



Development Permit Panel

Wednesday, August 11, 2010

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 – 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, July 28, 2010, be adopted.

CARRIED

2. GENERAL COMPLIANCE - REQUEST BY FORTUNE VENTURE ENTERPRISES LTD. FOR A GENERAL COMPLIANCE RULING AT 8228 WESTMINSTER HWY

(File Ref. No.: DP 05-297678) (REDMS No. 2818395)

APPLICANT: Fortune Venture Enterprises Ltd

PROPERTY LOCATION: 8228 Westminster Hwy

INTENT:

The plans, attached to the Request for General Compliance application, dated July 16, 2010, from the Director of Development, involving changes to the parking layout and building elevations, be considered in General Compliance with Development Permit (DP 05-297678).

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Panel Discussion

In response to a query from the Chair, Brian J. Jackson, Director of Development, advised that Architect Matthew Cheng, was not present at the meeting.

After a brief discussion the Panel agreed to move Item 2, regarding the request by Fortune Venture Enterprises Ltd. for a General Compliance ruling at 8228 Westminister Highway, to the end of the agenda.

Panel Decision

It was moved and seconded

That the Request for General Compliance application (Item 2) be addressed after the Panel had provided a decision on Item 5 (of the August 11, 2010 meeting of the Development Permit Panel).

CARRIED

3. DEVELOPMENT PERMIT 07-389656

(File Ref. No.: DP 07-389656) (REDMS No. 2886831)

APPLICANT: CTA Design Group

PROPERTY LOCATION: 12900 & 13100 Mitchell Road

INTENT OF PERMIT:

1. To permit the construction of vehicle access to four multi-tenant industrial warehouse buildings on properties zoned "Industrial (I) and partially designated as Environmentally Sensitive Areas at 12900 and 13100 Mitchell Road, and;
2. To vary the minimum road construction standards contained in Subdivision Bylaw No. 6530 for the access road in the Tipping Road allowance on Mitchell Island.

Applicant's Comments

Ciaran Deery, CTA Design Group, provided background information on the proposed vehicle access to four multi-tenant industrial warehouse buildings on Mitchell Island, and highlighted the following details:

- the development site contains three buildings, and the applicant is seeking parking areas along the southern side of the two buildings that front the Fraser River;
- there is a comprehensive improvement and compensation package for the proposed development;
- compensation and enhancement planting would improve the landscaping along the foreshore of the Fraser River; and
- a financial contribution is being made for dike improvements.

Panel Discussion

In response to a query from the Chair regarding a variance, Mr. Jackson advised that the applicant has requested a variance to the minimum road construction for the access road in the Tipping Road allowance on Mitchell Island.

Staff Comments

Mr. Jackson commended the applicant for working cooperatively with the City, especially where the proposed parking areas partially encroach into the designated Environmentally Sensitive Area (ESA) along the Fraser River. He noted that the applicant has made a contribution of approximately \$331,000 for future dike improvements, registered dike Rights-of-Way, provided foreshore planting, and 135 metres of frontage improvements.

Mr. Jackson stated that staff supports the development, as well as the variance required for narrowing Tipping Road.

Mr. Jackson noted that an earlier iteration of the staff report mentioned an 'installation of a vehicle turn restriction island at the intersection of Tipping Road and Mitchell Road', but that this was no longer required and would be removed from the list of requirements.

In response to a query from the Chair, Mr. Jackson advised that the narrowing of Tipping Road allows for more landscaping elements on the subject site.

Panel Discussion

A brief discussion ensued and staff advised that:

- the ESA was on private property, not on public land; and
- the public has access to Tipping Road, a public road, and one that will be undergoing improvements.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel noted that the applicant and staff had managed the ESA issue with sensitivity, that the proposed development represented an improvement in the area, and that the landscaping elements would enhance that portion of Mitchell Island.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of vehicle access to four multi-tenant industrial warehouse buildings on properties zoned "Industrial (I) and partially designated as Environmentally Sensitive Areas at 12900 and 13100 Mitchell Road, and;*
2. *vary the minimum road construction standards contained in Subdivision Bylaw No. 6530 for the access road in the Tipping Road allowance on Mitchell Island.*

CARRIED

4. DEVELOPMENT PERMIT 07-402062

(File Ref. No.: DP 07-402062) (REDMS No. 2915823)

APPLICANT: MingLian Holdings Ltd.

PROPERTY LOCATION: 7500 Alderbridge Way

INTENT OF PERMIT:

That a Development Permit be issued which would permit the construction of a twelve-storey mixed use development consisting of 92 units (82 market apartment housing units, six (6) affordable housing units, and four (4) Live/Work units), associated amenity space, and three and a half levels of partially submerged parking on a site zoned "High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)" (formerly "Comprehensive Development District (CD/208)").

Applicant's Comments

Wing Leung, W.T. Leung Architects, Inc., highlighted the following details:

- the proposed development is a twelve-storey, predominantly residential mixed-use development, that fronts Elmbridge and Alderbridge Ways, and includes four live/work residential units, a four-storey component, and a parking podium;
- the design incorporates features equivalent to LEED silver, in the area of sustainability;
- the four-storey low-rise façade is aligned with Elmbridge Way; and
- a taller twelve-storey open frame structure along Alderbridge Way provides interest and shading to the units' balconies.

Staff Comments

Mr. Jackson remarked that at the September 2009 Public Hearing concerns had been expressed regarding the impact of new buildings on existing view corridors in the neighbourhood. Since that time, the applicant has refined the tower design, ensuring it is as narrow as possible and it provides a view corridor for residents to the south of the subject site. An open frame structure with balconies has been added to the western façade to lighten that side of the development.

Mr. Jackson noted that the development includes: 82 market apartment housing units, six affordable housing units, six convertible units, and four live/work units.

The four live/work units are wide, with a work space at grade, and a residential space a few steps above the work space.

Mr. Jackson reported that Transportation staff worked with the applicant to minimize the impact created by accessing the site, with the result that both residential and loading vehicle access is from a lane, not from the street.

The architecture style and character is different than that in surrounding developments, and various elements, such as the super structure on the west side, add interest.

The City reduced the height for the area north of Elmbridge Way, and the applicant successfully responded to the new height restrictions while maintaining narrowness.

Mr. Jackson concluded his remarks by stating that staff supports the application.

Panel Discussion

With regard to concerns from some area residents regarding the impact the proposed development might have on the view, Mr. Jackson advised that: (i) the width of the tower has been refined to ensure narrowness, since the concerns were stated in September, 2009; and (ii) the development complied with the City Centre Area Plan with a separation of 27 metres to the existing tower to the south, exceeding the City-mandated 24 metre tower separation.

In response to a query regarding road improvements in the area, Mr. Jackson advised that the applicant is required to: (i) widen Alderbridge Way by approximately .8 metres; (ii) widen Elmbridge Way by approximately 1.6 metres; and (iii) to widen the lane by 1.5 metres. These dedications will add to the City's road capacity. In addition, the applicant is required to do full frontage improvements.

Mr. Jackson added that access to the parking podium is from the lane, and will not impact either of the public roadways.

In response to a query regarding the amenity space, Mr. Jackson advised that there are two separate indoor amenity spaces: (i) one is adjacent to the lobby on the main floor; and (ii) the other is at the courtyard level, with direct access to the outdoor amenity space. The outdoor amenity space is almost 10,000 square feet, and is located atop the parking podium level.

Correspondence

Ada Len, 6888 Alderbridge Way (Schedule 1)

Mr. Jackson noted that the correspondent is concerned with density, added traffic, and limited access. As well, Ms. Len referred to “store units”, though no retail units are included in the proposed development.

The Chair noted that the Development Permit Panel does not consider zoning or density issues.

David Tang, Elmbridge Way resident (Schedule 2)

Mr. Jackson advised that the correspondent stated his opposition to the density in the area, and concern regarding noise from increased traffic and the ability of the area roads to accommodate additional traffic. In addition, Mr. Tang mentioned that small business is being driven out of the area by residential developments.

In response to the Panel’s queries, Mr. Jackson advised that: (i) the proposed road improvements are consistent with the City Centre Area Plan’s transportation plan; and (ii) all parking provisions in the proposed development meet the City’s standards.

Gallery Comments

None.

Panel Discussion

The Chair commented that the design orientation of the proposed development minimizes the impact on the area’s view corridor, and to the extent that the residential tower could be narrowed, the architect has managed to do so.

The Panel agreed that the development would have less impact on the neighbourhood than other, earlier developments have had, and that the outdoor amenity space would add a sense of openness.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a twelve-storey mixed use development consisting of 92 units (82 market apartment housing units, six (6) affordable housing units, and four (4) Live/Work units), associated amenity space, and three and a half levels of partially submerged parking on a site zoned “High Rise Apartment (ZHR7) – Lansdowne Village (City Centre)” (formerly “Comprehensive Development District (CD/208)”).

CARRIED

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5. DEVELOPMENT PERMIT 09-453125
(File Ref. No.: DP 09-453125) (REDMS No. 2922140)

APPLICANT: GBL Architects Inc.

PROPERTY LOCATION: 9340, 9360 and 9400 Odlin Rd

INTENT OF PERMIT:

1. To permit the construction of a 221 unit (including 10 affordable housing units), four storey residential apartment condominium development at 9340, 9360 and 9400 Odlin Road on a site zoned "Low Rise Apartment (ZLR24), Alexandra Neighbourhood (West Cambie)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) increase the maximum lot coverage from 45% to 46%.

Applicant's Comments

Paul Goodwin, GBL Architects Ltd., provided information regarding the proposed apartment complex, and mentioned in particular:

- to the east of the subject site is a multi-apartment Polygon Development, and to the west of the subject site is another multi-apartment Polygon development;
- the GBL development features 221 residential units; ten units are affordable; 19 units are adaptable;
- the development features two "U-shaped" buildings around a central landscaped courtyard, over one level of underground parking;
- the buildings were pushed down as far as possible, to match the Polygon buildings to the east and west, with parking at a grade of six feet; screening elements will be used to cover the six foot grade;
- all ground floor units have direct access to the Tomicki Avenue or the Odlin Road sidewalks, through individual, custom designed gates;
- street elevations have a break, to emphasize that a glazed portion of the building is treated with a window wall to provide light; and
- materials are of high quality, and include brick on the first two levels, with balconies featuring a heavy timber appearance, hardiboard is utilized to provide additional articulation to the façade on the upper levels, and all soffits and facias feature stained Cedar.

Landscape Architect, Lindsay Senga, of Senga Landscape Architecture Inc., provided the following information:

- ground level units facing the interior courtyard feature individual patios that connect to the outdoor amenity area;
- a child's play structure has been added to the outdoor amenity area; and

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- a pedestrian-orientated path is situated along the western edge of the proposed development, and the eastern edge of the neighbouring Polygon development.

In response to a query from the Chair, Ms. Senga advised that the pedestrian-oriented Alexander Way, that runs through the GBL site, and adjacent Polygon site to the west, will be fully landscaped, with a combination of trees and a variety of lush plants.

Staff Comments

Mr. Jackson noted that a representative from Polygon was in attendance and he commended the working relationship between the two developers, resulting in the Alexander Way passageway, the first real permanent portion of the walkway in the neighbourhood.

With the subject development and Polygon projects on both sides, the construction of the north half of Tomicki Avenue, and the roads in the area, is falling into place to provide traffic options, to disburse traffic coming to and from the multi-family residential developments.

Mr. Jackson stated that the GBL development features a different architectural vernacular, but one that works well with the two other Polygon projects that flank it.

The only comment of concern at the July, 2010 Public Hearing was in relation to the usable play structure supplied, and the applicant has responded by adding a play structure in the outdoor amenity area, in addition to a short climbing wall.

Mr. Jackson advised that staff supports the application and the variance.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

A comment was made commending the applicant for their intention to connect to the West Cambie District Energy System (DES), as this would help achieve the City's sustainability objectives.

The Chair expressed support for the project and noted that the density bonus led to 198 accessible units.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of a 221 unit (including 10 affordable housing units), four storey residential apartment condominium development at 9340, 9360 and 9400 Odlin Road on a site zoned "Low Rise Apartment (ZLR24), Alexandra Neighbourhood (West Cambie)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *Increase the maximum lot coverage from 45% to 46%.*

CARRIED

6. GENERAL COMPLIANCE - REQUEST BY FORTUNE VENTURE ENTERPRISES LTD. FOR A GENERAL COMPLIANCE RULING AT 8228 WESTMINSTER HWY

(File Ref. No.: DP 05-297678) (REDMS No. 2818395)

APPLICANT: Fortune Venture Enterprises Ltd

PROPERTY LOCATION: 8228 Westminster Hwy

INTENT:

The plans, attached to the Request for General Compliance application, dated July 16, 2010, from the Director of Development, involving changes to the parking layout and building elevations, be considered in General Compliance with Development Permit (DP 05-297678).

Discussion

Mr Jackson advised that Matthew Cheng, Architect for the applicant, Fortune Venture Enterprises Ltd., had not arrived at the meeting.

After a brief discussion the Panel decided to consider the request by Fortune Venture Enterprises Ltd. for a General Compliance ruling at 8228 Westminster Highway at the Wednesday, August 25, 2010 meeting of the Development Permit Panel

Panel Decision

It was moved and seconded

That the application by Fortune Venture Enterprises Ltd. (05-297678) be referred to, and form part of, the Development Permit Panel agenda for the Wednesday, August 25, 2010 meeting, commencing at 3:30 p.m., in the Council Chambers, Richmond City Hall.

CARRIED

7. NEW BUSINESS

None.

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8. DATE OF NEXT MEETING: Wednesday, August 25, 2010

9. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:10 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, August 11, 2010.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk

Schedule 2 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
August 11, 2010.

To Development Permit Panel
Date: <u>Aug 11, 2010</u>
Item # <u>4</u>
Re: <u>7500 Alderbridge</u> <u>Way,</u>

Director, City Clerk's Office
Tuesday, August 10, 2010

Dear city counselors:

This letter is to respond a Notice of Application for a Development Permit (DP07-402062).

I strongly oppose this project on this site. Here are my reasons that support the arguments.

First is the population and high-rise density. There are six high-rises were built through the last two years around that corner. Excessive population made this area much noisier and congested. This area use to be so quiet that hotel guests and residents can enjoy a sound sleep in the evening. Now noise from heavy traffic won't leave until much late in the evening. Some of the guests and tenants tell me that not only the emergency service increase, which contributes disturbance, but the wind tunnel effects make windy night even worse (because buildings are too close to each other).

Second is that this block is for small business. Those small businesses are the supporting group for the bigger business such as RONA and are offering convenience to shoppers and neighbors. Taking away the spaces will drive them all out of the area.

Third is that there is no room for road expansion. It is obvious that the building site is very close to the road. With such density of population in this corner, traffic congestion is inevitable. There is four traffic lights within 500m along Elmbridge way, and there is only one lane for cars on each direction.

This area is having enough high-rises, and it is better for small businesses or low density dwellings. I hope that City councilors will reconsider the application and giving a balanced environment to those who live or visit the community.

Sincerely

David Tang
Resident on Elmbridge Way Richmond B.C.
Tel: 778-898-8783



Schedule 1 to the Minutes of
the Development Permit Panel
meeting held on Wednesday,
August 11, 2010.

City of Richmond

6911 No. 3 Road

Richmond, BC

To Development Permit Panel
Date: <u>Aug 11, 2010</u>
Item # <u>4</u>
Re: <u>7500 Alderbridge</u> <u>WAY.</u>

Aug 8, 2010

To: Director, City Clerk's Office:

Re: Application of development permit DP 07-402062 @ 7500 Alderbridge Way

I am writing to express I am not in favor of the development proposal.

The immediate area is too saturated with high density condo developments.

Another condo will add to the traffic, limiting access to the already limited street parking.

Plus, with the proposal involving store units, this would be bringing more people & vehicle traffic into the area. Is this proposal in line with the market demands? There are plenty of vacant store units for rent/lease available.

Ada Lon

*6888 Alderbridge Way
Richmond BC V6X 0A7*

