



To: Development Permit Panel
From: Jean Lamontagne
Director of Development
Date: February 17, 2006
File: DP 04-279805
Re: **Application by Andrew Cheung Architects Inc. for a Development Permit at
9231 Beckwith Road**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 472 m² (5,080 ft²) restaurant building (teahouse/café) at 9231 Beckwith Road on a site zoned Automobile-Oriented Commercial District (C6); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the minimum required Road Setback from 6 m (19.685 ft) to 3 m (9.842 ft) for the building and permit fabric awnings to project a further 1.07 m (3.5 ft); and
 - b) Reduce the width of manoeuvring drive aisles from 7.5 m (24.6 ft) to 6 m (20 ft).



Jean Lamontagne
Director of Development

JL:ke
Att.

Staff Report

Origin

Andrew Cheung Architects Inc. has applied to the City of Richmond for permission to develop a 472 m² (5,080 ft²) restaurant building (Teahouse/Café) at 9231 Beckwith Road. The site is currently vacant.

The site was rezoned from residential zoning to Automobile-Oriented Commercial District (C6) in 1988. In 1996, a Development Permit was issued for a small hotel on the subject property. This project was never undertaken and the Development Permit for the proposed hotel has expired.

Development Information

Please refer to the 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, light industrial buildings zoned Light Industrial District (I2) on the opposite side of a former rail right-of-way;

To the east, a single-family dwelling on a C6 zoned parcel. The Oak Street Bridge on-ramp is situated further to the east;

To the south, a wholesale/retail operation (Costco) is located in a warehouse building zoned C6; and

To the west, a single-family dwelling on a Single-Family Housing District, Subdivision Area F (R1/F) zoned lot.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the urban design issues and other staff comments identified as part of the review of the Development Permit application.

The subject property is located in the West Bridgeport section of the Bridgeport Area Plan. The West Bridgeport area (designated a study area in the Official Community Plan) is undergoing a significant amount of change due to the future implementation of the Canada Line and development of the River Rock Resort and Casino. These two major developments will impact the future land uses and overall development in West Bridgeport.

A majority of the existing land uses consist of light industrial buildings on small and large parcels. Beckwith Road contains a mix of larger, remnant residential lots and dwellings. A Discount Car Rental building was developed in 2002 and located further to the west. Staff envision that this area will transition into more commercially-oriented land uses.

Technical staff comments are contained in **Attachment 2**

Proposed Variances (staff comments in bold)

The applicant requests to vary the provisions of the Zoning and Development Bylaw No. 5300 to:

1. Reduce the minimum required Road Setback from 6 m (19.685 ft) to 3 m (9.842 ft) for the building and permit fabric awnings to project a further 1.07 m (3.5 ft).

Staff consider the requested Road Setback reduction reasonable as pushing the building closer to the street would create a stronger building presence. All of the off-street parking has also been shifted to the rear of the building. Situating the building closer to the street improves the streetscape for pedestrians, limits the visual domination of the automobile and complements the road and frontage upgrades that are being implemented as part of this project.

2. Reduce the width of manoeuvring drive-aisles from 7.5 m (24.6 ft) to 6 m (20 ft).

A reduction in the width of manoeuvring aisles in the parking lot is also being requested as a result of the relatively narrow shape of the subject site. The Transportation Department has reviewed the submission and support the proposed variance. A reduction in aisle width is also being considered in order to implement the required landscaping treatment (1.5 m in width) around the perimeter of the site. The reduction of the drive aisle to 6 m (20 ft) would allow the sufficient space for vehicles to manoeuvre in and out of the parking stalls.

Parking Rationale

Off-street parking requirements are based on the breakdown of floor area uses throughout the proposed building. A ratio of 10 stalls per 100 m² (1,076 ft²) of floor area devoted to restaurant and seating areas was utilized for a total of 21 stalls. For storage, kitchen and washroom areas, a ratio of 1 stall per 100 m² (1,076 ft²) was assigned resulting in the provision of 3 parking stalls. A total of 26 parking stalls is provided based on the ratios applied above. The proposed development meets the parking requirement.

Advisory Design Panel Comments

This project was not submitted to the Advisory Design Panel for review on the basis that the project generally met all the applicable Development Permit Guidelines and the overall design and site plan adequately addressed staff comments.

Analysis***Conditions of Adjacency***

- Immediate conditions of adjacency relate to the existing single-family dwelling located on neighbouring lots to the east and west of the subject site. The commercial teahouse/café building is situated at zero lot line along the east edge of the site on the basis that when the neighbouring commercially zoned parcel (containing a residential dwelling) develops in the future, the building may be situated along the shared property line to maximize future development potential.

- In the processing of the Development Permit application, the architect contacted the property owner to the east by mail and telephone to communicate details of the site plan and engage in any feedback. The applicant has indicated that comments from the property owner to the east were supportive of the proposal. Staff have not received any letters or phone calls related to the subject application to date.
- The subject site also has a significant amount of landscaping (6 ft. fencing, deciduous trees, shrubs and cedar hedging) around the perimeter of the parking lot and drive-aisle to provide visual screening.

Urban Design and Site Planning

- The layout of the site plan is based on positioning the building closer to Beckwith Road to improve the overall streetscape and pedestrian scale of the building. This approach minimizes the visibility of vehicles, as all parking will be situated at the rear.
- A drive-aisle from Beckwith Road accesses the parking at the back of the property and is situated along the west edge of the site.
- The garbage and recycling area is located at the rear of the building in an enclosed room with additional screening provided by a wooden trellis.
- The proposed location of the drive-aisle to the west and siting the building at zero lot line along the east property line allows for the building to be setback the required 7.5 m (24.6 ft) from a parcel that is zoned for residential, which is the case for the neighbouring parcel to the west.

Architectural Form and Character

- The architecture and massing of the proposed commercial building is designed to be sensitive to the surrounding existing residential dwellings. Roof forms and glazing along the streetscape elevation are more residential in character than a typical commercial building.
- Proposed cladding materials are also residential in character and are composed of a mix of rock dash stucco, cedar roof shingles and wood trim. Wood panels and shutters in combination with aluminium framed windows also provides additional detailing.
- As the building is situated at zero lot line along the east property line, the massing of the exposed concrete block wall is a concern. This concrete block wall adjacency is not an optimal situation; however, will be minimized if the property to the east develops in the future. This wall needs to be fire-rated based on its location along the property line, which limits the architectural treatments that can be applied.
- In order to meet building code requirements, break up the overall massing and provide a variety of texture to the exposed wall, the architect is proposing a combination of concrete and architectural block arranged to form horizontal and vertical banding composed of split-face textured block and smooth concrete block. A colour layout with highlights will also be implemented along the wall based on the colour scheme proposed for the rest of the building.

Landscape Design and Open Space Design

- Plantings are concentrated along the street edge, around the perimeter of the site and in a small enclosed outdoor patio at the rear of the building.
- Significant plantings (deciduous trees and shrubs) and a 6 foot high wooden fence is proposed around the perimeter of the subject property to provide adequate screening to the surrounding residential lots and improved buffering for the off-street parking area.
- No significant existing trees or landscaping was located on the subject site.

- 29 deciduous and evergreen trees at varying sizes (5-7 cm calliper) along with a new cedar hedge along the drive-aisle are proposed in the landscape plan.

Crime Prevention Through Environmental Design

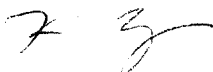
- 3.5 ft tall light bollards are situated along the drive-aisle with taller 10 ft light poles located at the rear of the property to illuminate the parking lot. The taller light poles located to illuminate the parking lot are designed to be recessed within the fixture to minimize glare and illumination into neighbouring lots. The street facing elevation contains wall mounted lanterns to enhance the visibility of the building from the street.
- Glazing is also located along the west and south facing elevations to enhance the indirect surveillance of the parking lot and drive aisle.

Servicing Issues

A servicing capacity analysis was submitted as part of the Development Permit application to review the storm sewer capacity in the area. The City's Engineering Department have reviewed the analysis and supports the recommended upgrades to the storm sewer system. Completion of the necessary upgrades based on the capacity analysis will be undertaken through a Servicing Agreement, which must be completed prior to issuance of a Building Permit for the subject application.

Conclusions

The proposal to develop a small commercial building (472 m² or 5,080 ft²) to be occupied by a teahouse/café complies with relevant commercial Development Permit criteria contained in the City's Official Community Plan. Design refinement to enhance the relation of the building to Beckwith Road has resulted in a residential character building that has been pushed closer to the street. Staff recommend approval of the Development Permit.


Kevin Eng
Planner 1

KE:cas

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

- ☐ Receipt of a Letter-of-Credit for landscaping in the amount of \$17,473 (based on cost estimate provided by the consulting landscape architect).

Prior to issuance of the Building Permit, a Servicing Agreement is required to be completed for:

- ☐ Road and frontage upgrades along Beckwith Road.
- ☐ Storm sewer upgrades based on the findings of the capacity analysis.



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
604-276-4000

Development Application Data Sheet

Development Applications Department

DP 04-279805

Attachment 1

Address: 9231 Beckwith Road

Applicant: Andrew Cheung Architects Inc.

Owner: Leisure Life Enterprises

Planning Area(s): Bridgeport Area Plan – West Bridgeport

Floor Area Gross: 472 m²

Floor Area Net: 472 m²

	Existing	Proposed
Site Area:	1,550 m ²	No Change
Land Uses:	Vacant	Commercial Tea House
OCP Designation:	Mixed Use	Complies
Zoning:	Automobile-Oriented Commercial District (C6)	No Change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.5	0.30	none permitted
Lot Coverage:	Max. 50%	19%	None
Setback – Road:	Min. 6 m	3 m	Variance required to reduce Road Setback for building and canopies
Setback – Side Yard (West):	Min. 7.5 m	7.6 m	None
Setback – Side Yard (East):	Min. 0 m	0 m	None
Setback – Rear Yard:	Min. 0 m	48 m	None
Height (m):	Max. 12 m	11.4 m	None
Off-street Parking Spaces – Restaurant/Seating Areas:	10 stalls per 100 m ²	21	None
Off-street Parking Spaces – Storage/Utility /Kitchen Areas	1 stall per 100 m ²	3	None
Off-street Parking Spaces – Accessible:	1	1	None
Total off-street Spaces:	24 stalls	26 stalls	None

Staff Technical Comments

Engineering and Public Works

Prior to issuance of a Building Permit, a Servicing Agreement is required to:

- ❑ Design and construct road and frontage upgrades along Beckwith Road. Works include, but are not limited to, road widening, implementation of curb & gutter, grass & treed boulevard, street lighting and a new sidewalk located adjacent to the property line.
- ❑ Design and construct storm sewer upgrades based on the recommendations made by the engineering consultant hired to undertake servicing capacity analysis and accepted by the City's Engineering Department (Correspondence Dated December 22, 2005).

Staff also note that there is a hydro pole located on the west property line, which may need to be relocated due to the new sidewalk to be implemented along the property line.



City of Richmond
Urban Development Division

Development Permit

No. DP 04-279805

To the Holder: ANDREW CHEUNG ARCHITECTS INC.

Property Address: 9231 BECKWITH ROAD

Address: C/O FRANCIS YAU
720 – 1201 W. PENDER STREET
VANCOUVER, B.C. V6E 2V2

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 and Development Bylaw No. 5300" is hereby varied to:
 - a) Reduce the minimum required Road Setback from 6 m (19.685 ft) to 3 m (9.842 ft) for the building and permit fabric awnings to project a further 1.07 m (3.5 ft); and
 - b) Reduce the width of manoeuvring drive aisles from 7.5 m (24.6 ft) to 6 m (20 ft).
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 #6 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 \$17,473.00 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 04-279805

To the Holder: ANDREW CHEUNG ARCHITECTS INC.

Property Address: 9231 BECKWITH ROAD

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720 – 1201 W. PENDER STREET
VANCOUVER, B.C. V6E 2V2

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 , .

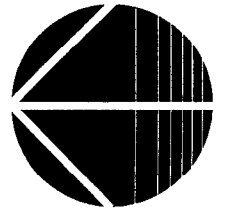
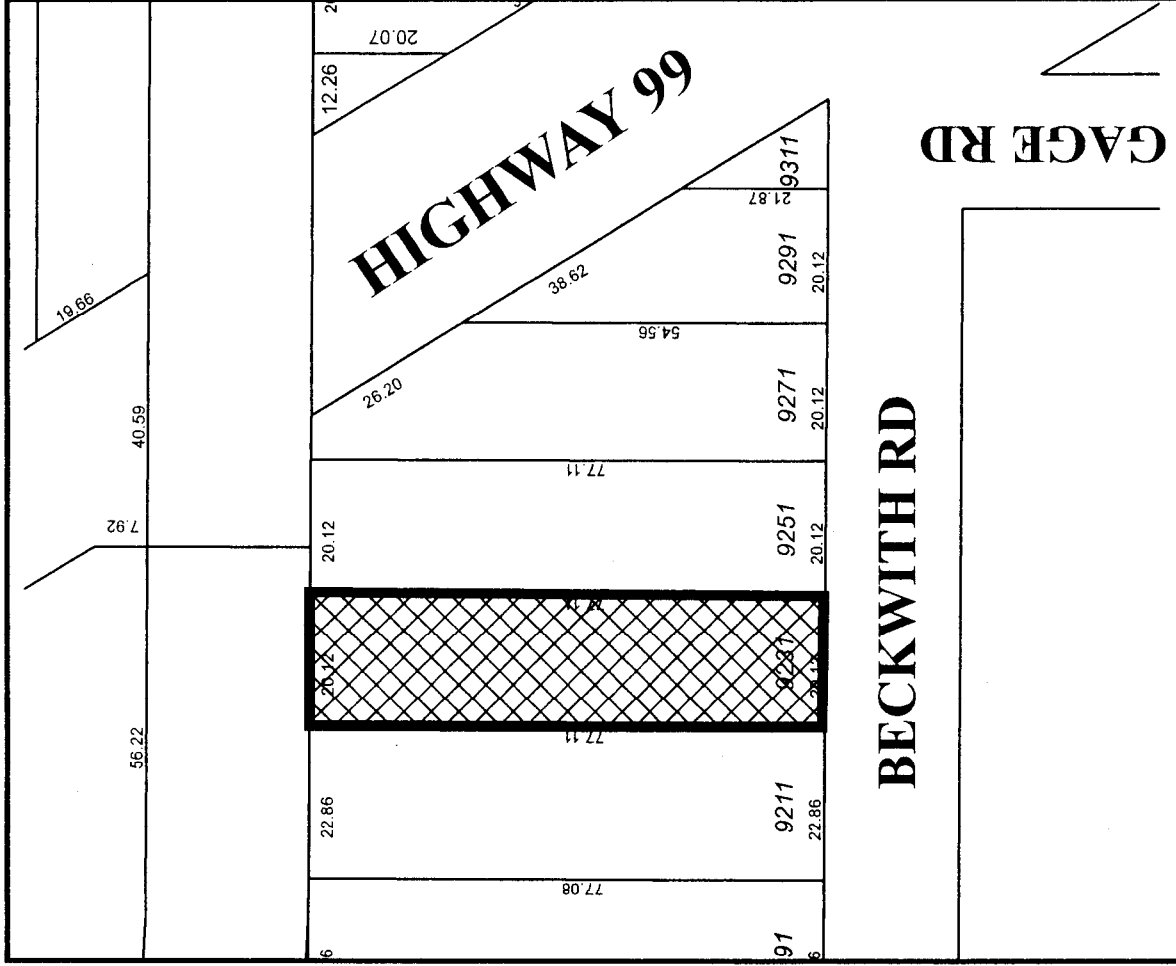
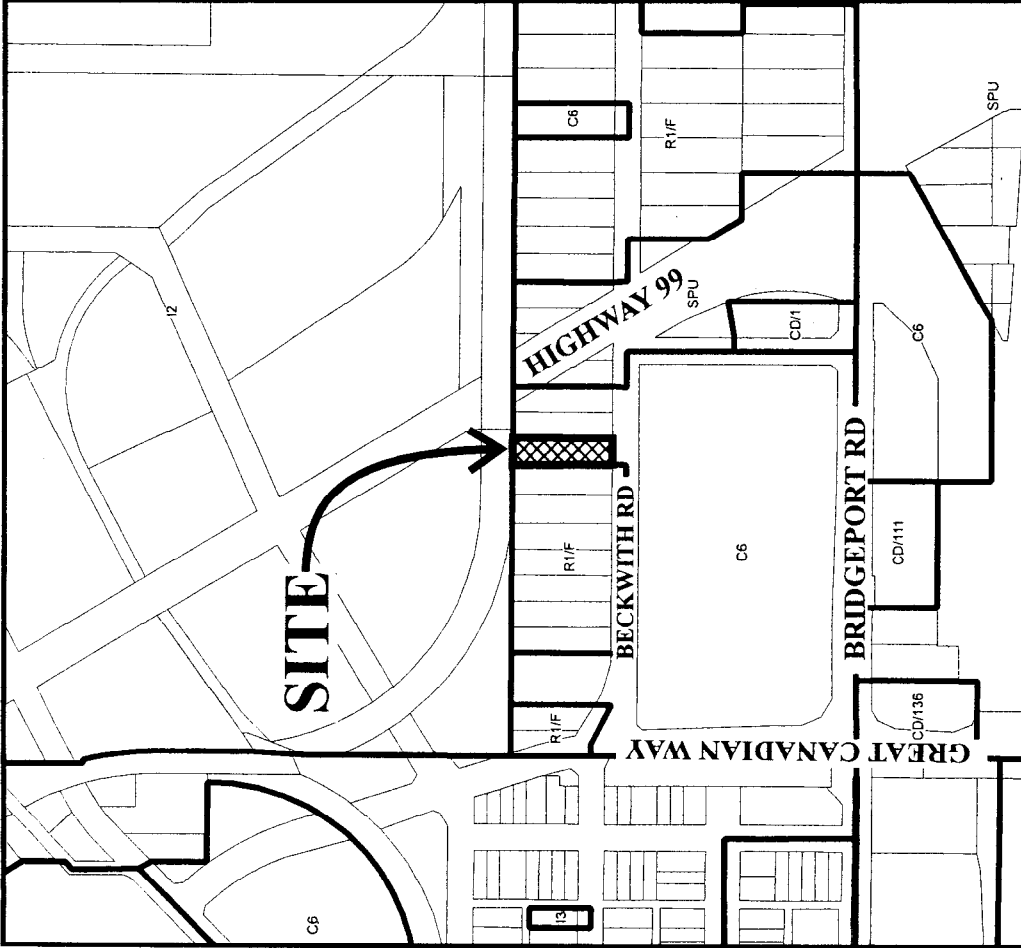
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 04-279805 SCHEDULE "A"

Original Date: 01/19/05

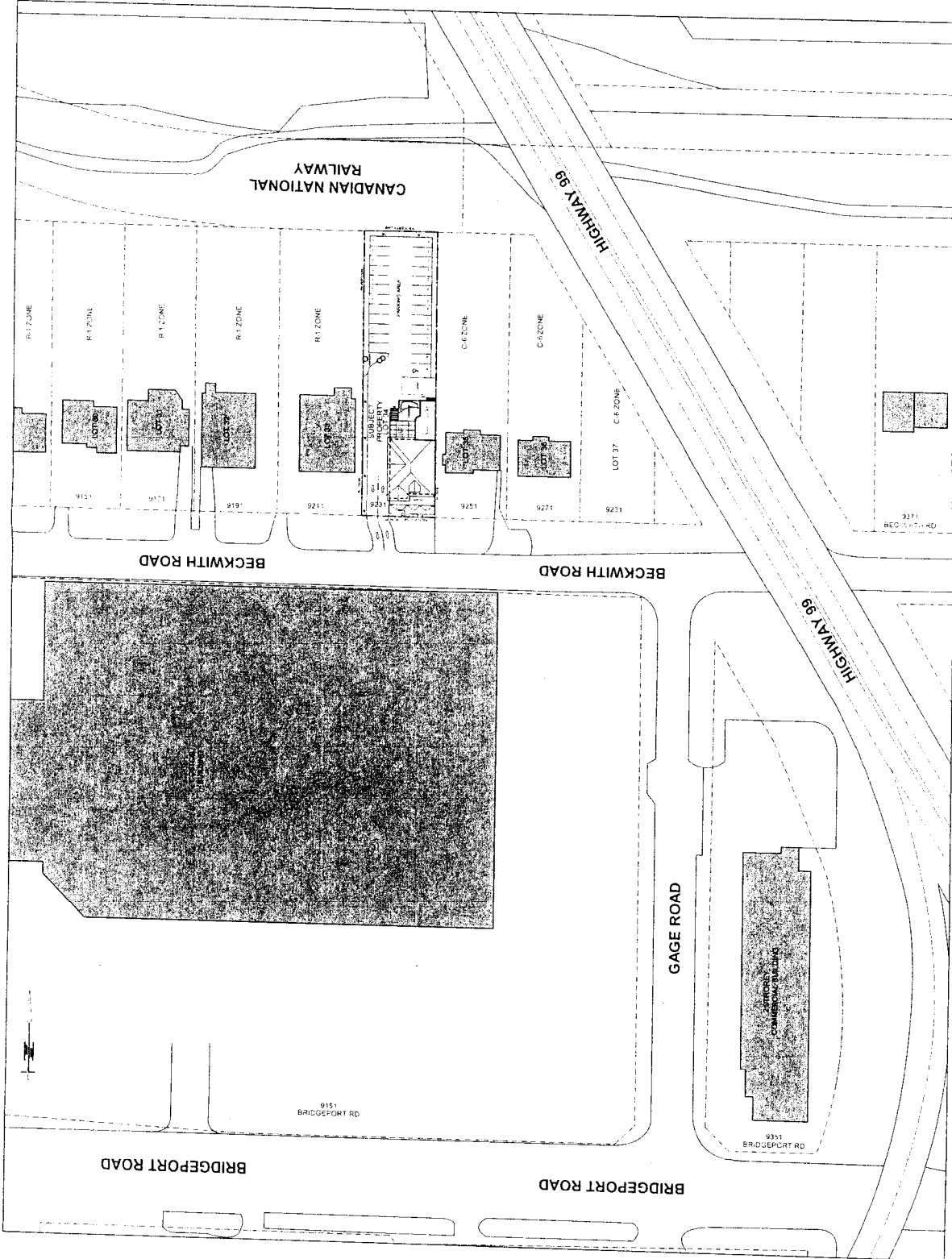
Revision Date:

Note: Dimensions are in METRES

A-01 CONTEXT PLAN
A-02 SITE PLAN
A-03 GROUND & SECOND
FLOOR PLAN
A-04 ROOF PLAN & ELEVATION
A-05 ELEVATIONS & SECTION

04270 50862 5
FEB 17 2006

1701 west pender st
 vancouver, bc
 v6e 2v2
 (604) 685-2086
 (604) 685-6889

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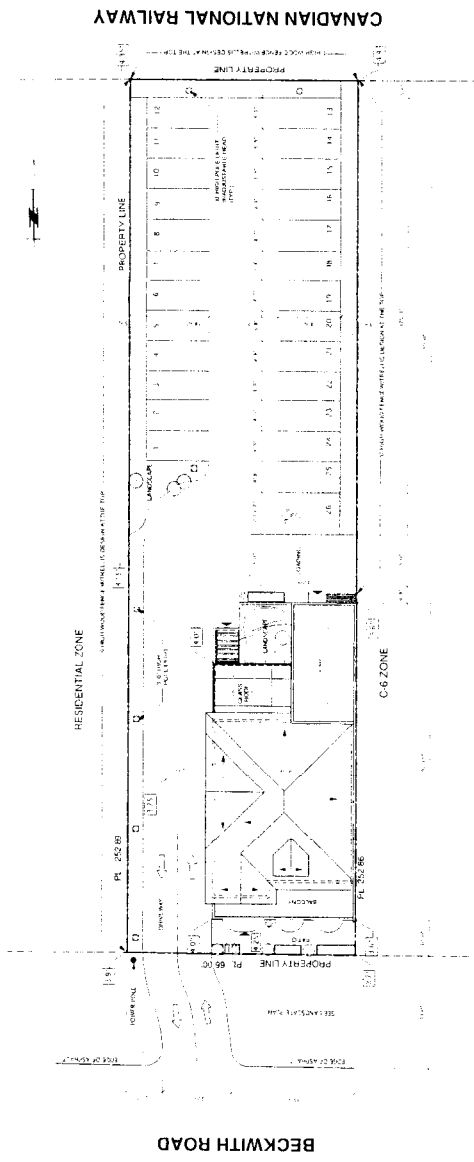
SITE PLAN
1" = 40'

<p>1. CIVIC ADDRESS: 9231 BECKWITH ROAD, RICHMOND, B.C.</p> <p>2. LEGAL DESCRIPTION: LOT 34, SECTION 22, BLOCK 5 NORTH, RANGE 6 WEST, N.W.D. PLAN 13817</p> <p>3. ZONING CLASSIFICATION: C-6</p> <p>4. SITE AREA: 16,659.684 sq. ft.</p> <p>5. FLOOR AREA RATIO (FAR): 0.20</p>	
<p>6. LOT COVERAGE: 25%</p> <p>7. SETBACKS: FRONT: 10' SIDE: 5' REAR: 10'</p> <p>8. HEIGHT: 30' 0"</p>	
<p>9. PARKING: 24 spaces provided</p>	
<p>10. DRAINAGE: 1.0% slope to street</p>	
<p>11. UTILITIES: 1.0% slope to street</p>	
<p>12. LANDSCAPE: 1.0% slope to street</p>	
<p>13. FENCE: 1.0% slope to street</p>	
<p>14. SIGNAGE: 1.0% slope to street</p>	
<p>15. OTHER: 1.0% slope to street</p>	

ANDREW CHEUNG
ARCHITECTS INC.

1221 WEST HENDERSON ST.
VANCOUVER, B.C.
V6H 1A6
TEL: (604) 685-1889
FAX: (604) 685-1889

<p>9231 BECKWITH ROAD</p>	
<p>SITE PLAN</p>	
<p>240' x 120' (7.62m x 3.05m)</p>	
<p>1:1/8" = 1'-0"</p>	
<p>A-1</p>	



- Drawing Index
- A. 1 Site Plan & Schedule
 - A. 2 General Notes
 - A. 3 Second Floor Plan
 - A. 4 First Floor Plan
 - A. 5 North and East Elevation
 - A. 6 North and East Elevation
 - A. 7 Schematic Sections
 - A. 8 Stairs Details and Sections
 - A. 9 Floor and Window Schedule
 - A. 10 Door and Window Schedule
 - A. 11 Room Schedule and Interior Elevations

PROJECT DATA

1. CIVIC ADDRESS: 9231 BECKWITH ROAD, RICHMOND, B.C.

2. LEGAL DESCRIPTION: LOT 34, SECTION 22, BLOCK 5 NORTH, RANGE 6 WEST, N.W.D. PLAN 13817

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14. SIGNAGE: 1.0% slope to street

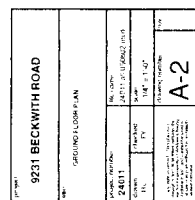
15. OTHER: 1.0% slope to street

FAR PROVIDED: 0.20

FAR ALLOWED: 0.20

FAR EXCEEDED: 0.20

#1
FEB 17 2006
04279805



PROJECT 9231 BECKWITH ROAD NORTH AND EAST ELEVATION FEB 23 2006	
DRAWN BY ANDREW CHEUNG	

ANDREW CHEUNG
 ARCHITECTS INC.
 1007 WEST 10TH AVE
 KITCHENER, ONT. N2C 1A2
 TEL: (541) 885-0888
 FAX: (541) 885-0888

9231 BECKWITH ROAD NORTH AND EAST ELEVATION	
DATE 2/23/06	DRAWN BY ANDREW CHEUNG
SCALE 1/4" = 1'-0"	SHEET NO. A-6

