



**Development Permit Panel
Wednesday, May 29, 2013**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Dave Semple, Chair
John Irving, Director, Engineering
Victor Wei, Director, Transportation

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, May 15, 2013, be adopted.

CARRIED

2. Development Permit 12-622179

(File Ref. No.: DP 12-622179) (REDMS No. 3839332 v.5)

APPLICANT: Wesgroup Properties

PROPERTY LOCATION: 7000 No. 3 Road and 8040 Granville Avenue

INTENT OF PERMIT:

That a Development Permit be issued which would permit the construction of a 1-storey commercial building at 7000 No. 3 Road and 8040 Granville Avenue on a site zoned "Auto-Oriented Commercial (CA)".

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Applicant's Comments

Craig Taylor, Taylor Kurtz Architecture & Design Inc., and Adam Donnelly, Wesgroup Properties, provided a brief overview of the proposed commercial development at the corner of No. 3 Road and Granville Avenue highlighting the architectural form and character and the landscape design.

Panel Discussion

In response to queries it was noted that the applicant does not propose to roof the mechanical enclosure and 7 cm calliper trees are proposed along the streetscapes.

The Panel suggested that the mechanical enclosure be dealt with sensitively due to its high visibility by a number of neighbouring high-rise developments and to mitigate noise.

In response to a query Wayne Craig, Director of Development, advised that the proposed drive aisle meets the minimum requirements of the zoning bylaw and that any reduction to the aisle would require a variance.

Staff Comments

Mr. Craig stated that the site is being under developed in terms of development potential in the City Centre Area Plan but is consistent with the existing zoning on the site. The project is designed to meet the City's Urban Design objectives and will be continuing the off-site improvements along both No. 3 Road and Granville Avenue frontages. The applicant has also provided the required statutory rights-of-way to allow for future short-term and long-term transportation improvements.

Panel Discussion

In response to queries Mr. Craig noted that the previous owner is legally bound under the Contaminated Sites Act to resolve any off-site contaminated soils. The Ministry of Environment has issued a Certificate of Compliance for the on-site soils. He further noted that the project will be installing pre-ducting for future undergrounding of the overhead hydro lines as B.C. Hydro has indicated a preference to deal with the entire block on a comprehensive basis in the future.

Correspondence

None.

Gallery Comments

None.

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Panel Discussion

The Panel supported the project with the recommendation that the applicant be sensitive to the noise level from the roof-top mechanical units for neighbouring residential development.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 1-storey commercial building at 7000 No. 3 Road and 8040 Granville Avenue on a site zoned "Auto-Oriented Commercial (CA)".

CARRIED

3. Development Permit 12-623994 and Heritage Alteration Permit 12-624406

(File Ref. No.: DP 12-623994; HA 12-624406) (REDMS No. 3808522)

APPLICANT: Cotter Architects Inc.

PROPERTY LOCATION: 3531 Bayview Street

INTENT OF PERMIT:

1. That a Development Permit be issued which would permit the construction of a new two-storey mixed-use building over one (1) level of parking at 3531 Bayview Street;
2. That a Heritage Alteration Permit be issued for the site at 3531 Bayview Street in accordance with Development Permit 12-623994; and
3. That Development Permit No. 85-060 for the former building on the site be discharged from the Land Title Record.

Applicant's Comments

Architect Rob Whetter, Cotter Architects, and Landscape Designer Johnny Zhang, Rod Maruyama & Associates Inc., provided a summary of the mixed commercial/residential development accenting urban design in compliance with the Steveston Area Plan and the Steveston Village Conservation Strategy. Particular detail was given to the architectural form and character and to the landscape and open space design.

Panel Discussion

In reply to queries it was noted that the proposed benches are manufactured 6-foot benches and to increase the number of benches on the site may encroach into the right-of-way. The proposed trees on Bayview Street were not in the original proposal and were added as a result of input from the Advisory Design Panel but can be removed from the landscape plan at the Panel's discretion.

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Barry Konkin, Planner, advised the Panel that the Heritage Commission and the Advisory Design Panel recommended softening of the paved area through additional landscaping.

In response to a query Mr. Craig advised that the landscape drawings showing planting and steps over the property line are conceptual as the Steveston Streetscape Study is currently underway and the Bayview Street frontage along the subject property is to be determined. Staff has worked with the applicant to ensure that any structures along Bayview Street are removable. The maintenance of the landscaping will be the responsibility of the property owner or the future strata.

Following discussion from the Panel Mr. Craig noted that there is a Servicing Agreement associated with the rezoning which deals with the off-site improvements. The treatment of the Bayview Street frontage will be coordinated with the Servicing Agreement and the Bayview Streetscape Study. The Panel will be approving the on-site building and landscaping. Any spill over onto the public property and road right-of-way will be coordinated through the Servicing Agreement process.

The Panel encouraged the applicant to incorporate more or longer benches on the site and that any proposed trees not form part of the streetscape, but be located close to the building.

In response to a Panel query, it was noted that the proposed building would not be as tall as the Cannery.

Staff Comments

Mr. Craig advised that the project was reviewed and endorsed by the Heritage Commission and the Advisory Design Panel. The proposal is consistent with the Steveston Conservation Strategy. One residential unit has been designed with adaptable features including elevator access and wider doors and hallways. All the residential units have Aging-In-Place features. The overall on-site parking exceeds the minimum parking requirements of the zoning bylaw. There is an additional resolution requested with this project in relation to the discharging of a previous Development Permit for the site issued in 1985.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel was in support of the development with the recommendation to increase the proposed seating area and that the landscaping concerns are addressed.

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Panel Decision

It was moved and seconded

1. *That a Development Permit be issued which would permit the construction of a new two-storey mixed-use building over one (1) level of parking at 3531 Bayview Street;*
2. *That a Heritage Alteration Permit be issued for the site at 3531 Bayview Street in accordance with Development Permit 12-623994; and*
3. *That Development Permit No. 85-060 for the former building on the site be discharged from the Land Title Record.*

CARRIED

4. Development Permit 12-626615

(File Ref. No.: DP 12-626615) (REDMS No. 3860172 v.2)

APPLICANT: Robert Ciccozzi Architecture Inc.

PROPERTY LOCATION: 7680 and 7720 Alderbridge Way

INTENT OF PERMIT:

1. To permit the construction of a mixed-use development that includes 237 residential units and 457 m² (4915 sq. ft.) of commercial space at 7680 and 7720 Alderbridge Way; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the required commercial parking aisle width from 7.5 m to 6.7 m.

Applicant's Comments

Robert Ciccozzi, Robert Ciccozzi Architecture Inc., and Mark van der Zalm, van der Zalm & Associates Inc., Landscape Architect, gave a brief overview of the proposed residential development with respect to (i) architectural form and character, (ii) landscaping and open space design; and (iii) sustainability. Urban design and off-site improvements related to the Lansdowne Linear Park frontage were highlighted.

Panel Discussion

In reply to queries from the Panel the following additional information was provided:

- the gated entrances to the parkade are slightly recessed and expected to be open during the day, minimizing impact to vehicular traffic flow from Alderbridge Way and Cedarbridge Way;
- exterior lighting to emphasize the curvature of the buildings is not proposed;

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- the pool and outdoor amenity space is a well sought after marketing feature and the long term maintenance of the outdoor amenity space will be the responsibility of the Condominium Strata;
- the children's play area consists of natural, loose, fit and balance elements for adventure play with ample seating for parents; and
- there are gardening plots between the towers with tool storage shed and a small orchard at the amenity building.

Staff Comments

Mr. Craig advised the Panel that the Lansdowne Linear parkway will be designed through a Servicing Agreement with the appropriate letters of credit being posted. The proposed development (i) is District Energy Utility ready, (ii) includes 14 Affordable Housing Units designed with the Basic Universal Housing features, (iii) incorporates Aging-In-Place features in all 237 residential units, and (iv) includes a comprehensive Transportation Demand Management package where 20% of the parking stalls will be electrical vehicle ready and electrical outlets are provided in all of the bicycles rooms for electric bicycles. An interim pathway will be established on Alderbridge Way from Lansdowne Road to Cedarbridge Way. There are extensive green roofs on portions of the buildings and the buildings have been designed to achieve the City's Aircraft Noise Management Policy objectives related to interior noise quality.

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 mixed-use development that includes 237 residential units and 457 m² (4915 sq. ft.) of commercial space at 7680 and 7720 Alderbridge Way; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *Reduce the required commercial parking aisle width from 7.5 m to 6.7 m.*

CARRIED

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5. Development Permit 13-630238

(File Ref. No.: DP 13-630238) (REDMS No. 3845167)

APPLICANT: Everbe Holdings Ltd.

PROPERTY LOCATION: 11120 and 11200 No. 5 Road

INTENT OF PERMIT:

1. To permit the construction of a one-storey single use commercial building at 11120 and 11200 No. 5 Road on a site to be zoned Community Commercial (CC); and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the required side yard (south) setback from 6.0 m to 0 m;
 - b) allow 1 parking space (6.2% of required spaces) to be configured as small car parking;
 - c) reduce the required setback for parking spaces from 1.5 m to .3 m, for parking spaces along the east property line only; and
 - d) reduce the required width of the manoeuvring aisle for a non-residential use from 7.5 m to 6.7 m.

Applicant's Comments

Vivek Menon, JM Architecture Inc., and Jenny Liu, JHL Design Group Inc., provided an overview of the proposed commercial development with regards to urban design, landscaping, and crime prevention elements.

Panel Discussion

In reply to a query it was noted that due to the reduced south lot line setback the applicant is actively pursuing an alternative solution to allow glazing of the south facade.

A discussion ensued and it was recommended that the applicant redesign the landscaping at the northeast corner of the building to address safety concerns related to access from the parking area to the pedestrian walkway. It was suggested that the applicant post signage related to the City's Anti-Idling initiative near the drive-thru aisle.

Staff Comments

Mr. Craig advised that the rear lane is not a city-owned lane. The site directly to the east has a legal agreement registered on a portion of their surface parking area to provide for cross access. Staff recommended that access to the site be directly from a City road rather than from the parking area of the adjacent property.

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Mr. Craig stated that there are four (4) variances associated with the development. One variance is in relation to the reduced side yard setback previously discussed. The other three (3) variances are associated with the parking lot layout, manoeuvring aisle, and small car parking on site. All three variances were reviewed and acceptable to the City's Transportation Division. The small car variance is primarily a function of the limited number of parking stalls on the site. The reduced parking setback and landscaping to the east is mitigated through the provision of the fence and shrub planting, and faces a servicing and parking area on the neighbouring property.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel supported the project with the recommendation that the applicant revise the landscaping to accommodate pedestrian access from the parking area.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a one-storey single use commercial building at 11120 and 11200 No. 5 Road on a site to be zoned Community Commercial (CC); and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *Reduce the required side yard (south) setback from 6.0 m to 0 m;*
 - b) *Allow 1 parking space (6.2% of required spaces) to be configured as small car parking;*
 - c) *Reduce the required setback for parking spaces from 1.5 m to .3 m, for parking spaces along the east property line only; and*
 - d) *Reduce the required width of the manoeuvring aisle for a non-residential use from 7.5 m to 6.7 m.*

CARRIED

6. New Business

8.

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7. **Date Of Next Meeting: Wednesday, June 12, 2013**

8. **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, May 29, 2013.

Dave Semple
Chair

Heather Howey
Committee Clerk