



City of Richmond

Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development

Date: February 24, 2017
File: RZ 14-670471


Re: Application by Interface Architecture Inc. for Rezoning at 11671 and 11691 Cambie Road from "Single Detached (RS1/E)" Zone to "Low Density Townhouses (RTL4)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, for the rezoning of 11671 and 11691 Cambie Road from "Single Detached (RS1/E)" zone to "Low Density Townhouses (RTL4)" zone, be introduced and given first reading.

J.
W.C.
Wayne Craig
Director, Development

EL:blg
Att. 9

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	 FOR JOE EYLEG
Transportation	<input checked="" type="checkbox"/>	

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 11671 and 11691 Cambie Road (Attachment A) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 20 townhouse units with vehicle access from Cambie Road (Attachment B). A Report to Committee (Attachment C) was taken to Planning Committee on September 22, 2015.

The original proposal was to rezone the subject site to permit the development of 21 townhouse units with vehicle access from Mellis Drive. To address Committee comments and in response to comments from a public delegation related to on-street vehicle parking, traffic and pedestrian conditions in the vicinity of the development on Mellis Drive, the Planning Committee directed staff to:

“Examine options to address matters related to:

- (1) On-street parking along Mellis Drive;*
- (2) Traffic flow along Mellis Drive and Bergen Drive; and*
- (3) Pedestrian traffic in the area.”*

This supplemental report is being brought forward now to:

- Address the Planning Committee referral with respect to the traffic and parking conditions in the vicinity of the proposed development near Mellis Drive; east of Bergen Drive; in the east Cambie area of Richmond.
- Provide a summary of revisions made to the proposal, details of the public consultation undertaken, and updated staff comments on the revised proposal.

Finding of Fact

Please refer to the attached updated Development Application Data Sheet (Attachment D) for a comparison of the development data with the relevant bylaw requirements. Please refer to the original Staff Report dated September 10, 2015 (Attachment C) for information pertaining to related City’s policies and studies, pre-Planning Committee public input, as well as staff comments on site servicing and frontage improvements, covenants and easements currently registered on Title, tree retention and replacement, and requested variances.

Analysis

Assessment of On-Street Parking

In response to the Planning Committee referral, Transportation and Community Bylaws staff visited the surrounding area of the 11670-block of Cambie Road on three consecutive dates between September 29, 2015 and October 1, 2015 between the hour of 7:30 p.m. to 8:30 p.m. Figure 1 indicates the study area. Table 1 provides detailed counts of the observed parked vehicles.

Bergen Drive

Between Cambie Road and Mellis Drive, parking on Bergen Drive is restricted on the east side of the street from 7:00 a.m. to 6:00 p.m. on weekdays for capacity reasons. The visual surveys conducted indicated very few vehicles parked on Bergen Drive in the evenings on the west side; with minimal to no vehicles observed parked on the east side. The maximum number of vehicles observed parked was two on the west side of the street. None of the vehicles were parked illegally and traffic was observed to flow smoothly on Bergen Drive during the surveys.

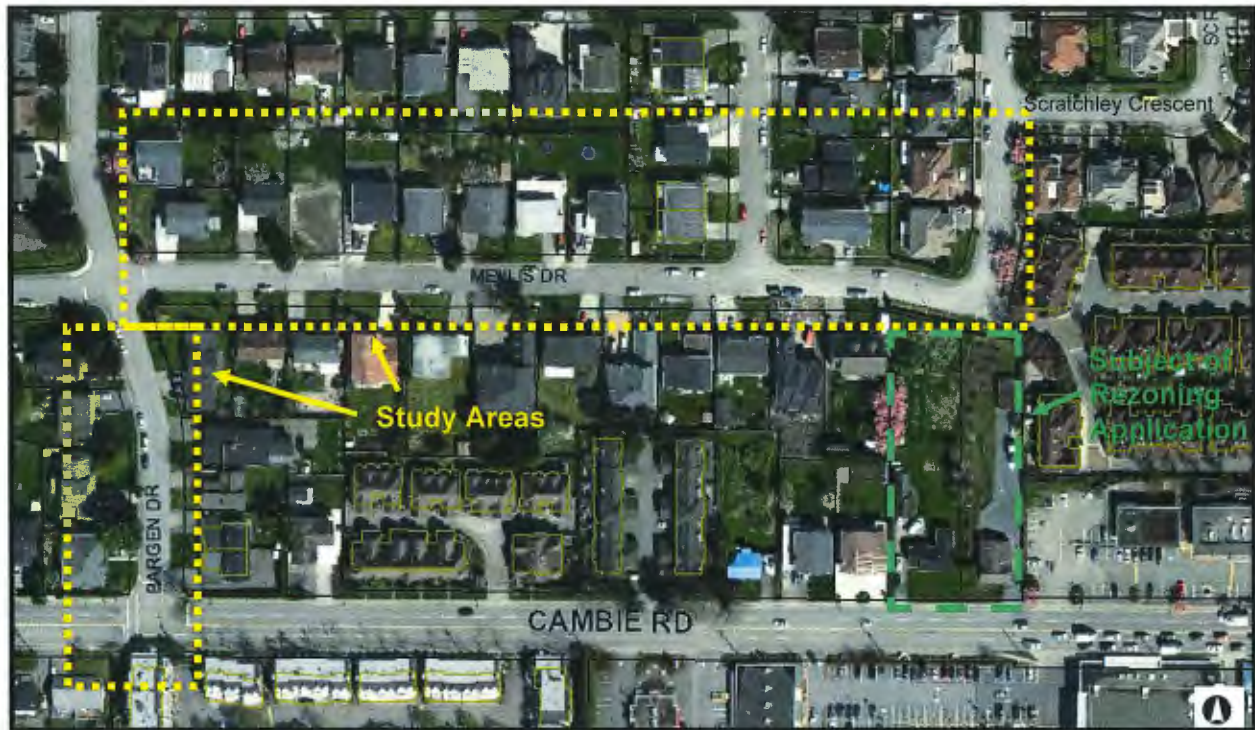


Figure 1: Traffic and Parking Study Area

Mellis Drive

On-street parking is permitted on Mellis Drive between Bergen Drive and the subject site. The on-street parking is typically utilized at approximately 64% on the south side, and up to four vehicles parked on the north side. There is no parking permitted in front of the subject site and along the curved section of the Mellis Drive, as the roadway turns north, due to sightline and wheel path requirements. No parking violations or safety concerns were noted during the surveys and traffic was observed to flow smoothly in this section of roadway as well.

Date	Time	Bergen Drive		Mellis Drive		
		West Side	East Side ⁽²⁾	South Side	North Side	West Side ⁽¹⁾
Tuesday, September 29, 2015	7:30 pm	2	0	8	4	3
Wednesday, September 30, 2015	7:30 pm	2	0	6	4	2
Thursday, October 1, 2015	8:30 pm	1	0	9	0	2
On Street Parking Supply		4	2	14	14	3

(1) Mellis Drive in this section to Scratchley Crescent runs north-south.

(2) Parking Restriction 7 a.m.-6 p.m. Monday-Friday.

Mellis Drive Speed Surveys

Traffic speed counters were installed on Mellis Drive from October 1, 2015 to October 6, 2015 in both directions of traffic. Two locations were studied: the first; along the straight portion of the street (11700-block), and the second one; to capture the vehicle speeds at the east end of Mellis Drive; where it curves north (11900-block). For the straight section of Mellis Drive in the 11700-block; the average speed in both directions was 35 km/h; which is well within the permitted posted speed of 50 km/h. Along the curved section of roadway in the 11900-block; the average speeds were 34 km/h in the southbound direction, and 29 km/h in the eastbound direction. Again, the vehicle speeds were within the posted speed limit. Based on these results, staff conclude that no notable speeding activities exist on this section of Mellis Drive, and no speed mitigation measures are warranted at this time.

Bergen Drive and Cambie Road Intersection – Pedestrian Movements

The Bergen Drive-Cambie Road intersection currently has a pedestrian signal controlled crosswalk across the west leg of the intersection; providing pedestrians the ability to cross Cambie Road on walk indication; with a red traffic signal facing Cambie Road when the pedestrian pushbutton is pressed. The crosswalk is located on the west leg of the intersection to reduce the potential conflicts with vehicles; particularly left-turn vehicles, making the southbound to east bound left turn from Bergen Drive.

To evaluate the operation and assess any concerns with pedestrian and vehicle conflicts at this intersection, vehicular and pedestrian counts were conducted on Tuesday November 3, 2015 in the morning and afternoon peak hours. Based on the number of pedestrian and vehicular traffic movements at the intersection, an upgrade from the pedestrian signal to a full traffic signal is not warranted at this time. Staff support the installation of vehicle detection loops on Bergen Drive which will change the traffic lights on Cambie Road from green to red to better address the demand of vehicles on the local street during the peak hours. Further, no safety concerns or conflicts were observed for motorists turning right (westbound) from Bergen Drive to Cambie Road during the pedestrian walk phase (i.e., when the traffic on Cambie Road is stopped to allow pedestrians to cross). As noted earlier, motorists turning left (eastbound) from Bergen Drive to Cambie Road do not create any conflicts with pedestrians, as the crosswalk is on the west side of the intersection.

Traffic Study Conclusion

The traffic studies conducted on Mellis Drive and Bergen Drive in the study area indicate no traffic or pedestrian safety issues that would require further improvements at this time. As well, as there were no traffic violations or excessive number of vehicles parked on the street during the site visits, no immediate actions are recommended at this time. Staff will continue to monitor this location to determine if any changes to the traffic and parking conditions require further actions.

Staff note that while the traffic studies were conducted in late 2015, there have been no major changes to land use or density in the area to suggest that the results are no longer valid. Staff are of the opinion that the results of the studies still accurately reflect on-street parking and vehicle speed in the area.

Site Access

In response to comments from the Planning Committee and the public delegation at the Planning Committee held September 22, 2015, the applicant is proposing to relocate the single site access from Mellis Drive to Cambie Road. Transportation staff supports the proposed access as it will be located as far away from the No. 5 Road/Cambie Road intersection as possible and be restricted to right-in/right-out movements from Cambie Road to the site. This access will be located at the west end of site's Cambie Road frontage. This vehicular access would also be secured by a Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) in favour of the adjacent properties to the west of the site, and could be utilized by the adjacent sites when they apply to redevelop into a townhouse development. Registration of a legal agreement on Title ensuring vehicle access is limited to Cambie Road only (with no vehicle access to or from Mellis Drive) will also be required prior to final adoption of the rezoning bylaw.

Site Layout

The site layout has also been revised to accommodate the vehicle access from Cambie Road. One unit in the townhouse cluster fronting Cambie Road and one visitor parking stall have been eliminated. The number of townhouse units proposed has been reduced from 21 units to 20 units. The number of visitor parking stalls provided on site has been reduced from five spaces to four spaces, which meets the minimum requirement of Richmond Zoning Bylaw 8500. The entry driveway off Mellis Drive has also been removed and replaced by a landscape feature. The design details of the landscape feature will be reviewed through the Development Permit application process as part of the review of the overall landscape design.

Affordable Housing Strategy

Consistent with the current Affordable Housing Strategy, the applicant will make a cash contribution to the Affordable Housing Reserve Fund at \$4.00 per buildable square foot for a contribution of \$97,077.28.

Public Art

The applicant will provide a contribution in the amount of \$0.83 per buildable square foot (2017 rate) to the City's Public Art Fund. The amount of the contribution would be \$20,143.54.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$21,000 (based on a 20-unit townhouse development) as per the Official Community Plan (OCP) and Council Policy.

Variations Requested

The proposed development is generally in compliance with the "Low Density Townhouses (RTL4)" zone other than the variations noted below. Based on the review of the current plans for the project, the following variations are being requested:

- Reduce the minimum lot width from 50.0 m to 43.0 m on major arterial road;

- Reduce the front yard setback (Cambie Road) from 6.0 m to 4.5 m; and
- Reduce the rear yard setback (Mellis Drive) from 6.0 m to 4.5 m.

Staff support the requested variances recognizing that a wider side yard setback is provided on the east side to accommodate the pedestrian walkway, and a 2 m road dedication is required along the entire Cambie Road frontage. These variances will be reviewed in the context of the overall detailed design of the project; including architectural form, site design and landscaping at the Development Permit stage.

Public Consultation

Open House

An Open House was held on October 5, 2016 at the Cambie Community Centre regarding the revised development proposal. An Open House flyer was delivered by the applicant to approximately 203 households (see Attachment E for a map of the Notification Area) 10 days prior to the Open House.

Two options were presented at the Open House:

- Option A with two 2-storey end units fronting on Mellis Drive (Attachment F).
- Option B with a 6-unit townhouse cluster (2 to 3-storey units) fronting on Mellis Drive (Attachment G).

Four residents attended the Open House; all attendees reside within the notification area. Staff attended the Open House to observe the meeting and answer policy or process-related questions. Comment sheets were provided to all the attendees. Three completed comment sheets were received (Attachment H). Two attendees were in favour of Option A and generally support the driveway to the proposed townhouse development being relocated to take access from Cambie Road. The applicant is proposing to proceed with Option A.

Rezoning Sign

An updated rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the updated rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

In response to Planning Committee comments and delegation comments at the Planning Committee held September 22, 2015, the applicant has revised the proposal to reduce the number of units proposed from 21 to 20 townhouse units with sole vehicle access to and from Cambie Road. The proposal is consistent with the 2041 Official Community Plan (OCP) and East Cambie Area Plan land use designations. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The applicant has agreed to the list of rezoning considerations (signed concurrence on file) outlined in Attachment I.

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9293, be introduced and given first reading.



Edwin Lee
Planner 1
(604-276-4121)

EL:blg

- Attachment A: Location Map
- Attachment B: Conceptual Development Plans
- Attachment C: Report to Committee dated September 10, 2015
- Attachment D: Development Application Data Sheet
- Attachment E: Open House Notification Area
- Attachment F: Option A Presented at the Open House
- Attachment G: Option B Presented at the Open House
- Attachment H: Completed Comment Sheets Received at the Open House
- Attachment I: Rezoning Considerations



City of
Richmond



RZ 14-670471

Original Date: 09/04/14

Revision Date:

Note: Dimensions are in METRES

REVISED		
AUG 1, 2014	Issued for RZ Application	
NOV 27, 2014	Issued for Review	
DEC 16, 2014	Issued for Review	
JAN 28, 2015	Minor Revision for Review	
FEB 20, 2017	RZ No. A-44-10-00	

CONSULTANTS	

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INTERFACE
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PROJECT	Proposed 21-Unit Townhouse Development 11871/11881 Cambie Road Richmond, B.C.
PROJECT NO.	1412
SCALE	As Noted
DATE	Aug. 1, 2014
DRAWN BY	K.C. BIRL, D.L. AL.
CHECKED BY	KYC
SHEET TITLE	STREETSCAPES
DRAWING	A5.1



STREETSCAPE ON MELLIS DRIVE
 Scale: 1/8" = 1'-0"



STREETSCAPE ON CAMBIE ROAD
 Scale: 1/8" = 1'-0"

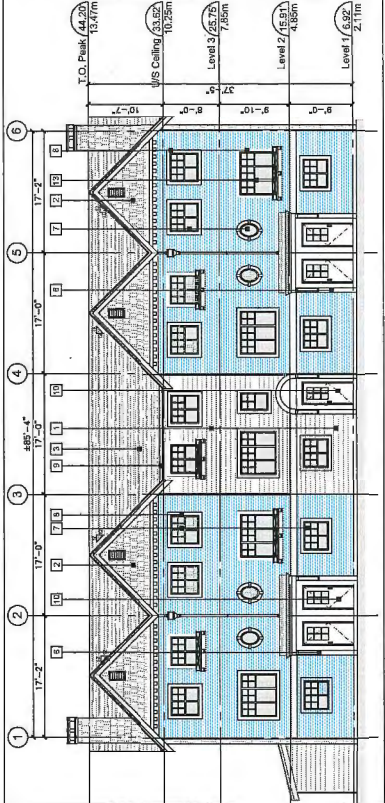
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1	AUG 1, 2014	AK	Issued for RZ Application
2	JAN 20, 2015	AK	Revised for RZ Application
3	AUG 27, 2015	AK	Revised for RZ Application
4	JUN 15, 2014	AK	Revised for RZ Application
5	APR 1, 2014	AK	Revised for RZ Application
6	FEB 24, 2017	AK	Revised for RZ Application

CONSULTANTS
<p>4. A portion of the building shown on this drawing is the property of the City of Atlanta. The City of Atlanta is not responsible for the design or construction of the building shown on this drawing. The City of Atlanta is not responsible for the design or construction of the building shown on this drawing. The City of Atlanta is not responsible for the design or construction of the building shown on this drawing.</p>

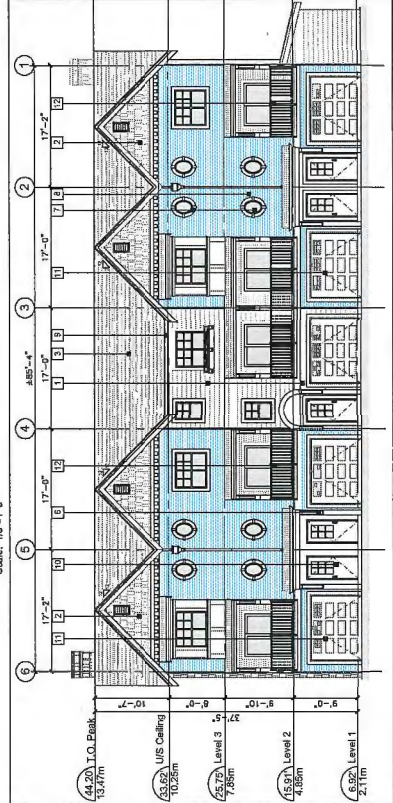
INTERFACE
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PROJECT	Proposed 20-Unit Townhouse Development 11000 Cambridge Road Atlanta, GA
PROJECT NO.	1412
SCALE	As Shown
DATE	Aug. 1, 2014
DRAWN BY	KYC, SRS, RL, AL
CHECKED BY	KYC
SHEET TITLE	BUILDINGS PLANS & ELEVATIONS - BUILDING 1
DRAWING	A3.1

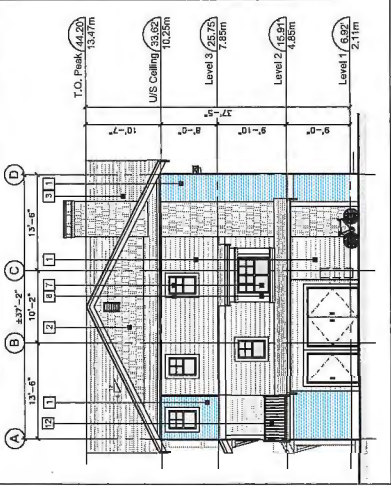
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- HORIZONTAL SIDING IN PINK CEMENT-BASED STUCCO
 A - Color: BM C212-70 (Snow White)
 B - Color: BM C212-70 (Snow White)
 - HARDEE PLANK SHINGLES
 Straight Edge Medial Panels
 Color: BM C212-70 (Snow White)
 B - Color: BM C212-70 (Snow White)
 - FIBERGLASS ASPHALT ROOF SHINGLES
 Color: Dark Gray (Millstone, Textured)
 Color: BM C070 (Dawn White)
 - 2x4 WOOD TRIM BOARD - PAINTED
 Color: BM C070 (Dawn White)
 - 1x4 TRIM BOARD ON 2x6 BARGE BOARD
 Color: BM C070 (Dawn White)
 - COLOR MATCH METALS
 Color: BM C070 (Dawn White)
 - VINK FRAMES FOR GLAZED WINDOWS
 Vinyl or Equivalent, Color: Anodized Aluminum
 Color: BM C070 (Dawn White)
 - 2x4 WINDOW TRIM BOARD - PAINTED
 Color: BM C070 (Dawn White)
 - ALUMINUM FACIA CUTTER
 Color: BM H0156 (Kendall Charcoal)
 Color: BM H0156 (Kendall Charcoal)
 - ENTRY SOLID WOOD DOOR WITH GLASS (LHT)
 Color: BM H0156 (Kendall Charcoal)
 Door Color: BM H0156 (Kendall Charcoal)
 - OVERHEAD WOOD PANEL GARAGE DOOR
 Color: BM C212-70 (Snow White)
 - METAL SILLING
 Color: BM H0156 (Kendall Charcoal)
 - DOUBLE GLAZED VINYL SLIDING DOOR
 Color: Anodized Aluminum
 - ELECTRICAL ROOM DOOR
 Color: BM C212-70 (Snow White)
 - PLANTER BOX
 Color: BM C212-70 (Snow White)



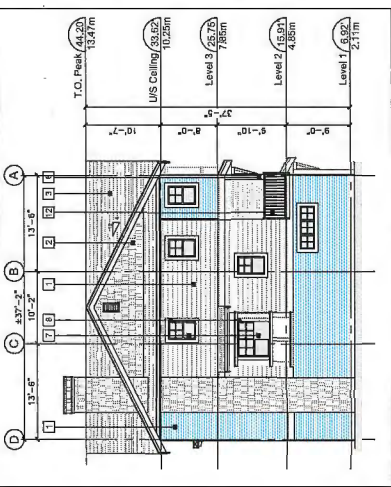
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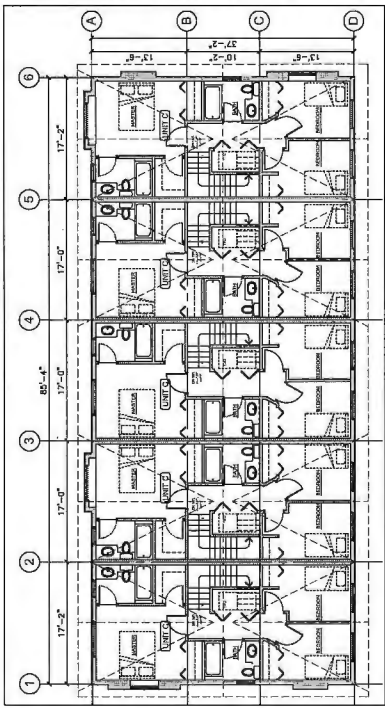
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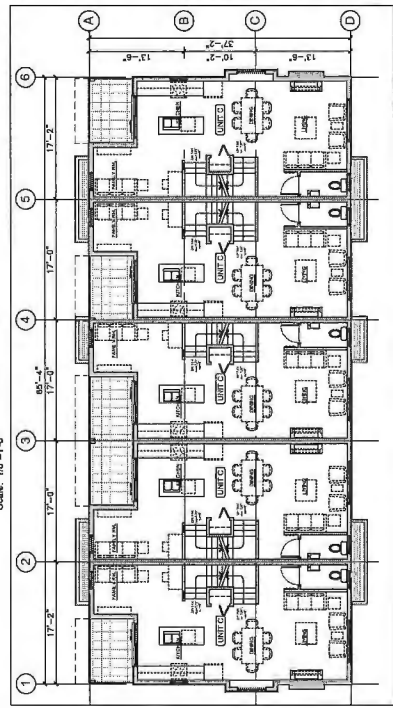
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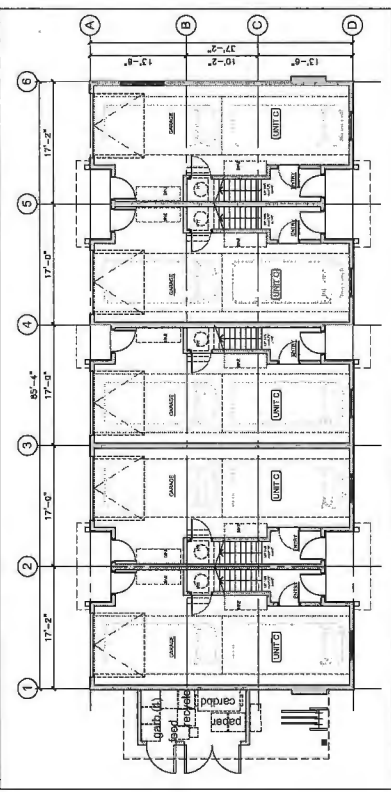
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BUILDING 1 PLAN - LEVEL 3
 Scale: 1/8"=1'-0"



BUILDING 1 PLAN - LEVEL 2
 Scale: 1/8"=1'-0"



BUILDING 1 PLAN - LEVEL 1
 Scale: 1/8"=1'-0"

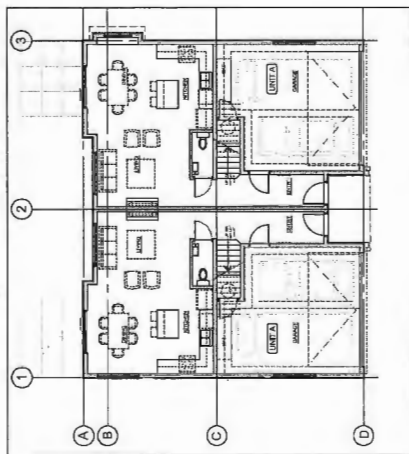
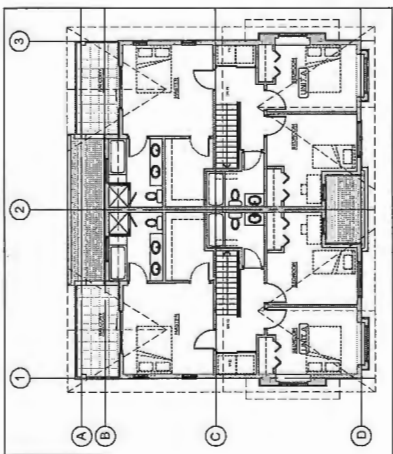
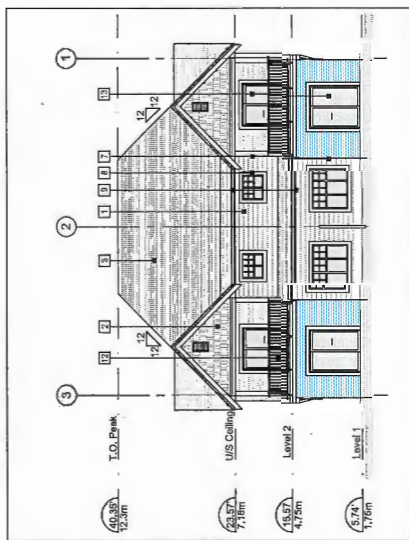
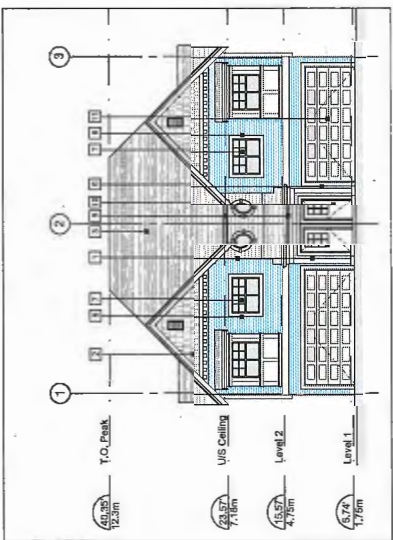
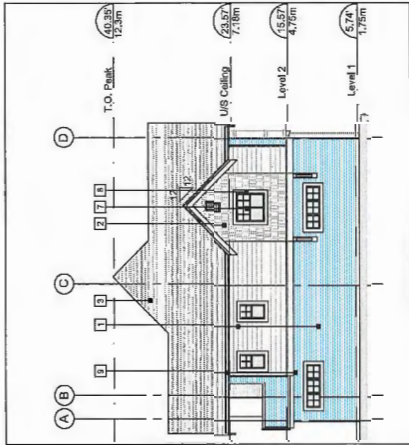
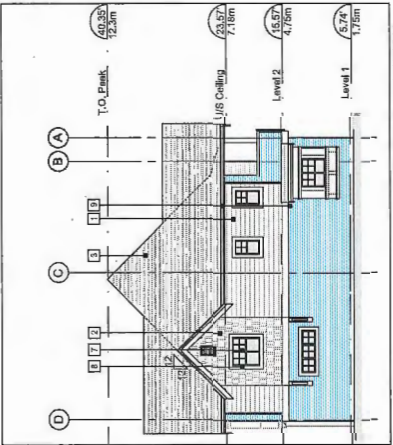
REVISED	
APR 1, 2014	Issued for REC Application
JAN 20, 2015	Minor Revision for Review
AUG 27, 2015	REC Application
JUN 15, 2016	REC Re-submission
FEB 20, 2017	REC Re-submission

CONSULTING

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PROJECT	Proposed 20-Unit Townhouse Development 10911/10900 Curtis Road Richmond, VA
PROJECT NO.	1412
SCALE	As Noted
DATE	Aug. 1, 2014
DRAWN BY	KC, ERS, BL, AL
CHECKED BY	KVC
SHEET TITLE	BUILDING PLANS & ELEVATIONS BUILDING 2 & 5
DRAWING	A3.2

- EXTERIOR FINISHES**
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B - Colour: BM 2122-20 (Briar White)
 - 2 HIDDEN PLANK SIDING
Single Edge Hidden Panels
B - Colour: BM 2122-40 (Briar White)
 - 3 FRIBROGLASS ASPHALT ROOF SHINGLES
Colour: Dark Gray (Multi-colour, Textured)
 - 4 2x4 WOOD TRIM BOARD - PAINTED
Colour: BM C070 (Dark White)
 - 5 1x4 TRIM BOARD ON 2x6 BARGE BOARD
Colour: BM C070 (Dark White)
 - 6 METAL FLASHING
Colour: BM C070 (Dark White)
 - 7 VINYL FRAMED DOUBLE GLAZED WINDOWS
Venetian or Equivalent. Colour: Anodized Aluminium
 - 8 2x6 WINDOW TRIM BOARD - PAINTED
Colour: BM C070 (Dark White)
 - 9 ALUMINUM FASCIA/GUTTER
Colour: BM H116 (Kestrel Charcoal)
 - 10 ENTRY SOLID WOOD DOOR WITH SIDE LIGHT
Colour: BM H116 (Kestrel Charcoal)
 - 11 OVERHEAD WOOD SHAKE GARAGE DOOR
Colour: BM 2122-20 (Briar White)
 - 12 METAL RAILING
Colour: BM H116 (Kestrel Charcoal)
 - 13 DOUBLE GLAZED VINYL SLIDING DOOR
Colour: Anodized Aluminium
 - 14 ELECTRICAL ROOM DOOR
Colour: BM 2122-20 (Briar White)
 - 15 PLANTERS BOX
Colour: BM 2122-20 (Briar White)



REVISIONS	DATE	BY	DESCRIPTION
	AUG 1, 2014		Issued for R2 Application
	JAN 21, 2015		Minor Revision to the Plan
	AUG 27, 2015		R2 Re-Submission
	JAN 15, 2016		R2 Re-Submission
	APR 1, 2016		R2 Re-Submission
	FEB 20, 2017		R2 Re-Submission

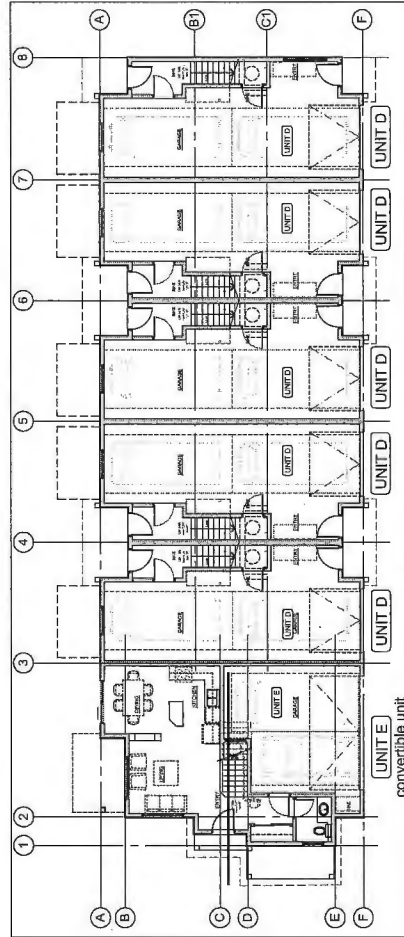
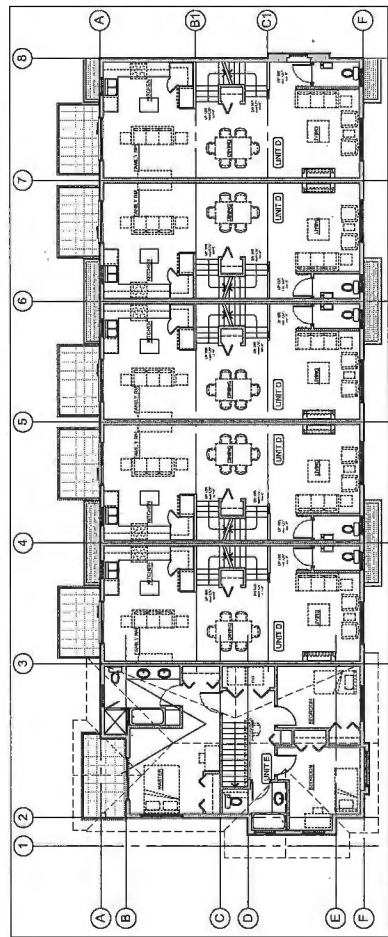
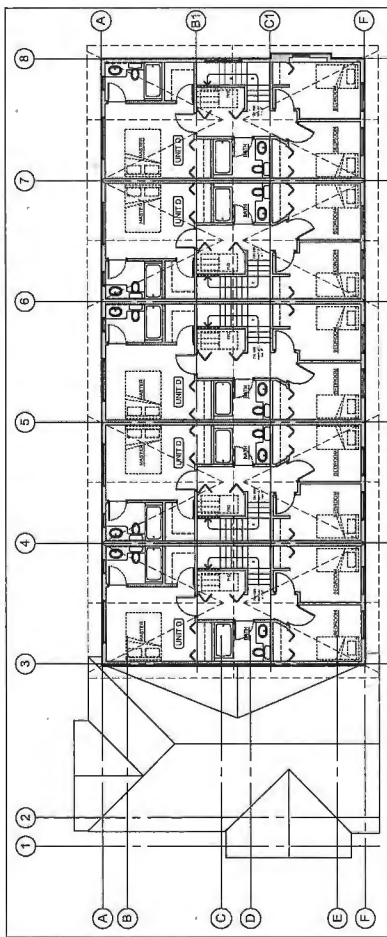
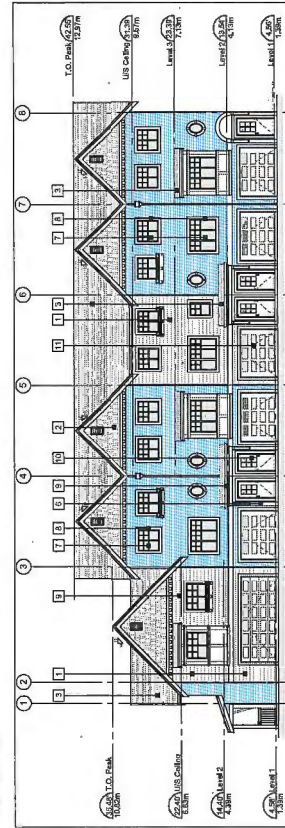
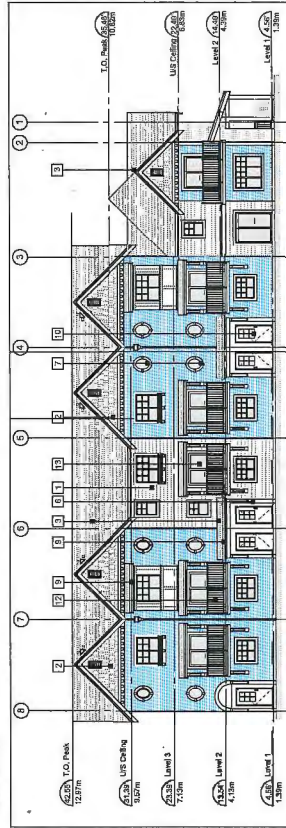
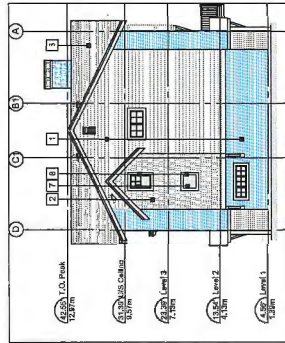
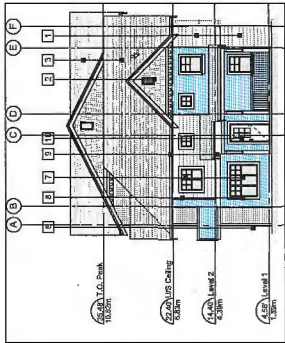
CONSULTANTS

- EXTERIOR FINISHES**
- 1 HORIZONTAL WOOD PLANK CEDAR/MILL SCANG
A- Colour: BM 2122-70 (Snow White)
 - 2 HORIZONTAL WOOD PLANK CEDAR/MILL SCANG
B- Colour: BM 2122-70 (Snow White)
 - 3 HORIZONTAL WOOD PLANK CEDAR/MILL SCANG
A- Colour: BM 2122-70 (Snow White)
B- Colour: BM 2122-40 (Smoked)
 - 4 HORIZONTAL WOOD PLANK CEDAR/MILL SCANG
A- Colour: BM 2122-40 (Smoked)
B- Colour: BM 2122-70 (Snow White)
 - 5 HORIZONTAL WOOD PLANK CEDAR/MILL SCANG
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B- Colour: BM 2122-70 (Snow White)
 - 15 HORIZONTAL WOOD PLANK CEDAR/MILL SCANG
A- Colour: BM 2122-40 (Smoked)
B- Colour: BM 2122-70 (Snow White)

INTERPAGE
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Tel: 604.273.1188
Fax: 604.273.1188
www.interpagetrade.com

PROJECT
Proposed 20-Unit
Townhouse Development
at Tomlinson Avenue West
Richmond, B.C.

PROJECT NO.	1412
SCALE	As Shown
DATE	Aug. 1, 2014
DRAWN BY	KYC SRS, E.L., A.L.
CHECKED BY	KYC
SHEET TITLE	BUILDING PLANS & ELEVATIONS: BUILDING 3
DRAWING	A3.3



convertible unit

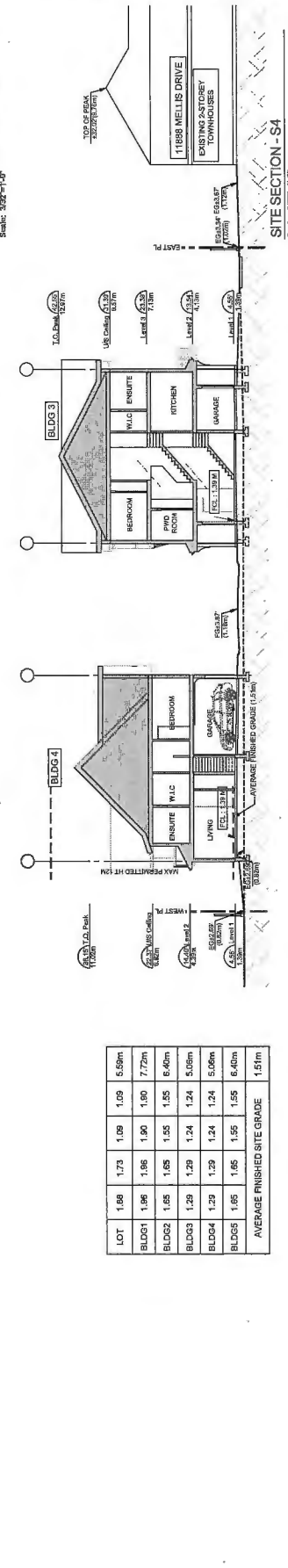
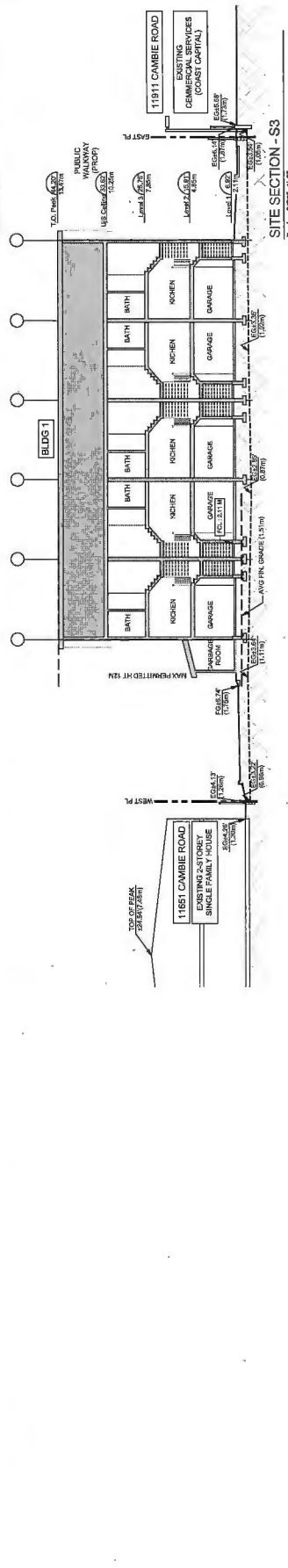
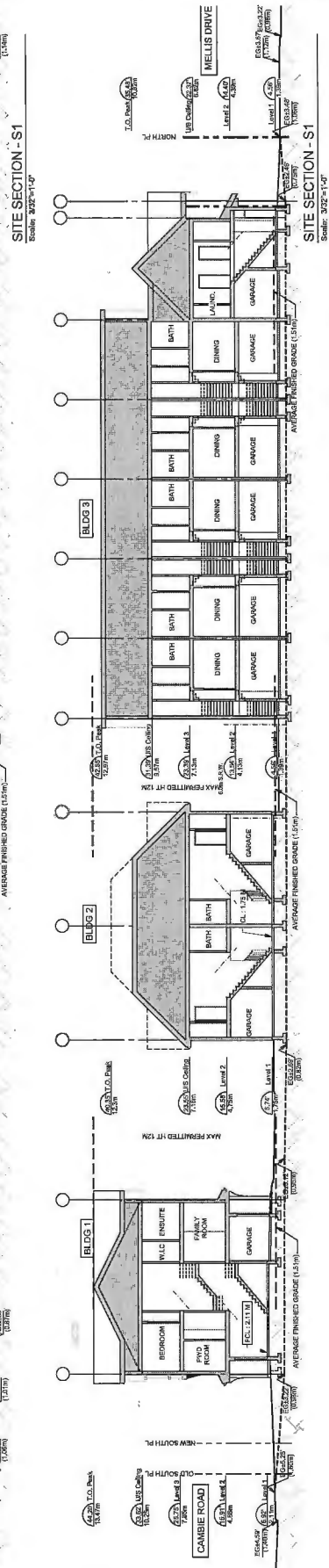
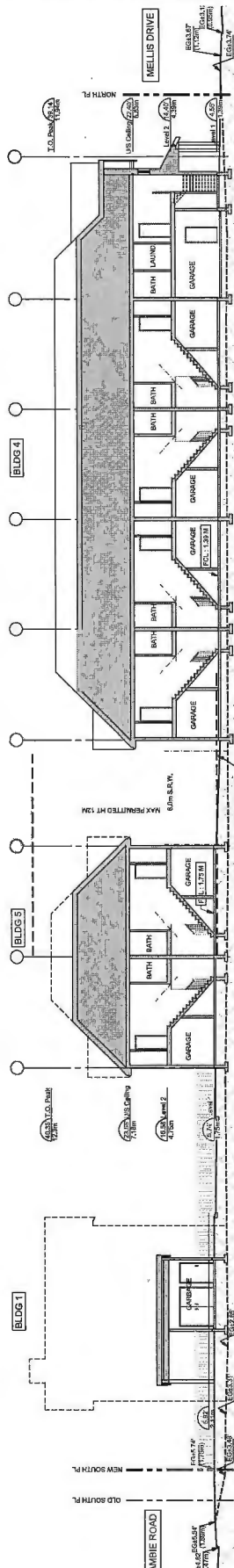
REVISIONS	DATE	ISSUED BY	REVISION
	AUG 1, 2014	Issued for RZ Application	
	NOV 27, 2014	Issued for Review	
	DEC 04, 2014	Issued for Review	
	JAN 03, 2015	Minor Revisions for Review	
	AUG 27, 2016	RZ No Submittal	
	FEB 29, 2017	RZ No Submittal	
CONSULTANTS			

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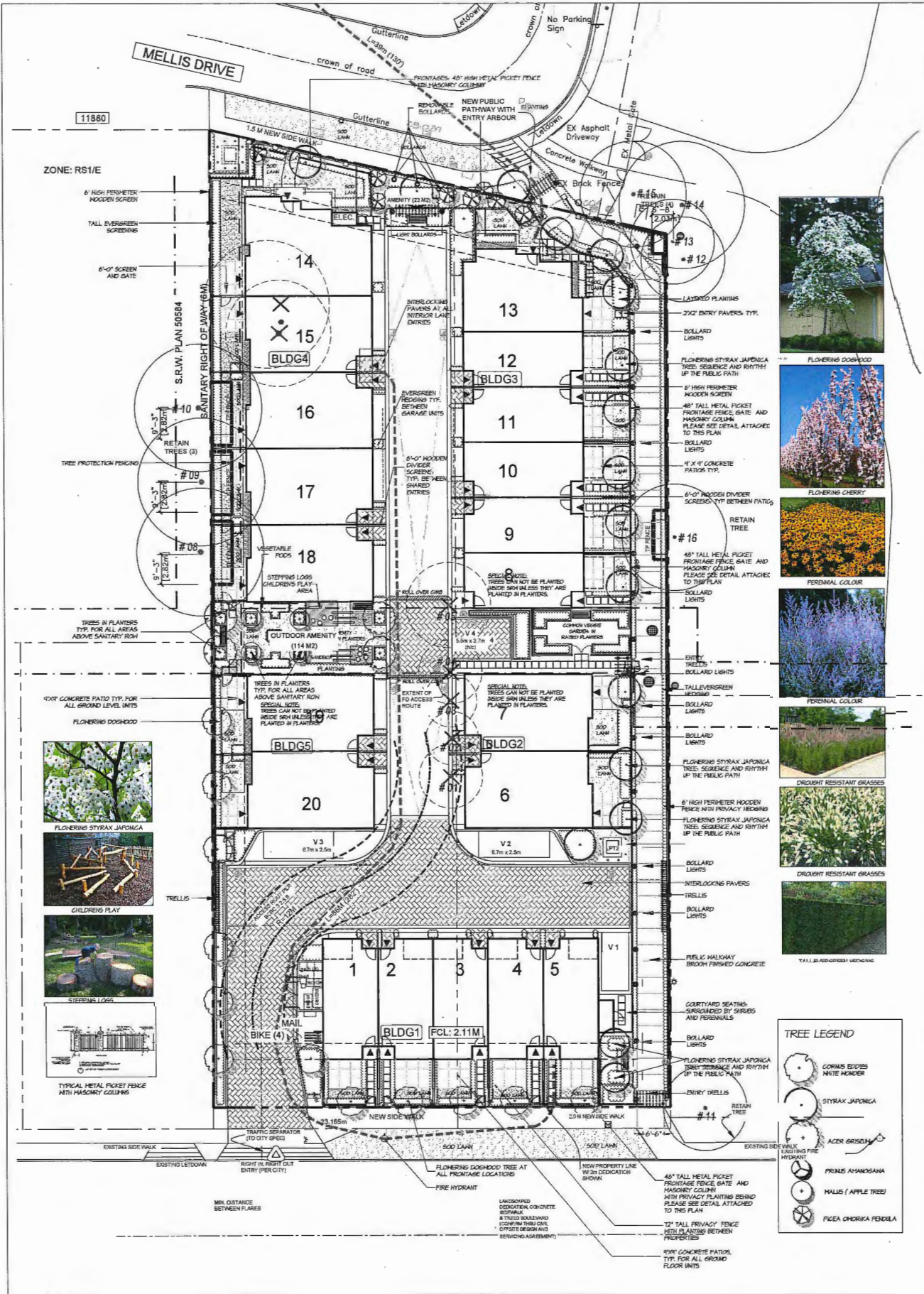
INTERPAGE
 Residential Development
 11999 Cambie Road
 Richmond, BC V6V 2S2
 T 604 881 1183
 F 604 871 1148
 www.interpageinc.com

PROJECT: Proposed 2-Unit Townhouse Development
 11988 Mellis Drive
 Richmond, B.C.

PROJECT NO: 1412
 SCALE: As Noted
 DATE: Aug. 1, 2014
 DRAWN BY: KYC, SRS, B.L.A.
 CHECKED BY: KYC
 SHEET TITLE: SITE SECTIONS
 DRAWING: A5.2



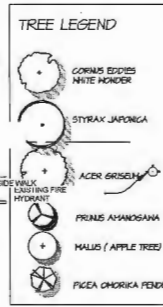
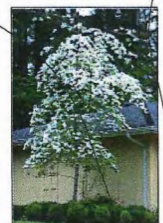
LOT	1.68	1.73	1.09	1.09	5.69m
BLDG1	1.96	1.90	1.90	1.90	7.72m
BLDG2	1.65	1.65	1.55	1.55	6.40m
BLDG3	1.29	1.29	1.24	1.24	5.06m
BLDG4	1.29	1.29	1.24	1.24	5.06m
BLDG5	1.65	1.65	1.55	1.55	6.40m
AVERAGE FINISHED SITE GRADE					1.51m



PROPOSED 20-UNIT TOWNHOUSE DEVELOPMENT
11671, 11691 CAMBIE ROAD, RICHMOND, BC

M2 LANDSCAPE ARCHITECTURE
220-26 LORNE MEWS
NEW WESTMINSTER BC
T 604 553-0044

REVISION #4
DRAWN BY TK
REVISION #380 2017
SCALE: 1/4"=1'-0"





**City of
Richmond**

Report to Committee
Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director of Development

Date: September 10, 2015
File: RZ 14-670471

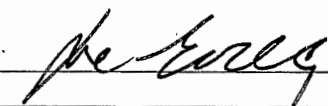
Re: Application by Interface Architecture Inc. for Rezoning at 11671 and 11691 Cambie Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, for the rezoning of 11671 and 11691 Cambie Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.


Wayne Craig
Director of Development

WC:mp
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 11671 and 11691 Cambie Road from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to develop 21 townhouse units. Single family houses that previously occupied the site have been demolished. A location map is provided in Attachment 1.

Project Description

The two properties, with a total frontage of 43.3 m, are proposed to be consolidated into one development parcel. The proposed 21 townhouse units are distributed in five buildings arranged around a T-shaped internal driveway with access from Mellis Drive. The six units fronting onto Cambie Road will have direct pedestrian access from the street and garage access from the rear, and the units in the interior buildings will have both their front entrances and garages from the internal driveway.

The two buildings along the west property line and the duplex located in the middle of the site along the east property line are two storeys in height. The building fronting onto Cambie Road and the building at the northeast corner are three storeys in height, but both buildings step down to two storeys where it adjoins the existing two-storey house on the west side and the street (i.e., Mellis Drive) to the north. A wider east side yard setback of 8.2 m is provided to the three-storey building at the northeast corner to reduce any potential impacts on the existing townhouse development to the east.

A common outdoor space is proposed in the middle of the site, and five visitor parking spaces are distributed around the site. The development also includes a 3.5m-wide Public Right-of-Passage (PROP) statutory right-of-way along the eastern edge of the site to provide a pedestrian link between Mellis Drive and Cambie Road.

A preliminary site plan, building elevations and landscape plan are contained in Attachment 2.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Surrounding Development

To the North: Across Mellis Drive are single-family homes on lots zoned “Single Detached (RS1/E)”.

To the South: Across Cambie Road is a shopping centre on a lot zoned “Community Commercial (CC)”.

To the East: A commercial development on a lot zoned "Neighbourhood Commercial (CN)", which is currently occupied by a financial institution, and a 33-unit townhouse development on a lot zoned "Low Density Townhouses (RTL1)" with vehicular access from Mellis Drive.

To the West: To the west are single family homes on lots zoned "Single Detached (RS1/E)". The properties fronting onto Cambie Road are designated "Residential", which may include multiple family housing, and the properties fronting onto Mellis Drive are designated "Residential (Single-Family Only)" in the East Cambie Area Plan (Attachment 4).

Related Policies & Studies

2041 Official Community Plan

The subject properties are designated "Neighbourhood Residential (NRES)" in the 2041 Official Community Plan (OCP), and "Residential", which permits multiple family housing, in the East Cambie Area Plan. The East Cambie Area Plan land use designation permitting multiple family housing encompasses the entire site. The townhouse proposal is consistent with these designations.

Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. A Flood Indemnity Restrictive Covenant is required to be registered on title prior to adoption of the rezoning bylaw.

Townhouse Energy Efficiency and Renewable Energy Policy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 or higher and providing pre-ducting for solar hot water for the proposed development. A legal agreement specifying all units are to be built and maintained to the ERS82 or higher, and all units are to be solar-hot-water ready is required prior to rezoning bylaw adoption. As part of the Development Permit application process, the developer is also required to retain a Certified Energy Advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

OCP Aircraft Noise Sensitive Development (ANSD) Policy

The site is located within Area 4 of the ANSD map, which allows consideration of all new aircraft noise sensitive uses, including townhouses. An Aircraft Noise Sensitive Use Restrictive Covenant is to be registered on title prior to final adoption of the rezoning bylaw. Also, the applicant is to submit a report for indoor noise mitigation and climate control measures as part of the Development Permit application.

Public Input

The applicant has forwarded confirmation that two development signs have been posted on the site. In addition, the applicant distributed notification to 41 adjacent properties (including properties along Mellis Drive and Bergen Drive located outside of the standard 50m notification

area) to seek input on the proposed development, and invite the residents to a public information meeting. The map showing the properties notified of the proposed development is included in Attachment 5.

The public information meeting was held at 7:00 pm on September 9, 2015 at Cambie Community Centre. The meeting was formatted as an open house to allow attendees to walk around the room, read information on display boards with the conceptual development plans and colour illustrations, and ask questions and/or provide comments. The developer, project architect, landscape architect and traffic consultant were in attendance, and Planning staff also attended the meeting to observe and answer questions about the application process.

Two households at 11880 Mellis Drive and 11720 Mellis Drive were represented at the public information meeting. The meeting attendees were generally supportive of the proposed development and appreciated its high quality design and provision of the proposed pedestrian walkway connecting Mellis Drive and Cambie Road. However, there were concerns regarding potential traffic impact in the established single-family neighbourhood to the north and parking spill-over onto Mellis Drive. The meeting attendees also provided written comments, which are attached to this report.

In addition to the written comments from the meeting attendees, two additional written submissions were received; one resident (no address provided, identified himself as a resident in the Mellis neighbourhood) expressing concerns about traffic increase and parking spill-over onto Mellis Drive, and a resident at 3920 Barga Drive expressing concerns regarding traffic impacts at the Barga Drive and Cambie Road intersection. (The proposed site access and traffic impacts are discussed in detail in the "Analysis" section of the report.)

A total of five written submissions (two submissions are from the same resident at 11720 Mellis Drive) received from residents are included in Attachment 6. Should the rezoning application proceed, a Public Hearing will provide opportunity for additional public input.

Analysis

OCP Compliance

The proposed rezoning is consistent with the 2041 OCP and East Cambie Area Plan land use designations which permit various housing types including townhouses along Cambie Road. Also, the proposed development is generally consistent with the Development Permit Guidelines for multiple-family developments contained in the 2041 OCP.

As identified in the 2041 OCP, a 3.5m-wide public walkway (a 2 m-wide hard-surfaced path with landscaping on both sides) will be provided along the east property line. The proposed walkway would significantly improve the neighbourhood connection by providing a direct pedestrian link from Mellis Drive to Cambie Road.

Transportation and Site Access

Vehicular access is to be from Mellis Drive. Considering potential concerns from residents regarding traffic intrusion in the adjacent area that is predominantly characterized by single

detached homes, the applicant has submitted a Traffic Impact Assessment report prepared by Creative Transportation Solutions Ltd. in support of the proposed access. Based on the data collection and analysis, the consultant has concluded that the traffic impact of the proposed development on the adjacent roads would have a marginal increase in traffic volume over the existing condition.

Transportation staff have accepted that the traffic impacts presented in the report, and support the access from Mellis Drive with a condition that the developer agrees to upgrade traffic signals at the intersection of Barga Drive and Cambie Road, and to provide a partial cash contribution of \$20,000 for future provision of Accessible Pedestrian Signal (APS) and illuminated street signs at the intersection of Cambie Road and No.5 Road.

As part of the off-site roadworks to be secured through a Servicing Agreement (SA), the north leg of Barga Drive at Cambie Road will be upgraded to include vehicle detection devices, which will allow the existing pedestrian signal to transition to a red light on Cambie Road when a vehicle on Barga Drive is waiting at the intersection.

Staff support the proposed access from Mellis Drive based on the following:

- The Traffic Impact Assessment demonstrates that the impacts of the proposed development would be manageable.
- Traffic signal upgrades will be provided at the Cambie Road and Barga Drive intersection, and the developer has also agreed to provide a cash contribution for future improvements at the intersection of Cambie Road and No.5 Road as a condition of rezoning approval.
- The traffic signal upgrades at the intersection of Cambie Road and Barga Drive will improve traffic circulation for area residents that exit the neighbourhood via this intersection.
- The pedestrian walkway will encourage walking by improving connectivity and access to the neighbourhood and help reduce the reliance on private vehicles for short trips.
- Allowing access from Mellis Drive will limit driveway access that would impede through-traffic flow on the major road (i.e., Cambie Road) and help reduce conflicts between vehicular and pedestrian movements.
- A pedestrian-friendly streetscape can be achieved by avoiding vehicular access from Cambie Road.
- The Mellis Drive access will allow full movement access to/from the site for convenience of future residents.

Transportation staff have noted that, should Council wish to pursue access from Cambie Road, the site design could be adjusted through the DP process. If access to Cambie Road is to be accommodated, design features will need to be incorporated to limit turning movements at the site access to right-in and right-out only due to its proximity to the No.5 Road and Cambie Road intersection. As well, a restrictive covenant limiting turning movements may need to be required to be registered on title.

Public Right-of-Passage (PROP)

A Public Right-of-Passage (PROP) statutory right-of-way over the internal driveway will be secured prior to final adoption of the rezoning bylaw to provide an access option from Mellis Drive for a future development to the west along Cambie Road. Should the City receive a development application for the adjacent sites to the west, access to the future development will be assessed by staff at the time of application.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to enter into a SA for the design and construction of required frontage improvements on Cambie Road and Mellis Drive including new sidewalk and treed boulevard as well as any traffic signal modifications, utility relocations or upgrades. The SA will also include the design of construction of the pedestrian walkway including installation of way-finding signage, and a 2 m road dedication required along the entire Cambie frontage for future road widening.

Existing Legal Encumbrance

A statutory right-of-way (registration number RD32263) for sanitary sewer runs east-west across the subject site. No permanent structure will be allowed on the right-of-way.

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and provided the following comments:

- Seven (7) trees located on the development site are all in poor condition and have been previously topped or exhibit structural defects such as cavities at the main branch union and co-dominant stems with inclusions. As a result, these trees are not good candidates for retention and should be replaced.
- Nine (9) trees located on neighbouring properties are to be retained and protected as per Arborist report specifications.

Based on the 2:1 tree replacement ratio goal stated in the OCP, 14 replacement trees are required for the removal of 7 trees. According to the preliminary landscape plan, the developer is proposing to plant over 20 new trees on-site. The size and species of replacement trees and a detailed landscape design will be reviewed at the Development Permit stage.

Tree protection fencing has been installed to City standards prior to the demolition of the houses that previously occupied the site in order to ensure the trees on the neighbouring properties are protected. The tree protection plan is included in Attachment 7. Prior to final adoption of the rezoning bylaw, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zones will be required.

Requested Variances

The proposed development is generally in compliance with the “Low Density Townhouses (RTL4)” zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

- Reduce the front yard setback (Mellis Drive) from 6.0 m to 4.5 m.
- Reduce the rear yard setback (Cambie Road) from 6.0 m to 4.5 m.

Staff support the requested variances recognizing that a wider side yard setback is provided on the east side to accommodate the pedestrian walkway, and a 2 m road dedication is required along the entire Cambie Road frontage. These variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has agreed to make a cash contribution to the Affordable Housing Reserve Fund at \$2.00 per buildable square foot for a contribution of \$48,534.40.

Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per buildable square foot (2014 rate) to the City’s Public Art Fund. The amount of the contribution would be \$18,685.70.

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$23,000 as per the OCP and Council Policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Based on the preliminary design, the size of the proposed outdoor amenity space meets the Official Community Plan (OCP) requirement of 6 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configuration and design of the outdoor amenity space meets the Development Permit Guidelines in the 2041 OCP.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the proposed development is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues will be further examined in relation to the site.

- Compliance with Development Permit Guidelines for multiple-family developments contained in Section 14 of the 2041 OCP

- Refinement of building form and architectural character
- Provision of a convertible unit and design of other accessibility/aging-in-place features
- Details of the proposed sustainability features
- Landscaping and open space design: enhancement of the outdoor amenity area, Cambie Road and Mellis Drive frontages.
- Design details of the pedestrian walkway, including paving material, lighting, fencing and planting
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment
- Use of Crime Prevention Through Environmental Design (CPTED) to minimize opportunities for crime and promote a sense of security

Additional issues may be identified as part of the Development Permit application review process.

Financial Impact or Economic Impact

None

Conclusion

The proposed 21-unit townhouse development is consistent with the 2041 Official Community Plan and East Cambie Area Plan land use designations. Further design review will be conducted as part of the Development Permit application process to ensure a high quality project and consistency with the Development Permit Area guidelines.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9293 be introduced and given first reading.



Minhee Park
Planner 1

MP:cas

Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet

Attachment 4: East Cambie Area Plan Land Use Map

Attachment 5: Public Information Meeting Notification Area

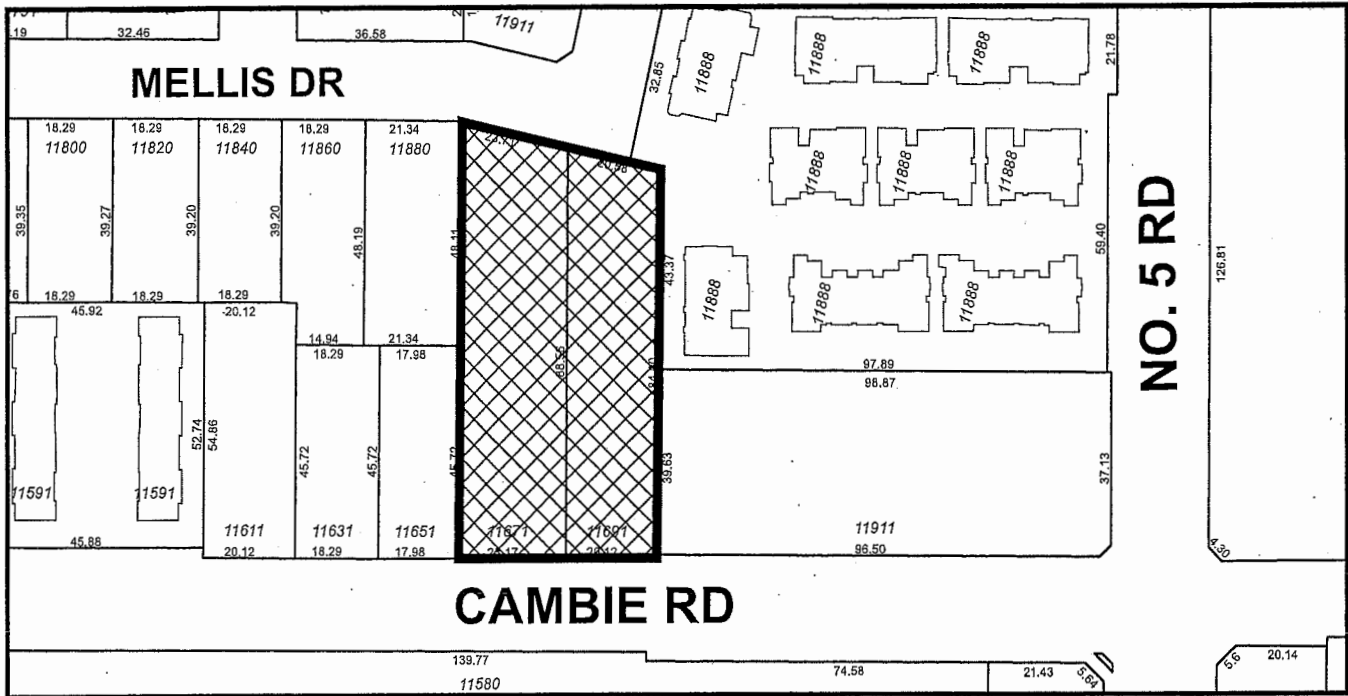
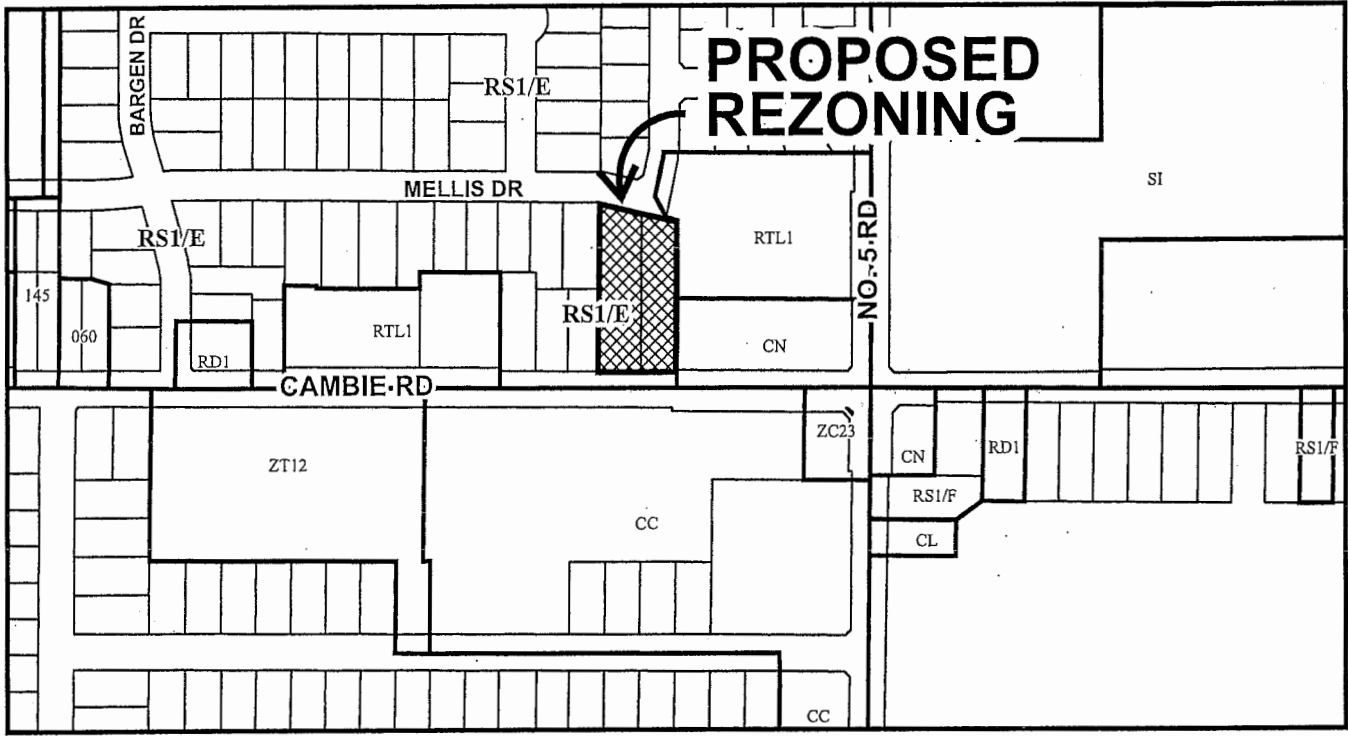
Attachment 6: Comments from Residents

Attachment 7: Tree Management Plan

Attachment 8: Rezoning Considerations



City of
Richmond



RZ 14-670471

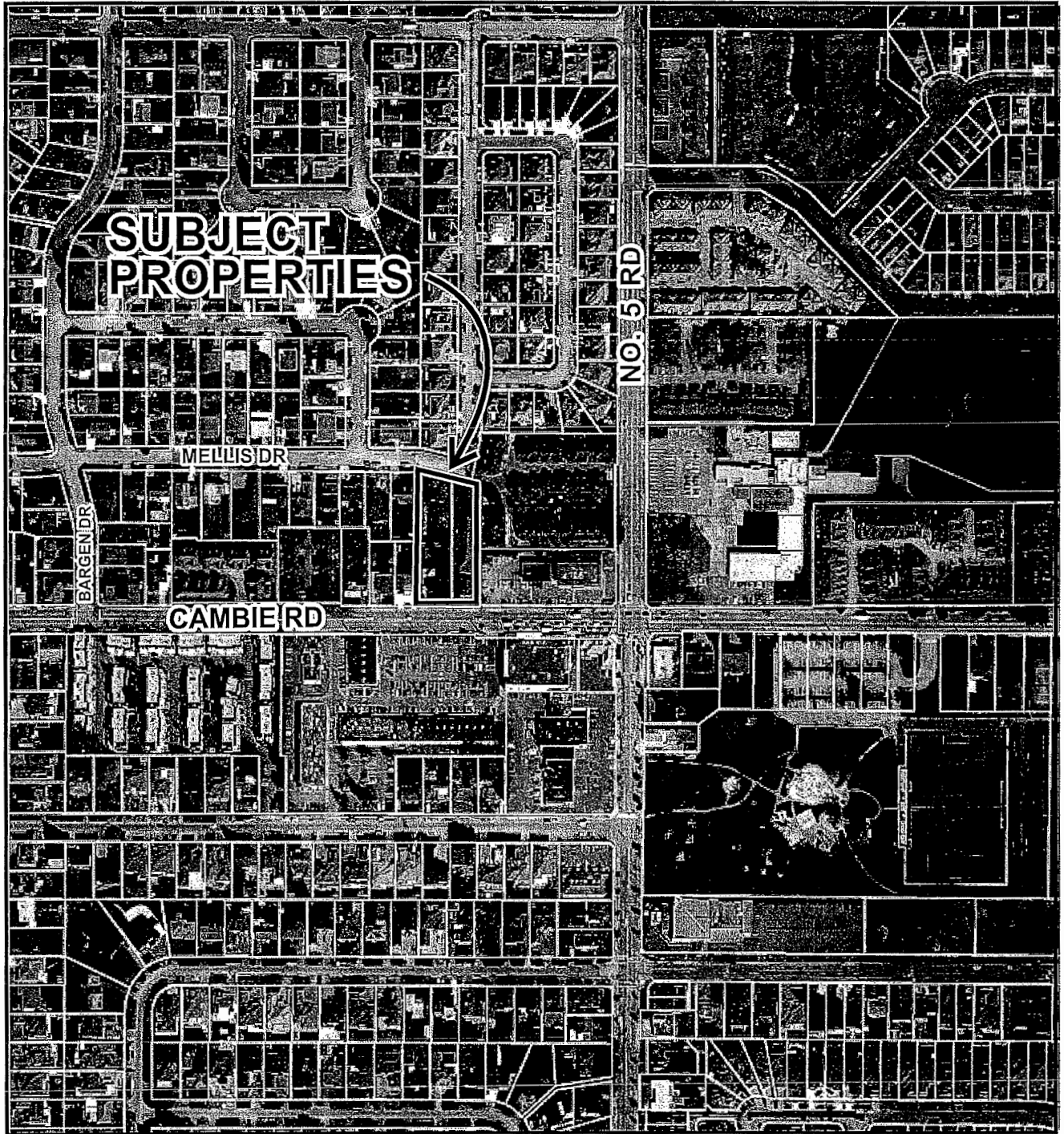
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Revision Date: 09/11/15

Note: Dimensions are in METRES



City of
Richmond



RZ 14-670471

Original Date: 09/04/14

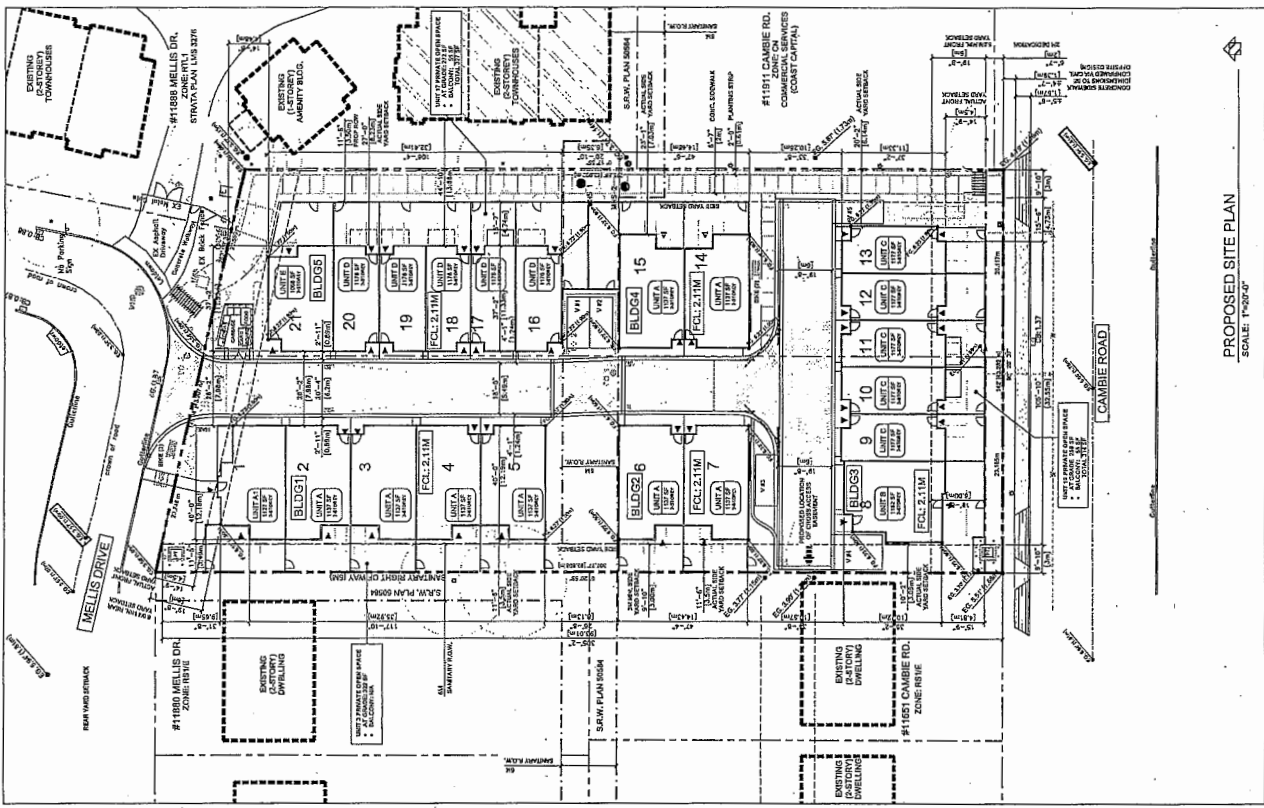
Revision Date:

Note: Dimensions are in METRES

REVISIONS	ISSUED FOR PERMITS
NOV 27, 2014	ISSUED FOR REVIEW
DEC 14, 2014	ISSUED FOR REVIEW
JAN 22, 2015	ISSUED FOR REVIEW
AUG 27, 2015	RE SUBMITTED
CONSULTANTS	

INTERFACE:
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 Suite 200
 Coral Gables, FL 33134
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 F 305 851 1198
 www.interfacefl.com

PROJECT	Proposed 21-Unit Townhouse Development
PROJECT NO.	11971 Cambie Road
SCALE	AS SHOWN
DATE	Aug 1, 2014
DRAWN BY	KYC, BRL, RL
CHECKED BY	KYC, BRL, RL
SHEET TITLE	PROPOSED DATA-MID SITE PLAN
DRAWING	A1.1

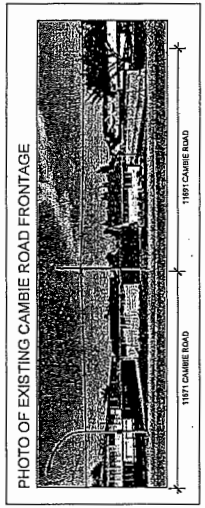


PROJECT DESCRIPTION

A 21-UNIT TOWNHOUSE DEVELOPMENT IS PROPOSED FOR THIS 3.04 AC (0.75 AC OF WHICH IS IN THE EAST CAMBIE ZONE) SITE. THE DEVELOPMENT WILL CONSIST OF 21 TOWNHOUSE UNITS, 21 PARKING SPACES, AND A BICYCLE RACK. THE DEVELOPMENT WILL BE ACCESSIBLE FROM MELISS DRIVE (A RESIDENTIAL STREET) AND CAMBIE ROAD (A MAJOR ROAD) WITH A REAR YARD FRONT ON THE MELISS DRIVE (A RESIDENTIAL STREET). THE PROJECT COMPRISES OF 21 UNITS IN BUILDINGS TWO DUPLEXES, ONE TRIPLEX, AND TWO PLEXES.

THE TARGET ZONING IS R-1, WHICH PERMITS UP TO 100,000 SQ. FT. OF GROSS FLOOR AREA, UP TO 40' HEIGHT, AND UP TO 100' FRONT YARD SETBACK. THE DEVELOPMENT IS SUBJECT TO THE FOLLOWING CONDITIONS:

- (1) CONTRIBUTION TO THE UNDESIRABLE NEIGHBORHOOD CHARACTERISTICS.
- (2) COMPLIANCE WITH THE CITY'S FUTURE DESIGN GUIDELINES.
- (3) PROVISION OF A 10' BUFFER ZONE ALONG THE CAMBIE ROAD FRONTAGE.
- (4) REGISTRATION OF AN AGREEMENT TO PERMIT FUTURE ACCESS TO THE WEST.
- (5) ZONING VARIANCES ARE REQUIRED.
- (6) REDUCE THE FRONT YARD SETBACK FROM 6.0M TO 4.5M.
- (7) REDUCE THE REAR YARD SETBACK FROM 6.0M TO 4.5M.
- (8) INTERNAL DRIVE ASSESSMENT REDUCED FROM 6.7M TO 4.5M.



BIKE PARKING SUMMARY

CLASS	TYPE	AREA (SQ. FT.)	AREA (SQ. M.)	AREA (SQ. YD.)	AREA (SQ. IN.)
CLASS 1	BIKE PARKING (STREET)	13.5	1.25	0.30	32.0
CLASS 2	BIKE PARKING (PRIVATE)	13.5	1.25	0.30	32.0
TOTALS		27.0	2.50	0.60	64.0

PARKING SUMMARY

BLDG	UNIT TYPE	NO. UNITS	TYPE	AREA (SQ. FT.)	AREA (SQ. M.)	AREA (SQ. YD.)	AREA (SQ. IN.)
BUILDING 1	A	2	1	100	9.3	2.5	240
BUILDING 2	B	2	2	200	18.6	5.0	480
BUILDING 3	C	2	1	100	9.3	2.5	240
BUILDING 4	D	2	2	200	18.6	5.0	480
BUILDING 5	E	2	1	100	9.3	2.5	240
BUILDING 6	F	2	2	200	18.6	5.0	480
BUILDING 7	G	2	1	100	9.3	2.5	240
BUILDING 8	H	2	2	200	18.6	5.0	480
BUILDING 9	I	2	1	100	9.3	2.5	240
BUILDING 10	J	2	2	200	18.6	5.0	480
BUILDING 11	K	2	1	100	9.3	2.5	240
BUILDING 12	L	2	2	200	18.6	5.0	480
BUILDING 13	M	2	1	100	9.3	2.5	240
BUILDING 14	N	2	2	200	18.6	5.0	480
BUILDING 15	O	2	1	100	9.3	2.5	240
BUILDING 16	P	2	2	200	18.6	5.0	480
BUILDING 17	Q	2	1	100	9.3	2.5	240
BUILDING 18	R	2	2	200	18.6	5.0	480
BUILDING 19	S	2	1	100	9.3	2.5	240
BUILDING 20	T	2	2	200	18.6	5.0	480
BUILDING 21	U	2	1	100	9.3	2.5	240
TOTALS		42		4200	388.8	107.5	10080

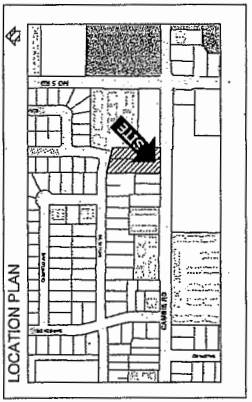
AREA BREAKDOWN BY BUILDING (SF)

BLDG	TYPE	AREA (SQ. FT.)	AREA (SQ. M.)	AREA (SQ. YD.)	AREA (SQ. IN.)
BUILDING 1	A	100	9.3	2.5	240
BUILDING 2	B	200	18.6	5.0	480
BUILDING 3	C	100	9.3	2.5	240
BUILDING 4	D	200	18.6	5.0	480
BUILDING 5	E	100	9.3	2.5	240
BUILDING 6	F	200	18.6	5.0	480
BUILDING 7	G	100	9.3	2.5	240
BUILDING 8	H	200	18.6	5.0	480
BUILDING 9	I	100	9.3	2.5	240
BUILDING 10	J	200	18.6	5.0	480
BUILDING 11	K	100	9.3	2.5	240
BUILDING 12	L	200	18.6	5.0	480
BUILDING 13	M	100	9.3	2.5	240
BUILDING 14	N	200	18.6	5.0	480
BUILDING 15	O	100	9.3	2.5	240
BUILDING 16	P	200	18.6	5.0	480
BUILDING 17	Q	100	9.3	2.5	240
BUILDING 18	R	200	18.6	5.0	480
BUILDING 19	S	100	9.3	2.5	240
BUILDING 20	T	200	18.6	5.0	480
BUILDING 21	U	100	9.3	2.5	240
TOTALS		4200	388.8	107.5	10080

DRAWING LIST

Architectural

- A1.1 PROJECT DATA AND SITE PLAN
- A1.2 SITE ACCESS PLAN AND TRUCK TURNING PLAN
- A1.3 SITE PERMEABILITY / SWATH CALCULATION
- A1.4 FLOOR PLANS: BUILDINGS 1-21
- A1.5 FLOOR PLANS: BUILDINGS 1-21
- A1.6 FLOOR PLANS: BUILDINGS 1-21
- A1.7 FLOOR PLANS: BUILDINGS 1-21
- A1.8 ELEVATIONS: BUILDINGS 1-21
- A1.9 ELEVATIONS: BUILDINGS 1-21
- A1.10 ELEVATIONS: BUILDINGS 1-21
- A1.11 ELEVATIONS: BUILDINGS 1-21
- A1.12 ELEVATIONS: BUILDINGS 1-21
- A1.13 ELEVATIONS: BUILDINGS 1-21
- A1.14 ELEVATIONS: BUILDINGS 1-21
- A1.15 ELEVATIONS: BUILDINGS 1-21
- A1.16 ELEVATIONS: BUILDINGS 1-21
- A1.17 ELEVATIONS: BUILDINGS 1-21
- A1.18 ELEVATIONS: BUILDINGS 1-21
- A1.19 ELEVATIONS: BUILDINGS 1-21
- A1.20 ELEVATIONS: BUILDINGS 1-21
- A1.21 ELEVATIONS: BUILDINGS 1-21
- A1.22 ELEVATIONS: BUILDINGS 1-21
- A1.23 ELEVATIONS: BUILDINGS 1-21
- A1.24 ELEVATIONS: BUILDINGS 1-21
- A1.25 ELEVATIONS: BUILDINGS 1-21
- A1.26 ELEVATIONS: BUILDINGS 1-21
- A1.27 ELEVATIONS: BUILDINGS 1-21
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- A1.100 ELEVATIONS: BUILDINGS 1-21



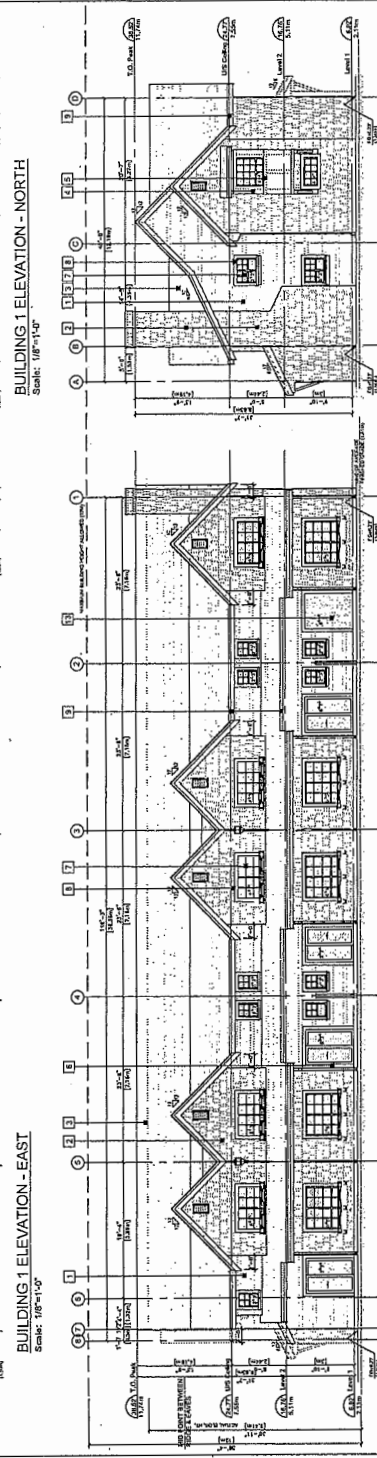
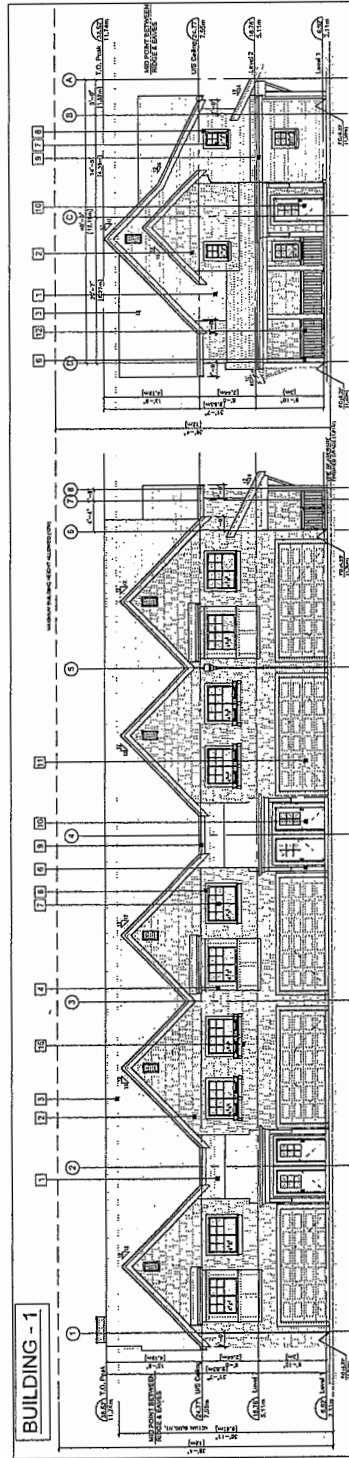
ZONING SUMMARY

Zoning Bylaw No. 8500

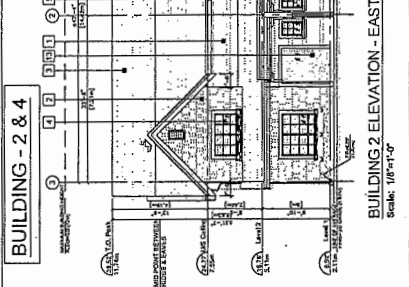
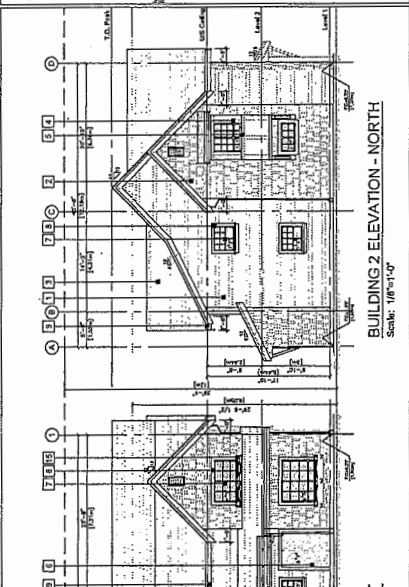
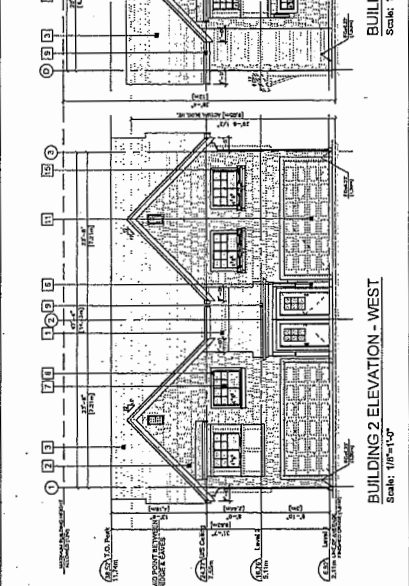
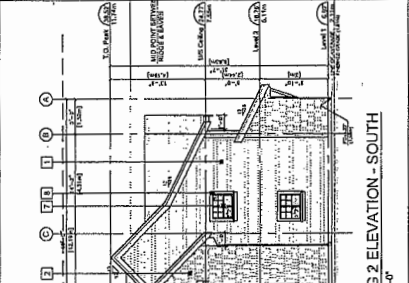
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REVISIONS	
AUG 1, 2014	Issued for RZ Application
NOV 27, 2014	Issued for Review
DEC 04, 2014	Issued for Review
JAN 23, 2015	New Standard for Boiler
AUG 21, 2015	RZ Re-submission
CONTRACTOR	
<p>INTERFACE</p> <p>1501/1701 Carnegie Road Richmond, VA 23262 Tel: 804.281.1182 www.interfaceusa.com</p>	

EXTERIOR FINISHES	
1	HORIZONTAL SIDING BY BRUCE DANIELL SIDING
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)
2	HARDIE PLANK SHINGLES
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)
3	FIBERGLASS ASPHALT ROOF SHINGLES
A	Color: Dark Gray (Multi-Color, Tinted)
B	Color: Dark Gray (Multi-Color, Tinted)
4	2x4 WOOD TRIM BOARD - PAINTED
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)
5	1x4 TRIM BOARD ON 2x8 BARGE BOARD
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)
6	PAINT UP ROOF - SEE RZ TO DETAILS
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)
7	VINYL-FRAMED DOUBLE-GLAZED WINDOWS
A	Vinyl or Equivalent, Color: Anodized Aluminum
B	Vinyl or Equivalent, Color: Anodized Aluminum
8	2x4 WINDOW TRIM BOARD - PAINTED
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)
9	ALUMINUM FASCIA GUTTER
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)
10	EXTERIOR SOLID WOOD DOOR WITH BRUSHED
A	Color: BM 2099-0 (Peterson)
B	Color: BM 2099-0 (Peterson)
11	OVERHEAD WOOD PANEL GARAGE DOOR
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)
12	METAL RAILING
A	Color: BM 10186 (Kensel Chrome)
B	Color: BM 10186 (Kensel Chrome)
13	DOUBLE GLAZE VINYL SLIDING DOOR
A	Color: Anodized Aluminum
B	Color: Anodized Aluminum
14	ELECTRICAL ROOM DOOR
A	Color: BM 2127-0 (Paint/Powder)
B	Color: BM 2127-0 (Paint/Powder)
15	PLASTER BOX
A	Color: BM 2127-0 (Snow White)
B	Color: BM 2127-0 (Snow White)



PROJECT	
Proposed 2-Light Townhouse Development 1501/1701 Carnegie Road Richmond, VA	
PROJECT NO.	112
SCALE	As Shown
DATE	AUG 1, 2014
DRAWN BY	KYC, BSL, EL
CHECKED BY	KYC
SHEET TITLE	ELEVATIONS, BUILDING 1 / 2 / 4
DRAWING	



A3.1

REVISIONS		
JAN 1, 2014	Issued for Application	
NOV 27, 2014	Issued for Review	
DEC 8, 2014	Issued by Owner	
JAN 23, 2015	Minor Revisions for Review	
MAR 13, 2015	Re-Submittal	

CONSULTANTS	
<p>INTERFACÉ ARCHITECTURE</p> <p>11500 Cambie Road Suite 230 Richmond, BC V6X 3Z5 Canada V6X 3Z5 T 604 271 1182 F 604 271 1183 www.interfacearchitecture.com</p>	

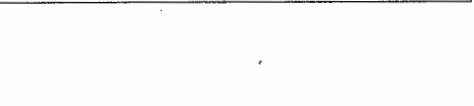
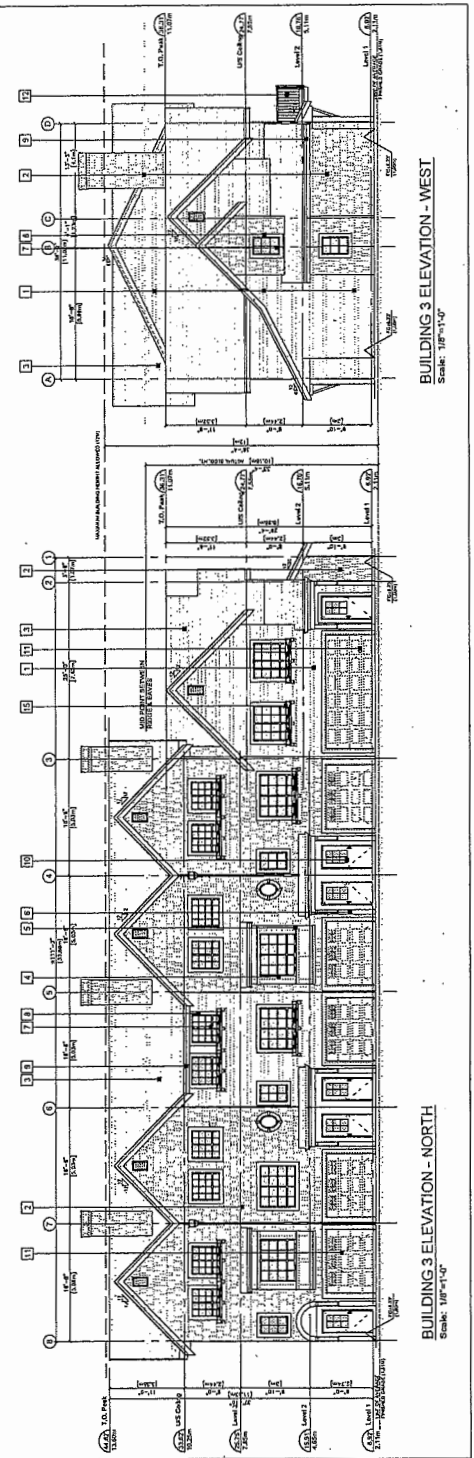
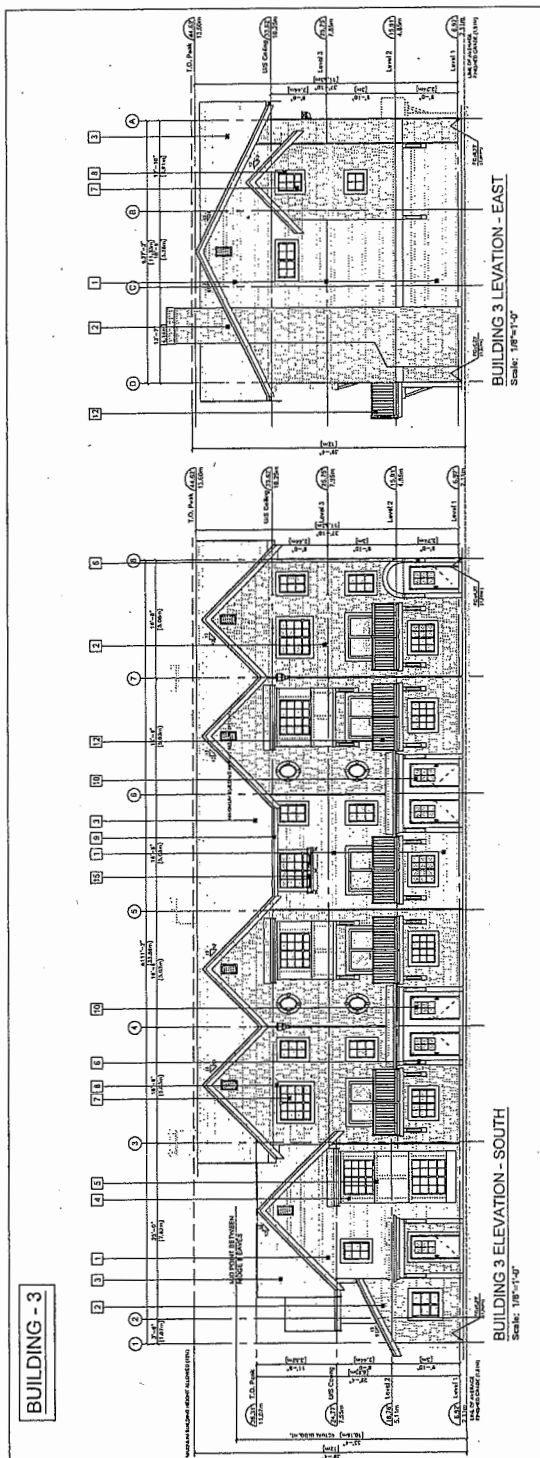
PROJECT	Proposed 21-Unit Townhouse Development 11871/11869 Cambie Road Richmond, B.C.
DATE	Aug. 1, 2014
SCALE	As Noted
DESIGNED BY	KVC
CHECKED BY	KVC
DRAWN BY	SSS, EL
DATE	Aug. 1, 2014
PROJECT NO.	112

TITLE	ELEVATIONS: BUILDING 3
DATE	Aug. 1, 2014
SCALE	As Noted
DESIGNED BY	KVC
CHECKED BY	KVC
DRAWN BY	SSS, EL
DATE	Aug. 1, 2014
PROJECT NO.	112

A3.2

EXTERIOR FINISHES

- 1 HORIZONTAL HERRING BONE CEDAR MILL SIDING
- 2 HERRING BONE SIDING
- 3 COLOR: BM 2122-29 (Snow White)
- 4 HARDIE PLANK SHINGLES
- 5 SHINGLES: Edge (Natural Finish)
- 6 A - Color: BM 177 (Blizzard Night)
- 7 B - Color: BM 2122-29 (Snow White)
- 8 HERRING BONE SIDING
- 9 HERRING BONE SIDING
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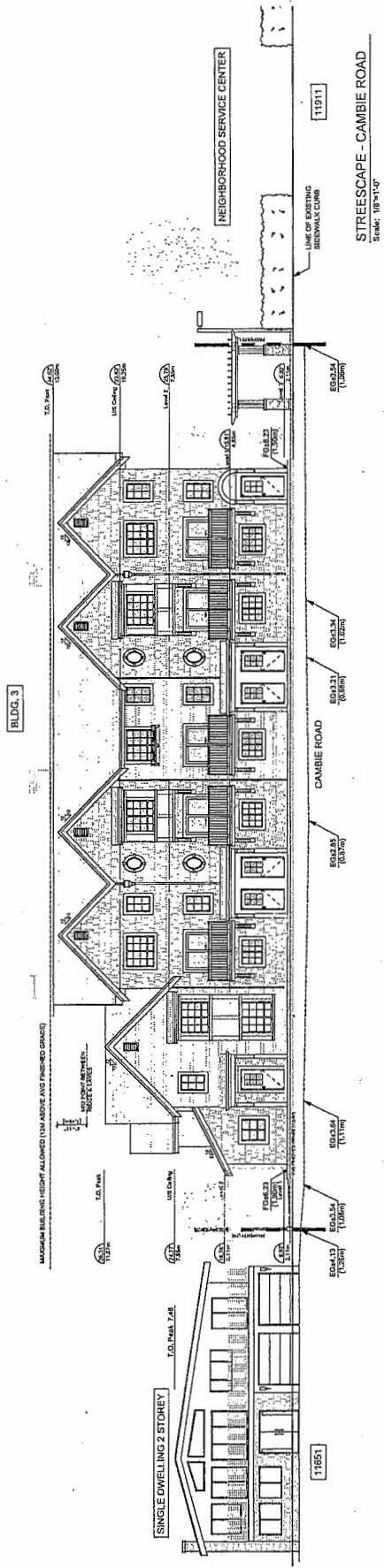


REVISIONS	
NOV 1, 2014	Issued for 02 Application
NOV 27, 2014	Issued for Review
DEC 04, 2014	Issued for Review
JAN 20, 2015	Minor Revisions for Review
MAR 20, 2015	02 Re-submission
CONSULTANTS	
<small> ARCHITECT: INTERIORS BY DESIGN, INC. 11000 Cambie Road, Richmond, BC V6X 2S2 TEL: 604.271.1822 FAX: 604.271.1823 www.interiorsbydesign.com ENGINEER: INTERIORS BY DESIGN, INC. 11000 Cambie Road, Richmond, BC V6X 2S2 TEL: 604.271.1822 FAX: 604.271.1823 www.interiorsbydesign.com LANDSCAPE ARCHITECT: INTERIORS BY DESIGN, INC. 11000 Cambie Road, Richmond, BC V6X 2S2 TEL: 604.271.1822 FAX: 604.271.1823 www.interiorsbydesign.com ENVIRONMENTAL ENGINEER: INTERIORS BY DESIGN, INC. 11000 Cambie Road, Richmond, BC V6X 2S2 TEL: 604.271.1822 FAX: 604.271.1823 www.interiorsbydesign.com SEAL </small>	

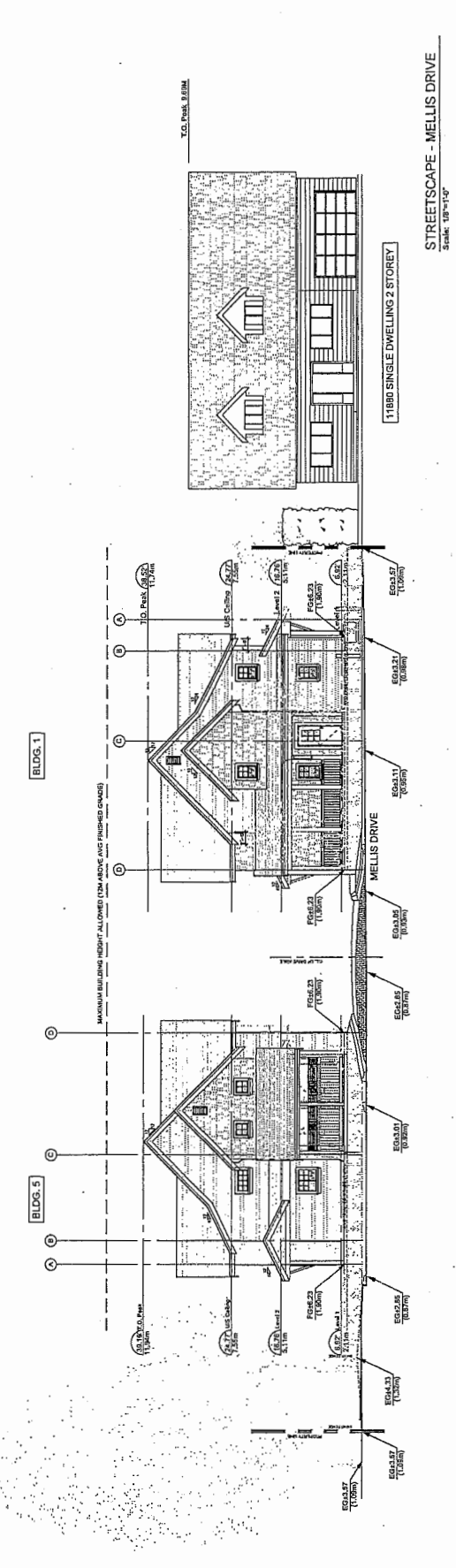
INTERFACE:
 Suite 220
 11000 Cambie Road
 Richmond, BC V6X 2S2
 TEL: 604.271.1822
 FAX: 604.271.1823
 www.interfacebc.com

PROJECT	Proposed 2+1 Unit Townhouse Development 11071/11081 Cambie Road Richmond, B.C.
PROJECTIONS	1/12
SCALE	As Shown
DATE	Aug. 1, 2014
DRAWN BY	SPC, RL
CHECKED BY	KTC
SHEET TITLE	STREETSCAPE
DRAWING	A5.1

SITE SOUTH ELEVATION - CAMBIE RD. FRONTAGE



SITE NORTH ELEVATION - MELLIS DR. ENTRY



STREETSCAPE - MELLIS DRIVE



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1230 - 25 Lorne Ave
 New Westminster, British Columbia
 V3M 3L7
 Tel: 604.553.0044
 Fax: 604.553.0045
 email: office@m2la.com

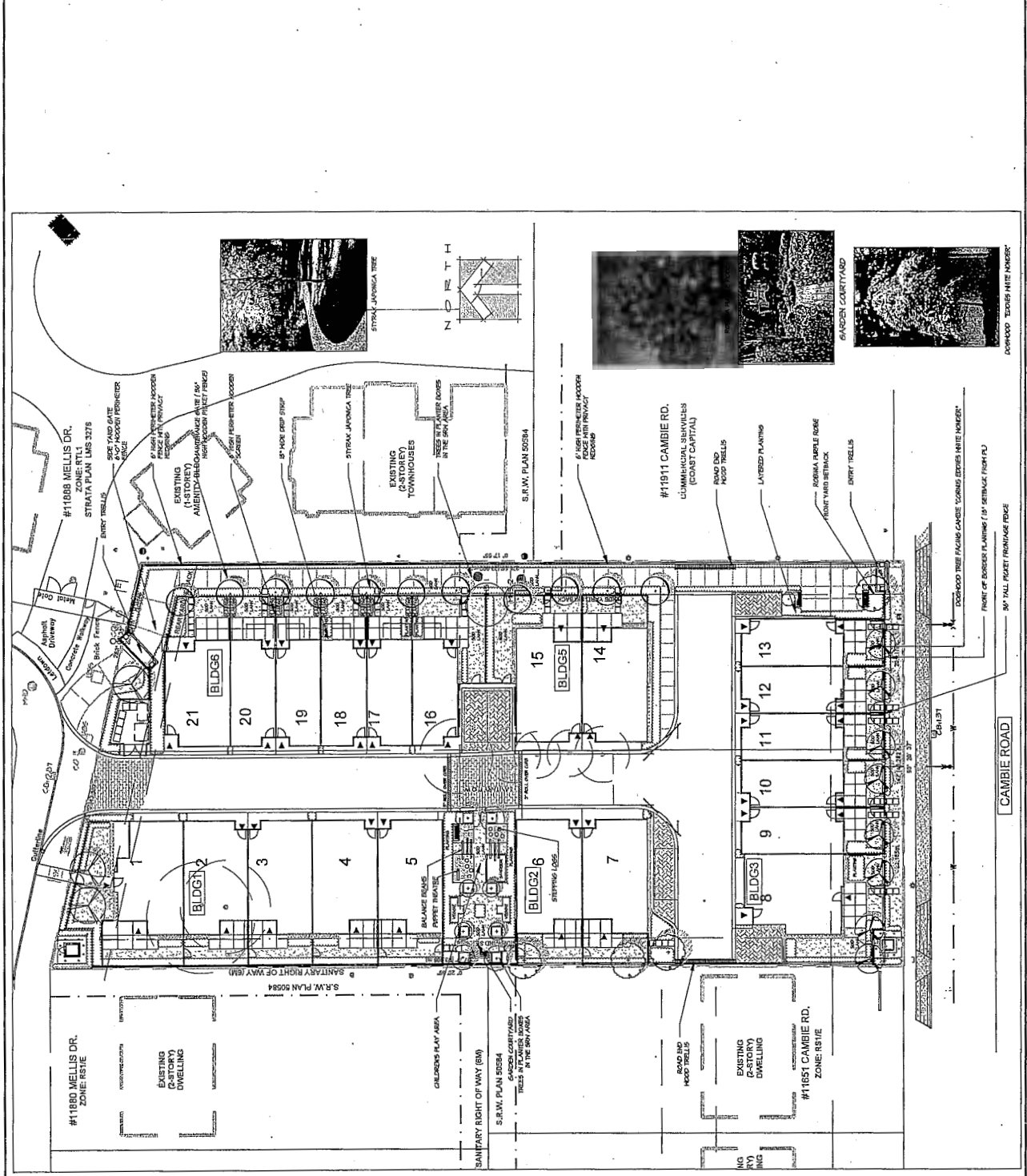
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PROJECT: MULTI RESIDENTIAL
 11590 CAMBIE ROAD
 RICHMOND

DRAWING TITLE: LAYOUT PLAN

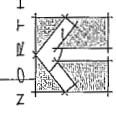
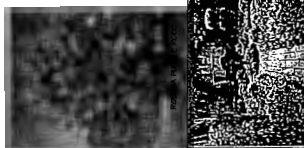
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 CHECKED BY: PMH
 DESIGNED BY: PMH

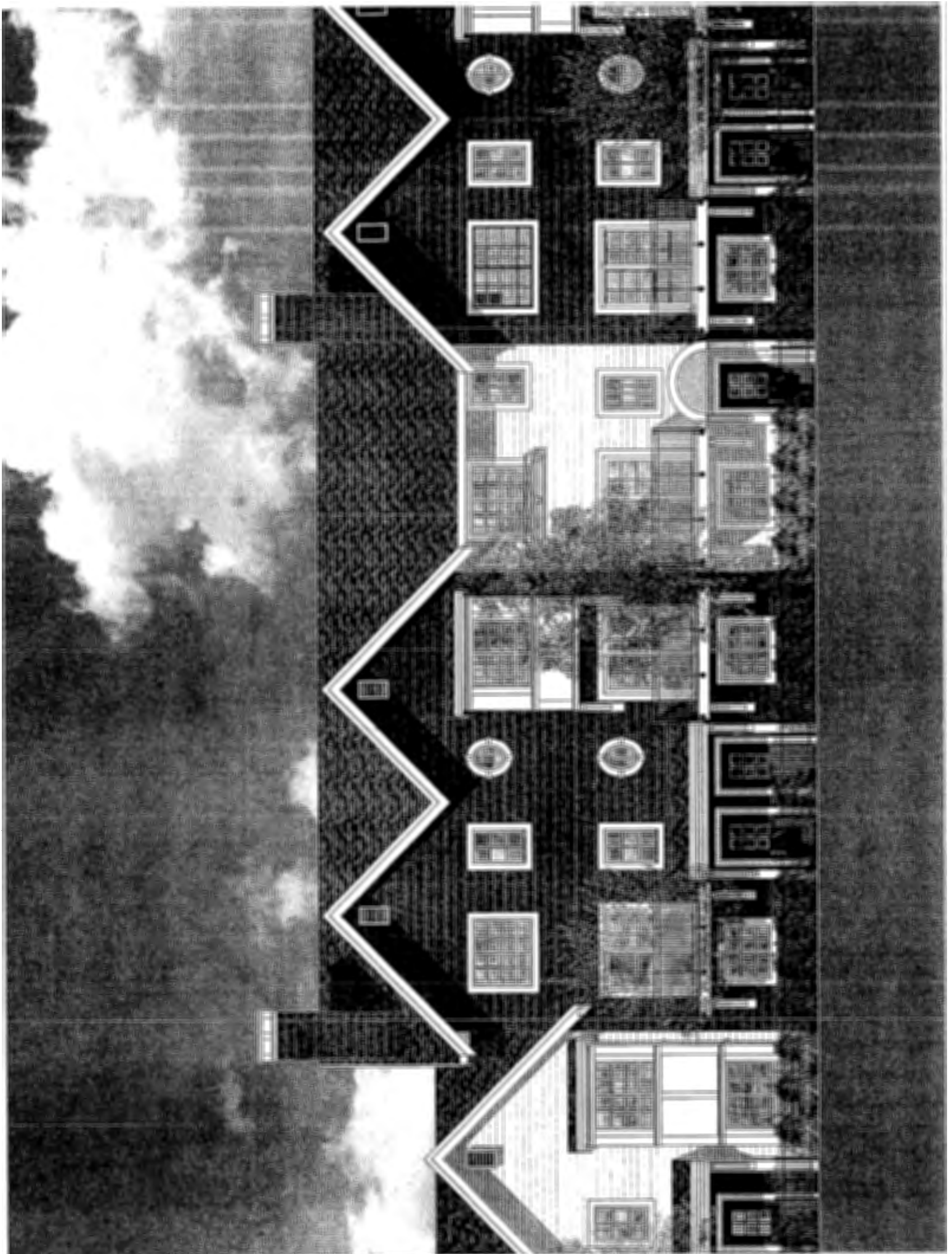
JOB NO: 1003 OF 2

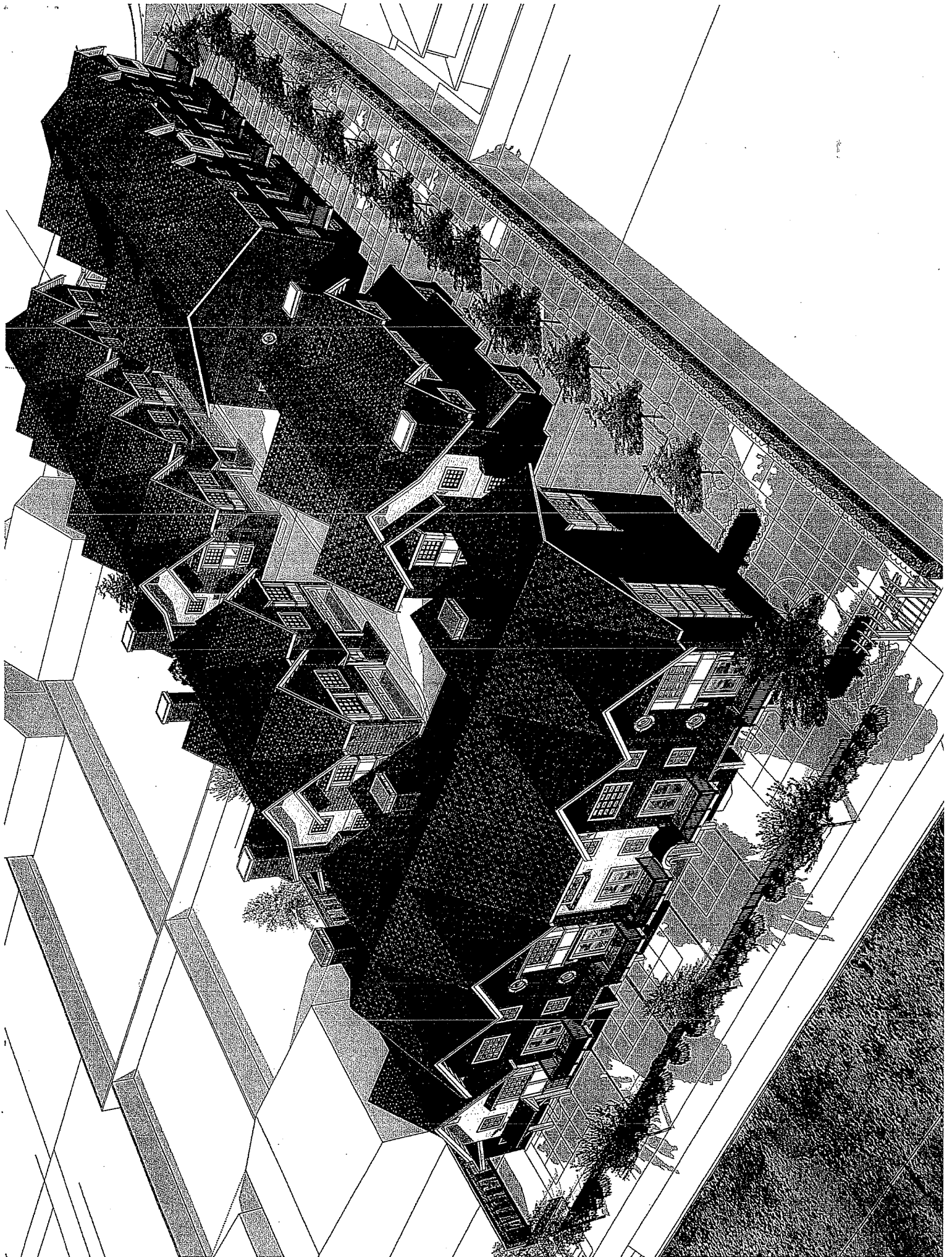


DOORWOOD 'DOODIE HITE HONKEY'

GARDEN COURTYARD









RZ 14-670471

Attachment 3

Address: 11671 and 11691 Cambie Road

Applicant: Interface Architecture Inc.

Planning Area(s): East Cambie

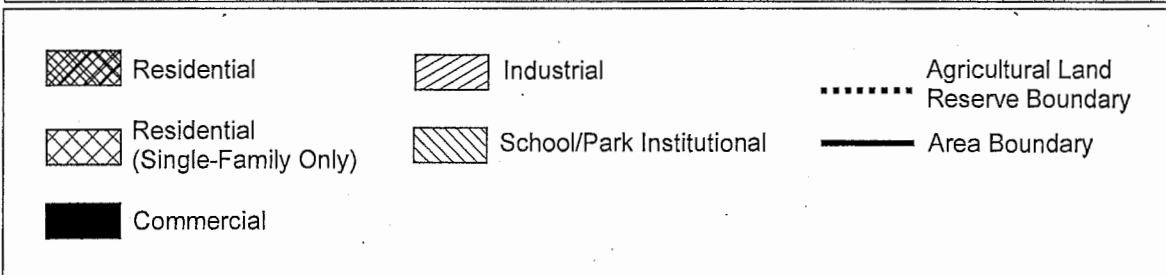
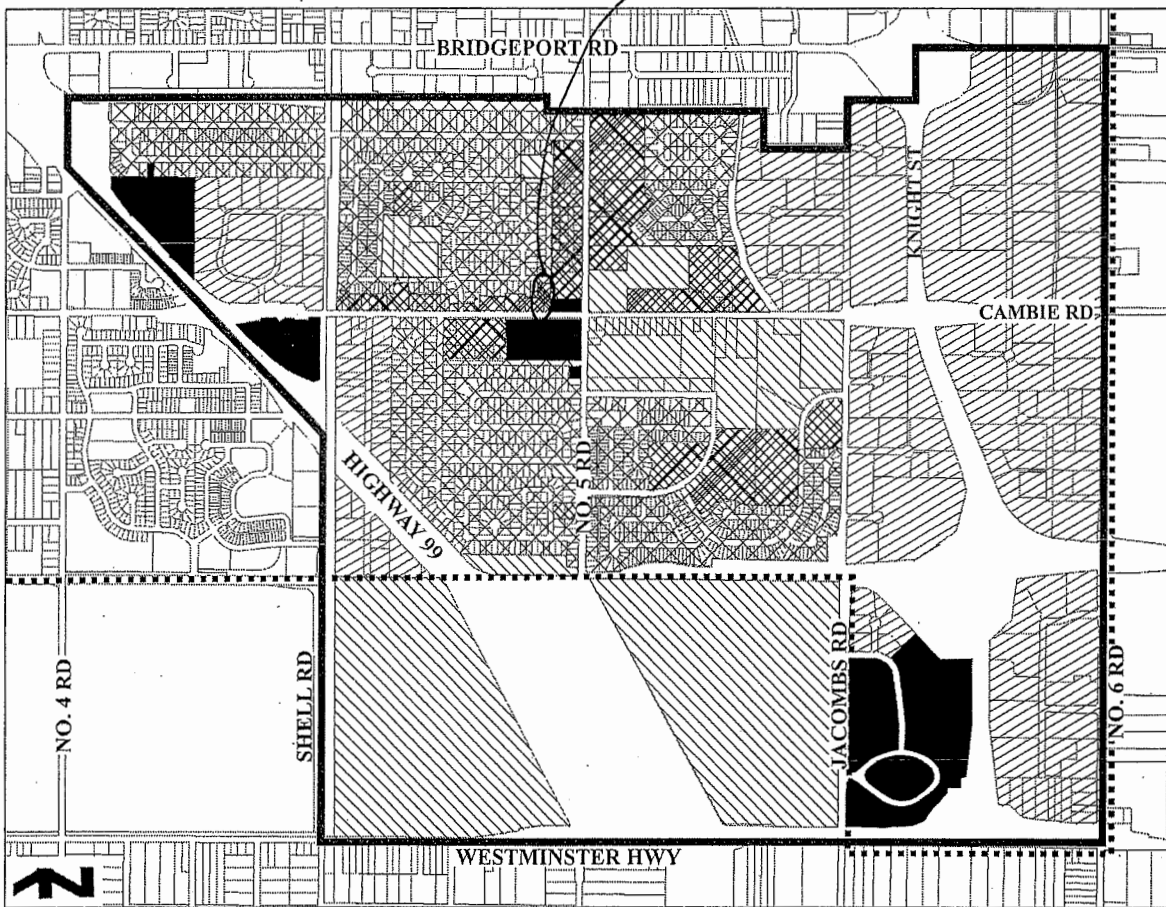
	Existing	Proposed
Owner:	11691 Cambie: John Josef Lewisch & Cora May Lewisch 11671 Cambie: Carol Jacqueline Lees & Terry Anne Neithercut	TBD
Land Uses:	Single Family Residential	Multi-family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	Residential	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2	21
Lot Size:	3,844 m ²	3,757.4 m ² (after 2m road dedication)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6	none permitted
Lot Coverage – Building:	Max. 40%	38.5 %	none
Setback – Front Yard (m):	Min. 6 m	Min. 4.5 m	Variance requested
Setback – West Side Yard (m):	Min. 3 m	Min. 3.5 m	none
Setback – East Side Yard (m):	Min. 3 m	Min. 7 m	none
Setback – Rear Yard (m)	Min. 6 m	Min. 4.5 m	Variance Requested
Height (m):	Max. 12 m (3 storeys)	Max. 11.5 m (3 storeys)	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	47	47	none
Tandem Parking Spaces:	Max. 50% (10 spaces)	10 spaces	none
Small Car Parking Spaces	Max. 50% (23 spaces)	11 spaces	none
Handicapped Parking Spaces	Min. 2% (1 space)	1 space	none
Amenity Space – Indoor:	Min. 70 m ² or cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 21 units = 126 m ²	211 m ²	none

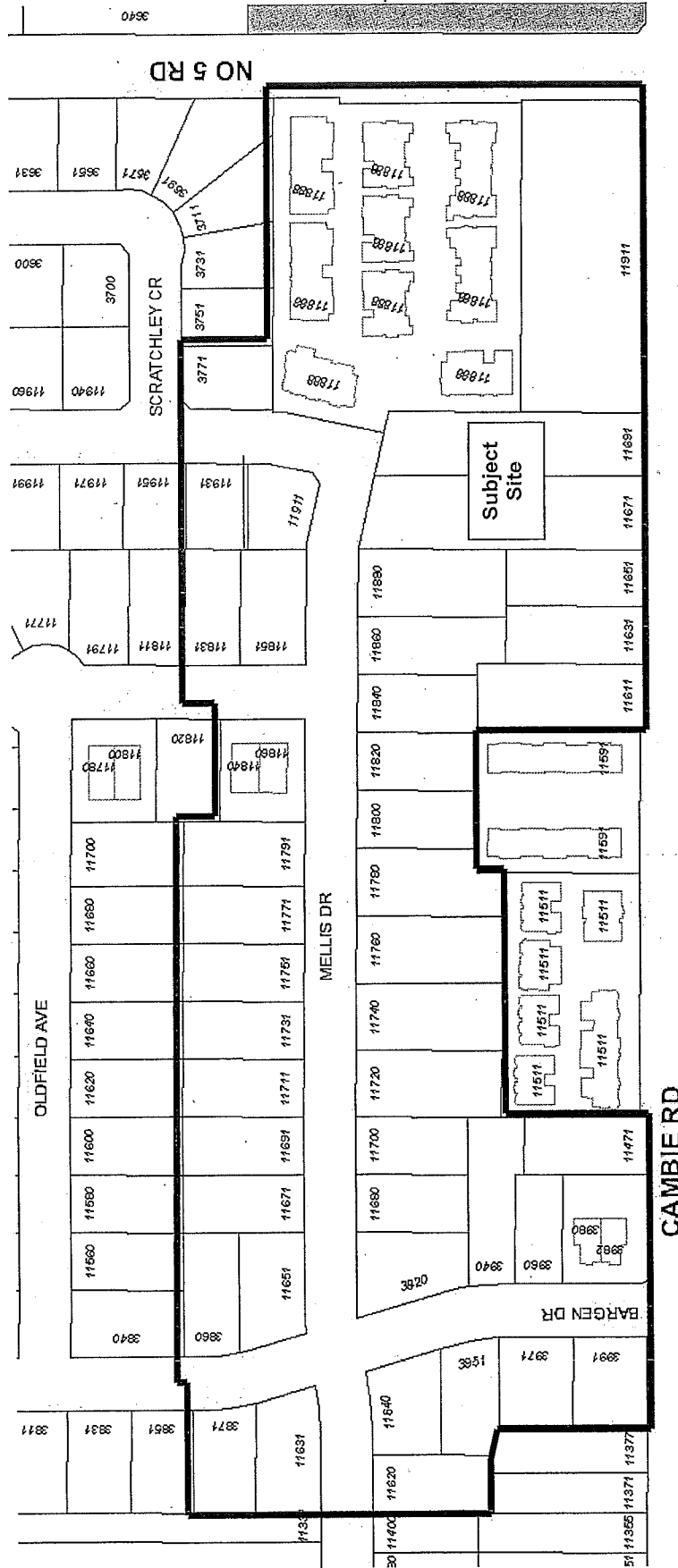
City of Richmond

Land Use Map Bylaw 9053
2015/02/23

Subject site



September 9, 2015 Public Information Meeting Notification Area for RZ14-670471



Park, Minhee

From: Peter Thackwray [pthackwray@gmail.com]
Sent: Wednesday, 08 April 2015 8:34 AM
To: Park, Minhee
Subject: File No. RZ 14-670471 #230 - 11590 Cambie Road re-development plans

Categories: Follow up

To Minhee Park,

With regards to the City of Richmond plans for re-development from Interface Architecture Inc. for #230-11590 Cambie Road. Based on plans I have seen for this development, which appears to include over 20 units (up to 35 in additional phases), the plans seem to indicate the access to this complex will be from Mellis Drive. As a resident in the Mellis neighbourhood this would create significant traffic concerns. With a 30+ townhouse complex in the south-east corner of Mellis Drive already creating street parking issues along with entry and exit traffic issues from this neighbourhood during significant periods of the day (particularly at Bergen & Cambie) we could not possibly absorb a complex with the requested size and design in that same corner of Mellis Drive. If this complex were to go ahead, it would have to be restricted to Cambie Road for its driveway access. Mellis is already overtaxed in this corner and based on the plans we should expect the parking situation to become impossible, and the many additional vehicles trying to exit this neighbourhood (onto No.5 Road, Cambie, or Shell) would create traffic jams that would be unbearable.

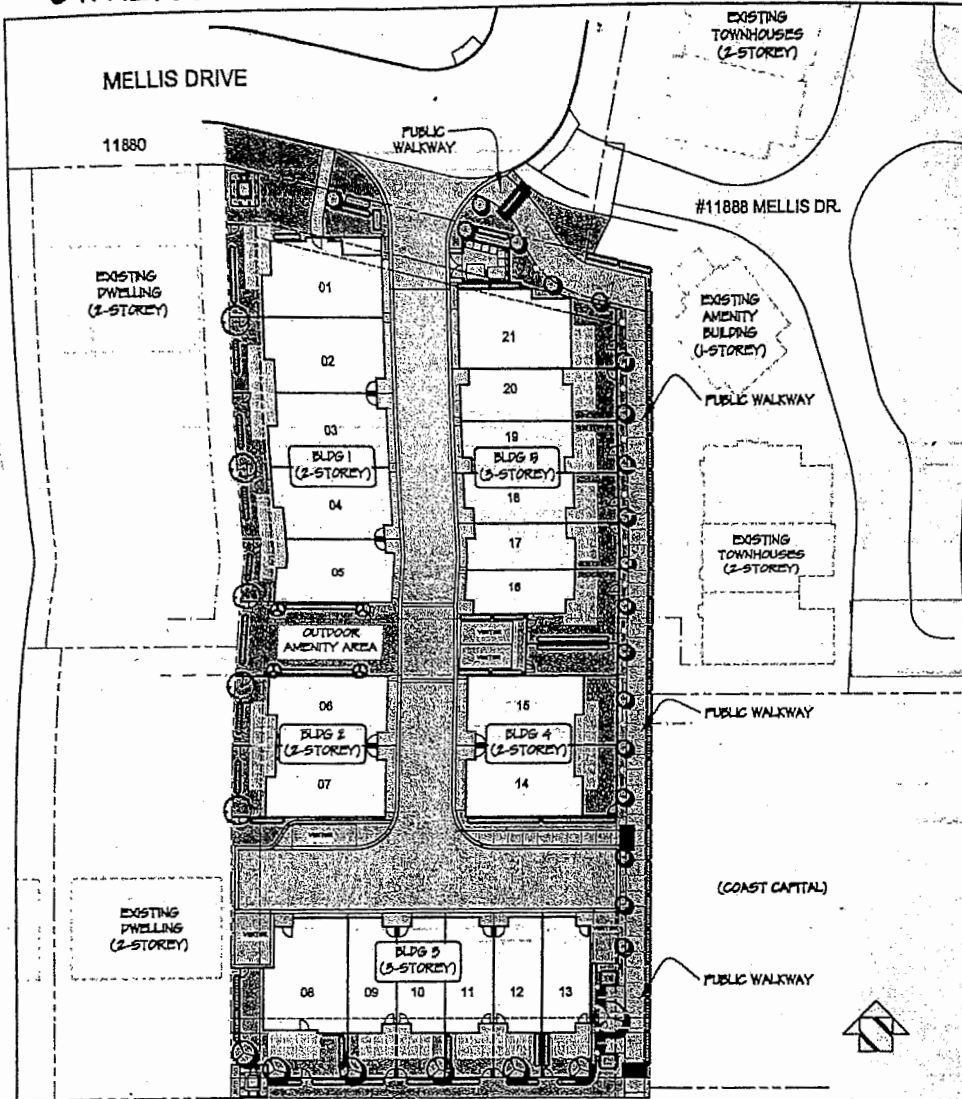
If the building of this complex must go ahead, the only reasonable option would be for the road access to be limited to the four lane Cambie Road *only*. Mellis Drive and this neighbourhood would otherwise become a compete traffic jam, which would be undesirable for the residents and the city. By adding all these vehicles and creating even more traffic in this area, there would be concerns for pedestrians, and children who have to walk through this residential area to get to school (Mitchell Elementary, McNeely Elementary, and Cambie Secondary).

Please reply to confirm to have received this email.

Thank you.

Peter Thackwray

OWNER AND OCCUPANT: WE ARE SEEKING YOUR FEEDBACK & SUPPORT



'BURBERRY LANE DEVELOPMENT'
PRESENTS
A PROPOSAL TO DEVELOP A 21-UNIT CLUSTER
OF HIGH-QUALITY TOWNHOMES AT
11671 & 11691 CAMBIE ROAD

REZONING CURRENTLY UNDER STAFF REVIEW

- * TWENTY (21) TOWNHOMES ARE PROPOSED IN 5 SEPARATE BUILDINGS
- * SITE ACCESS FROM MELLIS DRIVE
- * A PEDESTRIAN WALKWAY IS PROVIDED THROUGH THE SITE CONNECTING MELLIS DRIVE AND THE TRAFFIC LIGHT INTERSECTION AT CAMBIE AND NO. 8 RD
- * EACH UNIT HAS ENCLOSED PARKING FOR 2 CARS. THERE ARE 5 VISITOR SPACES
- * THE TRAFFIC REPORT PREPARED FOR THIS PROJECT CONCLUDES THAT THERE WILL BE NO SIGNIFICANT NEGATIVE IMPACT ON LOCAL TRAFFIC *40 vehicles total*
- * ZONING VARIANCES ARE REQUESTED:
 - INTERNAL DRIVE AISLE WIDTH REDUCED FROM 6.7 M TO 6.2 M
 - PRIVATE OPEN SPACE REDUCED FROM 30 M² TO NO LESS THAN 28 M²
- * CITY CONTACT: MINHEE PARK
TEL: 604-276-4188
EMAIL: MPARK@RICHMOND.CA
MAIL: 6011 NO. 3 ROAD
RICHMOND BC V6Y 2C1

FEEDBACK

ADDRESS: 3920 BARGEN DR
NAME: ROBERT WOOD
INITIALS: JRW

- I UNDERSTAND THE PROPOSAL
- I HAVE NO ISSUES WITH THE PROPOSAL
- I HAVE CONCERNS
- NOTIFY ME OF THE NEXT CITY PUBLIC MEETING FOR THIS PROJECT

COMMENTS: 40 additional vehicles exiting from MELLIS to BARGEN to CAMBIE.

BARGEN is now a very busy congested street, constant traffic day and night.

FOR COMMENTS TO BE INCLUDED IN THE CITY STAFF REPORT TO BE PRESENTED TO THE CITY'S PLANNING COMMITTEE, ENSURE COMMENTS ARE SUBMITTED BY 9:00 PM WEDNESDAY SEPTEMBER 9, 2015 TO

PROJECT CONTACT: ASAD KHAN
TEL: 604-558-2202
EMAIL: ASAD@SILFOMANN.CA
MAIL: #304-19292-CROYDON
SURREY BC V3S 0Z6

11651 11671 CAMBIE ROAD 11691 11911

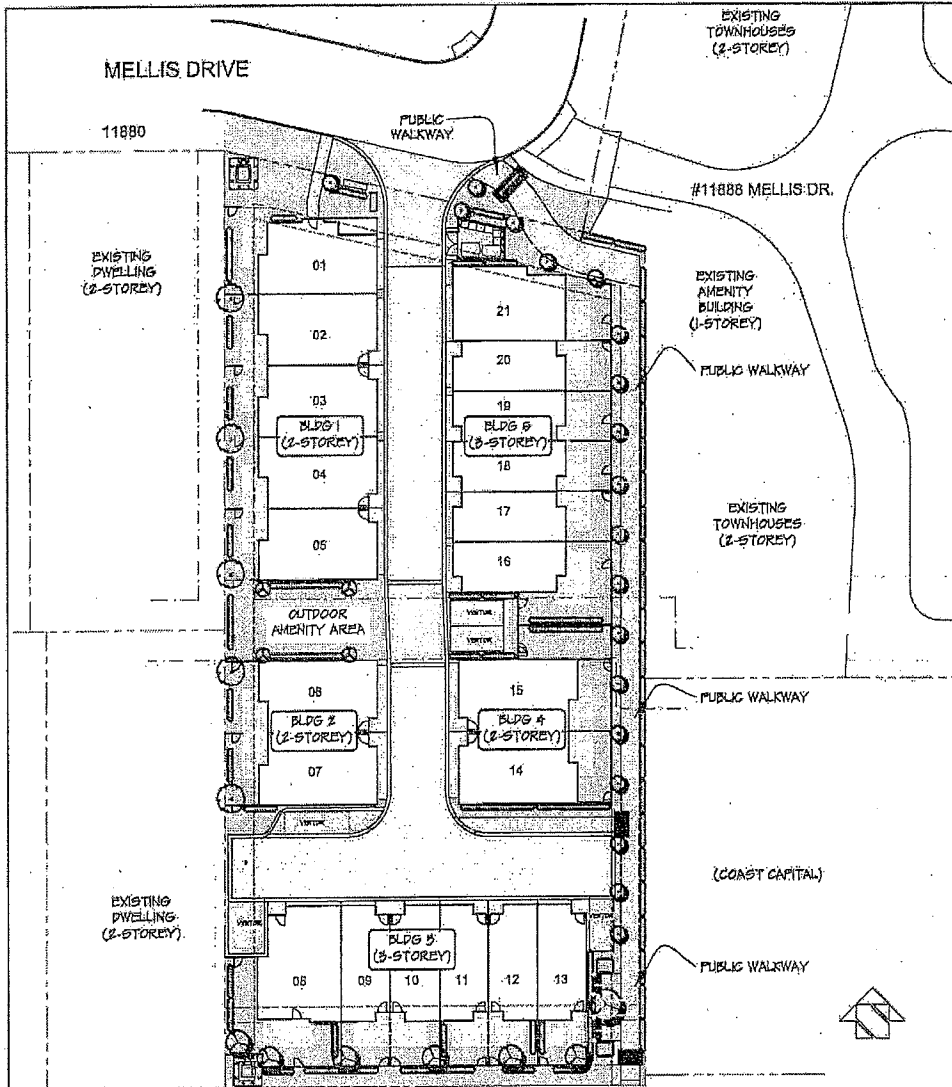
YOU ARE INVITED TO ATTEND

A PUBLIC INFORMATION MEETING TO PROVIDE INPUT

LOCATION: CAMBIE COMMUNITY CENTER, 12300 CAMBIE ROAD
DATE: WEDNESDAY SEPTEMBER 9, 2015
TIME: 7:00 PM TO 9:00 PM



OWNER AND OCCUPANT: WE ARE SEEKING YOUR FEEDBACK & SUPPORT



'BURBERRY LANE DEVELOPMENT'

PRESENTS

A PROPOSAL TO DEVELOP A 21-UNIT CLUSTER OF HIGH-QUALITY TOWNHOMES AT 11671 & 11691 CAMBIE ROAD

REZONING CURRENTLY UNDER STAFF REVIEW

- * TWENTY (21) TOWNHOMES ARE PROPOSED IN 5 SEPARATE BUILDINGS
- * SITE ACCESS FROM MELLIS DRIVE
- * A PEDESTRIAN WALKWAY IS PROVIDED THROUGH THE SITE CONNECTING MELLIS DRIVE AND THE TRAFFIC LIGHT INTERSECTION AT CAMBIE AND NO. 6 RD
- * EACH UNIT HAS ENCLOSED PARKING FOR 2 CARS. THERE ARE 5 VISITOR SPACES
- * THE TRAFFIC REPORT PREPARED FOR THIS PROJECT CONCLUDES THAT THERE WILL BE NO SIGNIFICANT NEGATIVE IMPACT ON LOCAL TRAFFIC
- * ZONING VARIANCES ARE REQUESTED:
 - INTERNAL DRIVE AISLE WIDTH REDUCED FROM 6.7 M TO 6.2 M.
 - PRIVATE OPEN SPACE REDUCED FROM 30 M2 TO NO LESS THAN 28 M2.
- * CITY CONTACT: MINHEE PARK
 TEL: 604-276-4188
 EMAIL: MPARK@RICHMOND.CA
 MAIL: 6011 NO. 3 ROAD
 RICHMOND BC V6Y 2C1

FEEDBACK

ADDRESS: 11720 MELLIS DRIVE
 NAME: ADAM KHAN
 INITIALS: AK

- I UNDERSTAND THE PROPOSAL
- I HAVE NO ISSUES WITH THE PROPOSAL
- I HAVE CONCERNS
- NOTIFY ME OF THE NEXT CITY PUBLIC MEETING FOR THIS PROJECT

COMMENTS:

- PARKING IS A CONCERN.

- ACCESS FROM MELLIS TO CAMBIE IS GREAT!

11651 11671 CAMBIE ROAD 11691 11911

YOU ARE INVITED TO ATTEND

A PUBLIC INFORMATION MEETING TO PROVIDE INPUT

LOCATION: CAMBIE COMMUNITY CENTER, 12800 CAMBIE ROAD
 DATE: WEDNESDAY SEPTEMBER 9, 2016
 TIME: 7:00 PM TO 9:00 PM



FOR COMMENTS TO BE INCLUDED IN THE CITY STAFF REPORT TO BE PRESENTED TO THE CITY'S PLANNING COMMITTEE, ENSURE COMMENTS ARE SUBMITTED BY 5:00 PM WEDNESDAY SEPTEMBER 9, 2016 TO:

PROJECT CONTACT: ASAD KHAN
 TEL: 604-558-2202
 EMAIL: ASAD@ISLEOFMANNICA
 MAIL: #304-10202 CROYDON DR.
 SURREY BC V3S 0Z5

September 10, 2015

Emailed to: mpark@richmond.ca

Minhee Parks, Planner
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Minhee Park,

FEEDBACK RE: PROPOSED REZONING OF 11671 & 11691 CAMBIE ROAD "BURBERRY LANE DEVELOPMENT"

I attended the public information last night hosted by Isle of Mann for a proposal to rezone 11671 & 11691 Cambie Road. I live on Mellis Drive just a few houses down from this development. I am excited about the project and feel the proposed 21 unit townhouse development will greatly improve the former lands. I understand the City OCP currently allows townhouse developments along Cambie Road so it makes sense to permit rezoning of these lands.

The following items were raised at the meeting and I believe the city and developer will address these issues as the project progresses through the approval/consultation process:

- A well lit public walkway from Mellis Drive to Cambie Road is a great idea and will help alleviate pedestrian traffic at Bergen Drive and Cambie Road.
- Concerns over street parking along Mellis Drive and if number of visitor parking stalls proposed is sufficient. I believe 12 of the 21 unit townhouses will have enclosed double side-by-side parking and only 9 units will have tandem parking. Future strata bylaws will restrict the conversion of any enclosed parking space into dwelling space.
- The proposed zoning variance presented at the meeting was different than what was noted in the handout.
- Consideration will be given to upgrade the pedestrian crosswalk signal at Bergen Drive and Cambie Road by the city. This signal does not work with current traffic patterns.
- The proposed architectural style of development fits within the overall form and character of the neighbourhood and project scale feels right. There will be further opportunities during the design development stage to comment on this further.

Overall, the proposed development looks promising and the developer appears to have an excellent track record with delivering quality and sustainable projects. I support this project based on what I see today and look forward to the next city public meeting.

Sincerely,



Adam Khong
11720 Mellis Drive
Richmond, BC V6X 1M1

Park, Minhee

From: Isabel Humphreys [isabel.humphreys@univarcanda.com]
Sent: Thursday, 10 September 2015 10:49 AM
To: Park, Minhee
Cc: isabelha47@gmail.com
Subject: Feedback - Burberry Lane Development

Concerns regarding the current proposal for "Burberry Lane" development:

Parking

Each proposed unit has enclosed parking for two cars, however at least 9 of the units have tandem parking. Tandem parking will result in owners seeking a parking alternative – most likely on the street outside – which is Mellis Drive. As you can see in the photo below, the houses on Mellis Drive – which have ample parking with double driveways – are now swamped with parked cars from the existing townhouse complex at 11880 Mellis Drive:



Mellis Drive was never designed for cars parked both sides of the street – it is too narrow. The City installed some "No Parking" signs after multiple accidents in the "L" bend.

The "Burberry Lane" proposal includes 5 visitor spaces. I believe this needs to be increased.

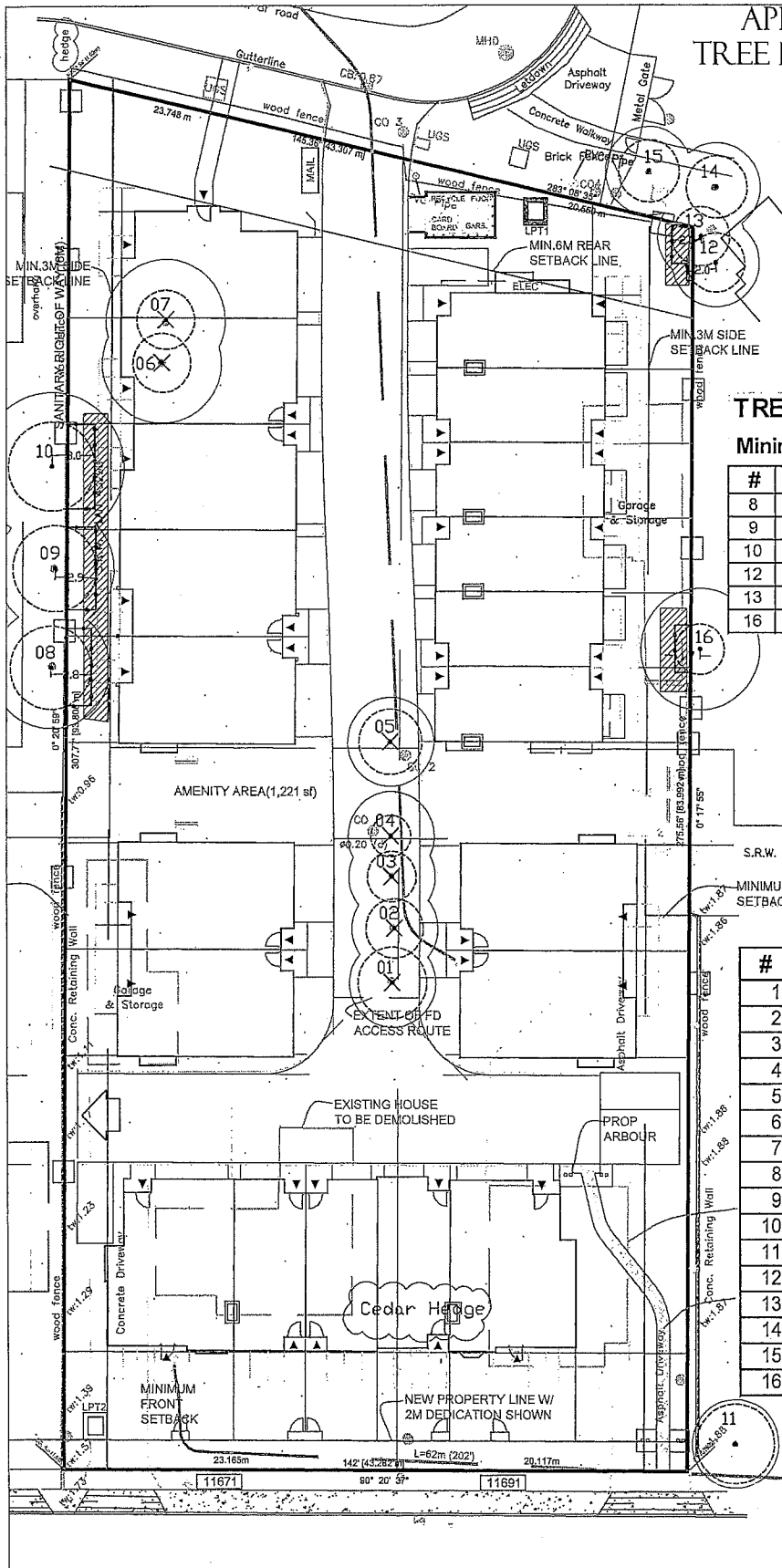
Thanks for your consideration

Bryan and Isabel Alexander
11880 Mellis Drive
Richmond BC.V6X 1M1
604-273-7962

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APPENDIX 3
TREE PROTECTION PLAN

SCALED TO FIT
2.5 0 5 10
ALL DISTANCES ARE IN METRES



TREE PROTECTION FENCING

Minimum Radial Distance from trunk

#	Type	DBH	Metres	Feet
8	Cherry	46cm	2.8m	9.1ft
9	Cherry	48cm	2.9m	9.4ft
10	Cherry	50cm	3.0m	9.8ft
12	Pine	28cm	2.0m	6.6ft
13	Pine	27cm	2.0m	6.6ft
16	Magnolia	28cm	1.7m	5.5ft

TOWNHOUSE

S.R.W. PLAN 50584

MINIMUM SIDE SETBACK

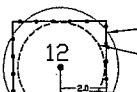
TREE INVENTORY

#	Type	Action	DBH	MPZ
1	Apple	Remove	30/20cm	2.4m
2	Hazelnut	Remove	20/20cm	2.0m
3	Plum	Remove	29cm	1.7m
4	Pear	Remove	23cm	1.4m
5	Hazelnut	Remove	25/20cm	2.2m
6	Hazelnut	Remove	15/15cm	2.0m
7	Hazelnut	Remove	15/15/15	2.0m
8	Cherry	Retain	46cm	2.8m
9	Cherry	Retain	48cm	2.9m
10	Cherry	Retain	50cm	3.0m
11	Cherry	Retain	45cm	2.7m
12	Pine	Retain	28cm	2.0m
13	Pine	Retain	27cm	2.0m
14	Maple	Retain	30cm	1.8m
15	Maple	Retain	35cm	2.1m
16	Magnolia	Retain	28cm	1.7m

EXISTING FIRE HYDRANT

LEGEND

TREE PROPOSED FOR RETENTION

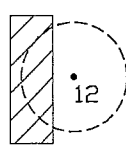


CANOPY
PROTECTION ZONE (MPZ)
FENCING DIMENSIONS IN METRES
PROTECTION FENCING

TREE PROPOSED FOR REMOVAL



AREA REQUIRING ARBORIST SUPERVISION



NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING

2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.

3. ALL MEASUREMENTS ARE METRIC

Froggers Creek
Tree Consultants Ltd

7763 McGregor Avenue Burnaby BC V5J 4H4
Telephone: 604-721-6002 Fax: 604-437-0970
11671 and 11691 Cambie Road Richmond BC

TREE PROTECTION DRAWING
THE DRAWING PLOTS ALL TREES, PROPOSED FOR RETENTION, REMOVAL, THEIR CANOPIES, PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT
December 21, 2014



Rezoning Considerations

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

Address: 11671 and 11691 Cambie Road

File No.: RZ 14-670471

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, the developer is required to complete the following:

1. 2 m road dedication along the entire Cambie frontage.
2. Consolidation of all the lots into one development parcel.
3. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the full width and extent of the internal drive-aisle in favour of future residential developments to the west to allow future access from the subject property. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
4. Registration of a 3.5 metre wide Public Right-of-Passage (PROP) statutory right-of-way along the entire eastern edge of the site for access for a pedestrian walkway, including installation of way-finding signage on the subject property. The City would assume maintenance and liability for hard surfaces and the owner would assume maintenance and liability of soft landscaping.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees located on the neighbouring properties to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. Registration of a Flood Indemnity Covenant on title.
7. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on title.
8. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$18,685.7) to the City's public art fund.
9. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$ 48,534.4) to the City's affordable housing fund.
10. Contribution of \$23,000 in-lieu of on-site indoor amenity space.
11. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
12. Registration of a legal agreement on title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
13. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Cambie Road Frontage Improvements

- a) Along the Cambie Road frontage, a minimum 1.5m wide new concrete sidewalk at the new property line and a minimum of 1.5m treed/landscape boulevard

Intersection of Barga Drive and Cambie Road

- a) Installation of side street detection and count-down timer
- b) All civil, utility and traffic signal modifications required due to this development are sole responsibility of the developer including but not limited to:
 - Traffic pole/base relocations
 - Hydro pole relocation and other utility relocation
 - Junction box/conduit relocations
 - Associated traffic signal cable/conductors and vehicle detector loops.
 - Signal head additions or modifications

Initial: _____

- Pavement markings and signage, including yellow truncated dome tactile warning strips
- Traffic signal modification design drawings (to be identified during the SA process) the design of the intersection is to be the TAC standard for intersection design.

Intersection of Cambie Road and No. 5 Road

- a) Contribution of \$20,000 related to provision of Accessible Pedestrian Signal (APS) and illuminated street signs

Mellis Drive Frontage Improvements

- a) Along the Mellis Drive frontage, a minimum 1.5m wide new concrete sidewalk at the new property line and a minimum of 1.5m treed/landscape boulevard. Road pavement modification and existing curb alignment works may be required to smooth out the roadway near the vicinity of the site. Additional signage and pavement marking may be required.
- b) SA should demonstrate two SU9 trucks passing simultaneously in opposing directions, with adequate clearance eastbound to northbound on Mellis Drive.

Water Works

- a) Using the OCP Model, there is 144 L/s of water available at a 20 psi residual at the Cambie Road frontage, and 199 L/s of water available at a 20 psi residual at the Mellis Drive frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s. Upgrade to the frontage water main along Mellis Dr and Cambie Road may be required. Or alternatively, the developer should submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection without upgrading the existing frontage water main.
- b) The two existing water service connections along the Cambie Road frontage are to be disconnected. Site water service to tie-in to Mellis Drive. Details to be finalized in the Servicing Agreement designs.

Storm Sewer Works

- a) Replace the existing storm manhole SMH2425 (fronting of 11911 Cambie Road) with a 1200mm diameter, and upgrade the frontage storm sewer main to 600mm diameter from SMH2425 to another new 1200mm diameter manhole at the west PL. Details to be finalized in the Servicing Agreement designs.
- b) Site storm drainage is to be directed towards Cambie Road, and one of the exiting tie-in points at Cambie Road is to be utilized for service connection; all other service connections are to be abandoned and/or removed at developer's cost. Details to be finalized in the Servicing Agreement designs.
- c) There is a shared IC with 11911 Cambie Road in the SE corner; the developer is required to confirm if 11911 Cambie Road is utilizing this IC. If yes, cap the west connection at IC and maintain the service to 11911 Cambie Road; if no, remove the IC and connections altogether as mentioned in item b.

Sanitary Sewer Works

- a) No upgrade is required to the sanitary sewer mains.
- b) The existing sanitary ICs and connections in the SROW are to be removed. Site sanitary service to tie-in to a new manhole on Mellis Drive at the west property line. Details to be finalized in the Servicing Agreement designs.

Private Utilities

- a) Developer is responsible for under-grounding of the property's electrical and telecommunication services along Cambie Road and Mellis Drive. The developer shall provide private utility companies with the required rights-of-ways for their equipment (e.g. Vista, PMT, LPT, SAC Pad, kiosks, etc.) and/or to accommodate the future under-grounding of the overhead lines. These equipments must be located on private property and not within the City's SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. The developer is responsible for coordination with private utility companies.

General Items

- a) 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.

- 14. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

- 1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

- 2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

Prior to a Development Permit* issuance, the developer is required to complete the following:

- 1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

- 1. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 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 Department at 604-276-4285.

Note:

* This requires a separate application.

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading,

Initial: _____

ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

Signed

Date



RZ 14-670471

Attachment D

Address: 11671 and 11691 Cambie Road

Applicant: Interface Architecture Inc.

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	1058460 B.C. Ltd.	No Change
Site Size (m²):	3,844 m ²	3,757.7 m ² (after road dedication)
Land Uses:	Single Family Residential	Multi-family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	Residential	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2	20
Other Designations:	N/A	No Change

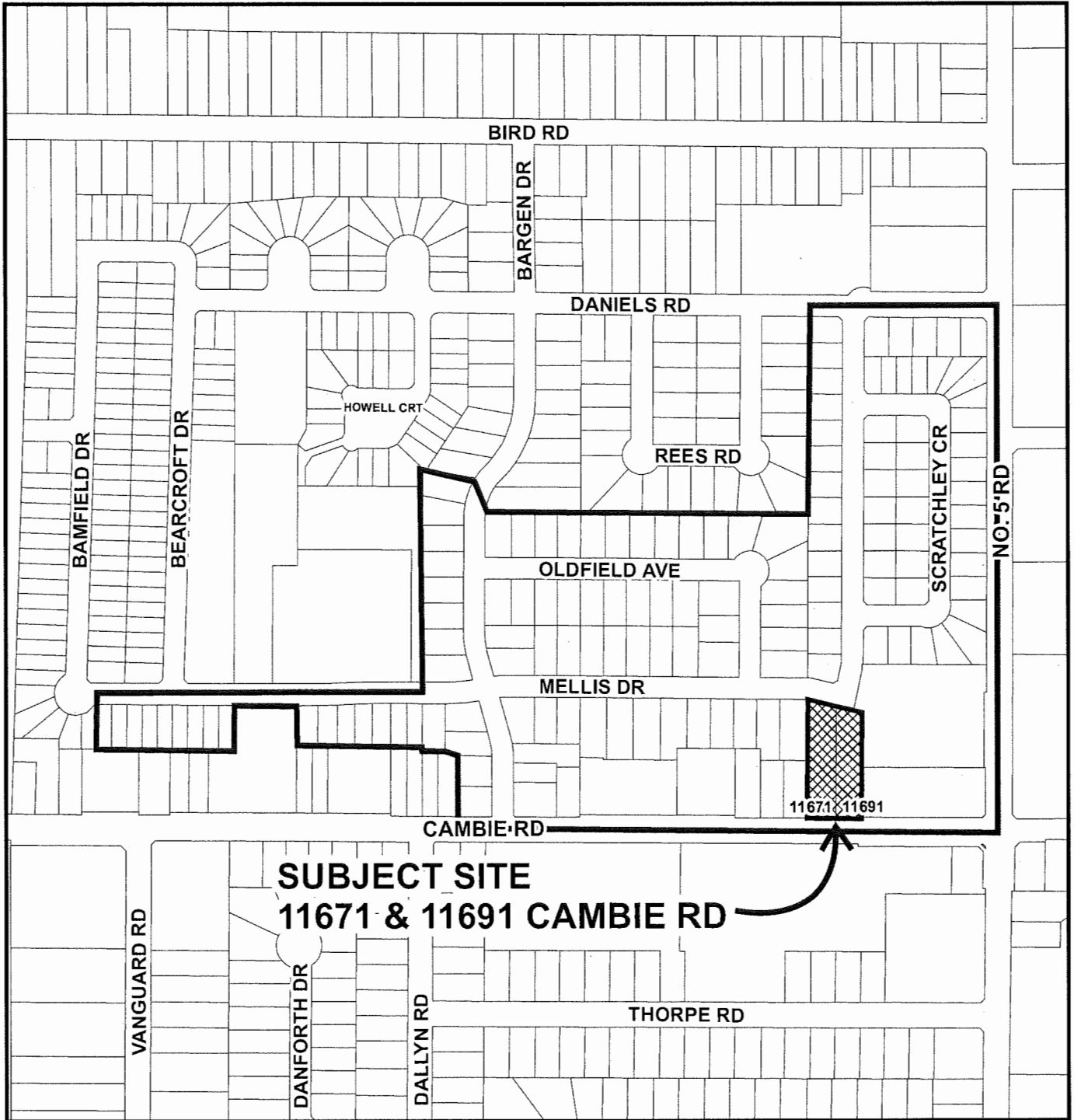
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6	0.6 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (Cambie Road) (m):	Min. 6 m	Min. 4.5 m	Variance requested
Setback – West Side Yard (m):	Min. 3 m	3.3 m	none
Setback – East Side Yard (m):	Min. 3 m	6.7 m	none
Setback – Rear Yard (Mellis Drive) (m)	Min. 6 m	Min. 4.5 m	Variance Requested
Height (m):	12.0 m (3 storeys)	12.0 m & 3 storeys Max.	none
Lot Dimensions (m):	Width: 50 m Depth: 35 m	Width: 43.3 m Depth: 86.7 m	Variance Requested
Off-street Parking Spaces – Regular (R) / Visitor (V):	2.0 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	none
Off-street Parking Spaces – Total:	40 (R) and 4 (V)	40 (R) and 4 (V)	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (40 x Max. 50% = 20)	20	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (44 x Max. 50% = 22)	10	none
Handicapped Parking Spaces	Min. 2% when 11 or more spaces are required (44 x 2% = 1 space)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.5 (Class 1) and 0.2 (Class 2) per unit	none
Off-street Parking Spaces – Total:	25 (Class 1) and 4 (Class 2)	30 (Class 1) and 4 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 20 units = 120 m ²	154 m ² Min.	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



City of Richmond



SUBJECT SITE
11671 & 11691 CAMBIE RD



RZ 14-670471
October 5, 2016 Open
House Notification Area

Original Date: 02/15/17

Revision Date:

Note: Dimensions are in METRES



**PROPOSED 20-UNIT
TOWNHOUSE DEVELOPMENT**
11671, 11691 CAMBIE ROAD, RICHMOND, BC

**SITE PLAN
(OPTION A)**

INTERFACE:
11590 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 821 1162
F 604 821 1146
www.interfacearchitecture.com



**PROPOSED 20-UNIT
TOWNHOUSE DEVELOPMENT**
11671, 11691 CAMBIE ROAD, RICHMOND, BC

**SITE PLAN
(OPTION B)**

INTERFACE:
Suite 230
11590 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 821 1162
F 604 821 1146
www.interfacearchitecture.com

COMMENT SHEET

PROPOSED 20-UNIT PROJECT: 11671, 11691 CAMBIE ROAD, RICHMOND

I feel that the revised options are much more suitable to the neighbourhood than the original site plan. With the driveway opening onto Cambie Rd, this will alleviate traffic concerns on Mellis Drive. I ^{prefer} think Option A over Option B.

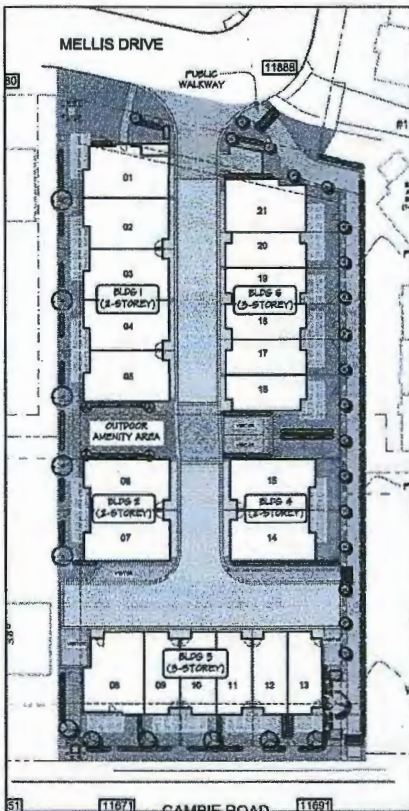
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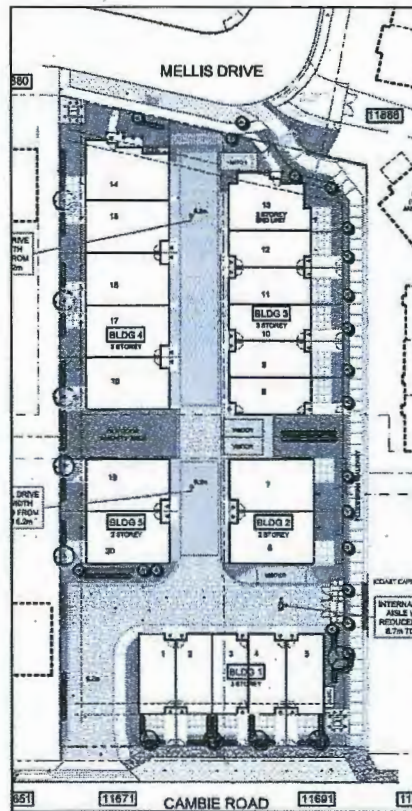
PROPOSED CAMBIE ROAD ELEVATION

YOUR CONTACT INFORMATION:

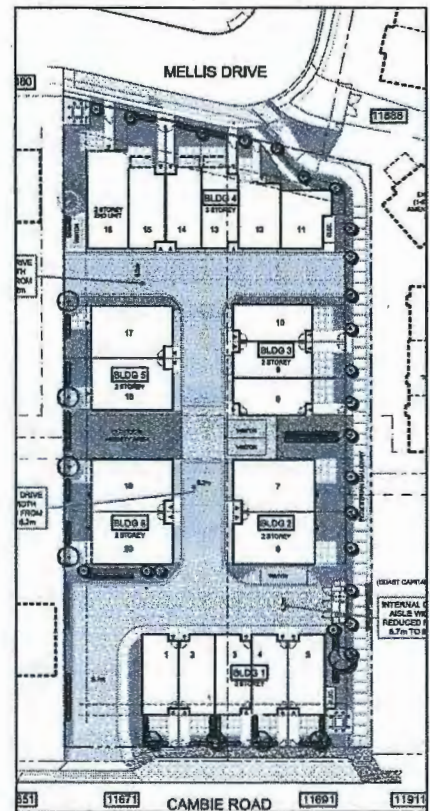
NAME: Winnie Tsang (print clearly)
 ADDRESS: 15-11888 Mellis Dr (print clearly)
Richmond, BC
V6X 1M1
 PLEASE CHECK ONE: OWNER RENTER



PREVIOUS SITE PLAN (SEPT 2015)



CURRENT SITE PLAN (OPTION A)



CURRENT SITE PLAN (OPTION B)

COMMENT SHEET

PROPOSED 20-UNIT PROJECT: 11671, 11691 CAMBIE ROAD, RICHMOND

Either Option A or B addresses previous concerns of residents. I prefer Option A. This layout is more inviting. The townhouses don't have their back towards Mellis Drive.

(for more space, see back of sheet)

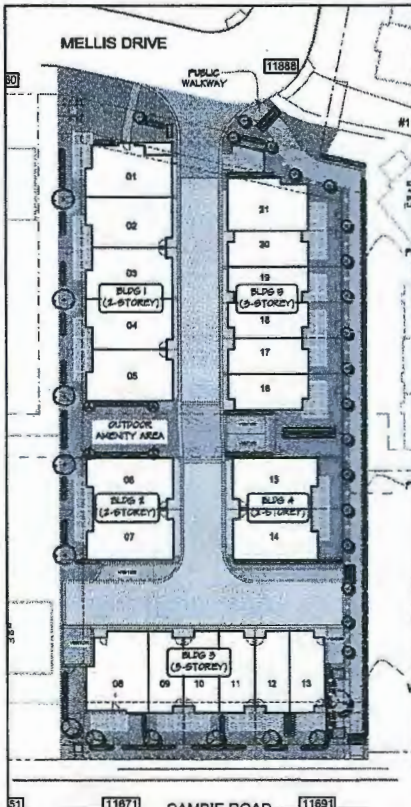


PROPOSED CAMBIE ROAD ELEVATION

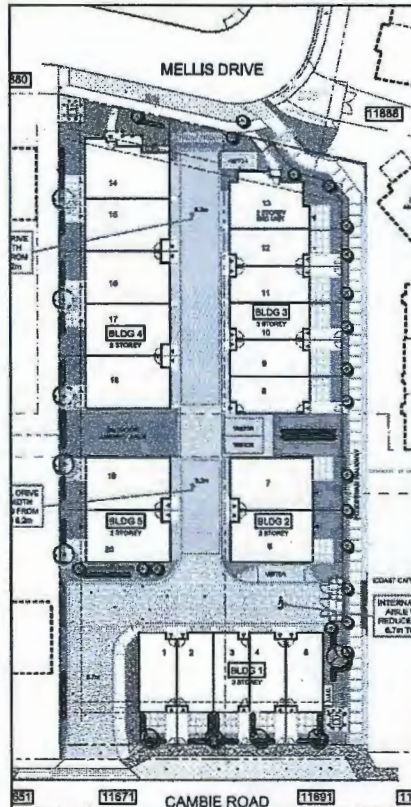
YOUR CONTACT INFORMATION:

NAME: Adam Khong (print clearly)
 ADDRESS: 11720 Mellis Drive (print clearly)

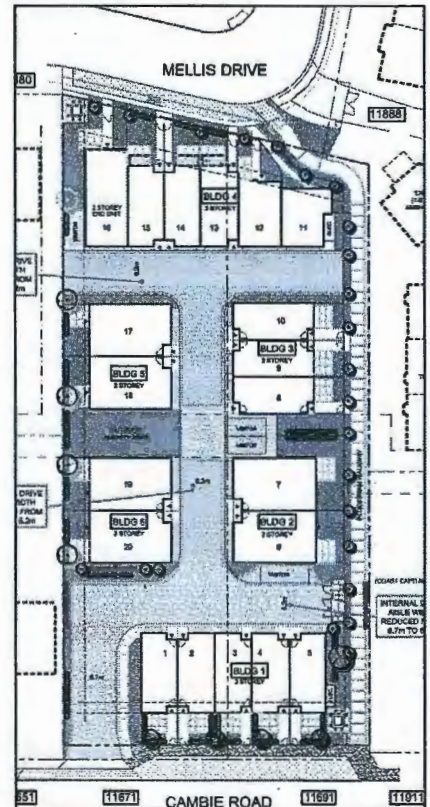
PLEASE CHECK ONE: OWNER RENTER



PREVIOUS SITE PLAN (SEPT 2015)



CURRENT SITE PLAN (OPTION A)



CURRENT SITE PLAN (OPTION B)

COMMENT SHEET

PROPOSED 20-UNIT PROJECT: 11671, 11691 CAMBIE ROAD, RICHMOND

I UNDERSTAND THE PROPOSAL.

(for more space, use back of sheet)

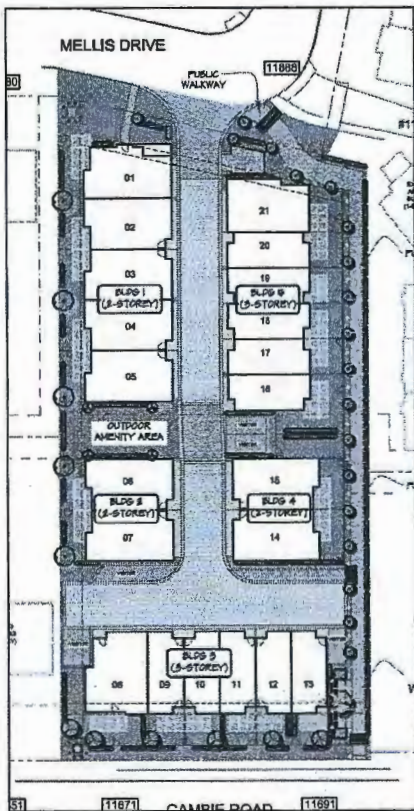


PROPOSED CAMBIE ROAD ELEVATION

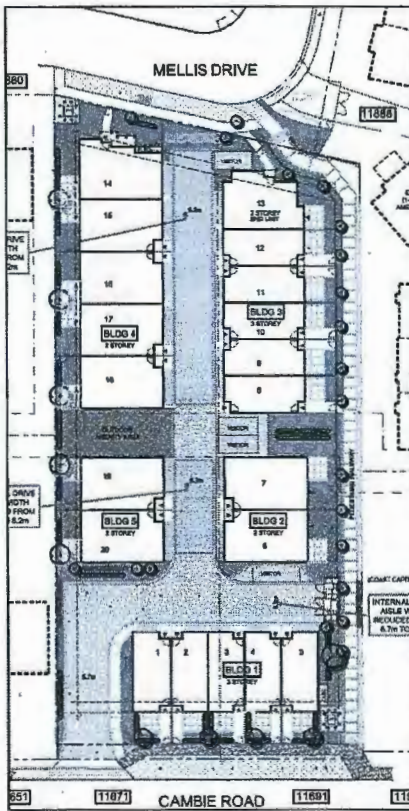
YOUR CONTACT INFORMATION:

NAME: BRENDA TSE
(print clearly)
 ADDRESS: 3-11888 MELLIS
DRIVE
(print clearly)

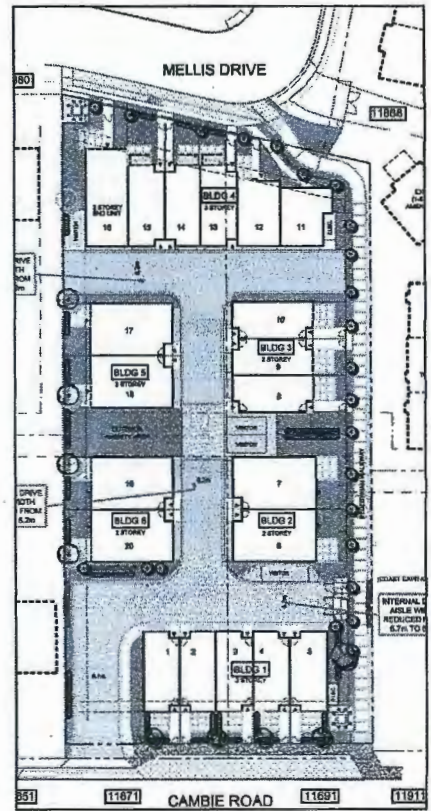
PLEASE CHECK ONE: OWNER RENTER



PREVIOUS SITE PLAN (SEPT 2015)



CURRENT SITE PLAN (OPTION A)



CURRENT SITE PLAN (OPTION B)



Address: 11671 and 11691 Cambie Road

File No.: RZ 14-670471

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9293, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel.
2. Dedicate 2.0 m across the entire Cambie Road frontage.
3. Registration of a 3.5 m wide Public Right-of-Passage (PROP) statutory right-of-way along the entire eastern edge of the site for access for a pedestrian walkway; including installation of way-finding signage on the subject property. The City would assume maintenance and liability for hard surfaces and the owner would assume maintenance and liability of soft landscaping.
4. Registration of a cross-access easement, statutory right-of-way (SRW), and/or other legal agreements or measures; as determined to the satisfaction of the Director of Development, over the full width and extent of the entry driveway in favour of future residential developments to the west to allow future access from the subject property. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW and that utility SRW under the drive aisle is not required.
5. Registration of a legal agreement on Title ensuring that the only means of vehicle access is to and from Cambie Road; with limited turning movement at site access to right-in/right-out only; and that there be no vehicle access to or from Mellis Drive.
6. Registration of a Flood Indemnity Covenant on Title.
7. Registration of an Aircraft Noise Sensitive Use Restrictive Covenant on Title.
8. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area into habitable space.
9. Registration of a legal agreement on Title identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
10. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees located on the neighbouring properties to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
11. City acceptance of the developer's offer to voluntarily contribute \$0.83 per buildable square foot (e.g. \$20,143.54) to the City's Public Art fund.
12. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$ 97,077.28) to the City's affordable housing fund.
13. Contribution of \$21,000 in-lieu of on-site indoor amenity space.
14. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Cambie Road Frontage Improvements

- a) Along the Cambie Road frontage, a minimum 2.0 m wide new concrete sidewalk at the new property line and a minimum of 1.5 m treed and landscape boulevard within the remaining width to the existing curb.

Mellis Drive Frontage Improvements

- a) New 1.5 m concrete sidewalk at property line and a minimum 1.5 m landscaped and treed boulevard to existing curb.

Initial: _____

Public Walkway along the East Property Line

- a) The paved pathway to be 2.5 m with landscaped buffer on either side.
- b) Installation of way-finding signage.

Intersection of Barga Drive and Cambie Road

- a) Installation of side street detection and count-down timer.
- b) All civil, utility and traffic signal modifications required due to this development are the sole responsibility of the developer including but not limited to:
 - Traffic pole/base relocations and/or new additions if required.
 - Hydro pole relocation and other utility relocation if required.
 - Junction box/conduit relocations and/or new additions if required.
 - Associated traffic signal cables/conductors and vehicle detector loops.
 - Signal head additions or modifications including countdown timer and flasher.
 - Pavement markings and signage.
 - Traffic signal modification design drawings (details to be identified during the SA process).

Intersection of Cambie Road and No. 5 Road

- a) Contribution of \$20,000 related to provision of Accessible Pedestrian Signal (APS) and illuminated street signs.

Water Works

- a) Using the OCP Model, there is 144 L/s of water available at a 20 psi residual at the Cambie Road frontage, and 199 L/s of water available at a 20 psi residual at the Mellis Drive frontage. Based on the proposed development, the site requires a minimum fire flow of 220 L/s. Upgrade to the frontage water main along Mellis Drive and Cambie Road may be required. Or alternatively, the developer should submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm that there is adequate available flow for onsite fire protection without upgrading the existing frontage watermain.
- b) The two existing water service connections along the Cambie Road frontage are to be disconnected. Site water service to tie-in to Mellis Drive. Details to be finalized in the Servicing Agreement designs.

Storm Sewer Works

- a) Replace the existing storm manhole SMH2425 (fronting of 11911 Cambie Road) with a 1200 mm diameter, and upgrade the frontage storm sewer main to 600 mm diameter from SMH2425 to another new 1200 mm diameter manhole at the west property line. Details to be finalized in the Servicing Agreement designs.
- b) Site storm drainage is to be directed towards Cambie Road, and one of the exiting tie-in points at Cambie Road is to be utilized for service connection; all other service connections are to be abandoned and/or removed at developer's cost. Details to be finalized in the Servicing Agreement designs.
- c) There is a shared IC with 11911 Cambie Road in the south-east corner; the developer is required to confirm if 11911 Cambie Road is utilizing this IC. If yes, cap the west connection at IC and maintain the service to 11911 Cambie Road; if no, remove the IC and connections altogether as mentioned in item b.

Sanitary Sewer Works

- a) No upgrade is required to the sanitary sewer mains.
- b) The existing sanitary ICs and connections in the SROW are to be removed. Site sanitary service to tie-in to a new manhole on Mellis Drive at the west property line. Details to be finalized in the Servicing Agreement designs.

Private Utilities

- a) Developer is responsible for under-grounding of the property's electrical and telecommunication services along Cambie Road and Mellis Drive. The developer shall provide private utility companies with the required rights-of-ways for their equipment (e.g. Vista, PMT, LPT, SAC Pad, kiosks, etc.) and/or to accommodate the future under-grounding of the overhead lines. These equipments must be located on private property and not within the City's SROWs or Public Rights of Passage and not impact public amenities such as sidewalks, boulevards and bike paths. The developer is responsible for coordination with private utility companies.

General Items

- a) 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.
- 15. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to a Development Permit* being forwarded to the Development Permit Panel for consideration, the developer is required to:

- 1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional; which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

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

- 2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

Prior to a Development Permit* issuance, the developer is required to complete the following:

- 1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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 Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 2. Incorporation of accessibility, CPTED and sustainability measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

Initial: _____

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9293 (RZ 14-670471)
11671 and 11691 Cambie Road

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "LOW DENSITY TOWNHOUSES (RTL4)".

P.I.D. 000-527-360

Lot B Except: Part Subdivided by Plan 83682, Section 25 Block 5 North Range 6 West New Westminster District Plan 9472

and

P.I.D. 011-397-781

Lot A Except: Part Subdivided by Plan 83682, Section 25 Block 5 North Range 6 West New Westminster District Plan 9472

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9293".

FIRST READING

MAR 13 2017

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

Approval stamp: CITY OF RICHMOND, APPROVED by BK, APPROVED by Director or Solicitor with signature.

MAYOR

CORPORATE OFFICER