



City of Richmond

Report to Council

To: Richmond City Council

Date: July 17, 2013

From: Dave Semple
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2013-Vol 01

Re: Development Permit Panel Meetings Held on May 29, 2013 and
March 27, 2013

Staff Recommendation

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

- i. a Development Permit (DP 12-622179) for the property at 7000 No. 3 Road and 8040 Granville Avenue;
- ii. a Development Permit (DP 12-626615) for the property at 7680 and 7720 Alderbridge Way; and
- iii. a Development Permit (DP 11-587954) for the property at 6611 Pearson Way;

be endorsed, and the Permits so issued.

Dave Semple
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered the following items at its meetings held on May 29, 2013 and March 27, 2013.

DP 12-622179 – WESGROUP PROPERTIES – 7000 NO. 3 ROAD AND
8040 GRANVILLE AVENUE
(May 29, 2013)

The Panel considered a Development Permit application to permit the construction of a one-storey commercial building on a site zoned “Auto-Oriented Commercial (CA)”. There are no variances included in the proposal.

Architect, Craig Taylor, of Taylor Kurtz Architecture & Design Inc., and applicant, Adam Donnelly, of Wesgroup Properties, provided a brief presentation.

In response to Panel queries, it was noted that the applicant does not propose to roof the mechanical enclosure and 7 cm caliper trees are proposed along the streetscapes.

In response to a query, Wayne Craig, Director of Development, advised that the proposed drive aisle meets the minimum requirements of the Zoning Bylaw and that any reduction to the aisle would require a variance.

Staff supported the Development Permit application and advised:

- The site is being under developed in terms of development potential in the City Centre Area Plan, but is consistent with the existing zoning on the site.
- The project is designed to meet the City’s Urban Design objectives and will be continuing the off-site improvements along both No. 3 Road and Granville Avenue frontages.
- Required statutory rights-of-way are provided for future short-term and long-term transportation improvements.

In response to Panel queries, staff noted that the previous owner is legally bound under the Contaminated Sites Act to resolve any off-site contaminated soils. The Ministry of Environment has issued a Certificate of Compliance for the on-site soils. The project will be installing pre-ducting for future undergrounding of the overhead hydro lines as BC Hydro has indicated a preference to deal with the entire block on a comprehensive basis in the future.

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

The Panel supported the project, with the recommendation that the applicant be sensitive to the noise level from the roof-top mechanical units for neighbouring residential development.

The Panel recommends that the Permit be issued.

DP 12-626615 – ROBERT CICCOZZI ARCHITECTURE INC.
– 7680 AND 7720 ALDERBRIDGE WAY
(May 29, 2013)

The Panel considered a Development Permit application to permit the construction of a mixed-use development that includes 237 residential units and 457 m² (4915 sq. ft.) of commercial space. The proposal includes a variance to reduce the commercial parking aisle width.

Architect, Robert Ciccozzi, of Robert Ciccozzi Architecture Inc., and landscape architect, Mark Van der Zalm, of Van der Zalm & Associates Inc., gave a brief presentation.

In reply to Panel queries, the following information was provided:

- The gated entrances to the parkade are slightly recessed and expected to be open during the day, minimizing impact to vehicular traffic flow on Alderbridge Way and Cedarbridge Way.
- Exterior lighting to emphasize the curvature of the buildings is not proposed.
- The pool and outdoor amenity space is a marketing feature and the long term maintenance of the outdoor amenity space will be the responsibility of the strata.
- Loose elements provide adventure play for children with nearby seating for parents.
- There are gardening plots, tool storage shed, and a small orchard provided as part of the outdoor amenity space.

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

- The Lansdowne linear parkway will be designed through a Servicing Agreement.
- The proposed development is District Energy Utility ready.
- The 14 Affordable Housing Units are designed with the Basic Universal Housing features
- All units incorporate Aging-In-Place features.
- A comprehensive Transportation Demand Management package that includes; 20% of the parking stalls as electrical vehicle ready; electrical outlets are provided in all bicycle rooms for electric bicycles; and an interim pathway on Alderbridge Way will be from Lansdowne Road to Cedarbridge Way.
- There are extensive green roofs on portions of the buildings.
- The buildings have been designed to achieve the City's Aircraft Noise Management Policy objectives related to interior noise quality.

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

The Panel recommends that the Permit be issued.

DP 11-587954 – OVAL 8 HOLDINGS LTD. – 6611 PEARSON WAY (PARCEL 9)
(March 27, 2013)

The Panel considered a Development Permit application to permit the construction of a residential development consisting of a 12-storey and a 14-storey building containing 173 dwelling units a site zoned “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”. No variances are included in the proposal.

Architect, Martin Bruckner, of IBI Group, and Landscape Architect, Lin Lin, of Phillips Farevaag Smallerberg, provided a brief presentation, including:

- The two (2) large buildings and high quality of the architecture, materials and finishes of the buildings complement the Olympic Oval and are purposely different from Lot 12.
- The buildings step down to the north, a new building form in Richmond, to capitalize views of the site.
- The different heights of the buildings provide a more varied skyline.
- Substantial overhangs in the buildings offer solar protection to the west and south sides.
- This site will implement Phase 1 of the waterfront park/dike.
- The main landscaping features are dike path, Hollybridge Way upper and lower plazas and pier landmark feature; hard surface arrival courtyard accessed from Pearson Way; north-south pedestrian “mews” with waterfront access from Pearson Way; courtyard waterscape and landscape islands extending toward the waterfront; and the 7 m wide Hollybridge Way greenway with large street trees, planting, and seating areas.
- The elevation of the dike will be raised from 3.7 m to 4.7 m, and 3.75 m near Hollybridge Way due to the need for the existing pump station to retain its present elevation.
- The developer will contribute \$ 1,000,000 to the design and construction of the pier; the shape of the pier reflects river currents and a floating walkway goes down to the river.

In response to Panel queries, the following information was provided:

- The hydro kiosks are contained within the building.
- The frontage of the servicing area in the east building is treated; the tower base is stone clad.
- Persons in wheelchairs can access the dike from the north end of Hollybridge Way through a 4 m wide walkway with a 5% slope.
- Shadowing is more severe in the early morning hours as shown in the shadow diagram; and shadowing is minimal for an equivalent amount of time during the latter part of the day.
- The new River Road is expected to be finished by September of this year, and before the existing River Road on the site can be closed.
- The playground will be provided in the next phase, on adjacent Parcel 10.

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

- The buildings are designed to incorporate acoustical and ventilation requirements in compliance with the City's Aircraft and Noise Policy.
- The buildings are District Energy Utility (DEU) ready.
- There are various Servicing Agreements associated with the subject development which will provide a number of off-site improvements.
- Green roofs are being proposed over the indoor amenity and central lobby.
- The proposed Public Art is in keeping with the master plan developed for the site.
- The buildings are designed to be LEED Silver equivalent.

In response to Panel queries, staff advised:

- The construction of the pier will be subject to a future Capital Works Program. Planning and Parks staff are currently investigating whether there are ways to phase the development of the pier so that the construction will start sooner using the \$1 million contribution from the developer. The actual delivery date of the pier is still to be determined.
- The construction of the turnaround at end of Hollybridge Way is a condition of the Servicing Agreement associated with the subject development.

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

Thereafter, the Chair advised staff that in view of the magnitude of their presence on the site, the pier and floating dock should be constructed simultaneously with the subject development.

The Chair also expressed appreciation for the design and unique architecture of the buildings which are complementary to each other.

The Panel noted that the detailing work and amenities are exceptional and the project is strategically located to become a benchmark welcoming feature in the City.

The Panel recommends that the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council

Date: July 17, 2013

From: Joe Erceg, MCIP
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2013-Vol 01

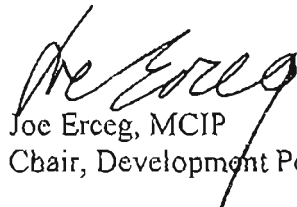
Re: Development Permit Panel Meetings held on July 10, 2013, May 15, 2013,
August 22, 2012

Staff Recommendation

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

- i. a Development Variance Permit (DV 13-637143) for the property at 10197 River Drive;
- ii. a Development Permit (DP 11-575759) for the property at 6160 London Road (formerly 6160 London Road and 13100, 13120, 13140, 13160 and 13200 No. 2 Road); and
- iii. a Development Permit (DP 11-587896) for the property at 6622 Pearson Way;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

DN:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on July 10, 2013, May 15, 2013 and August 22, 2012.

DV 13-637143- ORIS CONSULTING LTD. – 10197 RIVER DRIVE (July 10, 2013)

The Panel considered a Development Variance Permit to vary the minimum east, west and rear yard setbacks to permit a subdivision to create a lot for the energy centre at 10197 River Drive.

Dana Westermarck, of Oris Consulting Ltd., gave a brief overview of the proposal to vary the minimum side and rear yard setbacks:

- BC Hydro requires that the building containing the energy centre be located on its own fee-simple lot.
- The energy centre will be semi-recessed, covered with a landscape treatment and will have a large glassed wall allowing direct views into the facility.
- Code equivalency was addressed during the Building Permit process.

In response to a Panel query, Mr. Westermarck advised that the location and design of the energy centre was determined as part of the original Development Permit and had not changed. The proposed new lot and subsequent variances are necessary to meet BC Hydro requirements.

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

The Panel recommends that the Permit be issued.

DP 11-575759 – ORIS DEVELOPMENT (KAWAKI) CORP. – 6160 LONDON ROAD (FORMERLY 6160 LONDON ROAD AND 13100, 13120, 13140, 13160 and 13200 NO. 2 ROAD) (May 15, 2013)

The Panel considered a Development Permit application to permit the construction of a mixed-use development containing 76 residential units and 1,311.0 m² (14,112 ft²) commercial area on a site zoned “Commercial/Mixed Use (ZMU20) – London Landing (Steveston)”. Variances are included in the proposal for reduced side yard setbacks.

Applicant, Dana Westermarck, of Oris Development (Kawaki) Corp.; Architect, Rob Whetter, of Cotter Architects; and Landscape Architect, Joseph Fry, of Hapa Collaborative, advised that:

- The west side yard variance for roof columns is needed due to corner cut road dedication.
- A Montessori School, music studio, and commercial units are proposed in building ‘B’, while a restaurant space and smaller commercial units wrap around building ‘A’.
- Off-site Servicing Agreements associated with the development cover the following works: Waterfront Park, Dike, and frontage upgrades on London Road and Dyke Road.

- The overhead hydro lines along No. 2 Road and London Road will be removed.
- The design reflects local historical cannery buildings and the buildings are separated by a pedestrian mews which will have a public access Public Right-of-Passage (PROP) Right-of-Way (ROW).
- The open space design integrates the development with the waterfront public spaces.

In response to Panel queries, it was noted that:

- Parking is provided on-site and there are nine (9) off-site public parking spaces along No. 2 Road.
- The development will meet LEED Silver equivalency through standard features, such as energy efficient lighting, Low E glazing systems, and eco-friendly paints and sealants.
- The development includes a geothermal heating and cooling system.
- The development will be built out in one (1) phase.

Staff supported the Development Permit application and requested variances. Staff advised that the proposed development includes 45 Basic Universal Housing units.

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

The Panel commended the exemplary efforts of the consultants and staff in recreating a village at London's Landing and were in support of the project.

The Panel recommends that the Permit be issued.

DP 11-587896 – OVAL 8 HOLDINGS LTD. - 6622 PEARSON WAY (PARCEL 12)
(August 22, 2012)

The Panel considered a Development Permit application to permit the construction of a mixed-use development consisting of two (2) high-rise towers, 268 dwellings, and 2,531.5 m² (27,249 ft²) of commercial space on a site zoned "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)". Variances are included in the proposal for canopies along Hollybridge Way, Pearson Way and River Road.

Architect, Martin Bruckner, of IBI/HB Architects, provided a brief presentation, including:

- The site is bounded by streets on four (4) sides; there are no lanes; the west tower is opposite the Olympic Oval; and the large floor plate of the proposed project makes it more compatible with the size of the adjacent Olympic Oval.
- The entire ground floor area along the new River Road is for small commercial retail units.
- There is a four-storey street wall with two (2) levels of two-storey townhouse units along three (3) sides of the subject site.
- The parking podium is invisible; there is a parking entrance off Hollybridge Road for commercial parking, with a second parking entrance off Pearson Way for residential parking.

- The main, formal access to the two (2) towers is the driveway into the interior courtyard, with each tower also having a secondary access.
- Materials include glass, spandrel glass, window walls, and a frameless curtain wall.
- The 15-storey tower, at the corner of Hollybridge Way and the new River Road, is a signature corner landmark.

In response to Chair queries, Mr. Bruckner advised:

- The two-storey upper level townhouse units have indoor amenity spaces that extend onto semi-private outdoor patios/decks that create a transition area.
- Indoor amenity space for residents on Level 2 and 3 includes meeting rooms, and an indoor pool; outdoor amenity courtyards and green roof areas are provided at a variety of levels.
- Units in the east tower have a view and units on the west side have a partial view.
- There are four (4) accessible units and one (1) of the bathrooms in each unit in the proposed project is provided with blocking in the walls, to allow for future installation of grab bars.

In response to Panel queries, information was provided that:

- The curb line on the east side of Hollybridge Way tapers in the northbound lane to accommodate larger vehicles going southbound to negotiate left turns on Hollybridge Way.
- Commercial units face Hollybridge Way, with no access doors to Pearson Way.
- The request to increase the maximum allowable canopy projection onto the required road setback along the commercial frontage is for weather protection; natural lighting will be provided through the flat canopies of glass framed with metal.
- Parking is designed for people to walk between the subject site and the Olympic Oval, with all commercial parking on the same level. In addition, pedestrians exiting the parkade walk up only a few steps to access the dike.
- There are 66 off-street parking spaces shared by visitors and commercial units.
- A Public Rights-of-Passage (PROP) Right-of-Way (ROW) will provide public access to the plaza area on the south side of the project, which is privately managed space.

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

- The development will be designed to connect to a future District Energy Unit.
- The buildings have been designed acoustically and mechanically for interior comfort regarding noise levels and thermal environmental conditions.

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

There was general agreement that the attractive project connects well to the Oval Village neighbourhood.

The Panel recommends that the Permit be issued.