



Development Permit Panel

Wednesday, April 11, 2012

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Dave Semple, Chair
Robert Gonzalez, General Manager, Engineering and Public Works
John Irving, Director, Engineering

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

1. Minutes

That the minutes of the meeting of the Development Permit Panel held on Wednesday, March 28, 2012, be adopted.

CARRIED

2. Development Permit 11-564405

(File Ref. No.: DP 11-564405) (REDMS No. 3482687)

APPLICANT: Oris Development (River Drive) Corporation

PROPERTY LOCATION: 10011 & 10111 River Drive and portion of 10199 River Drive
(Phase 1)

INTENT OF PERMIT:

1. Permit the construction of five (5) residential buildings, one (1) mixed-use commercial residential building and one (1) resident amenity/commercial use building (Phase 1) at 10011 and 10111 River Drive and portion of 10199 River Drive on a site zoned "Residential Mixed-Use Commercial (ZMU17)-River Drive/No.4 Road (Bridgeport)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) increase the maximum permitted building height between 20.0 m and 36.0 m of the lot line abutting River Drive, from 15.0 m to 26.0 m for the southernmost 5.0 m of the upper two floors of Building "G";
 - b) reduce the Building "B" setback to the proposed west property line of West Park from 6.0 m to 2.7 m for roof support columns; and

- c) reduce the Building "C" setback to the proposed internal site east property line from 6.0 m to 4.0 m for a partial building and roof projection and allow the Building "E" entry canopy to project into the internal side yard setback.

Applicant's Comments

Dana Westermark, Oris Development (River Drive) Corporation, advised that the proposed development is sited on River Road, along the North Arm of the Fraser River, and comprises: (i) five residential buildings; (ii) one mixed-use commercial residential building; and (iii) one resident amenity/commercial use building.

Mr. Westermark then provided the following details regarding the proposed development:

- the five residential buildings rise to six storeys closer to the river and step down to townhouses along River Drive;
- the applicant, the architect and City planning staff spent much time and effort on the architectural details on the edge facing the Fraser River waterfront;
- 1.38 acres of parkland are provided at the west end of the site with Phase 1, and three acres of parkland is provided in the middle of the site with Phase 2 to two separate City parks;
- over the course of the overall development, the applicant will contribute up to \$1 million toward the construction of community space, adjacent to Tait Elementary School and \$500,000 to the City Amenity Reserve Fund;
- as part of the overall development, the applicant will construct a day care facility measuring at least 511 square metres; and
- 67 affordable housing units are included in the proposed development.

In response to queries by the Panel directed to the applicant, Mr. Westermark advised that:

- Phase 1 of the proposed development starts is the western portion of the subject site, at No. 4 Road; Phase 2 extends eastward, close to Shell Road;
- the entire section of the subject site fronting the Fraser River will have new dike work;
- public access to the site includes a main courtyard space as well as elegant walkways along the waterfront, and as the work progresses, these will be upgraded from gravel surfaces to paved surfaces;
- for the majority of the time during which Phase 1 and Phase 2 construction, public access to the waterfront can be maintained;
- the "West Park" includes a water feature integrated into the on-site mechanical system; a natural amphitheatre with a gentle slope from the West Park to the stage at the No. 4 Road pump station; paths that act as wheelchair ramps; and an alley of trees along the No. 4 Road access, with special events parking;
- the underground parking structure is broken into sections, and its location by the dike allows it to be completely buried;

**Development Permit Panel
Wednesday, April 11, 2012**

- a City-owned park straddles the property line of the subject site, and once the on-site park is turned over to the City it, it too becomes a City asset;
- the private geothermal ground source heat pump system district energy utility for this project is situated behind a mature existing Sequoia tree on the site; the main distribution room for the energy system is drilled under the parking structure, and is the responsibility of the Strata Council; and
- located between Building “E” and Building “F” are more private outdoor spaces, intended for use by residents, with large spaces between Building “F” and building “G”, intended to be inviting to the public.

In response to further queries from the Panel, Architect Simon Ho advised that:

- there are three access points to the parking structure provided by two vehicular access driveways from River Road;
- in Building “B” is a lap pool and a hot pool; a generous children’s play area, with a lawn space is adjacent to the linear park along the dike;
- the outdoor amenity spaces provide for good “eyes on the park” for safety observation or surveillance purposes;
- the six-story buildings step down toward the riverfront, allowing the park to take advantage of the lower massing of the buildings to the south of the site;
- a boardwalk-type of aesthetic is part of the landscape architect’s design, to pick up the previous industrial nature of the area; the chosen landscape furniture will enhance the “boardwalk-aesthetic”;
- the architectural form is considered an interpretation of the industrial nature of the site’s former structures;
- the proposed townhouse buildings are stepped down to mirror the single-family homes on River Drive;
- the affordable housing structure has a modern appearance, while the amenity building has a modern design with glass cladding to mark the corner;
- materials include Hardi-panel and there is a combination of hard industrial with softer cladding for the residential components; and
- given the size of the proposed development, the chosen colour palette helps to effectively break up and define the different structures.

Staff Comments

Brian J. Jackson, Director of Development, noted that of the three variances sought by the applicant, two are internal to the development. With regard to the request to increase the maximum permitted building height from 15 metres to 26 metres for the southern 5 metres of the upper two floors of Building "G", the impact to the streetscape would be fully hidden by Building "C". Further, the request to reduce the setback for Building "C" would allow the Building "E" entry canopy to project into the internal side yard setback, and would have no impact on the existing neighbours.

Mr. Jackson advised that for the purposes of columns and the roof of Building "B" the applicant is seeking a variance that the Parks Department feels is satisfactory, in this particular location.

Mr. Jackson remarked that staff has worked with the applicant on the proposed West Park, and on the dike improvements, both of which are being undertaken at the applicant's expense. The applicant ensures that the amenities are available during the construction process. The applicant also ensures that the outdoor amenities are contributed on a phase-by-phase basis.

For the reasons stated, Mr. Jackson concluded that staff support this proposed development.

Gallery Comments

Susan Hodges, Delta resident and owner of 10140 River Road, referred to a letter she submitted (attached to these Minutes as Schedule 1) and described the proposed development as a nice one, but also expressed the following concerns: (i) the increase in the building height will create a wall effect between the Tait neighbourhood and its riverfront, and will increase density and increase traffic in the area; (ii) the requested variance for a 2.7 metre setback would intensify the tension and pressure of the population, would remove roadway visibility, road safety would be compromised, and an all day building shadow would exist; and (iii) the character and the standard of the neighbourhood should be maintained.

Ms. Hodges stated that there should be a bicycle network for the community, and especially for the young people in the area, to access the Bridgeport Station of the Canada Line.

Mr. Jackson addressed each of Mrs. Hodges' concerns and stated that: (i) as part of the proposed development the applicant is to construct a new bicycle lane in both directions; (ii) with regard to the requested variances, from River Road, the three-story townhouse units would completely block a view of the six-storey building behind, and the west side of Building "B" would not be visible from River Road; (iii) studies show that the proposed development would not shadow homes to the south, with the only potential exception being early on winter mornings; and (iv) both the grade at which the proposed development will be built, as well as the presence of large, open, park space on the site, will ensure views in the neighbourhood are maintained.

Correspondence

Susan Hodges, resident of 1575 Beach Grove Road, Delta, and owner of 10140 River Road, Richmond (Schedule 1)

Panel Discussion

There was agreement that the design of the proposed development is sensitive toward the neighbourhood, the overall design of the project provides valuable and significant amenities to the area, and the geo-thermal system is a long-term benefit to the community.

Panel Decision

It was moved and seconded

That a Development Permit be issued, which would:

1. *Permit the construction of five (5) residential buildings, one (1) mixed-use commercial residential building and one (1) resident amenity/commercial use building (Phase 1) at 10011 and 10111 River Drive and portion of 10199 River Drive on a site zoned "Residential Mixed-Use Commercial (ZMU17)-River Drive/No.4 Road (Bridgeport)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *increase the maximum permitted building height between 20.0 m and 36.0 m of the lot line abutting River Drive, from 15.0 m to 26.0 m for the southernmost 5.0 m of the upper two floors of Building "G";*
 - b) *reduce the Building "B" setback to the proposed west property line of West Park from 6.0 m to 2.7 m for roof support columns; and*
 - c) *reduce the Building "C" setback to the proposed internal site east property line from 6.0 m to 4.0 m for a partial building and roof projection and allow the Building "E" entry canopy to project into the internal side yard setback.*

CARRIED

3. Development Permit 11-586344

(File Ref. No.: DP 11-586344) (REDMS No. 3382871)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 9731 and 9751 Cambie Road

INTENT OF PERMIT:

1. Permit the construction of 12 townhouse units at 9731 and 9751 Cambie Road on a site zoned Low Density Townhouse (RTL4); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to allow a total of 16 tandem parking spaces in eight (8) townhouse units.

Applicant's Comments

Matthew Cheng, Matthew Cheng Architect Inc., provided the following information on the proposed 12 three-story townhouse units planned for Cambie Road near No. 4 Road:

- since the project went to the July 2011 Public Hearing the design of the proposed development has been refined;
- the project includes two duplexes fronting Cambie Road, and two fourplexes fronting the internal drive aisle;
- two metres of frontage along Cambie Road is dedicated to the City, and an additional right-of-passage for pedestrians will be provided; to ensure safety for pedestrians in the public walkway to the west, landscaping elements will mark the pedestrian passage to avoid confusion for vehicles drivers;
- an existing bus stop is located 60 metres away from the proposed driveway location, and presents no safety issue;
- the project's parking fulfills the bylaw requirements;
- to make the structures more compatible with the surrounding homes, they will be built on existing grade, which is below the existing road elevation, so that the three-storey townhouse units appear to rise only 2 and half storeys;
- the third storey component of the townhouse units are setback far enough from the property line, up to a maximum of 7.1 metres, to reduce or eliminate any impact on neighbouring properties, including no shadowing;
- two large trees on site will be preserved, along the east property line;
- aging in place features, including blocking in all bathrooms for future grab-bars, are provided in each townhouse unit; and one unit is designed to be convertible;
- the grade meets the flood plain requirements; no living area in any of the proposed townhouse units are below the flood plain, while in the units at the rear of the site, only a small lobby sits below the flood plain; and
- a noise study has been done, and there are indoor noise mitigation measures in place.

Patricia Campbell, DMG Landscape Architects, provided the following information:

- a large, on-site Douglas Fir and a Cypress tree will be retained on the site; a Mountain Ash that is declining will be removed; and in lieu of the removal of ten trees, 20 replacement trees will be planted;
- each townhouse unit features its own small fenced yard;
- porous pavers and concrete banding are features of the internal drive aisle; and
- a children's play area, with equipment, is adjacent to a grassed area at the east end.

In response to queries from the Panel, Mr. Cheng and Ms. Campbell provided the following additional information:

- the play equipment is a colourful see-saw sculptural element, and is situated near an outdoor bench;
- noise from Cambie Road will be mitigated by extra treatment on exterior walls, and if necessary, glass window treatments.

Staff Comments

Mr. Jackson, Director of Development, advised that staff supports the requested variance to allow for 16 tandem parking spaces for eight of the twelve townhouse units. He noted that the interface treatment with the property to the north of the subject site is a good one, and added that the four and a half meter setback at the ground level of the proposed townhouse units is increased to a generous seven meters above, double the bylaw requirement, and more than the set back required of a single-family home.

In response to a Panel query, Mr. Jackson advised that staff would work with the applicant to look into the issue of the play equipment and explore the idea of a sandbox, in addition to the seesaw planned for the children's play area.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

A comment was made that considering the size of the proposed development, a reconfiguration of the amenity area should be considered in the landscape design.

The Panel spoke in favour of the proposed development.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of 12 townhouse units at 9731 and 9751 Cambie Road on a site zoned Low Density Townhouse (RTL4); and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to allow a total 16 tandem parking spaces in eight (8) townhouse units.*

CARRIED

Development Permit Panel
Wednesday, April 11, 2012

4. Development Permit 11-589490

(File Ref. No.: DP 11-589490) (REDMS No. 3494638)

APPLICANT: Triple A Planning Consultants

PROPERTY LOCATION: 6780 No. 4 Road

INTENT OF PERMIT:

1. Permit the construction of 10 bed congregate housing and 37 space child care facility with an accessory residential caretaker dwelling unit at 6780 No. 4 Road on a site zoned "Congregate Housing and Child Care – McLennan (ZR8)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum road setback from 3m to 2.75m for the corner portion of the building located at the No. 4 Road and Granville Avenue intersection; and

Applicant's Comments

Joe Minten, Principal, JM Architecture Inc., noted that the project was unique in nature, due to the combination of a 10-bed congregate housing component with a 37-space childcare facility. Mr. Minten described the following highlights of the proposed development, located at the corner of No. 4 Road and Granville Ave:

- the scale, materials, form and architectural character are residential, to conform with the surrounding neighbourhood;
- the daycare component is single-storey, has a 'modernist' design, and includes an outdoor play area;
- the entire project is fully accessible, with the primary vehicle access through Granville Avenue;
- the west and south sides of the proposed structure, those fronting No. 4 Road and Granville Avenue, are useable landscaped areas;
- the roof colour is light to enhance the overall design;
- the tower element at the corner provides the anchor for the structure; and
- the garbage enclosure has been pulled away from the adjacent property.

The applicant Mr. Amin Alidina addressed the Panel and advised that Vancouver Coastal Health approves of the two distinct uses within the same development. He noted that the two outdoor spaces, one for the congregate housing component and another for the childcare facility, are segregated from each other. He further noted that each part of the structure has its own fire exits.

In response to a query, Mr. Minten advised that the amenity area provided for the congregate housing component allows residents to have an outdoor walking area within the confines of the complex.

**Development Permit Panel
Wednesday, April 11, 2012**

In response to a further query, Mr. Alidina noted that a noise study was commissioned, and that if aircraft noise is a concern, noise attenuation could be incorporated with exterior wall upgrades and the installation of thicker windowpanes.

Staff Comments

Mr. Jackson stated that the subject site is located in the Agricultural Land Reserve (ALR), but it is exempt from ALR requirements, because of its size and that it pre-dates the ALR. He also noted that the subject site is located outside the City's sanitary sewer boundary, and therefore not serviced by the City. The applicant, Mr. Alidina, had agreed to create and maintain an on-site sewage disposal system, and should be commended for his perseverance in proceeding with his vision for the unique building with the combined uses.

Mr. Jackson noted that the proposed structure is smaller than a single-family residence on the site could be. He stated that the applicant had done a tremendous job regarding the architecture, the layout and the proposed innovative uses.

Mr. Jackson referenced the requested variances, and advised that staff was in support of those, as well as the development as a whole.

Correspondence

None.

Gallery Comments

Mr. Lu, resident of the Granville Avenue/No. 4 Road neighbourhood, posed commercial zoning queries to the Panel. The Chair advised Mr. Lu to speak with members of the Planning Department, and stated that the Development Permit Panel dealt only with form and character issues, not zoning matters.

Panel Discussion

The Panel commented that the project was innovative, with an interesting design, and commended the applicant for addressing adjacency issues.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 10 bed congregate housing and 37 space child care facility with an accessory residential caretaker dwelling unit at 6780 No. 4 Road on a site zoned "Congregate Housing and Child Care – McLennan (ZR8)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum road setback from 3m to 2.75m for the corner portion of the building located at the No. 4 Road and Granville Avenue intersection;*

Development Permit Panel
Wednesday, April 11, 2012

and

- b) *allow a screened garbage/recycling enclosure to be located along the north property line and encroach 2.9m into the setback for the east property line at the northeast corner of the site.*

CARRIED

5. New Business – None.

6. Date Of Next Meeting – Wednesday, April 25, 2012

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:37 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, April 11, 2012.

Dave Semple
Chair

Sheila Johnston
Committee Clerk



**Schedule 1 to the Minutes of
the Development Permit
Panel meeting of Wednesday,
April 11, 2012.**

susan hodes <sue.d.hodges@gmail.com>

Development Permit River Road DP-11-564405

1 message

susan hodes <sue.d.hodges@gmail.com>

To: mayorandcouncillors@richmond.ca

Dear Richmond Mayor and Councillors,

Re: Development Permit DP-11-564405

To vary the provisions of Richmond Zoning Bylaw 8500 to:

a) Increase the maximum permitted building height between 20.0m and 36.0m of the lot line abutting River Drive, from 1.0m to 26.0m for the southernmost 5.0m of the upper two floors of Building "G".

This is a request to increase the building height by more than 75% from my understanding of the above statement. As a property owner at 10140 River Rd., I find this completely unacceptable. It is river frontage. It is not downtown Richmond.

It will create a Berlin wall like effect where there should be an ambience and enhancement of the natural river front setting within the architecture and design of the project and with respect to the species along the rivers edge. It will increase density and increase the traffic by 75%. River Road is not built for that.

As of the present there is single family residential across the street. There are children with bicycles, skateboards, walking to school and home again, to consider. As well as the families in the townhouses on Number 4 Road near River Road with many school age children that have to cross Number 4 road to get to the school. It is currently a quiet residential neighbourhood bounded by industry and mostly quiet in the evenings. Any buildings of this requested height would appear immense and completely destroy the character of the neighbourhood. It would throw an all day building shadow that would exist forever more. As well, the residential properties along River Road are at a low elevation to begin with, being lower than River Road itself. This will obstruct views of not just the river, but of Vancouver city across the river as well. The properties are on soft ground and need the sun to dry up. It could easily decrease the property values along River Road.

Given the very real and intense concerns of traffic, population density, character of the neighbourhood impacts, shadow, inadequate roadway, questionable effect on property values by obstruction of views I request that Mayor and Council please reject this request.

b) Reduce the building "B" setback to the proposed west property line of West Park from 6.0m to 2.7m for roof support solumns; and

Again this is a request to reduce the allowable property setback by more than 50%. It is not viable. There needs to be green space to flow with the natural setting of the location. It is a beautiful part of the river despite the industrial area. The natural beauty is spectacular, it must be enhanced, not detracted from. Plus the closeness of the building to the road will only intensify the tension and pressure of the population. Also there may be an interest in community gardens by its future residents. That option would be taken away if this was allowed. For roadway visibility, moving in and out of parking spaces, for which I have not yet seen any plan, walking with strollers, physically walking and moving around, courier drop offs to businesses, this is the time now to set the standard for the future by simply maintaining the existing standard. Also I am requesting council to please consider bicycle pathways and network which will be a natural mode of transport for young people commuting to Bridgeport Station. It is a perfect area to encourage bicycle use. Every foot of of the 6.0m allowable setback can be put to excellent use.

c) Reduce the building "C" setback to the proposed internal site east property line from 6.0m to 4.0m for a partial building and roof projection and allow the Building "E" entry canopy to project into the internal side yard setback.

To Development Permit Panel
Date: <u>APRIL 11, 2012</u>
Item # <u>2</u>
Re: <u>DP 11-564405</u>

Again, this is about a 30% increase of variation to the bylaw. Council must consider the character of the neighbourhood and the flow of the design with the setting. For a magnificent location such as this, one can only imagine that every standard must be maintained to carry this positively forward into the future.

Sincerely

Susan Hodges 
1575 Beach Grove Rd.,
Delta, B.C. V4L 1P2
604 943 8608

Keith Hodges _____