



To: Richmond City Council **Date:** June 19, 2007
From: Jeff Day, P. Eng. **File:** 0100-20-DPER1-01
Acting Chair, Development Permit Panel -2007-Vol 01
Re: **Development Permit Panel Meetings Held on June 13, May 30, May 16, April 25, April 11 and March 28 of 2007, and on August 25, 2004**

Panel Recommendation

- I. That the recommendations of the Panel to authorize the issuance of:
 - i) a Development Permit (DP 05-316398) for the property at 7231 No. 2 Road (formerly 7191, 7211, 7231 and 7251 No. 2 Road);
 - ii) a Development Permit (DP 06-349392) for the property at 7700, 7720, 7740 and 7760 Bridge Street;
 - iii) a Development Permit (DP 06-354860) for the property at 8640 Alexandra Road;
 - iv) a Development Permit (DP 07-359310) for the property at 7791 and 7931 No. 4 Road;
 - v) a Development Permit (DP 07-367240) for the property at 4000 No. 3 Road;
 - vi) a Development Permit (DP 06-349404) for the property at 22351 Westminster Highway;
 - vii) a Development Permit (DP 06-350946) for the property at 6040 No. 3 Road and 8060 & 8080 Westminster Highway;
 - viii) a Development Permit (DP 06-352741) for the property at 9200, 9240, 9280, 9300 and 9320 Odlin Road;
 - ix) a Development Permit (DP 07-359314) for the property at 9680, 9700, 9720, 9740, 9760, 9762 and 9800 Odlin Road;
 - x) a Development Permit (DP 07-358875) for the property at 11351, 11391, 11411, 11431, 11471 and 11491 Steveston Highway;
 - xi) a Development Permit (DP 06-337688) for the property at 9733 No. 2 Road;
 - xii) a Development Permit (DP 05-312751) for the property at 8400 and 8440 Anderson Road;
 - xiii) a Development Permit (DP 06-330668) for the property at 5280 Williams Road;
 - xiv) a Development Permit (DP 04-255283) for the property at 22611 Westminster Highway;

be endorsed, and the Permits so issued.

Jeff Day, P. Eng.
Acting Chair, Development Permit Panel

SB:WC:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on June 13, May 30, May 16, April 25, April 11 and March 28 of 2007 and on August 25, 2004.

DP 05-316398 -- ELEGANT DEVELOPMENT INC. -- 7231 NO. 2 ROAD (FORMERLY 7191, 7211, 7231 AND 7251 NO. 2 ROAD)
(June 13, 2007)

The Panel considered a Development Permit application to permit the construction of 26 townhouses on a site zoned "Townhouse District (R2 - 0.6)". Variances to reduce the side yard setback and permit tandem parking are included in the proposal.

The architect, Mr. Patrick Cotter, of Patrick Cotter Architect Inc., provided a brief description of the project and advised that the project massing has been developed to respond to the two-storey condition of all three (3) sides, with a two-storey interface at the rear and ends and three-storey units in the centre. The architectural character was consistent to an Edwardian type "row house" with a central amenity space. Ten (10) boundary trees would be retained and the adjacent neighbours had been consulted regarding landscaping at their interfaces.

Staff advised that the requested variance to reduce the side yard setback from 3 m to 2.1 m for small front sections of the northeast and southeast buildings is necessary to accommodate the one-storey interface of the two-storey units at each end of the development. Without the variance, integration of the units would be difficult. The project met all other setback requirements, and integrated well with the neighbourhood.

A public letter was submitted in objection to the side yard setback variance. Four neighbours raised concerns about the development. Concerns were expressed about the side yard setback variance, impact on sunlight availability to the south, three-storey building height, proposed removal of a large mature Evergreen tree.

In response, Mr. Cotter advised that the development would not impact the sun availability or cast a shadow on the neighbouring townhouse property to the south. The variance was a result of the wider footprint of the lower two-storey end units to accommodate living space and garages. The variance was limited to the one-storey projection into the side yard and approximately 6 m in length. The large Evergreen tree is currently located in a building footprint and must be removed.

In response to Panel queries, staff advised that the applicant's arborist reports were reviewed by the City's tree preservation staff. The project exceeds the required provision of 18 replacement trees by providing 22. Staff further advised that the Arterial Road Policy limits the height for infill development end units to two-storey. It was noted that the proposed side yard setback exceeded the 1.2 m which would be permitted for single-family homes of the same building height and that the proposed variance was indicated in the staff report that went forward to the Public Hearing, and no comments were received from the public.

The Panel recommended that the Permit be issued.

DP 06-349392 – PATRICK COTTER ARCHITECT INC. – 7700, 7720, 7740 AND
7760 BRIDGE STREET

(June 13, 2007)

The Panel considered a Development Permit application to permit the construction of 32 townhouses on a site zoned “Comprehensive Development District (CD-128)”. Variances were included in the proposal to increase lot coverage, and reduce the Public Road and side yard setbacks.

The architect, Mr. Patrick Cotter, of Patrick Cotter Architect Inc., provided a brief description of the project and advised that an additional property was obtained to establish the Keefer Avenue connection from Bridge Street to No. 4 Road. Tudor style architecture was proposed. Requests for variances were a result of the road dedications offered by the applicant and were in keeping with the character of the adjacent townhouse development. The exteriors were asymmetrical to not have the unit divisions read from the street.

Staff advised that the architect for this project has worked closely with Planning Department staff in an effort to improve the neighbourhood. The encroachment of the projections was small and is in the character consistent with the McLennan South Development Permit Guidelines.

In response to questions from the Panel, staff confirmed that the contribution in-lieu of indoor amenity space contribution would be allocated to fund City indoor amenity space.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

DP 06-354860 – SHARIF SENBEL – 8640 ALEXANDRA ROAD

(June 13, 2007)

The Panel considered a Development Permit application to permit the construction of an approximately 970 m² (10,400 ft²) four-storey addition to an existing hotel on a site zoned “Automobile-Oriented Commercial District (C6)”. No variances are included in the proposal.

The architect, Mr. Sharif Senbel, of Studio Senbel Architecture and Design, provided a brief description of the project and advised that the 24-room addition was anticipated when the original 50-room hotel was developed and all preloading has been completed. Parking would be at ground level under three (3) floors of hotel rooms. The roof includes an extensive green roof and there was also permeable surface parking. In an effort to minimize disruption to the existing hotel and neighbouring businesses, the guest rooms will be pre-fabricated off site and assembled on-site, minimizing the on-site construction time to approximately three weeks.

Staff advised that they had worked with the applicant to develop the green roof as per Council’s recent requests, and there was also a roof deck space accessible for patrons of the hotel.

In response to a query from the Panel, Mr. Senbel advised that the extensive green roof would have 4 to 6 inches of growing medium and a low carpet of drought resistant planting.

Three public letters were received. Two declined the invitation to attend the meeting. The third expressed concerns of increased traffic, air pollution, noise and blocking of views of trees and the mountains.

In response to the writer's concern about increased traffic in the area, staff advised that hotel traffic has different peak hours than normal traffic. The project has been reviewed by the Transportation Department, and the current road capacity is sufficient to accommodate the small amount of additional traffic. A copy of this letter has been provided to the Transportation Department.

The Panel recommended that the Permit be issued.

DP 07-359310 – SIMON DEVELOPMENT LTD. – 7791 AND 7931 NO. 4 ROAD
(June 13, 2007)

The Panel considered a Development Permit application to permit the construction of 12 townhouse units on a site zoned "Townhouse District (R2 – 0.6)". Variances were included in the proposal to reduce the Keefer Avenue setback, permit garbage and recycling enclosures in the Keefer Avenue setback and for tandem parking.

The architect, Mr. Taizo Yamamoto, of Yamamoto Architect Inc., provided a brief description of the project and advised that three (3) existing trees located in the amenity area will be retained. The requests for variances resulted from the narrow site after road dedication, minimum required footprint for garages, tree retention in the amenity area, and provisions taken for access to the site in anticipation of future development of the lots located to the south. In response to comments from the Advisory Design Panel, changes had been made to the rooflines to provide clarity. One (1) A type unit was convertible to become accessible. The garbage and recycling were located at the west project entrance away from No. 4 Road in small one-storey roof structures.

Staff advised that the variance for the Keefer Avenue setback was in line with the neighbouring development proposal (*see DP 06-349392 above*), providing a consistent streetscape. The variances had been presented to Council at rezoning stage and the rezoning was supported by Council.

In response to a Panel query regarding large trees at the east entrance of the site, landscape architect Masa Ito, of Ito and Associate Landscape Architects, advised that these trees provided a gateway to the site and would have a high canopy.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

DP 07-367240 – FAIRCHILD DEVELOPMENTS LTD. – 4000 NO. 3 ROAD
(June 13, 2007)

The Panel considered a Development Permit application to permit the construction of an eight-storey addition to the existing Aberdeen Centre consisting of retail space, approximately 150-room hotel and parking on a site zoned “Comprehensive Development District (CD/183)”.

Variances are included in the proposal to reduce the Cambie Road setback, reduce parking and permit columns to encroach into parking spaces.

Bing Thome Architects, provided a brief description of the project, the integration of the third phase of the Aberdeen Centre, the existing structure, and the Canada Line station. Public Art would consist of panes of etched glass behind the clear glass façade and a painted wall in the background which could be painted different colours at different times.

Staff advised that the project proposed the same parking standards as the larger phase 1 and met transportation guidelines for parking. The applicant has taken initiative to encourage the use of transit by providing \$100,000 worth of fare savers to transit users.

In response to Panel queries, the applicant advised that the Canada Line Station will reduce the demand for parking, and the existing parking will be shared between the three (3) components on the site with connections at each floor. The additional underground parking provided would be designated for the hotel and staff. The applicant further advised that the upper floor of the hotel projects beyond the Cambie Road curb line, however, the frontage along Cambie Road will be developed as a lay-by on-site. Staff advised that a right-of-way (ROW) will be provided for the Cambie Road lay-by, and the encroachment is above street level, and is within the site.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

DP 06-349404 – SANDHILL DEVELOPMENT LTD. – 22351 WESTMINSTER HIGHWAY
(May 30, 2007)

The Panel considered a Development Permit application to permit the construction of 17 townhouses and two (2) detached dwelling units on a site zoned “Comprehensive Development District (CD/156)”. Variances are included in the proposal to permit minor encroachments into the Westminster Highway and side yard setback at the second and third floors and to permit mailboxes, garbage and recycling enclosures in the Sharpe Avenue and Westminster Highway setbacks.

Mr. David Kominek, representing the firm Yamamoto Architect Inc., provided a brief description of the project. In response to a question from the Panel, Mr. Kominek stated that the two (2) three-storey detached dwelling units could be converted to accessible units with the installation of a chair lift between the ground and second floors. There was a bathroom and bedroom on the second floor. The third floor, not accessible by the chair lift, would include additional bedrooms.

In response to questions from the Panel, staff advised that the project was providing access to the adjacent property to the east with a cross-access agreement.

A letter was submitted by Mr. Ajaib Poonia, of AA Poonia Construction Ltd. As the owner of the adjacent lot to the west, for which a rezoning application has been submitted to the City, he asked that the Panel ensure access and sewer be provided through the subject development.

In response, staff advised that access to Sharpe Avenue from Mr. Poonia's lot has been secured through the townhouse development site which is under construction to the west of Mr. Poonia's lot. Staff further advised that access to sanitary sewer has been secured through the subject development through the required Servicing Agreement.

The neighbour to the east, Mr. Tom Morse of 22371 Westminster Highway, asked if he would be able to benefit from the same variance to reduce the setback to Westminster Highway with the future redevelopment of his neighbouring site. Mr. Morris also asked how garbage would be collected from the site.

In response, the Chair advised that there would be no guarantee that the same variance would be granted to Mr. Morris' residence, but that City Council would consider the request when a development application was submitted. Staff advised that garbage and recycling would be collected from Westminster Highway and that vehicle access was from Sharpe Avenue, and not from Westminster Highway.

The Panel recommended that the Permit be issued.

DP 06-350946 – MINGLIAN HOLDINGS LTD. – 6040 NO. 3 ROAD AND
8060 & 8080 WESTMINSTER HIGHWAY
(May 16, 2007 and May 30, 2007)

The Panel considered a Development Permit application to permit the construction of a 16-storey building fronting on Westminster Highway and a four-storey building fronting on No. 3 Road on an L shaped lot. The mixed-use commercial-residential development would have approximately 131 dwelling units (including five (5) seniors housing units), approximately 750 m² (8,070 ft²) of commercial space and associated parking in a on a site zoned "Downtown Commercial District (C7)". Variances are included in the proposal to reduce the parking requirement, permit tandem parking and reduce the manoeuvring aisle width.

At the May 16, 2007 meeting, the architect, Mr. Wing Leung, of W.T. Leung Architects, provided brief descriptions of the project and the corner Clarry Enterprises (DP 07-363082) project which were designed to be fully integrated and developed concurrently on two (2) separate legal lots. Unfortunately Clarry Enterprises was not prepared to develop the corner site at this time due to concerns associated with the building of the Canada Line. He further advised that the MingLian development could proceed on it's own and provisions were included in the subject application to provide parking, access, servicing corridors and other benefits for the corner site.

Mr. Frank Gu of MingLian Holdings and Mr. Dan Buller of Clarry Enterprises both made presentations to the Panel, noting their desire for the projects to proceed as an integrated project and that they had not reached an agreement for consolidation. Mr. Buller advised that, due to the Canada Line, the site development was restricted to a narrow, tall structure and was not economically viable in his opinion.

Staff advised that the five (5) seniors affordable housing rental units included a 25-year housing agreement. Staff further advised that legal agreements are required to secure parking, access, garbage and recycling, servicing corridors and loading requirements for the corner site at 6020 No. 3 Road.

The Chair expressed concern that an integrated project at a key City Centre intersection would include only 2/3 of the development if constructed.

Mr. Masa Ito expressed concern regarding urban open space and asked the Panel to consider Westminster Highway pedestrian-oriented open space in this high-density area of the City.

The Panel referred the project to the May 30, 2007 Panel Meeting, with four issues identified to be addressed:

1. Whether development of the adjacent corner parcel, 6020 No. 3 Road (DP 07-363082) would proceed concurrently with the currently proposed Development Permit;
2. Review of an interim treatment of the interface between the subject site and the corner parcel;
3. Review of the proposed parking plan and parking requirement variance for the proposed seniors' housing units to ensure appropriate parking is available on-site; and
4. Review of the provision of publicly accessible space along Westminster Highway and No. 3 Road to ensure that appropriate areas are set aside in accordance with the City's vision for publicly accessible areas within the City Centre along the Canada Line.

At the May 30, 2007 meeting, Mr. Leung provided a brief description of how the four issues identified by the Panel at the May 16th meeting had been addressed. Firstly, MingLian and Clarry Enterprises had not reached an agreement and Clarry Enterprises was not prepared to proceed at this time on the corner site. Secondly, to address the interim corner condition, a combined total of \$177,000 would be contributed to Public Art; of which \$77,000 would be used for Public Art in the public plaza and \$100,000 for a Public Art treatment of the interim interface to the corner lot. Should the corner lot develop concurrently, the \$100,00 contribution would remain with the City for Public Art elsewhere. Thirdly, after reviewing the parking needed for the proposed senior's housing units, the number of parking spaces reserved for the corner development was decreased from 35 to 32 parking spaces. Fourthly, MingLian will complete the public plaza along No. 3 Road in a manner consistent with the City's vision for publicly accessible areas within City Centre along the Canada Line.

Staff advised that the provision of publicly accessible space at the site met the City's vision for No. 3 Road. In response to an inquiry, staff noted a correction to the parking variance to 1.05 (resident and visitor) parking spaces per dwelling unit.

Mr. Gu and Mr. Buller separately described the negotiations for the purchase of the corner lot, which was unsuccessful to date. Mr. Buller felt that further time was needed to complete negotiations and that the project should be reassessed as a comprehensive project on a single lot; this would allow the corner tower to be further setback. He was concerned that there would be geotechnical issues for construction after the Canada Line and the MingLian projects were built.

In response to questions from the Panel, staff advised that the frontage at the corner lot could be slightly improved but could not be fully upgraded as there are existing parking areas along both road frontages. For the subject site, the City has secured a certain amount per square metre for frontage works along No. 3 Road. Where possible these frontage improvements will be extended to the corner.

The Chair stated that while he does not like the concrete treatment, MingLian Holding's increased offer of \$100,000 for Public Art is a good sign. The Chair further commented that the site in question is a sensitive site. He believes that consolidation of the site is the way to proceed, but that moving the project ahead does not preclude the development of the full site, including the corner lot. He encouraged both parties to work to achieve consolidation of the site.

The Panel recommended that the Permit be issued.

DP 06-352741 – POLYGON MERIDIAN GATE HOMES LTD. – 9200, 9240, 9280, 9300 AND 9320 ODLIN ROAD
(May 30, 2007)

The Panel considered a Development Permit application to permit the construction of three (3) four-storey buildings consisting of approximately 259 units over a parking level and an amenity building on a site zoned "Comprehensive Development District (CD/186)". No variances are included in the proposal.

Mr. Scott Baldwin, of Polygon Meridian Gate Homes Ltd., and Mr. Robert Ciccozzi, of Robert Ciccozzi Architecture Inc., provided brief descriptions of the project. Mr. Baldwin advised that the development provided a portion of Alexandra Way, two (2) new roads, an upgrade to Odlin Road, Public Art, a contribution to affordable housing and was facilitating a new pump station for the neighbourhood. The project met the floodplain requirements and they were committed to LEED certified goals. For both Odlin Road developments, Garden City Road would be primarily used to route construction traffic away from Tomsett Public School. Mr. Ciccozzi advised that a ramp was provided to the courtyard to increase accessibility and a convertible unit type was provided. Mr. Baldwin confirmed that if requested before construction, Polygon would build the units as accessible at no additional cost to the purchaser.

In response to Panel queries, Mr. Baldwin advised that geothermal heating was not proposed in this development. Polygon had reviewed the idea with Terasen Gas. The project was too small for Terasen Gas. The cost was too high for the strata owners or Polygon to bear to redesign the project and reschedule the trades at this late stage. Instead, solar panels would be used for the amenity building. Mr. Baldwin further advised that geothermal heating would be investigated and included in the initial planning stages for future development in the Alexandra Area.

Staff advised that West Cambie Area Plan has a set elevation of 2.6 m and that this project meets that requirement by raising the site and effectively interfaces with the street. Staff further advised that the greenway being provided also meets the requirements of the West Cambie Area Plan.

In response to questions from the Panel, staff advised that the raised walkway will initially be gravel. When the adjacent property is developed, the other half of the walkway would be secured and the raised walkway paved. The City would maintain the interim and ultimate walkways.

In response to questions from the Panel, Mr. Ciccozzi advised that the split-level lobby entry off Odlin Road provides access to the mid block and Mr. Baldwin advised that Polygon intends to build two (2) other projects on two (2) other sites in the West Cambie area, and that they would investigate incorporating affordable units into these future projects.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

DP 07-359314 – POLYGON HENNESSY GREEN DEVELOPMENT LTD. – 9680, 9700, 9720, 9740, 9760, 9762 AND 9800 ODLIN ROAD
(May 30, 2007)

The Panel considered a Development Permit application to permit the construction of 92 townhouses on a site zoned "Comprehensive Development District (CD/185)". No variances are included in the proposal.

Ms. Lillian Arishenkoff of Polygon Hennessy Green Development Ltd. and the architect, Mr. Robert Ciccozzi, of Robert Ciccozzi Architecture Inc., provided brief descriptions of the project. There were private pedestrian routes for residents through the site to Odlin Road, No. 4 Road and the future neighbourhood park. The project provided parkland dedication, road dedication, road upgrading, Public Art, 21 convertible units and a contribution to affordable housing. The grade was raised to meet flood plain requirements and geothermal heating would be provided for the amenity building.

Staff advised that the 1.0 acre park area being secured through this development included a mix of park dedication (5%) and City park purchase. Staff further advised that the traffic safety concern had already been referred to.

In response questions from the Panel, Ms. Arishenkoff advised that the site will be raised at least 1 m and that, on the park side, Polygon Hennessy Green Development Ltd. plans to retain the soil at a level that meets future elevation requirements. The treatment of the grade transitions is being refined.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

DP 07-358875 – JACKEN INVESTMENTS INC. – 11351, 11391, 11411, 11431, 11471 AND 11491 STEVESTON HIGHWAY
(May 16, 2007)

The Panel considered a Development Permit application to permit the construction of 41 townhouse units on a site zoned “Townhouse District (R2-0.6)”. No variances are included in the proposal.

The architect, Mr. Taizo Yamamoto of Yamamoto Architects, provided a brief description of the project and advised that the centrally located amenity space included a children’s play area, benches and a mail structure. The roof forms in the rear units had been altered to create additional architectural emphasis and variety.

Staff advised that the development meets the Ironwood Sub-Area Plan. Staff had worked with the applicant to address issues that had arisen at the December 18, 2006 Public Hearing.

In response questions from the Panel, the applicant advised that there was a proposed landscaped berm along Steveston Highway and safety for children playing on the site was addressed through fencing surrounding the dedicated children’s play area with a gate onto the walkway. The applicant further advised that the unauthorized removal of 25 trees in late 2006 and early 2007 was due to a misunderstanding. The owner did not realize that the trees were not to be downed until after the Development Permit had been approved. There are trees remaining on the site; more trees are proposed to be planted on the site and compensation has been paid.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

DP 06-337688 – WESTMARK DEVELOPMENTS LTD. – 9733 NO. 2 ROAD
(April 25, 2007)

The Panel considered a Development Permit application to permit the construction of 13-unit townhouse development on a site zoned “Townhouse District (R2 – 0.7)”. Variances are included in the proposal to permit encroachments into the No. 2 Road setback, to permit the garbage/recycling enclosure to encroach into the south setbacks, and mailbox project signage enclosure to encroach into the rear yard setback.

In response to a Panel query regarding accessible units, the architect Mr. Tomizo Yamamoto advised that three (3) units were adaptable.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

DP 05-312751 – PATRICK COTTER ARCHITECT INC. – 8400 AND
8440 ANDERSON ROAD
(April 11, 2007)

The Panel considered a Development Permit application to permit the construction of 43 apartment units over a parking level at 8400 and 8440 Anderson Road on a site zoned “Comprehensive Development District (CD/170)”. No variances are included in the proposal.

The architect, Mr. Patrick Cotter, of Patrick Cotter Architects, provided a brief description of the project and advised that the building had an urban vocabulary due to its location in the City Centre. An open public area and terrace space buffer the busy Granville Road side. The landscape scheme is designed to conceal the parking level at the base of the building, and a green perimeter will surround the base.

Staff advised that, in response to comments provided at the February 19, 2007 Public Hearing, the project design had changed. A trellis and benches were introduced on the 4th level, the size of trees were enlarged from 8 cm to 12 cm, and the overall number of trees was increased. Since all the trees that will be removed cannot be replaced, the applicant has agreed to provide a cash-in-lieu contribution.

Two public letters were received. The first was an expression of regret that the writer could not attend the meeting. The second, from BC Hydro, expressed concern that the sub-station access must not be blocked.

In response, the Panel directed staff to contact BC Hydro to clarify that the sub-station is not adjacent to the property under discussion.

The Panel recommended that the Permit be issued.

Subsequent to the Panel meeting, staff contacted BC Hydro to clarify that the sub-station is not adjacent to the property under discussion and that, upon their request, no parking signage could be erected at the sub-station access.

DP 06-330668 – ISLAND CITY BUILDERS LTD. – 5280 WILLIAMS ROAD
(April 11, 2007)

The Panel considered a Development Permit application to permit the construction of six (6) detached townhouse dwellings on a site zoned Townhouse District (R2-0.6)”. Variances are included in the proposal to reduce the Williams Road setback and east side yard setback.

The applicant, Mr. Timothy Tse provided a brief description of the project, noting the Williams Road setback variances matched the adjacent property. Mr. Tse indicated that the project offered outdoor amenities, adaptable units, handicapped visitor parking and private gardens for each unit.

Staff advised the Panel that a consultation process with neighbourhood residents and City staff had been completed by the applicant, and that the project is supported by neighbours. He further advised that the parking space dimensions met the Zoning Bylaw requirements.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

DP 04-255283 – 0699316 B.C. LTD. – 22611 WESTMINSTER HIGHWAY

(August 25, 2004 and March 28, 2007)

The Panel considered a Development Permit application to permit the construction of 11 townhouse units on a site zoned “Comprehensive Development District (CD/24)”. A variance to permit tandem parking is included in the proposal. The proposal was originally presented to the Development Permit Panel Meeting on August 25, 2004 and the Panel recommended that the Permit be issued. Due to the extended period of time that the applicant was dormant, the proposal was referred back to Development Permit Panel by staff.

At the August 25, 2004 meeting, the architect, Mr. Tomizo Yamamoto, of Tomizo Yamamoto Architects, provided a brief description of the project and advised that no habitable floor area was provided on the ground floor due to floodplain requirements. In response to questions from the Panel, the architect provided additional information on the roofing material, exterior building finishes and indicated that the outdoor amenity area was designed to provide passive recreation opportunities due to the proximity to McLean Park. A letter from an adjacent resident, indicating concerns related to vehicle parking in the area, was submitted to the Panel for consideration. The Panel directed staff to review the tandem parking concerns expressed in the letter as they related to a separate townhouse project.

There were no comments from the public on the proposal.

The Panel recommended that the Permit be issued.

Due to the extended length of time taken to complete the rezoning conditional requirements, a second staff report on the application was presented to Panel at the March 28, 2007 meeting. At the March 28, 2007 meeting Mr. Tomizo Yamamoto, Architect, advised the Panel that he was available to respond to questions.

Staff advised that after the project was given favourable consideration by the Development Permit Panel in August, 2004, the design had been changed to incorporate one (1) adaptable unit. In response to a Panel query, staff advised that due to the absence of any trees on the site, the City's tree replacement guidelines do not apply to this application.

There were no comments from the public on the proposal.

The Panel recommends that the Permit be issued.



Development Permit Panel

Wednesday, June 13, 2007

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Jeff Day, Chair
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services
John Irving, Acting General Manager, Planning and Development

The meeting was called to order at 3:39 p.m.

1. Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on Wednesday, May 30, 2007 be adopted.

CARRIED

2. Development Permit 05-316398

(Report: May 22, 2007 File No.: DP 05-316398) (REDMS No. 2233917)

APPLICANT: Elegant Development Inc

PROPERTY LOCATION: 7231 No. 2 Road (Formerly 7191, 7211, 7231 and 7251 No. 2 Road)

INTENT OF PERMIT:

1. To permit the construction of 26 townhouse units on a site zoned "Townhouse District (R2 - 0.6)"; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the Side Yard Setback from 3 m to 2.1 m for the front portion of the northeast and southeast buildings.
 - b) Permit 28 tandem parking spaces in 14 townhouse units.

Applicant's Comments

Patrick Cotter, of Patrick Cotter Architects highlighted the following details of the proposed project:

- the organization of this 26 unit townhouse development site aligns the entrance to the centre of the site;
- the project massing has been developed to respond to the two storey condition of all three sides;
- the perimeter of the property has two-storey units with three-storey units in the centre along No. 2 Road;
- the architectural character is consistent to an Edwardian type "row house";
- the central open amenity space is located at the core of project, and subdivides the site into two relatively equal portions;
- the central open amenity space is open with benches, a pathway, and a garbage, and mailbox enclosure;
- there are 10 boundary trees to be retained;
- additional planting and a six foot solid perimeter fence is proposed;
- the proposal includes street trees, sidewalks, and gates to access the units;
- adjacent neighbours have been consulted regarding landscaping and interfacing of the sites edge.

Staff Comments

Jean Lamontagne, Director of Development advised that the requested variance to reduce the side yard setback from 3 m to 2.1 m for the front portion of the northeast and southeast buildings is necessary to accommodate the one-storey interface of the two-storey units at each end of the development, and without the variance, integration of the units would be difficult.

Mr. Lamontagne also advised that the project meets all other setback requirements, and integrates well with the neighbourhood.

Correspondence

Ruth Reeves, 6-7240 Langton Road, Richmond (Schedule 1)

Gallery Comments

Nancy Haddix, 7160 Langton Road resides directly behind the proposed project and objects to the removal of a large 40 – 60 year old fir tree, feeling that the tree replacement plans will not provide adequate replacement of green space that will be lost to accommodate this project.

Sheryl Dale, 7420 Langton Road disagreed with varying the provisions of the zoning bylaw to reduce the side yard setback from 3 m to 2.1 m, stating that it would position the building closer to her unit. She also disagreed with the three-storey building height.

Aden Sokov, 7240 Langton Road questioned the rationale behind the requested variance for reduction of the side yard setback from 3m to 2.1 m, stating that it would have an impact on sound and sunlight for his unit.

Adell Collins, 7240 Langton Road spoke against the requested variance to reduce the side yard setback from 3 m to 2.1 m.

Panel Discussion

In response to inquiries Mr. Cotter advised that:

- the building is located on the north side and will not impact the sun availability or cast a shadow on the neighbouring townhouse property to the south;
- the variance to reduce the side yard setback from 3 m to 2.1 m is necessary as the lower two storey units have a wider footprint than the three-storey units to provide sufficient living space, and accommodate a double-wide garage for each of the two-storey units proposed for the ends of the development;
- the length of the one-storey projection into the side yard down the side of the building is approximately 6 m;
- to allow light into the end units, there will be two decorative windows, approximately 18 inches squared in size, located symmetrically above eye level;
- the large evergreen tree is currently located in a building footprint and must be removed.

Staff Comments

In response to queries, Mr. Lamontagne advised that:

- reports provided by the applicant's arborist were reviewed by the City's tree preservation staff;
- tree removal and replacement proposed for this site is consistent with the guidelines of the City's tree bylaw;
- this project exceeds the required provision of 18 trees by providing 22;
- the arterial road policy limits the height for the units at the end of a development to two-storey;
- this project exceeds the side yard setback of 1.2 m for single family homes;
- these projections were indicated in the report that went forward to the Public Hearing, and no comments were received from the public.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 26 townhouse units at 7231 No. 2 Road (formerly 7191, 7211, 7231 and 7251 No. 2 Road) on a site zoned "Townhouse District (R2 - 0.6)"; and*

2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Reduce the Side Yard Setback from 3 m to 2.1 m for the front portion of the northeast and southeast buildings.*
 - b) *Permit 28 tandem parking spaces in 14 townhouse units.*

CARRIED

3. Development Permit 05-317013

(Report: May 23, 2007 File No.: DP 05-317013) (REDMS No.2227842)

APPLICANT: Lawrence Doyle Architect Inc.

PROPERTY LOCATION: 8200 Corvette Way

INTENT OF PERMIT:

1. To permit the construction of a mixed-use commercial residential development with two (2) 16-storey residential high-rise towers totalling 231 units and a 14-storey hotel with 176 rooms on a site zoned Comprehensive Development District (CD/173); and
2. To vary the provisions of Zoning and Development Bylaw No. 5300 to:
 - a) Vary the maximum height for the residential buildings from 45 m permitted to 47 m (geodetic); and
 - b) Vary the side yard setback to Corvette Way from 6 m required to 5.75 m for a portion of Tower B.

Applicant's Comments

With the aid of two models and various artists renderings, Lawrence Doyle of Lawrence Doyle Architects reviewed the project, highlighting the following features:

- the projects consists of two apartment buildings and a hotel to be situated on a new alignment of Corvette Way;
- the hotel will include an elaborate amenity building;
- parking levels are screened from the street, with one level located under grade and two above grade;
- a greenway suitable for bicycle and pedestrian traffic will be built along the west side of the site on a Greater Vancouver Sewer and Drainage District (GVS & DD) right-of-way (ROW);
- the drive-through is shared with the neighbouring site;
- the landscape scheme includes street trees, ground level planting, and a landscaped deck on the fourth level of the apartment and hotel towers;
- a large plaza feature will be constructed at the end of Sea Island Way;
- the applicant is proposing to provide new curbs and boulevards along two sides of the site and extending beyond the site to No. 3 Road;
- due to the angled nature of the site and GVS & DD trunk line ROW, the building locations for this site had to be shifted, resulting in a request for variance of the side yard setback to Corvette Way from 6 m to 5.75 m; and

4. Development Permit DP 06-349392

(Report: May 14, 2007 File No.: DP 06-349392) (REDMS No. 2229094)

APPLICANT: Patrick Cotter Architect Inc.

PROPERTY LOCATION: 7700, 7720, 7740, and 7760 Bridge Street

INTENT OF PERMIT:

1. To permit the construction of 32 townhouses on a site zoned Comprehensive Development District (CD/128); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Increase the maximum lot coverage to 43%;
 - b) Reduce the minimum public road setback from Bridge Street from 5 m to 4.3 m for two-storey bay projections;
 - c) Reduce the minimum property lines at a public road setback from Keefer Avenue from 4.57 m to 4 m for two-storey bay projections; and
 - d) Reduce the minimum south side yard setback from 3 m to 2.5 m for two-storey bay projections.

Applicant's Comments

With the aid of a model and artists renderings, Patrick Cotter of Patrick Cotter Architects highlighted the following features of the proposed project:

- an additional property was obtained to establish the Keefer Avenue connection from Bridge Street to No. 4 Road. As a result, the applicant is providing a roadway edge along the north edge of the development;
- interface of the ring road defines multi-family on the perimeter and single-family in the core. Bridge Street character and guidelines encourage larger estate size homes, with a mix of duplexes and triplexes;
- Tudor style architecture was chosen for this development, and the massing of the buildings will keep in context with the surrounding area;
- the site organization places the entrance on Keefer Avenue instead of Bridge Street allowing development of a full residential streetscape with trees and a sidewalk along Bridge Street;
- requests for variances are a result of the site being dimensionally tight due to the road dedications offered by the applicant. The variances were in keeping with the character of the adjacent Polygon townhouse development; and
- materials proposed for the development include brick accents surrounding the entrance areas, a light coloured stucco infill, darker contrasting facia and trim, painted black doors and black asphalt shingles on the roof. The exteriors were asymmetrical no not have the unit divisions read from the street.

Staff Comments

Jean Lamontagne advised that the architect for this project has worked closely with Planning Department staff in an effort to improve the neighbourhood. The encroachment of the projections was small and the character was consistent with the McLennan South Development Permit Guidelines.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

In answer to a query about the applicant's agreement to provide payment-in-lieu of indoor amenity space within the proposed project, Mr. Lamontagne advised that the applicant's contribution would be allocated to fund indoor amenity space provided by the City.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 32 townhouses at 7700, 7720, 7740, and 7760 Bridge Street on a site zoned Comprehensive Development District (CD/I28); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Increase the maximum lot coverage to 43%;*
 - b) *Reduce the minimum public road setback from Bridge Street from 5 m to 4.3 m for two-storey bay projections;*
 - c) *Reduce the minimum property lines at a public road setback from Keefer Avenue from 4.57 m to 4 m for two-storey bay projections; and*
 - d) *Reduce the minimum south side yard setback from 3 m to 2.5 m for two-storey bay projections.*

CARRIED

5. **Development Permit DP 06-354860**
(Report: May 15, 2007, File No.: DP 06-354860) (REDMS No. 2230451)

APPLICANT: Sharif Senbel

PROPERTY LOCATION: 8640 Alexandra Road

INTENT OF PERMIT:

To permit the construction of an approximately 970 m² (10,400 ft²) four-storey addition to an existing hotel on a site zoned "Automobile-Oriented Commercial District (C6)".

Applicant's Comments

With the aid of a model and artist's renderings, architect, Sharif Senbel, Studio Senbel provided a quick overview of the proposed project, and stated that:

- the 24 room addition was anticipated when the original 50 room hotel was developed, and all preloading has been completed;
- parking will be at ground level;
- the massing has been stepped down from five-storeys to four-storeys;
- building details and colours of the proposed addition are similar to the original phase;
- the roof of the proposed addition includes an extensive green roof and there was also permeable surface parking;
- in an effort to minimize disruption to the existing hotel and neighbouring businesses, the guest rooms will be pre-fabricated off site and assembled onsite, minimizing the onsite construction time to approximately three weeks.

Staff Comments

Jean Lamontagne advised that staff worked with the applicant to develop the green roof as per Council's recent request, and there was also outdoor roof space accessible for patrons of the hotel.

With regard to a writer's concern about increased traffic in the area, Mr. Lamontagne advised that hotel traffic has different peak hours than normal traffic. The project has been reviewed by the Transportation Department, and the current road capacity is sufficient to accommodate the small amount of additional traffic. He indicated that a copy of this letter has been provided to the Transportation Department.

Correspondence

William Lim (Schedule 2)

Kim Wang (Schedule 3)

Ping Huang, 5028 Kwantlen Street (Schedule 4)

Gallery Comments

None.

Panel Discussion

In response to a query from the Panel, Mr. Senbel advised that the extensive green roof would have 4 to 6 inches of growing medium and a low carpet of drought resistant planting.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of an approximately 970 m² (10,400 ft²) four-storey addition to an existing hotel at 8640 Alexandra Road on a site zoned "Automobile-Oriented Commercial District (C6)".

CARRIED

6. Development Permit DP 07-359310

(Report: May 23, 2007 File No.: DP 07-359310) (REDMS No. 2233916)

APPLICANT: Simon Development Ltd.

PROPERTY LOCATION: 7791 and 7931 No. 4 Road

INTENT OF PERMIT:

1. To permit the construction of 12 townhouse units on a site zoned "Townhouse District (R2 – 0.6)"; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the Side Yard Setback to Keefer Avenue from 6 m to 4.3 m and to permit porch projections of a maximum of 1.5 m;
 - b) Permit garbage and recycling enclosures to be located within the Side Yard Setback to Keefer Avenue; and
 - c) Permit 16 tandem parking spaces in eight (8) townhouse units.

Applicant's Comments

Taizo Yamamoto, architect, Yamamoto Architecture reviewed the site context and surrounding area, and provided the following comments about the proposed development:

- three existing trees located in the amenity area will be retained;
- the requests for variances are a result of the narrow site after road dedication, minimum required foot print for garages, tree retention in the amenity area, and provisions taken for access to the site in anticipation of future development of the lots located to the south;
- in response to comments from the Advisory Design Panel, changes have been made to the roof lines to provide clarity, however the model had not been updated to reflect the changes;
- materials include hardi-plank siding, vinyl siding, wood trim, and asphalt shake appearance shingles;
- one A type unit is convertible to become accessible;
- the garbage and recycling is located at the west project entrance away from No. 4 Road in small one-storey roof structures;
- the building projects slightly forward to allow for retention of trees in the amenity space.

Staff Comments

Jean Lamontagne spoke about the variance for the Keefer Avenue setback, stating that it is in line with the neighbouring property also presented to the Panel that day, and allows for an even and proper streetscape. The variance resulting from tree retention, had been presented to Council at Rezoning and the Rezoning was supported by Council, and the variance for 16 tandem parking spaces is a typical request. The provision of tandem parking was being reviewed as a part of the review of the current zoning bylaw.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

In answer to a Panel Member's query regarding large trees at the east entrance of the site, Masa Ito of Ito and Associate Landscape Architects advised that these trees are used to form an entry sequence, and provide a gateway to the site. The trees are approximately 20 years old, and will be compatible with the development in the long term with a high canopy.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 12 townhouse units at 7791 and 7931 No. 4 Road on a site zoned "Townhouse District (R2 – 0.6)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Reduce the Side Yard Setback to Keefer Avenue from 6 m to 4.3 m and to permit porch projections of a maximum of 1.5 m;*
 - b) *Permit garbage and recycling enclosures to be located within the Side Yard Setback to Keefer Avenue; and*
 - c) *Permit 16 tandem parking spaces in eight (8) townhouse units.*

CARRIED

7. Development Permit DP 07-367240

(Report: May 24, 2007 File No.: DP 07-367240) (REDMS No.2237048)

APPLICANT: Fairchild Developments Ltd.

PROPERTY LOCATION: 4000 No. 3 Road

INTENT OF PERMIT:

1. To permit the construction of an eight-storey addition to the existing Aberdeen Centre consisting of retail space, approximately 150 room hotel and parking on a site zoned 'Comprehensive Development District (CD/183)'; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Vary the Cambie Road setback of the hotel portion of building (third to eighth floors) from 3.0 m to 1.1 m;
 - b) Reduce the parking provision by approximately 7 %; and
 - c) Allow columns encroachment of no greater than 0.15 m into a parking space in the proposed parkade.

Applicant's Comments

The applicants reviewed the proposed project, and spoke about the integration of the third phase of the Aberdeen centre, the existing structure, and the Canada Line station. The project consists of a combination of hotel and retail, and takes inspiration from the Canada Line. Elements from the train will be reflected in the building, which will also be similar to the existing Aberdeen Centre, using the same colour glass and zinc panelling.

Public art consisting of panes of etched glass behind the clear glass façade with a space behind and a painted wall background which could be painted different colours at different times.

Staff Comments

Jean Lamontagne advised that the proposed project is subject to the same parking standards as the larger phase 1 and meets the transportation guidelines for parking. The applicant has taken initiative to encourage the use of transit by providing \$100,000 worth of fare savers to transit users.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

In response to a query regarding the parking variance, the applicant advised that the Canada Line Station will reduce the demand for parking, and the existing parking will be shared between the three components on the site with connections at each floor. An additional underground parking lot will be provided, but will be designated for the hotel and staff.

In response to a query about the setback variance on Cambie Road, the applicant advised that the upper floor of the hotel projects beyond the curb line, however, the frontage along Cambie Road will be developed as a lay-by onsite. Mr. Lamontagne provided further advice, stating that a right-of-way will be provided for the lay-by, and the encroachment is above street level, and is within the site.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of an eight-storey addition to the existing Aberdeen Centre consisting of retail space, approximately 150 room hotel and parking on a site zoned 'Comprehensive Development District (CD/183)'; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Vary the Cambie Road setback of the hotel portion of building (third to eighth floors) from 3.0 m to 1.1 m;*
 - b) *Reduce the parking provision by approximately 7 %; and*
 - c) *Allow columns encroachment of no greater than 0.15 m into a parking space in the proposed parkade.*

CARRIED

8. New Business

None.

9. **Date Of Next Meeting:** Wednesday, June 27, 2007

10. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:42 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, June 13, 2007.

Jeff Day
Chair

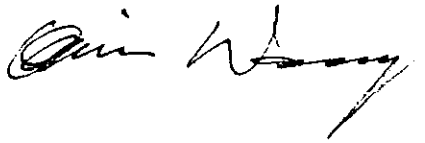
Shanan Dhaliwal
Committee Clerk

Schedule 3 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, June 13, 2007

Mr. David Weber
Director, City Clerk's Office
City Of Richmond

June 05, 2007

Thank you very much that I have been selected to attend this meeting. For my personally is very busy, also lacking of this kind of knowledge and experience. Beside I am going away for my vacation until 23rd June. So please select others to instead of me. Best Regards.



Kim Wang

		INT
	DW	
	GJ	<i>[initials]</i>
	KY	
	DB	
	WB	

06-354860

To whom it may concern:

Schedule 4 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, June 13, 2007

This is the resident of 5078 Kwantlen St. Apt. 501,
I cannot attend the Development Permit Panel, but I
have some opinions hope to be concerned by the Director.

In fact, the intersection of Kwantlen St. and Alderbridge St.
and the surrounding areas have heavy traffic already. If extending
the hotel, there will be more traffic which has negative effect
to the environment, such as air pollution, land sound pollution.

From ~~a~~ a personal point of view the noise created by the traffic
has already influenced our daily life. Sometimes, my child
is scared by the sound of the car outside. In addition,

it blocks the view of the mountain and trees. Please try to
imagine that when we stand by the window, the only thing
we can see then is the heavier traffic, and can hear is
the extremely loud traffic sound. I hope that the Director
could concern the present environmental situation around
the hotel and make a wise and reasonable decision.

Sincerely

Ping Huang