

DP-2017-00586

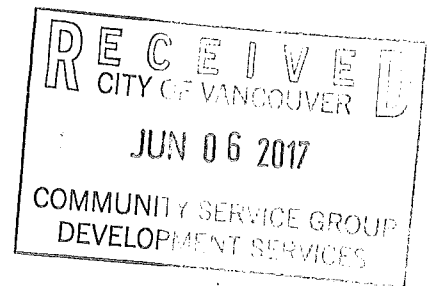
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ESZTER CSUTKAI ARCHITECT

1030 Burnaby Street, Vancouver, B.C. V6E 1N8

CLARENDON CORNER

4525 Clarendon Street, Vancouver, B.C.



NEW TOWNHOMES, SMALL HOUSE DEVELOPMENT

DEVELOPMENT PROPOSAL, MAIN DESIGN CONCEPT

2017 June 5

The proposal is to build two single family houses and a duplex buildings according to RT 11 zoning regulations. 6069 sq ft site area and the 85.80 feet frontage qualifies to build more than 3 units. The allowable principal unit density is somewhat over 4 units. The 4 units Total GFA is 5159 sq ft up to the maximum allowed 85% FSR. The appr. 1350 sq ft duplex units have 3 and a half bedrooms including designed for lock-off unit. The 1450 sq ft front single family home has the same amount of bedrooms and als includes a lock-off unit. The 3rd building at the rear is smaller and has a 25 ft height like coach houses. The 950 sq ft GFA gives full comfort for a 2 bedroom living. The building arrangements from front to back is according to the applicable Design Guideline with the suggested front yard and enhanced side yard. The 3 front units are served with a private single garage. The rear house has a small car carport from the lane.

The site has irregular, close to triangular shape with unusually long street frontages and a much less than regular rear lane connection. The long street frontage allows for more façade exposure, which helps for better liveability than a same size rectangular site would have. The short 18 ft lane side on the other hand makes more difficult the vehicular lane connection. Added to that the BC HYDRO requirement that to put on this site a pad mounted transformer made the lane vehicular access close to impossible. The site geometry and the 10' feet wide transformer right of way led to a solution to open a new Clarendon Street vehicular access. This access is at the ideal point to serve the 3 front units garages with a compact, less driveway required central courtyard. The drive-in with its slope has been coordinated with the Street Engineering department. This court yard with the the compact vehicular access made the Site Development very efficient with less hard surfaces and more permeable landscaped areas and ground oriented open areas for private and common activities. This courtyard and its connection with another pedestrian courtyard between building A and E. gives a good circulation, easy access for all useable areas

and creates with the building walls enjoyable inside – outside spaces with lots of private and community feeling.

The site terrain: It has an 8 ft slope diagonally more from back to front and less from Clarendon Street towards West. The city given Building Grades are deviating quite a lot from the existing grade, which substantially higher or lower on certain points and makes the slope even steeper. The existing grades are continuing in the city boulevards with a lot of trees on it. It was a contradiction to keep the trees and match terrain to the Building Grades, at the same time to lift up the garages entrances for a comfortable drive in, and push down the building to make the basement. City Engineering recommended to keep more the existing grade. City is not interested to reduce the height of their terrain. Also, there is no requirement in smaller residential neighbourhood to match the property line grade to Building Grade.

At the new drive-in, where the drive down starts 5' before the property line, the Building Grade deviation requires a city legal Agreement with the Owner.

Due to the slope the front three buildings levels are split from front to back. The garage is First storey, while the lock-off unit is Basement. There is a partial Third floor, with less than 60% floor area of the floor below.

The aim is to keep the rest of the trees. One smaller multi stem- tree is in the building footprint, another is in the new drive-in. on the city boulevard. These two has to come out. The rest of the trees and mature high shrubs planned to be protected during construction, trimmed and reused.

At the corner of Clarendon and East 29th Avenue the trees are tall and dense, and a big portion of unit 2 of building B will be hardly visible.

Only three new trees are proposed.

FURTHER DESIGN DETAILS

LOCATION, NEIGHBOURHOOD, SITE DEVELOPMENT, DESIGN APPROACH

This development is the first high density in the low, shallow roofed bungalow single family block.

The neighbours are preparing for the higher density redevelopment,

Building A close to the single family neighbour is set back with 24 ft front yard, which is more than the required front setback. This building has a mid ridge, low eave, while building B at the South corner has a landmark shape designed together with building B Creating a character streetscape.

Entrances are well defined, visible from the streets. The landscape steps and staircases are designed to rich comfortable the private outdoor areas. t

The aim was to simplify the roof form without dormers to minimize maintenance and moving towards energy saving envelopes. The forms are simple, contemporary thin line West Coast characters – with the same shallower type roofs as the existing houses. The contrast of 2 different facade materials and contrast colours

shape further the mass. See Material and Colour Scheme and elevations, streetscape. The siding, and railings are metal, the solid surfaces are painted,

GARBAGE location is accessible from all units, and are close to Clarendon Street access.

BIKES: Plenty of place in the garages and open bike stalls under the stairs.

ELECTRICAL cabin is precisely described tically close by to the transformer.

SANITARY , STORM connection is not interfering with tree roots. .

LANDSCAPING

The existing trees forms part of the major SITE DEVELOPMENT concept.

To minimize the surface -run-offs, both, the pedestrian walkways, drive in covered with permeable paving stones. The wood boarded patios are countable permeable surfaces. The impermeable Site Coverage is well under 70%. See C1 calculation sheet.

The high quality paving stone walkways are continued outside the property line to the city side-walk.

.The soft landscaping is designed for private and common area separation, privacy and noise control.

A 6 ft. high wood fence separates the site along the WEST interior side yard. A 4 ' height fence separates the private areas along the streets

Along the street property lines screens and shrubs are more densely arranged.

The private unit patios are surrounded with a small strip of perennials for owner's own gardening.

The proposed plants are low maintenance native and draught tolerant types. See Landscape Plan

UTILITY:


BC HYDRO: A 10'2x10'10" right of way area is dedicated for Pad Mounted Transformer along the lane.

Electrical power connection is to be underground. The development requires 400 AMP. Final requirement will be by Electrical Engineer.

Water connection: min. 4 " dia required. Final design by Mechanical Engineer.

BUILDING CODE REQUIREMENT: The building shall conform to 2014 VBBL, particularly to Part 9 and related sections. Energy design is applicable. The basement + 3 storeys wood frame structure is sprinklered NFPA 13R. Fire Alarm system will be installed. Units are fire separated with 1 hr structure. All floor assemblies, loadbearing structures and exterior doors have one hour fire resistant rating.

HeatingL EelectricalL, HW : eElectrical


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