

# Development Permit Panel

Wednesday, April 15, 2009

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
Robert Gonzalez, General Manager, Engineering and Public Works  
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural 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, January 28, 2009, be adopted.*

**CARRIED**

## 2. Development Permit 07-402052

(Report: March 20, 2009 File No.: 07-402052) (REDMS No. 2528745)

APPLICANT: Andrew Cheung Architects Inc.

PROPERTY LOCATION: 8140 and 8160 Park Road

INTENT OF PERMIT:

1. To permit the construction of a mixed-use commercial and residential development consisting of a 14-storey tower with a total of 99 residential units, including eight (8) Affordable Housing units and approximately 457.8 m<sup>2</sup> (4,928 ft<sup>2</sup>) of retail/commercial space at street level at 8140 and 8160 Park Road on a site zoned "Downtown Commercial District (C7)"; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) reduce the number of parking spaces for each residential unit from 1.5 parking spaces per dwelling unit to 1.0 parking spaces per dwelling unit;

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- b) reduce the number of parking spaces for each Affordable Housing unit from 1.2 (resident and visitor) parking spaces per dwelling unit to 1.1 (resident and visitor) parking spaces per dwelling unit; and
- c) reduce the minimum Public Road setback from 3.0 m to 1.8 m. along Park Road.

**Applicant's Comments**

Andrew Cheung, applicant and Architect, addressed the panel and highlighted the following features of the proposed development:

- the project at the southwest corner of Park Road and Buswell Street in Richmond's City Centre combines a mixed-use commercial development with: (i) a 14-storey residential tower, (ii) a 3.5 level parking podium, and (iii) four two-level street fronting townhouse units designed for live/work uses
- at present a single-storey office building is located on the site, and to the north is a large one-storey retail/commercial strip mall;
- access to parking levels is provided via an east-to-west laneway that runs from the south at the back of the site;
- the placement of the 14-storey tower at the corner of Park and Buswell expresses the importance of the "urban corner"; in addition the commercial component along Park Road is articulated to accentuate the urban corner by rising to a two-storey height with a glass corner expression;
- the typical tower floor plan is 6,888 square feet, slightly larger than the guideline recommendation of 6,458 square feet;
- the project has been designed to allow maximum sunlight into all units, with 75% of the dwelling units receiving direct sunlight;
- the indoor amenity facilities located at the corner of the second level of the parkade, are meant to animate that part of the façade;
- eight affordable units are located on the third floor;
- a large 13,000 square foot landscaped roof is located on the fourth level, above the parkade, and is separated into passive and active areas, including a children's play area;
- safety features include: (i) a lobby clearly visible from the street, and (ii) a semi-public open space provided on the parkade roof; and
- the architectural design employs linear, overhanging floor slabs, or "eyebrows", combined with glass window walls, to form a sleek and sophisticated expression.

**Staff Comments**

Brian J. Jackson, Director of Development, advised that staff supported both the development permit and the variances requested for the proposed project. He further advised that the architectural character of the buildings respond well to the corner conditions, and would bring attention back to the corner. The applicant has ensured that the ground level commercial units will read like two-storey units. Mr. Jackson noted that the requested parking reductions are consistent with those in the City Centre and those proposed for the parking strategy for residential use. There is no commercial parking variance. In addition, Mr. Jackson noted that two additional spaces were proposed for commercial visitors to the live/work units.

In response to a query from the Chair regarding the status of the two-story retail/office building located on the lot to the west of the subject site, Mr. Jackson advised that the applicant had been unsuccessful in efforts to purchase the lot to the west. Staff had requested that the applicant demonstrate how the lot could be developed to reach its full potential. The applicant filed design drawings with staff and aptly demonstrated how a potential mid-rise building development on the lot could achieve capacity density.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

In regard to queries regarding parking, the applicant advised that: (i) the parking podium is wrapped with other uses and is exposed and visible from only one side; and (ii) access to parking for residents, visitors and customers of the commercial units are all accessed via the rear lane, with parking spaces for commercial unit customers located at the parking structure entry and separated from the parking levels for the use of residents and their visitors.

With regard to the City's commitment to the provision of public art by major development proposals in the City, staff advised the panel that the applicant was invited to participate in the City's Public Art program, and that the applicant had decided not to participate in the program based on the reason that substantial contributions were being made to the proposal in meeting the City's affordable housing goals.

The applicant noted that at the corner where Park Road meets Buswell Street, a café with seating outside under the extended roof, and the addition of paving stones, would animate the corner.

The applicant, in response to a further panel query, advised that: (i) the proposal meets the required 157 bicycle storage/parking spaces, and (ii) bicycle parking racks are also provided at the entrance to the residential building on Buswell Street.

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A brief discussion ensued among the panel, staff and the applicant on the topic of the outdoor amenity space and in particular on: (i) the plans regarding the garden plots on the west side of the tower do not include a system to reuse rain water; and (ii) the garden plots are composed of planters with raised beds with approximately two feet depth of soil.

In response to a query regarding the size of the proposed eight affordable housing units, the applicant advised that of the eight, seven are one-bedroom suites with square footage between approximately 540 and 620, and that the one studio/bachelor unit measures approximately 430 square feet.

Mr. Jackson noted that the applicant has taken advantage of the City's density bonusing program and the result is the eight affordable housing units.

With regard to accessible features in the residential units, the applicant stated that in addition to two of the affordable units being built as accessible units, there are two additional units designed as adaptable units, with washroom and kitchen dimensions to accommodate wheelchairs and with the potential for future grab-bar installation.

In conclusion, the Chair commended the applicant for the attention to architectural detail in the project, and for the addition of the affordable housing units.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of a mixed-use commercial and residential development consisting of a 14-storey tower with a total of 99 residential units, including eight (8) Affordable Housing units and approximately 457.8 m<sup>2</sup> (4,928 ft<sup>2</sup>) of retail/commercial space at street level at 8140 and 8160 Park Road on a site zoned "Downtown Commercial District (C7)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
  - a) *reduce the number of parking spaces for each residential unit from 1.5 parking spaces per dwelling unit to 1.0 parking spaces per dwelling unit;*
  - b) *reduce the number of parking spaces for each Affordable Housing unit from 1.2 (resident and visitor) parking spaces per dwelling unit to 1.1 (resident and visitor) parking spaces per dwelling unit; and*
  - c) *reduce the minimum Public Road setback from 3.0 m to 1.8 m. along Park Road.*

**CARRIED**

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**3. Development Permit 08-442688**

(Report: March 19, 2009 File No.: DP 08-442688) (REDMS No. 2585004)

APPLICANT: Timothy Tse

PROPERTY LOCATION: 7620 Acheson Road

INTENT OF PERMIT:

1. To permit the construction of two (2) front-to-back duplexes at 7620 Acheson Road on a site zoned "Comprehensive Development District (CD/28)"; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to permit portions of the second storey of the buildings to project beyond the residential vertical envelope (lot depth) to a maximum of 1.5 m (5.0 ft).

**Applicant's Comments**

Timothy Tse, applicant and designer, briefly addressed the panel and drew attention to the following features of the proposed development:

- two duplexes are planned with the end result being four residential units, each featuring two bedrooms plus a den and a garage;
- the property does not have a common access, so a cross-access agreement for the shared driveway will be registered on title of both properties at the subdivision stage; and
- the requested variance, if granted, would allow for the creation of gable end architectural character to be consistent with other duplexes recently constructed in the neighbourhood.

**Staff Comments**

Mr. Jackson advised that staff supported the development permit. He noted that the applicant has agreed to lay permeable pavers, a sustainable feature, around the drive aisle surface area.

In response to a query from the Chair, Mr. Jackson noted that in the past, variances have been granted similar to that requested by the applicant. The requested variance to permit portions of the second storey of the buildings to project beyond the residential vertical envelope lot depth results in: (i) more useable second story space, and (ii) enhanced architectural detailing.

**Correspondence**

Jisui Yao, 7591 Acheson Road, Richmond (Schedule 1)

**Gallery Comments**

None.

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**Panel Discussion**

In response to queries from the Chair, the applicant supplied the following information:

- effort was made during the design process, especially with regard to the proposed hipped roof with a peaked gable end, to achieve a design similar to residential units already built along the Acheson-Bennett streetscape;
- aging-in-place features include the inclusion of blocking to bathrooms for future grab-bars, the provision of lever door handles, and in the rear units, a wider stair with blocking and electrical installed for future stair lift, as well as a five foot turning radii at the kitchen counters and washer/dryer, and larger second-floor washrooms; and
- storm water run off will flow in between the paving joints throughout the entire drive aisle.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of two (2) front-to-back duplexes at 7620 Acheson Road on a site zoned “Comprehensive Development District (CD/28)”;* and
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit portions of the second storey of the buildings to project beyond the residential vertical envelope (lot depth) to a maximum of 1.5 m (5.0 ft).*

**CARRIED**

**4. New Business**

None.

**5. Date Of Next Meeting:**    Wednesday, April 29, 2009

**6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:03 p.m.*

**CARRIED**

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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 15, 2009.

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Joe Erceg  
Chair

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Sheila Johnston  
Committee Clerk