



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: January 19, 2017
File: 01-0100-20-DPER1-
01/2017-Vol 01
Re: **Development Permit Panel Meetings Held on July 13, 2016 and
December 14, 2016**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) A Development Permit (DP 11-566011) for the property at 15111 Williams Road and Richmond Key 1095; and
 - b) A Development Permit (DP 15-696896) for the property at 7120 No. 3 Road;be endorsed, and the Permits so issued.


Joe Erceg
Chair, Development Permit Panel

WC:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on July 13, 2016 and December 14, 2016.

DP 11-566011 – ECOWASTE INDUSTRIES LTD. – 15111 WILLIAMS ROAD AND RICHMOND KEY 1095

(July 13, 2016)

The Panel considered a Development Permit application to permit the construction of a 65.22 ha (161.14 acre) Industrial Logistics Park on a site zoned “Industrial (I)” that is adjacent to the Agricultural Land Reserve (ALR) and several Environmental Sensitive Areas (ESAs). Variances are included in the proposal for increased building height and reduced parking for freight forwarding services and warehouse storage services uses.

The development team provided a brief presentation. Angus Beattie, Development Manager, and Alisa Bailey, Project Manager, of Omicron; and Landscape Architect, Ken Larsson, of Connect Landscape Architecture, provided a brief presentation, noting that:

- The project will significantly increase the City’s industrial building inventory; with the proposed five-phase project building out over a period of up to 20 years.
- The building height variance request results from the raised land fill site elevation and the industry demand for ceiling height clearance.
- The parking variance results from appropriate parking rates identified in a parking study.
- Off-site infrastructure works include construction of a new two-lane bridge over the No. 7 Road Canal, improvements to adjacent public roads, and a storm water system discharging directly to the Fraser River.
- The landscape design is inspired by the Fraser River estuarian habitat, and the project’s Riparian Management Area (RMA) and Environmentally Sensitive Area (ESA) impacts and proposed compensations include construction of an upland wetland habitat on-site.

In response to Panel queries, the applicant team advised that:

- The greatest grade difference between the site and Blundell Road is nearly 30 ft.; with a buffer zone that is sloped 2:1 and planted with trees, shrubs and grasses.
- Internal roadways are designed with accessible slopes and accommodate cycling.
- The proposed bridge on Blundell Road over the No. 7 Road Canal will impact on the RMA and proposed RMA and ESA compensation includes invasive plant removal and enhancement planting on-site adjacent to the No. 7 Road Canal.
- Future improvements along Savage Road and the proposed construction of the storm water direct discharge system to the Fraser River will have ESA impacts and the proposed triangle-shaped upland wetland habitat will provide ESA and RMA compensation.
- The requested parking variance was based on a parking study on warehousing and freight forwarding industrial sites in the area and in other municipalities.

- The requested building height variance was based on best practices for new logistics and freight forwarding industrial sites and ceiling heights market demand by potential tenants.
- The design and configuration of the future buildings in the subject development will be built to suit the requirements of prospective tenants.
- Construction of Phase 1 of the five-phase project is expected to commence in 2017.

Staff advised that the proposal is an adaptive reuse of an existing industrial site and development will be phased. The project's ALR buffer strategy and ESA and RMA compensation schemes respond to the specific conditions in the subject site and the City's sustainability objectives. Staff are studying the possibility of introducing amendments to the City's Zoning Bylaw in relation to maximum building height and parking requirements in industrial sites to reflect current best practices. The ALR buffers were reviewed and endorsed by the City's AAC.

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

The Panel expressed support to the proposed development, noting that: (i) the grade differences in the subject site are satisfactorily addressed by the applicant; and (ii) the project will add a strong presence in the City's industrial land inventory.

The Panel recommends that the Permit be issued.

DP 15-696896 – MCDONALD'S RESTAURANTS OF CANADA LTD. – 7120 NO. 3 ROAD
(December 14, 2016)

The Panel considered a Development Permit application to permit the construction of a single storey restaurant with a drive-thru on a site zoned "Auto-Oriented Commercial (CA)". No variances are included in the proposal.

Architect, Brian Johnson, of Reprise Design Architecture; Landscape Architect, Cameron Owen, of IBI Group; Graham Fane, Real Estate Representative, of McDonald's Restaurants of Canada Ltd.; and Joe Guzzo, McDonald's restaurant owner, provided a brief presentation, noting that:

- A wide walkway with pedestrian scale furniture is proposed to provide direct access to the main entrance of the restaurant from No. 3 Road.
- Proposed building materials e.g., metal panel, natural stone, and natural brick, provide a West Coast feel to the building façade.
- Sustainability features of the project include white roofing, energy management systems for lighting and HVAC controls, full LED lighting for interior and exterior lighting, low-e solar grade glazing and low-flow plumbing fixtures.
- Rooftop HVAC is proposed in a custom louvered screened rooftop area to address potential noise and aesthetic concerns of neighbouring developments.
- The existing heritage McDonald's sign is proposed to be retained and refurbished.
- Safety measures will ensure safe pedestrian circulation; such as signs and bollards at the drive-thru exit and protecting the outdoor seating area with physical barriers.

- Proposed trees will provide more shade in the parking lot. Proposed root barriers will provide tree protection when the east-west City lane is widened in the future.
- A new 1.8 m high wood fence on the north, south and east property lines provide separation and screening to adjacent properties.
- Drive-thru speakers will be equipped with automatic volume controls (AVC) based on outdoor day and night time noise levels.
- The restaurant will be equipped with high performance exhaust fans with projected noise and odour levels lower than currently existing and in compliance with the City Noise Bylaw.
- The subject site is the first McDonald's restaurant outside of the United States and will be celebrating its 50th anniversary in 2017.

In response to Panel queries, the project team noted that: (i) metal louvres screen rooftop mechanical units; (ii) a final acoustic study will be submitted; (iii) the project will meet Noise Bylaw requirements; (iv) the proposed kitchen exhaust fans will discharge air vertically; (v) buffering along the north property line consists of a 1.8 m high wood fence, large canopy trees, dense low shrubs and a strip of lawn; (vi) newspaper boxes and similar structures will not be allowed on the subject site; (vii) proposed ramps will provide accessibility to people in wheelchairs; (viii) the white roof is being proposed from a sustainability perspective, but the applicant will consider the suggestion for using other colours or introducing patterning on the rooftop surface; and (ix) a stamped concrete surface treatment is proposed for the loading area.

Discussion ensued on the proposed rooftop surface treatment and staff was directed to work with the applicant to investigate opportunities to enhance the proposed rooftop treatment through replacing the white colour and/or introducing patterns and designs to enhance the roof's visual appeal and address potential overlook concerns from the high-rise commercial/residential building to the north of the subject site.

Staff advised that: (i) the retention and refurbishing of the McDonald's heritage sign was appreciated; (ii) the landscape plan respects existing trees along the perimeter of the site; (iii) the applicant will introduce a significant amount of permeable pavers on-site; and (iv) there is a Servicing Agreement associated with frontage improvements along No. 3 Road.

In response to a Panel query, staff confirmed that the applicant is providing Public Rights-of-Passage (PROP) Statutory Right-of-Way (SRW) along No. 3 Road for frontage improvements and along the north property line for future widening and extension of the east-west City lane.

Subsequent to the Panel meeting, the original design with white roof membrane and white painted rooftop mechanical equipment was revised to improve views down onto the roof in response to Panel discussion. All mechanical equipment is now screened in a rooftop penthouse with acoustic louvres and the roof surface and elements are arranged; representing a "checkerboard" pattern in tan and gray colour (matching the building colour palette).

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

The Panel recommends that the Permit be issued.