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August 27, 2019

Design Rationale for the Development at 3556 West 3rd avenue

The intent for the site at **3556 West 3rd avenue** is an existing duplex that falls within the City's RT-8 design guidelines as well as to present a well detailed craftsman home to the neighborhood.

Building Design

With an allowable of the existing floor space ratio (FSR) to convert from 2 units to 3 units dwelling residential building, one of the main challenges of the design is to produce a building that appears as a single house on a single lot plus new garage in the back.

The existing building comply with the streetscape due to its exterior, and front porch entry. We have attempted to make it compatible with the streetscape and add character elements to the building including shingle siding, use of heritage colors, craftsman character elements and entry porch. We also attempted to provide sufficient fire access yet protecting the original massing and character of the building the elevation. We have decided to protect most of the existing structure and form of the existing building and bring life the building, through a contemporary house.

We decided early on in the design development stage that our building would front **West 3rd avenue**. This would allow for our building to fall back in line with the rest of the residential buildings on the **3500 block of west 3rd avenue**. However, we feel that our design should still respect Character retention. We achieve this through various means we maintain a strong appeal with the shingle siding which itself just off the front of the house; our cross gable roof form lends itself to naturally present the entire South facade to **West 3rd avenue**.; finally, while the rear of the house faces the rear yard, it is exposed to lane - we acknowledge this by ensuring the detailing of such things as the rear existing porch, the columns that support it and all the other trims and boards that are applied to the street-fronting facades are applied to the rear elevation as well.

Two car garages and one open parking spot is allocated to each unit, located at the rear of the sit. They are separated to not only allow light to penetrate through to the lane but to also minimize massing while still creating some privacy from a lane.

