



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: June 16, 2015
File: 01-0100-20-DPER1-
01/2015-Vol 01
Re: Development Permit Panel Meetings Held on April 29, 2015 and May 27, 2015

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a. A Development Permit (DP 14-670686) for the property at 8888 Patterson Road and 3340 Sexsmith Road; and
 - b. A Development Permit (DP 15-692659) for the property at 10440 and 10460 No. 2 Road;be endorsed, and the Permit so issued.


Joe Erceg
Chair, Development Permit Panel

SB:rg

Panel Report

The Development Permit Panel considered the following items at its meetings held on April 29, 2015 and May 27, 2015.

DP 14-670686 – GBL ARCHITECTS – 8888 PATTERSON ROAD AND
3340 SEXSMITH ROAD
(April 29, 2015)

The Panel considered a Development Permit application to permit the construction of the third phase of a five-phase, high-rise, multi-family residential development on property zoned “High Rise Apartment and Artist Residential Tenancy Studio Units (ZHR10) – Capstan Village (City Centre)”. The subject phase contains a total of 135 dwellings, including 128 market units and seven (7) affordable housing units (secured with a Housing Agreement), together with a temporary park and temporary resident parking. Variances are included in the proposal for a reduced setback and increased projection for balconies and architectural features.

Architect, Amela Brudar, of GBL Architects and Landscape Architect, Grant Brumpton, of PWL Partnerships, provided a brief presentation regarding the proposal, noting that:

- Similar architectural features and building materials from Phases 1 and 2 are incorporated.
- Phase 1 includes vehicle parking for this phase.
- The main entrance to the building and townhouses would be along Ketcheson Road.
- Open amenity space for residents is provided on the ninth floor.
- The proposed interim park includes a large multi-use lawn.
- Planter walls and stairs along the amenity deck and Ketcheson Road had to be relocated.
- A water feature is integrated with the development entrance along Hazelbridge Way.
- The amenity deck is positioned to have optimal sunlight coverage.

Staff supported the Development Permit application and requested variances. Staff noted that: (i) seven (7) affordable housing and 23 basic universal housing units are proposed; (ii) the proposal will be designed to be District Energy Utility ready; (iii) the proposal will be designed to meet the City’s aircraft noise mitigation standards; (iv) the variances enhance the design; and (v) a contribution towards the Capstan Station Reserve will be provided at the Building Permit Stage.

In reply to Panel queries, Ms. Brudar noted that:

- The order of the phases of development was altered for marketing purposes.
- The interim park was to ensure access to park space for the first phase of development and was relocated along the south side of Hazelbridge Way. Should the permanent park be completed prior to occupancy of the first phase, the interim park would not be required.
- The proposed setback variance for Hazelbridge Way will not have a significant impact to the adjacent sidewalk and will include a landscaped buffer.

June 16, 2015

- 3 -

- The proposed projections variance will provide for emergency vehicle turnaround and not impact pedestrian circulation.

In reply to a Panel query, staff advised that changes to the proposed development's phases will not impact the delivery of proposed amenities.

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

The Panel recommends that the Permit be issued.

DP 15-692659 – POLYGON KINGSLEY ESTATES LTD. – 10440 AND 10460 NO. 2 ROAD
(May 27, 2015)

The Panel considered a Development Permit application to permit the construction of a 133-unit townhouse development on a site zoned "Town Housing (ZT72) – London/Steveston (No. 2 Road)". A variance is included in the proposal for reduced rear yard setback.

Applicant Chris Ho, of Polygon, Architect Keith Hemphill, of Rositch Hemphill Architects, and Landscape Architect Doug Shearer, of Hapa Collaborative provided a brief presentation regarding the proposal, noting that:

- Park dedication is added to the existing London/Steveston Park and north and south public greenways provide access to the park.
- An existing heritage tree is retained and a public art plaza are provided on No. 2 Road.
- An amenity building and outdoor amenity area are centrally located.
- Affordable housing units are provided within the proposed development.
- A future child care facility will be provided at the northwest corner of the site.
- Townhouses step down to two-storey adjacent to single-family homes to the north and south.

Staff supported the Development Permit application and requested a variance. Staff noted that the applicant has worked with City staff and the Advisory Design Panel to resolve design issues including the two (2) public greenways and the project interfaces with single-family neighbourhoods and park. Staff further advised that the development will provide significant road frontage improvements and servicing upgrades will be provided through a Servicing Agreement.

Neighbour Steven May addressed the Panel, expressing his appreciation to the applicant, City staff and Council for listening to and addressing the concerns of the neighbours regarding the proposed development's interface with adjacent single-family homes, the design of the proposed park, and the provision of adequate parking.

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

In response to Panel queries, Mr. Ho and Mr. Shearer provided the following information:

- As per the applicant's recent consultation with Parks staff, the park will remain unlighted and that no lighting will be introduced within the north and south public greenways.
- The townhouse garages include space for individual garbage and recycling pick-up.
- The outdoor children's play area will focus on the needs of younger children due to the proximity of the large playground in the existing park.
- The setback variance is requested for Building TH-16 as a result of the park land dedication.
- The proposed public art piece will be lighted.
- Extensive landscaping is provided between single garage doors and with decks above, a rich articulation is provided along the internal roads. The design of the single garage doors should be seen in context of the overall landscaping of the internal roads.
- Wayfinding will be provided with signage and different landscaping treatments for east-west and north-south main mews. The east-west roads are slightly curved to focus view on the side with pedestrian entrances and not the side with garage entries.
- Pedestrians can access the townhouse units from the bus stop along No. 2 Road through the public plaza and the main east-west mews.
- The pedestrian connections to the public greenways and the park have lockable gates.
- The affordable units are provided with a single car garage and one (1) outdoor small car parking space as identified at rezoning and the ground floor bedroom can accommodate a single bed.

In reply to Panel queries, staff noted that: (i) the London/Steveston Park Concept Plan was endorsed by the General Purposes Committee in its meeting on May 19, 2015; (ii) the Servicing Agreement will include signage at the main plaza entry to direct pedestrians to the park through the north and south public greenways; and (iii) the setback variance was requested to accommodate design improvements to a building façade visible from the proposed adjacent park.

The Panel recommends that the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council
From: Robert Gonzalez
Chair, Development Permit Panel
Date: June 16, 2015
File: 01-0100-20-DPER1-
01/2015-Vol 01
Re: **Development Permit Panel Meetings Held on March 10, 2015 and
June 10, 2015**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a. a Development Permit (DP 14-660646) for the property at 22691 and 22711 Westminster Highway; and
 - b. a Development Permit (DP 14-671600) for the property at 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road;be endorsed, and the Permits so issued; and
2. That the changes to the design be deemed to be in General Compliance with the Development Permit (DP 07-363924) issued for the property at 7411 Moffatt Road (formerly 7411 and 7431 Moffatt Road).

Robert Gonzalez
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on March 10, 2015 and June 10, 2015.

DP 14-660646 – TREVISIO DEVELOPMENT LTD. (0954462 BC LTD.) –
22691 AND 22711 WESTMINSTER HIGHWAY
(March 10, 2015)

The Panel considered a Development Permit application to permit the construction of 11 three-storey townhouse units on a site zoned “Town Housing (ZT11) – Hamilton”. A variance is included in the proposal to allow tandem parking spaces in the 11 townhouse units.

Sig Toews, of Jordan Kutev Architects, and Landscape Architect, Mary Chan Yip, of PMG Landscape Architects, provided a brief presentation regarding the proposal, noting that:

- The site grade will be raised by 2 ft.
- Westminster Highway semi-private yards have low fencing, planting and three (3) layers of trees.
- The outdoor amenity space located along the south edge will feature play elements, a community garden and fruit trees. The small scale development allows opportunities for street play in the courtyard.
- McLean Park is within walking proximity.
- The site elevation will be raised 2 ft. to address flood plain concerns; with retaining walls to meet grades of adjacent properties. The townhouses are elevated 1.55 m, the street level is elevated 0.7 m and entrances are graded up.
- Perimeter drainage will handle run-off from the site.

Staff supported the Development Permit application and requested variance. Staff advised that: (i) the variance is to increase the ratio of tandem parking on-site; (ii) rezoning of the site occurred prior to Council direction to limit tandem parking on new developments; (iii) the increase in tandem parking allows for a lower lot coverage than the maximum permitted; (iv) a covenant registered on Title for all townhouse units ensures that tandem parking is not converted into habitable space; (v) there will be a Servicing Agreement for frontage improvements along Westminster Highway; and (vi) the proposed development will be designed to meet EnerGuide 82 standards.

In reply to Panel queries, Ms. Yip noted that there will be perimeter fencing on-site and will have a contemporary design to reflect the proposed development’s architectural form and character.

In reply to queries from the Panel, staff advised that one convertible unit is proposed on-site.

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

The Panel recommends that the Permit be issued.

CNCL - 624

DP 14-671600 – AM-PRI DEVELOPMENTS (2012) LTD. – 9580, 9600, 9620, 9626, 9660
AND 9680 ALEXANDRA ROAD

(March 10, 2015)

The Panel considered a Development Permit application to permit the construction of 96 three-storey townhomes on a site zoned “Town Housing (ZT67) – Alexandra Neighbourhood (West Cambie)”. No variances are included in the proposal.

Architect, Taizo Yamamoto, of Yamamoto Architecture Inc. and Landscape Architect, Darren Miller, of Stantec, provided a brief presentation regarding the proposal, noting that:

- There is a greenway that runs along the northwest corner of the site and a 3 m wide wildlife corridor along the eastern edge of the site with native species.
- The developer has hosted a Public Art Studio at Emily Carr University of Art and Design.
- Walking is promoted on-site and paving patterns are designed to enhance crosswalk areas.

Staff supported the Development Permit application.

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

In reply to Panel queries, Mr. Miller and Mr. Yamamoto noted that:

- Benches will be located throughout the site and mailboxes inside the amenity room.
- Shared access will be provided with the adjacent property to the west; however the adjacent property will have separate emergency access. The site plan does not have provisions to create another driveway loop within the neighbouring site and the ends of the drive aisles may be treated with bollards.
- The central amenity area will include a variety of play equipment to suit all age groups. The smaller amenity area will not have play equipment, but will have tables and seating elements.
- 10 convertible units are integrated throughout the proposed development.

In reply to queries from the Panel, staff noted that: (i) there is a greenway along the northwest corner of the site; (ii) the Servicing Agreement will provide for the greenway and frontage improvements along Alexandra Road; (iii) the proposed development will have indoor amenity space; (iv) the proposed development will be designed to achieve EnerGuide 82 standards; and (v) the proposed development is not in the West Cambie Alexandra District Energy Utility area, however will achieve the City’s sustainability requirements.

The Panel recommends that the Permit be issued.

GENERAL COMPLIANCE TO DP 07-363924 – MATTHEW CHENG ARCHITECT INC. –
7411 MOFFATT ROAD (FORMERLY 7411 AND 7431 MOFFATT ROAD)

(June 10, 2015)

The Panel considered an application for changes to the design to be in General Compliance with the approved Development Permit (DP 07-363924).

David Cha and Architect, Matthew Cheng, of Matthew Cheng Architect Inc. and Landscape Architect, Patricia Campbell, of PMG Landscape Architects, provided an overview of the proposed design changes and noted the following:

- The architectural office was not informed of the changes to the exterior from the approved Development Permit and Building Permit plans which were discovered during a site visit.
- Building design changes include: new cladding materials added such as metal panel, rock dashed stucco and hardi board and batten; revised colours, a variety of doors, glazing panels in garage doors, and more contemporary guard rail design with Cedar and glass panels.
- Landscape design changes include: porous paving; which remains in main nodes, however the driveway will use scored concrete with porous paving along the edges; more contemporary fence design to match the balconies, and with concrete pillars instead of cultured stone; and some plant species, however the amount and the quality of the plantings remain the same. Tree retention remains the same.

Developer, Charles Lee, Prosper Enterprises Ltd., noted that the design generally remains the same; however, more natural materials beautify the project to appeal to potential buyers. The design changes were a result of miscommunication and a General Compliance is requested.

Staff supported the General Compliance request and noted that the proposed modifications to the exterior will be an improvement to the original design.

No correspondence was submitted to the Panel regarding the General Compliance application.

In response to Panel queries, Ms. Campbell advised that: (i) the play area will include lawn, seating and play equipment; and (ii) the crowned driveway diverts rain water to porous paving on both sides so the driveway will meet permeability standards and catch basins for overflow.

In response to Panel queries, staff advised that: (i) staff have reviewed the proposed paving; (ii) permeable paving at the edges of the driveway will be retained; (iii) overall the site meets requirements for site permeability; (iv) driveway design typically includes a crown; and (v) there is a legal agreement which would facilitate the expansion of the play area to the adjacent site and that the play area meets the City's requirements.

The Chair expressed concern regarding the applicant modifying designs following Development Permit approval; however, he noted that there is a process to apply for design modifications and that the proposed design changes improve upon the original proposal.

The Panel recommends that the revisions be approved.