



Development Permit Panel

Wednesday, May 11, 2011

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

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, April 13, 2011, be adopted.

CARRIED

2. Development Permit DP 07-381317

(File Ref. No.: DP 07-381317) (REDMS No. 3176501)

APPLICANT: Matthew Cheng Architects Inc.

PROPERTY LOCATION: 8391, 8411, and 8471 Williams Road

INTENT OF PERMIT:

1. To permit the construction of 15 townhouse units at 8391, 8411 and 8471 Williams Road on a site zoned "Medium Density Townhouses (RTM1)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to allow tandem parking spaces in eight (8) of the 15 townhouse units.

Applicant's Comments

Matthew Cheng, Architect, Matthew Cheng Architects Inc., gave a brief presentation on the proposed 15-unit townhouse project.

He noted that the proposed project was presented to the Advisory Design Panel (ADP) for a second time in February 2011. The Panel supported the project as the Panel's initial concerns related to design elements were addressed. Moreover, Mr. Cheng spoke of several concerns that were raised at the Public Hearing. He stated that the proposed project design had been modified in an effort to address these concerns as well. He listed the following measures as his response to the principle concerns expressed at the November 15, 2010 Public Hearing:

- the garbage and recycling area has been relocated against the front building, adjacent to the temporary entry driveway; it is now 7.2 metres from the east property line; and
- the required 3.0 metres side yard setback is maintained to provide a better interface with the existing single-family home to the west.

Mr. Cheng spoke of the outdoor amenity space, and noted that the area will be surrounded by a layer of landscaping at three sides, with bollard separating the space and the drive aisle. The space will be divided into two parts: (i) the children's play area; and (ii) benches with a trellis unit. In addition, bike stalls and covered mailboxes will be placed on the east part of the subject site in order to allow for maximum grass coverage.

He commented that the outdoor amenity space was designed to lend itself well to integration with the future development at 8371 Williams Road as the amenity space, along with the garbage/recycling facilities will eventually be shared.

Mr. Cheng stated that vehicle access would be provided through a temporary driveway access to Williams Road and an internal east-west drive aisle that would run east-west. It was noted that a future permanent access to Piggot Road would be provided through an access easement on the future development site to the west. He commented on the proposed drive aisle arrangement, noting that it does not allow for on-site truck turning. However, this is only a temporary arrangement as trucks will be able to turn on-site, once adjacent properties to the east redevelop.

Fred Liu, Landscape Architect, Fred Liu & Associates Inc., provided a brief summary of the proposed landscaping. He echoed Mr. Cheng's comments surrounding the amenity space, mailboxes, and garbage/recycling area.

Panel Discussion

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

- two pieces of outdoor play equipment are proposed for the amenity space;
- the outdoor play equipment suits children three years and up;
- the amenity space cannot accommodate more pieces of play equipment, or larger pieces of play equipment; and
- the design revisions were triggered by comments made by Council.

Staff Comments

Brian J. Jackson, Director of Development, advised that staff supports the application, and the requested variance as the applicant has responded well to Council's concerns. Moreover, the applicant has dealt favourably with other aspects of the proposal, 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.

Panel Discussion

There was general agreement that the outdoor amenity space was lacking. The Panel expressed concerns related to the appropriateness of the play equipment, noting that the equipment would only be suitable for younger children.

The Chair requested that the applicant consider more comprehensive play equipment before this application comes forward for Council consideration.

Panel Decision

It was moved and seconded

That a Development Permit, which would:

1. *Permit the construction of 15 townhouse units at 8391, 8411 and 8471 Williams Road on a site zoned "Medium Density Townhouses (RTM1)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to allow tandem parking spaces in eight (8) of the 15 townhouse units;*

be issued on the condition that the applicant meet with City staff to review the amenity area in order to incorporate suitable play equipment.

CARRIED

3. Development Permit DP 10-544504

(File Ref. No.: DP 10-544504) (REDMS No. 3200208)

APPLICANT: Townline Gardens Inc. (dba The Gardens Joint Venture)

PROPERTY LOCATION: 12011 Steveston Highway and 10800 No. 5 Road

INTENT OF PERMIT:

1. To permit the development of 'The Gardens' – Phase 1 consisting of 2 mixed-use residential/commercial buildings containing a total of 182 apartment dwelling units with a total floor area of 20,335 m² (14,472 m² residential and 5,863 m² commercial) for a portion of 12011 Steveston Highway and 10800 No. 5 Road on a site rezoned Commercial Mixed Use (ZMU18) – The Gardens (Shellmont).

Applicant's Comments

Ray Letkeman, Architect, Raymond Letkeman Architects Inc., accompanied by Kim Perry, Landscape Architect, Perry + Associates, provided background information and commented on the historical context of Fantasy Gardens and its significance for Richmond.

Mr. Letkeman and Mr. Perry highlighted the following regarding the proposed project:

- Phase I – ‘The Gardens’ consists of 2 mixed-use residential/commercial buildings, over a common parking structure;
- the subject site is located at a gateway entrance to Richmond from Highway 99, therefore trees, awnings, retail frontage, landscaping, and textured pavement all contribute to a strong pedestrian character that is also expressed at the street level 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 retail/commercial podium level;
- the intent of the design was to blur the lines between architecture and landscaping;
- each building has a rooftop terrace that will serve its residents and be accessible from 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;
- the majority of parking has been provided in a one-storey structure below the lowest habitable storey to minimize the bulk of the parking structure; and
- all buildings will be accessible from the parking structure via stairs or elevators.

Panel Discussion

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 sites will be preloaded for development; and
- the applicant has continuously been in contact with the Shellmont community and key stakeholders regarding the proposed project.

Staff Comments

Mr. Jackson advised that staff supports the application and highlighted that no zoning variances were requested. He 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.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

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

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the development of 'The Gardens' – Phase 1 consisting of 2 mixed-use residential/commercial buildings containing a total of 182 apartment dwelling units with a total floor area of 20,335 m² (14,472 m² residential and 5,863 m² commercial) for a portion of 12011 Steveston Highway and 10800 No. 5 Road on a site rezoned Commercial Mixed Use (ZMU18) – The Gardens (Shellmont).*

CARRIED

4. Development Permit DP 11-564210

(File Ref. No.: DP 11-564210) (REDMS No. 3182830)

APPLICANT: Phileo Development Corp.

PROPERTY LOCATION: 5900 Minoru Boulevard

INTENT OF PERMIT:

1. To permit the construction of approximately 418 units distributed in three (3) residential towers (two (2) 16-storey and one (1) 14-storey tower), 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)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the minimum required setback from Firbridge Way from 3.0 m to 1.5 m for the portion of the development consisting of the Community Centre/Post Secondary Institution;
 - b) reduce the total number of required short-term bicycle parking to 60 stalls;
 - c) increase the permitted lot coverage to 90%; and
 - d) reduce the resident and visitor parking requirement by 13.3%.

Applicant's Comments

Wing Leung, Architect, W. T. Leung Architects Inc., accompanied by Jane Durante, Landscape Architect, Durante Kreuk Ltd., Landscape Architects, advised that the application before the Panel was for Phase II of the Quintet development.

Mr. Leung spoke of design refinements made to the project throughout the rezoning process, and commented on the location of Tower C, which was shifted westward. The east-west width of the tower C floor plate was reduced to minimize the extent the tower directly fronts the Capri building to its south. Also, he noted that the two-storey townhouses between Towers D and E were eliminated and commented on the development of the green roofs. Mr. Leung stated that the design alterations were completed in an effort to address comments made at the Public Hearing and concerns raised by the Advisory Design Panel.

Mr. Leung commented on how the proposed project responded well to the needs of the future community centre and post-secondary institution.

Ms. Durante reviewed the proposed project's landscape design and highlighted the following:

- the ground level street fronting perimeter of the site will incorporate a water feature, paving with seating, bicycle parking etc;
- the podium level is characterized by its ornamental grass slopes;
- a formal children's play area will include children's play equipment on a rubber 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 Comments

Mr. Jackson 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.

Mr. Jackson spoke of the requested variances, noting 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 public pedestrian experience; and
- staff support increasing the lot coverage as the proposed project would (i) dedicate approximately 1.7 metres along the Firbridge Way frontage to widen the street public right-of-way to 16 metres, and (ii) dedicate approximately 16 metres for a new east-west road on the north side.

Panel Discussion

In reply to queries of the Panel, Mr. Jackson and Fred Lin, Senior Transportation Engineer, advised that staff support reducing the total number of required short-term bicycle parking to 60 stalls 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.

Mr. Lin spoke of the Transportation Demand Management and noted that a subsidy of \$31,000 (\$15,500 per co-op car) to the Co-op network for the purchase of two co-op cars be provided.

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.

Correspondence

Kan and Alice Lee, Richmond residents (Schedule 1).

Mr. Jackson addressed the concerns raised by the Lees, noting that the proposed project would incorporate 463 residential parking stalls, 76 of which would be tandem stalls, and 51 of which would be visitor stalls. Also, Mr. Jackson stated that 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, he noted remarked that staff support increasing the lot coverage as the proposed project would dedicate approximately 1.7 metres along the Firbridge Way frontage to widen the street public right-of-way to 16 metres, as well as dedicate approximately 16 metres for a new east-west road on the north side.

Jennifer and Martin Cuthbertson, 5811 No. 3 Road (Schedule 2).

Mr. Jackson spoke of the road dedication along Firbridge Way, stating that approximately 1.7 metres will be dedicated to widen the street. Moreover, Mr. Jackson stated that 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. He noted that much of the site layout and landscaping was deliberate in an effort to improve pedestrian connections.

He commented on parking concerns and emphasized that the proposed project is located within a Village Centre area that is within immediate 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.

Finally, it was noted that the Cuthbertson's correspondence cited concerns related to accessibility for people in wheelchairs on the public streets. Therefore, Mr. Jackson advised that a copy of their concerns would be forwarded to the Director of Transportation.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of approximately 418 units distributed in three (3) residential towers (two (2) 16-storey and one (1) 14-storey tower), 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)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*

- a) *reduce the minimum required setback from Firbridge Way from 3.0 m to 1.5 m for the portion of the development consisting of the Community Centre/Post Secondary Institution;*
- b) *reduce the total number of required short-term bicycle parking to 60 stalls;*
- c) *increase the permitted lot coverage to 90%; and*
- d) *reduce the resident and visitor parking requirement by 13.3%.*

CARRIED

5. New Business

It was moved and seconded

That the Development Permit Panel meeting tentatively scheduled for Wednesday, May 25, 2011 be cancelled, and that the next meeting of the Development Permit Panel be tentatively scheduled to take place in the Council Chambers, Richmond City Hall, at 3:30 p.m. on Wednesday, June 15, 2011.

CARRIED

6. Date Of Next Meeting: Wednesday, June 15, 2011

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:57 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, May 11, 2011.

Joe Erceg
Chair

Hanieh Floujeh
Committee Clerk

May 7, 2011

Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
May 11, 2011.

To Development Permit Panel	
Date:	MAY 11 2011
Item #	4
Re:	DP 11-564210

Director

City Clerk's Office

City of Richmond

Fax 604-278-5139

Re: Development Permit DP 11-564210

5900 Minoru Boulevard

Phileo Development Corp

I am writing to object to the development proposal by Phileo Development Corp to change the Richmond Zoning Bylaw 8500 to allow increase lot coverage to the land and to reduce the required setback. We also feel that it is important to provide adequate parking for visitors. Presently there is inadequate residential and commercial parking in the neighborhood. To promote transportation by bicycle, it is important to have enough stalls for the students.

We strongly believe that there should be sufficient ground space between buildings and not changing the bylaw for the benefits of the developer who wants to maximize their profits only. The City of Richmond should always consider the well being of their citizens as a priority.

Sincerely,



Kan and Alice Lee

yukchinglee@hotmail.com



Jennifer Cuthbertson

303-5811 #3 Road • Richmond, BC V6X 4L7 • Phone: 604-244-8997 • Fax: 604-244-8940
E-Mail: jscuthbertson@telus.net

Date: May 3, 2011

David Weber
Director, City Clerk's Office
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Weber:

As residents of the property adjacent to the 5900 Minoru building site adjacent (5811 #3 Road), we want to speak to all 4 of the variances being applied for by the Phileo Development Corporation. It strikes us as rather ironic that a builder with the name Phileo (brotherly love) would have so little regard for its neighbours!

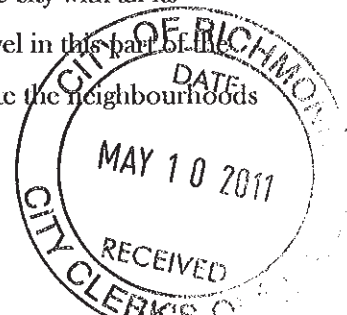
Variance (a): minimum setback – Firbridge Way is a very narrow street already congested by delivery truck and residential traffic. That traffic and the foot and bicycle traffic will only increase with 6 more residential towers being built plus a community centre and university. If anything, the setback should be increased to help create the feeling of spaciousness we are being deprived of in this area of the city with all its congestion. In addition, where sidewalks are narrow and contain trees and other plantings, waste bins, newspaper dispensers, and mailboxes, it becomes nearly impossible for people in wheelchairs to pass comfortably (please note the difficulties for such people in front of our post office, for instance). My husband (and many other residents in the vicinity) is in a wheelchair (and many others use walkers). Could we please keep in mind the specific needs of these residents with disabilities and those who are aging? After all, Richmond has as one of its mottos: "The Accessible City."

Variance (b): short-term bicycle parking stalls – In a city that endeavors to become greener and greener and encourages bicycle transportation by providing special lanes on the roadways, there is a need for increased, not decreased, numbers of bicycle stalls, particularly where a community centre and university will be housed. Let's be proactive here and not regret the lack later.

Variance (c): permitted lot coverage – I will reiterate my concerns from variance (a): If anything, the lot coverage should be decreased in an effort to create the feeling of spaciousness we are being deprived of in this area of the city with all its congestion and increase in high-rise buildings. In addition, there is very little green space at street level in this part of the city. Gardens on rooftops do not provide community space or the pleasant ambience that helps create the neighbourhoods that such space at street level does.

Schedule 2 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
May 11, 2011.

To Development Permit Panel	
Date:	May 11 2011
Item #	4
Re:	DP 11-504210





Variance (d): Because we live in a condominium complex in this area and are familiar with the demographic and lack of street parking, we highly recommend that parking for residents and visitors not be reduced. Firbridge is the only street in the area with parking and it is at present already too narrow and short to accommodate the parking needs of this neighbourhood. (Minoru, Ackroyd, #3 Road and Lansdowne have no parking).

We understand that the developer is doing what is good for his profit margin and that the city also benefits from higher density and more lot coverage. However, this is not in sync with the vision of an urban neighbourhood for this part of the city. Please consider these concerns as this application for variances comes forward.

Sincerely,



Jennifer and Martin Cuthbertson

303-5811 #3 Road

Jennifer Cuthbertson



303-5811 #3 Road • Richmond, BC V6x 4L7 • Phone: 604-244-8997 • Fax: 604-244-8940
E-Mail: jscuthbertson @telus.net

Date: May 3, 2011

David Weber
Director, City Clerk's Office
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Weber:

This letter concerns the inaccessibility of and danger to the people in our neighbourhood during the construction on #3, Firbridge, and Minoru (5900).

Let me begin by stating that my husband is paraplegic and in a wheelchair. There are many other people in this area of Richmond who are also in wheelchairs, use walkers, or drive personal scooters for mobility. As of this time, there is no way to get around our block on a sidewalk. The walkway along Firbridge has been blocked by construction on the north side and there is no continuous walkway on the south. There is also no continuous walkway on the south side of Lansdowne between #3 Road and Minoru or the east side of Minoru between Lansdowne and Firbridge. This makes access to the courthouse (my husband is a lawyer) very difficult as the thoroughway between the Chrysler dealer and the construction has also been blocked. It also makes exercising his service dog very difficult.

The safety issues are also of concern in our area. There is a large electrical/utility box on the north corner of Firbridge and #3 Road that blocks the sightline for any vehicles turning right onto Firbridge. Several times now we've either been the pedestrians or have witnessed other pedestrians almost being hit by cars making that turn. This box also blocks the view of any cars approaching #3 Road on Firbridge wanting to make a right turn. They have to move out into #3 Road to see these approaching vehicles. Furthermore, Ledcor has been allowed to set up "flexivans" on the walkway along Firbridge that block the view of traffic in the laneway or those approaching on Firbridge. There is no clearance from either roadway to allow visuals of approaching traffic and those making turns causing traffic congestion at the turn.

The increased traffic on the laneway running north and south between #3 Road and Minoru has become a major hazard. The lane is now too narrow for two-way traffic and is often blocked completely by those people entering, leaving and waiting for parking in the badminton lot or the medical lot. This lane is our access to the parking in our building and we often have difficulty getting to the entrance. Could this lane be made a one-way lane to alleviate some this congestion and hazard? All of these concerns will only be made more urgent once construction begins. Yesterday, I witnessed several close calls between cars and the trucks hauling away sand from the site.

Sincerely,


Jennifer Cuthbertson