734,9338 CONTACT: Benjamin Chan b.chan@ndy.com

ELECTRICAL CONSULTANT: NDY Management Canada Inc #608-1166 Alberni Street Vancouver, BC V6E 323 T.604,734,9338 X 131 CONTACT: Sean Miller s.miller@ndy.com

CIVIL ENGINEER:

GEOTECHNICAL: Valley Geotechnical 15-20279 97th Avenue Langley, BC V1M 4B9 CONTACT: RAUL VALVERDE

LANDSCAPE ARCHITECT:

TLSE Engineering Inc.
121 West 6th Avenue
Vancouver, BC V5Y 1K3
CONTACT: THOMAS LEUNG
thomas.leung@tlse.ca **BUILDING ENVELOPE:** Aqua-Coast Engineering Ltd. 201-5155 Ladner Trunk Road Delta, BC V4K 1W4 CONTACT: AARON MACLELLAN

STRUCTURAL ENGINEER:

Architecture

Vancouver, BC, Canada, V5T 3C1

T. 604 876-5050 F. 604 876-5060



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1. ISSUED FOR DE 2. ISSUED FOR ADP

1. ISSUED FOR DEVELOPMENT PERMIT DATE CHECKED

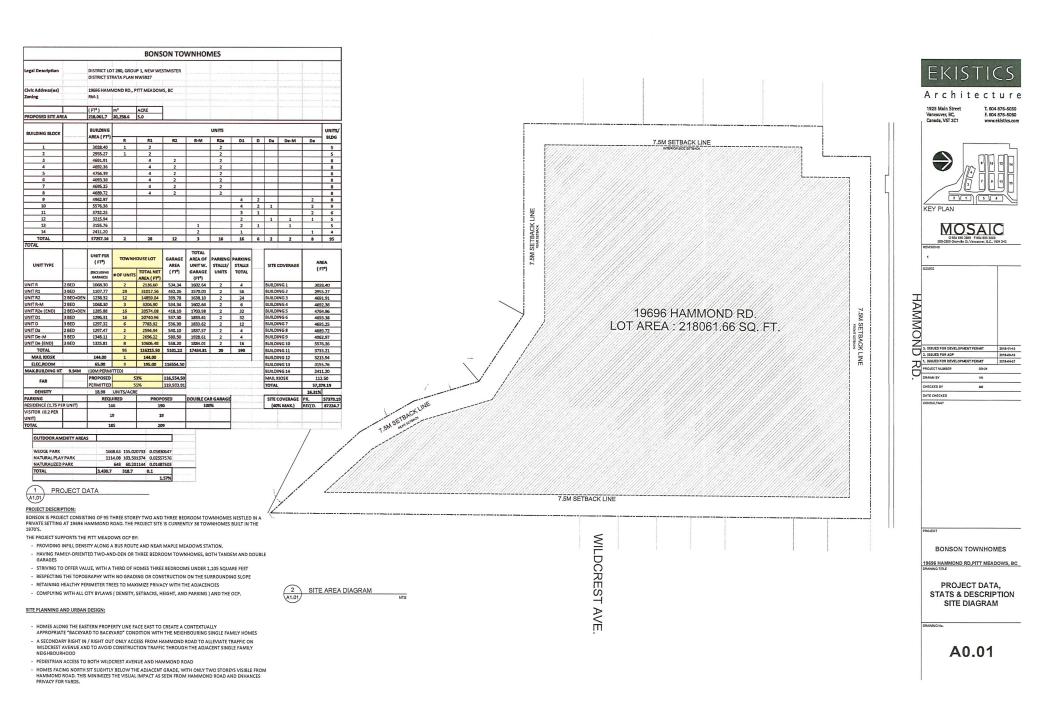
BONSON TOWNHOMES

19696 HAMMOND RD,PITT MEADOWS, BC

COVER SHEET/ DRAWING INDEX

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ATTACHMENT





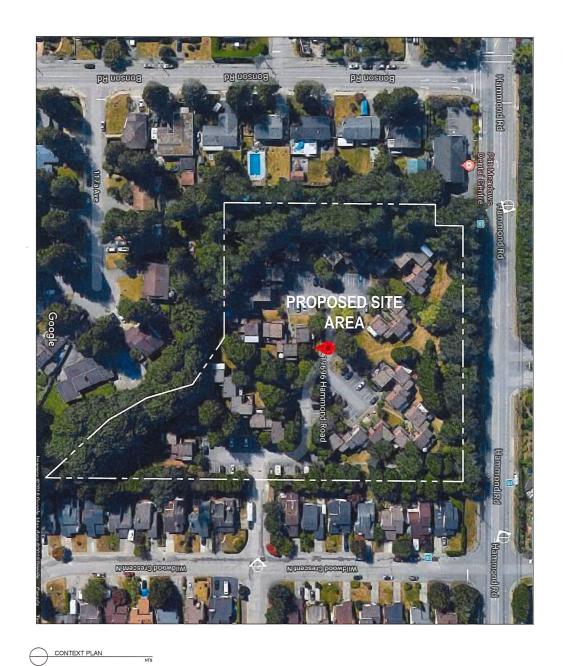




2 VIEW TWO NTS



3 VIEW THREE



EKISTICS

Architecture

KEY PLAN

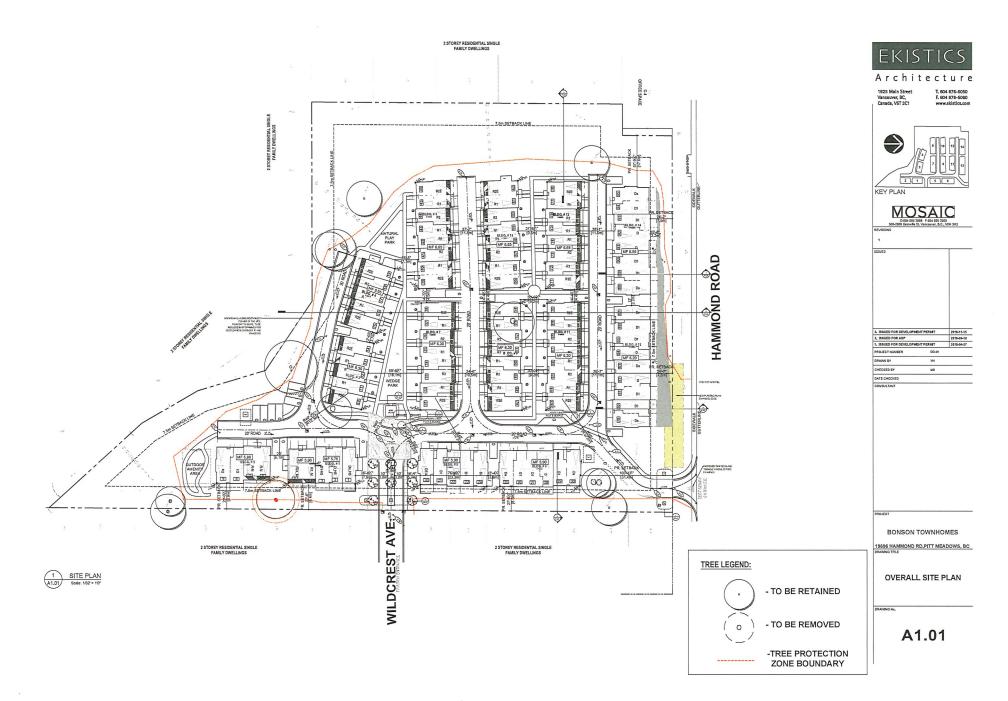
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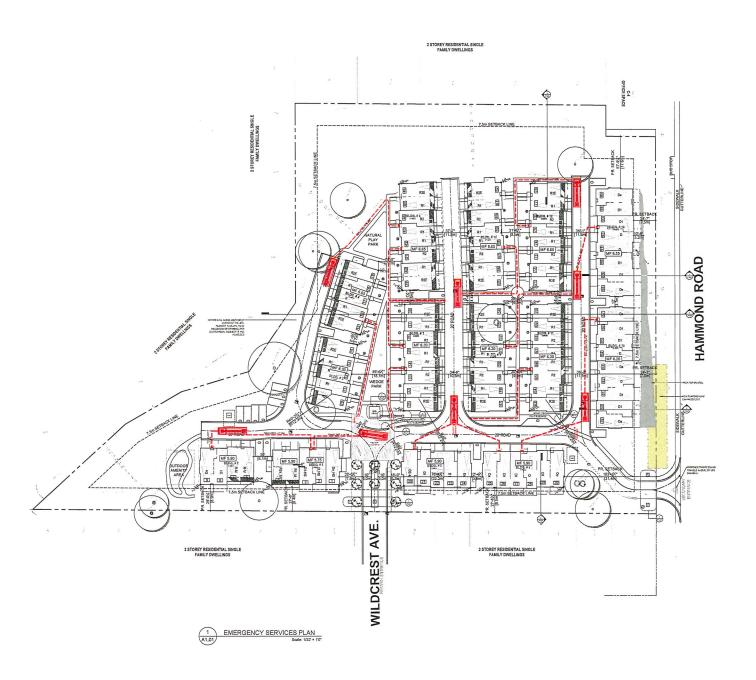
BONSON TOWNHOMES

CONTEXT SITE PHOTOS

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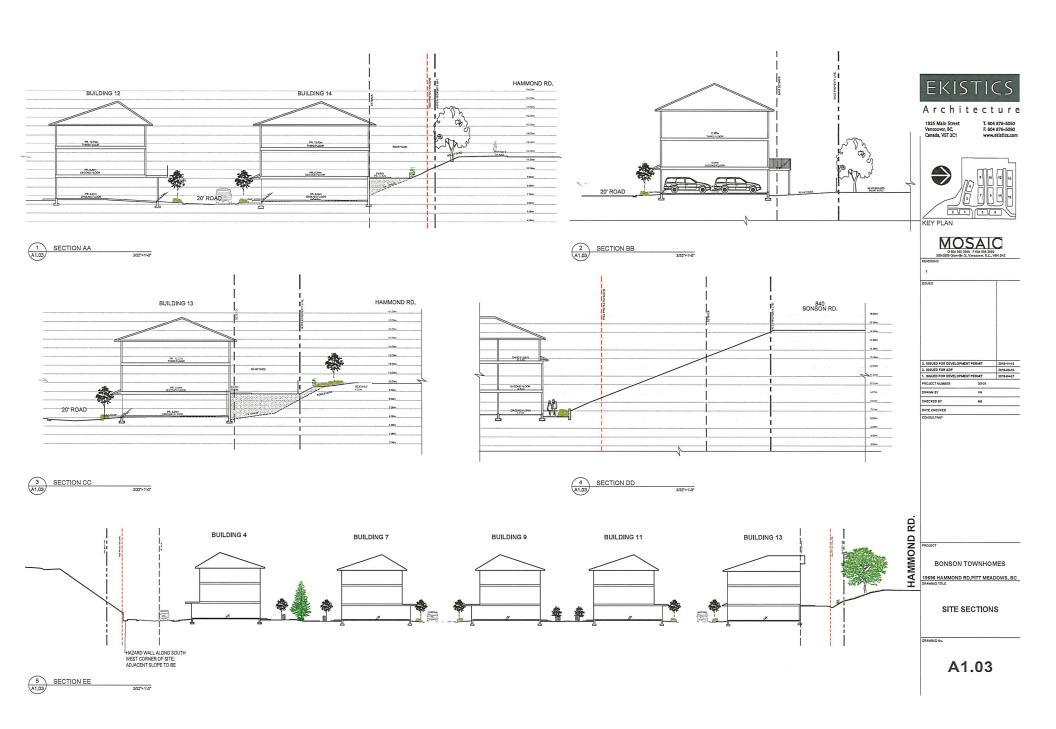
1925 Main Street Vancouver, BC, Canada, V5T 3C1

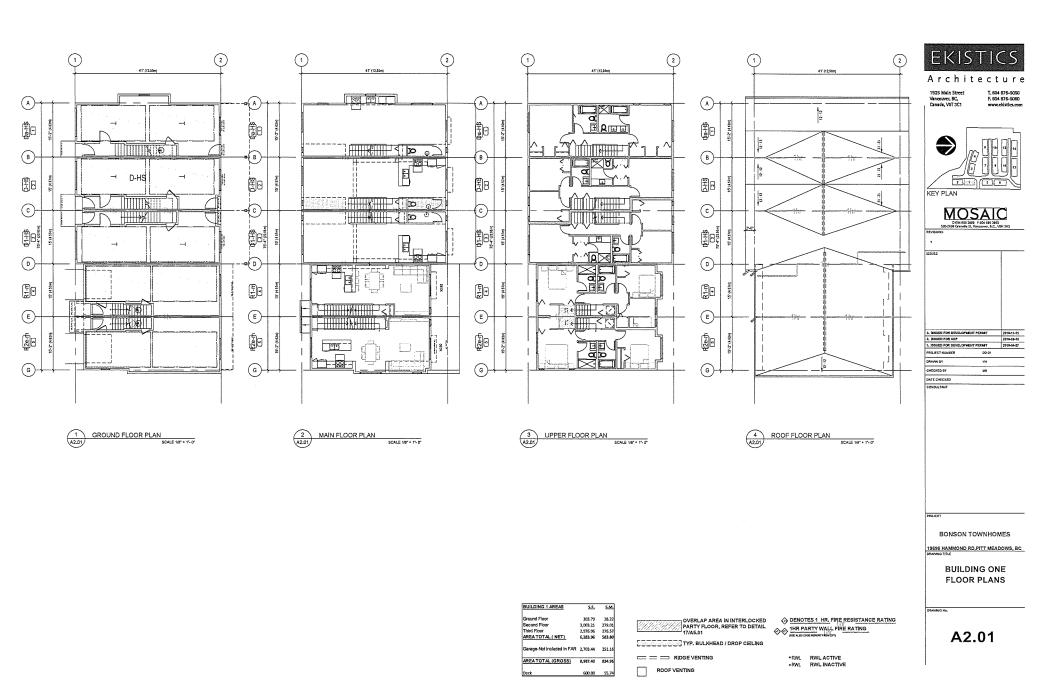


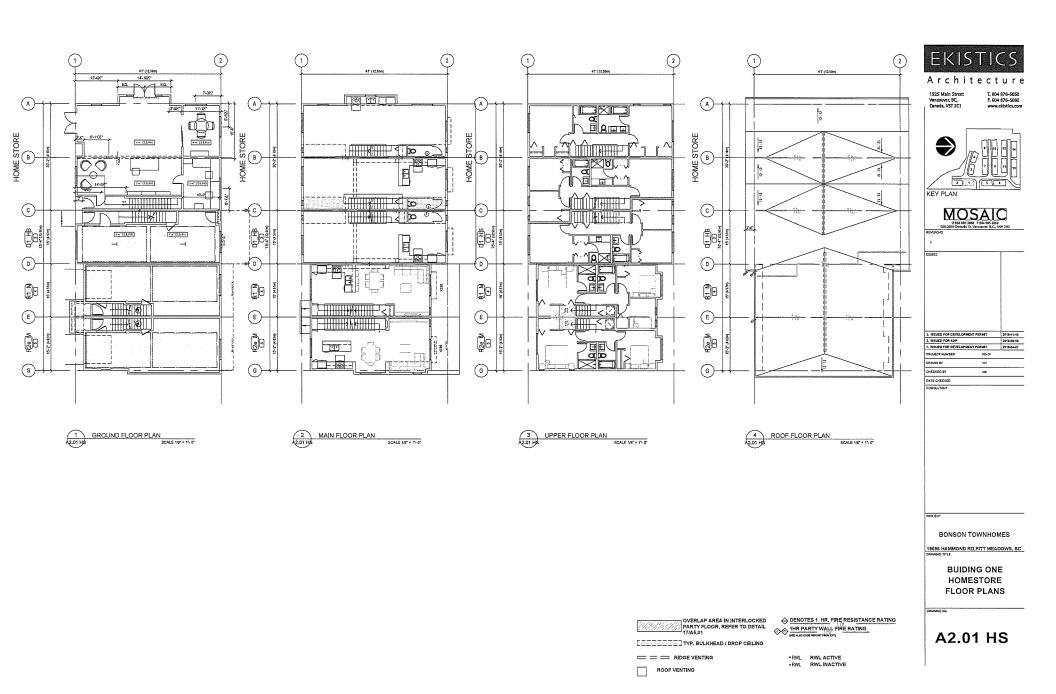


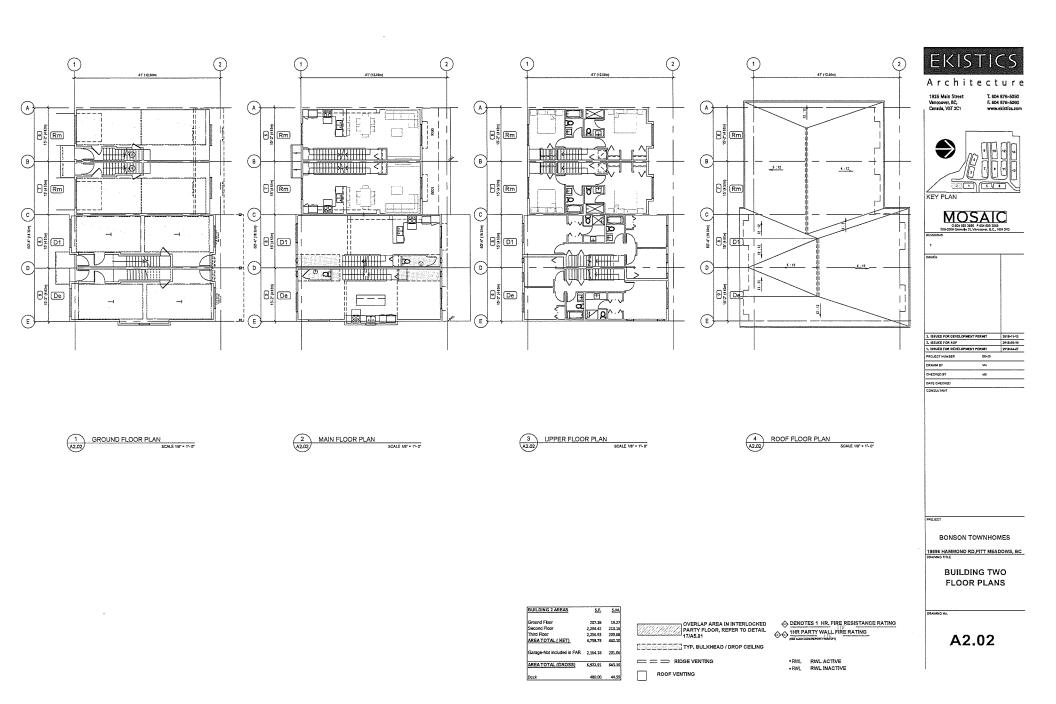


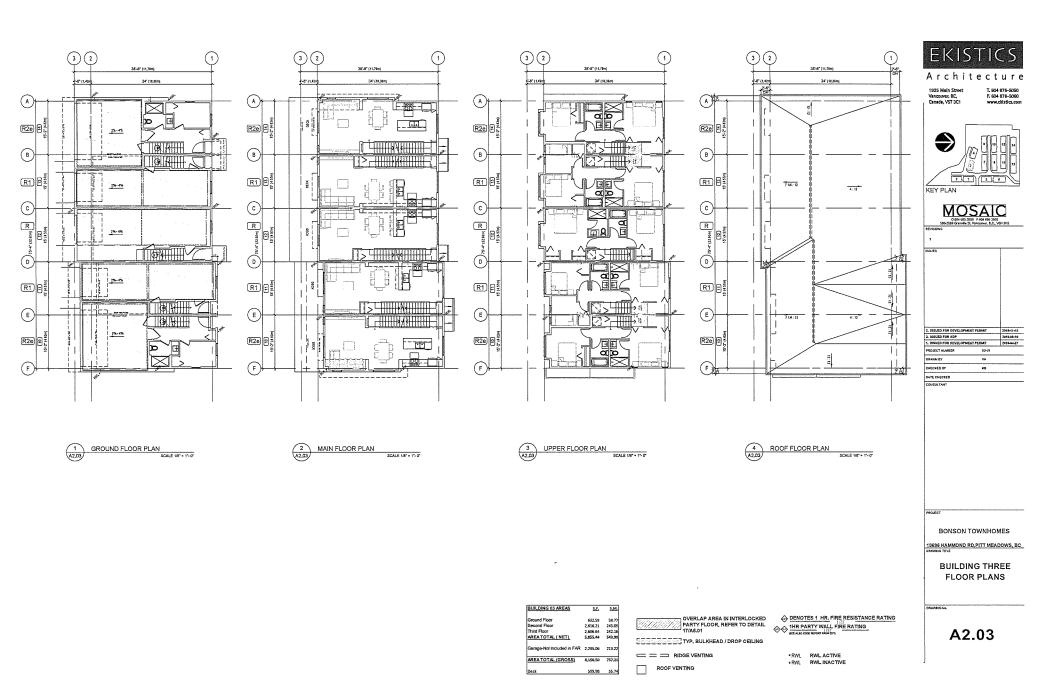


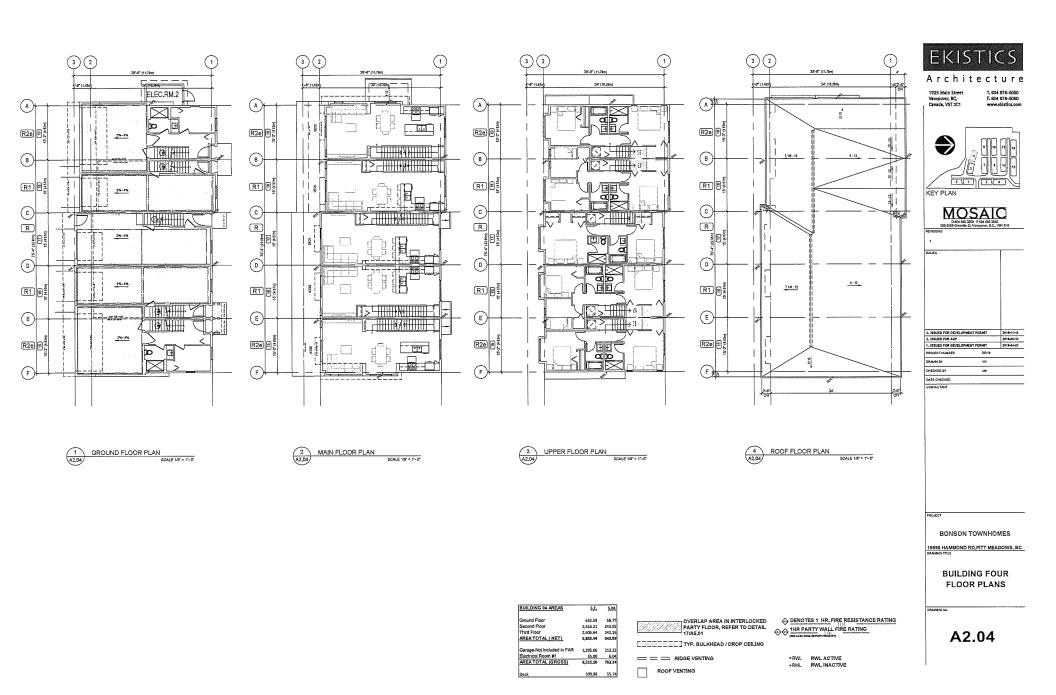


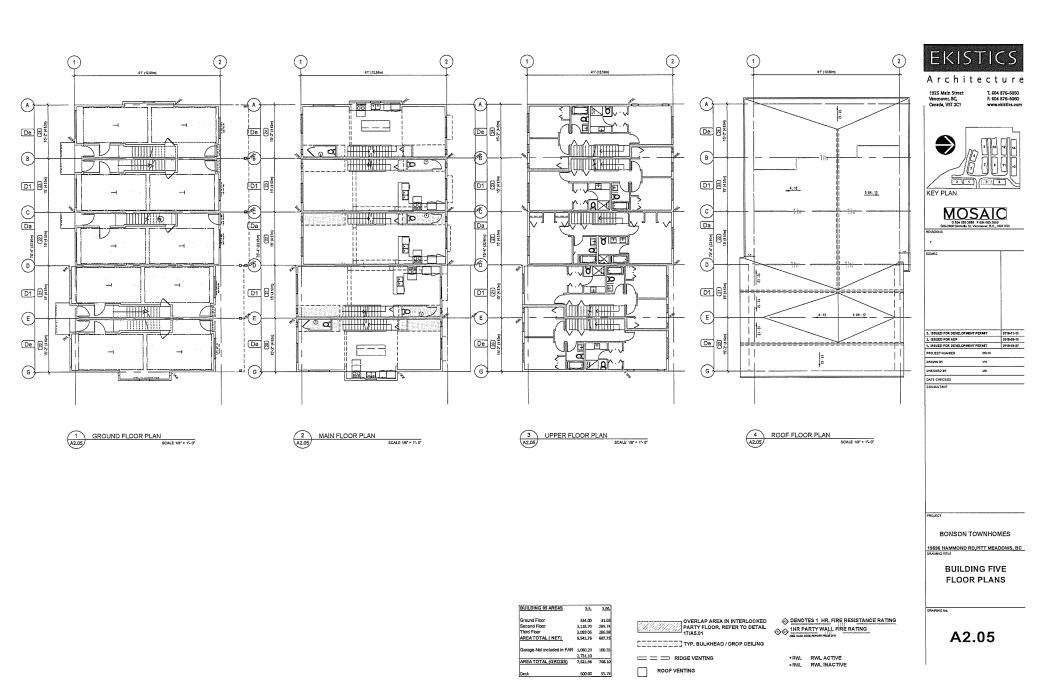


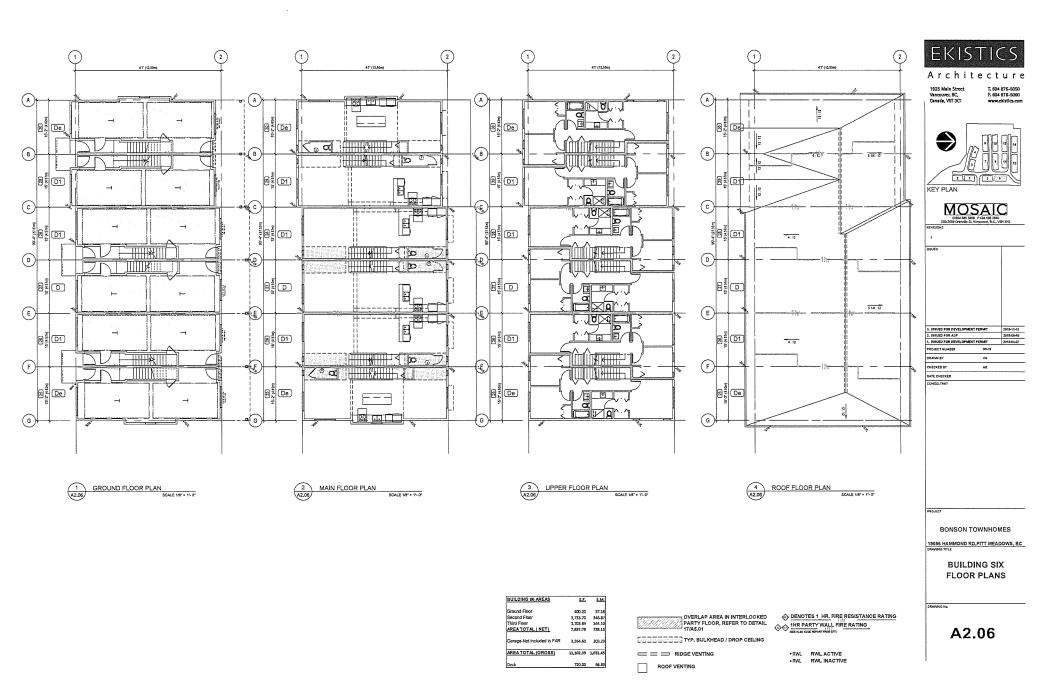


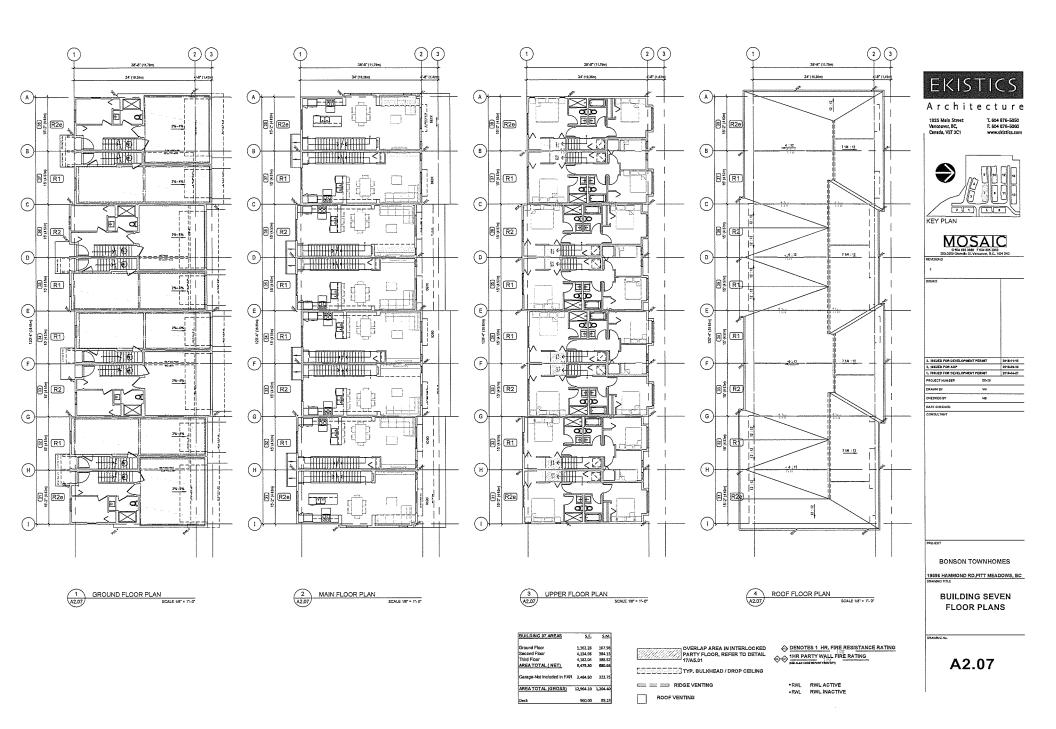


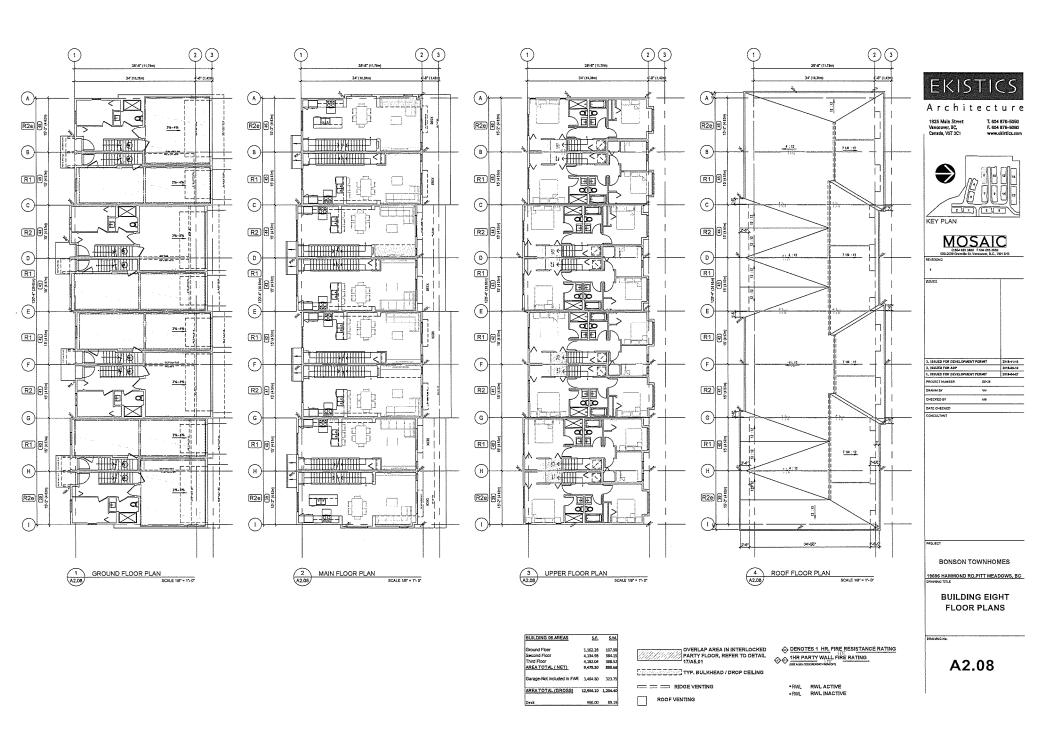


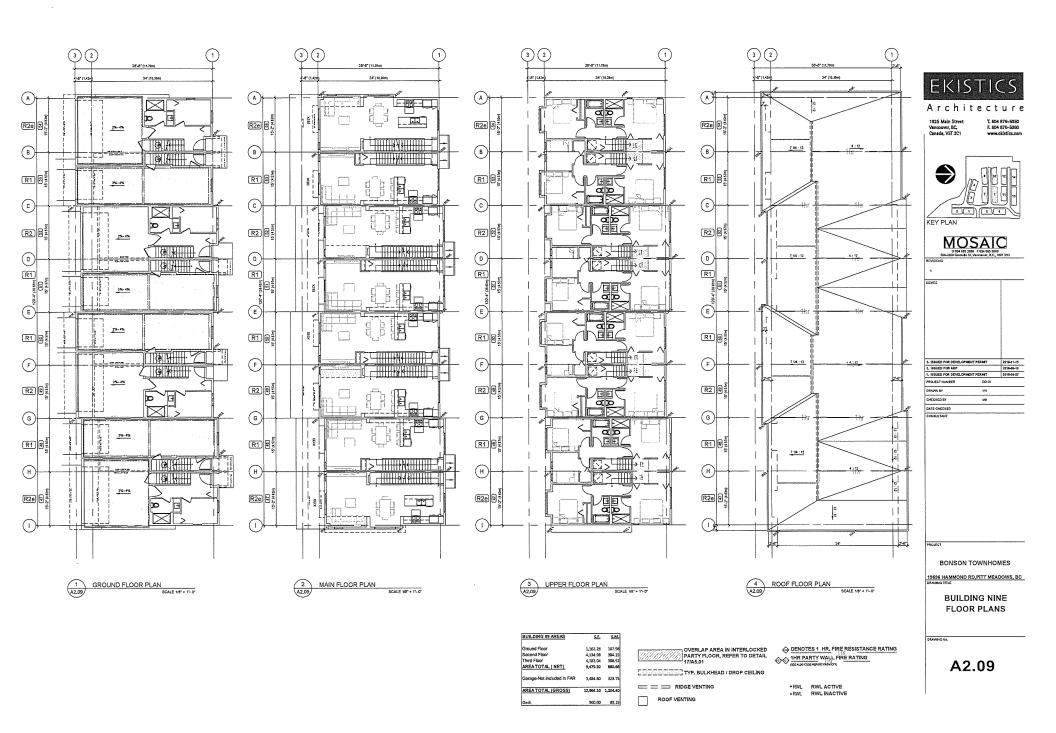


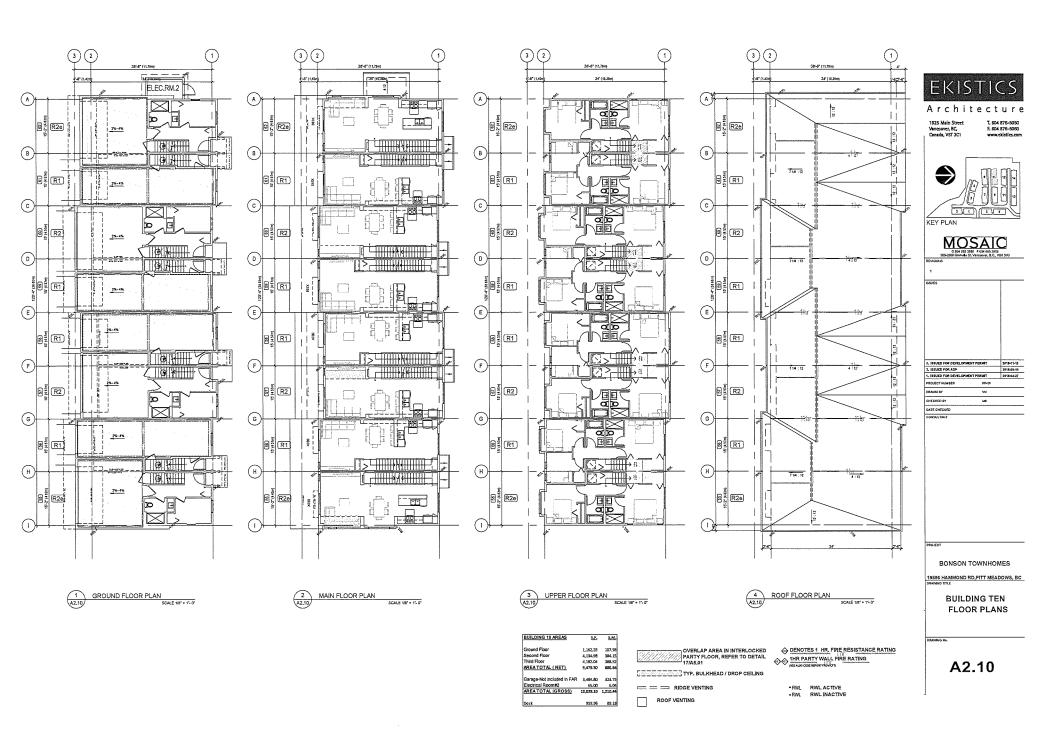


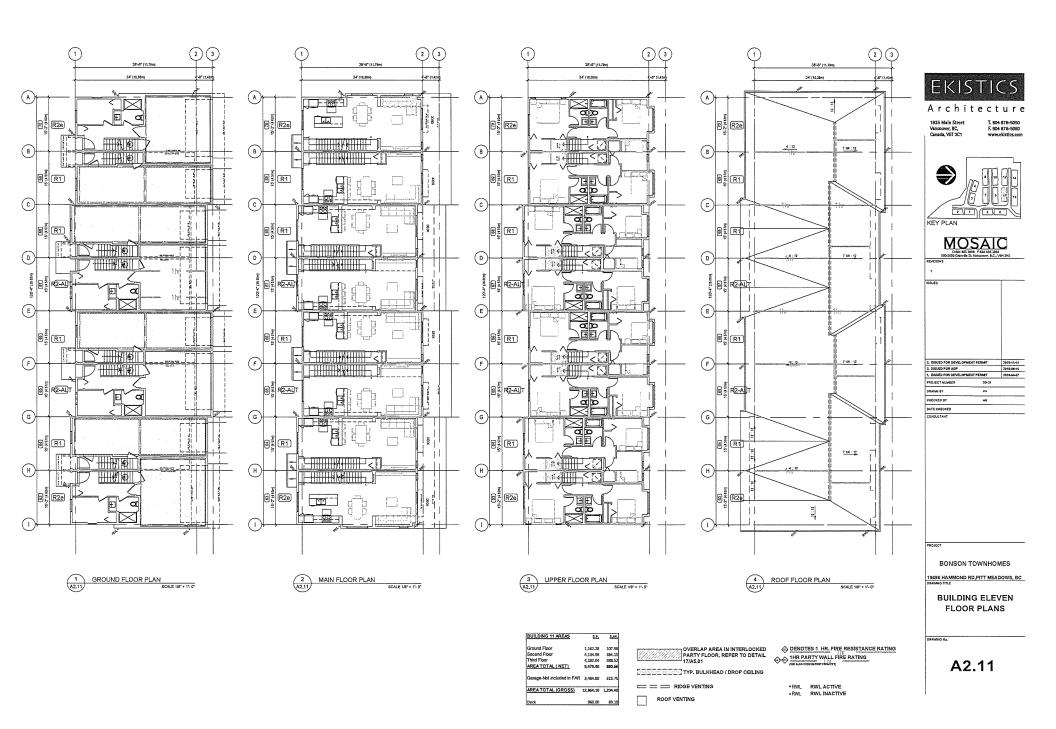


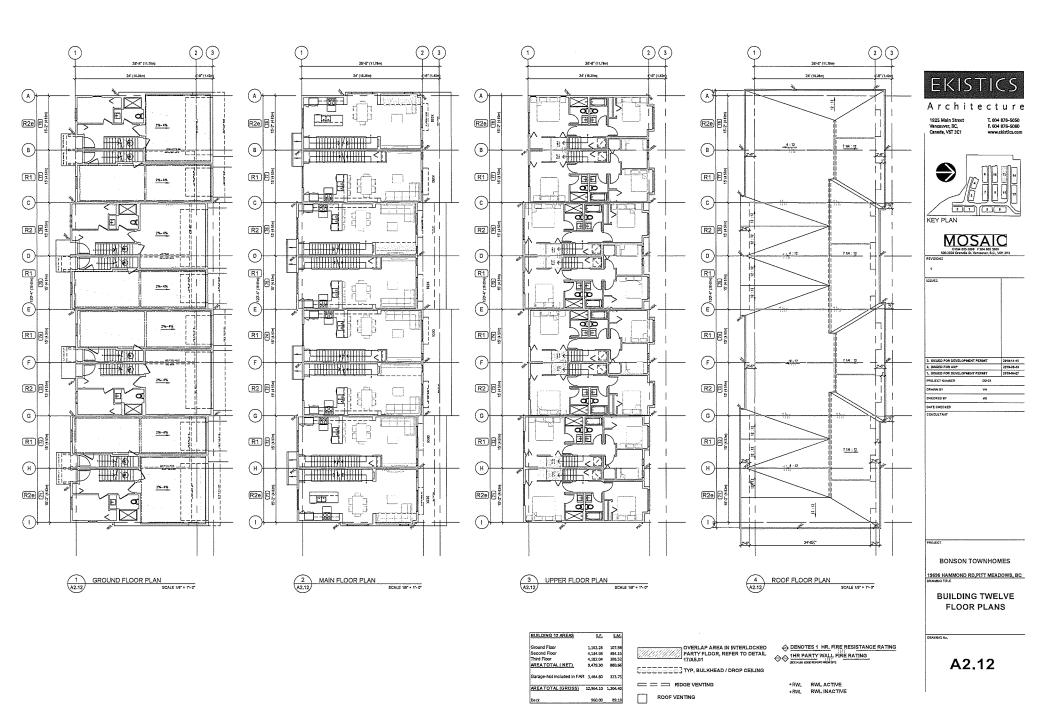


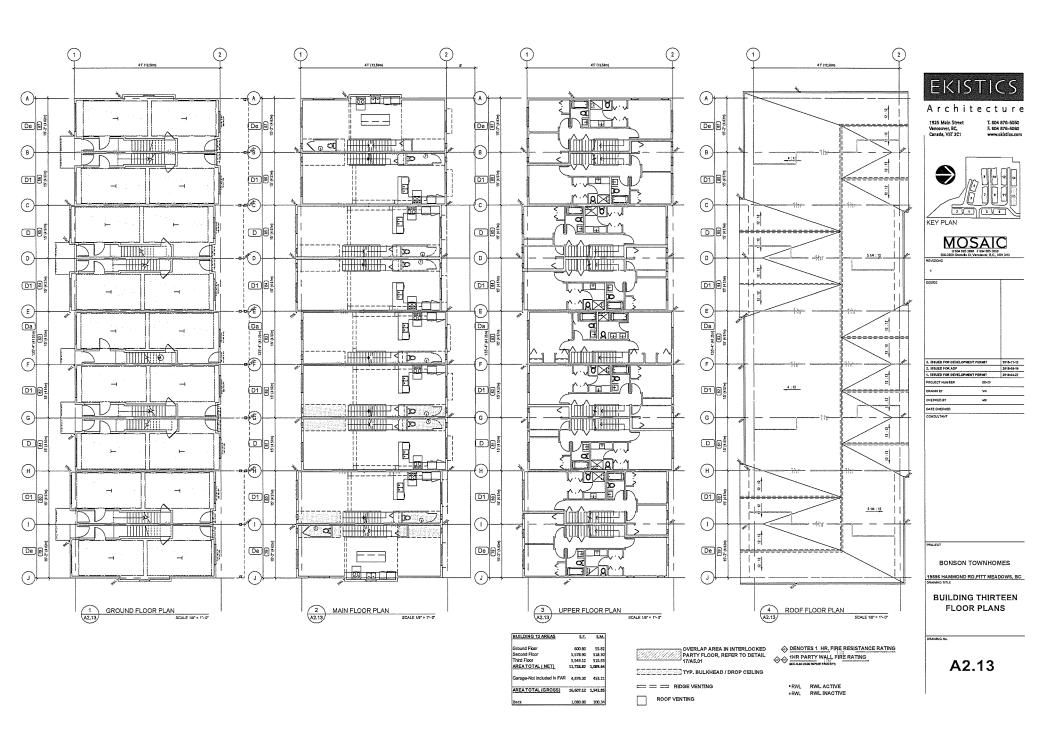


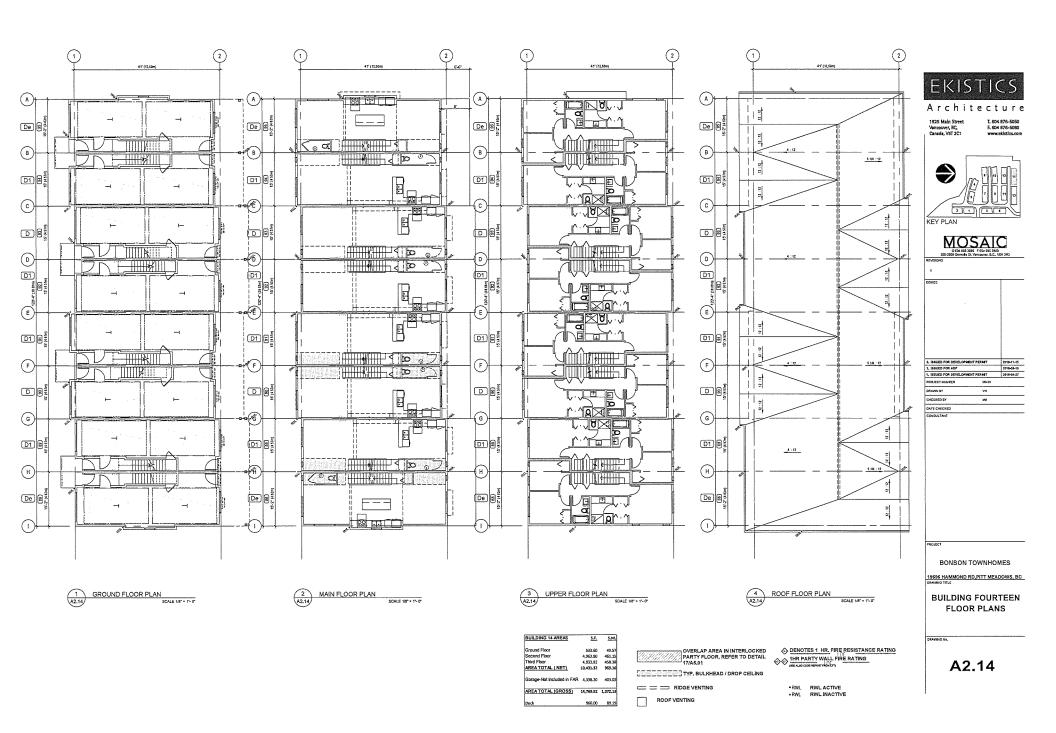


















ENTRY DOOR

ENTRY DOOR

ENTRY DOOR

BILLE BM:HC-156

JET BLACK BM:2120-10

JET BLACK BM:2120-10

MATERIALS & COLOUR PALETTE:

CHARCOAL

ASPHALT ROOFING



ASPHALT SHINGLE ROOFING-CERTAINTEED, PEWTER

FIBRE CEMENT PANELS



FIBER CEMENT PANELS PAINTED DISTANT GRAY-

FIBER CEMENT SHINGLE



FIBER CEMENT SHINGLES PAINTED GRAY-(BM 2121-10)

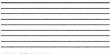


BLUE BM:HC-156

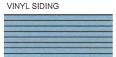
ENTRY DOOR

RED BM:2004-10

VINYL SIDING



VINYL FIELD SIDING (GENTEK, SNOW WHITE)



VINL FIELD SIDING (GENTEK, DOVER GRAY)

MEDIUM GRAY

FIBER CEMENT SHINGLE



ENTRY DOOR

ENTRY DOOR

ENTRY DOOR

RED BM:2004-10

FIBER CEMENT SHINGLES PAINTED MEDIUM GRAY-GENERAL PAINTS -BRAIN CHILD

VINYL SIDING (PREMIUM)



-PREMIUM VINYL FIELD SIDING (GENTEK, WINDSWEPT SMOKE)

VINYL SIDING





LIGHT GRAY

FIBER CEMENT SHINGLE

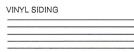


FIBER CEMENT SHINGLES PAINTED LIGHT GRAY-STONE HARBOUR (BM 2111-50)

VINYL SIDING



-VINYL FIELD SIDING (GENTEK, STORM)



-VINYL FIELD SIDING (GENTEK, SNOW WHITE)

T. 604 876-5050 F. 604 876-5060 Vancouver, BC, Canada, V5T 3C1

1925 Main Street



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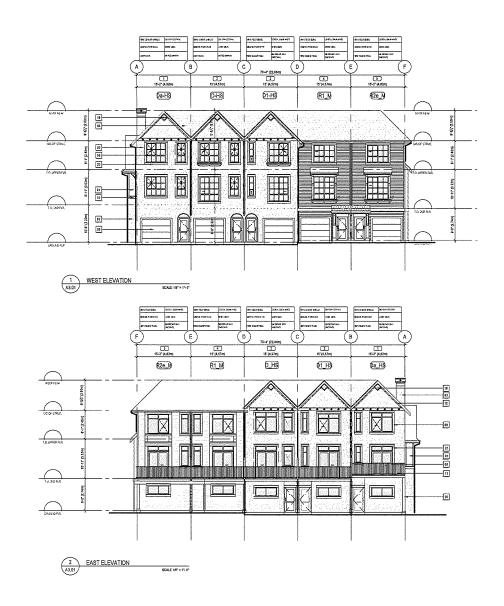
ISSUES		
3. ISSUED FOR DEVELOPM	ENT PERMT	2018-11-15
2, ISSUED FOR ADP		2018-09-10
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PROJECT NUMBER	00-29	
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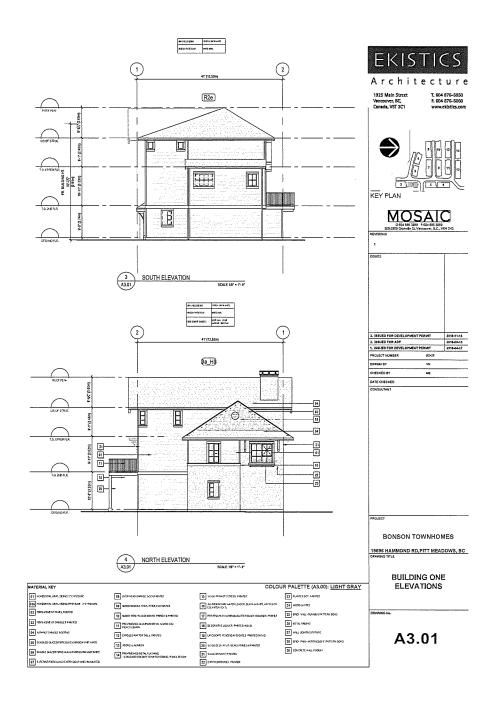
BONSON TOWNHOMES

19696 HAMMOND RD, PITT MEADOWS, BC

MATERIAL BOARD COLOURED ELEV.

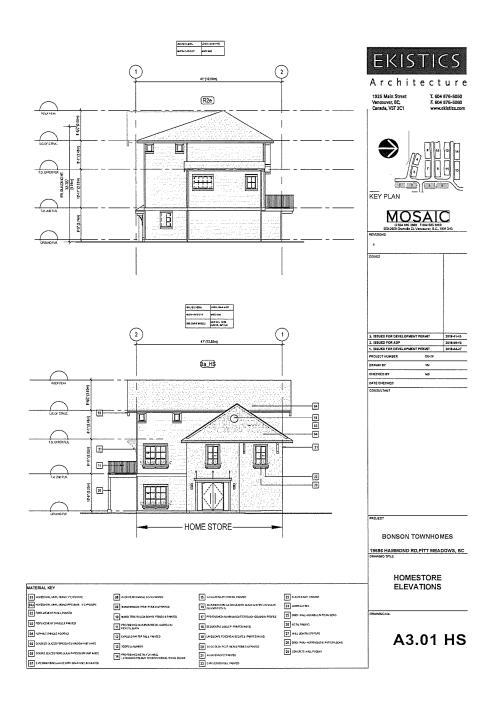
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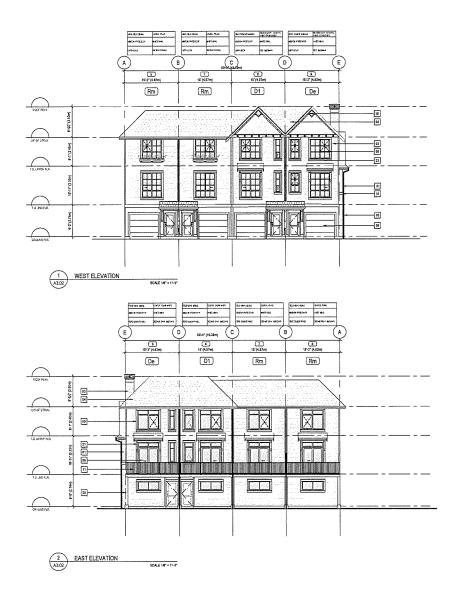


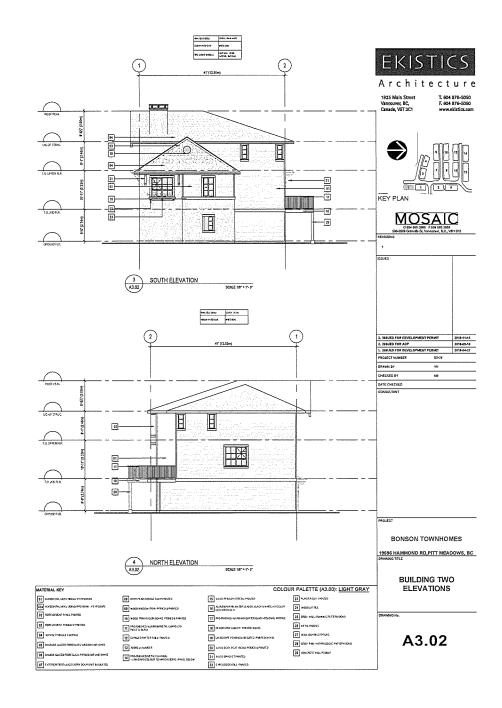




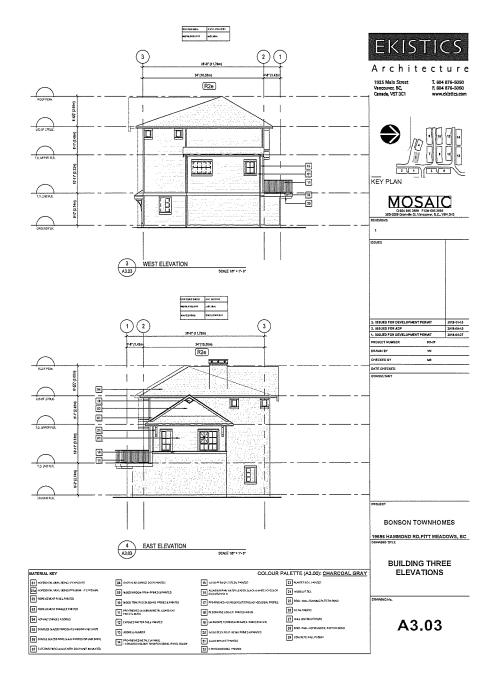




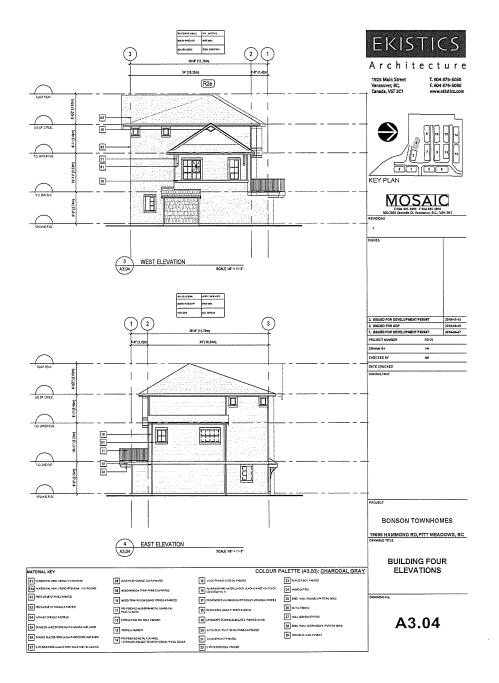


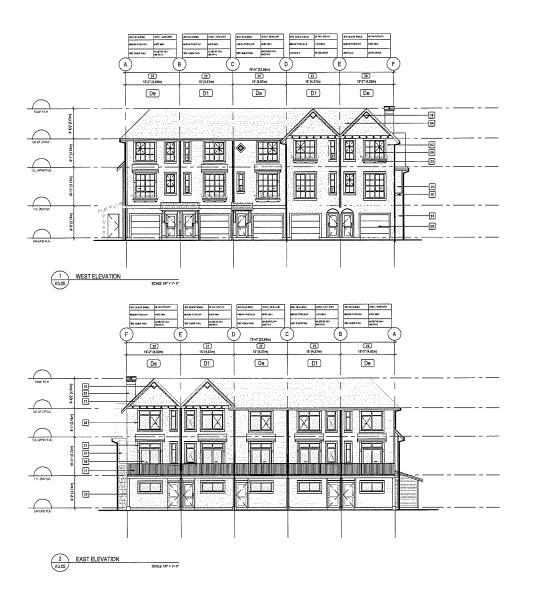


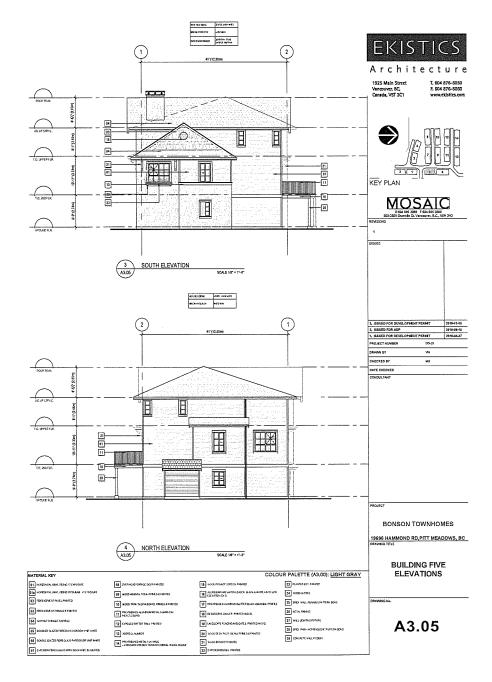


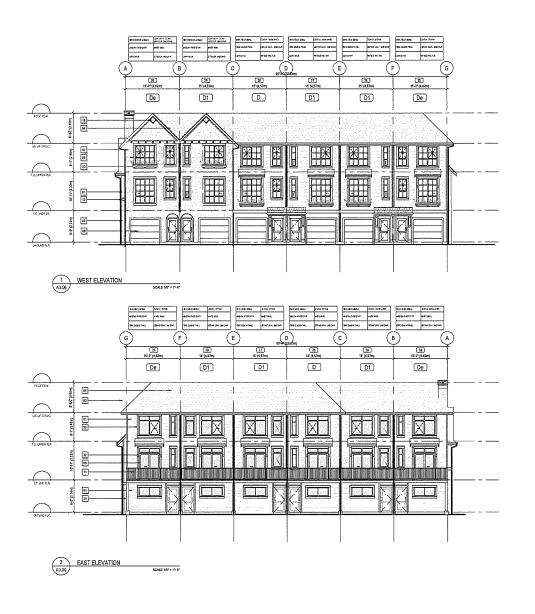


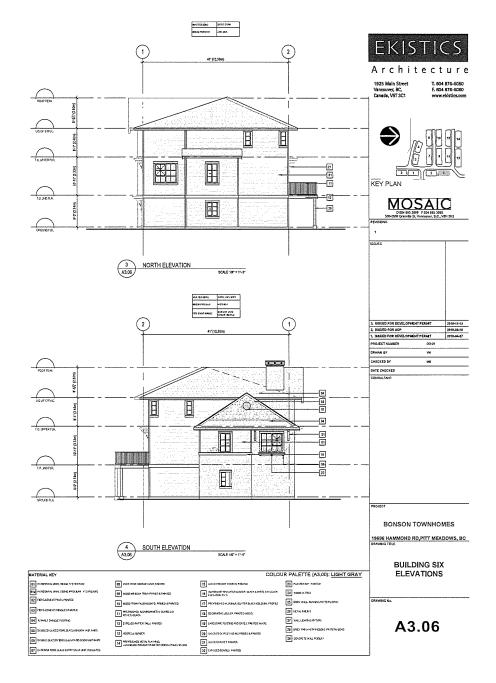


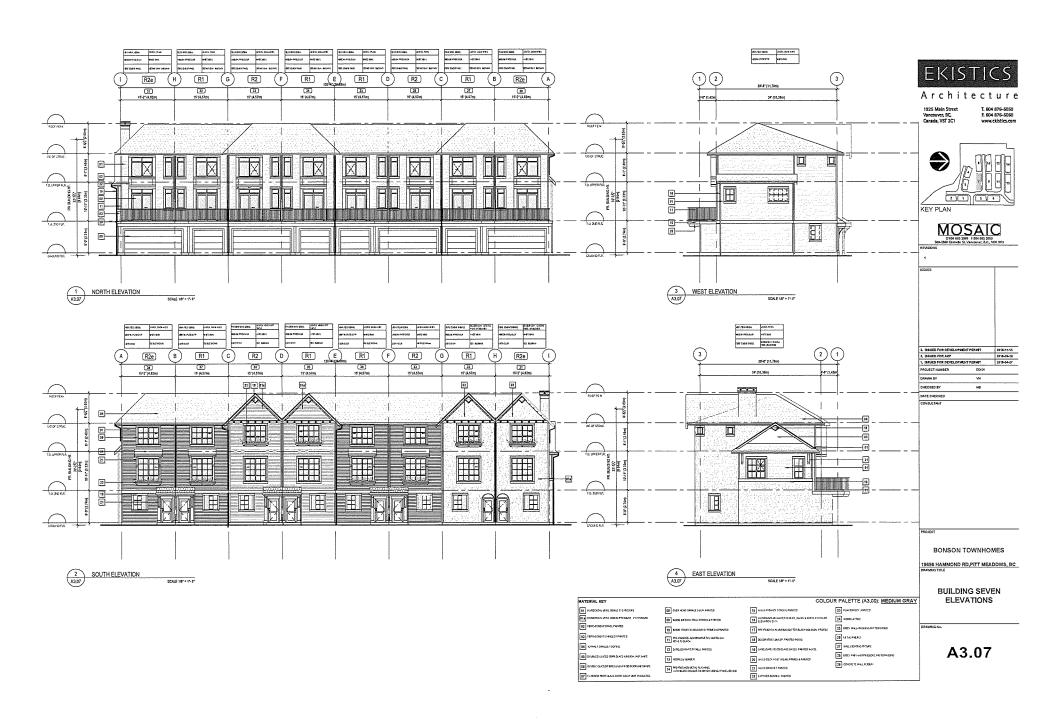


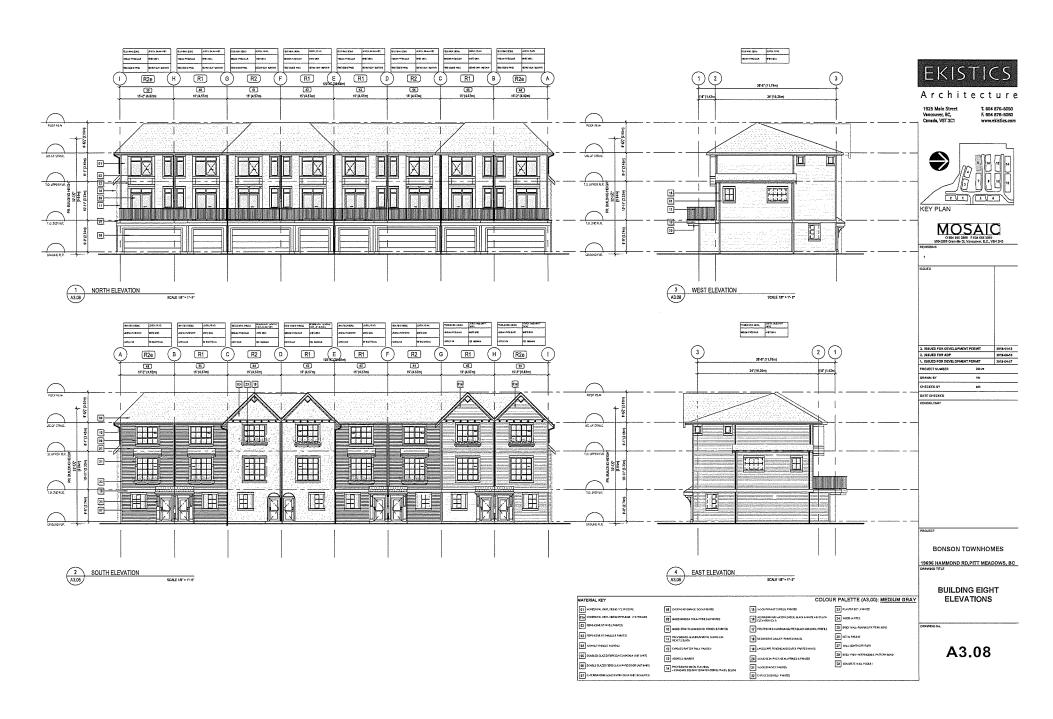


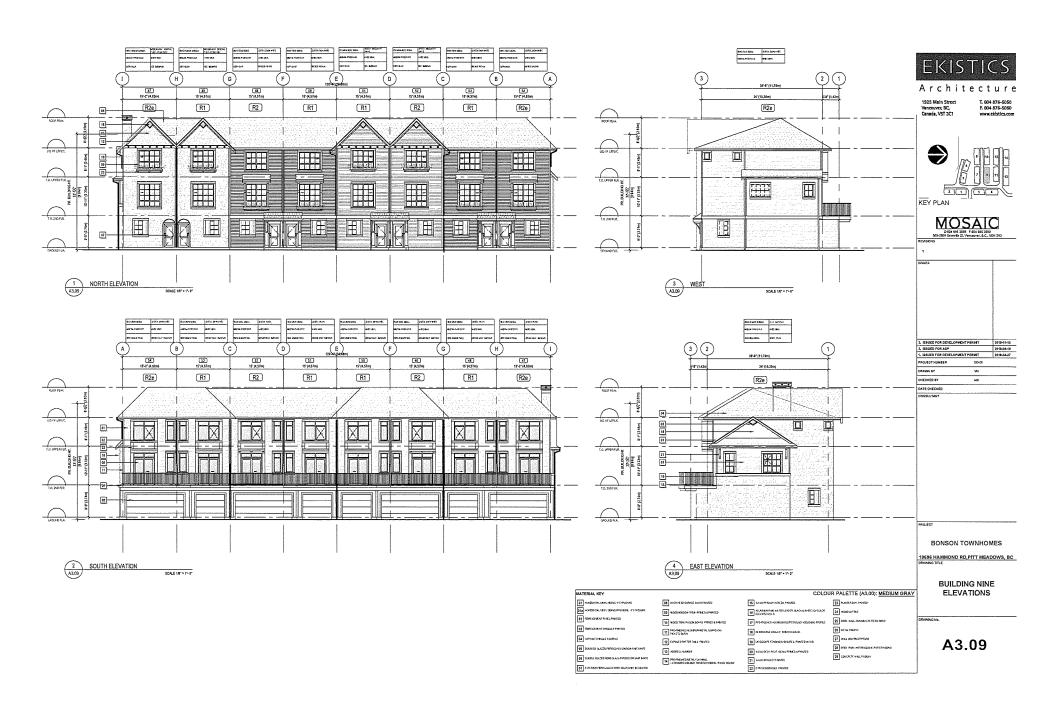


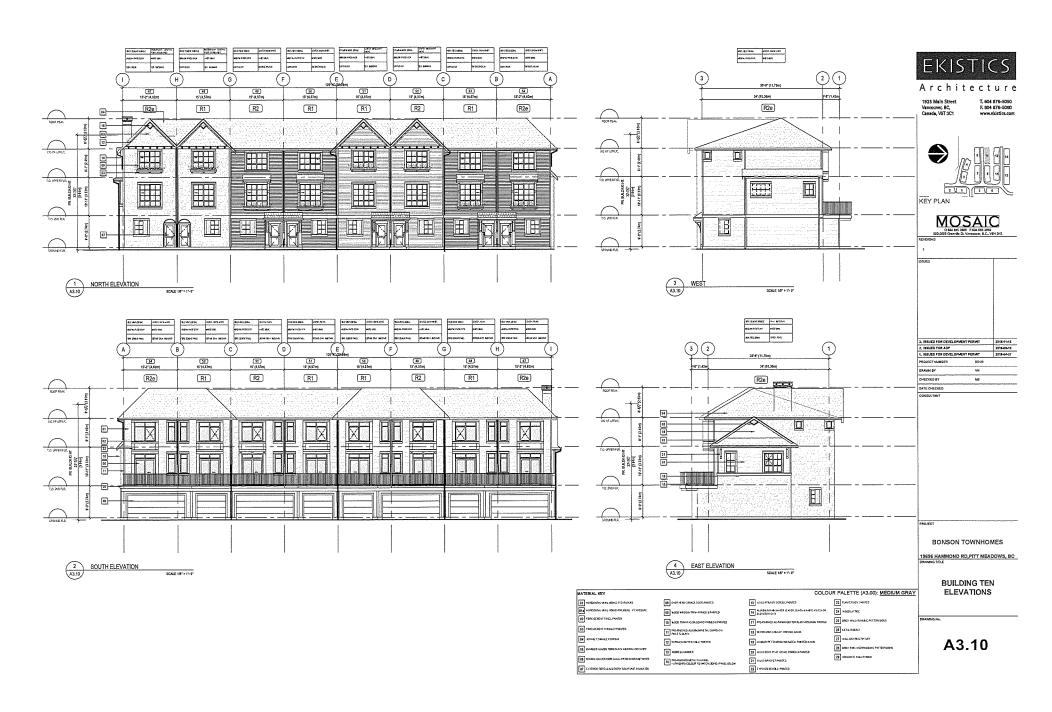


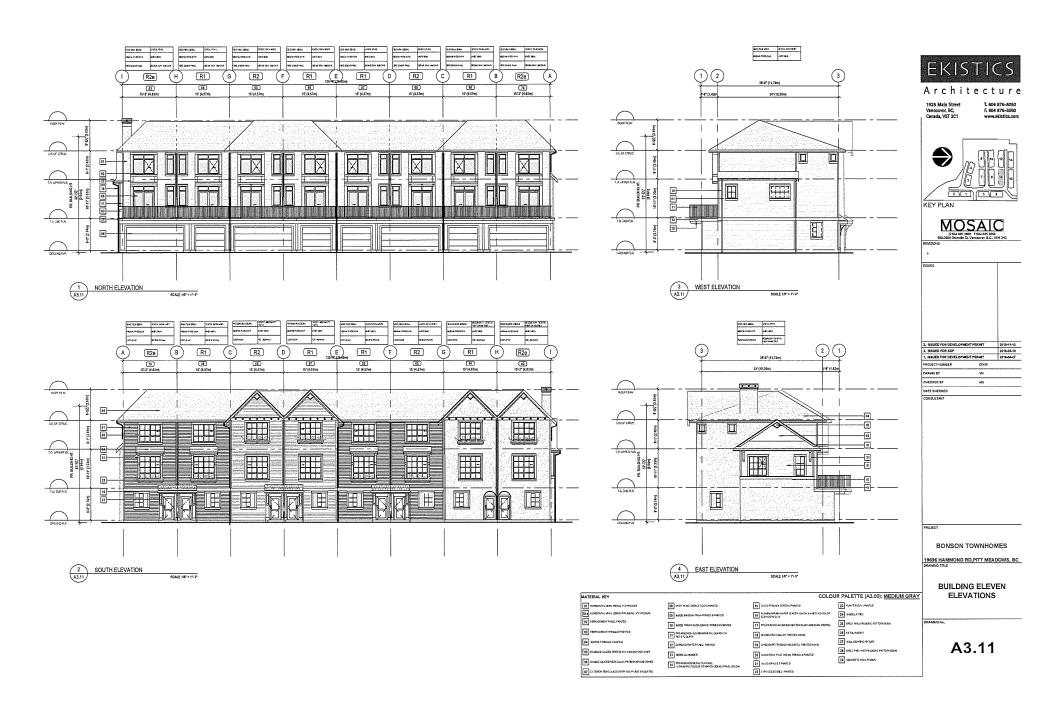


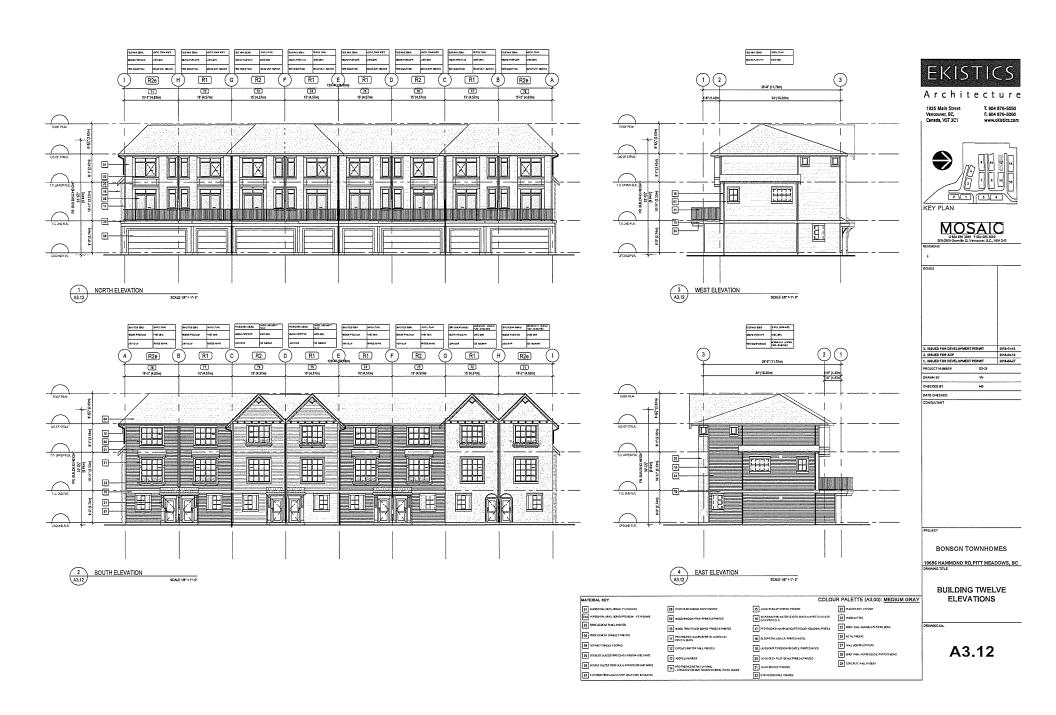




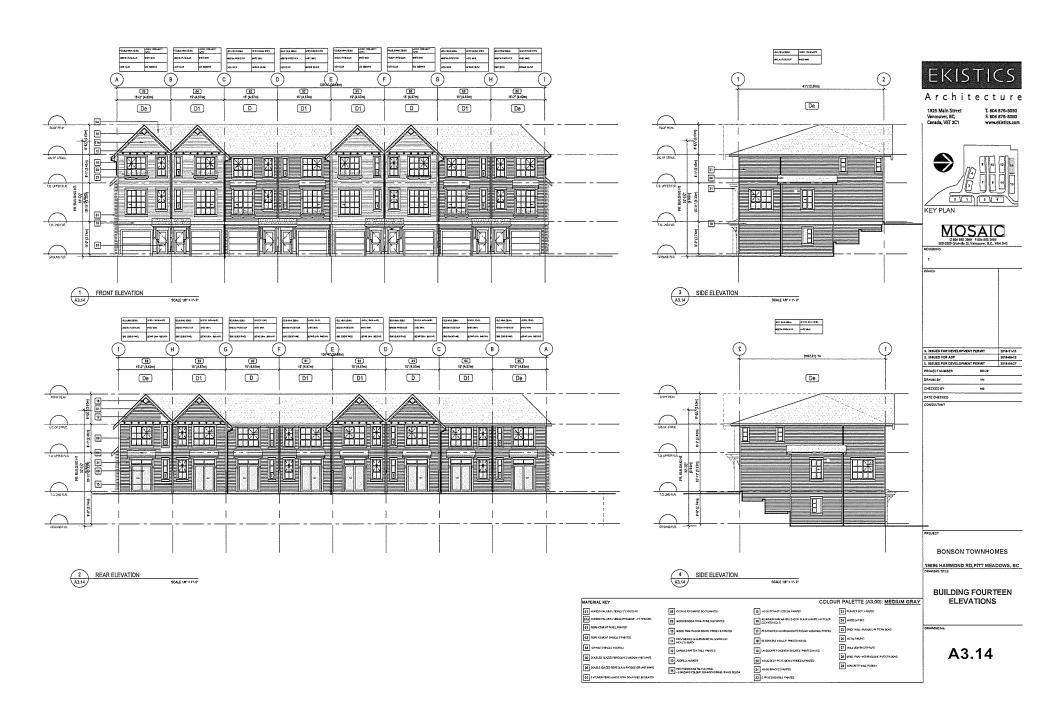












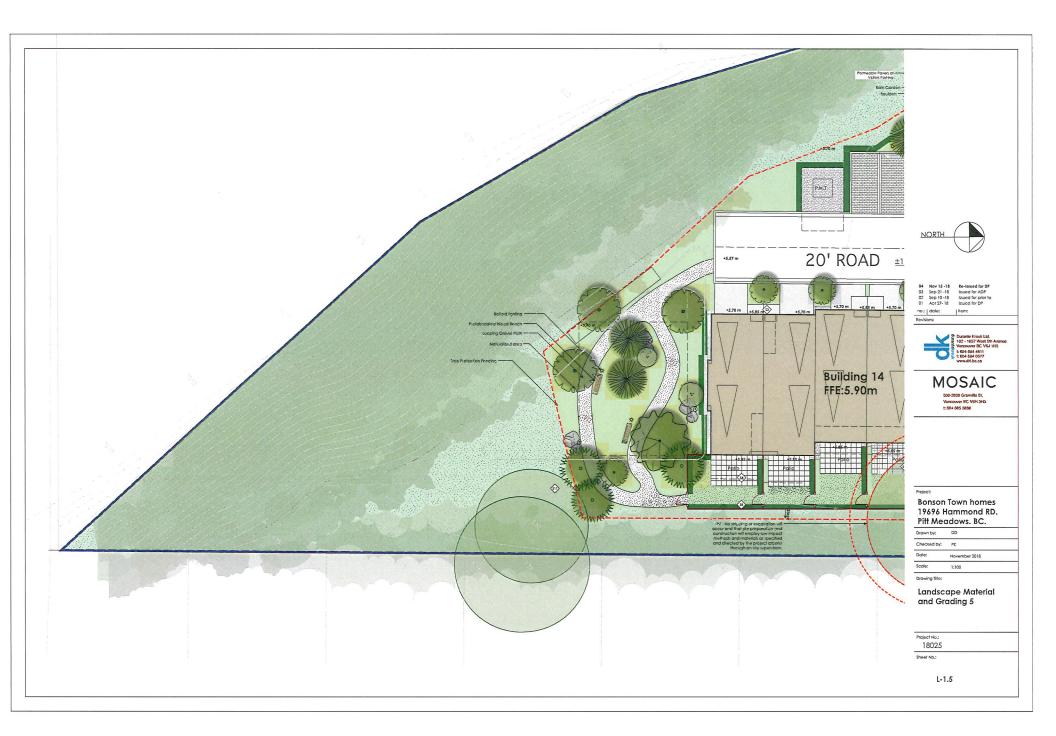


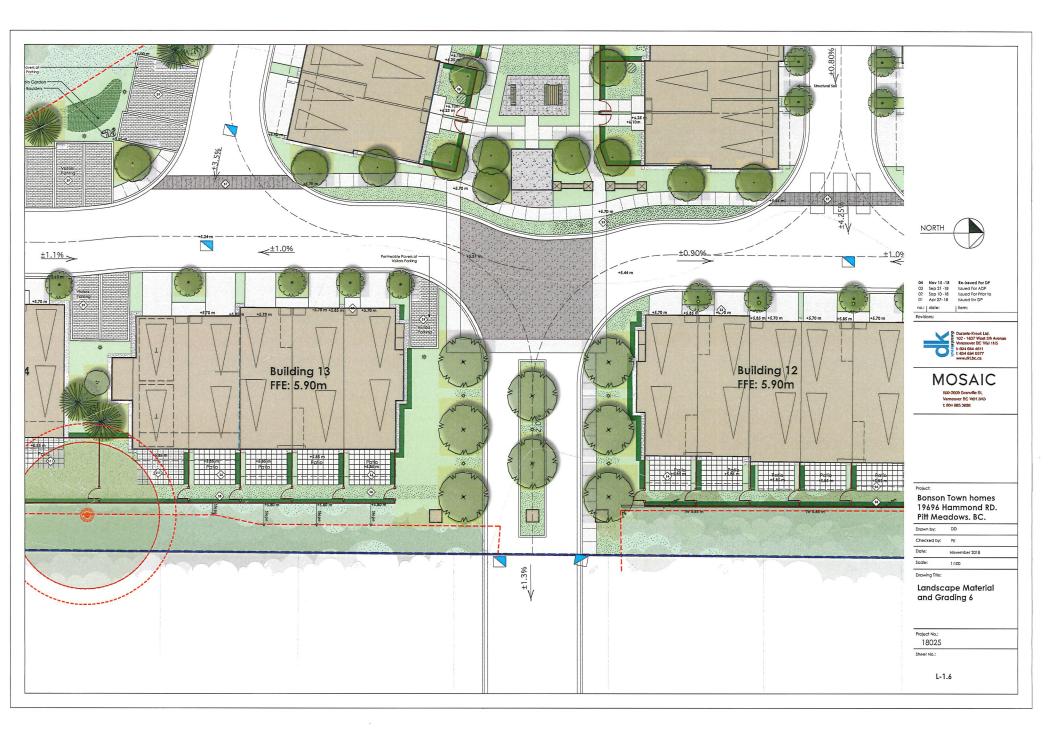






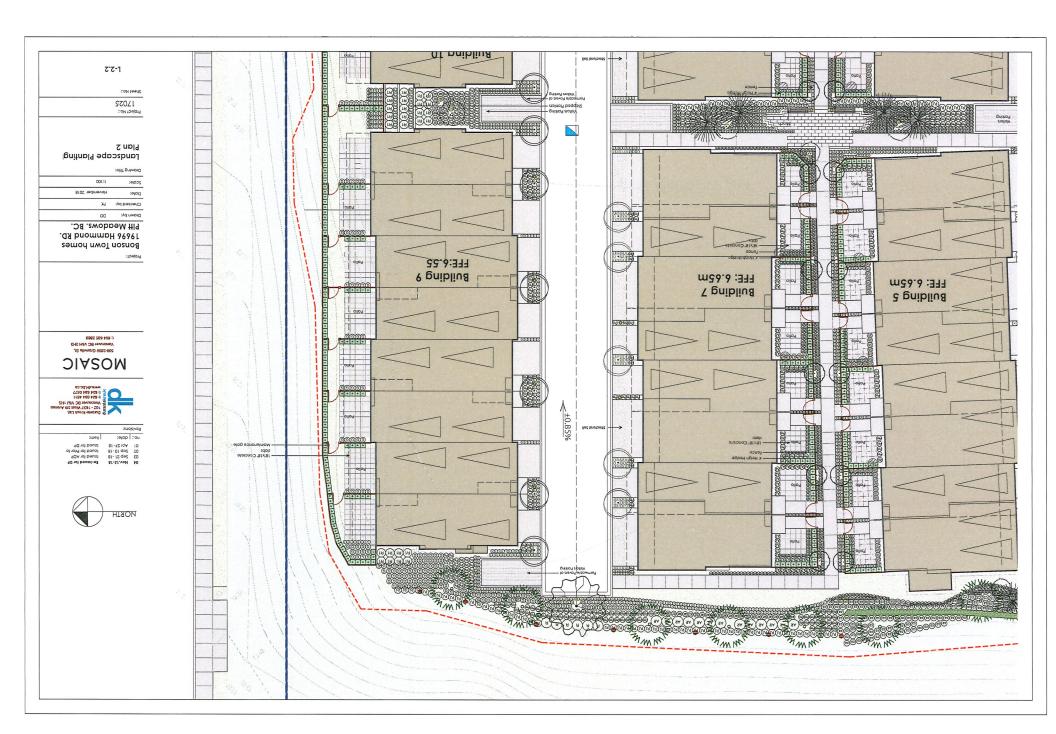




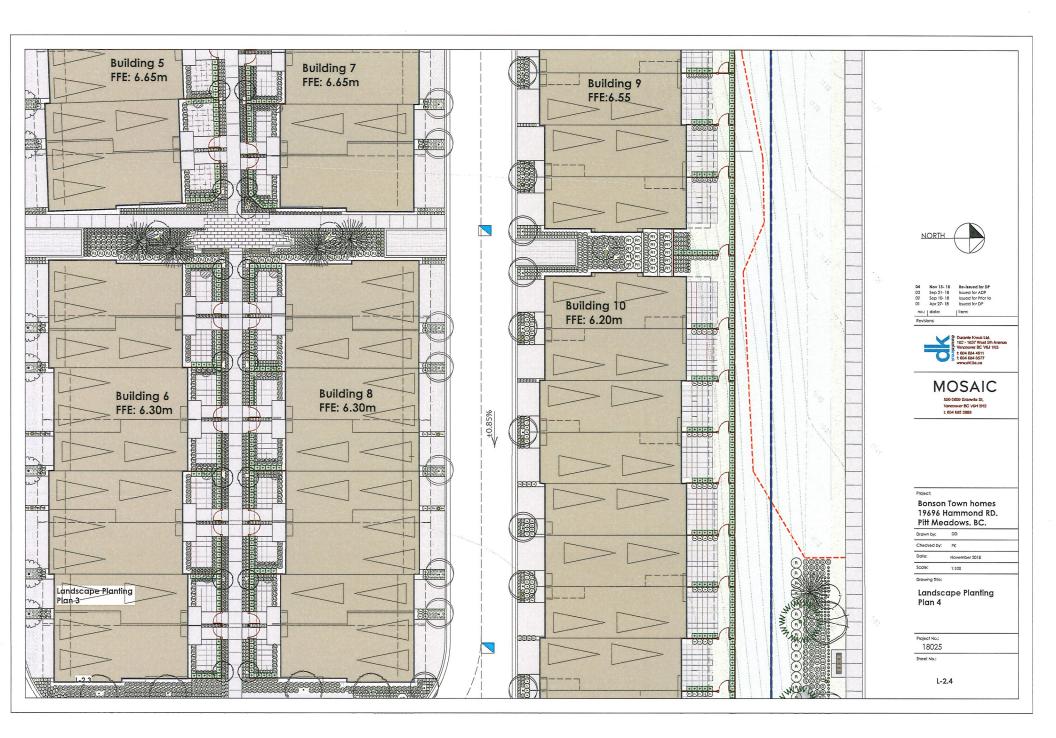


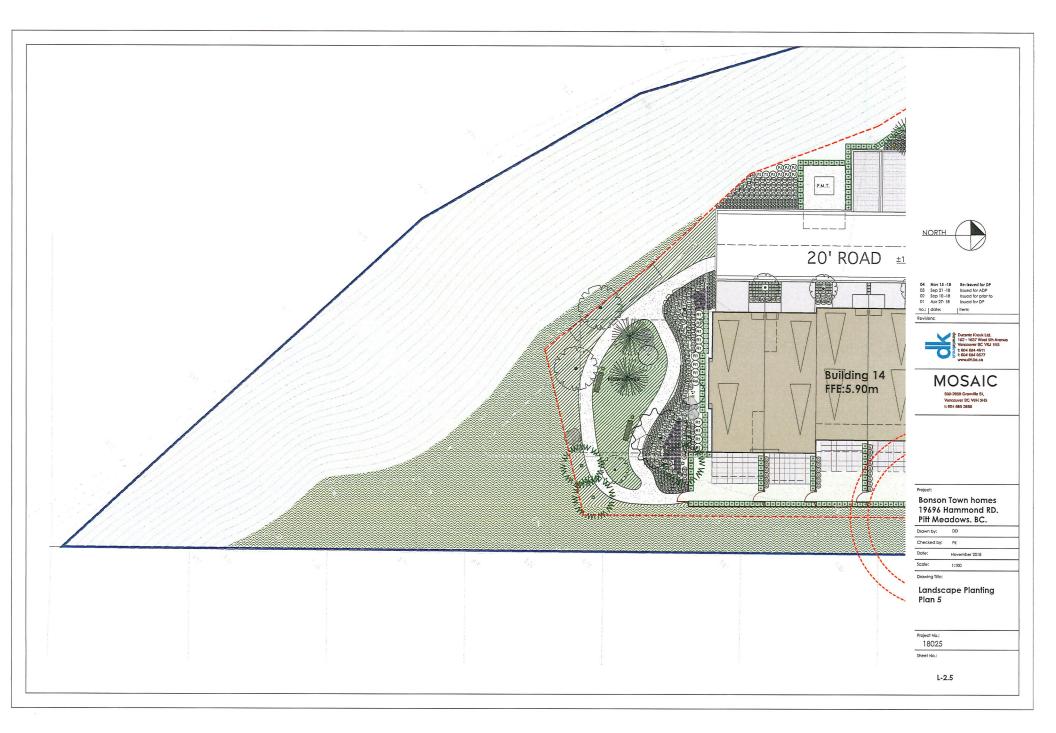


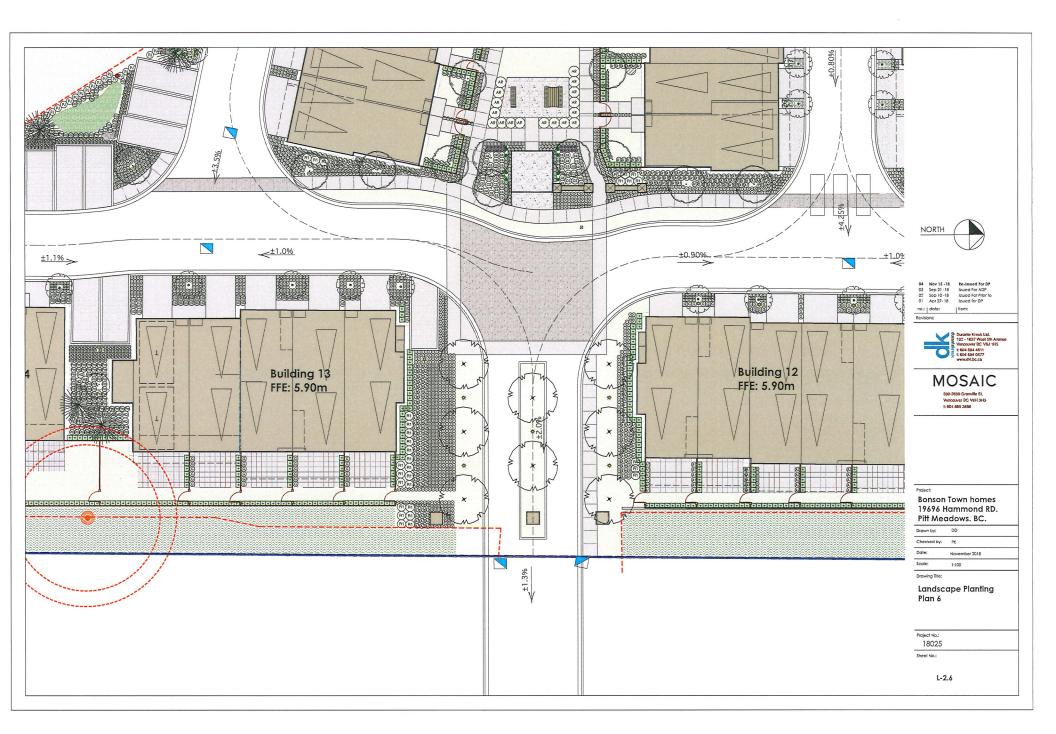


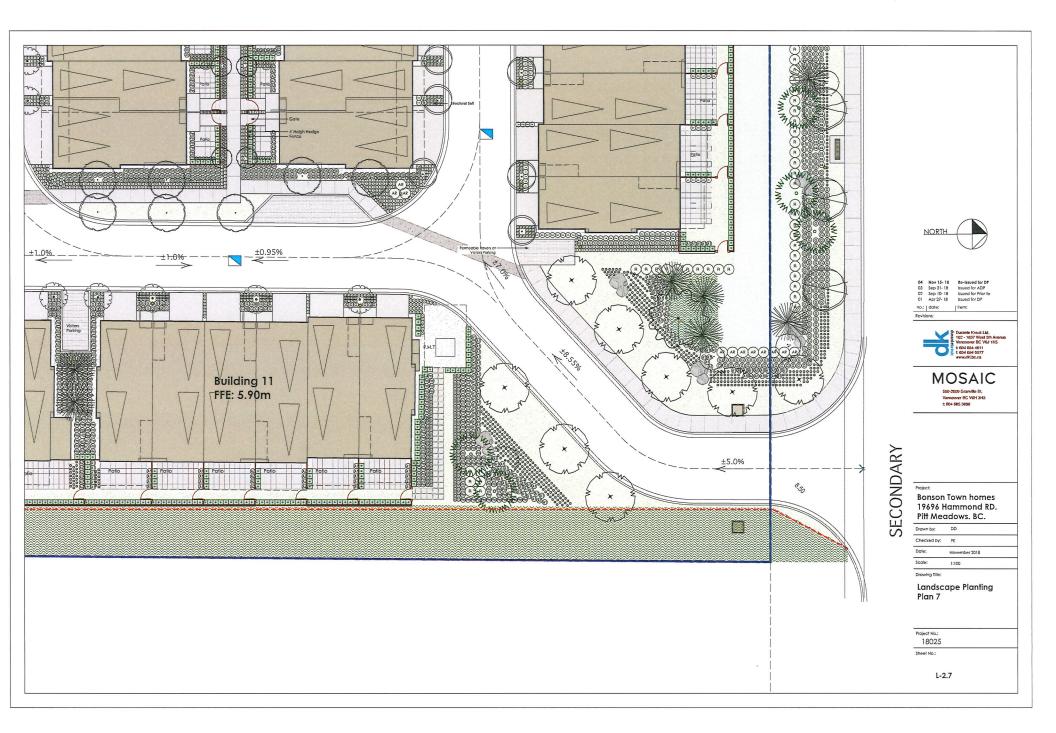


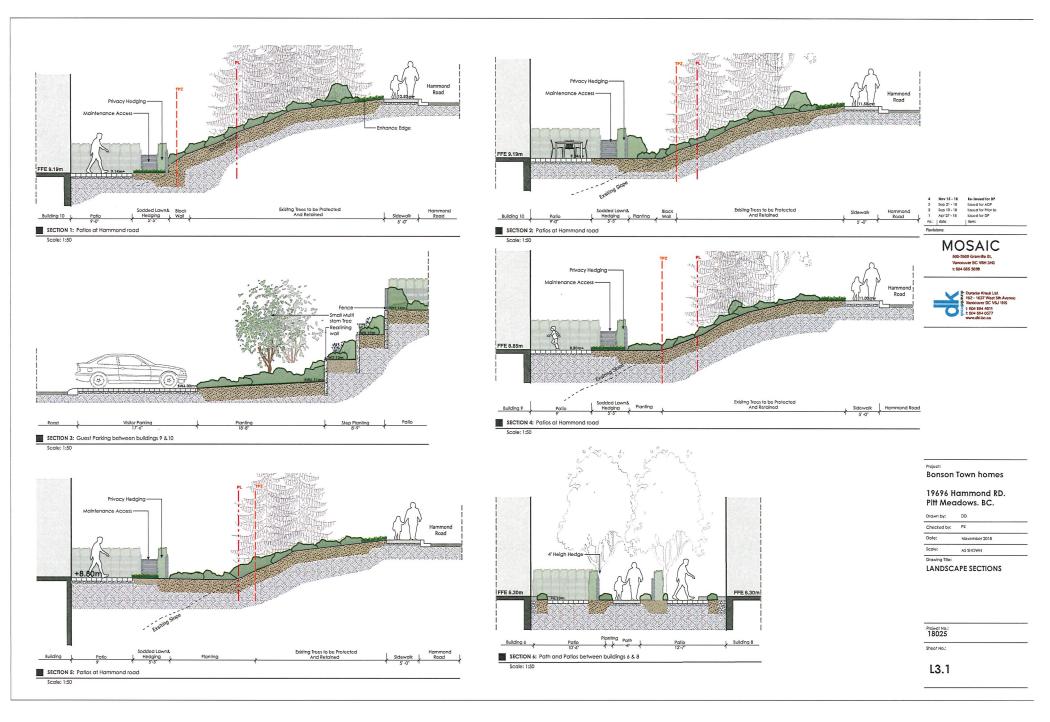


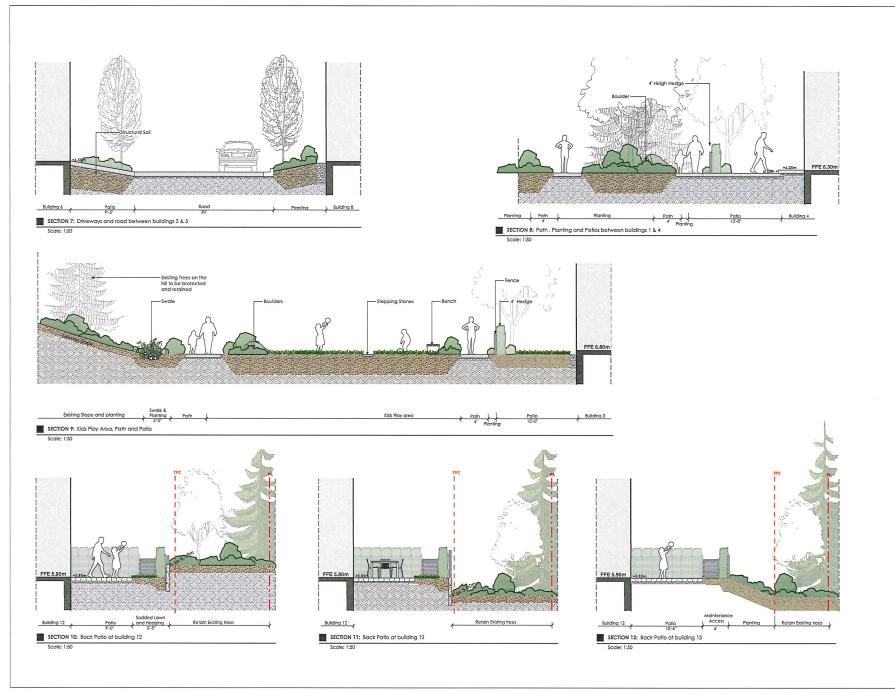
















Project:
Bonson Town homes

19696 Hammond RD. Pitt Meadows. BC.

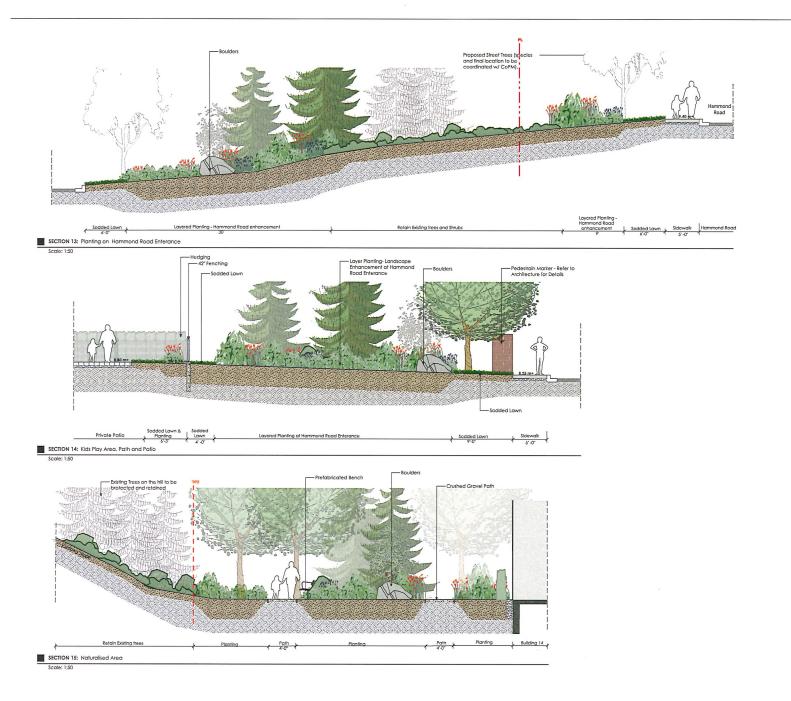
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Checked by:	PK	
Date:	November 2018	
Scale:	AS SHOWN	
Drawing Title:		

LANDSCAPE SECTIONS

Project No.: 18025

Sheet N

L3.2



Nov 15 - 18 Re-issued for DP Sep 21 - 18 Issued for ADP Issued for Prior to Apr 27 - 16 Issued for DP date: Item:





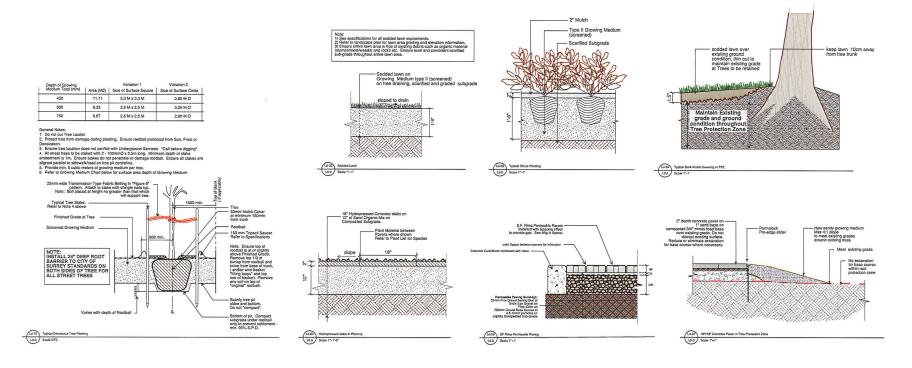
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19696 Hammond RD. Pitt Meadows. BC.

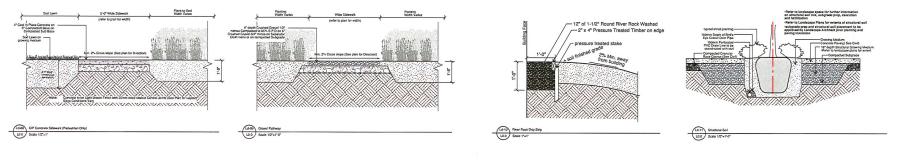
LANDSCAPE SECTIONS

Project No.: 18025

L3.3







Project: Bonson Town homes

19696 Hammond RD. Pitt Meadows. BC.

 Drown by:
 DD

 Checked by:
 PK

 Date:
 Novemer 2018

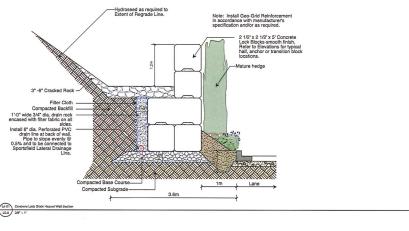
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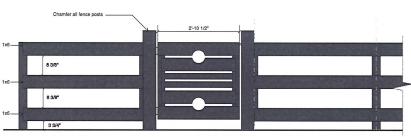
LANDSCAPE DETAILS

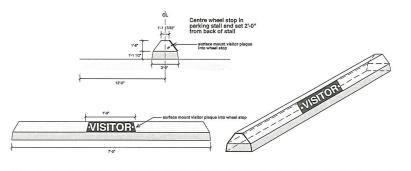
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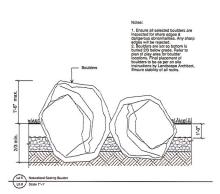
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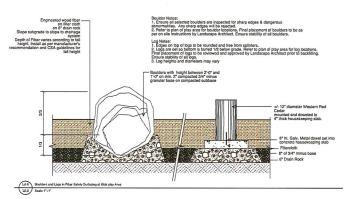
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Project:
Bonson Town homes

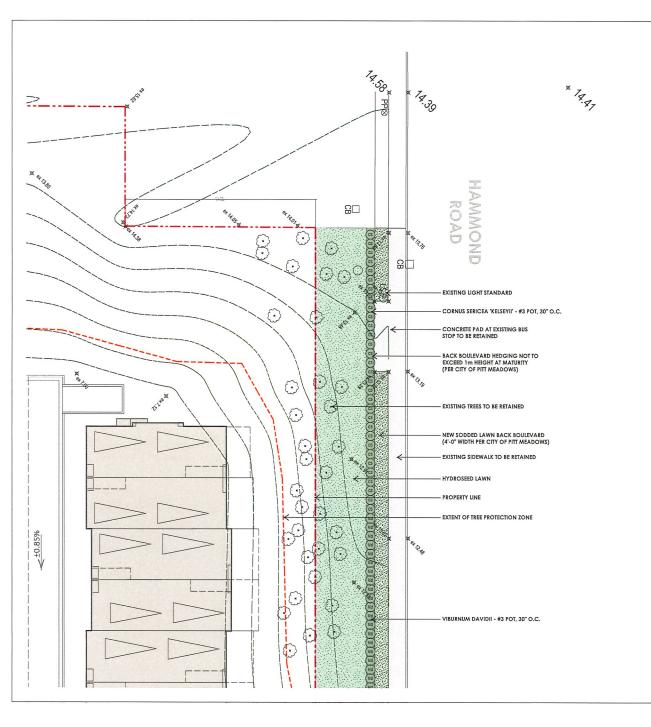
19696 Hammond RD. Pitt Meadows. BC.

LANDSCAPE DETAILS

Project No.: 18025
Sheet No.:

L3.5





DRAWING LIST

OFFSITE: LANDSCAPE PLANS L4.2 OFFSITE: LANDSCAPE PLANS OFFSITE: LANDSCAPE PLANS

MATERIALS KEY

	NEW CIP CONCRETE GRADES TO TIE INTO EXISTING SIDEWALK, 100mm BROOM FINISH WITH SAW CUTS
	EXISTING CIP CONCRETE RETAINED, RE & RE AS NECESSARY POST CONSTRUCTION
	SOD LAWN ON GRADE
	HYDROSEED MIX ON GRADE
(<u>)</u>	EXISTING TREE TO BE RETAINED REFER TO ARBORIST PLAN FOR PROTECTIONS MEASURES AND ADDITIONAL INFO
	TREE PROTECTION ZONE REFER TO ARBORIST REPORT
	EXISTING CONTOURS
	PROPERTY LINE ALL WORK OUTSIDE OF PL CONSIDERED "OFFSITE" ALL WORK WITHIN PL CONSIDERED "ONSITE" REFER TO LANDSCAPE PLANS FOR ALL ONSITE INFO



MOSAIC 500-2609 Granville Street Vancouver, B.C. V6H-3H3

PLANT LIST

SYM		BOTANICAL NAME	COMMON NAME	SIZE
	4	Liquidamabar styraciflua	Sweetgum	7cm cal, B&B
SHRUBS/	FERNS			ar Selection Plant
A1	29	Azalea x 'Girard's Fuchsia'	Girard's Fuchsia Azalea	#3 pot, 24" o.c
CS	72	Cornus sericea	Girard's Fuchsia Azalea Red Osler Dogwood	#3 pot, 24" o.d
CS G	72 87			
CS	72	Cornus sericea	Red Osler Dogwood	#3 pot, 30" o.t

Project: BONSON TOWN HOMES 19696 HAMMOND RD. PITT MEADOWS. BC.

Drawn by: DD / AG Checked by: PK Date: November 2018 Scale:

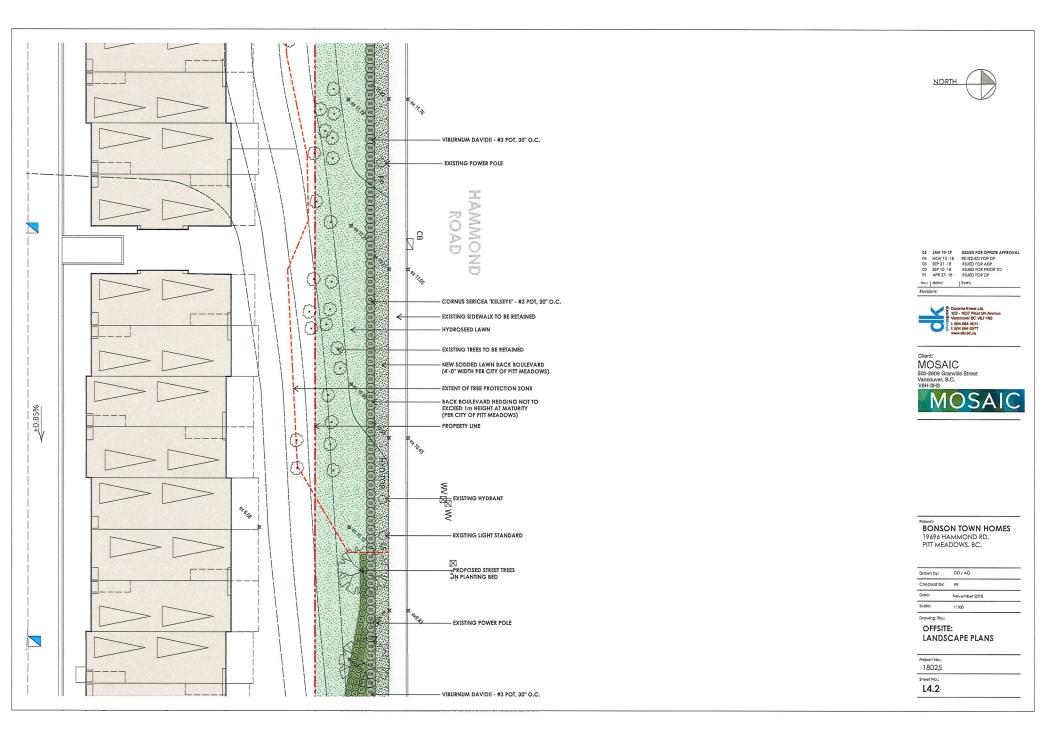
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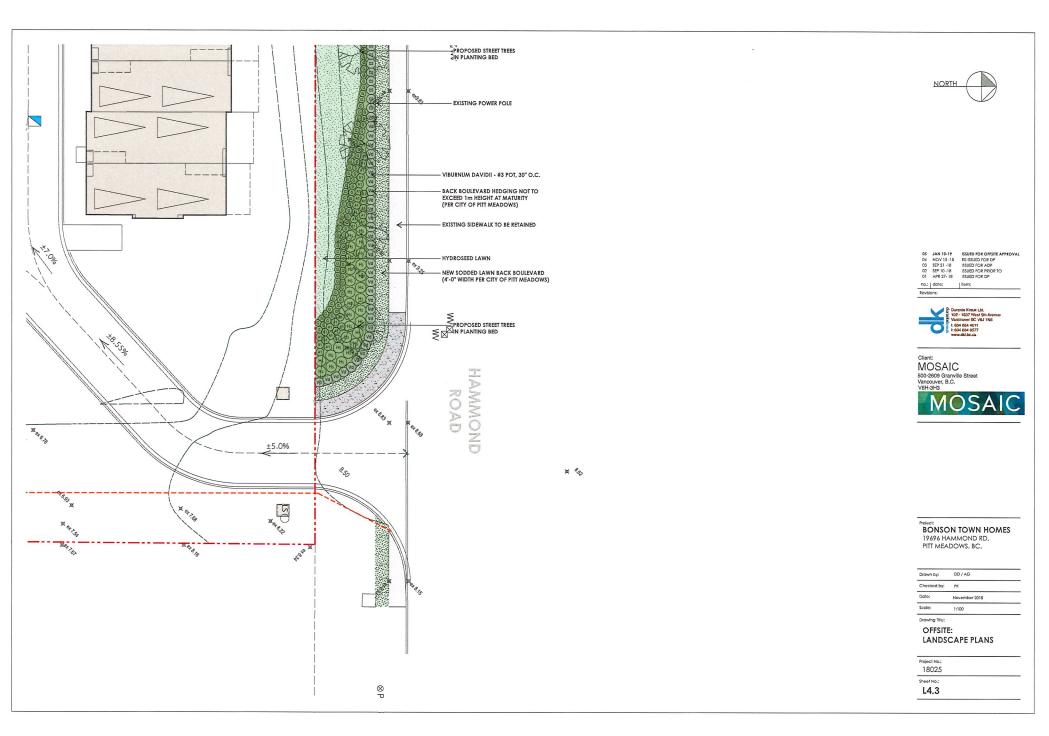
OFFSITE: LANDSCAPE PLANS

Project No.: 18025

Sheet No.:

L4.1









9. DEVELOPMENT PERMIT AREA NO. 9 - MULTI-FAMILY DEVELOPMENT

Purpose of this Part

This part creates Development Permit Area No.9 for the purpose of Section 919.1 (e) and (f) of the *Local Government Act* as it applies to all intensive and multi-family residential development for densities greater than 30 units per gross hectare with fee simple or strata lots.

The area shown on Schedule 12A is designated as a Development Permit Area No. 9 under Section 919.1 of the Local Government Act for the establishments and objectives and the provision of guidelines for the form and character of intensive residential and multi-family residential development.

Objectives

- To facilitate the orderly development of the area and encourage coordination of siting, form and volume of intensive residential and multi-family residential buildings and their areas for parking, storage, and landscaping;
- To provide for the construction of intensive and multi-family residential development that is of a form and character that is compatible and complementary to those of adjacent development including multi-family and other residential and mixed use development; and
- To encourage attractive residential streetscapes and landscapes, including through appropriate road design and landscape treatments of boulevards so as to minimize the impact of roadways, to the extent possible on the neighbourhood.

General Requirements

- All development applications must include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the requirements outlined in the Design Guidelines.
- The design package should include, in addition to the standard Development Application drawings required by the District, a landscape plan and a concept plan for signage design.



Guidelines

The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

Character of Buildings

- All buildings and structures and additions thereto shall be architecturally coordinated and should be planned in a comprehensive manner giving consideration to efficiency of circulation, relationship between buildings, visual impact and design compatibility with surrounding development;
- Planning of all buildings subject to this Development Permit shall be made with due consideration to the relationship between building height, site coverage, yard setbacks, architectural style and landscape character, in relation to surrounding properties, streets and other features;



- Buildings shall be designed with wall, roof and ground plane materials that are durable, authentic and of a high quality;
- Buildings of two or more storeys in height should express the individuality of units through vertical expression of façades.
- Main entrances to multi-family residential buildings should be clearly identified in the streetscape. Entrance definition may be achieved by canopies, gateways, landscaping, lighting, or special paving or entry walkways;
- Where the development faces the street, regardless of form or density, ground floor units should have individual front doors that access directly and are visible from the street. On elevations visible from the street, large expanses of blank wall should be avoided;



- Ground floor units located at or near grade on streets and public pathways should be raised a minimum of 0.6 metres (2 feet) to aid in the provision of privacy of the dwelling units;
- The presence of garage doors along roadways should be minimized. Where the siting of garage doors along a roadway can not be avoided the garage door should be recessed a minimum of 0.6 metres (2 feet) behind the main building façade. Garage entries should be considered as part of the overall design program and should include some glazing.

Siting and Access

- Buildings should not back onto public roads. Any fencing along public roads must provide for direct pedestrian access to the residential units;
- Articulation of the building façades through the use of variable setbacks is required for all front elevations regardless of the form, and all rear and side elevations for attached multi-family development;
- Roadways should provide efficient circulation, encourage appropriate speed through physical design, and the pedestrian realm should be clearly defined and acknowledged through the use of alternative materials and enhanced physical design;
- Parking is to be accommodated with garages/carports and driveways or discrete parking areas. Where visitor parking or common parking areas are required pursuant to Zoning Bylaw No. 2505, 2011 several small sites rather than a few large sites should be used wherever possible;
- Buildings may require articulation to reduce opportunities for households to overlook each other's private areas;
- Variation in unit size, design and siting within groupings of units should be provided;
- Public Spaces should be designed to receive sunlight all year;
- In order to ensure that a maximum number of units have been provided with good sun exposure all three storey and four storey proposals will be required to provide an analysis of the effects of solar orientation at the following times:

Summer solstice:

at 8am; noon; and 4pm

Equinoxes:

at 8am; noon; and 4pm

Winter solstice:

at 8am; noon; and 4pm

Two storey proposals may be requested to provide this analysis if overshadowing on adjacent land uses is suspected.

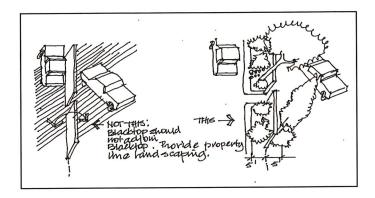


Landscaping and Recreation Spaces

- Parking areas visible from the streets and adjacent to residential buildings should be screened by substantial landscaping. Inter-planting of parking areas with trees is required at a minimum spacing of one tree per five parking stalls;
- Landscaping beds located next to parking stalls shall be designed to avoid impacts on plant material from the door swing or foot traffic associated with exiting or entering a vehicle, providing a hard surfaced "staging area" of not less than 0.8 metres within the landscape bed and adjacent to the parking stall;
- Retention of mature trees for integration into the overall landscaping theme is encouraged;
- Native trees and plants should be used for landscaping, where ever possible;
- Exterior illumination shall be provided as a means to provide aesthetic accent and to enhance personal safety through natural surveillance in low light conditions. Illumination should be designed to avoid light spill on adjacent properties;
- Neighbourhood Park recreation space should be available within a ten minute walking distance, or approximately 0.6 kilometres of a development. Development proposals outside of this 10 minute walking distance will need to provide recreation space for pre-school aged children;
- The recreation space should be located:
 - in areas where can be overlooked by dwelling units or communal adult activity areas;
 - next to pedestrian routes to facilitate casual supervision;
 - at or near the same level as the home unit;
 and must:
 - include seating for adults;
 - be protected from vehicle access; and
 - include one play structure.



For attached multi-family development, the minimum distance between any area of blacktop or other hard surface meant for vehicle parking or circulation and any project property line where shared parking is not planned, shall be 1.5 metres (5 feet) in order to provide for plant screening on the property lines. Only road or driveway crossings will be permitted to interrupt this setback;



- · No front property line fencing along Harris Road will be permitted;
- Individual residential unit driveway access will not be permitted off Harris Road. Only common driveway access to projects comprising of at least 12 units will be permitted;
- Direct vehicle access should be encouraged to one side of the residential unit only. Where additional vehicle access is provided to the rear side of any townhouse unit, such access should be no closer that 6 metres (20 feet) to any building face or closer than 3 metres (10 feet) to any privacy area or patio;
- All applications should include an inventory of existing trees on the site that includes type, location, approximate caliper and heights;
- A tree/landscape screen is to be provided along the railway;



DEVELOPMENT PERMIT AREA EXEMPTIONS

Development Permits shall not be required in the following instances:

- Construction undertaken within the exterior walls of a principal building; (Bylaw No. 2432, 2009)
- Minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations and replacement or addition of awnings. Minor renovations shall not exceed a value of \$75,000. (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole façade and development permit guidelines fully apply to them);
- Construction of a temporary sales centre less that 250 m² gross floor area incidental to a development for which a development permit has been granted;
- Placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- Construction, building improvements or site improvements associated with approved temporary use permits;
- Replacement or alteration of existing signs and erection of new ones
 provided that they are in full compliance with the Sign Bylaw or an existing
 Development Permit;
- A proposed development is limited to subdivision;
- Site improvements such as addition of landscaping, walkways, bikeways, and permeable paving;
- Exterior building envelope repairs covered under the Homeowner Protection Act, SBC 1998;
- Construction or addition of not more than one building or structure with a floor area less than 20m² that is not visible from any road, public recreation area or path (Bylaw No. 2432, 2009)