




To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel

Date: December 4, 2007
File: 0100-20-DPER1

Re: Development Permit Panel Meeting Held on October 24, 2007

Panel Recommendation

1. That the recommendations of the Panel to authorize the issuance of:
 - i) a Development Permit (DP 04-278898) for the property at 11731 and 11991 Steveston Highway;be endorsed, and the Permit so issued.


Joe Erceg, MCIP
Chair, Development Permit Panel
SB/WC:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on October 24, 2007.

DP 04-278898 – GUSTAVSON WYLIE ARCHITECTS
– 11731 AND 11991 STEVESTON HIGHWAY
(October 24, 2007)

The Panel considered a Development Permit application to permit the construction of a gas station and limited area commercial store on a site zoned “Comprehensive Development District (CD/81)”. There are no variances included in the proposal.

Mr. John Gustavson, Principal, Gustavson Wylie Architects, provided a brief description of the proposal and improvements that had been incorporated in response to concerns expressed at Public Hearing and Advisory Design Panel. Improvements were made to: minimize light pollution, provide pedestrian connections, weather protection, garbage and recycling enclosure architectural design, incorporate cultured stone, and provide natural surveillance.

No public comments were received regarding the proposal.

The Panel recommends that the Permit be issued.



Development Permit Panel

Wednesday, October 24, 2007

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Jeff Day, General Manager, Engineering and Public Works
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on Wednesday, September 26, 2007, be adopted.

CARRIED

2. Development Permit DP 04-278898

(Report: October 1, 2007; File No.: DP 04-278898) (REDMS No. 2273188)

APPLICANT: Gustavson Wylie Architects

PROPERTY LOCATION: 11991 and 11731 Steveston Highway

INTENT OF PERMIT:

To permit the construction of a gas station and limited area commercial store on a site zoned Comprehensive Development District (CD/81).

Applicant's Comments

John Gustavson, Principal, Gustavson Wylie Architects, highlighted six features of the development that were incorporated in response to concerns expressed at the December 18, 2006 Public Hearing, and at the April 4, 2007 and the July 5, 2007 Advisory Design Panel Meetings:

- light standard height is at a maximum of 10 ft., and illumination is directed downward in order to ensure minimal light overspill onto neighbouring properties;
- a pedestrian link is provided to connect the retail store to the bus stop area on Steveston Highway;
- the canopy structure has been redesigned and widened to enhance its weather protection ability;
- the enclosure surrounding the garbage and recycling area incorporates building material and external cladding material that is reflective of the design elements of the commercial building;
- cultured stone has been integrated into the design of the entrance tower element; and
- as a Crime Prevention Through Environmental Design (CPTED) feature, vision glass is incorporated to ensure a visual link from the retail interior to the exterior patio.

Staff Comments

None.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a gas station and limited area commercial store on a site zoned Comprehensive Development District (CD/81).

CARRIED

3. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:37 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, October 24, 2007.

Joe Ercog
Chair

Sheila Johnston
Committee Clerk



Development Permit Panel

Wednesday, November 14, 2007

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Jeff Day, General Manager, Engineering and Public Works
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services

The meeting was called to order at 3:32 p.m.

1. Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on Wednesday, October 24, 2007, be adopted.

CARRIED

2. Development Permit 06-352760

(Report: October 15, 2007 File No.: 06-352760) (REDMS No. 2256536)

APPLICANT: Jordan Kutev Architect

PROPERTY LOCATION: 6860 Eckersley Road

INTENT OF PERMIT:

1. To permit the construction of 16 townhouse units connected by a common outdoor courtyard located at the second level at 6860 Eckersley Road on a site zoned "Comprehensive Development District (CD/188)"; and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) reduce the minimum public road setback at the corner of Anderson Road and Eckersley Road to 2.5 m; and
 - b) permit an approximately 15 m² (161 ft²) covered garbage and recycling enclosure to be located in the Public Road setback to Anderson Road.

Applicant's Comments

Architect/applicant Jordan Kutev highlighted the following features of the 16 townhouse unit development:

- access to the ground level parking is via Anderson Road on the south side of the site, and the parking stalls are totally covered by a fully landscaped plaza;
- access to the units via the second storey landscaped plaza is by a primary, exterior staircase at the north end of the site along Eckersley Road, and there is a secondary staircase adjacent to Anderson Road; in addition an elevator which is located on the ground level providing access to the courtyard level provides accessibility for wheelchair-bound residents;
- the second level, located above the grade level, consists of living and dining space; this layout differs slightly for the two northern end units, which include accessibility measures;
- the development is primarily a wood frame construction, which includes concrete construction to facilitate the courtyard level, and materials include: horizontal hardy plank, asphalt shingles, vinyl double glazed windows, wood balcony guardrails, wood stairs and lattice fencing; the colour pallet includes greens, hues of brown, and subdued yellow;
- the site will be fully landscaped with 39 trees, which are in addition to a number of boulevard trees; the private access to units on the second level courtyard is landscaped with shrubs and perennials.

Mr. Kutev concluded his remarks by stating that he is currently going through the Building Permit process and that the sanitary storm sewer issue will be addressed through that process.

Staff Comments

In response to a query regarding servicing discussions the applicant has had with City staff, Cecilia Achiam, Acting Director of Development, advised that the issue was identified and discussed during the Rezoning Application process, and that the applicant is required to enter into a Servicing Agreement that includes full frontage upgrades along Eckersley and Anderson Roads as a condition of rezoning bylaw adoption.

In response to a query regarding why the applicant has not included public art, nor made a contribution to the City's Public Art program, Ms. Achiam advised that public art and/or contributions are generally included when a project comprises more than 20 units, and that as this project is less than 20 units, it was not considered for Public Art.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

In response to a query, Mr. Kutev stated that the utility rooms in the units are designed for flexibility and that if a resident is wheelchair-bound, the utility room's appliances can be reconfigured to enhance accessibility in that room. He added, in response to a further question with regard to accessibility, that the bicycle storage area of the individual units does not have enough square footage to accommodate a wheelchair.

In response to a query regarding elevation along Anderson Road, the applicant advised that the original design development of the Anderson Road façade was changed in order to reflect its street fronting location and to ensure that the Anderson Road elevation became a feature of the development. The changes included flipping the orientation of the stairway, and now the cantilevered element extends to maintain the linear character of the upper tier of the stairway.

The Chair asked the applicant to comment on the occasion when, in January, 2007, seventeen on-site trees were removed, four off-site trees were removed, and one on-site tree was damaged which led to the City's investigation of the infraction and ultimately issuing a Stop Work Order.

Mr. Kutev responded that a misunderstanding led to the removal of trees, and the damage to one tree. The infraction resulted in the payment of a penalty fee, letters of apology to affected neighbours, and an addendum to the Arborist Report that outlined the remediation measures required to be undertaken.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 16 townhouse units connected by a common outdoor courtyard located at the second level at 6860 Eckersley Road on a site zoned "Comprehensive Development District (CD/188)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Reduce the minimum public road setback at the corner of Anderson Road and Eckersley Road to 2.5 m; and*
 - b) *Permit an approximately 15 m² (161 ft²) covered garbage and recycling enclosure to be located in the Public Road setback to Anderson Road.*

CARRIED

3. **Development Permit 07-359529**

(Report: October 22, 2007 File No.: 07-359529) (REDMS No. 2244612)

APPLICANT: Great Canadian Gaming Corporation

PROPERTY LOCATION: 8840 River Road

INTENT OF PERMIT:

1. Permit the construction of a seven (7) storey parkade to provide approximately 1200 park-and-ride spaces to support public transit and an additional 288 parking spaces to serve the proposed 192 room, five (5) storey hotel expansion to the River Rock Casino Resort with commercial uses at grade at 8840 River Road and a portion of the rail right-of-way (ROW) on Lot 102, Section 21 and 22 Block 5 North Range 6 West New Westminster District Plan 46989 on a site zoned "Comprehensive Development District (CD/87)"; and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Provide a 0 m road setbacks along Great Canadian Way, River Road and the new (to be constructed) Sexsmith Road for a portion of the proposed building;
 - b) Provide a 0 m setback to the sky bridge connecting the casino resort at 8811 River Road to the proposed hotel and parkade expansion at 8840 River Road;
 - c) Vary the lot coverage from 50% to approximately 87%; and
 - d) Vary the manoeuvring aisle from the required 7.6 m to 6.7 m.

Applicant's Comments

Randy D. Knill, Architect with Downs Archambault & Partners speaking on behalf of the applicant, stated that the design of the proposed hotel and parkade expansion (at 8840 River Road) took advantage of the unique triangular nature of the site. In addition, the design provided a counterpoint to the existing River Rock Casino and Hotel located across the road from the site (at 8811 River Road).

The proposed seven-storey parkade, and the proposed five-storey hotel to sit atop the proposed parkade, will provide a link between Canada Line's Bridgeport Station and the existing casino/hotel complex.

Mr. Knill remarked that the design team had worked closely with Canada Line Rapid Transit Inc. (CLCO) and that the sky bridge connecting the Canada Line station to the parkade allows pedestrians to walk between the station and to access either the 3rd or 4th levels of the proposed parking structure. He added that a second sky bridge connects the proposed parking/hotel structure to the existing casino resort.

The sky bridges were conceived as individual, clean pieces of architecture, complete with a high level finish, and are to be considered extensions of the casino complex lobby. Mr. Knill stated that the design intent of the sky bridges is to: (i) blend them perfectly with the overall complex design, and (ii) ensure that they are user friendly. In response to a query from the panel regarding the proposed surfacing, Mr. Knill advised that carpet would be the probable floor surfacing.

Speaking about the proposed five-storey hotel, Mr. Knill stated that it was important to provide a strong architectural statement while not detracting from the existing casino resort structure across the road. The proposed parkade/hotel does reflect some of the design components of the existing casino resort, such as the same degree of roof slopes, and has similar design vocabulary, but overall, the proposed structure has a gentler treatment and will employ contrasting materials.

The design team envisioned the long street level facades of the parkade wall as an opportunity to provide animation at the pedestrian level, and has incorporated food and beverage outlets, and retail units, as well as other commercial uses units.

In addition, a variety of elements on the façade facing River Road have been added to the design and these include: a high level of finish, a series of vertical elements, metal framed art screens, vines, and framed print screens for graphic patterns and colour and lighting components.

In response to a query, Howard Blank of River Rock Casino Resort advised that the proposed art screens should not be considered a form of public art, as they will be utilized to promote events at the resort, and at other times will be made available to the public to promote community events.

Mr. Knill concluded his remarks by referring briefly to the porte-cochere, similar to the one at the existing casino resort, incorporated into the front of the proposed hotel lobby, for passenger drop-off and pick-up.

Staff Comments

Ms. Achiam remarked that in lieu of placing public art at the 8840 River Road site; the developer has agreed to provide a public art financial contribution and will work with the City, through the City's public art process, to incorporate public art at the Canada Line Bridgeport Station, thereby maximizing public exposure to the public art.

In response to a question from the Chair regarding the sky bridges, Ms. Achiam confirmed that a separate encroachment agreement is required to permit the sky bridge to cross over River Road. A further question from the Chair was posed regarding the status of an agreement between CLCO and the casino complex ensuring that the sky bridge seamlessly connects the Canada Line station with the proposed parkade/hotel complex. Ms. Achiam advised that the sky bridge to the Canada Line station was located on private land. She further stated that: (i) the sky bridge is not subject to a rezoning application, and (ii) nor is it over City land, and although the agreement is between two private parties, the City has asked that when the agreement is struck, that the City be advised by the other parties. She stated that the two parties have assured the City that this communication will take place.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

In response from queries Mr. Knill advised that:

- the sky bridge from the Canada Line station to the proposed parkade/hotel structure is designed to split pedestrian traffic in two, so that people who wish to access the third level of parking can do so, while those people who have stepped off the Canada Line train and want to bypass the parkade and go directly to the River Rock Casino can do so via a ramp that directs them to the fourth floor level.
- the design of the sky bridge has incorporated the character of the casino lobby, thus making the sky bridge seem almost like a secondary lobby, but on an upper level;
- parking stalls are located on both the east side and the west side of the sky bridge that connects the Canada Line station with the proposed parkade/hotel structure;
- the colour scheme for the proposed parkade/hotel structure is similar to the colour scheme of the existing casino complex, but more yellow tones will be used.

The Chair commended the applicant, CLCO and City staff for their diligence in ensuring that the proposed parkade/hotel structure integrated well with the existing casino complex. He added that the proposed development, as described by Mr. Knill, would be a showpiece structure.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a seven (7) storey parkade to provide approximately 1200 park-and-ride spaces to support public transit and an additional 288 parking spaces to serve the proposed 192 room, five (5) storey hotel expansion to the River Rock Casino Resort with commercial uses at grade at 8840 River Road and a portion of the rail right-of-way (ROW) on Lot 102, Section 21 and 22 Block 5 North Range 6 West New Westminster District Plan 46989 on a site zoned "Comprehensive Development District (CD/87)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Provide a 0 m road setbacks along Great Canadian Way, River Road and the new (to be constructed) Sexsmith Road for a portion of the proposed building;*
 - b) *Provide a 0 m setback to the sky bridge connecting the casino resort at 8811 River Road to the proposed hotel and parkade expansion at 8840 River Road;*

- c) *Vary the lot coverage from 50% to approximately 87%; and*
- d) *Vary the manoeuvring aisle from the required 7.6 m to 6.7 m.*

CARRIED

4. Adjournment

It was moved and seconded
That the meeting be adjourned at 4:11 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, November 14, 2007.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk



Development Permit Panel

Wednesday, November 28, 2007

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Jeff Day, Chair
John Irving, Director, Building Approvals
Dave Semple, Director, Parks and Public Works Operations

The meeting was called to order at 3:31 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, November 14, 2007, be adopted.

CARRIED

2. Development Permit 07-368382

(Report: November 1, 2007 File No.: DP 07-368382) (REDMS No. 2289717)

APPLICANT: Oris Development (London Landing) Corp.

PROPERTY LOCATION: 13060 No. 2 Road

INTENT OF PERMIT:

To permit the construction of a four-storey mixed-use building over a parking structure consisting of approximately 890 m² (9,580 ft²) of commercial space and approximately 22 dwelling units and associated parking on a site zoned Comprehensive District (CD/191).

Applicant's Comments

Greg Andrews, of Patrick Cotter Architects, accompanied by Paul Dmytriw of Oris Developments, addressed the panel and advised that the proposed development is to the west of a new three and four-storey mixed-use building currently under construction, known as London Landing. He advised that the proposed development will connect underground with the London Landing structure currently being constructed.

Mr. Andrews drew the panel's attention to the following features of the proposed development:

- the building's character relates to that of the buildings found in historic Steveston;
- the proposed structure is designed in a creative way in order to articulate the building's mass to appear to be composed of a number of smaller adjoining elevations;
- a variety of finishes is proposed, and includes corrugated metal siding in order to mirror the metal siding used at London Station;
- small portions of the proposed structure are to be clad in a horizontal, Hardiplank-type of siding in muted colours that are consistent with the heritage palette of the area;
- along the London Road streetscape is a continuous pedestrian arcade at the street level, enhanced by the addition of canopies;
- the parking level is accessed from No. 2 Road, with access to the interior ground level commercial parking spaces provided from London Road;
- parking is (i) contiguous with what already exists on site, (ii) is shared, and (iii) is at grade-level;
- each residential unit has access to the deck level terrace on the rooftop;
- there is a small amenity deck area above and this is trimmed with landscape elements, including trellises;

Staff Comments

None.

Correspondence

None

Gallery Comments

Matthew Chen, 4780 Larkspur Avenue, addressed the panel and sought clarification on the number of parking places for the proposed development.

Cecilia Achiam, Acting Director of Development, advised that the bylaw requirement is 74 spaces, and that a total of 76 parking places are provided, two more than required. Of these 76 parking spaces: 36 spaces are earmarked for commercial vehicles, 5 spaces are earmarked for visitors, and 35 are residential parking spaces.

Mr. Chen stated that he was concerned that the proposed development would compromise, if not completely eliminate, vehicular access to his one-storey industrial building located at 13040 No. 2 Road (located directly north of, and abutting, the proposed structure). He also commented that if vehicular access was eliminated, that fire rescue vehicles would not be able to access his structure if the need arose.

In response to Mr. Chen's concerns, Ms. Achiam advised that the No. 2 Road frontage will be used for emergency vehicles. Further, there are provisions to punch through the parkade wall, to permit access from Mr. Chen's site for London Road when redevelopment occurs.

Panel Discussion

In response to a query, Mr. Andrews advised that the proposed structure has been designed to integrate seamlessly with the London Road streetscape and that care has been taken in the design phase to ensure that this structure fits well within the established neighbourhood context.

He further stated that the design model featured in buildings on No. 2 Road has been reflected in this proposed structure through such design elements as the arcade experience and the canopies.

In response to a further query, Mr. Andrews commented that the strong sense of pedestrian priority, already established in the neighbourhood, was taken into consideration when designing and siting the proposed structure, and that pedestrians will be able to enjoy continuous access to, from, and around (i) the proposed structure, (ii) the building currently under construction on London Road, and (iii) the river access at the foot of No. 2 Road.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a four-storey mixed-use building over a parking structure consisting of approximately 890 m² (9,580 ft²) of commercial space and approximately 22 dwelling units and associated parking on a site zoned Comprehensive District (CD/191).

CARRIED

3. Adjournment

It was moved and seconded

That the meeting be adjourned at 3:51 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, November 28, 2007.

Jeff Day
Chair

Sheila Johnston
Committee Clerk