



City of Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: May 8, 2018

From: Wayne Craig
Director, Development

File: DP 17-772227

Re: **Application by Interface Architecture Inc. for a Development Permit at 11671 and 11691 Cambie Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a 20 townhouse unit complex with driveway access from Cambie Road at 11671 and 11691 Cambie Road on a site zoned “Low Density Townhouses (RTL4)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum lot width on a major arterial road from 50.0 m to 43.3 m; and
 - b) reduce the front yard setback to Cambie Road and rear yard setback to Mellis Drive from 6.0 m to 4.5 m.


Wayne Craig
Director, Development
(604-247-4625)

WC:el
Att. 2

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to develop a 20 townhouse unit complex with driveway access from Cambie Road at 11671 and 11691 Cambie Road. The site is being rezoned from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” under Bylaw 9293 (RZ 14-670471), which received Third Reading following the Public Hearing on April 18, 2017. The site is currently vacant.

Frontage improvements, storm upgrades, a new public walkway along the east property line and side street detection and count-down timer at the intersection of Bargen Drive and Cambie Road were secured through the rezoning process and will be constructed through a separate Servicing Agreement (SA 17-784946). The Servicing Agreement must be entered into prior to final adoption of the rezoning bylaw.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, across Mellis Drive: Existing single-family homes on lots zoned “Single Detached (RS1/E)”.
- To the south, across Cambie Road: A surface parking lot of a shopping centre on a lot zoned “Community Commercial (CC)”.
- To the east: A commercial development along Cambie Road currently occupied by a financial institution on a lot zoned “Neighbourhood Commercial (CN)”; and a 33-unit, two-storey townhouse development on a lot zoned “Low Density Townhouses (RTL1)” with vehicular access from Mellis Drive.
- To the west: 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.

Rezoning and Public Hearing Results

The original proposal was to rezone the subject site to permit the development of 21 townhouse units with vehicle access from Mellis Drive. In response to comments related to traffic and parking conditions on Mellis Drive raised at the Planning Committee meeting on September 22, 2015, the applicant had revised the proposal to develop 20 townhouse units with vehicle access from Cambie Road.

The Public Hearing for the rezoning of this site was held on April 18, 2017. At the Public Hearing, one written submission from an adjacent property owner was received; requesting that vehicle access to the proposed townhouse development be limited to Cambie Road only. Staff confirmed that vehicle access had been revised to a right-in/right-out only access point on Cambie Road. Council concluded the Public Hearing and granted Third Reading to the rezoning bylaw; with vehicle access to be provided from Cambie Road.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Low Density Townhouses (RTL4)" zone, except for the zoning variances noted below.

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

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

- 1) Reduce the minimum lot width on a major arterial road from 50.0 m to 43.3 m.

(Staff supports the proposed variances since the subject site is the last double fronting property located between Cambie Road and Mellis Drive. The three neighbouring properties to the west along Cambie Road will have future redevelopment potential (i.e., townhouses), and they will have a combined frontage of approximately 56.4 m. The reduced frontage of the subject development will not affect the development potential of the neighbouring site to the west. This variance was identified at rezoning stage, and no concerns were identified at that time).

- 2) Reduce the front yard setback to Cambie Road and rear yard setback to Mellis Drive from 6.0 m to 4.5 m.
- 3) *(Staff supports the proposed variance to allow for more flexibility in site planning. The developable area of this site is restricted, since a 3.5 m wide Public Rights-of-Passage (PROP) Right of Way (ROW) is required along the east property line to accommodate a new public pedestrian walkway, and a 2.0 m road dedication is required along the entire Cambie Road frontage to accommodate future road widening. While the front and rear yard setbacks are reduced, the proposed east side yard setback (i.e., ranging from 6.78 m to 7.90 m) is significantly larger than the 3.0 m side yard setback requirement under the RTL4 zone. Appropriate interfaces with the adjacent properties to the east and west have also been provided through landscaping design. These variances were identified at rezoning stage, and no concerns were identified at that time).*

Advisory Design Panel Comments

The Advisory Design Panel has reviewed and supported the project. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday October 18, 2017 is attached for reference (Attachment 2). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '***bold italics***'.

Analysis

Conditions of Adjacency

- The two end units fronting onto Mellis Drive are designed to be two storeys and have a single-family character; to provide an appropriate interface with the existing single family homes to the west and across Mellis Drive.
- All units along the west property lines are designed to be two storeys with a setback to the west property line ranging from 3.0 m to 4.2 m; to address potential adjacency concerns. Since no trees are allowed to be planted within the existing 3.0 m wide sanitary right-of-way (ROW) along the west property line, a line of 6 ft. high perimeter wooden screens and a row of False Holly are proposed along the west property line to provide privacy screening between the proposed townhouse development and the existing single family homes to the west.
- The heights of the proposed units along the east property line are ranging from two to three storeys and the proposed setbacks to the east property line is ranging from 6.78 m to 7.90 m. The proposed 3.5 m wide public walkway (including a 2.5 m wide pathway and landscaping on both sides) and yard spaces with Japanese Snowbell trees along the east property line will provide a visual buffer to the townhouse and commercial developments to the east.
- Adjacent properties to the west along Cambie Road have future potential for redevelopment as townhouses, and the proposed development will not reduce this potential. A statutory right-of-way (SRW) allowing access to/from the adjacent future development sites through the subject site (over the entry driveway) has been secured at rezoning.
- To minimize changes in site grade on this double-fronting site, a stepping Flood Construction Level (FCL) is proposed. The building proposed along Cambie Road will have a FCL at 2.11 m, the two buildings proposed along Mellis Drive will have a FCL at 1.39, and the two buildings proposed at the central part of the site will have a FCL at 1.75 m. Building Approvals staff have reviewed this proposal and have no concerns.
- Perimeter drainage will be required as part of the Building Permit to ensure storm water is managed and addressed through the development, and will not impact the neighbouring properties.

Urban Design and Site Planning

- The site layout includes 10 two-storey units and 10 three-storey units in five clusters.
- Vehicle access will be through a new driveway from Cambie Road; no direct vehicle access to Mellis Drive is permitted for the subject site.
- A separate pedestrian entrance from the public walkway along the east property line, to the south of the proposed outdoor amenity area, will be provided.
- Units along Cambie Road and Mellis Drive are designed to have a strong street presence, with individual front entrances and yards. Units along the east property line are also designed to have direct access from the proposed public walkway. Low planting and permeable fencing will create semi-private spaces for these units and create a pedestrian-oriented streetscape along the two road frontages and the public walkway.

- All units will have two vehicle parking spaces; 50% of the units will have a side-by-side double car garage; and 50% of the units will have a tandem garage. A Restrictive Covenant, prohibiting the conversion of tandem parking area into habitable area has been secured at rezoning.
- A total of four visitor parking spaces, including one accessible visitor parking space, will be provided throughout the site. The number of visitor parking spaces proposed is in compliance with the minimum bylaw requirement.
- Both internal and external bicycle parking spaces have been incorporated into the proposal and are in compliance with the zoning bylaw requirements.
- The provision of private outdoor spaces complies with the Development Permit Guidelines (minimum of 30 m² per unit) of the OCP. All units have private outdoor spaces consisting of front or rear yard; some units also have a balcony on the second floor.
- The required on-site outdoor amenity space is proposed to be located within the existing 6.0 m wide sanitary right-of-way (ROW) cutting east-west across the subject site. The outdoor amenity space is divided into two areas: the area adjacent to the public walkway is designated for children's play with stepping logs and a sand box; the area along the west property line is designated for gardening with veggie planting plots and a sod lawn. All trees proposed within the outdoor amenity area will be planted in planters.
- The required garbage, recycling and organic waste storage enclosure has been incorporated into the design of Building #1 to minimize its visual impact.
- A mailbox kiosk will be provided adjacent to the enclosure, fronting Cambie Road.

Architectural Form and Character

- A simplified neo-Victorian Queen Anne style is proposed to compliment the finer scale of the elements and massing of the neighbouring developments (i.e., massing articulation, varying roof lines, window/cladding rhythms, and front door cues, etc.).
- The strong architecture creates an effective street wall along Cambie Road, which fits well with the local context.
- A pedestrian scale is generally achieved along both road frontages, public walkway along the east property line, and internal drive aisle through the inclusion of variation in building projections, recesses, entry porches, varying material/colour combinations, landscape features, and the use of individual unit entrances.
- Individuality of dwelling units is expressed visually by a defined section of building façade (in most cases, a roof gable) and entry door with covered stoop or porch.
- The proposed building materials (Hardie plank cedar mill siding, Hardie Plank shingle, fiberglass asphalt roof shingles, and wood trim, etc.) are generally consistent with the Official Community Plan (OCP) Design Permit Guidelines and are compatible with the character of the surrounding neighbourhood.
- Two colour schemes are proposed; the colour palettes include a range of earth tone colours, highlighted with contrasting trims.

Landscape Design and Open Space Design

- Tree preservation was reviewed at rezoning stage; all seven bylaw-sized trees on-site will be removed. Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 14 replacement trees are required. The applicant is proposing to plant 61 replacement trees on-site, including 22 conifers and 38 deciduous trees.
- Nine trees located on neighbouring properties are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage.
- The public walkway along the east property line will be designed to accommodate a 2.5 m wide pedestrian path with bollard lighting and landscaping along the entire length of the walkway.
- Each unit fronting Cambie Road and the public walkway along the east property line will have a private yard with landscaping, a small lawn area, and a patio.
- The front yards on Mellis Drive is designed to enhance the single family house scale of the end units; various hedges, shrubs and ground covers, as well as perennials and grasses have been selected to ensure the landscape treatment remains interesting throughout the year.
- The landscape area at the end of the north-south drive aisle is designed to discourage traversing through the proposed townhouse development. This area will be bermed up and will be heavily landscaped with shrubs (i.e., Rhododendrons, Japanese Forest Grass, Western Sword Fern), trees (i.e., Serbian Spruce trees), and one feature tree (i.e., Pacific Dogwood) at the centre.
- The required on-site outdoor amenity area will be provided at the central part of the site; with a program that includes children's play area, veggie plots, sand box, and fruit trees with clean site lines and seating areas for parents.
- A slightly raised area is proposed on the internal drive aisle in front of the visitor parking spaces and the outdoor amenity areas at the center of the site for traffic claiming.
- Permeable paving will be used on the internal drive aisle and surface parking spaces.
- Project signage will be provided along the Cambie Road frontage by the entry driveway.
- In order to ensure that the proposed landscaping works are completed, the applicant is required to provide a landscape security of \$196,074.53 in association with the Development Permit.
- Indoor amenity space is not proposed on-site. A \$21,000 cash-in-lieu contribution has been secured as a condition of rezoning approval; consistent with the OCP.

Crime Prevention Through Environmental Design (CPTED)

- The public walkway will have well-defined edges (with fencing, entry and exit trellised structures, hedgerow strips), will be well-lit with bollard lighting along its entire path, will have a chamfered corner at the elbow for visibility, and will be landscaped to eliminate hiding places.

- All building exterior side walls will have windows at upper floors; which would provide for passive surveillance over the public walkway, the common outdoor amenity area, visitor parking spaces, the garbage and recycle enclosures, and all main entries and garage doors.
- All unit entry doors will be clearly visible from the street, the public walkway, and the internal drive aisle, will be well-lit, and will not be set back into the building.
- The outdoor amenity kids' play area will be safely separated from the public walkway with fence and hedge.
- Landscaping at north end of drive aisle will be heavily densified to clearly discourage pedestrian and vehicle traffic across to (and from) Mellis Drive.

Sustainability

- The applicant has committed to achieving a minimum EnerGuide rating of 82 for the proposed townhouses and to pre-ducting all units for solar hot water heating.
- A Certified Energy Advisor has confirmed that the proposed townhouse units will be designed to achieve an EnerGuide rating of 82. The report prepared by the Energy Advisor is on file and will be utilized through the Building Permit review process to ensure these measures are incorporated in the Permit drawings.
- Each garage will be equipped with a 240V receptacle to accommodate future electric vehicle charging equipment.
- The developer also advises that the following sustainability features will be incorporated into the development:
 - Use of low-flow toilets, showers, and lavatories in all units.
 - Use of Energy Star appliances in all units.

Aircraft Noise Sensitive Land Use Policy

- In consideration for rezoning, the developer has agreed to sign a Restrictive Covenant, agreeing to have the building designed to incorporate adequate sound measures against aircraft noise before obtaining a rezoning.
- The developer has submitted a report on recommended acoustic sound insulation measures prepared by a registered professional qualified in acoustics. The developer has agreed to retain a registered professional to certify that any required noise insulation measures have been installed according to the report recommendations before obtaining the Occupancy Permit.
- The developer has also submitted a report identifying measures to incorporate air source heat pumps in the construction of the building in order to maintain the acoustic integrity of the building envelope essential to maintain a highly liveable interior environment when windows are shut, particularly during warm summer months. The developer has agreed to retain a registered professional to certify that any proposed outdoor mechanical equipment will comply with the City's Noise Regulation Bylaw No. 8856.

Accessible Housing

- The proposed development includes two convertible units that are designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a vertical lift in the stacked storage space (which has been dimensioned to allow for this in Unit B) or a chair lift (where the staircase has been dimensioned to accommodate this in Unit E) in the future, if desired.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
 - Stairwell hand rails.
 - Lever-type handles for plumbing fixtures and door handles.
 - Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.

Conclusions

As the proposed development would meet applicable policies and Development Permit Guidelines, and the applicant has agreed to the list of Development Permit Considerations (signed concurrence on file) outlined in Attachment 2, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.



Edwin Lee
Planner 1
(604-276-4121)

EL:blg

Attachment 1: Development Application Data Sheet

Attachment 2: Minutes of the October 18, 2017 Advisory Design Panel Meeting

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

- Adoption of Rezoning Bylaw 9293 (RZ 14-670471).
- Receipt of a Letter-of-Credit for landscaping in the amount of \$196,074.53.

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

- Installation of appropriate tree protection fencing around all protected trees and hedges on the adjacent properties prior to any construction activities; including building demolition, occurring on-site.
- Incorporation of energy efficiency, CPTED, sustainability, and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.*

- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>).
- If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.



**City of
Richmond**

Development Application Data Sheet
Development Applications Department

DP 17-772227

Attachment 1

Address: 11671 and 11691 Cambie Road

Applicant: Interface Architecture Inc. Owner: Chislon (Cambie) Development Corp

Planning Area(s): East Cambie

Floor Area Gross: 3,330.9 m² Floor Area Net: 2,245.3 m²

	Existing	Proposed
Site Area:	3,844.0 m ²	3,757.7 m ²
Land Uses:	Single Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2	20

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	none permitted
Lot Coverage – Building:	Max. 40%	40.0%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	54.3%	none
Lot Coverage – Landscaping:	Min. 25%	25.0%	none
Setback – Front Yard (Cambie Road) (m):	Min. 6.0 m	4.5 m	Variance Requested
Setback – East Side Yard (m):	Min. 3.0 m	6.9 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.3 m	none
Setback – Rear Yard (Mellis Drive) (m):	Min. 6.0 m	4.5 m	Variance Requested
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys)	none
Lot Dimensions (m):	Width: 50.0 m Depth: 35.0 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)	none
Off-street Parking Spaces – Total:	40 (R) and 4 (V)	40 (R) and 4 (V)	none
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
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (44 x Min. 2% = 1)	1	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.25 (Class 1) and 0.2 (Class 2)	none
Off-street Parking Spaces – Total:	25 (Class 1) and 4 (Class 2)	25 (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	130 m ²	none

**Excerpt from the Minutes from
The Design Panel Meeting**

**Wednesday, October 18, 2017 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

1. DP 17-772227 – 20-UNIT TOWNHOUSE DEVELOPMENT

ARCHITECT: Interface Architecture

PROPERTY LOCATION: 11671 and 11691 Cambie Road

Applicant's Presentation

Ken Chow, Interface Architecture, and Meredith Mitchell, M2 Landscape Architecture, presented the project and answered queries from the Panel.

Panel Discussion

Comments from the Panel were as follows:

- package for the project provided by the applicant is clear; however, coloured elevation drawings could have added clarity to the project;
- appreciate the applicant achieving a 40 percent lot coverage for the proposed development;
- not concerned with the proposed setback variances; stepping of buildings along an angle on the north side is a good solution;
- consider decreasing the pitch of the primary roof to lower the roof ridge of Building 4 which currently reads like a three-storey volume; would allow more sunlight penetration into the internal drive aisle and a provide a softer transition to the single family neighbourhood to the west of the subject site;

Have now lowered the roof ridge lines by 0.8 m (2.62 ft.) by changing 12:12 pitch to 10:12 pitch,

- proposed outdoor amenity areas look good but appear narrow; consider installing clerestory windows in the ground floor of adjacent units to address potential privacy concerns;

Have now relocated outdoor amenity area to between Buildings 2 & 3, after sliding Building 2 southward by 2-ft.

- support the proposed materials and colours for the project;

- would like to see a modern architectural style for projects similar to the subject development in the future;

Design direction was established early by original owner (Isle of Mann, who deemed this fit the location & market). It was originally called Oxford Lane.

- the proposed public walkway along the east side of the site further restricts the long, linear and narrow site;

Issue was identified, but east edge PROP walkway required.

- the subject site does not look dense; commend the applicant for the efficient use of space;
- north-south orientation of the proposed development works; units fronting Cambie Road will receive good sunlight exposure;
- good provision of private outdoor spaces in all townhouse units; use of proposed common outdoor amenity areas is questionable; however, commend the applicant for providing more than the required minimum amount of outdoor amenity space;
- consider design development to the roof of Building 4 to reduce its height without reducing the roof pitch; consider introducing a flat portion on the roof not noticeable from the ground plane; variation of building heights could enhance the general massing arrangement in the proposed development;

Have now lowered the roof ridge lines by 0.8 m (2.62 ft.) by changing 12:12 pitch to 10:12 pitch.

- consider continuing the planting of smaller trees along the west property line and install raised planters to provide more buffering from the adjacent single family homes;

Can't have trees planted in SROW along west PL.

- consider providing screening to the windows in the living space of Unit 20 for protection from headlight glares coming from vehicles entering the site; also consider introducing landscaping to provide a softer treatment and visual screening to the harsh appearance of the visitor parking spaces adjacent to Units 20 and 6;

Visitor parking now relocated, wood trellis now proposed here for visual interest; main floor windows deleted.

- proposed hydro kiosk location at the north end of the site is preferable than located adjacent to Unit 13; hope that the surrounding vegetation will provide a softer treatment;

LPT kiosk prohibited from being in Mellis yard setback; LPT now located in (bigger) notch at Unit 13 footprint; FD 3-ft wide path to go around LPT.

- proposed bollard lighting along the public walkway may not be adequate from a CPTED perspective; consider installing larger lights along the walkway to address CPTED concerns;

Will delve into this issue now with civil/elec/landscape consultants, but lighting can be part of the overall SA coordination when the art budget issue is resolved.

- appreciate the presentation of proposed landscaping for the project which included helpful information on existing trees and grades around the existing trees;
- does not support the proposed location for the public walkway; however, the applicant has done a good job in activating and addressing it; consider additional lighting along the walkway especially at both ends to provide “eyes on the walkway”;

The PROP walkway was initially proposed along the edge of the central internal drive aisle. This solution would have increased the separation of buildings along the drive aisle to allow for a more pleasant, landscaped, activated, wider (and we feel, generally safer) circulation spine. The 2nd point about additional lighting could be dealt with as part of the SA development to incorporate the art budget into the trellis entries/walkway access points.

- consider design development to the proposed landscaping around the feature tree and hydro kiosk at the north end of the site to draw more attention to the feature tree and away from the hydro kiosk;

Feature tree is now centered; surrounding landscaping to be densified, layered, and visually interesting

- consider reconfiguring the outdoor amenity areas to minimize the formality of the arrangement including breaking up the rectangular spaces; also consider integrating natural elements in the children's play area with proposed trees in planters to create more natural play opportunities for children;
- consider breaking up the formality of the common vegetable garden to provide more access to users;

The common garden is not a big space, so the few veggie planting plots to be provided will eventually be arranged by the residents.

- consider extending the grey-coloured paved pedestrian walkway along the west edge of the entry driveway throughout the entire length of the internal drive aisle;

The owner agrees to extending the grey pavers throughout the internal drive aisle (i.e. no asphalt on site).

- consider a similar treatment along the east edge of the internal drive aisle;

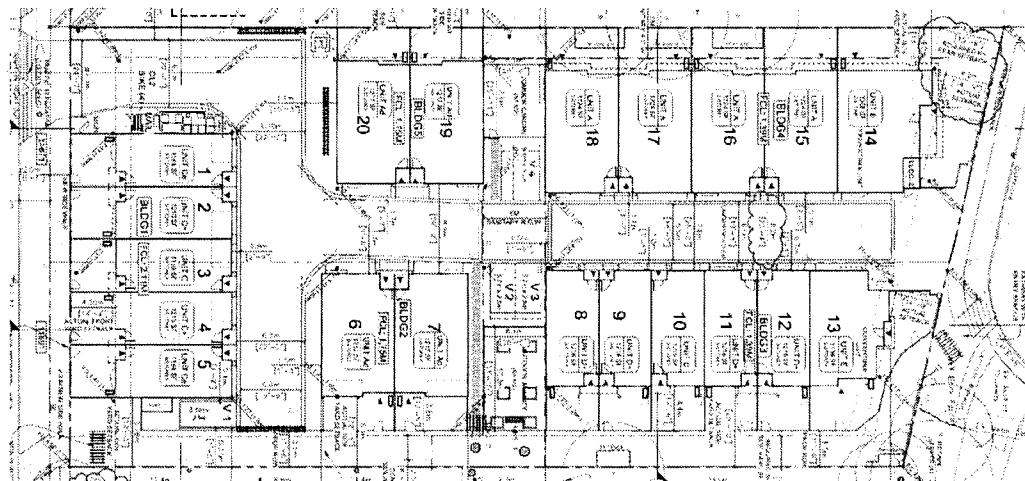
Have done this. Site entry pavers extended to SROW, linking to PROP walkway.

- purpose of incorporating sod lawns at the northwest corner of the site is not clear; consider installing trees in this area;

Note: SROW extends to NW site corner.

- the project is going in the right direction from a sustainability perspective; however, concerned on limited potential location for the air-source heat pumps due to the size of the site; could not be installed on the roofs but could be accommodated in the front yards of units; however, the move would create negative visual impacts;

The heat pump units are actually little furnaces inside the unit (under the stairs or just off the garage). It is the condenser units that are situated outside (blue boxes) adjacent to the individual patios at the fences. Each unit is about 37x40x13 (w,h,d). The proposed hedges and fences will provide the visual screening.



- appreciate the provision of two convertible units for the proposed development;
- consider replacing the proposed swing door for the ground floor powder room in the convertible B unit with a pocket door to enhance its usability; consider the same approach for the convertible E unit;

Although preferred, there is no space to fit a pocket door in at Unit B. We were able to fit in at Unit E.

- appreciate the proposed kitchen lay-out in the convertible B unit; consider installing a wall oven at the end of the counter as it would be safer to use by disabled residents;

Although preferred, we were only able to fit in at Unit B, but not Unit E.

- reconsider proposed provision of chair lift for the convertible B unit due to comfort and safety concerns of users; consider future provision of a vertical lift and utilize the proposed electrical room on the ground floor and the deck above; would be feasible if the hydro kiosk could be moved away from the convertible E unit so the electrical room could be relocated outside of the building footprint;

Revised Unit B layout now has vertical lift (but not Unit E). We have already tried to install a vertical lift in Unit E but it is not possible.

- consider relocating the washer and drier space on the second floor of the convertible E unit and utilizing the vacated space and a portion of the garage space below for future installation of a vertical lift;

Still proposing chair lift. This comment referred to an earlier Unit E design which has been radically changed (i.e. stair case relocated). Cannot stack a vertical lift that doesn't ruin the main floor living space.

- appreciate the applicant contributing to the City's public art fund as public art could help in integrating development projects in the community;
- consider integrating public art in the trellises; also consider design development to the trellis adjacent to the two storey unit and the public walkway to prevent direct pedestrian access to the subject site from the public walkway;

Trellises still proposed, but will consider city proposals for using the voluntary art contributions here.

- consider installing transparent material to provide separation between adjacent unit entries in Buildings 1 and 3;

As the architects, we not think this is necessary, but will remind the owner that this is an option.

- appreciate the well-executed architectural expression of the proposed development; however, would support a modernist approach to the architecture of new developments;
- support the additional density in the neighbourhood brought by the proposed development which will benefit the area;
- appreciate the selection of small tree species which are appropriate for a tight site;
- support the Panel comment that the feature tree at the end of the drive aisle should be the focal point; consider design development to the landscaping to achieve this objective;

Feature tree now centered.

- prefer that the public walkway be located at the west side of the site to ameliorate the shady conditions of townhouse units located at the west side of the proposed development;

- consider design development to visually open up the north and south ends of the public walkway; reconsider installing a trellis at both ends of the walkway as it reads like a private walkway; consider opening up the throat on both ends of the walkway to enhance its public character;

Developer would consider redesign of trellis entries to the PROP walkway if developer's voluntary art contributions were used. Will work with Public Art staff.

- survivability of sod lawns at the north side of Units 13 and 14, at the yards of Units 16, 17, and 18, and at the play area immediately to the south of Unit 18 are questionable as they are located in areas with limited sun exposure; consider design development to these areas to ensure the survivability of sod;

No notes can ensure this. Artificial turf is not acceptable. North-facing open space and play areas between buildings are a reality. The good feature is that these areas are behind 2-storey buildings, and there is east and west sunlight penetration. And new projects always have a 1-year warranty period to address deficiencies.

- does not support the proposed location of children's play area as it would be in deep shade for majority of the year and proposed wood elements are likely to deteriorate over time;

Now relocated to the wider space between Buildings 2 & 3.

- consider relocating the children's play area and the common vegetable garden to the proposed location of visitor parking stalls adjacent to Units 6 and 20; safety concerns for the relocated children's play area due to vehicular traffic coming from the entry driveway could be mitigated by installing fencing, bollards, or barrier curb or a combination of the three; applicant could also consider relocating the children's play area to the visitor parking space adjacent to Unit 6;

Noted in new site redesign.

- understand the rationale for installing different types of paving materials on the drive aisle; however, the proposed scheme may not work, e.g. the pedestrian pathway at the west edge of the entry driveway could be underutilized; consider simplifying the paving treatment for the entire drive aisle and consider asphalt paving throughout to provide more usable play space for children;

Please provide a response. Have now revised the extent of pavers to reach the SROW pathway for a clearer visual cue pedestrians; asphalt paving throughout doesn't seem like the best solution for the project (i.e. less permeability, no visual interest)

- commend the applicant for providing legible landscape drawings;
- the applicant has done a good job in a tight site;
- support the Panel comment that the applicant could have introduced a cleaner and modern architecture for the proposed development;

- consider eliminating one of the two chimneys proposed to be installed on the roof of the building along Cambie Road; also consider using masonry, e.g. brick for the chimney in view of the architecture of the building;

Chimney removed.

- consider cleaning up the proposed materials palette for the building;
We believe that the materials palette is just right now (w/o masonry cladding). The limited colour palette will tone down any perceived busyness.
- not concerned on the proposed setback variances;
- not concerned with the project's interface with the single-family homes to the west as they could be redeveloped in the future;
- one hydro kiosk would be sufficient for the proposed development considering its size; consider eliminating one of the two hydro kiosks; applicant and staff could work together to provide a more appropriate screening for the hydro kiosk at the north end of the site;

Consultant proposes 2 kiosks; site divided in 2 by SROW.

- not enough detail on the proposed public pedestrian walkway; scale of proposed trellises at both ends create a more residential than public feel for the walkway; support the comment from the Panel to open up both entries to the walkway and consider integrating public art and adding more lighting at the entries and along the public walkway;

Public art process to incorporate art contribution has been initiated.

- consider using appropriate material for the entry monuments consistent with the architecture of the building;
A masonry/stone cladding will be used on the fence pilasters and will also be used on the entry signage monuments.
- applicant could do more to address the shady location of the children's play area, e.g. introducing shade tolerant planting, to avoid the potential of becoming a liability for the strata;

Now the play area has been relocated to between Buildings 2 & 3 in a wider outdoor area for better sunlight penetration. Play area has a 'fibar' surface and trees in planters.

- applicant could work with staff to mitigate the harsh vehicular entry set-up due to the location two visitor parking spaces near the vehicular entry, especially the visitor parking space directly opposite the site entry;

Better now after redesign as described above.

- consider design development to the windows of units adjacent to the outdoor amenity areas to address privacy concerns;

Now more carefully addressed; have deleted main floor kitchen windows facing amenity spaces, but kept high-silled windows for daylight and CPTED reasons.

- proposed common outdoor amenity areas are narrow and appear crowded; support the Panel comment for the applicant to consider relocating the outdoor amenity areas to the visitor parking spaces adjacent to Units 6 and 20 and utilize the vacated spaces for visitor parking stalls; also consider installing appropriate screening for the relocated outdoor amenity areas for protection from headlight glare coming from vehicles entering the site;

Now addressed via site redesign.

- appreciate the Panel comment to simplify the paving treatment for the internal drive aisle; however, the asphalt paving could be broken down at certain points on the drive aisle, e.g. at the terminus; consider design development to the pad step down for the hydro kiosk to create a feature as the ground plane as opposed to the viewpoint at eye level; would help justify the off centre location of the feature tree;

Drive aisle pavers now expanded in area.

- support the approach to raise some of the lawn areas to differentiate between the public and private areas;

Realistically, the public/private yard interfaces can be completed either way (i.e. flush or stepped up); we essentially have a flat site with Building MBE's at the higher FCL's. No raised yard planes are shown now, as each unit will have a walkway that gradually slopes from the public sidewalks up to the Building slabs at the higher FCL values.

- support the proposed setback variances; and
- support the comments from the Panel that the applicant could have introduced a more contemporary architecture for the proposed development; City staff and the applicant are encouraged to consider the collective advice of the Panel for future similar developments in the City.

Panel Decision

It was moved and seconded

That DP 17-772227 be supported to move forward to Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.

CARRIED



City of Richmond

Development Permit

No. DP 17-772227

To the Holder: INTERFACE ARCHITECTURE INC.

Property Address: 11671 AND 11691 CAMBIE ROAD

Address: C/O KEN CHOW
SUITE 230 - 11590 CAMBIE ROAD
RICHMOND, BC V6X 3Z5

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) reduce the minimum lot width on major arterial road from 50.0 m to 43.3 m; and
 - b) reduce the front yard setback to Cambie Road and rear yard setback to Mellis Drive from 6.0 m to 4.5 m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$196,074.53 to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit
No. DP 17-772227

To the Holder: INTERFACE ARCHITECTURE INC.

Property Address: 11671 AND 11691 CAMBIE ROAD

Address: C/O KEN CHOW
SUITE 230 - 11590 CAMBIE ROAD
RICHMOND, BC V6X 3Z5

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

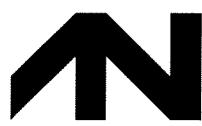
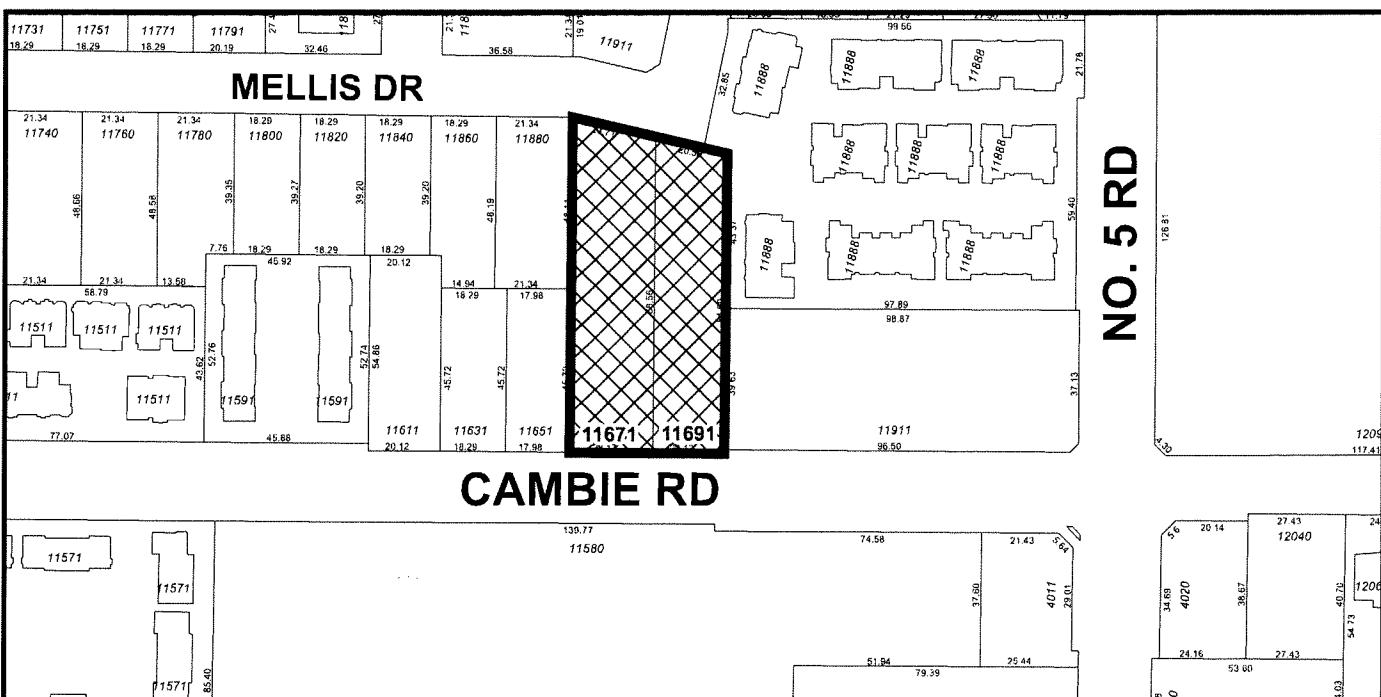
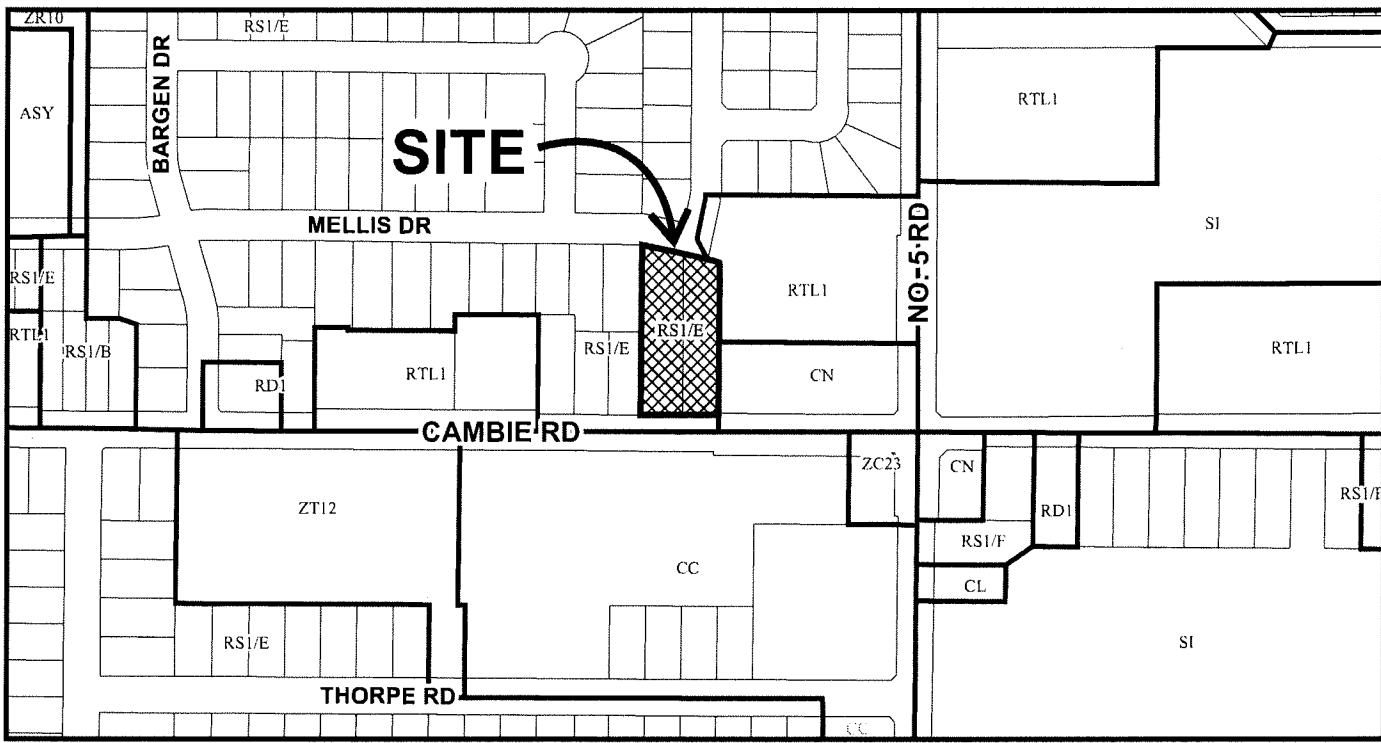
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

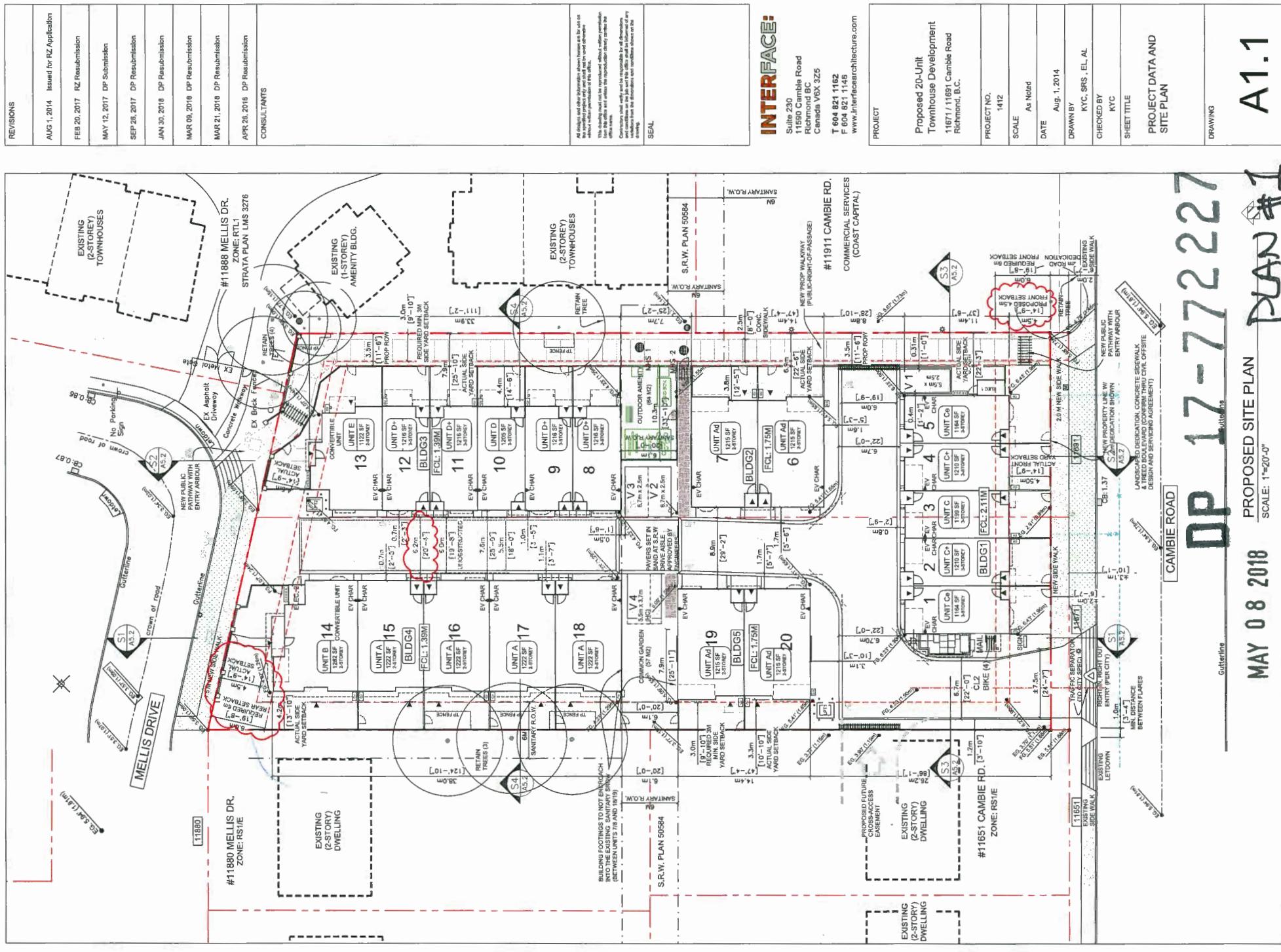


DP 17-772227
SCHEDULE "A"

Original Date: 06/09/17

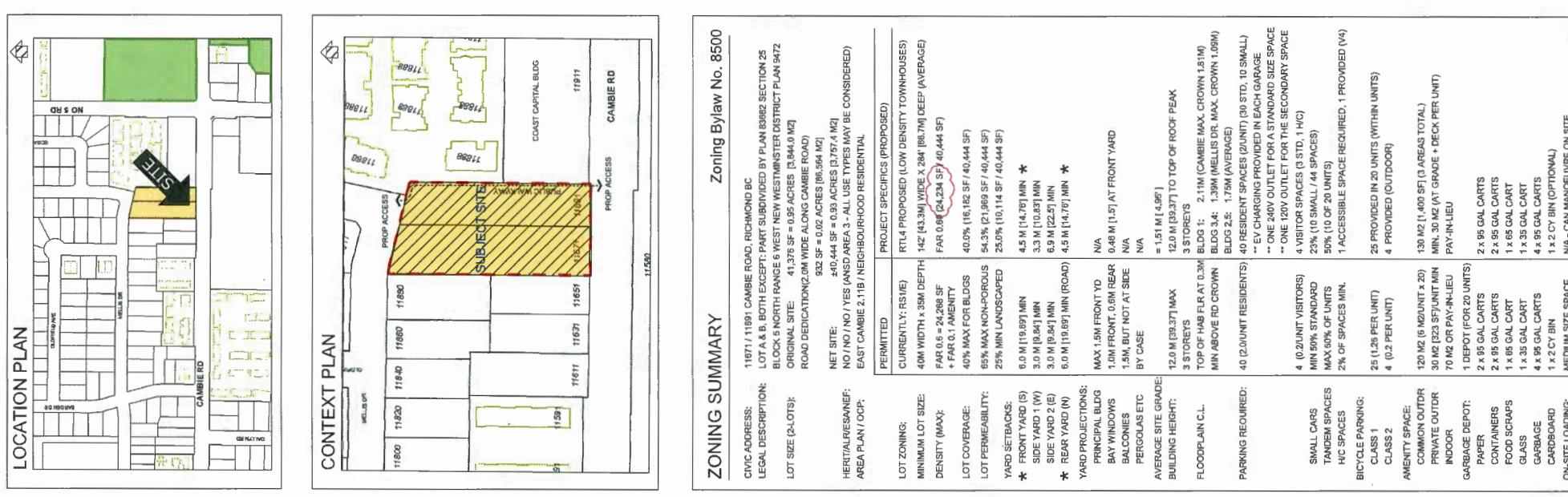
Revision Date:

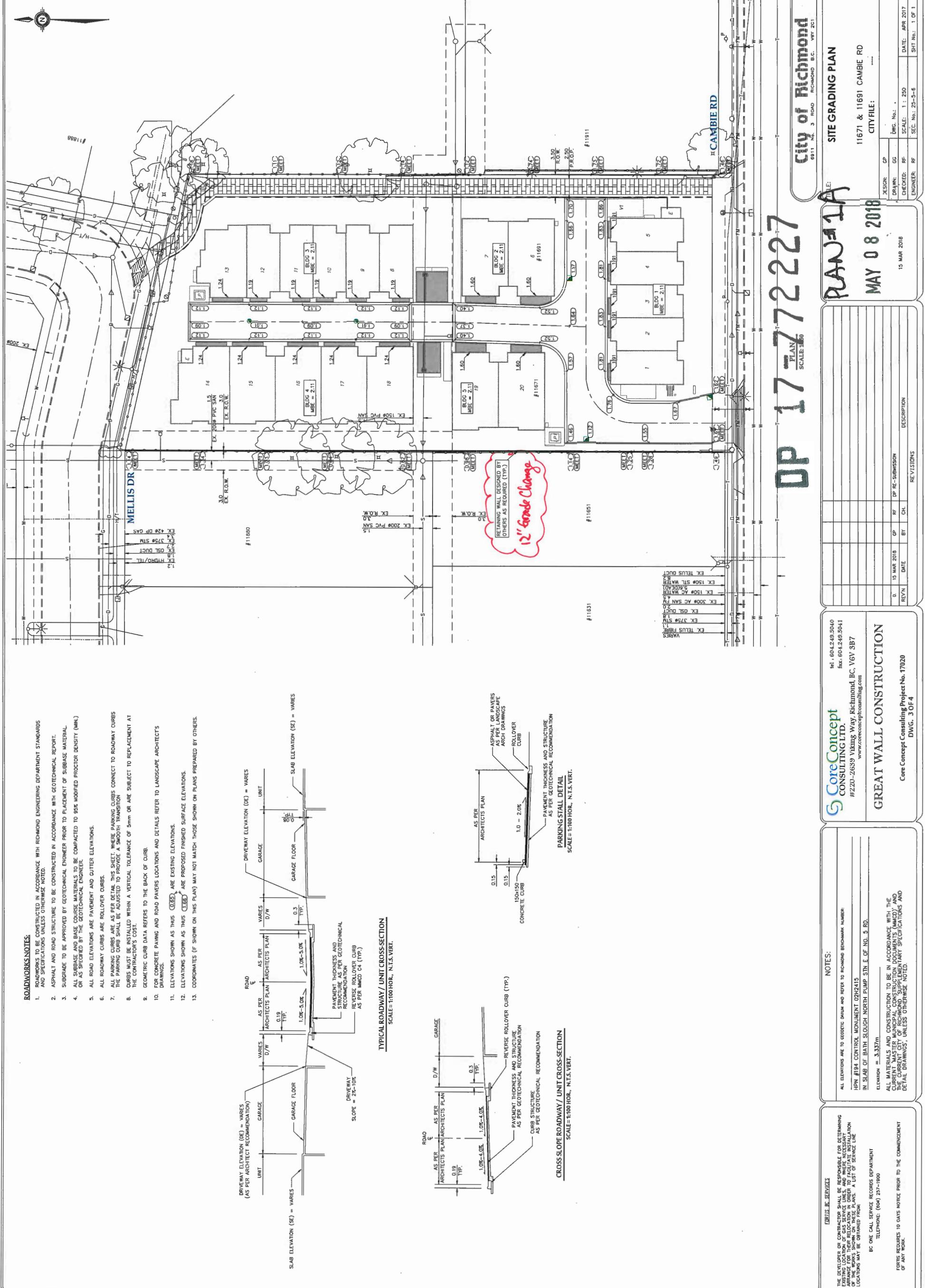
Note: Dimensions are in METRES

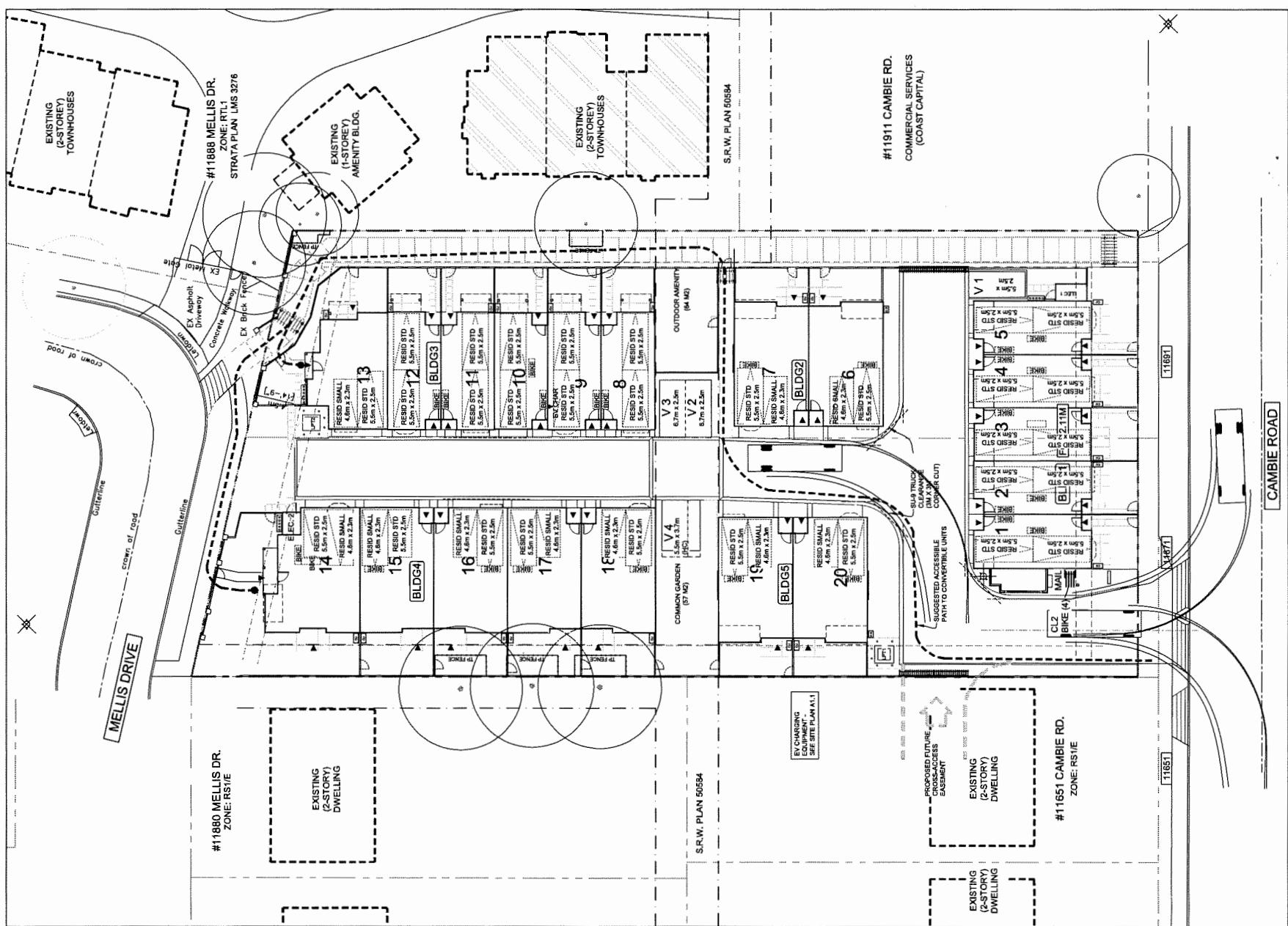


DRAWING LIST	
Architectural	
A1.1 PROJECT DATA AND SITE PLAN	
A1.2 FIRE ACCESS & PARKING TRUCK TURNING PLAN	
A1.3 SITE AREA OVERLAYS / AVG FINISHED GRADE	
A1.4 F.A.R. OVERLAY & FLOOR AREA BREAKDOWN	
A2.1 UNIT PLANS - UNIT A, UNIT AD	
A2.2 UNIT PLANS - UNIT B (CONVENTIONAL)	
A2.3 UNIT PLANS - UNIT C, UNIT D	
A2.4 UNIT PLANS - UNIT E (CONVENTIONAL)	
A3.1 BUILDING PLANS : BUILDING 1 & 3	
A3.2 BUILDING PLANS : BUILDING 4 & 5	
A4.1 BUILDING ELEVATIONS: BUILDING 1	
A4.2 BUILDING ELEVATIONS: BUILDING 4 & 5	
A4.3 BUILDING ELEVATIONS: BUILDING 1 & 4	
A5.1 STREETSCAPES - MELLIS DR. AND CAMBIE RD.	
A5.2 STREETSCAPES - ALONG PROPERTY LINES AND DRIVE AISLES	
Landscape	
A8.0 SITE SECTIONALS	
A8.0 MATERIAL BOARD	
Civil (On-Site)	
C1 OFFSITE STREET TREE	
C1 TREE PLAN	
C1 SHRUB PLAN	
C1 LANDSCAPE DETAILS	
C1 LANDSCAPE SPECIFICATION	
Engineering Issues	
Human Comfort	
TO MEET COMFORT LEVELS PER ASHRAE 55-2004 (I.E. SUFFICIENT VENTILATION/FRESH AIR WHEN WINDOWS ARE CLOSED DUE TO NOISE) A DUCTED AIR CONDITIONING SYSTEM WILL BE INSTALLED TO PROVIDE COOLING.	
Acoustic	
TO MEET CMHC NOISE CRITERIA FOR RESIDENTIAL PROJECTS WITHIN THE ANSD POLICY AREA. NOISE MITIGATION MEASURES ARE PROPOSED AT ALL BEDROOMS (PER OCT 10/11 ACOUSTIC STUDY):	
• EXTERIOR WALLS: ADD EXTRA LAYER 5/8" GWB	
• CEILINGS: ADD RESILIENT METAL CHANNELS	
Energy	
TO MEET ENERGUIDE B2 CRITERIA. THE CEA REPORT DATED APRIL 5/18 SPECIFIES THE MECHANICAL SPECIFICATION DETAILS OUTLINED BELOW:	
• SOLAR+HOT WATER READY (2 PIPES TO FUTURE PANELS)	
• HIGH EFFICIENCY NATURAL GAS FURNACE (92% AFUE)	
• EXTERIOR WALLS: ADD RESILIENT METAL CHANNELS	
Project Description	
A 20-UNIT TOWNHOUSE PROJECT IS PROPOSED FOR THIS DOUBLE-PURCHASE SITE. GROSS SITE AREA IS 8,841.0 M2 (NE 3/5 ACRE) AFTER ROAD RECLINATION. THE VEHICLE ENTRY POINT IS ON A CAMBIE ROAD (INTERNAL ROAD). TWO UNITS PROJECT COMBINE ON THE EAST SIDE OF THE SITE. THE TANDEM PARKING UNIT IS 50%.	
The target zoning is RT14, PERMITS UP TO FAR 0.0 + FAR 0.1 FOR INDOOR AMENITY SPACE, SUBJECT TO: (1) CONTRIBUTE TO AFFORDABLE HOUSING RESERVE (2) COMPLY WITH MULTIFAMILY DESIGN GUIDELINES (3) PROVIDE 2M ROAD DEDICATION ALONG CAMBIE ROAD (4) PROVIDE PUBLIC RIGHT-OF-PASSAGE WALKWAY FROM MELLIS THROUGH THE SITE TO CAMBIE ROAD (5) REGISTER AN EASEMENT TO PERMIT FUTURE ACCESS TO WEST DEVELOPMENT PROPERTIES ZONING VARANCES ARE REQUESTED: (A) INTERNAL DRIVE ALLEY WIDTH REDUCED FROM 5.7M TO 6.2M (BACK-OF-CURB TO BACK-OF-CURB). (B) FRONT & REAR SETBACKS FROM 6.0M TO 4.5M.	

CONTACTS	
Architect	
INTERFACE ARCHITECTURE INC. #230-11980 CAMBIE ROAD RICHMOND, B.C. V6X 2Z5 Tel: 604-321-1146 Fax: 604-321-1146	Alt: KEN CHOW Email: ken@interfacearchitecture.ca
Landscape Architect	
M2 LANDSCAPE ARCHITECTURE #220-28 LORLINE NEWS NEW WESTMINSTER, BC V3M 3L7 Tel: 604-555-0044 Fax: 604-555-0045	Alt: THOMAS KYE Email: thomas.kye@m2la.ca
Arborist	
FROGGERS CREEK TREE CONSULTANTS LTD. 7763 McGregor Avenue BURNABY, BC V5J 4H4 Tel: 604-437-0970	Alt: GLENN MURRAY Email: glenn_murray@shaw.ca
Surveyor	
J. C. TAM AND ASSOCIATES #115-8833 OGILVIE PRESCENT RICHMOND, BC V6X 3Z7 Tel: 604-241-8928 Fax: 604-214-8929	Alt: RICHARD LEW Email: richard@jctam.com
Electrical Engineer	
LIEW ENGINEERING LTD. #275-11780 RIVER ROAD RICHMOND, B.C. V6Y 3B7 Tel: 604-249-5040 Fax: 604-231-9247	Alt: BRUCE DUFFY Email: bcduffy@liewengineering.com
Civil Engineer (onsite/offsite)	
CORE CONCEPT CONSULTING LTD. #201-2659 VIKING WAY PORT MOODY, B.C. V3H 1C3 Tel: 604-922-2992	Alt: ERIC DE SANTS Email: eric@coreconceptconsulting.com
BAP Acoustics	
CORE CONCEPT CONSULTING LTD., 101 KLAIRANE DRIVE, SUITE 201A PORT MOODY, B.C. V3H 1C3 Tel: 604-922-2992	Alt: ERIC DE SANTS Email: eric@coreconceptconsulting.com
Acoustic	
PROJECT DESCRIPTION	
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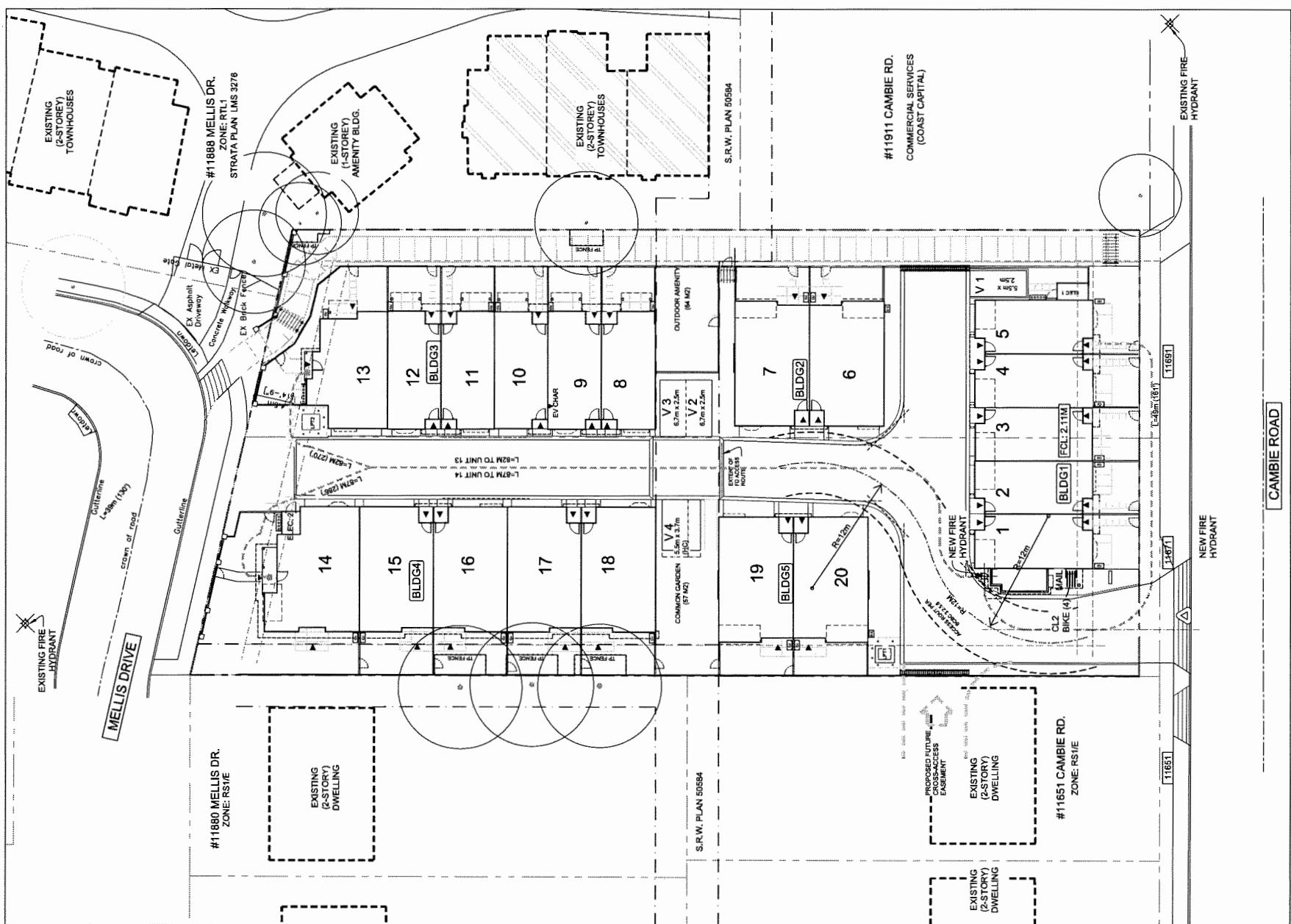




PARKING / TRUCK TURNING PLAN

SCALE: 1"=20'-0"

MAY 08 2000



APPENDIX 3 TREE MANAGEMENT PLAN

PLAN #3



17-772227

MAY 08 2018

TREE INVENTORY

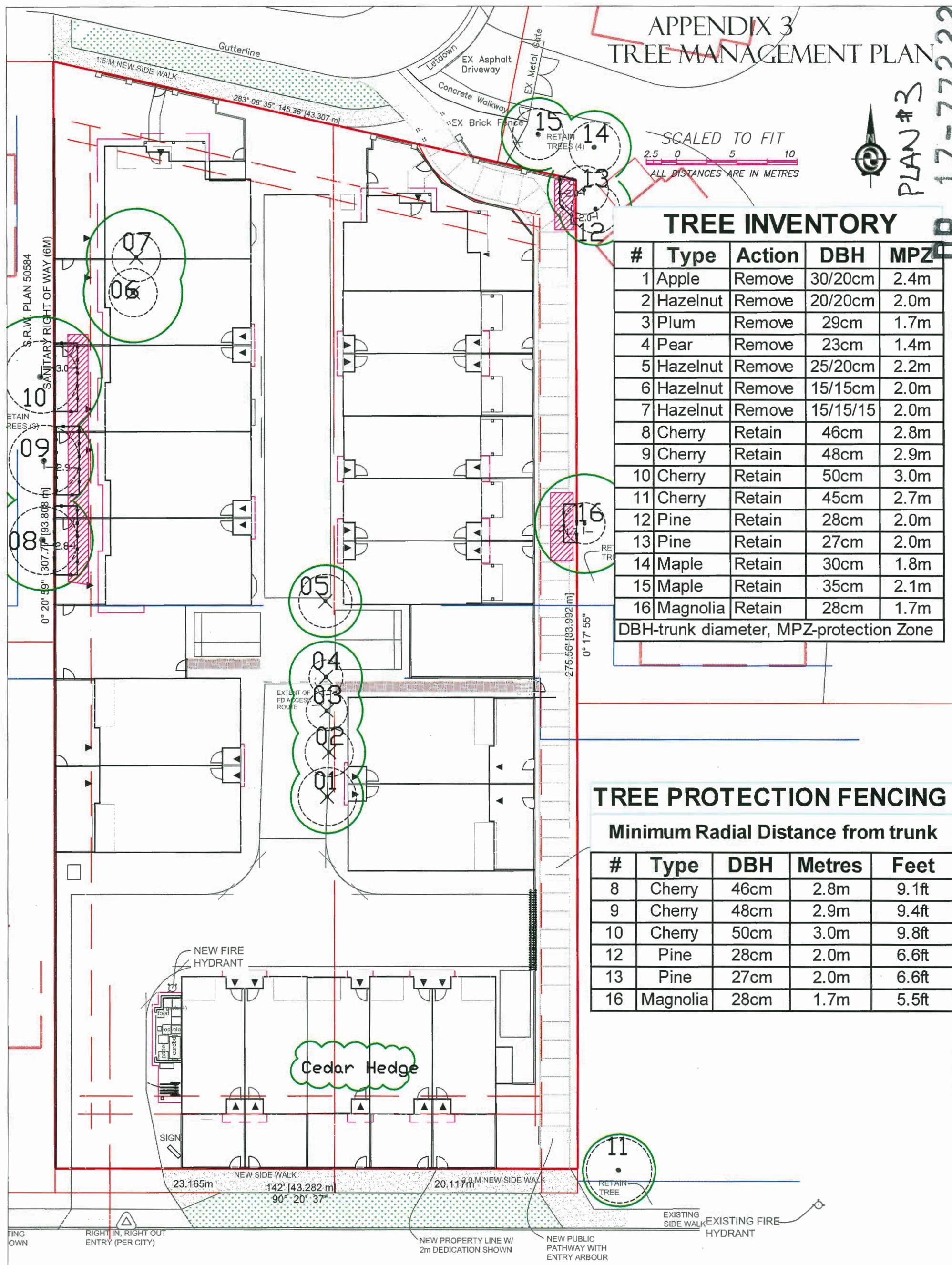
#	Type	Action	DBH	MPZ
1	Apple	Remove	30/20cm	2.4m
2	Hazelnut	Remove	20/20cm	2.0m
3	Plum	Remove	29cm	1.7m
4	Pear	Remove	23cm	1.4m
5	Hazelnut	Remove	25/20cm	2.2m
6	Hazelnut	Remove	15/15cm	2.0m
7	Hazelnut	Remove	15/15/15	2.0m
8	Cherry	Retain	46cm	2.8m
9	Cherry	Retain	48cm	2.9m
10	Cherry	Retain	50cm	3.0m
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

DBH-trunk diameter, MPZ-protection Zone

TREE PROTECTION FENCING

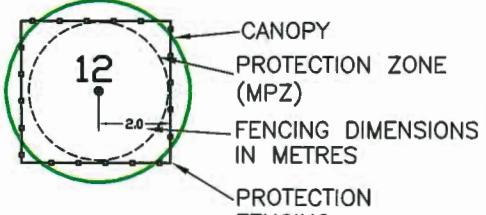
Minimum Radial Distance from trunk

#	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



LEGEND

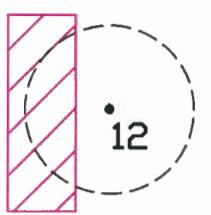
TREE PROPOSED FOR RETENTION



TREE PROPOSED FOR REMOVAL



AREA REQUIRING ARBORIST SUPERVISION



NOTES:

- SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING
- REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.
- ALL MEASUREMENTS ARE METRIC

Froggers Creek
Tree Consultants Ltd

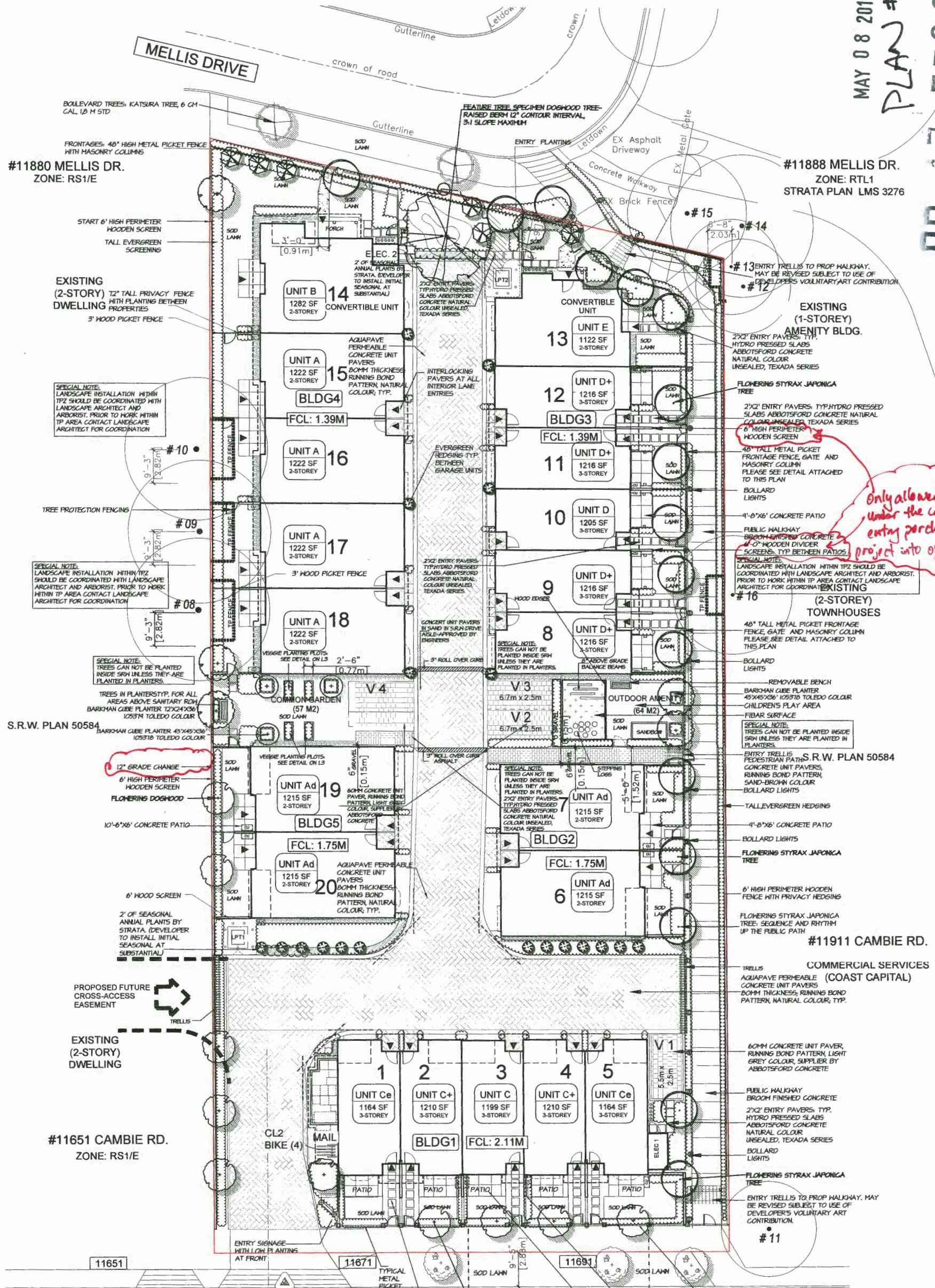
7763 McGregor Avenue Burnaby BC V5J 4H4
Telephone: 604-721-6002 Fax: 604-437-0970

11671 and 11691 Cambie Road Richmond BC

TREE MANAGEMENT PLAN
THE DRAWING PLOTS ALL TREES, PROPOSED FOR RETENTION, REMOVAL, THEIR CANOPES, PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT

January 16, 2018

MAY 08 2018
PLAN J #3A
OP 17772227



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

TREE PLAN

DRAWING TITLE: L1

DRAWING NUMBER: JOB NO 14 063

M2LA PROJECT NUMBER:



NO.	DATE	REVISION DESCRIPTION	DR.
1	APR 23 2017	OP SUBMISSION	GL
2	FEB 23 2017	PER NEW ARCH PLN AND CITY COMMENTS	TK
3	MAR 01 2017	REV. AS PER CITY COMMENTS	GL
4	MAR 01 2017	REV. AS NEW SITE PLAN	TK
5	MAY 10 2017	OP SUBMISSION	GL
6	JUN 12 2017	REV. AS NEW SITE PLAN	TK
7	JUL 18 2017	REV. AS PER CITY COMMENTS	GL
8	SEP 18 2017	REV. AS PER ARCH SITE PLAN	TK
9	OCT 12 2017	REV. AS NEW SITE PLAN	TK
10	NOV 01 2017	CITY CONTEXT PLAN	TK

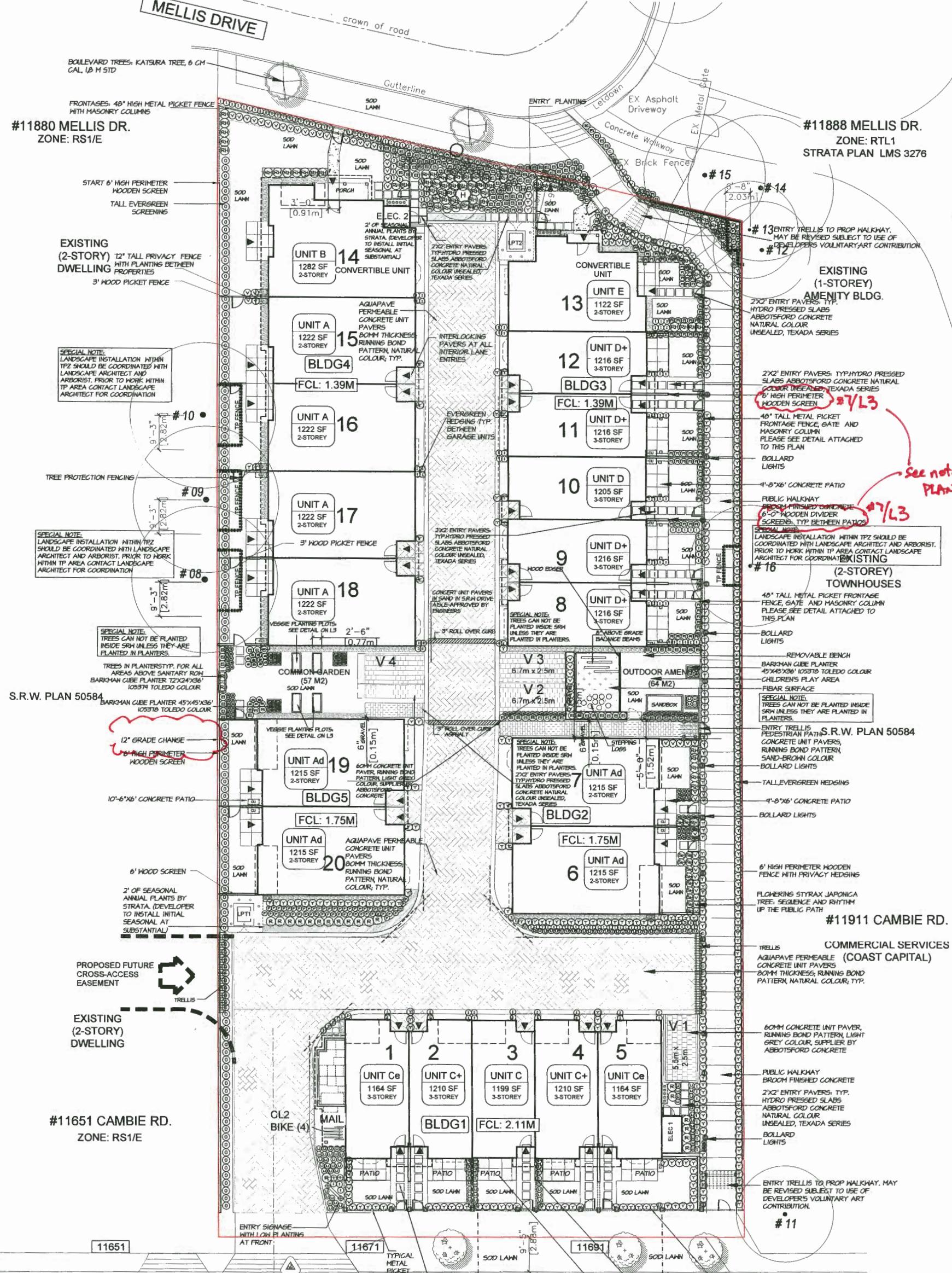
#220 - 26 Lorne Mews
New Westminster, British Columbia
V3M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com

REVISION #4
DRAWN BY TK
FEB 23RD 2017
SCALE: 1'=12'-0"



DP 17-772227

MAY 08 2018 PLAN #3B



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

DRAWING TITLE: SHRUB PLAN

DRAWING NUMBER: L2

M2LA PROJECT NUMBER: JOB NO 14 063

5 APR 8 2018	REISSUED FOR DP	BN
14 MAR 5 2018	ISSUED FOR APPROVAL	BN
15 MAR 5 2018	NEW SITE PLAN AMENITY AREA	BN
12 JUNE 2018	REV AS PER CITY COMMENTS	BN
II JUNE 2018	REV AS PER HIGH SITE PLAN	DT
10 NOV 24 2017	OFF-SITE PLAN AS PER CIVIL PLAN	BN
4 NOV 14 2017	REV AS PER HIGH SITE PLAN	DT
6 SEPT 14 2017	REV AS PER HIGH SITE PLAN	BN
7 AUG 8 2017	REV AS PER CITY COMMENTS	DT
6 AUG 1 2017	REV AS PER ARCH SITE PLAN	DT
5 MAY 6 2017	DP SUBMISSION	CL
4 FEB 29 2017	PER HIGH ARCH PLAN AND CITY COMMENTS	TK
3 DEC 10 2016	REV AS PER ARCH COMMENTS	CL
2 NOV 13 2016	REV AS NEW SITE PLAN	BN
1 APR 2 2016	CITY CONTEXT PLAN	TK
NO. DATE	REVISION DESCRIPTION	DR.

#220 - 26 Lorne Mews
New Westminster, British Columbia
V3M 3L7
Tel: 604.553.0044
Fax: 604.553.0045
Email: office@m2la.com



Op 17-772227

MAY 08 2018

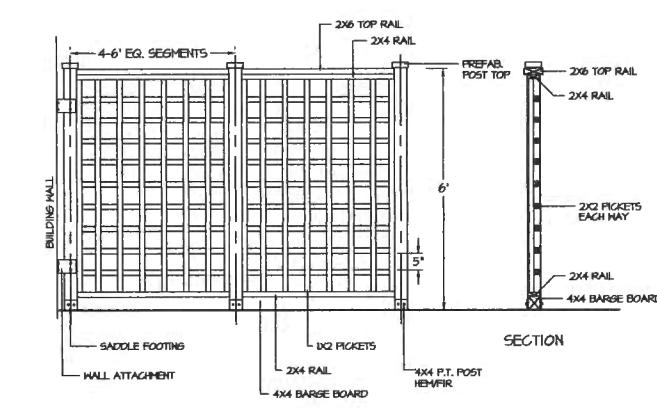
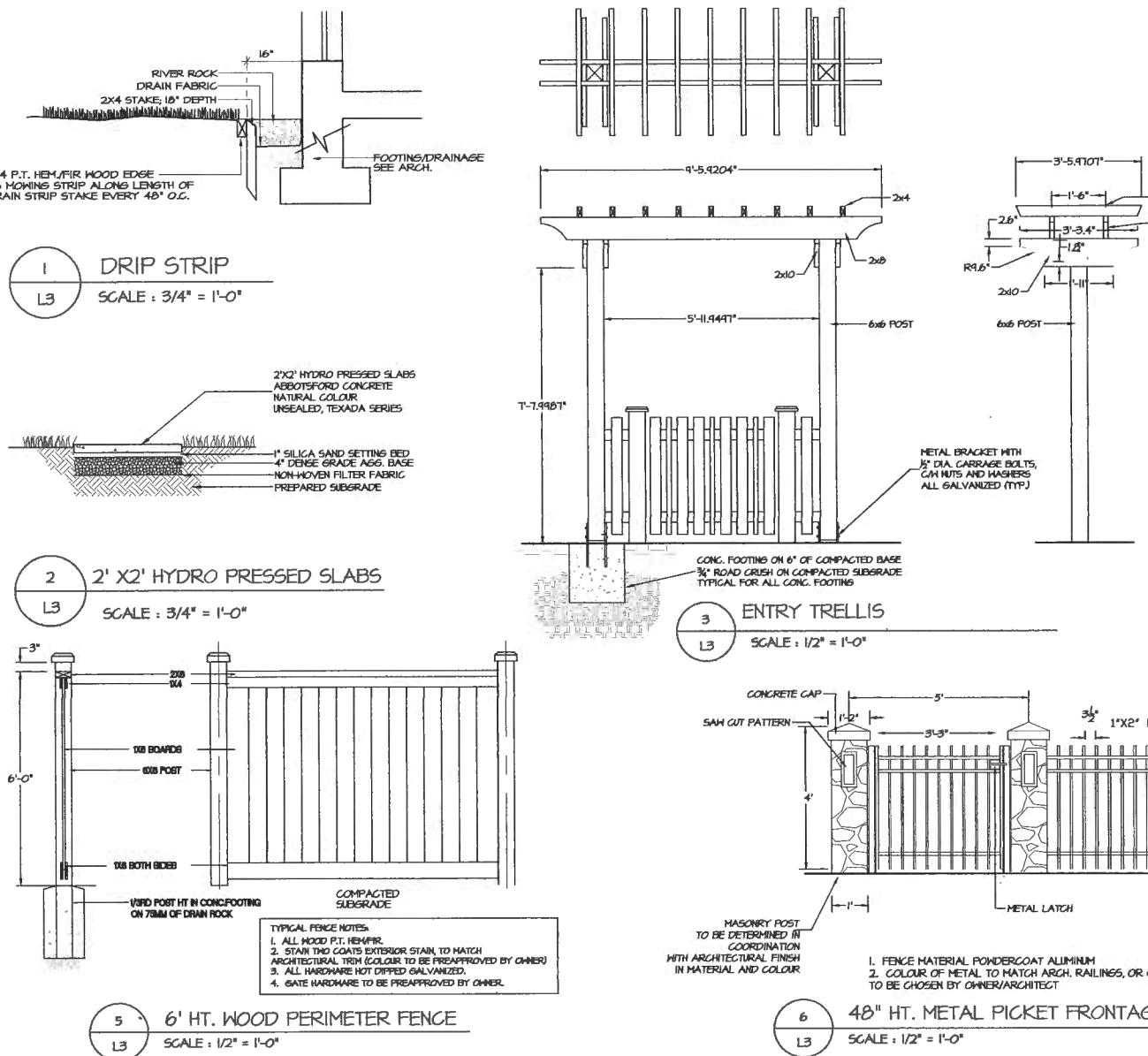
PLAN #3C



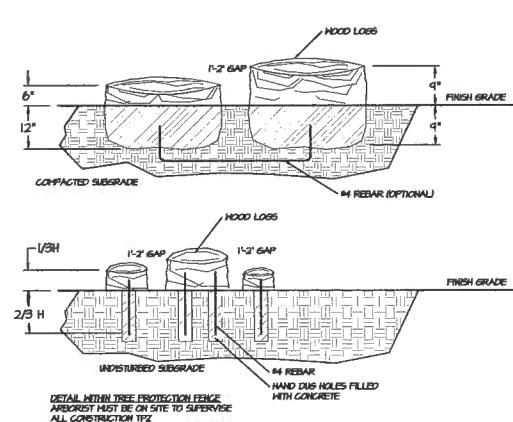
STEPPING LOGS



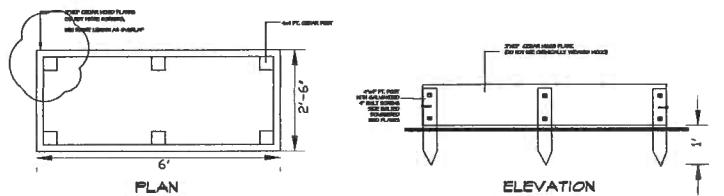
BOLLARD LIGHTS
PHILIPS HADCO
ALUMINIUM BOLLAR



1 T2" HT. WOOD PRIVACY SCREEN
13 SCALE : 1/2" = 1'-0"



10 STEPPING LOGS
L3 SCALE : 1/2" = 1'-0"



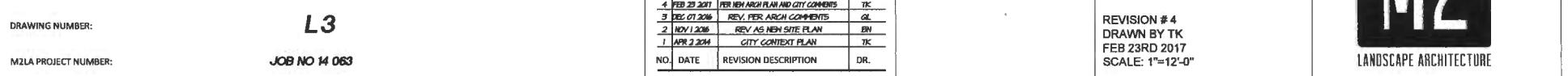
PLOT DETAILS



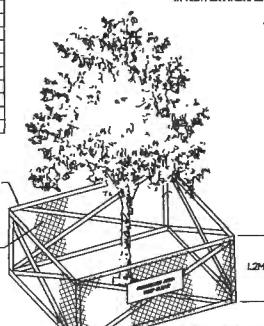
LANDSCAPE DETAILS

L3

• 108 NO. 14 063



14 TREE PROTECTED		
LIS	NTS	
15 APRIL 2016	ISSUED FOR DP	BN
14 MARCH 2016	ISSUED FOR BDRP	BN
13 MARCH 2016	NEW SITE PLAN AMENITY AREA	BN
12 JANUARY 2016	REV AS PER CITY COMMENTS	BN
11 JANUARY 2016	REV AS PER NEX SITE PLAN	DY
10 NOVEMBER 2015	OFF-SITE UPDATE AS PER CIVL PLAN	BN
9 NOV. 14 2017	REV. AS PER NEW SITE PLAN	DY
8 SEP 11 2017	REV AS PER NEX SITE PLAN	BN
7 AUG 12 2017	REV AS PER CITY COMMENTS	DY
6 AUG 11 2017	REV AS PER ARCH SITE PLAN	DY
5 MAY 10 2017	DP SUBMISSION	CL
4 FEB 23 2017	PER NEW SITE PLAN AND CITY COMMENTS	TK
3 DEC 01 2016	REV. PER ARCH COMMENTS	OL
2 NOV 01 2016	REV AS NEW SITE PLAN	BN
1 APR 2 2014	CITY CONTEXT PLAN	TK
NO. DATE	REVISION DESCRIPTION	DR.



NO STORAGE
WITHIN ONE MILE

TREE PROTECTION DISTANCE TABLE	
TRUNK DIAMETER at 1.3 m DBH, "	MINIMUM REQUIRED PROTECTION RADIUS (DISTANCE FROM TRUNK IN METRES)
30	1.2
35	1.5
40	1.8
45	2.1
50	2.4
55	2.7
60	3.0
65	3.3
70	3.6
75	4.5
80	5
100	6.0

NOTE: ALL TREES REGARDLESS OF SIZE ARE PROTECTED
IN HIGH ENVIRONMENTALLY SENSITIVE AREAS



BIKE RACK
NTS



BENCH
NTS

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M2

REVISIONS	
AUG 1, 2014	Issued for RZ Application
FEB 20, 2017	RZ Resubmission
MAY 12, 2017	DP Submission
SEP 26, 2017	DP Resubmission
JAN 30, 2018	DP Resubmission
MAR 09, 2018	DP Resubmission
MAR 21, 2018	DP Resubmission
APR 26, 2018	DP Resubmission
CONSULTANTS	

INTERFACE:

PROJECT	Proposed 21-Unit Townhouse Development 11671 11681 Camille Road Richmond, B.C.	
PROJECT NO.	1412	
SCALE		

As Noted	
DATE	Aug. 1, 2014
DRAWN BY	KYC, SRS, EL, AL
CHECKED BY	KYC
SHEET TITLE	
STREETSCAPES - MELLES DRIVE, AND CAMBIE ROAD	

A5.1



PLAN #4

STREETSCAPE ON CAMBIE ROAD

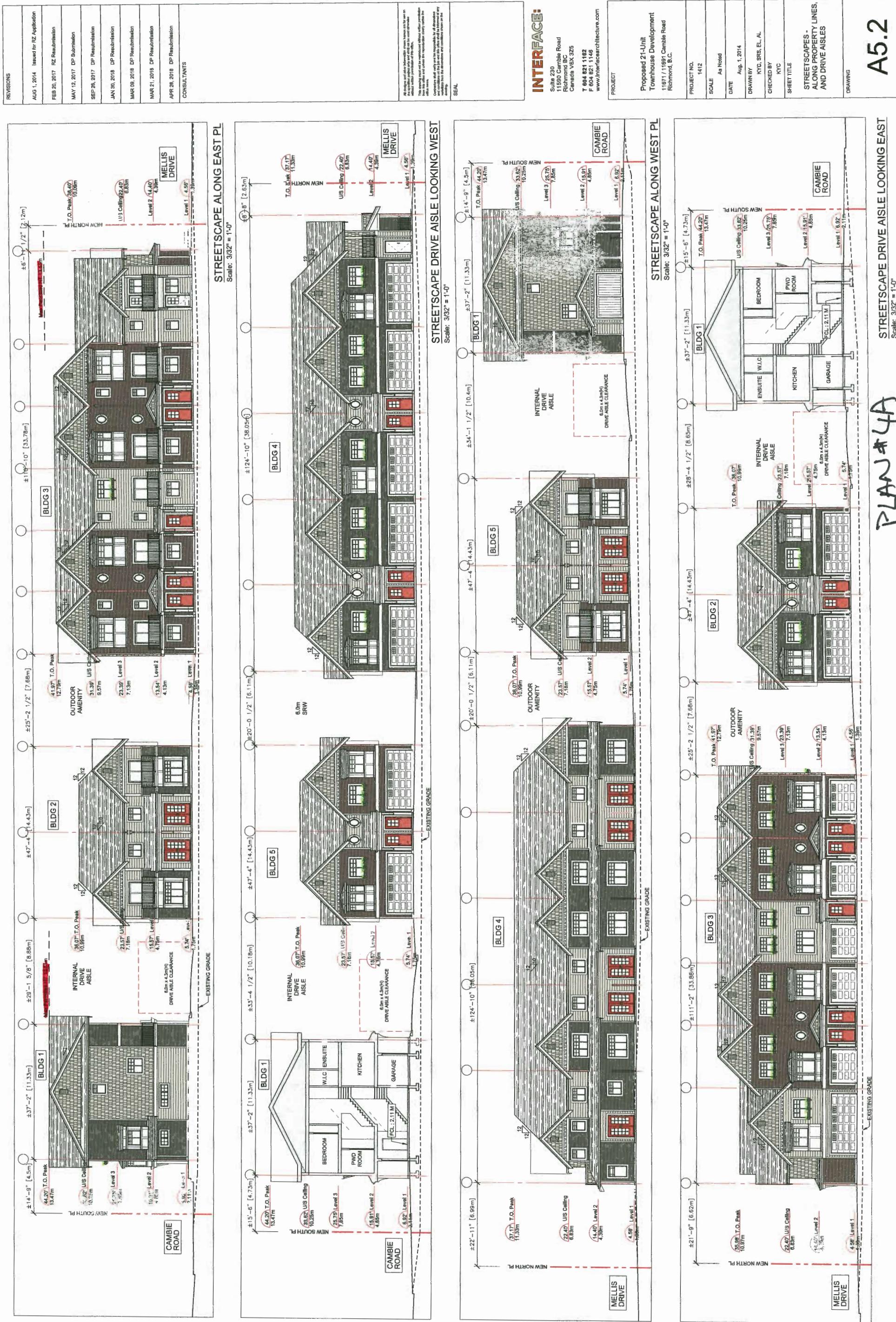
Scale: 1/8" = 1'-0"

DP 17-772227

MAY 08 2018

A5.2

PLAN #4A
MAY 08 2018 DP 17-772227



REVISIONS	
AUG 1, 2014	Issued for RZ Application
FEB 20, 2017	RZ Resubmission
MAY 12, 2017	DP Submission
SEP 26, 2017	DP Resubmission
JAN 30, 2018	DP Resubmission
MAR 09, 2018	DP Resubmission
MAR 21, 2018	DP Resubmission
APR 26, 2018	DP Resubmission

EXTERIOR FINISHES

- [1] HORIZONTAL HARDIE PLANK CEDARMILL SIDING
Colour: BM CC-80 (Grey Mist) - 8" exposed
A - Colour: BM HC-68 (Kona Charcoal) - 4" exposed
B - Colour: BM CS-610 (Buckhorn) - 4" exposed
- [2] HARDIE PLANK SHINGLES
Straight Edge Notched Panels
Colour: BM CC-80 (Grey Mist)
- [3] FIBERGLASS ASPHALT ROOF SHINGLES
Colour: Dark Gray (Multiclicker, Textured)
- [4] 2x8 WOOD TRIM BOARD - PAINTED
Colour: BM CC40 (Cloud White)
- [5] 1x4 TRIM BOARD ON 2x8 BARGE BOARD
Colour: BM CC40 (Cloud White)
- [6] BUILT UP POST - REFER TO DETAILS
Colour: BM CC40 (Cloud White)
- [7] VINYL-L-FRAMED DOUBLE-GLAZED WINDOWS
Vinyl or Equivalent, Colour: Anodised Aluminium
- [8] 2x6 WINDOW TRIM BOARD - PAINTED
Colour: BM CC40 (Cloud White)
- [9] ALUMINUM FASCIA GUTTER
Colour: BM AF565 (Myrtleside)
- [10] ENTRY SOLID WOOD DOOR WITH SIDELIGHT
Door Colour: BM CC124 (Louisiana Hot Sassa)
- [11] OVERHEAD WOOD PANEL GARAGE DOOR
Colour: BM AF565 (Myrtleside)
- [12] METAL RAILING
Colour: BM AF565 (Myrtleside)
- [13] DOUBLED GLAZE VINYL SLIDING DOOR
Colour: Anodised Aluminium
- [14] ELECTRICAL ROOM DOOR
Colour: BM CC80 (Grey Mist)
- [15] PLANTER BOX
Colour: BM 2122-70 (Snow White)

INTERFACE

Suite 230
11500 Cambie Road
Richmond BC
Canada V6X 3Z5
T 604 521 1162
F 604 521 1146
www.interfacearchecture.com

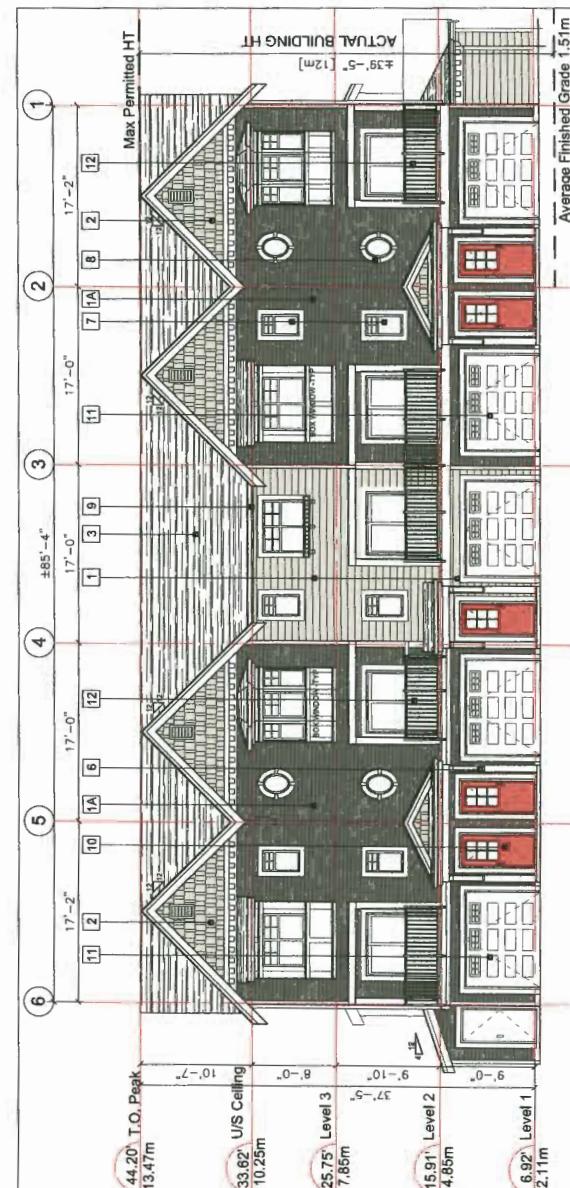
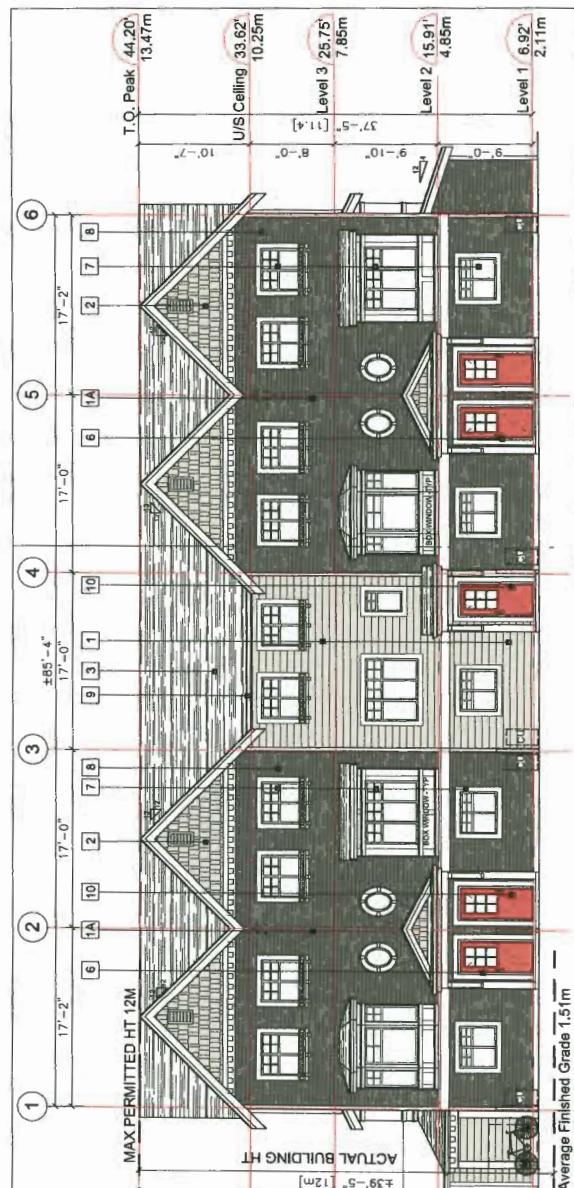
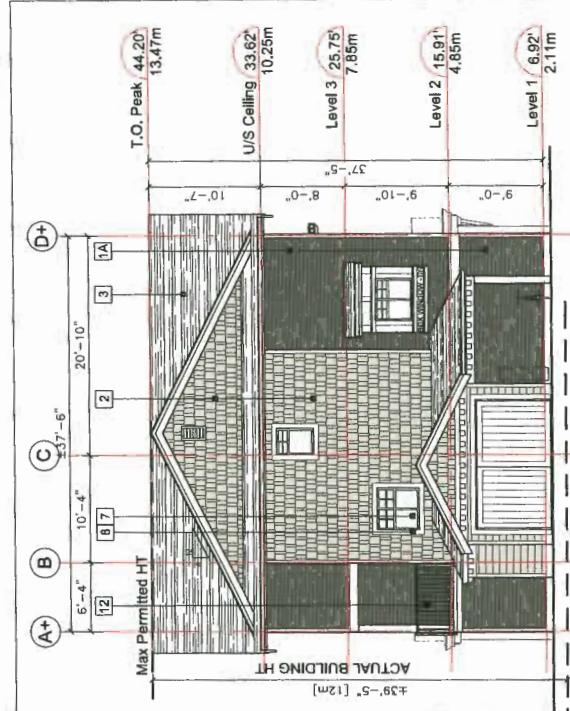
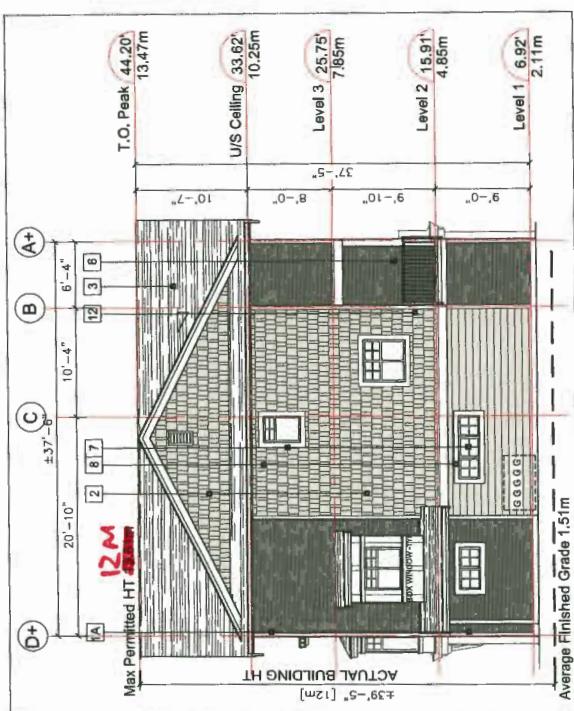
Proposed 20-Unit
Townhouse Development
11671 11691 Cambie Road
Richmond, B.C.
PROJECT NO.
4112

DATE
Aug. 1, 2014
DRAWN BY
KYC, SRS, EL, AL
CHECKED BY
KYC
SHEET NO.
1
SCALE
As Required

BUILDING ELEVATIONS
: BUILDING 1

DRAWING
PLAN #4B MAY 08 2018

DP 17-772227 A4.1

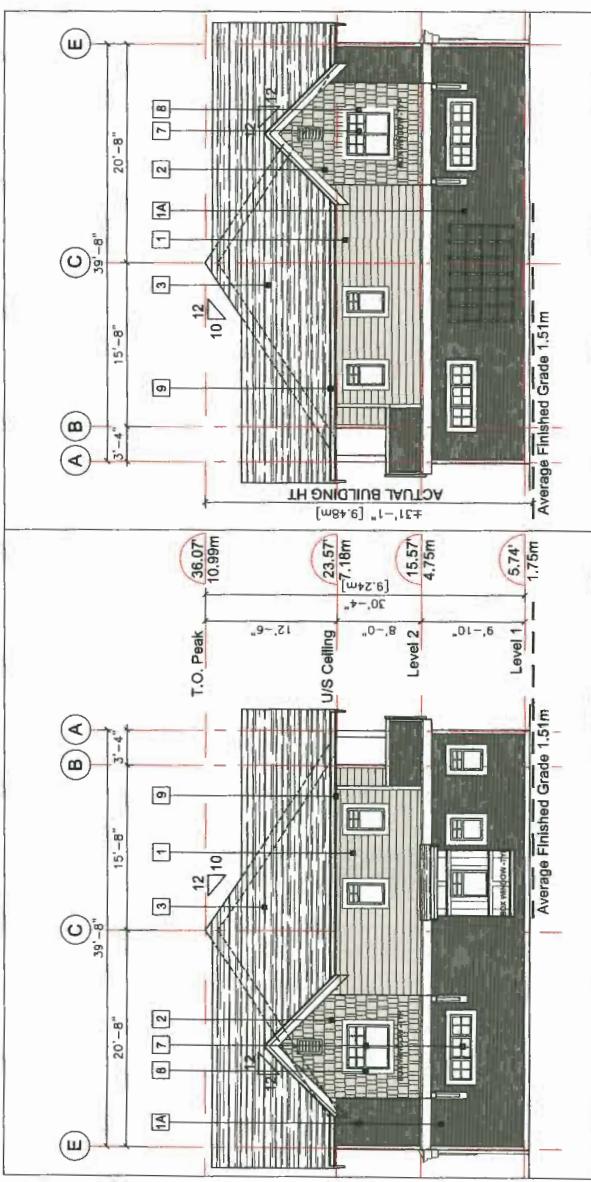


REVISIONS	AUG 1, 2014	Issued for R2 Application
FEB 20, 2017	R2 Raummission	
MAY 12, 2017	DP Submission	
SEP 26, 2017	DP Raummission	
JAN 30, 2018	DP Raummission	
MAR 09, 2018	DP Raummission	
MAR 21, 2018	DP Raummission	
APR 28, 2018	DP Raummission	
CONSULTANTS		

INTERFACE: Suite 230

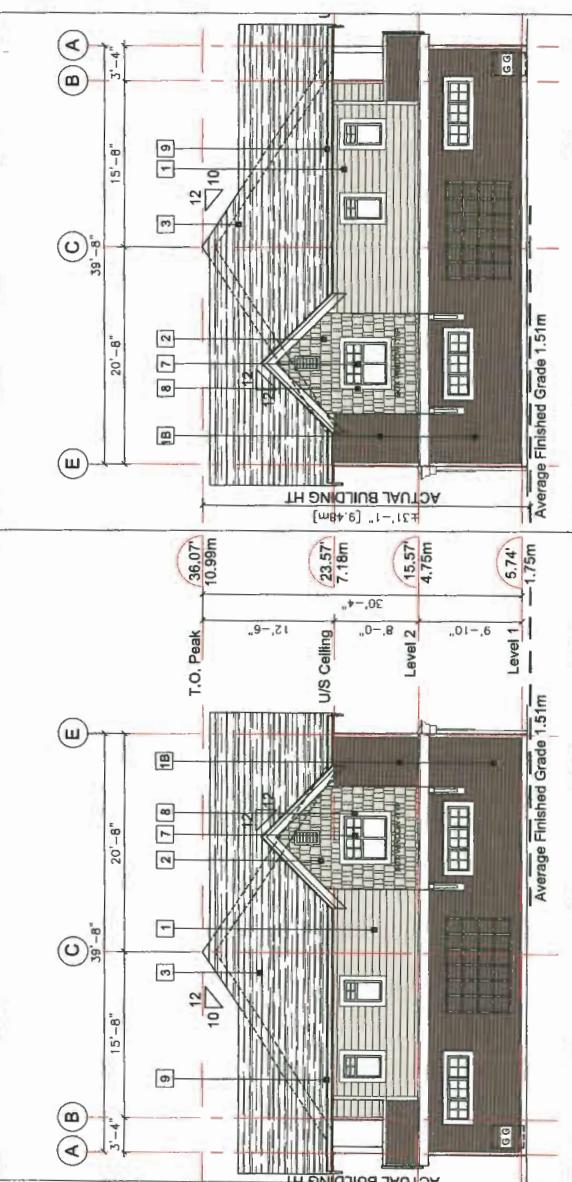
PROJECT Proposed 20-Unit Towthous Development 1167 1/2 1168 1/2 Gamble Road Richmond, B.C.	PROJECT NO. 1412 SCALE As Nailed	DATE AUG. 1, 2014	DRAWN BY KYC, SBS, EI, AL	CHECKED BY KYC	SHEET TITLE BUILDING ELEVATIONS : BUILDING 2 & 5
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BUILDING 2 ELEVATION - NORTH

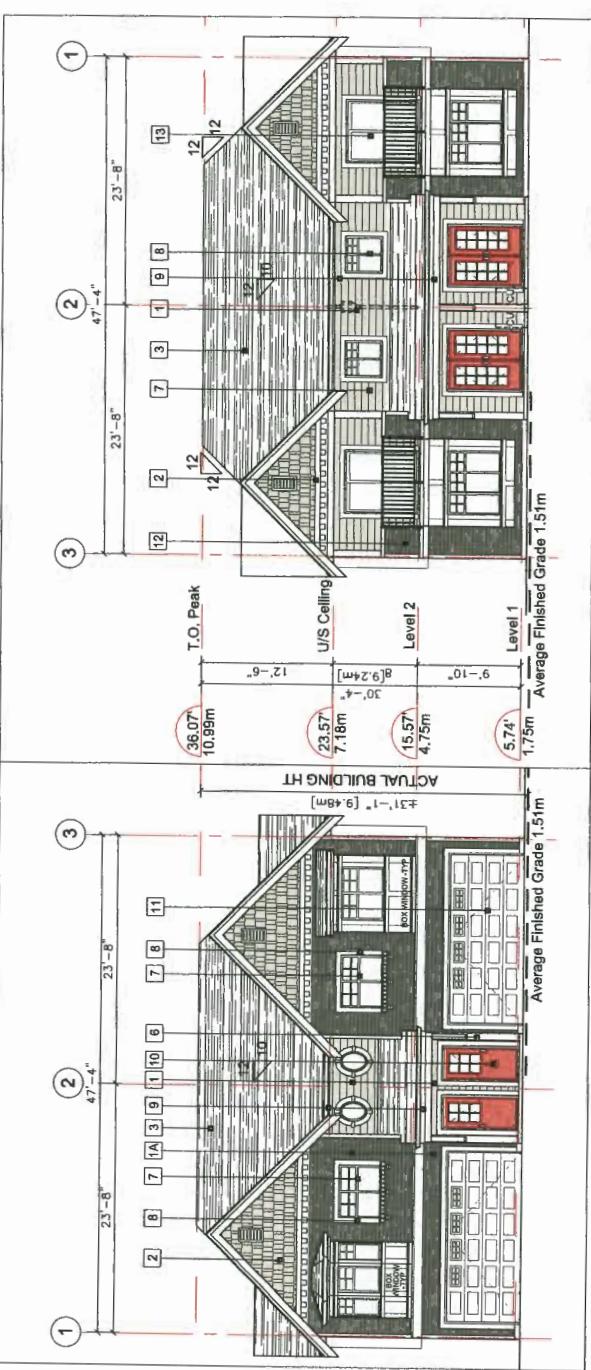


BUILDING 2 ELEVATION-SOUTH

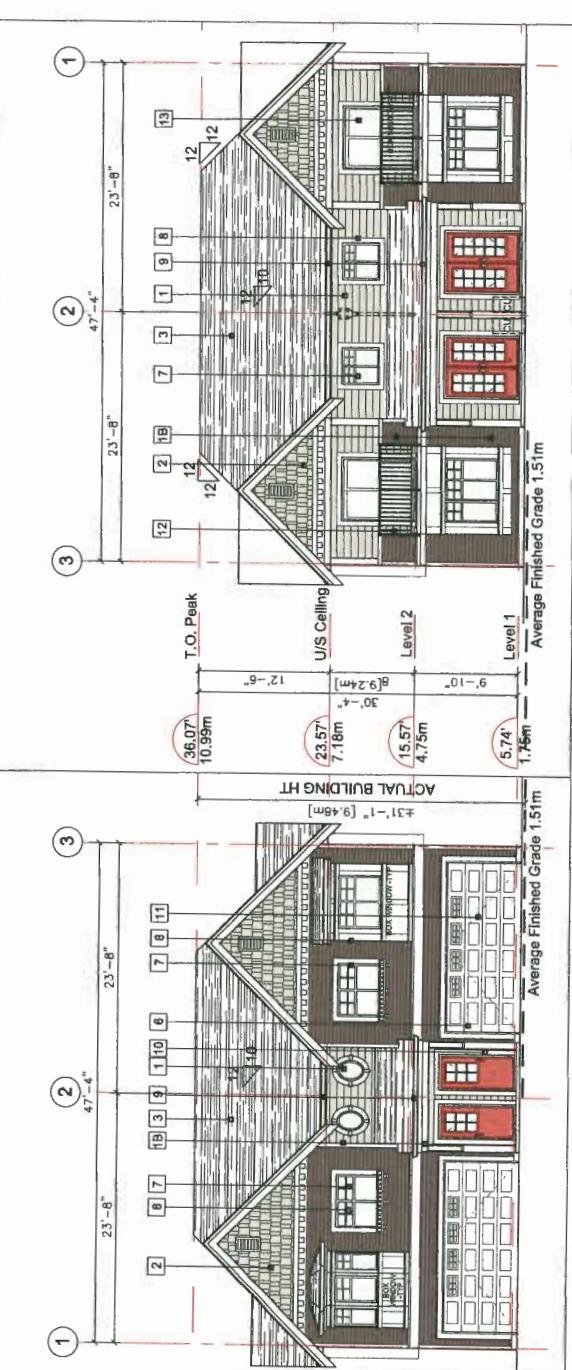
Scale: 1/8"=1'-0"



BUILDING 2 ELEVATION - EAST

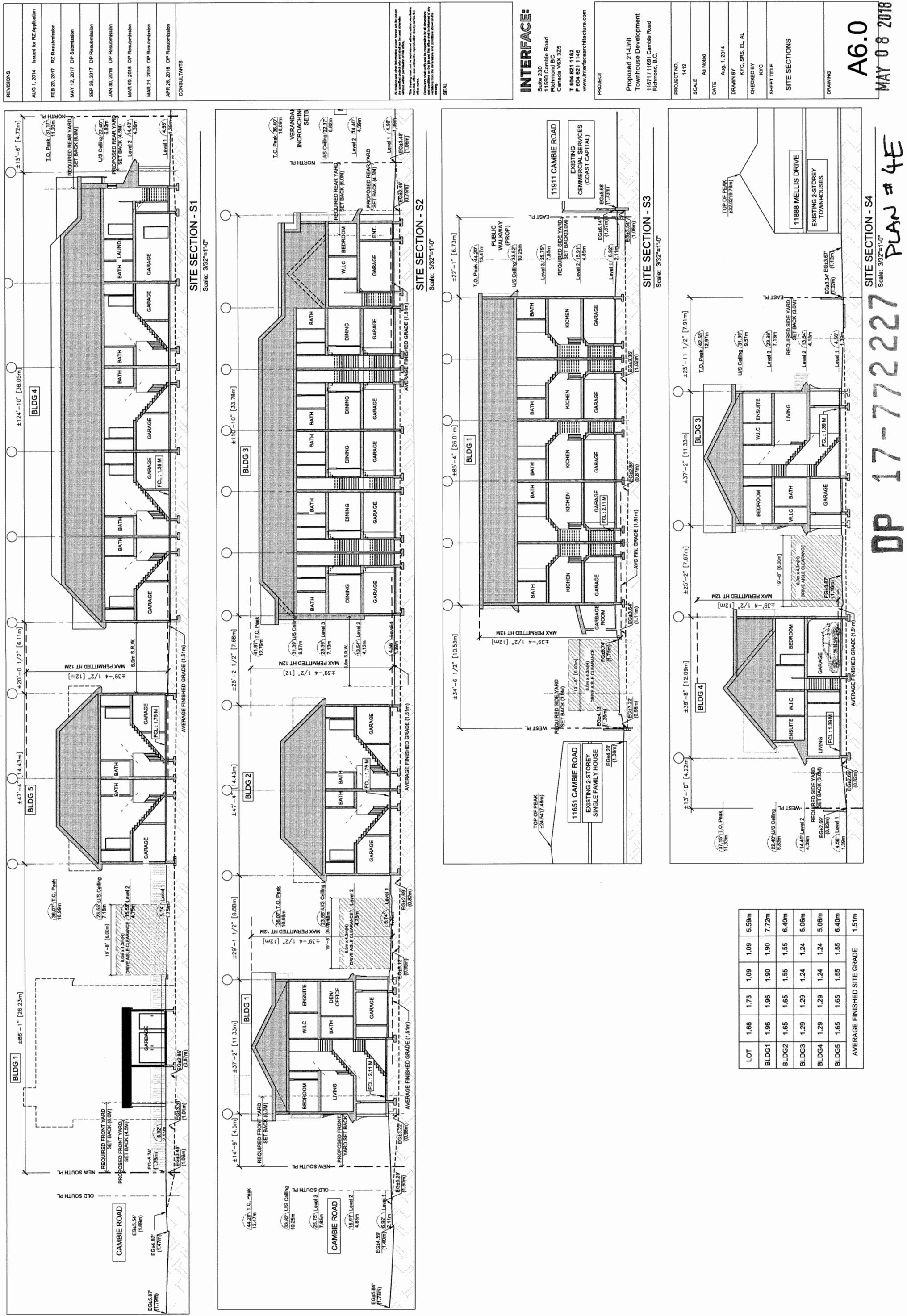


BUILDING ELEVATION = WESI
6 scale: 1/8"=1'-0"



5 ELEVATION - NORTH
MAY 08 2018
72227

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A3.1
MAY 08 2018

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

REFERENCE PLAN
MAY 08 2018

BUILDING 1 PLAN - LEVEL 1
Scale: 1/8=1'-0"
*NOTE: ALL BOX WINDOW PROJECTIONS TO BE ABOVE THE FLOOR STRUCTURE - TYP.

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

PROJECT:
Proposed 20-Unit
Townhouse Development
11611 1169 Camille Road
Richmond, B.C.
Cancada V6X 3Z5
Suite 230
11690 Camille Road
Richmond BC
Canada V6X 3Z5
PROJECT NO.
1412
SCALE
As Noted
DATE
Aug. 1, 2014
DRAWN BY
KYC, SRS, EL, AL
CHECKED BY
KYC
SHEET TITLE
BUILDING PLANS:
BUILDING 1 & 3
DRAWING

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

BUILDING 3 PLAN - LEVEL 2
Scale: 1/8=1'-0"

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"

REVISIONS
AUG 1, 2014 Issued for R2 Application
FEB 20, 2017 R2 Resubmission
MAY 12, 2017 DP Submission
SEP 26, 2017 DP Resubmission
JAN 30, 2018 DP Resubmission
MAR 21, 2018 DP Resubmission
APR 26, 2018 DP Resubmission
CONSULTANTS

INTERFACE:
Suite 230
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Richmond BC
Canada V6X 3Z5
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F 604 821 1146
www.interfacearchitecture.com

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

BUILDING 3 PLAN - LEVEL 2
Scale: 1/8=1'-0"

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"

REVISIONS	
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CONSULTANTS	

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Suite 230
11580 Cambie Road
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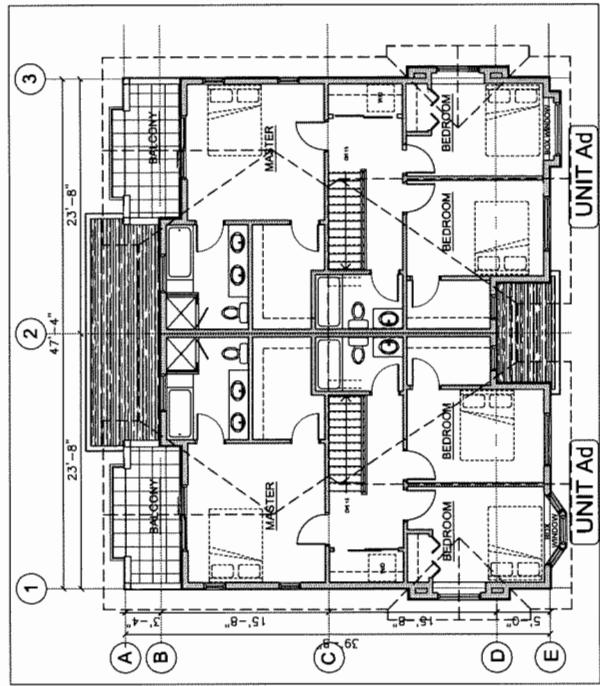
PROJECT

Proposed 20-Unit
Townhouse Development
11671/11691 Cambie Road
Richmond, B.C.
PROJECT NO.
1412

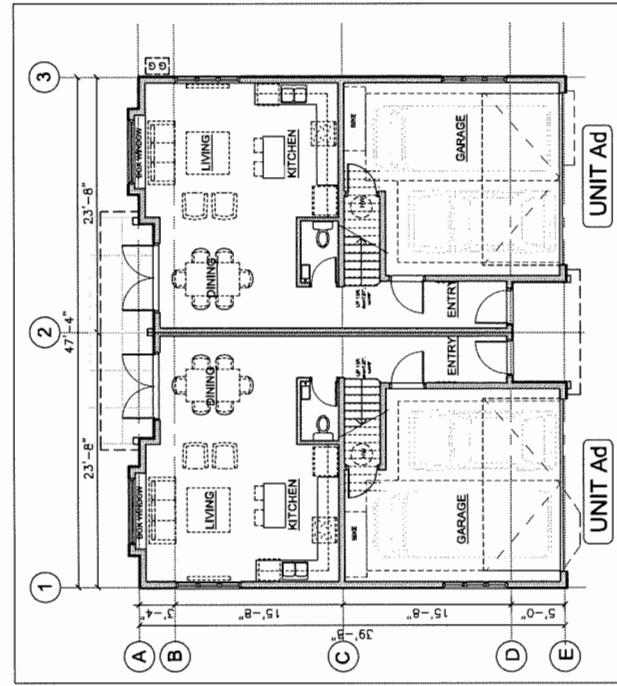
SCALE
As Noted
DATE
Aug. 1, 2014
DRAWN BY
KYC, SRS, EL, AL
CHECKED BY
KYC
SHEET TITLE
BUILDING PLANS
: BUILDING 2 & 5

DRAWING

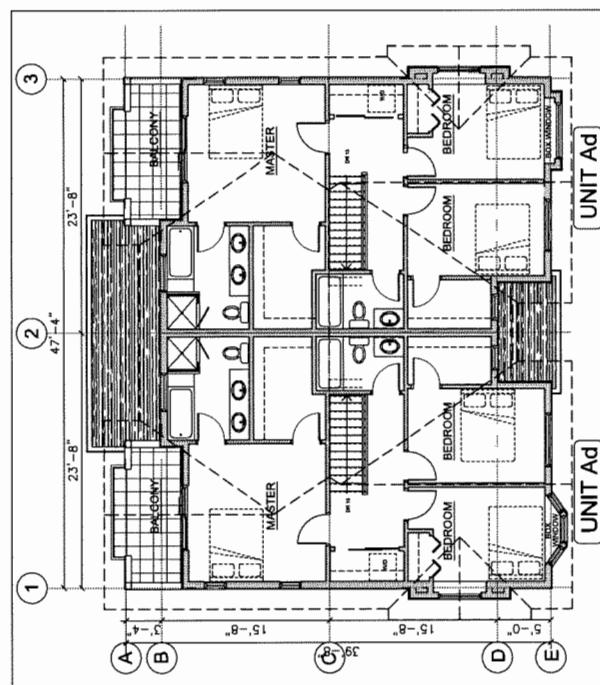
A3.2



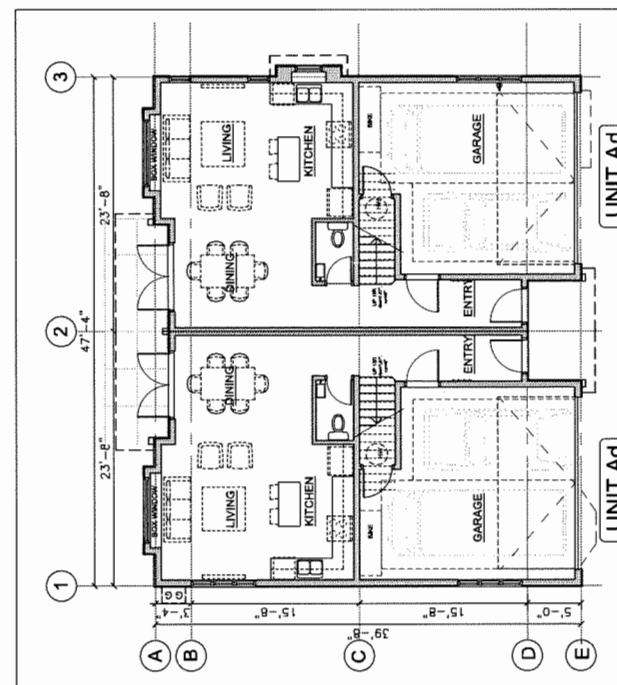
BUILDING 5 PLAN - LEVEL 2
Scale: 1/8=1'-0"



BUILDING 5 PLAN - LEVEL 1
Scale: 1/8=1'-0"



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



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

REFERENCE PLAN
MAY 08 2018

DP 17-772227

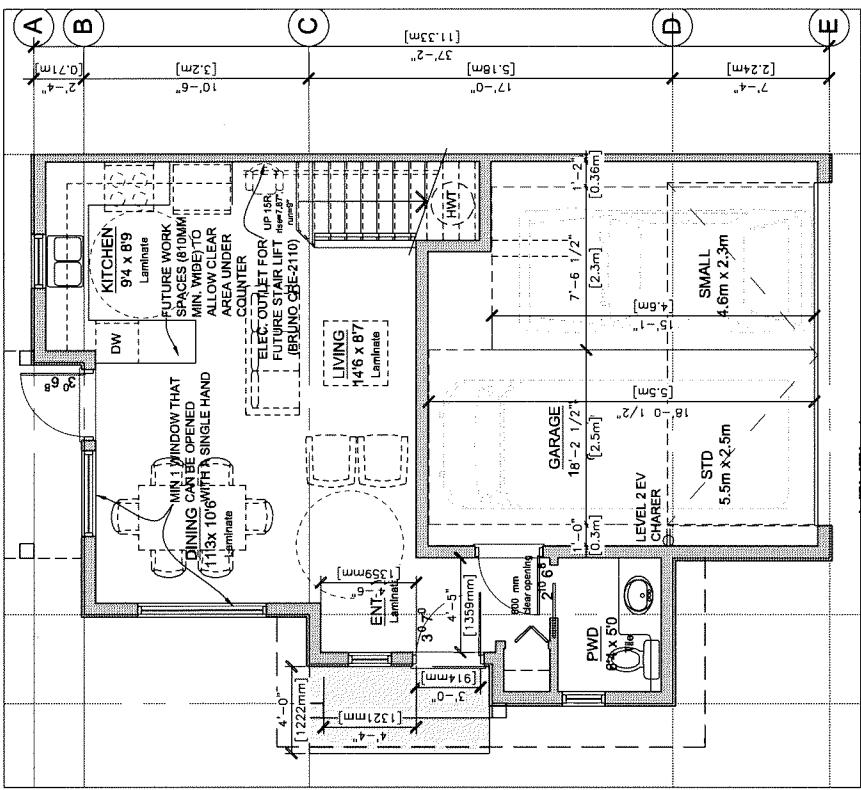
REVISIONS	
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CONSULTANTS	

INTERFACE:

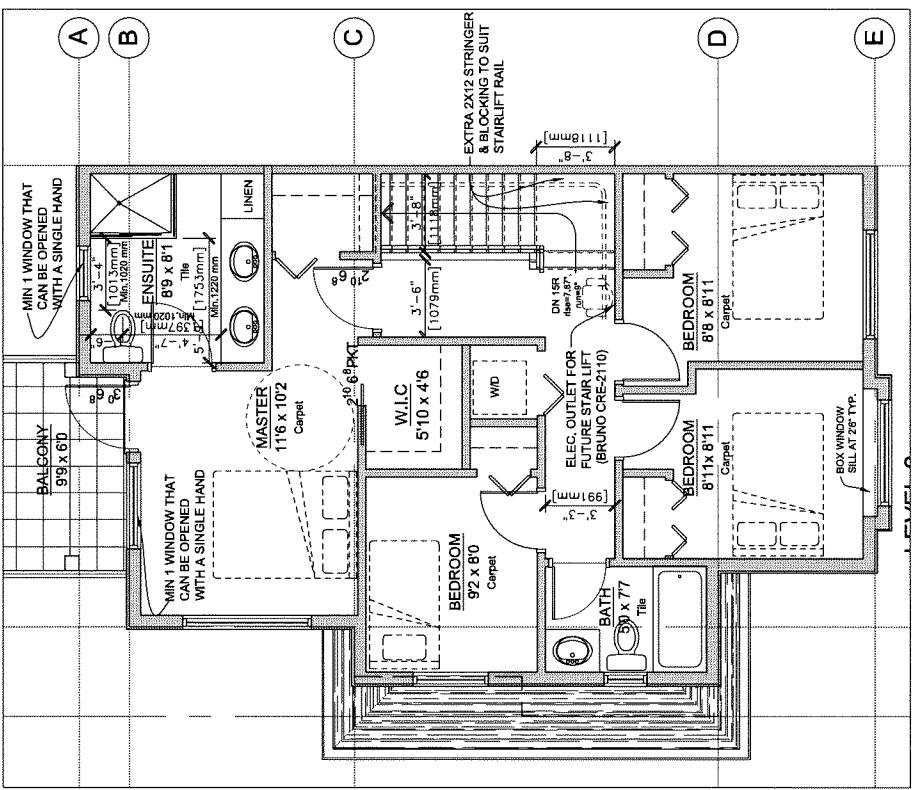
PROJECT	Suite 230 11590 Cambie Road Richmond BC Canada V6X 3Z5 T 604 821 1162 F 604 821 1146 www.interfacearchitecture.com
DATE	Aug 1, 2014
DRAWN BY	KYC, SRS, EL, AL
CHECKED BY	KYC
SHEET TITLE	UNIT PLANS - UNIT E (CONVERTIBLE)
DRAWING	

A2.4

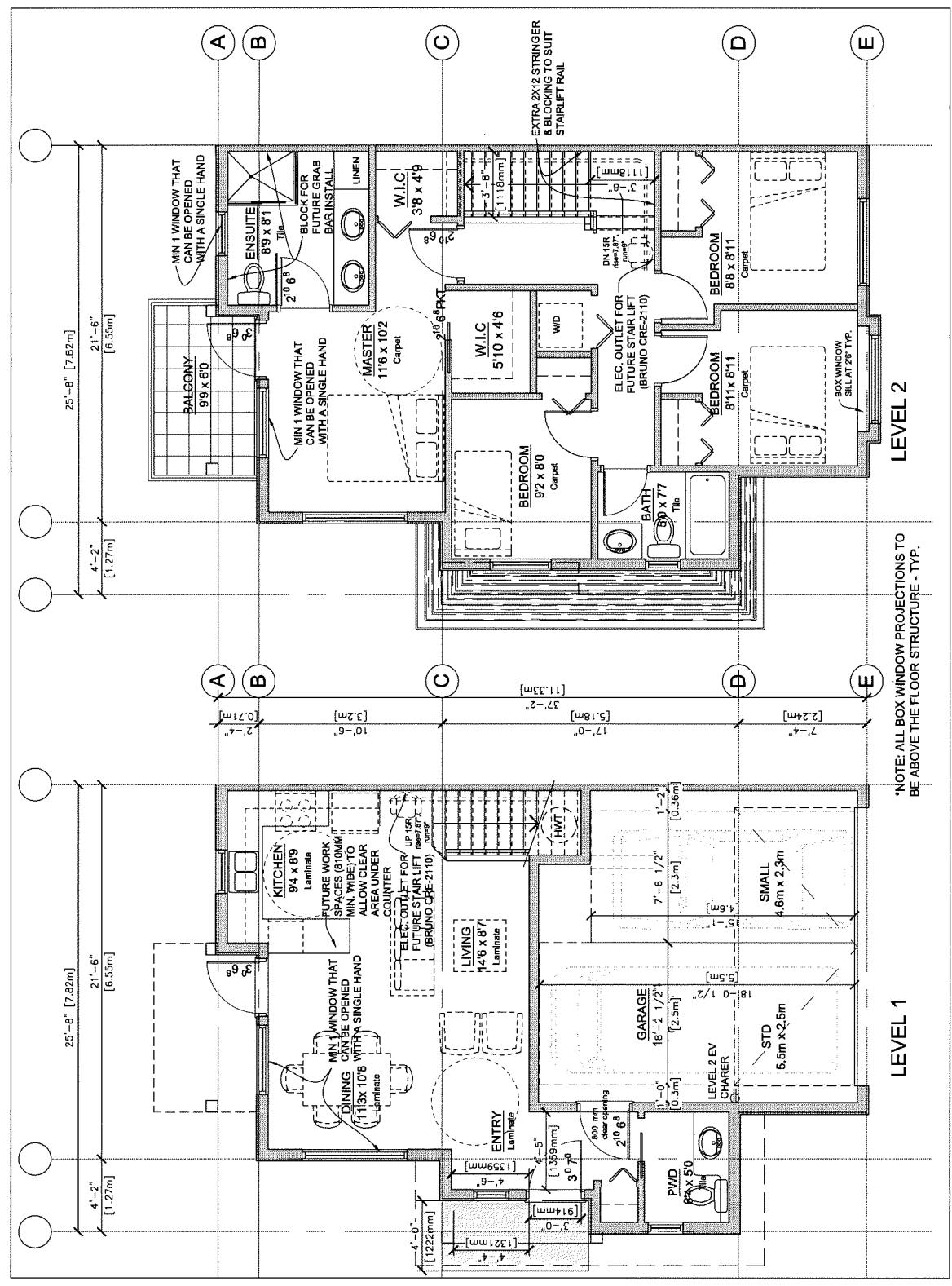
FLOOR PLAN - UNIT E LEVEL 2
(AFTER CONVERSION)
REFERENCE PLAN



FLOOR PLAN - UNIT E LEVEL 1
(AFTER CONVERSION)
Scale: 1/4"=1'-0"



Floor Plan - Unit E Level 2
(AFTER CONVERSION)



FLOOR PLANS - UNIT E (CONVERTIBLE)
Scale: 1/4"=1'-0"

ADDITIONAL NOTES FOR CONVERTIBLE UNITS:	
1. 210° LEAF DOORS PROVIDE MINIMUM 800mm CLEAR OPENING	
2. 30° LEAF DOORS PROVIDE MINIMUM 863mm CLEAR OPENING	
3. EXTERIOR DOOR THRESHOLDS ARE APPROX 2" HIGHER THAN EXTERIOR FLOOR SURFACE (FOR WATER INGRESS CONCERN)	
BATHROOMS (MIN 1 UNIT)	TOWEL CLEAR FLOOR SPACE MIN. 1020 MM AT SIDE AND IN FRONT WALL BLOCKING FOR FUTURE GRAB BARS AT TOILETS, TUBS, AND SHOWERS V
DOORS & DOORWAYS	LEVER-TYPE HANDLES FOR PLUMBING FIXTURES. V
DOORS MIN. 863 MM BUT IDEALLY 914MM AND HAVE CLEAR ACCESS V	PRESSURE AND TEMPERATURE CONTROL VALVES ARE INSTALLED ON ALL SHOWER FAUCETS. V
ENTRY DOOR CLEAR EXTERIOR FLOOR SPACE MIN 1220 MM DEPTH BY DOOR MOUTH PLUS 600 MM MATCH SIDE (NOT NEEDED IF ROUGH-IN WIRING PROVIDED FOR FUTURE AUTOMATIC DOOR OPENER) V	CABINETS UNDERNEATH SINK ARE EASILY REMOVED. V
INTERIOR DOORS TO MAIN LIVING AREAS, BATHROOM AND BEDROOM - MIN. 900 MM CLEAR OPENING WITH FLUSH THRESHOLDS MAX 13 MM HEIGHT. V	DEMONSTRATE WHEELCHAIR ACCESS BETWEEN HALLWAY AND ROOMS. V
MIN. 900 MM CLEAR OPENING WITH FLUSH THRESHOLDS MAX 13 MM HEIGHT. V	WIDEN HALLWAY AND/OR DORMAYS IF NECESSARY TO PROVIDE ACCESS. V
DEMONSTRATE WHEELCHAIR ACCESS BETWEEN HALLWAY AND ROOMS. V	PATIO/BALCONY MIN. 860 MM CLEAR OPENING. NOTE HOW ACCESSED. V
WIDEN HALLWAY AND/OR DORMAYS IF NECESSARY TO PROVIDE ACCESS. V	ALL INTERIOR THRESHOLDS WITHIN UNITS COMPLY WITH CBC. V
PATIO/BALCONY MIN. 860 MM CLEAR OPENING. NOTE HOW ACCESSED. V	LEVER-TYPE HANDLES FOR ALL DOORS V
ALL INTERIOR THRESHOLDS WITHIN UNITS COMPLY WITH CBC. V	OUTLETS & SWITCHES V
LEVER-TYPE HANDLES FOR PLUMBING FIXTURES V	PLACEMENT LOCATIONS OF ELECTRICAL OUTLETS, BESIDE WINDOW, BOTTOM OF STAIRWAYS, BESIDE TOILET, ABOVE EXTERNAL DOORS, WITHIN PROXIMITY OF CONTROL CENTRE FOR SMART HOME OPTIONS. V
AND DOOR HANDLES V	UPGRADE TO FOUR-PLEX OUTLETS IN MASTER BEDROOM, HOME OFFICE, GARAGE, AND RECREATION ROOM. V
2-B" SLIDING DOORS WHERE POSSIBLE V	CLEAR AREA NEEDED UNDER FUTURE WORKSPACE, PLUMBING AND GAS PIPES (IN-WALL AND IN FLOOR) LOCATED CLEAR OF UNDER WIDE COUNTER. ALL LIPIES ARE BROUGHT IN NO HIGHER THAN 304 MM TO 355 MM TO THE CENTRE OF THE PIPE FROM FLOOR LEVEL. V
LEVER HANDLE TAPS AND FAUCETS V	CABINETS UNDERNEATH SINK ARE EASILY REMOVED. V
HALLWAYS MIN. 900 MM WIDTH V	1500 MM TURNING DIAMETER OR TURNING PATH DIAGRAM. V

MAY 08 2018

AGING-IN-PLACE MEASURES (ALL UNITS)	
ALL ROOMS	LARGE TOGGLE TYPE ELECTRICAL SWITCHES V
	LEVER TYPE DOOR HANDLES V
	MINIMIZE THRESHOLD HEIGHTS (LESS THAN 1/2") V
	WHERE POSSIBLE MINIMIZE CONTRAST IN COLOURS OF FLOOR FINISHES V
STAIRS & LANDINGS	WHERE POSSIBLE WALL BLOCKING FOR FUTURE ADDITIONAL HANDRAIL INSTALLATION V
	INTERMEDIATE STAIR LANDINGS WHENEVER POSSIBLE V
BATHROOMS	LESS STEEP RISER/Run DIMENSIONS WHERE POSSIBLE V
	SOLID/WALL BLOCKING FOR FUTURE GRAB BAR INSTALLATION AT BATHTUB, TOILET V
	LEVER TYPE HANDLES FOR PLUMBING FIXTURES V
GARAGE	2-B" SLIDING DOORS WHERE POSSIBLE V
VERTICAL CIRCULATION	LEVER HANDLE TAPS AND FAUCETS V
HALLWAYS	MIN. 900 MM WIDTH V
	ACCESS FROM GARAGE TO LIVING AREA MIN. 800 MM CLEAR OPENING V
	STAR LIFT: STAIRCASE WIDTH, FRAMING SUPPORT, AND LANDINGS. AS NOTED ON FLOOR PLANS IN COMPLIANCE WITH MANUFACTURER SPEC. SPEC NOTE: BRUNO CURVED RAIL STAIR LIFT (ELITE CURVE CRE-2110) MAX LOAD: 400LBS, POWER: 24VDC COMPRISED OF (2) 12V BATTERIES V
	VERTICAL LIFT: DEPRESSED SLAB AREA, AND LANDINGS, AS NOTED ON FLOOR PLANS IN COMPLIANCE WITH MANUFACTURER SPEC. FRAMING TO ACCOMMODATE SHAFT CONSTRUCTION WHO IMPACT TO Surr. STRUCTURE AT THE TOP OF ALL STAIRWAYS, WALLS ARE REINFORCED WITH 2X12 SOLID LUMBER AT 914 MM TO CENTRE. V

A2.4

FLOOR PLAN - UNIT E LEVEL 2
(AFTER CONVERSION)
REFERENCE PLAN