



**Development Permit Panel
Wednesday, February 27, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
Dave Semple, General Manager, Community Services

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, February 13, 2013, be adopted.

CARRIED

2. Development Permit DP 11-584817

(File Ref. No.: DP 11-584817) (REDMS No. 3744443)

APPLICANT: Yamamoto Architecture Inc.

PROPERTY LOCATION: 9980 Gilbert Road, 7011 and 7031 Williams Road

INTENT OF PERMIT:

1. Permit the construction of nine (9) townhouse units at 9980 Gilbert Road, 7011 and 7031 Williams Road on a site zoned Low Density Townhouses (RTL4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m;
 - b) reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m;
 - c) allow a total of four (4) tandem parking spaces in two (2) townhouse units; and

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- d) allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.

Applicant's Comments

Taizo Yamamoto, Yamamoto Architecture Inc., and Keith Ross, K.R. Ross & Associates, provided the following information regarding the salient points of the application:

- the development design was partly driven by the large trees on the site and to locate the driveway access as far as possible from the intersection of Williams Road and Gilbert Road;
- to mitigate development impact and maintain privacy for the existing single-family residences, two-storey duplex units are proposed to the rear of the site and the driveway and amenity area are located on the east property line;
- the 5-unit building fronting Williams Road was designed with a variety of roof forms with each end unit stepping down from 3-storeys to appear more like 2-storeys at the building ends to address massing;
- there are 2 convertible units proposed in the rear buildings; all units will have aging in place features such as, lever handles, and blocking for grab bars in the washrooms;
- in terms of sustainability the lot coverage will be below the allowable 40% with the introduction of large areas of permeable pavers and a lush landscaping approach;
- the streetscape elements from both roads will be grass and tree boulevards;
- each front yard facing the street will have a gate and 3' open metal fencing with stone masonry pillars;
- the outdoor amenity space has an arbour entry, with a small play element, bench and plant screening;
- the planting is a mixture of 22 trees, shrubs, native and edible plants, and flowers; and
- the tree retention plan includes retaining and protecting six larger evergreens on the adjacent properties, a hedge adjacent to the east property line, and three mature trees, a maple and two cedars, on the site.

Panel Discussion

After discussion it was noted that the outdoor amenity area includes an arbour with small fence, additional permeable paving, mailboxes, a bike rack, a seating area, a wood chip area under the retention Maple Tree and a small play equipment element. In addition, a six-foot fence and lower plantings are proposed parallel to the eastern property line and adjacent mature hedge.

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Staff Comments

Wayne Craig, Director of Development, advised that the four variances associated with the project were identified through the rezoning process. The setback reductions were a result of a required road dedication. The lot width variance is a technical issue related to frontages on the corner site. The parking variance is minor regarding a small number of tandem parking spaces. He commended the applicant on their efforts to retain trees and hedging both on the site and the neighbouring properties.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of nine (9) townhouse units at 9980 Gilbert Road, 7011 and 7031 Williams Road on a site zoned Low Density Townhouses (RTL4); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum front yard and exterior side yard setbacks to Gilbert Road and Williams Road from 6.0 m to 4.5 m;*
 - b) *reduce the minimum lot width on major arterial roads (Gilbert Road) from 50.0 m to 37.6 m;*
 - c) *allow a total of four (4) tandem parking spaces in two (2) townhouse units; and*
 - d) *allow a total of seven (7) small car parking spaces in seven (7) side-by-side garages.*

CARRIED

3. Development Permit DP 12-613923

(File Ref. No.: DP 12-613923) (REDMS No. 3792457)

APPLICANT: Jingon Development Group

PROPERTY LOCATION: 9251 and 9291 Alexandra Road

INTENT OF PERMIT:

1. Permit the construction of a four (4) storey – 132 unit apartment building with a small commercial unit on the ground floor at 9251 and 9291 Alexandra Road on a

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site zoned “Residential/Limited Commercial (ZMU20) – Alexandra neighbourhood (West Cambie)”; and

2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the side yard setback (west side) from 6.0 metres to 5.42 metres.

Applicant's Comments

Marco Ciriello, Fred Adab Architects Inc., and Mark Synan, Van Der Zalm & Associates, gave a brief presentation of the prominent features of the proposal noting:

- there are two buildings with a total of 132 residential units, of which 104 are basic universal housing units and 8 are affordable housing units;
- the greenway development proposed with the project is an intermediate solution until such time as the development to the east proceeds;
- the design of the proposed site was guided by an intent to create secondary urban spaces, such as, the plaza water feature and spaces off the greenway;
- in keeping with the commercial environment on Alexandra Road and the residential character on Tomicki Avenue the roof form changes between the buildings;
- a proposed commercial space, with associated parking, fronts Alexandra Road;
- the underground parking for the residential units is accessed from Tomicki Avenue;
- the central courtyard outside the south building contains a water feature and a seating, play, and open grassed area;
- a two-metre wide asphalt path is proposed along the greenway that will be redeveloped into a 3.5-metre concrete path when the greenway is widened at a later time;
- there are three central nodes proposed, one at each end of the green corridor between the two buildings and one associated with the northern building; and
- a mixture of evergreen trees, deciduous trees and shrubs were selected.

Panel Discussion

Discussion ensued and it was noted half of the eastern greenway will be developed to current standards with only the surface material requiring to be redeveloped in the future. It was further noted that the amenity space is accessible externally from each building and from the underground parking. In addition, the centre green space between the two buildings is intended for the private use of the residents and not as a public walkway.

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Staff Comments

Mr. Craig noted the major greenway along the east portion of the site is intended to be a publically accessible walkway and a 5-metre right-of-way will be registered over it. The central spine between the two buildings is not intended to be part of the public walkway. The buildings have been designed to address aircraft noise mitigation in keeping with the area plan, as well as, requirements under the Alexandra District Energy Utility (ADEU). A total of 104 units are designed to be basic universal housings units in accordance with the Zoning Bylaw provisions. Mr. Craig further noted that the full design and construction of half of the Alexandra greenway will be the responsibility of the applicant. The construction of the other half of the greenway and ultimate path surface material will fall to the second developer.

Panel Discussion

Discussion ensued and it was noted that due to the number of commercial applications within the area staff are keeping track of how much commercial space the area plan envisions to be provided in the area.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a four (4) storey – 132 unit apartment building with a small commercial unit on the ground floor at 9251 and 9291 Alexandra Road on a site zoned “Residential/Limited Commercial (ZMU20) – Alexandra neighbourhood (West Cambie)”;* and
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the side yard setback (west side) from 6.0 metres to 5.42 metres.*

CARRIED

4. Development Permit DP 12-616074

(File Ref. No.: DP 12-616074) (REDMS No. 3669367 v.3)

APPLICANT:

Urban Design Group Architects Inc.

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PROPERTY LOCATION: 6020 Blundell Road and 8120 No. 2 Road

INTENT OF PERMIT:

1. Permit the construction of a freestanding 1-storey commercial replacement building within the Blundell Shopping Centre located at 6020 Blundell Road on a site zoned Community Commercial – Blundell Road (ZC14); and
2. Permit construction of façade renovations to three existing 1-storey commercial buildings within the Blundell Centre located on two lots located at 6020 Blundell Road zoned Community Commercial – Blundell Road (ZC14) and 8120 No. 2 Road on a site zoned Auto-Oriented Commercial (CC).

Applicant's Comments

Fariha Gharai, Urban Design Group Architects Ltd., and Meredith Mitchell, M2 Landscape Architecture, provided the following information with respect to the key features of the proposal:

- the intent is to demolish the existing “Building A” at the corner of Blundell Road and No. 2 Road, and to propose a new freestanding building moving its location slightly north toward Blundell Road;
- “Buildings B, C, and E” are to receive exterior renovations to update and to address the linear look of the buildings;
- a new pedestrian walkway associated with the new building is proposed to address pedestrian safety concerns;
- to enhance the pedestrian experience several changes are proposed including the addition of a new plaza at the corner of Blundell Road and No. 2 Road; increased seating areas with raised planters, and the installation of permeable concrete pavers;
- the existing trees in the surface parking area along No. 2 Road are to be retained, however, the larger shrubs below the trees are to be replaced with lower plantings to refresh the landscaping and to address Crime Prevention Through Environmental Design (CPTED) concerns;
- additional concrete pavers, planters, trellis screening, green space, and seating areas are proposed for various locations; and
- several bike racks are proposed throughout the site.

Panel Discussion

Discussion ensued and it was noted that renovating the existing “Building A” was not considered both due to the age of the existing building and the difficulty in addressing the City’s floodplain regulations with the building’s existing grading.

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Staff Comments

Mr. Craig advised that as a part of the proposal there will be: (i) upgrades to the existing signalized intersection at No. 2 Road; (ii) a traffic control measure installed at the Blundell Road driveway to control left in/left out movements; and (iii) additional right-of-ways required to allow for the installation of a future bus shelter along the frontage of the property.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel supported the proposal and the upgrades in terms of access, traffic flow, pedestrian corridors, landscaping, and building facades.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. Permit the construction of a freestanding 1-storey commercial replacement building within the Blundell Shopping Centre located at 6020 Blundell Road on a site zoned Community Commercial – Blundell Road (ZC14); and*
- 2. Permit construction of façade renovations to three existing 1-storey commercial buildings within the Blundell Centre located on two lots located at 6020 Blundell Road zoned Community Commercial – Blundell Road (ZC14) and 8120 No. 2 Road on a site zoned Auto-Oriented Commercial (CC).*

CARRIED

5. Development Permit DP 12-617639

(File Ref. No.: DP 12-617639) (REDMS No. 3799086)

APPLICANT: Hollybridge Limited Partnership

PROPERTY LOCATION: 5440 Hollybridge Way

INTENT OF PERMIT: To permit the construction of the first phase of a three-phase, high-rise, mixed use development at 5440 Hollybridge Way on a site zoned "Residential/Limited Commercial (RCL3)", which phase incorporates 219 dwelling units and

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approximately 1,157.5 m² (12,459 ft²) of ground floor retail.

Applicant's Comments

David Jacobson, Intracorp, Martin Bruckner, IBI/HB Architects, and Jennifer Stamp, Duranto Kruek Ltd. (DKL), gave an overview of the proposed development highlighting the following features:

- the first phase is characterized with a striking contemporary building and rich landscape design that combine to create a gateway element into Richmond off the Dinsmore Bridge;
- the project's commercial retail units front on River Road and are designed to provide for an attractive, pedestrian-oriented retail environment through the use of recessed entries with decorative frames, continuous weather protection, a mid-block pedestrian access to the project's commercial parking, and the use of wood, stone, and masonry materials;
- the units fronting Pearson Way transition from the retail on River Road to residential townhouse units with private patios;
- the two mid-rise roofs are treated as extensive green roofs and are not accessible to residents;
- the public realm along Gilbert Road was designed using naturalistic plantings and materials in keeping with the riparian landscape characteristic of the nearby waterfront and includes a water feature, rain garden, pedestrian amenities, and a location for Public Art;
- on the southern portion of the property, a mid-block pedestrian connection is proposed in combination with a service lane, the design of which accommodates active uses (e.g., end-of-trip facilities), provides for future driveway access to the adjacent Richmond Winter Club site (when it redevelops), and pays particular attention to providing for casual surveillance and an attractive street-end view from Pearson Way;
- proposed public realm features along Pearson Way and River Road include areas of permeable and decorative paving, bike parking and an off-street bike path, benches, pedestrian lighting, street trees, and a small rain garden;
- the project's podium level accommodates a 2-storey, indoor amenity room that opens onto a large rooftop amenity space including, among other things, a dining terrace, large central lawn, fire pit, community garden plots with support facilities, and children's play space; and
- sustainable building measures include a window to wall area ratio of less than 50% to assist in energy conservation.

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Panel Discussion

Discussion ensued and it was noted that:

- service equipment will be located in the parking structure, the top roof will receive regular roof treatment and will be accessible only for maintenance purposes;
- the podium level outdoor space is accessible to all residents, but the extensive green roofs on the mid-rise portions of the building are accessible only for maintenance purposes; and
- the at grade parking is designated for commercial uses and residential visitors.

Staff Comments

Mr. Craig noted that the building has been designed to respond to aircraft and industrial noise. The proposal has also been designed to hook into a future District Energy Utility should it exist. A comprehensive Transportation Demand Management Plan includes 20% of the residential stalls and 10% of the commercial stalls, for a total of 53 stalls, being equipped with electrical vehicle charging stations.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel were supportive of the design and detail of the project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of the first phase of a three-phase, high-rise, mixed use development at 5440 Hollybridge Way on a site zoned "Residential/Limited Commercial (RCL3)", which phase incorporates 219 dwelling units and approximately 1,157.5 m² (12,459 ft²) of ground floor retail.

CARRIED

6. Development Permit DP 12-626361

(File Ref. No.: DP 12-626361) (REDMS No. 3750713 v.2)

APPLICANT:

Townline Ventures Granville Avenue Ltd.

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PROPERTY LOCATION: 8280 and 8300 Granville Avenue

INTENT OF PERMIT: To permit the construction of 16-storey residential tower with a gross floor area of 10,163.2 m² (109,396 ft²) containing 126 residential units including seven (7) affordable housing units and 162 parking stalls at 8280 and 8300 Granville Avenue on a site zoned "High Rise Apartment (ZHR13) - St Albans (City Centre)".

Applicant's Comments

Foad Rafii, Rafii Architects Inc., & Meredith Mitchell, M2 Landscape Architecture, provided the following information with respect to the salient points of the application:

- the proposal is for a 16-storey residential tower including 126 residential units (7 affordable housing units) and no commercial units;
- the high-rise tower has been rotated from the main grid of the City along Granville Avenue;
- an interim pedestrian pathway, using decorative paving material, has been provided to address pedestrian access during periods of truck off-loading activity;
- along the Granville Avenue frontage shrub and groundcover plantings are proposed;
- a small water feature is proposed in conjunction with the lobby entrance to add variety and interest to the arrival and entry sequence;
- a secondary row of street tree plantings is proposed along Granville Avenue;
- an existing tree on the 7-11 site will be protected during construction;
- a significant landscape feature is the second floor podium, which is approximately 65% of the site area in size and includes the following program elements: large grassed area, raised concrete planters providing protection and privacy between individual units, wooden decks with seating, bamboo wall feature with live plantings, fire pit area, barbeque and outdoor dining area, small fenced dog run area, and children's play area; and
- the roof deck of the parking podium is stepped allowing for significant volumes of growing medium to support the proposed planting; especially the large number of proposed trees and it is anticipated that the soil volume in the podium deck level will absorb the majority of storm water.

Panel Discussion

Discussion followed and it was noted that the development will meet LEED Silver Equivalency, with consideration of on-site storm water retention, a low glass to wall ratio, shading from screens on the west facade, and glazing with an increased shade coefficient.

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Staff Comments

Mr. Craig stated that the vehicle access will come from the lane when it is fully functional, however, the existing driveway to Granville Avenue will remain to provide access to the parkade and the loading space. The on-street lay-by will be removed and reinstated when the rear lane along the south property line is constructed. 20% of the parking stalls are equipped with electric vehicle charging infrastructure in the parkade as part of the Transportation Demand Management package. He further noted that there are 56 units, within the project, that are designed to be basic universal housing units in keeping with the Zoning Bylaw requirements.

Panel Discussion

Discussion ensued and it was noted that during the rezoning process the applicant was unsuccessful in acquiring the neighbouring properties in order to expand the development site and connect the lane to the street. The applicant was required to provide development concepts for the neighbouring properties on both sides demonstrating the ability to fulfill the requirements of the area plan and the tower separation guidelines. It was further noted that in order to minimize turning conflicts with the bike lane, the truck lay-by on Granville Avenue is to be a temporary location. The small loading space accommodated on site is intended for smaller delivery vehicles.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel was supportive of the project and particularly recognizing the design detail of the podium level.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of 16-storey residential tower with a gross floor area of 10,163.2 m² (109,396 ft²) containing 126 residential units including seven (7) affordable housing units and 162 parking stalls at 8280 and 8300 Granville Avenue on a site zoned "High Rise Apartment (ZHR13) - St Albans (City Centre)".

CARRIED

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7. New Business

None.

8. Date Of Next Meeting: Wednesday, March 13, 2013

9. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:12 p.m.

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the
Development Permit Panel of the Council
of the City of Richmond held on
Wednesday, February 27, 2013.

Joe Erceg
Chair

Heather Howey
Acting Committee Clerk