



City of Richmond

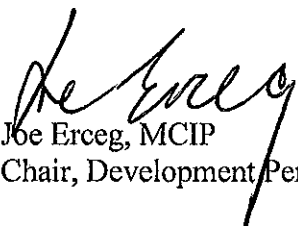
Report to Council

To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: July 20, 2011
File: 0100-20-DPER1
Re: Development Permit Panel Meeting Held on May 11, 2011

Panel Recommendation

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

- i) a Development Permit (DP 07-381317) for the property at 8391, 8411 and 8471 Williams Road;
 - ii) a Development Permit (DP 10-544504) for the property at 12011 Steveston Highway and 10800 No. 5 Road; and
 - iii) a Development Permit (DP 11-564210) for the property at 5900 Minoru Boulevard;
- be endorsed, and the Permits so issued.


Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meeting held on May 11, 2011.

DP 07-381317 – MATTHEW CHENG ARCHITECTS INC. – 8391, 8411, AND
8471 WILLIAMS ROAD
(May 11, 2011)

The Panel considered an application to permit the construction of 15 townhouse units on a site zoned "Medium Density Townhouses (RTM1)". A variance is included for tandem parking.

The applicant and architect, Matthew Cheng, Matthew Cheng Architects Inc., and landscape architect, Fred Liu, Fred Liu & Associates Inc., gave a brief presentation, including:

- The design had been improved in response to concerns raised by the Advisory Design Panel (ADP) and at the Public Hearing.
- The garbage and recycling area was relocated adjacent to the temporary entry driveway.
- The side yard setback was increased to provide a better interface with the home to the west.
- The outdoor amenity space included landscaping, bollard separation from the drive aisle, a children's play area, benches with a trellis unit, bike racks and covered mailboxes.
- The project was designed to integrate with future development at 8371 Williams Road as the amenity space, along with the garbage/recycling facilities will eventually be shared.
- Vehicle access was provided through a temporary driveway to Williams Road and an internal east-west drive aisle. A future permanent access to Piggot Road would be provided through an access easement on the future development site to the west.
- The proposed drive aisle arrangement does not allow for on-site truck turning. However, trucks will be able to turn on-site, once adjacent properties to the east redevelop.

In reply to comments made by the Panel, Mr. Cheng and Mr. Liu advised the following:

- The two (2) pieces of play equipment in the amenity space suit children up to three years.
- The amenity space cannot accommodate more pieces of play equipment, or larger pieces of play equipment.
- The design revisions were triggered by comments made by Council.

Staff supports the application, and the requested variance. The applicant has responded well to Council's concerns and has dealt favourably with other aspects such as the garbage/recycling area and the outdoor amenity space. These areas will be shared with residents of the future development to the west as an access easement was secured a rezoning.

The Panel expressed concerns that the equipment would only be suitable for younger children. The Chair requested that the applicant consider more comprehensive play equipment.

Subsequent to the Panel meeting, the applicant revised the proposal to replace one (1) of the two (2) proposed children's play equipment animal riders with a climbing structure.

The Panel recommends that the Permit be issued.

DP 10-544504 – TOWNLINE GARDENS INC. (DBA THE GARDENS JOINT VENTURE)
– 12011 STEVESTON HIGHWAY AND 10800 NO. 5 ROAD
(May 11, 2011)

The Panel considered an application to permit the development of ‘The Gardens’ – Phase 1 consisting of two (2) mixed-use buildings with ground level commercial space and 182 apartment dwelling units above (5,863 m² commercial and 14,472 m² residential) on a site zoned “Commercial Mixed-Use (ZMU18) – The Gardens (Shellmont)”.

Architect, Ray Letkeman, Raymond Letkeman Architects Inc., and landscape architect, Kim Perry, Perry + Associates, provided brief descriptions of the project, including:

- Phase I – ‘The Gardens’ consists of two (2) mixed-use buildings, over a common parking structure.
- The subject site is located at a gateway entrance to Richmond from Highway 99, therefore a strong pedestrian character is expressed along Steveston Highway and No. 5 Road frontages.
- An angular soffit caps the building (Building A) at the corner of Steveston Highway and No. 5 Road and provides a dramatic building form in order to strongly anchor the corner.
- The Steveston Highway frontage is a high-traffic area and thus its enhanced with a corner plaza, pedestrian-friendly shop frontages with clear glazing, and Public Art.
- The varied building mass, building setbacks, the outdoor amenity landscaped deck over the retail components at ground level create gaps in the residential streetwall above the podium.
- Each building has a rooftop terrace with shared and semi-private areas.
- As a rezoning condition, approximately 12.2 acres of land would be transferred to the City that would include a play area, where the Coervorden Castle will be situated.

In reply to queries from the Panel, Mr. Letkeman and Mr. Perry advised the following:

- Buildings A and B will be completed as part of Phase I;
- Phase II site will be preloaded for development; and
- There was continuous contact with the Shellmont community and key stakeholders.

Staff supported the application and highlighted that no zoning variances were requested. Staff noted that the applicant worked well with staff to address any concerns raised at the Public Hearing, and that the applicant held extensive public workshops for this project.

No public correspondence was received regarding the application.

There was general agreement that the applicant had responded well to a challenging site and created an excellent project.

The Panel recommends that the Permit be issued.

DP 11-564210 – PHILEO DEVELOPMENT CORP. – 5900 MINORU BOULEVARD
(May 11, 2011)

The Panel considered an application to permit the construction of a mixed-use high rise development including two (2) 16-storey and one (1) 14-storey buildings, approximately 418 dwelling units, approximately 3,239 m² (34,873 ft²) of Community Centre space and approximately 1,944 m² (20,930 ft²) of space for a Post Secondary Institution on a site zoned “Downtown Commercial and Community Centre/University (ZMU15) – Lansdowne Village (City Centre)”. Variances are included in the proposal for: reduced Firbridge Way setback; reduced number of short-term bicycle parking spaces; increased lot coverage; and reduced resident and visitor parking.

Architect, Wing Leung, Architect, W. T. Leung Architects Inc., and landscape architect, Jane Durante, Durante Kreuk Ltd., provided brief descriptions of the Quintet Phase II project, including:

- Design refinements were made to the project completed in an effort to address comments made at the Public Hearing and Advisory Design Panel. Changes include: shifting the tower C location westward; reducing the east-west width of the tower C floor plate to minimize the extent the tower directly fronts the Capri building to its south; eliminating the two-storey townhouses between Towers D and E; and the development of green roofs;
- The project responded to the needs of the community centre and post-secondary institution;
- A formal children’s play area will include children’s play equipment on a safety surface;
- The outdoor space is maximized by linking the proposed Phase I and Phase II amenity spaces; and
- The community centre/post secondary institution building roof will be landscaped with ornamental grasses and seasonal flower, and will be available to be viewed from above.

Staff remarked that there were concerns related to the relationship of Building C with the existing 15-storey residential tower, the Capri. Staff met with residents of the Capri building following the Public Hearing to address their concerns. The applicant responded to the Capri residents’ concerns by presenting revised plans that included adjustments to tower locations and massing. Also, he commented that the applicant responded well to the unique design of the combination community centre/post-secondary institution.

Regarding the requested variances, staff noted the following information:

- Staff support reducing the minimum required setback on Firbridge Way as the treatment of the building façade and the materials used, ensures that the space remains animated and visually transparent; also, the variance will not compromise the pedestrian experience; and
- Staff support increasing the lot coverage as the proposed project would (i) dedicate approximately 1.7 m along the Firbridge Way frontage to widen the street public right-of-way to 16 m, and (ii) dedicate approximately 16 m for a new east-west road on the north side.

- Staff support reducing the number of short-term bicycle parking spaces as the applicant has approximately doubled the number of long term stalls and has demonstrated that a supportable number of short-term bicycle parking spaces can be accommodated in locations along the perimeter of the site. Also, it was mentioned that the proposed project is located within a Village Centre area within immediate proximity of the Brighthouse Canada Line station and the City Centre system of designated bike lanes. Therefore, the site is ideal for residents to maximize use of alternative forms of transportation.
- A subsidy of \$31,000 was secured for the purchase of two (2) co-op cars.

In response to comments made by the Panel, Mr. Leung advised that although the project will not be LEED certified, it will include a number of sustainable features associated with Silver LEED standards.

Public correspondence was received regarding the application from Kan and Alice Lee, as well as Jennifer and Martin Cuthbertson.

Staff addressed the concerns raised, providing the following information:

- The proposed project would incorporate 463 residential parking stalls, 76 of which would be tandem stalls, and 51 of which would be visitor stalls;
- Staff support reducing the minimum required setback on Firbridge Way as the treatment of the building façade and the materials used, ensures that the space remains animated and visually transparent;
- Staff support increasing the lot coverage as the proposed project would dedicate approximately 1.7 m along the Firbridge Way frontage to widen the street public right-of-way to 16 m, as well as dedicate approximately 16 m for a new east-west road on the north side;
- The proposed developments would provide barrier-free access from the street to the lobby of the residential towers, as well as barrier-free access to the various indoor and outdoor amenity spaces. The site layout and landscaping improves pedestrian connections;
- Regarding parking concerns, the proposed project is located within a Village Centre area that is in proximity of the Brighthouse Canada Line station and the City Centre system of designated bike lanes. The site is ideal for users of alternative forms of transportation; and
- The concerns related to accessibility for people in wheelchairs on the public streets would be forwarded to the Director of Transportation.

The Panel recommends that the Permit be issued.