



To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: July 20, 2020
File: DP 16-754735
DP 18-820689
DP 15-716274
Re: **Development Permit Panel Meetings Held on October 25, 2017 and
July 15, 2020**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) a Development Permit (DP 16-754735) for the property at 8620 Railway Avenue; and
 - b) a Development Permit (DP 18-820689) for the property at 1600 Savage Road;be endorsed, and the Permit so issued; and
2. That the recommendation of the Panel to authorize the approval of changes to the design of the Development Permit (DP 15-716274) issued for the property at 23100 Garripie Avenue be endorsed, and the changes be deemed to be in General Compliance with the Permit.

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Chair, Development Permit Panel
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WC/SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on October 25, 2017 and July 15, 2020.

DP 16-754735 – 1037533 BC LTD. – 8620 RAILWAY AVENUE
(October 25, 2017)

The Panel considered a Development Permit (DP) application to permit the development of 17 townhouses on a site zoned “Town Housing (ZT80) - Railway Avenue”. No variances are included in the proposal.

Architect, Eric Law, of Eric Law Architect, Inc.; and Denitsa Dimitrova, of PMG Landscape Architects, provided a brief presentation, noting:

- Two-storey triplex buildings and three-storey buildings which step down to two storeys at the end units are proposed to address the surrounding single-family neighbourhood.
- Three affordable housing units and one convertible unit are proposed.
- The architectural character of the building cluster containing the three affordable units is consistent with the market units.
- Durable and maintenance-free materials such as Hardie panel and siding/trim are proposed.
- The proposed colour scheme, primarily light with darker accents, will blend well with adjacent single-family homes.
- Vehicle access to the site is proposed from the existing east-west City lane off Railway Avenue, which will be widened and upgraded.
- The north-south internal drive aisle has the potential to provide shared access to future developments to the north through a statutory right-of-way (SRW) to be registered on title.
- The project aims to achieve an EnerGuide rating of 82 through proposed sustainability features.
- Proposed private outdoor spaces for each unit include either a landscaped front yard and balcony or a backyard with small patio.
- Low stone post with aluminum rail fencing and entry gates for front yards are proposed for street-fronting units.
- An east-west pedestrian walkway is proposed between the two buildings along Railway Avenue.
- A six-foot wood fence at the east property line and a four-foot metal fence along the north property line are proposed to provide separation from adjacent properties and the walkway to the north.
- The proposed outdoor amenity area incorporates natural play elements, bench seating, bicycle racks, and two patterns of permeable pavers are proposed on the internal drive aisle to differentiate the proposed uses.

In response to Panel queries, Ms. Dimitrova and Mr. Law advised that: (i) low shrub planting will be introduced between the bicycle racks and bench seating in the outdoor amenity area; (ii) an accessible visitor parking stall will be provided in front of the convertible unit; (iii) the convertible unit will be provided with two side-by-side indoor parking spaces; (iv) parking stalls for the larger townhouse units will be constructed to accommodate future installation of electrical vehicle charging equipment; and (v) windows overlooking the pedestrian walkway are proposed for units on both sides of the pedestrian walkway.

Staff noted that: (i) two off-site mature trees will be retained including one along Railway Avenue; and (ii) there will be Servicing Agreements associated with the proposed development for frontage improvements along Railway Avenue, widening of the City lane to the south, and improvements on the existing walkway along the north edge of the site.

In response to a Panel query, staff acknowledged that a 2 m dedication is required along the entire south property line of the subject site for the widening of the City lane to increase its width to 6 m.

Correspondence was submitted to the Panel regarding the Development Permit application.

Staff noted that correspondence from Kyle Shurry, of 9000-1200 West 73rd Avenue in Vancouver (on behalf of Richmond Hospital Foundation) expressed support for the project, especially for the statutory right-of-way (SRW) for public right-of-passage (PROP) to be registered across the proposed internal drive aisle for potential shared vehicle access to future developments to the north of the subject site.

The Panel expressed support for the proposed development, noting that the project is well designed, and the proposed three affordable housing units exceed the standard provision.

Subsequent to the Panel meeting, the City's Building Bylaw was revised to require development such as this to achieve BC Energy Step Code step 3 unless specific grandfathering provisions are met. As this project did not satisfy these grandfathering provisions, the Building Permit will need to demonstrate compliance with BC Energy Step Code step 3.

The Panel recommends the Permit be issued.

DP 18-820689 – INTEGRATED CONSTRUCTION – 1600 SAVAGE ROAD
(July 15, 2020)

The Panel considered a Development Permit (DP) application to permit the development of a warehouse building on a site zoned "Light Industrial (IL)" and partially designated as Environmentally Sensitive Area (ESA). No variances are included in the proposal.

Wade Lundquist, of Integrated Construction; Chris Lee, of Aqua Terra Environmental Ltd.; and Architect, Larry Podhoral, of Larry Podhoral, Architecture Inc., provided a brief presentation, noting:

- The historical background on the project, including events which resulted in the City's issuance of a stop work order to prohibit further construction on the site.

- The project has been designed to serve the operational needs of the business of the property owner.
- A small polygon-shaped Environmentally Sensitive Area (ESA) centrally located on the subject site has non-native plant species and has a low habitat value. The central ESA is surrounded by paved areas and separated from the larger contiguous northern ESA.
- The northern ESA has more opportunities for enhancement to increase its habitat value due to its larger size, contiguousness with adjacent off-site ESAs, and proximity to the Fraser River.
- The alternative site plan that would allow for the retention of the central ESA would:
 - (i) require pulling the building to the south, significantly reducing lot coverage and building floor area;
 - (ii) negatively affect the turning radius for vehicles;
 - (iii) result in building design and orientation that would not be consistent with good planning and architectural practice, and
 - (iv) not serve the functional needs of the business of the property owner.

In reply to Panel queries, Chris Lee, Larry Podhoral and property owner, Adrian Botez, advised that: (i) the proposed ESA enhancement scheme for the northern ESA will result in a net gain in habitat area with a gain-loss ratio of 2:1; (ii) no changes have been made to the ESA enhancement plan previously presented to the Panel; (iii) the alternative site plan would reduce the amount of vehicle parking area, result in conflicts with the shared access between the subject site and the adjacent property to the south, and increase the visibility of vehicle loading to the street; (iv) two separate business companies owned by the property owner will be located in the proposed building; (v) the two companies have different operational requirements and would require two separate loading bays for efficiency and safety reasons; (vi) the alternative site plan would result in an irregular shape for the building and reduce usable floor space; (vii) stacking the spaces for window manufacturing and storage operations on two levels within the same building would not be feasible due to their floor space needs, height requirements and operational constraints; (viii) the net gain in habitat area as a result of the proposed ESA compensation scheme exceeds the minimum requirement; and (ix) the additional ESA on the northern ESA would more than compensate for the loss of the central ESA.

Staff noted that: (i) the applicant's proposed site plan, which provides cross access immediately to the south of the subject site, is the most efficient use of the site and provides the most environmental benefit; (ii) in response to a Council referral item, the Qualified Environmental Professional (QEP) for the project has confirmed that the removal of the English Ivy from affected areas, including the Ivy climbing the trees, will be part of the ESA compensation; (iii) all invasive species removal and ESA restoration work will be supervised by the project QEP on-site; and (iv) the project QEP has reviewed the planting palette for enhancement of the northern ESA and recommended that Lodgepole Pines not be included due to concerns regarding their survivability and limited growth potential on the northern ESA.

In reply to a Panel query, staff confirmed that: (i) the proposed expansion of the northern ESA by 305 square meters exceeds a 1:1 compensation ratio for the removal of the 198 square meter central ESA; and (ii) there will be a three-year monitoring period for ESA enhancements to be conducted annually by the QEP.

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

The Panel expressed support for the project, noting that: (i) applicant has reviewed the site plan previously presented to the Panel and considered an alternative site plan; and (ii) the proposed site plan and building design is appropriate for the manufacturing and storage uses by the property owner.

The Panel recommends the Permit be issued.

GENERAL COMPLIANCE TO DEVELOPMENT PERMIT (DP 15-716274)
– HAMILTON HIGH STREET HOLDINGS CORP. – 23100 GARRIPIE AVENUE
(July 15, 2020)

The Panel considered an application for changes to the design of the proposed building and landscaping to be in General Compliance with the approved Development Permit (DP 15-716274).

Architect, Bryce Rositch, of Rositch Hemphill Architects, provided a brief presentation, noting:

- There will be soft and hard landscape changes in some areas of the site.
- Minor changes are proposed for storefront windows on Level 1.
- The location of the HandyDART parking along Garripie Avenue will be changed.
- Changes along the Westminster Highway frontage include removing the elevated walkway and adding stairs.

In reply to Panel queries, Rob Howard, of New Coast Lifestyles; Ryan Broadfoot, of HAPA Collaborative; and the project design team advised that: (i) the removal of the elevated walkway that fronts Westminster Highway is proposed due to changes in traffic conditions which pose a safety concern for memory ward patients; (ii) there will be an opportunity for tree planting on the new landscaped berm on the courtyard; and (iii) the subject development complies with the City's previous sustainability requirement.

In reply to a Panel query, staff noted that the subject development would have been required to achieve LEED Silver Equivalency at the time of its rezoning application a number of years ago.

Staff noted that: (i) the applicant's presentation regarding the proposed changes to the approved Development Permit is comprehensive; (ii) from a public realm perspective, the proposed landscape change along Westminster Highway will improve the amount of landscaping and helps soften this edge; and (iii) the removal of the elevated paved walkway will not be a concern as there are alternative pedestrian routes available.

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

The Panel recommends the revisions be approved.