



City of Richmond

Report to Council

To: Richmond City Council
From: Dave Semple
Chair, Development Permit Panel

Date: November 7, 2012
File: 01-0100-20-DPER1-
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Re: Development Permit Panel Meetings Held on October 10, 2012 and
September 26, 2012

Staff Recommendation

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

- i) a Development Permit (DP 12-615424) for the property at 7731 and 7771 Alderbridge Way;
and
- ii) a Development Permit (DP 12-613789) for the property at 11300 Steveston Highway;

be endorsed, and the Permits so issued.



Dave Semple
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on October 10, 2012 and September 26, 2012.

DP 12-615424 – Onni Contracting Ltd. – 7731 and 7771 Alderbridge Way
(September 26, 2012 and October 10, 2012)

At both the September 26, 2012 and October 10, 2012 Development Permit Panel meetings, the Panel considered a Development Permit application to permit the construction of a 659-unit residential apartment project with four (4), six-storey wood frame buildings on a site zoned High Density Low Rise Apartments (RAH2). The proposal includes variances for: reduced side yards for the parking structure; reduced visitor parking; and the provision of two (2) on-site loading spaces.

At the Panel meeting on September 26, 2012, the applicant, Mr. Eric Hughes, of Onni Contracting Ltd., the architect, Mr. Taizo Yamamoto, of Yamamoto Architect Inc., and landscape architect, Mr. David Stoyko, of Sharp and Diamond Landscape Architecture Inc., provided a brief presentation, including:

- 40 of the units are affordable housing units, and 528 meet universal guidelines.
- Onni is contributing for Public Art at the corner of Gilbert Road and the New River Road.
- Two (2) greenways are provided with pedestrian paths, intersecting the site into four (4) quadrants. The four (4) buildings are each arranged around a semi-public courtyard. Three (3) buildings are oriented west, and one (1) is oriented north, facing the Fraser River.
- Alderbridge Way's current elevation is lower than the new River Road, resulting in a 2.5 m grade difference between Alderbridge Way and the first floor. There is access to the sidewalk from all ground floor units, with some units sharing steps up to outdoor patios.
- Along the Alderbridge Way frontage, Buildings 1 and 4 have setbacks that are in excess of those required by the Zoning Bylaw, and the sidewalk is well within the generous setback.
- Cedarbridge Way will slope up to achieve a 4.0 m elevation, with level access through the centre of the site, and terraced planters located between the unit patios and the street level.
- The on-site greenway slopes up to 4.0 m and is level with all at-grade units and lobbies.
- One (1) parkade is under Buildings 1 and 2, and a second parkade under Buildings 3 and 4.
- A large shared indoor amenity space is provided in Building 1 with an indoor swimming pool and a large common courtyard patio. Small meeting rooms are provided in Buildings 3 and 4.
- The distinctive modern wood-frame project includes a heavier base clad in panels. Panel material was chosen to allow hidden fasteners to create a more solid appearance.
- Sustainability features include LEED silver equivalency, permeable pavers in the pedestrian pathway areas, low flow fixtures, and readiness to connect with a future district energy utility.
- Water features and a variety of gardens in the building's courtyards will create attractive transitions from the semi-private courtyards to the public streets.

- The stepped patio and landscaped terraces help reduce the appearance of grade differences.
- The street walls on Alderbridge Way and new River Road create attractive greenway edges.
- Each of the four (4) central courtyards provides a high level of amenity space available to all residents, with generous private terraces, creating a mix of spaces. Individual buildings feature slightly different amenities, including flex space, a children's play space, and gardening plots.
- The landscape materials include ones that relate to the river environment, connect with the river, and provide seasonal colour.

Staff supported the Development Permit application and requested variances. Staff advised:

- The substantial indoor amenity space in Building 1 would be part of the first phase.
- Two (2) small amenity spaces were provided in Buildings 3 and 4.
- The project was designed to meet the OCP noise mitigation standards regarding aircraft noise.

Mr. Gordon Walker, of CTC Group, addressed the Panel, advising that they own the property to the west; he supported the project but had concern about the variance along the west property line. Mr. Walker stated that they are in the process of examining their site for development, and was concerned about the potential impact of the "Riva" parkade rising to 8.2 ft. Mr. Walker suggested that the applicant meet with the principals of CTC Group to: (i) explain what the proposal will look like; and (ii) how the proposed development would impact CTC Group's property.

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

In response to Panel queries, Mr. Yamamoto and Mr. Hughes provided the following information:

- The design relates to Alderbridge Way with lowered patios and stepped walls.
- Lowering the two (2) parkades would compromise the privacy of the streetscape patios along the new River Road and the parkades would have to be "tanked".
- The Public Art component for the prominent corner at Gilbert Road and the new River Road would be undertaken with the City at a later date.
- An interim block wall treatment is at the interior side yard for limited portions of the parking structure.
- The 25% reduction in visitor parking from 0.20 to 0.15 spaces per dwelling unit was intended during the rezoning process.
- There are 192 proposed tandem parking spaces on the site.
- The private courtyards and waterfall features soften the interface to the roadways. The buildings' individual courtyards are also oriented to maximize sunlight.
- To achieve an ultimate 10 m wide north-south link, a 5 m wide right-of-way was provided, with the other 5 m required with future development to the west.

In response to a Panel query, staff advised that only a portion of the Gilbert Road greenway is adjacent to the proposed project. Staff's desire is to look at the entire length of the Gilbert Road greenway; and there is no timeline for the construction of the greenway improvements.

The Chair directed the applicant to meet with Mr. Walker and the principals of CTC Group for discussions, and to apply the City's Area Plan Guidelines to that discussion.

The Chair complimented many of the features in the proposed design scheme, but raised some concerns. He remarked that the parkade, despite being partially below-grade, dominated the streetscape, and due to this, the project was inconsistent with the City's desired "eyes on the street" casual surveillance of public streets.

The Panel referred the application back to staff and to the October 10, 2012 Panel meeting regarding:

- The treatment, in relation to the parkade and other elements, for the Alderbridge Way frontage, and determine whether something more could be done.
- The northwest corner of the subject site.
- The plan and timeline for the City's Parks and Transportation plans within the adjacent Gilbert Road allowance.
- The effect of the disproportionate 25% reduction in visitor parking on the development.
- The interface with the property to the west of the subject site.

At the Panel meeting on October 10, 2012, Mr. Hughes and Mr. Yamamoto provided the following information:

- The height of all patio terraces along Alderbridge Way was lowered to not exceed 1.5 m above the adjacent public sidewalk by lowering the bicycle storage.
- The height of the landscape wall adjacent to the Alderbridge Way sidewalk has been reduced down to 0.45 m.
- The lower landscape wall has been stepped down in an increased number of places, adjacent to Cedarbridge Way that is in keeping with the change in the elevation of the street.
- Landscaping is sloped between the retaining walls adjacent to the sidewalk to reduce the apparent height of the higher wall.
- The stair location for several units has been improved along the Alderbridge Way sidewalk.
- Design changes have been made to the river Road edge conditions for Buildings 2 and 3.
- A 2.0 m interim planting strip is provided within the adjacent Gilbert Road allowance area, with a combination of shrubs and groundcover to screen the exposed portion of the parkade wall.
- A plaza, pedestrian and cycling paths, lighting, significant tree planting are envisioned to be included within the greenway on the east side of the unused Gilbert Road allowance.
- Transportation staff reviewed and accepted the 0.15 per unit visitor parking rate.
- To improve the interface between the subject site and the property to the west of the subject site owned by CTC Group (Richmond Holdings), the applicant has replaced the interim lock-block walls at the northern and southern ends of the greenway path with a poured-in-place concrete wall with reveals that will read as part of the adjacent concrete parkade wall.

- Staff and the applicant spoke with Richmond Holdings and they have hired an architect to review the development potential for their property.
- Richmond Holdings confirmed they understand the future plans for their property edge, and the subject site, and support the subject application.

Staff advised that they were satisfied with the interim Gilbert Plaza design and the future plaza will meet with what Onni is currently proposing. Staff was pleased with the efforts made to create a better interface. The proposed reduction of visitor parking was reviewed by the City's Transportation Division and that staff felt that the reduction is appropriate for this project.

In response to Panel queries, Mr. Yamamoto and Mr. Hughes provided following information:

- The headroom in the bicycle storage areas meets the requirement.
- Richmond Holdings' was given an opportunity to review the applicant's design scheme.

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

The Panel recommends the Permit be issued.

DP 12-613789 – TD CANADA TRUST – 11300 STEVESTON HIGHWAY

(October 10, 2012)

The Panel considered a Development Permit application to permit exterior renovations and an addition to the existing TD Canada Trust bank on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area". No variances are included in the proposal.

The architect, Mr. John McCormack, and his associate, Mr. Gord McQueen, provided a brief presentation on the proposal, including:

- The proposal is to construct a drive-through ATM with a canopy, a new drive-through aisle and additional landscaping.
- The existing bank branch is on Steveston Highway at the northwest corner of the Coppersmith Corner Shopping Centre in the previous Kelsey's Restaurant. The alterations are located in the previous outdoor restaurant patio area; there are no plans to increase the interior space.
- The proposed alterations are consistent with the architectural form and character of the existing building, including the sloping roof elements.
- The existing trees will be retained on the site and proposed new landscaping blends in with the existing landscape scheme to the east and north of the bank building.
- The proposed alteration means the loss of four (4) parking stalls, but on site there are 38 parking stalls and this number exceeds the bylaw requirement.
- There are two (2) bike racks in front of the bank.

Staff supported the Development Permit application, was satisfied that the proposal blends with the original character of the structure, and noted that pedestrian circulation was improved.

In response to Panel queries, Mr. McCormack provided the following additional information:

- The shopping mall management maintains all landscaping on the shopping centre site.
- A portion of the existing south wall of the bank building will feature stone cladding.
- The “Ford truck” Public Art piece is not associated with the subject building.
- The City’s Idling Bylaw and possibility of erecting signage in the proposed drive aisle to remind clients would be brought to the attention of banking officials.

No correspondence was received regarding the Development Permit application.

The Panel recommends the Permit be issued.