



## 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 m<sup>2</sup> (161 ft<sup>2</sup>) 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 m<sup>2</sup> (161 ft<sup>2</sup>) 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 3<sup>rd</sup> or 4<sup>th</sup> 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:*
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  - 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.

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Joe Erceg  
Chair

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Sheila Johnston  
Committee Clerk