



# City of Richmond

## Report to Council

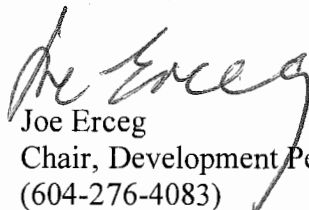
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**To:** Richmond City Council  
**From:** Joe Erceg  
Chair, Development Permit Panel  
**Date:** January 24, 2018  
**File:** 01-0100-20-DPER1-  
01/2018-Vol 01  
**Re:** **Development Permit Panel Meetings Held on June 29, 2016, July 26, 2017 and  
January 17, 2018**

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### Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
  - a) A Development Permit (DP 15-716268) for the property at 23241, 23281 and part of 23301 Gilley Road, and part of 23060 and 23000 Westminster Highway (Parcel 2, Hamilton Village);
  - b) A Development Permit (DP 15-716274) for the property at parts of 23241 and 23281 Gilley Road, and part of 23060, 23066, 23080, and part of 23100 Westminster Highway (Parcel 3, Hamilton Village);
  - c) A Development Variance Permit (DV 17-790824) for the property at 7611 No. 9 Road;be endorsed, and the Permit so issued.

  
Joe Erceg  
Chair, Development Permit Panel  
(604-276-4083)

### Panel Report

The Development Permit Panel considered the following items at its meetings held on June 29, 2016, July 26, 2017 and January 17, 2018.

DP 15-716268 – ORIS DEVELOPMENTS (HAMILTON) CORP. – 23241, 23281 AND PART OF 23301 GILLEY ROAD, AND PART OF 23060 AND 23000 WESTMINSTER HIGHWAY (PARCEL 2, HAMILTON VILAGE)  
(June 29, 2016)

The Panel considered a Development Permit application to permit the construction of a 69-unit mixed use building on a site zoned "Residential/Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)". A variance is included in the proposal to not provide an on-site, medium size loading space.

Dana Westermarck, of Oris Consulting Ltd.; Architect, Keith Hemphill, of Rositch Hemphill Architects; and Landscape Architect, Doug Shearer, of Hapa Collaborative, provided a brief presentation on the subject application and adjacent application included below in this report, noting that:

- Three affordable housing units will be provided for both Parcels 2 and 3.
- Parcels 2 and 3 will share a geo-exchange system for heating, cooling and waste energy recirculation.
- Parcels 2 and 3 will share a partially below-grade parkade accessed from the north off the future new road. The loading space and fire access are temporarily located on Gilley Road, but the loading space will be relocated as part of future developments.
- Gilley Road will be raised by up to 8 ft. and reconstructed to create a retail High Street. A 2.5 m grade change at the corner of Gilley Road and Westminster Highway has been addressed through appropriate architectural and landscaping treatments.
- The two buildings in Parcels 2 and 3 enclose a landscaped central courtyard with shared uses for both parcels and specific uses for each parcel.
- The publicly-accessible north-south greenway and the semi-private east-west pathway between the two parcels enhance pedestrian connectivity within the project.
- Wide and heavily landscaped terraces provide a buffer to Westminster Highway and an attractive transition to the adjacent streetscape.
- Amenities in the south courtyard for Parcel 3 include, among others, community garden plots, garden shed, seating benches, a gazebo, and a separate private area dedicated for memory ward residents.

In response Panel queries, Mr. Hemphill and Mr. Westermark advised that:

- A transparent parkade partition will separate commercial parking from residential parking.
- In order to focus the residents' attention to the various program elements in the internal courtyard, a soft building backdrop would be appropriate, thus the red vertical columns found in other elevations need not be integrated in the building façade facing the courtyard.
- A person in wheelchair coming from Westminster Highway can access the internal courtyard through the residential component in Parcel 2 and the accessible building entry in Parcel 3.
- The underground parkade, being a non-habitable space, has a lower floodplain level and the design will minimize damage to the parkade structure in the event of flooding.
- A future 5 ft. increase in the elevation of Westminster Highway will benefit the project as it will reduce the grade change between the podium level and the sidewalk and it will not adversely impact the parkade wall structure.
- The shadow analysis reveals that the proposed garden plots will receive adequate sunlight.

Staff noted that: (i) Parcel 2 provides 41 Basic Universal Housing units; and (ii) the three variances requested for Parcel 3 are related to the proposed increase in the permitted height and projection of an architectural feature to add visual interest to the building and reduction of the south interior side yard setback for a garden shed located in close proximity to the shared property line between the two projects.

The Chair commended the applicant for the hard work done on the project and for successfully addressing the challenging condition at Westminster Highway.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends that the Permit be issued.

DP 15-716274 – ORIS DEVELOPMENTS (HAMILTON) CORP. – PARTS OF 23241 AND 23281 GILLEY ROAD, AND PART OF 23060, 23066, 23080, AND PART OF 23100 WESTMINSTER HIGHWAY (PARCEL 3, HAMILTON VILAGE)  
(June 29, 2016 and July 26, 2017)

The Panel considered a Development Permit application to permit the construction of a 130-unit seniors housing building on a site zoned "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)". Variances are included in the proposal for increased building height, increased projection into the north setback and a garden shed in the south interior side yard setback.

The proposal was considered at the Panel meetings held on June 29, 2016, and July 26, 2017.

At the meeting held on June 29, 2016, the presentation and discussion of the subject application occurred concurrently with application DP 15-716268 for the adjacent property and is included and detailed above in this report.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommended that the Permit be issued.

At the meeting held on July 26, 2017 meeting, the Panel considered an application for minor changes to the design of the parkade wall and interim landscaping buffer on part of the east elevation of the in-stream Development Permit (DP 15-716274).

The Panel considered an application for changes to the design of the parkade wall and interim landscaping buffer on part of the east elevation of the project be considered to be in General Compliance with approved Development Permit (DP 15-716274).

Nathan Curran, of Oris Consulting Ltd., provided a brief presentation to the Panel regarding the proposed 130-unit seniors housing building:

- The approved design includes a temporary landscape berm along the east side of Parcel 3 as an interim grade transition to adjacent single-family lots.
- At the request of owners of the adjacent single-family lot at 4651 Smith Crescent, the proposed landscape berm and the easement placed on their property are proposed to be removed and replaced with decorative treatment on the parkade wall with over-hanging landscaping. The section of the parkade wall adjacent to 4651 Smith Crescent will be set back 6 in. from the property line instead of the original zero setback.
- The remainder of the east parkade wall adjacent to the other single-family lots will be maintained and the original landscape berm will be raised by 1 m with a corresponding increase in berm slope.

In response to a Panel query, staff acknowledged that the statutory right-of-way (SRW) over the public greenway along the eastern edge of the building's podium parkade permits the proposed 6 in. gap between the eastern parkade wall and the east property line, to be filled and the public greenway will be widened when the adjacent property at 4651 Smith Crescent redevelops in the future.

No correspondence was submitted to the Panel regarding the General Compliance application.

The Panel recommends that the Permit be issued.

DV 17-790824 – LAFARGE CANADA INC. – 7611 NO. 9 ROAD

(January 18, 2017)

The Panel considered a Development Variance Permit application to vary the provisions of Richmond Zoning Bylaw 8500 for increased maximum building height and increased maximum accessory structure height in order to permit the construction of a new storage building and conveyor structure on a site zoned “Industrial (I)”.

Project Manager, Martin Spiekermann, of Lafarge Canada Inc.; and Plant Manager, Pascal Bouchard, of Lafarge Cement Plant (Richmond), provided an overview of the proposal and highlighted the following:

- The Alternative Fuel Project intends to reduce greenhouse gas emissions in the existing cement plant and reduce the amount of waste placed into landfills.
- The project includes a new fuel handling system and additional storage capacity for alternative fuels.
- Safety features, including state-of-the-art fire detection and fire suppression system, will be installed to prevent accidents and contain odours and dust in the building during storage and handling of alternative fuels.
- The project would provide environmental benefits, noting that: (i) use of fossil fuel, such as coal or natural gas will be reduced by at least 50 percent in the facility; (ii) greenhouse gas emissions in the facility will be reduced by 20 percent or approximately 50,000 tonnes of carbon dioxide equivalent; and (iii) low carbon fuels going to landfills will be diverted for use in the plant, reducing the amount of waste in landfills by approximately 100,000 tonnes per year.

In response to Panel queries, Mr. Bouchard and Mr. Spiekermann advised:

- The low carbon alternative fuels are waste materials that go normally to landfills or incinerators, such as construction and demolition residues.
- The applicant has the technology, expertise and experience for the project. In addition, bringing in a new stream of low carbon fuels requires demonstrating to Metro Vancouver that emissions will not be negatively impacted.
- The proposed conveyor structure will be visible from one angle, but its size is small relative to existing structures on-site.
- A technologically advanced fire detection and suppression system will be installed in the storage building and conveyor structure which is compliant with and even exceeds fire code and regulation requirements.
- Walkways are provided for maintenance work on the conveyor structure.

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- The proposed colour scheme for the building and accessory structure is consistent with the existing structures on-site.

In response to a Panel query, staff confirmed that changes had been made in the Zoning Bylaw regarding the permitted maximum height of buildings and accessory structures for heavy industrial uses.

No correspondence was submitted to the Panel regarding the Development Variance Permit application.

The Panel recommends that the Permit be issued.