



City of Richmond

Report to Council

To: Richmond City Council

Date: December 9, 2009

From: Joe Erceg, MCIP
Chair, Development Permit Panel

File: 0100-20-DPER1

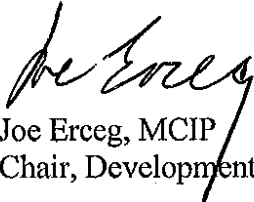
Re: Development Permit Panel Meeting Held on November 25, 2009

Panel Recommendation

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

- i) a Development Permit (DP 09-469892) for the property at 5580, 5600, and 5620 Moncton Street; and
- ii) a Development Permit (DP 09-494545) for the property at 4000 No. 3 Road;

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 meeting held on November 25, 2009.

DP 09-469892 – AM-PRI CONSTRUCTION LTD. – 5580, 5600 AND 5620 MONCTON STREET
(November 25, 2009)

The Panel considered an application to permit the construction of 28 townhouses on a site zoned “Low Density Townhouse (RTL4)”. A variance is included in the proposal to increase lot coverage for a roofed structure for mailboxes and recycling containers.

Architect Taizo Yamamoto, Yamamoto Architecture Inc., provided a brief description of the project, which includes:

- small scale and two-storey massing to fit into single-family streetscape
- a public pedestrian walkway along the west edge of the site connecting to Moncton Street, and residential units have entries from this pathway
- the amenity space is in a central location and includes a climbing play structure with slide
- vehicle access is from Moncton Street, and garage access is from the internal drive-aisles
- proposed materials include Hardi-plank siding and Hardi-board and batten
- sustainability features include areas of permeable pavers, Low-E window glazing, rigid insulation beneath the living area concrete slabs on grade, and thermostats in each room
- Three (3) trees would be retained and relocated on-site

Staff supported the Development Permit application and variance and noted that the applicant had responded well to design issues identified by staff. Staff advised that a concern had been raised at the September, 2009 Public Hearing for the rezoning of this site regarding driveway access to Moncton Street. Transportation staff had investigated and the Official Community Plan’s Steveston Area Plan allows for vehicle access from Moncton Street for the subject lots.

In response to queries from the Panel, staff advised that:

- the Moncton Street access is safe, and it is safer than accessing No. 2 Road through the existing townhouse projects;
- the public pathway will extend an existing pathway out to Moncton Street; and
- the pathway will extend further south and out to No. 2 Road in the future through another rezoning application

There were no public letters or comments presented at the meeting regarding the application.

The Panel recommends that the Permit be issued.

DP 09-494545 – FAIRCHILD DEVELOPMENTS LTD. – 4000 NO. 3 ROAD

(November 25, 2009)

The Panel considered an application to permit the construction of a six-storey, 22,057.3 m² (237,423 ft²) addition to the existing Aberdeen Centre consisting of restaurant, retail and office uses and parking for the property located at 4000 No. 3 Road, to be coordinated with the existing Canada Line - Aberdeen Station on a site zoned "High Rise Office Commercial (ZC27)". A variance is included in the proposal for employee/non-transient tandem parking.

Bing Thom, of Bing Thom Architects, accompanied by Cameron Owen, Landscape Architect, IBI Group, provided brief descriptions of the project, which includes:

- Proposed six-storey addition to the existing Aberdeen Centre with (i) a restaurant, (ii) retail units, (iii) offices, (iv) parking, and (v) a pedestrian connection at the third level to the existing Canada Line Aberdeen Station.
- The building's diagonal reflective pattern will be animated with the reflected movement of clouds and Canada Line trains.
- Ground level retail units face the atrium, No. 3 Road, and transit station plaza.
- Continuous weather protection for pedestrians and a high quality entrance improves the transit plaza.
- A green area with planted trees, on the southwest corner of the building, will be visible from the street level and from the platform of the Aberdeen Station.
- In response to Panel queries, the following information was provided:
 - a broad staircase goes up to the first level of retail; an escalator goes up to the next retail level; and half level ramps are used throughout to make the building accessible;
 - the parking area flows directly into the atrium space and is bounded by retail and office uses to provide a decorative streetscape;
 - to address the issue of overlook from the adjacent residential units, a 'sky garden' features cascading plants, magnolias, and a hedge element that would soften the edge. The sky garden was not accessible and provided privacy for the adjacent residential building;
 - there are no provisions for formal Public Art installations, but the nature of the building's reflective façade is a unique, artistic feature. Also, the applicant is providing an art wrap around a Canada Line column as part of the City's No. 3 Road beatification program;
 - a cart-room would be provided for the restaurants' organic waste collection; and
 - individual retailers are responsible for storefronts on the street level.

In response to a query from the Chair regarding the buffer between residents of the existing condominium tower and the proposed structure, Mr. Thom advised that, when condo unit dwellers look to the new structure, there is a cascading landscaping effect, over 30 feet separation in one direction and over 50 feet separation in the other direction.

Staff supported the Development Permit application and the variance. Staff commended the high quality of urban design on one of the City's important intersections. Staff noted that the development's loading dock was screened from overlook from the existing residences above, a detail indicating the applicant's commitment to a quality development. Staff were satisfied that the sophisticated urban and landscaping design addressed adjacency issues.

Staff advised that, when the Aberdeen Centre was built, the applicant had over-built the number of parking spaces, and with the new phase included, the parking was now below the requirement. However, the applicant proposed the following Transportation Demand Management measures: a bus shelter; \$100,000 of transit tickets for both employees and customers; end of trip showers and change-rooms. Staff supports the parking variance based on this alternative transit approach.

Public correspondence was received regarding the Development Permit application from neighbouring residents expressing concerns relating to the parking component. Staff advised that the applicant had met with the residents, and subsequently received a letter from the residents that expressed their support regarding how parking issues are to be handled.

The Panel recommends that the Permit be issued.