



Development Permit Panel

Wednesday, October 26, 2011

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Terry Crowe, Manager, Policy Planning
Mike Redpath, Senior Manager, Parks

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, October 12, 2011, be adopted.

CARRIED

2. Development Permit DP 11-561612

(File Ref. No.: DP 11-561612) (REDMS No. 3358101)

APPLICANT: Abbarch Architecture Inc.

PROPERTY LOCATION: 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

INTENT OF PERMIT:

1. Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - c) Reduce the parking setbacks from a lot line, which abuts a road from 3m to 0m.

Applicant's Comments

David O'Sheehan, Principal, Abbarch Architecture Inc., accompanied by Elsa Yip, Architect Technician, Abbarch Architecture Inc., provided the following details regarding the proposed Mini Cooper Automobile Dealership on Cambie Road, near Shell Road:

- the site is near a Holiday Inn hotel, and until recently the site had four separate buildings, two of them now demolished;
- the triangular shaped site is between Cambie Road on the north, and Hwy. 99 to the south/east, with Shell Road to the west;
- a former BMW dealership vacated the site, but a McDonald's Restaurant remains on the site, as does an existing building that will be modified for use in vehicle detailing;
- the design scheme of the proposed dealership includes design considerations provided by the Mini Cooper corporation, and the completed building will be 'funky' to reflect the Mini Cooper product;
- when the design was presented to the City's Advisory Design Panel, the applicant was advised to strengthen the proposed landscape scheme to increase the number of landscaping elements on the site;
- when the landscape design was submitted to the Ministry of Highways and Infrastructure (MOTI) the applicant received advice that existing trees on lands owned by MOTI in front of the proposed building should not be removed;
- off-street/on-site parking spaces total 97, including three handicapped stalls; customer parking stalls are situated near the dealership main entry for convenience and are compatible with McDonald's Restaurant's customer parking scheme;
- the request to vary the minimum aisle width from 7.5 metres to 7.0 metres applies to one location in the drive aisle, a location that is not the busiest part of the site, and if the variance is permitted, the reduction will not impede movement by vehicles around the building; and
- the request to vary the 3.0 metre wide landscaped area requirements adjacent to Hwy. 99 provides an opportunity to supplement the greening of the property edge, and enhance the subject site's appearance.

Panel Discussion

In response to queries, Mr. O'Sheehan advised that:

- there is overgrowth along Hwy. 99 that is not attended to on a frequent basis;
- the requested variances are a result of the unique shape of the subject site, that presents difficulties in designing a prototype building on the site;
- the request for 0 metres for the parking setbacks are driven by the geometry and configuration of the site; and a reduction in the parking setbacks from 3 metres to 0 metres will facilitate parking storage, but will not impede customer parking;

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- a green wall, featuring vertical panels covered with vegetation in an artistic arrangement, is situated on a portion of the east property line; signage, but no green wall, is proposed for the north façade.

Mr. O'Sheehan described the architectural form and character of the proposed dealership building and drew the Panel's attention to the following details:

- a variety of shapes and elevations give the facades some sculpturing;
- the primarily dark colour scheme featuring an exterior with a pre-finished aluminum composite panel system, accented with grey and green, provides a contemporary look, reflecting the Mini Cooper product;
- signage located on the south/east side of the building, facing Hwy. 99, features a replicated, life size Mini Cooper that appears to be coming out of the building; this is surrounded by LED lighting;
- glazed doors and windows define the showroom component of the proposed dealership; and
- regular signage is featured at the building's main entry, with LED lighting used at different locations in the building to provide a sense of 'playfulness'.

Ms. Yip added that a solar rooftop on the main building, featuring over 100 panels, greens the building.

In response to the Chair's inquiry, Ms. Yip added that the solar panel rooftop element will not be unsightly as the panel arrays will be boxed in, to make them appear to be an extension of the building.

Mary Chan, Landscape Architect with DMG Landscape Architects, described the landscape design and highlighting the following details:

- the existing landscaping at the McDonald's Restaurant site will not be changed;
- a landscaped island near the dealership main entry will be enhanced, and supplemented with additional trees;
- Katsura trees, as well as yellow foliage trees, will add variety to the site;
- additional evergreen and coniferous trees are part of the landscaping plan, as are ornamental grasses and shrubs, including drought tolerant planting material; and
- new canopy trees will be featured along the Hwy. 99 frontage.

In response to a query regarding the request to reduce the 3.0 metre wide landscaped area requirements adjacent to public roads to 0 metres, Ms. Chan advised that the 0 metre location was a 'pinch point' and did not extend along the length of the Hwy. 99 frontage.

Brian J. Jackson, Director of Development, further advised that: (i) there is an existing 0 metre setback condition also the west of the smaller, existing building; and (ii) the requested 0 metre setback fronting Hwy. 99 would be mitigated with extra vertical green elements to provide a more appealing view for drivers on the highway who would not see shrubs, if shrubs were planted there.

Ms. Chan then added the following information as part of her presentation:

- decorative, permeable pavers are featured on the pedestrian walkways, to delineate them from driving surfaces and to provide a traffic calming measure; permeable pavers used on parking stall surfaces reduce site runoff; and
- trees along Cambie Road, including Austrian Pines, are: (i) well established; (ii) will be maintained; and (iii) will provide a generous canopy.

In response to the Chair's inquiry, the design team advised that the applicant uses a green wall designer who specializes in this type of vertical landscaping. The green wall will feature a variety of plant material changed throughout the year, to add seasonal appeal.

Staff Comments

Mr. Jackson advised that staff supports the application. He noted that, in terms of what existed on the subject site before two of the former buildings on the site were torn down, the previous owners had been parking on MOTI property, substantially encroaching along Hwy. 99 frontage.

To mitigate this situation, staff wanted a significant improvement, and recognizing that (i) a number of cars had to be parked there, and (ii) trucks had to access the site, the plan represents the best achievement for improving upon the past parking situation, with the addition of a significant amount of landscaping along Hwy. 99.

As noted during the discussion, in a couple of locations, the parking setbacks from the lot line that abuts the highway reduces to 0 metres, but in other locations the setback is more generous. Staff is satisfied with the response the applicant had to that set of variances.

Mr. Jackson stated that the minimum drive aisle width variance is very minor, and very localized.

He drew the Panel's attention to the energy efficient features of the design, including the solar panels and water infiltration pavers, and added that although the applicant is not required to do so, the applicant proposes an electric vehicle charge station on site.

Mr. Jackson concluded his remarks by stating that the applicant's building design, construction materials, and the colour scheme respond well to a challenging site. He added that the 'funky' design of the dealership would enhance the Cambie Road/Shell Road/Hwy. 99 location.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair stated that the applicant had done a good job on a site that presented physical constraints. He commended the applicant on the sustainability elements and the number of landscaping elements.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - a) *reduce the minimum aisle width from 7.5m to 7.0m;*
 - b) *reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and*
 - c) *reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.*

CARRIED

3. Development Variance Permit 11-586308

(File Ref. No.: DV 11-586308) (REDMS No. 3311399)

APPLICANT: Rashpal Walia

PROPERTY LOCATION: 8200 Claybrook Road

INTENT OF PERMIT:

To vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

Applicant's Comments

Applicant Rashpal Walia, 4831 Tilton Road, advised that the single-family dwelling he proposes for 8200 Claybrook Road was originally designed to front Cobden Road, but when he learned that the City's Parks Department desires to incorporate this road end into Grauer Park, the design plans for the proposed residence were changed. The new plan calls for the proposed dwelling to front onto Claybrook Road.

Mr. Walia noted that the request to vary the exterior side yard to 1.2 metres was in keeping with interior side yard setbacks for other residents in the neighbourhood.

In response to the Chair's query regarding the Panel's request for a landscaping plan for both the front and the side yards, Mr. Walia stated that he is willing and able to provide the requested landscaping plan.

Staff Comments

Mr. Jackson reported that the driveway access to Mr. Walia's proposed dwelling is from Claybrook Road, not Cobden Road, thus making Cobden Road a vehicle free road end.

He stated that Mr. Walia thought the proposed 1.2 metre side yard setback was reasonable to achieve, in light of the exchange for the City to transform the existing roadway into a pedestrian entry to the neighbourhood park.

Mr. Jackson added that a typo in the staff report, on the Data Sheet and the Permit, would be rectified to reflect the 1.2 metre variance, instead of the incorrectly stated 2.0 metre variance.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair reiterated the Panel's request that the applicant submit to the Development Application division of the Planning Department a landscape plan for the front and side yards.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

CARRIED

4. New Business

Mr. Jackson advised that he would arrange for an off-site meeting of Panel members and staff to explore new technology that allows for computer modelling instead of physical modelling, due to an interest expressed by developers.

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5. Date Of Next Meeting: Wednesday, November 16, 2011

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:06 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 26, 2011.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk