



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: November 4, 2014
File: 01-0100-20-DPER1-
01/2014-Vol 01
Re: **Development Permit Panel Meeting Held on December 15, 2010**

Staff Recommendation

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

1. A Development Permit (DP 10-534599) for the property at 9840 Alberta Road be endorsed, and the Permit so issued.

A handwritten signature in black ink, appearing to read "Joe Erceg".

Joe Erceg
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on December 15, 2010.

DP 10-534599 – YAMAMOTO ARCHITECTURE INC. – 9840 ALBERTA ROAD
(December 15, 2010)

The Panel considered a Development Permit application to permit the construction of eight (8) townhouse units on a site zoned “Town Housing (ZT60)”. Variances are included in the proposal for reduced front and rear yard setbacks for a porch projection, garbage and recycling enclosure and electrical closet.

Architect, Taizo Yamamoto, of Yamamoto Architecture Inc., and Landscape Architect, Masa Ito, of Ito Landscape Inc., gave a brief overview of the proposal, including the following information:

- Five (5) trees are being retained on the No. 4 Road frontage, ensuring greenery.
- Landscaping buffers the subject site from the single-family home to the west.
- The outdoor amenity area is provided in two (2) separate areas: (i) a multi-functional space includes a children’s sandbox and an open lawn area for casual play; and (ii) there is a shared community garden area with raised gardening beds for urban agriculture.
- Upper storeys are stepped back at the southeast corner of the subject site to better relate to the adjacent 12-unit townhouse complex.
- Sustainability features include: (i) the use of energy efficient appliances; (ii) the use of Low-E glass; and (iii) insulation beneath the ground floor slab.
- The proposal includes one (1) convertible townhouse units, and the other units include blocking inside washroom walls for future potential grab bar installation.

In response to Panel queries, Mr. Yamamoto and Mr. Ito advised:

- The trees retained along No. 4 Road include Birch trees.
- Three (3) of the proposed gardening plots are raised 30 inches above the grade of the walkway.
- The nearest active play equipment for children is located at Anderson Elementary School.
- The narrowness of the outdoor amenity area on the small subject site does not allow for the inclusion of required safety clearances for active play equipment.
- A lid for the sandbox would be provided.
- The mailbox and garbage/recycling enclosures are located just off the main vehicle entry.

In response to a Panel query, staff advised that the location of the garbage/recycle area was reviewed with City Transportation and Recycling staff, and agreement was reached that: (i) the location off the main vehicle entry was the preferred location for the garbage/recycling enclosures; and (ii) truck backing up was the acceptable solution. Staff further advised that when future development takes place at 9820 Alberta Road, there may be an option for trucks to enter, and turn around on-site without having to back out.

Staff supported the proposed Development Permit application and the proposed variances. Staff advised that the same rear yard setback variance for an electrical closet was granted to the adjacent 12-unit townhouse complex to the south and the electrical closet would be screened by a 6 ft. high fence.

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

Nolita Cheng, speaking on behalf of a family member who lives in the adjacent townhouse development, addressed the Panel expressing concern that the rear yard variance would be too close to their townhouse.

The Chair referred to the information provided by staff regarding the same variance having been granted for the existing townhouse development, and the planned 6 ft. high fence.

The Chair suggested that, when the property to the west of the subject site is developed, the size and the configuration of the drive aisle allow trucks to turn on-site. The Chair added that the variance to reduce a setback for an electrical closet is a common one sought by developers.

The Panel recommends that the Permit be issued.