



Development Permit Panel

Wednesday, October 10, 2012

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Dave Semple, Chair
Cathryn Volkering Carlile, General Manager, Community Services
Victor Wei, Director of 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, September 26, 2012, be adopted.

CARRIED

2. Development Permit DP 12-613789 (File Ref. No.: DP 12-613789) (REDMS No. 3650618)

APPLICANT: TD Canada Trust

PROPERTY LOCATION: 11300 Steveston Highway

INTENT OF PERMIT:

To permit exterior renovations and an addition to the existing TD Canada Trust bank at 11300 Steveston Highway (to include a drive-through ATM canopy structure, a drive-through aisle, and additional landscaping), on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area".

Applicant's Comments

John McCormack, Architect, accompanied by his associate Gord McQueen provided the following information regarding the proposal to construct a drive-through ATM with a canopy, a new drive-through aisle and additional landscaping:

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- the existing bank branch is on Steveston Highway at the northwest corner of the Coppersmith Corner Shopping Centre;
- the proposed drive-through aisle, automated teller machine (ATM), and canopy structure is located on the exterior of the south side of the building in an area used by the previous tenant, Kelsey's Restaurant, as a patio; TD Canada Trust has no plans to increase the interior space;
- the proposed drive aisle can accommodate four vehicles, and the proposed canopy measures approximately 220 square feet in area;
- in appearance, the proposed alterations are consistent with the architectural form and character of the existing building, including the sloping roof elements, as well as other buildings within the shopping centre;
- there is no change to the existing elevation on the south side of the subject site, except for the proposed canopy that is to be supported by new columns;
- proposed new landscaping would reduce the appearance of the paved surface on the site; existing trees will be retained on the site;
- proposed new landscape areas and materials blend in with the existing landscape scheme to the east and north of the bank building;
- the proposed alteration means the loss of four parking stalls, but on site there are 38 parking stalls and this number exceeds the bylaw requirement; and
- there are two bike racks in front of the bank.

Panel Discussion

In response to queries Mr. McCormack provided the following additional information:

- the shopping mall management office maintains all landscaping on the bank building site;
- a portion of the existing south wall of the bank building will feature stone cladding; and
- the "Ford truck" public art piece at the shopping mall is not associated with the TD Canada Trust bank building.

In response to a comment that the City has an idling bylaw, and a query regarding whether TD Canada Trust could erect signage in the proposed drive aisle reminding its clients to turn off car ignitions if the wait for the ATM machine is long, Mr. McCormack advised that a representative from TD Canada Trust was in attendance, and that the comment would be brought to the attention of banking officials.

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Staff Comments

Wayne Craig, Director of Development, advised that staff was satisfied that the proposed building alteration blends with the original character of the structure. He added that the project would improve pedestrian circulation on the subject site.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued for exterior renovations and an addition to the existing TD Canada Trust bank at 11300 Steveston Hwy (to include a drive-through ATM canopy structure, a drive-through aisle, and additional landscaping), on a site zoned "Industrial Community Commercial (ZC6) – Ironwood Area".

CARRIED

3. Development Permit DP 12-610759

(File Ref. No.: DP 12-610759) (REDMS No. 3649139)

APPLICANT: Townline Developments Inc.

PROPERTY LOCATION: 9431, 9451 and 9471 Alberta Road

INTENT OF PERMIT:

1. Permit the construction of a 35 unit townhouse at 9431, 9451 and 9471 Alberta Road on a site zoned "High Density Townhouses (RTH1)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the Alder Street setback from 4.5 metres to 4.21 metres to allow for a building footprint encroachment in Building 2;
 - b) reduce the corner setback at Hemlock Drive and Alder Street from 4.5 metres to 3.96 metres to allow for a building footprint encroachment in Building 2; and
 - c) permit resident parking in a tandem configuration in 26 of the 35 units.

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Applicant's Comments

Taizo Yamamoto, Yamamoto Architects provided the following details regarding the proposal to develop a 35 townhouse unit complex on Alberta Road:

- the applicant's proposed development completes this section of the north-south Alder Street and develops its portion of Hemlock Drive; frontage improvements along the applicant's portion of Alberta Road is part of the proposal;
- the site presents unique challenges and the design maximizes orientation of townhouse units toward the street; each townhouse unit features its own gate;
- the outdoor amenity area is located where the project's drive aisle curves and presents a nice focal point combined with a green termination;
- the extensive use of permeable pavers on site wraps around the site and creates a unified entry to the subject site;
- the architectural style is more contemporary than buildings in the neighbourhood, and include a large gable roof form, a back slope element for pop-up features, and a nice rhythm along the streetscape;
- where the site allows more depth, some townhouse units feature a second storey balcony;
- the townhouse complex to the west has its own drive aisle and that precludes any overlook concerns;
- there is one convertible unit with all other units providing aging in place features; and
- Hardi-plank material is offset by the use of some Hardi-panel; wood posts and bracket elements are also featured and provide warmth to offset the contemporary nature of the architectural style.

Meredith Mitchell, Landscape Architect, M2 Landscape Architecture provided the following details regarding the landscaping scheme:

- the Hemlock frontage is slightly higher and provides "eyes on the street" from the townhouse unit patios;
- "uplights" illuminate the trees in the amenity area;
- low signage is featured at both the Alberta and Alder entries;
- one on-site tree is to be retained and 80 trees will be planted on site to replace the 18 that are to be removed; some of the new trees will be featured along the internal drive aisle; and
- a cedar hedge located at the rear of the site provides screening, privacy, and quiet.

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Panel Discussion

In response to queries Ms. Mitchell provided the following details:

- an existing fence on the adjacent property, plus shrubs and a variety of trees provided on the subject site along the length of the west boundary act as a screen;
- substantial landscaping will provide a buffer between the amenity area and vehicles that stop and/or accelerate out of the subject site;
- it is anticipated that the density of landscaping elements near the amenity area would be enough to shield people using the area from exhaust fumes;
- the walkway between the mail structure and the bike racks is five feet wide and can accommodate a wide baby buggy;
- the bench planned for the amenity area can be moved so that it is closer to where young children would be playing; and
- each of the townhouse units has its own individualized yards.

Staff Comments

Mr. Craig noted that the development of the subject site completes a portion of the network envisioned for the McLennan North Sub-Area Plan. With regard to the requested variances he stated that two of them refer to setbacks on Alder Street, and that the other refers to the tandem parking configuration. Mr. Craig added that an acoustical report has been undertaken that shows that the project complies with City guidelines for internal noise attenuation.

Correspondence

Susan Wang, 23-9420 Ferndale Road (Schedule 1)

Mr. Craig stated that Ms. Wang expressed concern regarding the proposed use of the site, but that the use, or zoning, of the subject site was considered by City Council, and was not an issue the Development Permit Panel could address. Mr. Craig noted that planning staff has responded to Ms. Wang's letter and provided additional information to her regarding the nature of the area plan for the neighbourhood.

Gallery Comments

None.

Panel Discussion

Comments were made regarding the appearance of the project, as well as its liveability.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a 35 unit Townhouse at 9431, 9451 and 9471 Alberta Road on a site zoned "High Density Townhouses (RTH1)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the Alder Street setback from 4.5 metres to 4.21 metres to allow for a building footprint encroachment in Building 2;*
 - b) *reduce the corner setback at Hemlock Drive and Alder Street from 4.5 metres to 3.96 metres to allow for a building footprint encroachment in Building 2; and*
 - c) *permit resident parking in a tandem configuration in 26 of the 35 units.*

CARRIED

4. Development Permit 12-615424

(File Ref. No.: DP 12-615424) (REDMS No. 3644532)

APPLICANT: Omni Contracting Ltd.

PROPERTY LOCATION: 7731 and 7771 Alderbridge Way

INTENT OF PERMIT:

1. Permit the construction of a 659-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures located at 7731 and 7771 Alderbridge Way;
2. Vary the provision of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 metres to 0.0 metres respectively along Cedarbridge Way and Gilbert Road;
 - (b) reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 metres to 0.0 metres along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;
 - (c) reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development as a whole; and
 - (d) relax the requirement for the provision of on-site loading spaces for two (2) WB-17 loading spaces.

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Applicant's Comments

Taizo Yamamoto, Architect, Yamamoto Architects Inc. Was accompanied by Eric Hughes, Development Department, Onni Contracting Ltd., addressed the Panel and briefly reviewed the discussion regarding DP 12-615424 at the September 26, 2012 meeting of the Development Permit Panel (Schedule 2).

Mr. Yamamoto explained that the application was referred back for the applicant to revisit the treatment, particularly for the Alderbridge Way frontage, to determine whether something more could be done. He said that staff was also asked to: (i) prepare more information on the northwest corner of the subject site, as well as the plan and timeline for the City's Parks and Transportation departments to work within the adjacent Gilbert Road allowance; and (ii) examine the effect of the disproportionate 25% reduction in visitor parking; and (iii) provide more information regarding the interface with the property to the west of the subject site.

Mr. Yamamoto then presented the following changes in the design scheme:

- changes have been made to the Alderbridge Way frontage conditions, and enlarged sections along Alderbridge Way, Cedarbridge Way and River Road were provided to better illustrate the street edge conditions;
- all patio terraces do not exceed 1.5 metres above the adjacent public sidewalks along Alderbridge Way, due to the lowering of the slab elevation of the covered bicycle parking at the front edge of the building;
- the height of the landscape wall adjacent to the Alderbridge Way sidewalk has been reduced down to 0.45 metres;
- the lower landscape wall has been stepped down in an increased number of places, adjacent to Cedarbridge Way, that is in keeping with the change in the elevation of the street;
- to reduce the apparent height of the higher wall sloped landscaping between the lower walls adjacent to the sidewalk and the upper walls adjacent to the patio terraces has been undertaken;
- there has been significant improvement in the location and the stairs leading from the Alderbridge sidewalk to several of the units;
- design changes have been made to the river Road edge conditions for Buildings 2 and 3;
- better section views that extend from the development site's property line, through the Gilbert Road allowance to the ultimate curb, and current edge of pavement of the road have been included;
- a 2.0 metre interim planting strip within the adjacent Gilbert Road allowance area, consisting of a combination of shrubs and groundcover to screen the high portion of the parkade wall has also been included;

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- a plaza, pedestrian and cycling paths, lighting, significant tree planting are envisioned to be included within the greenway on the east side of the unused Gilbert Road allowance;
- a 3.0 metre wide paved bike/pedestrian pathway from Lansdowne Road to River Road within the Gilbert Road allowance would be constructed by the City closer to the Gilbert Road edge;
- Transportation staff reviewed the 0.15 visitor stall per unit parking rate and it was established that this ratio is acceptable;
- to improve the interface between the subject site and the property to the west of the subject site owned by CTC Group (Richmond Holdings), the applicant has replaced the interim lock-block walls at the northern and southern ends of the greenway path with a poured-in-place concrete wall with reveals that will read as part of the adjacent concrete parkade wall.
- staff and the applicant have spoken with the owners of the site to the west and Richmond Holdings has confirmed that they have recently hired an architect to review the development potential for their property;
- Richmond Holdings have also confirmed that they understand the future plans for their property edge, and the subject site, and have provided written support to City staff for the subject application.

Mr. Yamamoto summarized his presentation by remarking that: (i) a number of design changes have been made to the orientation of the walls and terraces facing the Alderbridge and Cedarbridge Way frontages, as well as the River Road frontage; and (ii) the replacement of the lock block wall with a poured-in-place concrete wall along the west property line and additional plantings on the Gilbert Road allowance adjacent to the site has improved the interim interface of the development to the west of the subject site.

Panel Discussion

A brief discussion took place between the Panel, Mr. Yamamoto and Mr. Hughes, and the following additional information as provided:

- the headroom in the bicycle storage areas meets the bylaw requirement of 7 feet; and
- Richmond Holdings' architect was given an opportunity to review the applicant's design scheme

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Staff Comments

Mr. Craig advised that even with interim arrangement regarding the Gilbert Plaza, staff believes that when the plaza is developed it will meet with what Onni is currently proposing. Mr. Wayne expressed pleasure with the efforts made to create a better interface along the property lines of the subject site. He noted that the proposed reduction of visitor parking, was undertaken with the City's Transportation Division and that staff felt that the reduction is appropriate for this project.

Mr. Craig drew the Panel's attention to the staff memo (attached to these Minutes as Schedule 3) attached to the plans that replace and supplement the plans for the proposed development.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

Panel members commended all parties for their efforts in present a new design iteration.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a 659-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures located at 7731 and 7771 Alderbridge Way;*
2. *Vary the provision of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 metres to 0.0 metres respectively along Cedarbridge Way and Gilbert Road;*
 - (b) *reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 metres to 0.0 metres along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;*

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- (c) reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development as a whole; and*
- (d) relax the requirement for the provision of on-site loading spaces for two (2) WB-17 loading spaces.*

CARRIED

5. New Business – None.

6. Date Of Next Meeting: Wednesday, October 24, 2012

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:14 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, October 10, 2012.

Dave Semple
Chair

Sheila Johnston
Committee Clerk

From: City of Richmond Website [mailto:webgraphics@richmond.ca]
 Sent: Sunday, 30 September 2012 15:52
 To: InfoCentre
 Subject: Customer Feedback (response #11492)

To Development Permit Panel
Date: <u>OCT. 10, 2012</u>
Item #: <u>3</u>
Re: <u>DP 12-610759</u>

Customer Feedback (response #11492)

Survey Information

Site:	City Website
Page Title:	Customer Feedback
URL:	http://cms.richmond.ca/Page2466.aspx
Submission Time/Date:	9/30/2012 3:51:52 PM

Schedule 1 to the Minutes of Development Permit Panel of Wednesday, October 10, 2012.

PLEASE PROVIDE THE FOLLOWING SO THAT STAFF MAY RESPOND OR OBTAIN ADDITIONAL INFORMATION

Name:	(Susan) Xia Wang
Address:	23 - 9420 Ferndale Road
Phone:	(778) 883-2268
Fax:	
Email:	w_x@hotmail.com

LOCATION OF PROBLEM IF APPLICABLE:

Address:	9431, 9451 and 9471 Alberta Road
Cross Streets:	Alberta Rd & Alder St

Please describe the problem or concern you wish to report:

Dear City Staff, I am the owner of the property of the above address. I received a "Notice of Application For a Development Permit, DP 12-610759" recently. After I read through this notice, I notice that the "High Density" development plan is too HIGH DENSITY for this community. I hope a community centre could be built instead. I can see a community centre with elementary school, secondary school and community park as a complete set. My community area with Anderson Elementary School, MacNeill Secondary School, Garden City park, but WITHOUT a community centre. Hope you review my opinion and guide me

to a satisfy way. Thank you very much in advance.
 Regards, Susan Wang

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Schedule 2 to the Minutes of
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The Chair, in addressing Mr. Sandu, stated that the Panel expected Mr. Sandhu to: (i) meet with concerned neighbours; and (ii) provide feedback of the meeting through City staff, to the Panel.

Panel Discussion

There were positive remarks regarding the applicant's effort to retain trees on site, the amenity area, the public walkway, and the integration of the project into the neighbourhood.

Comments were made regarding the Panel's desire that the applicant be a good neighbour and address concerns raised by residents at 7771 Bridge Street.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 34 Townhouse Units at 7691, 7711 and 7731 Bridge Street on a site zoned "Medium Density Townhouses (RTM2)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the required side yard setback along the south property line from 3.0 metres to 1.50 meters for Building 7 to enable the retention of a mature tree on the Bridge Street frontage of the site; and*
 - b) *permit resident parking to be provided in a tandem parking configuration for all 34 units.*

CARRIED

The Chair directed staff to report to the Panel on the outcome of the discussion Mr. Sandhu was to have with residents at 7771 Bridge Street.

3. Development Permit 12-615424

(File Ref. No.: DP 12-615424) (REDMS No. 3644532)

APPLICANT: Onni Contracting Ltd.

PROPERTY LOCATION: 7731 and 7771 Alderbridge Way

INTENT OF PERMIT:

1. Permit the construction of a 659-unit project in four (4), six-storey wood frame buildings over two (2) concrete parking structures located at 7731 and 7771 Alderbridge Way;
2. Vary the provision of Richmond Zoning Bylaw 8500 to:

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- a) reduce the required exterior side yard setbacks for portions of partially below-grade parking structures on the proposed Lots 1 and 2 from 3.0 metres to 0.0 metres respectively along Cedarbridge Way and Gilbert Road;
- b) reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 metres to 0.0 metres along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2;
- c) reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development as a whole; and
- d) relax the requirement for the provision of on-site loading spaces for two (2) WB-17 loading spaces.

Applicant's Comments

Eric Hughes, Development Department, Onni Contracting Ltd., spoke on behalf of the applicant regarding the proposal to develop four, six-storey buildings, over two concrete parking structures on a site near the Olympic Oval. He stated that the project encompasses 620,000 square feet, and includes 659 units, 48 of them affordable housing units, and that 528 the proposed units meet universal guidelines.

Mr. Hughes mentioned that Onni is making a voluntary contribution to Richmond's Public Art Program, including a cash contribution for a public art piece at the City-owned corner lot at Gilbert Road and the New River Road.

With regard to a timeline for the proposed development, Mr. Hughes noted that the Planning Committee had considered the staff report regarding the site's rezoning, the project had been discussed by the Advisory Design Panel on two separate occasions, the project had been considered at the May, 2012 and June 2012 Public Hearings, and that after approval of a development permit, Onni hoped to launch sales of the proposed residential units in the autumn of 2012.

Mr. Hughes described the wood frame structures as different from surrounding concrete towers, and said that Onni desired to bring a variety of housing stock to the Lansdowne neighbourhood.

He said that the architect's design has a 'concrete feel' and includes design features such as a terrace on the upper floor and aluminum window systems.

Mr. Hughes concluded his remarks by saying that the applicant had worked with staff to refine the project and that upon completion the project, "Riva", would set a benchmark for six-storey wood frame development projects in the Lower Mainland.

Taizo Yamamoto, Yamamoto Architects Inc. provided the following details regarding the proposed development:

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- two greenways are to be provided with pedestrian paths: (i) one runs from the east to the west boundaries of the development, crossing Cedarbridge Way in the centre of the development site; and (ii) one extends from the north to the south on the west side and intersects the west end of the east-west greenway;
- there are four buildings on four quadrants, and each building is arranged around a courtyard, thereby providing semi-public space within each building, while allowing for the maximum amount of sunlight into the courtyards; three buildings are oriented west, while one is oriented north, facing the Fraser River;
- a main challenge is that Alderbridge Way's current elevation is lower than that of the New River Road, resulting in: (i) a 2.6 metre geodectic elevation; and (ii) a 2.5 metre grade difference between Alderbridge Way and the first floor of the adjoining units;
- one solution to the issues that arise from the grade difference is a set pattern around the perimeter of the site realized by a continuous street wall, complete with railings mounted on the face of the wall, or post-mounted, so that there is no additional height requirement;
- there is access to the sidewalk from all ground floor units, with some units having steps up, splitting to individual units;
- along the Alderbridge Way frontage, Buildings 1 and 4 have setbacks that are in excess of those required by the zoning bylaw, and the sidewalk is well within the generous setback;
- Cedarbridge Way will slope up gradually to achieve a 4.0 metre elevation that creates level access through the centre of the subject site, with terraced planters located between the unit patios and the street level;
- the on-site greenway slopes up to a height of 4.0 metres and is level with all at-grade units and lobbies;
- the four lobbies are situated such that they create a "node", which serves as the project's public realm;
- there is one parkade under Buildings 1 and 2, with a second parkade under Buildings 3 and 4; each of the four buildings has its own parkade entrance and visitor parking area; the reduction of parking spaces from 0.20 spaces per dwelling unit to 0.15 spaces per dwelling unit has been worked out with the City's Transportation staff;
- the current lane that runs north/south at the western property line will eventually be turned into a greenway;
- in Building 1 there is a shared ground floor indoor amenity space that includes an indoor swimming pool that will open up on a large common courtyard patio; small meeting rooms will be a feature of both Buildings 3 and 4;

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- the central lobby design, as well as the secondary lobbies, create the opportunity to introduce a “store front” element, with full glazing from ceiling to floor, to provide more emphasis, and a more iconic character;
- the architectural goal was to form a distinctive and modern wood-frame project, with a heavier base for each building, clad in panels, with materials chosen to allow hidden fasteners to create a more solid appearance;
- work was done to differentiate the appearance of the buildings, in terms of massing and material treatment, to ensure a lack of conformity;
- some secondary balconies in Building 1 have been removed since the first design iteration, so that the elements read strongly and create a break in the building’s facade;
- the vertical corner element in Building 2 has the appearance of a concrete and glass tower;
- elements were created for the exterior of Building 3 in order for it to respond better to the existing buildings on Cedarbridge Way;
- Building 4 was designed to create more diversity throughout its streetscape;
- Omni has committed to achieving LEED silver equivalent criteria;
- sustainability features include permeable pavers in the pedestrian pathway areas, and the use of low flow fixtures; and
- the plan is to be ready to connect with a future district energy utility.

David Stoyko, Sharp and Diamond Landscape Architecture Inc., addressed the Panel and briefly described the project’s landscape scheme:

- water features and a variety of gardens in the building’s courtyards will create attractive transitions from the semi-private courtyards to the public streets;
- landscape elements will be applied to the on-site walkways, and individual garden plots will be featured;
- the stepped patio and landscaped terraces help reduce the appearance of grade differences;
- the street walls on Alderbridge Way and New River Road create attractive greenway edges;
- each of the four central courtyards provide a high level of amenity space available to all residents, with generous private terraces, creating a mix of spaces;
- individual buildings feature slightly different amenities, including flex space, a children’s play space, and gardening plots; and
- generally, the landscape materials include ones that relate to the river environment, connect with the river, and provide seasonal colour.

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Panel Discussion

Discussion ensued between the Chair and Mr. Yamamoto, and in particular regarding how the project is in conflict with its parking scheme. In response to that comment, and queries from the Chair, Mr. Yamamoto provided the following advice for clarification:

- due to the lower grade of Alderbridge Way, the rest of the development has been designed to be relative to the grade of Alderbridge Way, with lowered patios and stepped walls; and
- the water table on the subject site impacted the parkades, and if the two parkades were lowered: (i) the privacy of the patios sited on the New River Road would be compromised; and (ii) the parkades would have to be “tanked”, something that is not proposed in the design scheme; the “River Green” project has tanked parkades, but that project is concrete, not wood-frame, as is “Riva”;

Discussion continued among the Panel, Mr. Yamamoto and Mr. Hughes. In response to Panel queries the delegates provided the following information:

- the public art component for the prominent corner at Gilbert Road and the New River Road was discussed with the City’s public art staff and it was determined that the design for the art component would: (i) be undertaken with the City; and (ii) come at a later date;
- the interim treatment of a parched block, with a concrete wall, is planned if the requested variance to reduce the required interior side yard setback for limited portions of the partially-below grade parking structure along the west property line of the proposed Lot 1 and the east property line of the proposed Lot 2 is granted;
- in terms of the 25% reduction in visitor parking spaces, the request to vary the required visitor parking from 0.20 spaces per dwelling unit to 0.15 spaces per dwelling unit for the development as a whole was informed by the intent to provide the 0.15 spaces, even during the rezoning process;
- there are 192 proposed tandem parking spaces on the site;
- due to the connectivity of Alderbridge Way the “ramp up” and “ramp down” design element remains constant: and the private courtyards as well as the water feature will soften the appearance of the ramp elements;
- the private courtyards as well as the waterfall feature, will soften the interface between the subject site and the roadway; and
- the orientation of the buildings’ individual courtyards is such that they will receive the maximum amount of sunlight; and the relatively short height of six stories will also enhance the quantity of sunlight in the courtyards.

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Staff Comments

Mr. Craig drew attention to: (i) the substantial indoor amenity space in Building 1 and noted that it would be part of the first phase of construction; and (ii) the two small amenity spaces in Buildings 3 and 4.

Mr. Craig added that the project was designed to meet the noise mitigation standards set out in the City's Official Community Plan, in relation to aircraft noise.

In response to a query regarding the lack of comment from the City's Parks staff on the Gilbert Road greenway, Mr. Craig advised that only a portion of the greenway is adjacent to the proposed project, and that staff's desire is to look at the entire length of the Gilbert Road greenway. Mr. Craig added that there is no timeline for this.

Gallery Comments

Gordon Walker, CTC Group, advised that he owns the property to the west of the subject site. Mr. Walker supports Onni's "Riva" project but stated concern about the requested variance along the west property line. Mr. Walker stated that his company is in the process of examining its site for development, and was concerned that if the "Riva" parkade was to rise to 8.2 feet, as he understood from the staff report, his company's building and Onni's building would butt up against one another.

Mr. Walker suggested that the applicant meet with the principals of CTC Group to: (i) explain what Onni's proposed development will look like; and (ii) how the proposed development would impact CTC Group's property.

The Chair queried the applicant regarding the proposed height of the street wall. In response Mr. Hughes advised that City staff requested a 10 metre-wide north-south link, and that the design scheme proposes a 5 metre wide right-of-way, with the other 5 metres being added at the time of future development of the property to the west of the subject site.

When the Chair stated that the street wall's height was approximately 8 feet, Mr. Walker advised that that height would have an impact on what CTC Group could develop on their site in the future, and that it should not be assumed that CTC Group's future development would "match" what Onni proposes to do on the subject site.

The Chair directed the applicant to meet with Mr. Walker and the principals of CTC Group for discussions, and to apply the City's area plan guidelines to that discussion.

Correspondence

None.

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Panel Discussion

The Chair complimented many of the features in the proposed design scheme, but raised some concerns. He remarked that the parkade, despite being partially below-grade, dominated the streetscape, and due to this, the project was inconsistent with the City's desired "eyes on the street" casual surveillance of public streets.

The Chair then stated that he would like the applicant to revisit the treatment, particularly for the Alderbridge Way frontage, to determine whether something more can be done. He said that he would like staff to: (i) prepare more information on the northwest corner of the subject site, as well as the plan and timeline for the City's Parks and Transportation departments to work within the adjacent Gilbert Road allowance; and (ii) examine the effect of the disproportionate 25% reduction in visitor parking.

The Chair added that he also wanted the applicant and staff to work together to provide more information regarding the interface with the property to the west of the subject site.

There was general agreement that the Panel supported the Chair's suggestion to refer the application back to staff, to explore the areas outlined by the Chair, and that the application should be brought back for consideration at the Wednesday, October 10, 2012 meeting of the Development Permit Panel.

Panel Decision

It was moved and seconded

That Onni Contracting Ltd.'s DP 12-615424 (7731 and 7771 Alderbridge Way) be referred back to staff, and brought forward for consideration by the Development Permit Panel at its October 10, 2012 meeting, to be held at 3:30 p.m. in the Council Chambers, City Hall, in order for:

1. *The applicant to revisit the treatment, in relation to the parkade and other elements, for the Alderbridge Way frontage, and determine whether something more could be done;*
2. *Staff to prepare more information regarding:*
 - (a) *the northwest corner of the subject site; and*
 - (b) *the plan and timeline for the City's Parks and Transportation plans within the adjacent Gilbert Road allowance;*
3. *Staff to examine the effect of the disproportionate 25% reduction in visitor parking on the development; and*
4. *The applicant and staff to provide more information regarding the interface with the property to the west of the subject site.*

CARRIED



City of Richmond

Memorandum Planning and Development Department Development Applications

To: Development Permit Panel
From: Wayne Craig,
Director of Development
Re: Development Permit DP 12-615424 – Follow-Up from September 26, 2012

Date: October 9, 2012
File: DP 12-615424

Background

At the September 26, 2012 meeting of the Development Permit Panel, a Development Permit application for Onni Contracting Ltd.'s 659-unit project at 7731 and 7771 Alderbridge Way was considered. In regard to that application, the following recommendation was carried by the Panel:

That Onni Contracting Ltd.'s DP 12-615424 (7731 and 7771 Alderbridge Way) be referred back to staff, and brought forward for consideration by the Development Permit Panel at its October 10, 2012 meeting, to be held at 3:30 p.m. in the Council Chambers, City Hall, in order for:

1. *The applicant to revisit the treatment, in relation to the parkade and other elements, for the Alderbridge Way frontage, and determine whether something more could be done;*
2. *Staff to prepare more information regarding:*
 - (a) *the northwest corner of the subject site; and*
 - (b) *the plan and timeline for the City's Parks and Transportation plans within the adjacent Gilbert Road allowance;*
3. *Staff to examine the effect of the disproportionate 25% reduction in visitor parking on the development; and*
4. *The applicant and staff to provide more information regarding the interface with the property to the west of the subject site.*

Follow-Up on Recommendation

In addressing the above recommendation, staff have requested further design changes and information from the applicant and further reviewed the above-noted aspects of the development. To assist the DP Panel with this consideration, this Memorandum should be reviewed with the initial Staff Report to the September 26, 2012 DP Panel meeting (which have also been included in the October 10, 2012 meeting agenda). The plans attached to this Memorandum replace and supplement the plans attached the draft permit in the September 26, 2012 Staff Report, and are numbered accordingly.

1. Alderbridge Way, Cedarbridge Way and River Road Frontages

The applicants have worked to change the Alderbridge Way frontage conditions to address concerns from the DP Panel. The applicants have also provided further enlarged sections along Alderbridge Way (Buildings 1 and 4), Cedarbridge Way (Buildings 1 and 2) and also River Road (Buildings 2 and 3) to better illustrate the street edge conditions with the requested changes. Specifically, as requested, the applicants have made design changes to Alderbridge Way and Cedarbridge Way edge conditions for Buildings 1 and 4 (Amended DP Plans 10A, 10B, 11C to 11G, 48 and 51) as follows by:

- Ensuring that all of the patio terraces do not exceed 1.5m (4.9 ft.) above the adjacent public sidewalks along Alderbridge Way. This was achieved, in part, by lowering the slab elevation of the covered bicycle parking at the front edge of the building in relation to the adjacent covered vehicle parking area;
- Reducing the height of the landscape wall adjacent to the Alderbridge Way sidewalk from 0.75m (2.5 ft.) down to 0.45m (1.5 ft.) (seat height);
- Stepping the lower landscape wall in an increased number of places adjacent to Cedarbridge Way that more closely mirroring the change in the elevation of the street;
- Including sloped landscaping between the lower walls adjacent to the sidewalk and the upper walls adjacent to the patio terraces to reduce the apparent height of the higher wall;
- Lowering, pushing back and further angling the corner sections of these retaining walls from the public sidewalk at the intersections of Alderbridge Way with: the North-South Greenway on the western side of the site, Cedarbridge Way at the middle of site and the East Lane;
- Significantly improving the location and the stairs leading from the Alderbridge sidewalk to several of the units.

Also, as requested by staff, the applicants have made design changes to the River Road edge conditions for Buildings 2 and 3 (Amended DP Plans 11A and 11B) as follows by:

- Reducing the height of the landscape wall adjacent to the River Road sidewalk from 0.75m (2.5 ft.) down to 0.50m (1.7 ft.);
- Including sloped landscaping between the lower walls adjacent to the sidewalk and the upper walls adjacent to the patio terraces to reduce the apparent height of the higher wall;
- Pushing back and further angling the corner sections of these retaining walls from the public sidewalk at the intersection of River Road with Cedarbridge Way;
- Improving the location and the stairs leading from the River Road sidewalk to several of the units;
- Confirming that both the patio terraces and adjacent units are located at the same level not more than 1.3m (4.25 ft.) above the public sidewalk.

2 (a) Northwest Corner of the Development Site

The applicant has included better section views that extend from the development site's property line through to the Gilbert Road allowance to the ultimate curb and current edge of pavement of the road (Amended DP Plans 7 and 40). These sections also show the use of brick for the exposed on-site terrace walls adjacent to the Gilbert Road allowance. The applicants have also included a 2.0m (6.6 ft.) interim planting strip within the adjacent Gilbert Road allowance area consisting of

a combination of shrubs and groundcover to screen the approximate 0.6 m (2.0 ft.) to 0.9 m (3.0 ft.) high portion of the parkade wall. This landscaping would be included within the Development Permit landscape security. This planting would be the responsibility of the subject development's owners under Boulevard Maintenance Bylaw 7174. The City would continue to maintain the remaining area of the Gilbert Road allowance due to its unusually large size and prominent location. Under the development's Servicing Agreement, the applicant will be responsible for finished grading and grassing of sections of the Gilbert Road allowance disturbed during their construction of the development and the Gilbert Road improvements.

2(b) Plans for the Gilbert Road Allowance

The development of the greenway on the east side of the very-wide unused Gilbert Road allowance, a prominent gateway to the City Centre, remains to be finalized by the City. Given that there will be approximately 20 m (66 ft.) of open space between the project property line and the future Gilbert Road curb in this high visibility area, a plaza, pedestrian and cycling paths, lighting, significant tree planting are envisioned to be included within this area to be planned and constructed by the City. There is also a major \$350,000 Landmark Public Art piece proposed to be included under the project's Public Art Plan for this area.

Staff have confirmed that there is currently no funding allocation in the 5-Year Capital Plan for Parks development of this area of the Gilbert Road allowance. Staff further discussed the use of the \$100,000 TDM funding received from the applicant allocated for construction of an interim multi-use pathway from Lansdowne Road to River Road within the Gilbert Road allowance. Staff confirm that these funds are sufficient to construct a 3.0m (10 ft.) wide paved bike/pedestrian pathway in this section of the Gilbert Road allowance. Such a pathway would be constructed by the City closer to the Gilbert Road edge, with any remaining funds applied to the construction of an interim mini-plaza at the north terminus of this pathway at the intersection of Gilbert Road and River Road.

3. Visitor Parking Reduction

Transportation staff have provided the following review for the 0.15 visitor stall per unit parking rate. This can be explained by industry experience and various site-specific considerations.

Industry Experience: A comprehensive study on the residential parking supply and demand in strata apartments in the region (Parking Facility Survey and Household Survey) was recently completed by Metro Vancouver. The study surveyed 80 apartment complexes across the region, including nine sites in Richmond. Of the 80 sites surveyed, 64 sites are located within close proximity to TransLink's Frequent Transit Network bus services and/or SkyTrain stations. The nine apartment complexes surveyed in Richmond are all located within the service coverage area of a frequent bus service (e.g. #403 on No. 3 Road) and/or a Canada Line station. The study has a number of key findings regarding residential parking supply and demand. In particular, the study found that visitor parking facilities in the region may be over supplied. Observed visitor parking demand rates were below 0.1 stall per apartment unit, compared to the typical municipal requirement of 0.2 visitor stall per unit.

Site-Specific Considerations: The subject development is located within 800 m (one-half mile) of the Canada Line Lansdowne station and within 400 m to transit services on No. 3 Road and the C-94 community shuttle. The site-specific considerations are given as follows:

- **Transit Services:** the subject development would be served by several transit routes in close proximity, including the Canada Line, frequent bus services along No. 3 Road and C-94 community shuttles, thereby making transit an attractive travel option.
- **Active Transportation:** in addition to the on-site greenways (east/west through the site and north/south along the east edge of the site), the development would be connected to major cycling/pedestrian greenway/corridor along Gilbert Road and new River Road in the former CP corridor, thereby promoting walking and cycling as a viable travel option.
- **TDM measures:** the subject development is providing a \$100,000 contribution, as part of the TDM measures to support the parking rate reduction, to construct a cycling/pedestrian greenway on the eastside of Gilbert Road connecting the development to Lansdowne Road. Other TDM measures include requiring that 20% of the resident parking spaces be pre-wired for electric vehicle charging, that one (1) electric charging outlet be provided for every 40 bicycle parking spaces and a \$25,000 contribution be provided for a bus shelter on River Road.
- **Bylaw Requirements:** the overall on-site parking supply proposed would still meet the bylaw requirements in terms of overall parking supply (including 10% reduction for the provision of TDM measures), i.e., 1.26 stalls per dwelling unit for both residents and visitors.

This parking reduction was approved by City Transportation and results in having 51 visitor parking spaces located within the parkade on the proposed Lot 1 and 49 visitor spaces located within the parkade on the proposed Lot 2. Visitor parkade intercoms and parkade entrance signage will be provided allowing for visitor parking sharing for both Buildings 1 and 2 on Lot 1 and Buildings 3 and 4 on Lot 2 so each parkade provides the 0.15 visitor spaces per unit.

4. Interface with the Development Site to West

As noted in the initial Development Permit Panel report, there is variance requested to reduce the side yard setback from 1.5m (4.9 ft.) to 0.0m for a partially below-grade parking structure. This condition is largely the result of gradually raising the grade along the North-South greenway along the west side of the site up to the level of the intersecting East-West greenway at the centre of the proposed development site. It is expected that the future development of the site to the west will butt into the parkade and meet the grade of the North-South greenway on the subject site as the second half of the greenway (5.0m) will also be provided on the adjacent property (Amended DP Plan 7A).

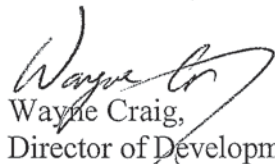
The edge on the subject property was to include a lock-block wall covered with parged concrete rising from street level at both the northern (River Road) and southern (Alderbridge Way) to meet the 2.5m (8.2 ft) parkade wall that abuts the centre section of the west property line. To improve this interface, the applicants have replaced the interim lock-block walls at the northern and southern ends of the greenway path with a poured-in-place concrete wall with reveals that will read as part of the adjacent concrete parkade wall.

Staff and the applicant have spoken with the owners of the site to the west. The owners of the site, Richmond Holdings, have confirmed they have recently hired an architect to review the development potential for their property. They now also have confirmed they understand the future plans for their property edge and the subject property and provided written support for the subject application.

Conclusion

In response to the September 26, 2012 DP Panel recommendation, the applicant has made a number of design changes to the orientation of the walls and terraces facing the Alderbridge and Cedarbridge Way frontages as well as the River Road frontage. Also, the replacement of the lock block wall with a poured-in-place concrete wall along the west property line and additional plantings on the Gilbert Road allowance adjacent to the site has improved the interim interface of the development to west.

Given the above, staff recommends that the proposed Development Permit DP 12-615424 be approved for issuance.


Wayne Craig,
Director of Development

WC:mm

Att.