



City of Richmond

Report to Council

To: Richmond City Council

Date: July 22, 2009

From: Joe Erceg, MCIP
Chair, Development Permit Panel

File: 0100-20-DPER1

Re: Development Permit Panel Meetings Held on July 15, 2009 and May 27, 2009

Panel Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i) a Development Permit (DP 09-464198) for the property at 7820 Williams Road; and
- ii) a Development Permit (DP 08-414809) for the property at 4020 and 4300 Bayview Street;

be endorsed, and the Permits so issued.

Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on July 15, 2009 and May 27, 2009.

DP 09-464198 – KASIAN ARCHITECTURE INTERIOR DESIGN AND PLANNING LTD.
– 7820 WILLIAMS ROAD (JULY 15, 2009)

The Panel considered an application to permit façade, parking lot and pedestrian circulation improvements to an existing older shopping centre on a site zoned “Community Commercial District (C3)” and “Neighbourhood Pub District (NHP)”. Variances are included in the proposal to reduce manoeuvring aisle width and rear yard setback for architectural elements.

Ms. Blaire Chisholm, Urban Planner, Brook & Associates, provided a brief description of the project which includes façade upgrades, new canopies, the removal of an covered deck addition, two (2) new pedestrian paths, new landscaping beds, shrubs and trees, and relocation of garbage enclosure. The project also includes cross-access to the neighbouring properties to formalize existing drive aisle connections and for the future redevelopment of the corner property. She advised that the owner is investigating the overall site’s future redevelopment potential in the context of the Neighbourhood Service Centre. She noted that the development team has been working with staff and the Broadmoor community and that the renovation is consistent with the Community’s desire for upgrading.

Ms. Chisholm requested that the City accept a Road Reservation Agreement covenant to satisfy the Development Permit requirements of road dedication along No. 3 Road and Williams Road and associated license to allow the continued parking lot use. The road dedication area would be secured and dedicated at a later date.

Staff stated that the applicant wishes to move ahead quickly with the renovation construction. Staff supported the Development Permit application and variances requested. Staff advised that Development Applications, Transportation and Law staff all supported the Road Reservation Agreement. The Agreement would appear on title, and would achieve the same ends of the dedication and license agreement, requiring the road dedication completion in either two (2) years or prior to a future rezoning.

Public correspondence was received in support of the application. Public delegations were made, including support for the development and concern for the impact to existing businesses. The development team was commended for presenting their development plans at the school.

In response to the concern that construction would cause additional vacancies in the mall, Mr. Gary Pooni, of Brook & Associates and the Architect, Mr. Ralph Laser, advised that the development team was working with existing tenants to minimize disruption to their businesses and that the proposed upgrades do not require any existing stores to be vacated.

The Chair remarked that he appreciated the proposed improvements and the dialogue the First Capital team had undertaken with the community.

The Panel recommends that the Permit be issued.

DP 08-414809 – ONNI DEVELOPMENT (IMPERIAL LANDING) CORP.
– 4020 AND 4300 BAYVIEW STREET (MAY 27, 2009)

The Panel considered an application to permit to construct six (6) buildings over subsurface parking with approximately 52 dwelling units and 5,713.2 m² (61,496.1 ft²) of maritime mixed-use space on a site zoned “Comprehensive Development District (CD/104)” and “Comprehensive Development District (CD/105).” A variance is included in the proposal to decrease the setback to the right-of-way (ROW) boundary in the Comprehensive Development District (CD/104) portions of the site for the dyke support and subsurface parking structures.

Mr. Beau Jarvis, of Onni Development (Imperial Landing) Corp. and the Architect, Mr. Taizo Yamamoto, provided brief descriptions of the project. Mr. Jarvis advised that the proposal included public plazas, public parking, street and boardwalk-oriented maritime mixed-use, and 52 dwelling units, which were located in the upper floors of some of the buildings. The design reflects the commercial development to the west, residential development to the north and east, and the historic use of the site.

Mr. Yamamoto remarked that the site plan was shaped by the site geometry, four (4) ROWs and two (2) zoning districts creation of four (4) separate development areas of the site, floodplain and dyke requirements. The ROWs provided street end view corridors towards the river and large public open spaces. The site was raised to 4 m geodetic, with a dyke wall which permits future raising of the dyke elevation as a result of the City’s new Flood Plain Designation Bylaw and new Provincial dyke elevations. The new dyke wall and finish grade is 0.2 m to 0.5 m higher than the existing dyke boardwalk, and 1.1 m higher than Bayview Street. The grade change along Bayview Street will be buffered with landscaping, stepped planters, stairs, ramps and gentle slopes in the ROWs. 40% of the Bayview streetscape is left open for views through the development to the river. The building forms were simple in massing to respond to Steveston’s traditional buildings. Sustainable features include use of a remediated brownfield site, raised dyke support for long term protection, mixed-use land use, paths to encourage pedestrians and bicycle use, and drought tolerant planting.

Staff supported the Development Permit application and requested variance. Staff advised that the applicant had responded to the constraints and the unique circumstances presented by the development site. The variance is limited to small portions of the Comprehensive Development District (CD/104) portions of the site; where the dyke support and parking structures cross over the ROW boundaries at English Avenue and Ewen Avenue. The applicant had originally submitted a design proposal that did not include any variances and design improvements for the benefit of the City had resulted in the variance. The variance benefitted the City by providing:

- (i) a continuous structural support for a future, higher dyke for flood protection; and
- (ii) improved Bayview streetscape with development parking removed from view and a fewer number of parkade accesses through providing consolidated subsurface parking structures. In conclusion, staff advised that the proposal included the following benefits to the City:

- Replacing the road end pedestrian only ROW agreements to allow for a wider variety of public uses, events, public surface parking, development subsurface parking, utilities and vehicle access for the dyke and waterfront lots;
- The design and construction of open public spaces at the road ends,
- A dyke maintenance agreement,

- Replacing the older flood plain covenant, and
- Registering notice on title advising future owners that there is a waterfront lot with development potential that is accessed through the subject site.

Public delegation was made regarding the application. Members of the public expressed opposition to the maritime mixed-use (MMU) zoning of the site. Concerns were expressed about the MMU impact on public boardwalk, three-storey building height; proximity of subsurface parkade to the river, garbage collection, traffic, public event noise, and the need for commemoration of the historical significance of the site.

Several items of public correspondence were received regarding the development proposal. These included support and objection, including the following concerns:

- Public open space;
- Commemoration of waterfront history;
- MMU development;
- Residential development;
- Building integrity in proximity to the river;
- Building setback to the dyke; and
- Construction impact to the dyke, river and surrounding properties.

In response to Panel queries, the following information was provided by the development team:

- The north facades were designed to provide a transition to existing buildings across Bayview Street and the grade change was buffered with planting strips;
- The public plazas provided links to the boardwalk;
- Two (2) of the six (6) buildings were below the maximum allowed height;
- Permeability could be provided subject to the right-of-way design;
- There was wheelchair access to all of the buildings and through the site to the boardwalk;
- Additional landscaping could be provided in the Bayview Street boulevard subject to the road design;
- The height of landscaping elements discouraged skateboarding damage;
- Electrical service could be provided for public events subject to the right-of-way design;
- There was bicycle storage in the parkade and kayak storage may be possible, subject to the City's flood plain covenant;
- The total existing public ROW area was retained from the original BC Packers rezoning. The total area of open and plaza was retained from Onni's previous rezoning application, although reconfigured with the new proposal;
- The CD/104 and CD/105 zoning was explained and it was clarified that the applicant understood the unique nature of the zoning and that the proposal complied with the zoning;
- The at-grade spaces were designed for MMU uses, and, that during the design process for these spaces, there was no preconceived idea of what businesses might locate there; and
- Industrial uses would best be accommodated in Buildings 2 and 3, but could also be located in the other four (4) buildings with equipment access through the loading bay and double doors, which were similar in width to an industrial roll-up door.

In response to a Panel query regarding commemoration of the heritage of the site, staff advised that, due to the applicant's significant contribution to the waterfront in the past, they respectfully declined to provide additional funds for Public Art.

The Chair noted that the Development Permit Panel assesses development projects on the basis of the Development Permit guidelines that are in place for form and character. He advised that he was satisfied that the applicant had met the City's Development Permit guidelines and added that he believed that the applicant possessed a thorough knowledge of the uses permitted in the two (2) zones on the site. The Chair advised that he was pleased the applicant had preserved public plazas and provided for vehicle access to the City-owned water lot.

The Panel recommends that the Permit be issued.