



City of
Richmond

Report to Development Permit Panel

To: Development Permit Panel

Date: September 24, 2019

From: Wayne Craig
Director, Development

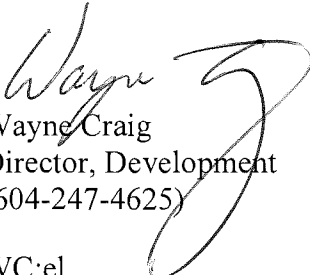
File: DP 18-829234

Re: **Application by Interface Architecture Inc. for a Development Permit at 5631, 5635, 5651, 5691, 5711, 5731 and 5751 Steveston Highway**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 28 townhouse units at 5631, 5635, 5651, 5691, 5711, 5731 and 5751 Steveston Highway on a site zoned "Medium Density Townhouses (RTM2)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the front yard setback to Steveston Highway from 6.0 m to 4.5 m for proposed Buildings #1 and #2 on the eastern half of the site, and from 6.0 m to 5.6 m for proposed Buildings #9 and #10 on the western half of the site.


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

WC:el
Att. 3

Staff Report

Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to develop 28 townhouse units at 5631, 5635, 5651, 5691, 5711, 5731 and 5751 Steveston Highway. Two of the 28 townhouse units are proposed to contain a ground-level secondary suite. The site is being rezoned from the “Single Detached (RS1/B)” zone and the “Single Detached (RS1/E)” zone to the “Medium Density Townhouses (RTM2)” zone for this project under Bylaw 9982 (RZ 16-733904), which received Third Reading following the Public Hearing on February 19, 2019. The site is currently vacant, but previously contained seven single-family homes.

Frontage improvements including beautification works and installation of a new fire hydrant were secured through the rezoning process and will be constructed through a separate Servicing Agreement (SA 19- 866920). The Servicing Agreement must be entered into prior to final adoption of the rezoning bylaw.

Development Information

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

Background

Development surrounding the subject site is as follows:

- To the north, existing single-family dwellings on lots zoned “Single Detached (RS1/B)”;
- To the east, a 10-unit two-storey townhouse complex on a lot zoned “Low Density Townhouses (RTL1)”;
- To the south, across Steveston Highway, existing single-family dwellings on lots zoned “Single Detached (RS1/E)”;
- To the west, a number of single-family homes and duplexes on lots zoned “Single Detached (RS1/B)”, “Single Detached (RS1/E)” or “Two-Unit Dwellings (RD1), which are all identified for townhouse development under the Arterial Road Land Use Policy.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on February 19, 2019. No concerns regarding the rezoning application were expressed at the Public Hearing.

Staff Comments

The proposed scheme attached to this Report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the “Medium Density Townhouses (RTM2)” zone except for the zoning variances noted below.

Zoning Compliance/Variances (staff comments in bold)

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

- 1) Reduce the front yard setback from 6.0 m to 4.5 m for proposed Buildings #1 and #2 on the eastern half of the site, and from 6.0 m to 5.6 m for proposed Buildings #9 and #10 on the western half of the site.

(Staff supports the proposed variances recognizing that a 2.0 m wide road dedication along the frontage of the eastern half of the site is required, and that the Arterial Road Guidelines for Townhouses in the OCP support reduced front yard setback where a 6.0 rear yard setback is provided. A large rear yard setback is proposed to better accommodate tree retention. The resulting distance from the back of curb to the building face would be approximately 10.2 m. The resulting reduced front yard setback does not compromise tree preservation or tree planting opportunity along the site frontage. The proposed architectural design provides appropriate building articulation and interface with neighbouring properties. To address the road traffic noise from Steveston Highway, the project acoustical engineer confirmed that the proposed development is designed to meet the interior noise limits as per the CMHC standards. This variance was identified at rezoning stage, and no concerns were identified at that time.)

Advisory Design Panel Comments

The Advisory Design Panel (ADP) has reviewed the project and supports it. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday April 24, 2019 is attached for reference (Attachment 2). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '**bold italics**'.

Analysis***Conditions of Adjacency***

- The proposed form, massing, and orientation of the buildings are compatible to the existing adjacent developments on the block.
- While three-storey units are proposed along Steveston Highway, the building height is stepped down to one storey along the side property lines to provide appropriate transition to the adjacent single-family home to the west and two-storey townhouse development to the east.
- Two-storey units in duplex form as well as the outdoor amenity area are proposed along the rear (north) property line to minimize privacy and overlook concerns.
- The existing site grade along the rear (north) property line, except for the northeast corner of the site, will be maintained to provide an appropriate transition to the adjacent single-family properties to the north. A 1.8 m tall wood fence will be installed along the rear property line to protect the privacy of the neighbouring single-family homes.
- The side grade at the northeast corner of the site will be raised to match the existing site grade of the adjacent townhouse development to the east, and to provide a barrier free outdoor private space to the convertible unit (Unit #9) at this corner of the site. The height of the proposed retaining wall along the north property line within the rear yard of Unit #9 would be approximately 0.74 m to 0.87 m, and the height of the proposed fence on top of the retaining wall will be reduced to approximately 1.2 m.

- A number of existing trees and hedgerows will be retained and a variety of new trees will be planted along the rear and side property lines to enhance the interfaces between the proposed townhouse development and the existing adjacent residential developments.
- The proposed side yard setbacks exceed the minimum side yard setback requirement under the “Medium Density Townhouses (RTM2)” zone to provide a larger buffer to the adjacent single-family home to the west and townhouse development to the east. Location and orientation of windows, decks and balconies are carefully considered to minimize the opportunity of looking into close-by windows of existing adjacent development and units proposed on-site.
- A 2.8 m tall wood trellis with vines is proposed at the ends of the drive aisle to provide a landscaped visual screen.
- Perimeter drainage will be required as part of the Building Permit to ensure storm water is managed and addressed through the development and will not impact the neighbouring properties.
- Adjacent properties to the west have future potential for redevelopment as townhouses. A statutory right-of-way (SRW) allowing access to/from the adjacent future development site through the subject site (over the internal drive aisle) has been secured at rezoning.

Urban Design and Site Planning

- The site layout includes 12 two-storey units and 16 three-storey units in 10 clusters.
- The layout of the townhouse units is oriented around a single driveway, providing access to the site from Steveston Highway and an east-west internal manoeuvring aisle providing access to the unit garages.
- Vehicle access will be limited to right-in/right-out only. Registration of a right in/right out only covenant on Title is required prior to Development Permit Issuance. A raised island will be required to channelize and enforce the no left turn access restrictions.
- Units along Steveston Highway are designed to have a strong street presence with individual front entrances and yards; units along the rear (north) property line will have access from the internal drive aisle.
- Two of the three-storey townhouse units in Buildings #2 and #9 (i.e. C-F units) will each contain a ground-level secondary suite of approximately 26.7 m² (288 ft²) in size.
- All units will have two vehicle parking spaces in a side-by-side double car garage. An additional surface parking stall will be assigned to each of the secondary dwelling units.
- A total of six visitor parking spaces, including two accessible visitor parking spaces, will be provided throughout the site. The number of visitor parking spaces proposed is in compliance with the minimum bylaw requirement.
- Both internal and external bicycle parking spaces have been incorporated into the proposal and are in compliance with the zoning bylaw requirements.
- The provision of private outdoor spaces complies with the Development Permit Guidelines (30 m² per unit) of the OCP. All units will have private outdoor spaces consisting of a front or a rear yard; the three-storey units will also have a covered deck/balcony on the second floor facing the internal drive aisle.

- Outdoor amenity space is proposed opposite to the site entry for maximum casual surveillance opportunity and sun exposure. The size and location of the outdoor amenity space is appropriate in providing open landscape and amenity space convenient to all units. A mailbox kiosk will be provided at the entrance to the outdoor amenity space.
- No indoor amenity space is proposed. A \$37,000 cash-in-lieu contribution has been secured as a condition of rezoning approval, consistent with the OCP.
- Two garbage, recycling and organic waste storage enclosures are proposed. The enclosures have been incorporated into the design of the Buildings #1 and #10 to minimize the visual impact.

Architectural Form and Character

- The design of this project follows the West Coast tradition of simple forms and clean lines.
- A pedestrian scale is generally achieved along Steveston Highway and the internal drive aisle through the inclusion of variation in building projections, recesses, varying material/colour combinations, landscape features, and the use of individual unit entrances.
- The impact of blank garage doors has been mitigated with panel patterned doors, transom windows, unit entrances, and planting islands along the drive aisle.
- The proposed building materials (fiber cement panel siding/lap siding and fiberglass asphalt roof shingles, etc.) are generally consistent with the Official Community Plan (OCP) Guidelines.
- A palette of warm earth tone colours with charcoal accents is proposed. Some Cedar wood elements are selected to enhance the “west coast modern” aesthetic.

Landscape Design and Open Space Design

- Tree preservation was reviewed at rezoning stage; a total of 62 bylaw-sized trees were identified on site, 14 trees were noted on the neighbouring properties, and seven trees are noted on the city’s boulevard.
- 52 trees on-site were identified for removal. Based on the 2:1 tree replacement ratio stated in the Official Community Plan (OCP), 104 replacement trees are required. The applicant is proposing to plant 56 replacement trees on-site, including nine conifers and 47 deciduous trees. In lieu of planting the remaining replacement trees on-site, a voluntary contribution of \$24,000 has been secured at the rezoning stage.
- Two Norway Maples trees (tag# 2159 and 2160), eight trees (tag# 864-872) located along the rear property line and 14 trees (tag# 788-791, 882, 884, 2013-2105, 2174 -2178) located on adjacent neighbouring properties are identified to be retained and protected. Tree protection fencing is required to be installed as per the Arborist Report recommendations prior to any construction activities (including demolition) occurring on-site. Prior to a Development Permit issuance, submission of a Tree Survival Security, as part of the Landscape Letter of Credit, will be required to ensure that all trees identified for retention will be protected.
- Parks Operations staff has authorized the removal of seven Sycamore Maple trees located along the Steveston Highway frontage due to their poor condition and conflicts with proposed frontage improvements. Compensation of \$9,100 has been secured at Rezoning stage.

- The street edge along Steveston Highway will be defined with landscaping including various trees, shrubs and ground covers. A low 42 in. tall transparent aluminum fence with gates will be installed along the road frontage to accommodate visually interesting plant species.
- Each unit will have a private front yard with an outdoor patio to generate animation along the streetscape. The front yards will be separated with low aluminum fence with landscaping to provide privacy for individual units. All units along the rear (north) property line will have a private yard with a patio and a small lawn/landscaped area.
- Landscaping will be provided along the main east-west internal drive aisle. Trellis with landscaping will be provided at the ends of the internal drive aisle to provide visual interests at the terminuses.
- An on-site irrigation system is proposed to ensure continued maintenance of live landscaping.
- The location of outdoor amenity space provides easy access and visual transparency and surveillance for the townhouse residents. The proposed trellis at the terminus point of the entry driveway/entrance to the outdoor amenity space provides visual screening and spatial definition.
- A multi-functional play structure and natural play elements such as flat boulders and balance logs are proposed within the outdoor amenity area. These play structures/elements are chosen to fit into the provided space and to allow multiple children to play at the same time. The equipment provides different play opportunities for the development of social, imagination, balance, and motor skills. Benches are also proposed near the children's play area for caregivers.
- An interpretive heritage signage for the former Martianoff Residence (which was located on the development site at 5731 Steveston Highway) has been incorporated into the landscape design. While the Martianoff Residence is not identified in the City's current Heritage Inventory, the house has been identified as having heritage value. In order to commemorate the former Martianoff Residence, the developer has agreed to install an interpretive heritage signage at the entrance to the proposed townhouse development. The design of the signage will be reviewed by the City's Heritage Planner. To ensure the approved design of the interpretive heritage signage will be installed and maintained by the future strata, prior to the issuance of Development Permit, the applicant is required to register a legal agreement on Title to specify the design and the maintenance arrangement.
- Permeable pavers with decorative pattern will be used at the vehicle entrance, at the ends of the internal drive aisle, and on all surface parking spaces to break up the expansive paved surface on-site.
- In order to ensure that the proposed landscaping works are completed, the applicant is required to provide a landscape security of \$174,762.40 in association with the Development Permit.

Crime Prevention Through Environmental Design

- Site lighting and clear sight lines provide unobstructed views of surrounding area.
- Plantings near residential entries are low to maximize views and casual surveillance opportunities of common areas.

- Expansive glazing for each unit increases the visual presence and surveillance along Steveston Highway, the amenity area as well as internal drive aisle.

Sustainability

- At the rezoning stage, the applicant committed to achieving an EnerGuide rating of 82 for the proposed town houses and to pre-ducting all units for solar hot water heating. The subject development will have until December 31, 2019 to submit an acceptable Building Permit application in order to build under previous energy efficiency requirements. Should the deadline pass the proposed development would then be subject to the Energy Step Code.
- A Certified Energy Advisor has confirmed that the proposed townhouse units will be designed to achieve an EnerGuide rating of 82. The report prepared by the Energy Advisor is on file and will be utilized through the Building Permit review process to ensure these measures are incorporated in the Permit drawings.
- The applicant has committed to incorporating solar photovoltaic (PV) installations into the proposed development. Four Photovoltaic (PV) solar panels will be installed on the roof of each townhouse unit (supplying 1.2kW/unit per unit). This on-site energy generation is intended to supplement power use; the applicant advised that future owners would have the flexibility to add more solar panels.
- The architect advised that low-flow toilets and showers as well as EnergyStar appliances will also be incorporated into the development.

Accessible Housing

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

Conclusions

The applicant has satisfactorily addressed staff's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented a development that fits into the existing context. On this basis, staff recommend support of this Development Permit application.



Edwin Lee
Planner 1
(604-276-4121)

EL:blg

Attachment 1: Development Application Data Sheet

Attachment 2: Excerpt from Advisory Design Panel Meeting Minutes (April 24, 2019)

Attachment 3: Development Permit Considerations



DP 18-829234

Attachment 1

Address: 5631, 5635, 5651, 5691, 5711, 5731 and 5751 Steveston Highway

Applicant: Interface Architecture Inc. Owner: 1104773 BC Ltd. and Enrich Properties Steveston Ltd.

Planning Area(s): Steveston (Schedule 2.4)

Floor Area Gross: 5,270.0 m² Floor Area Net: 3,735.7 m²

	Existing	Proposed
Site Area:	5,858.6 m ²	5,757.2 m ²
Land Uses:	Single-Family Residential/Two-Family Residential	Multiple-Family Residential
OCP Designation:	Single-Family Residential	Multiple-Family Residential
Zoning:	Single Detached (RS1/B) and Single Detached (RS1/E)	Medium Density Townhouses (RTM2)
Number of Units:	7 single-family homes	28 townhouse units + 2 secondary suites

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.65	0.65	none permitted
Lot Coverage – Building:	Max. 40%	39.9%	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	64.7%	none
Lot Coverage – Landscaping:	Min. 25%	28.1%	none
Setback – Front Yard (m):	Min. 6.0 m	4.5 m @ Buildings 1 & 2 5.6 m @ Buildings 9 & 10	Variance Requested
Setback – East Side Yard (m):	Min. 3.0 m	3.32 m	none
Setback – West Side Yard (m):	Min. 3.0 m	3.53 m	none
Setback – Rear Yard (m):	Min. 3.0 m	6.0 m	none
Height (m):	Max. 12.0 m (3 storeys)	11.81 m (3 storeys)	none
Lot Width:	Min. 50.0 m	129.06 m	none
Lot Depth:	Min. 35.0 m	44.76 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) + 1 (R) per secondary suite	none
Off-street Parking Spaces – Total:	56 (R) and 6 (V)	58 (R) and 6 (V)	none

Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (56 x Max. 50% = 28)	0	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on-site (64 x Max. 50% = 32)	16	none
Handicap Parking Spaces:	Min. 2% when 11 or more spaces are required (64 x 2% = 2 spaces)	2	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.25 (Class 1) and 0.21 (Class 2) per unit	none
Off-street Parking Spaces – Total:	35 (Class 1) and 6 (Class 2)	35 (Class 1) and 6 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 28 units = 168 m ²	168 m ²	none

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, April 24, 2019 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall

1. **DP 18-829234 – 28-UNIT ARTERIAL ROAD TOWNHOUSE DEVELOPMENT**

ARCHITECT: Interface Architecture Inc.

LANDSCAPE
ARCHITECT: PMG Landscape Architects

PROPERTY LOCATION: 5631, 5635, 5651, 5691, 5711, 5731 and 5751 Steveston
Highway

Applicant's Presentation

Ken Chow, Interface Architecture, and Mary Chan-Yip, PMG Landscape Architects, presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from Panel members were as follows:

- support staff comments regarding the uniformity of the design of the street fronting units, including materials and colours, and their strong horizontal and unwavering rooflines; the applicant is advised to address these concerns;
Due to some interior layout revisions, we were able to enhance the facade articulation:
 - ***At 3rd floor, stepped back the exterior wall (at the stair/closet) by 12" (previously flush).***
 - ***At these stepped back wall sections, now also clad with gray board/batten (to match 1st & 2nd levels) to visually enhance the separation of units.***
 - ***At the roof line, the 'serrated' roof eave line is offset 3-ft (previously 2-ft).***
- not concerned with the size of the duplex units at the back in relation to the adjacent single-family homes to the north; however, support the staff comment that the design of the roofline could be varied and further refined to strengthen the vertical expression of the buildings, e.g., slightly bell-cast over the bedroom or incorporating a false bay;
The simple roof forms over the duplex buildings are consistent with the fronting 3-storey buildings as intended (i.e. unifying project feature). However, we did add a box window at the rear elevation and extended some board/batten cladding up to the roof line for additional interest.

- appreciate the efficient site lay-out and the simplified massing;

Noted. The site plan follows the ideal layout as suggested by the arterial road guidelines, which addresses all of the key issues (i.e. truck turnaround, neighbour adjacencies, site circulation, common amenities, sense of entry, etc.). The simplified massing was a design intention from the start, balanced by facade visual interest created by the interplay of materials, exterior wall relief, variegated eave lines, well-defined entry canopies, and landscaping.

- consider wrapping the board and batten treatment around the corner to the middle of the sides of the three-storey corner units to mitigate the chopped off appearance of the side views of the buildings;

Yes, agree. Have extended the board and batten cladding more extensively to the side elevations (to provide a more equitable proportion of exterior materials).

- consider further articulating the eave lines of the eastern three-storey buildings as the western building's roofline is articulated by footprint changes; the flat dormer effect in the two-storey back units could be introduced in the eastern three-storey building roofs to provide further articulation to their roof shape;

We're assuming the reference is to the east Building #2, which does not have a footprint shift at a unit. A footprint shift would have been desirable, but the site tapers narrower at the east end. Any additional eave juggling would be out of place, and if achieved, would be considered for all of the 3 remaining frontage buildings (#1, #9, #10). The flat dormer effect from the duplexes is already echoed in the 3rd level balcony decks (with glass railings over), so we feel that the eave articulation is sufficient.

- consider instead of additional surface parking stalls on the site, providing more landscaping;

At Rezoning Stage, 2 small outdoor parking spaces have been secured for the 2 secondary suites. No extra visitor parking space is proposed.

- support Panel comments regarding further articulation of the roof lines; proposed building height and unused attic space allow for the reshaping of the roofline and further altering the ridge line; proposed variation of the ridge and eave lines of three-storey units along Steveston Highway is not sufficient;

We believe the roof forms are appropriate and sufficient as they are. The design intent was to achieve a 'westcoast modern' residential form and character. 'Modern' suggests a certain degree of simplicity which is achieved by the simple single-gabled roof forms (and trimless windows and glass guardrails). 'Westcoast' suggests 'timber' materials (i.e. lapsiding, board/batten, entry column/beams) in natural colours, and 'residential'-scale involves including elements such as multi-paned windows, variegated eave lines, rhythmic vertical bays/wall relief, stepped back decks/balconies, entry stoop weather protection.

- roofs of street fronting three-storey end units could come down to mitigate their chopped off appearance;

Comment is understandable, but again, that is part of the desired 'simplicity' of form.

- consider dropping down the roof of the two 2-storey buildings framing the outdoor amenity area to allow more sunlight penetration into the amenity area;

Same comment. Also there is sufficient separation between Buildings 5 & 6, and the amenity area is open in the north-south direction for max light penetration.

- consider installing more natural play features over a single play structure to maximize the play space and play opportunities in the small outdoor amenity area;

It was understood that Council preferred to have a 'higher-quality' play structure in addition to natural play features in the outdoor amenity area.

- support staff comment that the retaining wall in the middle of the rear yards of Units 18,19 and 20 will reduce the size of the usable yard space and affect the functionality of the private outdoor spaces for these units;

After a careful design review of the rear yards, the design team (arch, civil, landscape) determined that:

- *adding stepped planters at the rear foundation wall is the best way to handle the rear grade drop,*
- *new retaining walls at the NW and NE corners of the site are the best way to transition the side PL retaining walls around the corner*

- Appreciate retaining existing trees which have strong habitat value; consider replacing existing cedar hedge to increase yard area as significant pruning would not be aesthetically valuable;

Hedge at NW corner straddles the common PL, so cannot removed.

- consider simplifying the proposed on-site paving treatment and installing paving materials to match and reflect the more contemporary architecture style of the buildings;

The selected pavers (see L1) are spec'd in Charcoal and Harvest Blend colours. In our opinion, they do suit the style of the buildings.

- consider simplifying the different kinds of fencing materials; the applicant could use cedar fencing throughout the proposed development as it is more consistent with the proposed building architecture and materials;

The landscape drawings have been reviewed thoroughly and revised accordingly, but the fencing materials are as proposed at the ADP meeting. The 42"ht aluminum rail fence is in keeping with the 'modern' design direction (i.e. metal/glass balcony guardrail, black metal window frames and gutters, etc.).

- appreciate the applicant showing how the project will achieve the EnerGuide 82 rating; support the proposed sustainability features of the project, e.g., installing air source heat pumps and solar PV panels; applicant is encouraged to use heat recovery ventilation;

Noted. No change in specs as presented at ADP.

- consider installing more natural play elements in the outdoor amenity area; also consider installing a reinforcement mat at the base of the play slide to maintain a landing surface;

It was understood that Council preferred to have a 'higher-quality' play structure in addition to natural play features in the outdoor amenity area. The Fibar resilient surface provides a safe, permeable, accessible surface:

- concern regarding the proposed location of the garbage and recycling enclosures proximity to Steveston Highway; consider removing the proposed garbage and recycling enclosures if allowed by the City and allowing individual garbage and recycling pick-ups in front of units to make the entry/exit driveway safer;

The concern is that the service trucks entering the site may hold up vehicles following behind and stacking into the street. Since the service vehicles will need to do a 3-point turn in order to 'head out' back onto Steveston Hwy, it is recommended that trucks make the 3-point turn 'before making the garbage or recycle pick ups. That should mitigate any potential queuing at the site entry.

- parking for secondary suites may not be required; however, the applicant could provide two surface parking stalls for the secondary suites by relocating the two LPT/PMT; could enhance the livability and marketability of the two secondary suites;

The two surface parking spaces have been secured for the two secondary suites at Rezoning. Relocation of the LPT/PMT not required.

- appreciate the site frontage as it will improve pedestrian circulation along Steveston Highway;

Noted.

- consider installing a more accessible surface paving material for the children's play area;

The Fibar surface is both safe and accessible (see above).

- support the use of permeable pavers with different textures and colours to differentiate the site entrance and other pedestrian circulation areas on the site; will help improve the pedestrian circulation network on the site; and

Noted.

- incorporating public art into the project would enhance the public realm.

Project is contributing \$33,430.12 to City's Public Art fund in lieu of on-site artwork. Hopefully, the project is considered well-designed.

Panel Decision

It was moved and seconded

That DP 18-829234 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

CARRIED



Address: 5631, 5635, 5651, 5691, 5711, 5731 and 5751 Steveston Highway

File No.: DP 18-829234

Prior to approval of the Development Permit, the developer is required to complete the following:

1. Final adoption of the Zoning Amendment Bylaw 9982.
2. Registration of a legal agreement on title to restrict access to the property to right in/right out movements only.
3. Registration of a legal agreement on title to ensure that the design of the interpretive heritage signage to be installed on site is consistent with the design approved by the city's heritage planner and that the interpretive heritage signage will remain on site and will be maintained by the future strata.
4. Receipt of a Letter-of-Credit for landscaping and tree survival security in the amount of \$174,762.40. No Landscape Letter of Credit will be returned until the post-construction assessment report, confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. The subject development will have until December 31, 2019 to submit an acceptable Building Permit application in order to build under previous energy efficiency requirements (i.e., EnerGuide 82). Should the deadline pass the proposed development would then be subject to the Energy Step Code.
2. Installation of appropriate tree protection fencing around all trees and hedges to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$52,000 in total) to ensure the replacement planting will be provided.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Incorporation of energy efficiency, CPTED, sustainability, noise mitigation and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
6. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

Initial: _____

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contains prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



No. DP 18-829234

To the Holder: INTERFACE ARCHITECTURE INC.
Property Address: 5631, 5635, 5651, 5691, 5711,
5731 AND 5751 STEVESTON HIGHWAY
Address: C/O UNIT 230, 11590 CAMBIE ROAD
RICHMOND, BC V6X 3Z5

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the front yard setback from 6.0 m to 4.5 m for proposed Buildings #1 and #2 on the eastern half of the site, and from 6.0 m to 5.6 m for proposed Buildings #9 and #10 on the western half of the site.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$174,762.40 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 18-829234

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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.

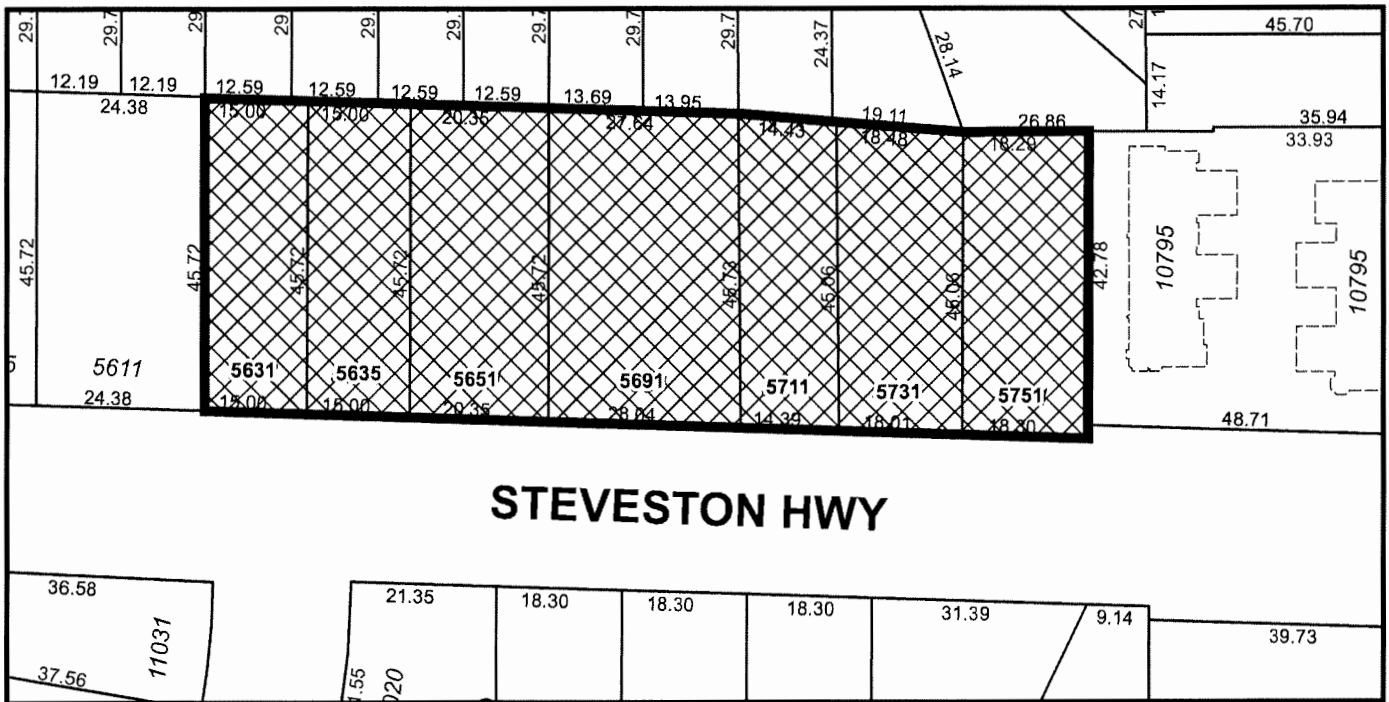
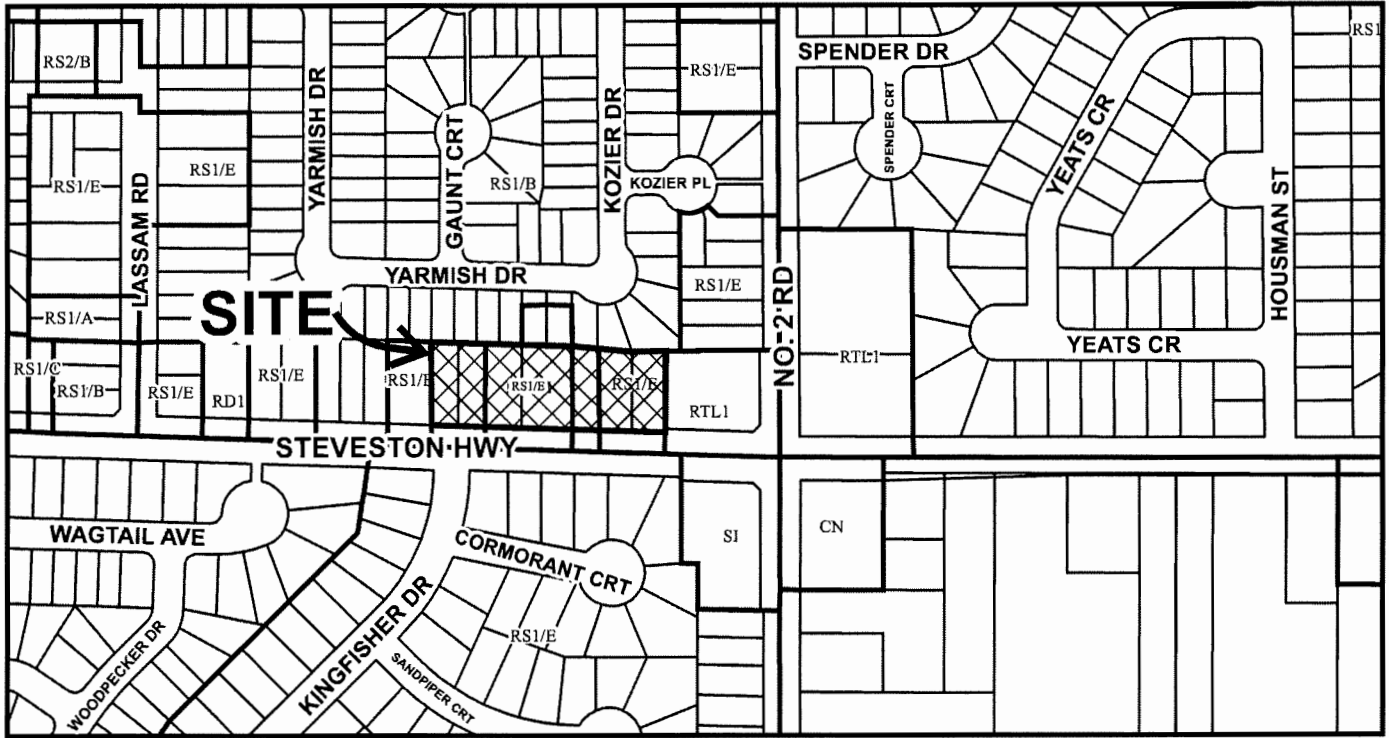
AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE
DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 18-829234 SCHEDULE "A"

Original Date: 08/22/18

Revision Date:

Note: Dimensions are in METRES