



**Development Permit Panel
Wednesday, November 14, 2012**

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, Community Services

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 24, 2012, be adopted.

CARRIED

2. Development Permit DP 12-616031

(File Ref. No.: DP 12-616031) (REDMS No. 3688847)

APPLICANT: McDonald's Restaurants of Canada Ltd.
PROPERTY LOCATION: 2760 Sweden Way
INTENT OF PERMIT: Permit exterior renovations to the existing McDonald's Restaurant at 2760 Sweden Way, on a site zoned "Industrial Retail (IR1)."

Applicant's Comments

Darrell Horst, Senior Real Estate Manager Western Region, MacDonald's Restaurants of Canada Limited, and Marlene Messer, Landscape Architect, PMG Landscape Architects, provided the following information regarding the proposed exterior renovations to the existing McDonald's Restaurant:

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- the McDonald's restaurant located at the corner of Bridgeport Road and Sweden Way has been existing for 12-14 years and some renovation work in its drive-through was done last year;
- the proposed renovations are only on the exterior façade of the restaurant to modernize the building and reflect the new corporate image of McDonald's introduced across Canada;
- there will be changes in materials and well as in landscaping;
- existing trees on the project will be retained and a low shrub planting will be added along the edge of the drive-through to screen the headlights from vehicles queued in the drive-through;
- appropriate measures will be made to protect the roots of existing trees; and
- a small planting island that includes a tree and ground cover within the surface parking area will be introduced.

Panel Discussion

Ms. Messer, in response to a query from the Panel, stated that the new pedestrian connection is from Sweden Way through the parking lot of the restaurant.

Staff Comments

Wayne Craig, Director of Development, noted the applicant's efforts to improve the restaurant's landscaping and pedestrian circulation.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel expressed appreciation for the proposed exterior renovations and noted the improved pedestrian circulation.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit exterior renovations to the existing McDonald's Restaurant at 2760 Sweden Way, on a site zoned "Industrial Retail (IR1)."

CARRIED

3. Development Permit DP 12-608937

(File Ref. No.: DP 12-608937) (REDMS No. 3654133)

APPLICANT: Cotter Architects Inc.

PROPERTY LOCATION: 9691 Alberta Road

INTENT OF PERMIT:

1. To permit the construction of a 24 unit Townhouse on a site zoned "Low Density Townhouses (RTL4)"; and
2. To vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) reduce the required front yard setback from 6.0m to 5.40m;
 - b) reduce the minimum lot width from 40.0m to 28.6m;
 - c) reduce the required west side yard setback from 3.0m to 0.30m for the garbage and recycling enclosure; and
 - d) permit resident parking in a tandem configuration in 10 of the 24 units.

Applicant's Comments

Thomas Allan Palmer, Architect, Patrick Cotter Architect Inc., provided the following information regarding the salient features of the proposed development:

- the project is a group of five buildings with three to eight units per building and with one to three bedrooms in each of the townhouses;
- a unique aspect of the project is the smaller ground-oriented units in two buildings which have access at grade and are more affordable;
- the three units facing directly onto Alberta Road will give the project a strong presence;
- the Georgian style townhouses are simple but adorned with classical details;
- middle buildings are turned to open up the site in the middle and mitigate the long and narrow feel of the site;
- the garbage and recycling enclosure at the western side of the property introduces a curve to the driveway to break up an otherwise straight drive aisle; and

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- the outdoor amenity area at the centre of the site features a play structure for children and community garden plots.

Mark van der Zalm, Landscape Architect, van der Zalm + Associates, Inc., stated that the applicant did some additional work on the project to address the concerns of the Advisory Design Panel which are related to the geometry of the long and narrow site of the project. Mr. van der Zalm mentioned the following key improvements to the project:

- improvements to the children's play area notwithstanding the project's proximity to excellent play amenities in the area which include the Garden City Park and other open spaces;
- the amenity zone was reconfigured to get vehicles out of the way of the amenity area; and
- improvements in the functionality of the community gardens and the children's play area were achieved by pulling back the buildings.

Mr. van der Zalm also pointed out the following important features of the project:

- the rich palette of materials reflect the Georgian style architecture;
- decorative pavers are provided throughout the development;
- the enclosure of the centralized garbage and recycling is visually appealing; and
- a unique aspect of the project is the provision of secure bike parking in each of the ground-oriented units using lockable posts in the individual yards.

Panel Discussion

In reply to queries from the Panel, Mr. Palmer and Mr. van der Zalm, provided the following information:

- in order to provide a residential front door façade to Alberta Road, the building fronting the road was rotated so that three units will face Alberta Road directly;
- the colour palette was used to visually break down the massing to provide a residential feel to the development and help identify the individual units;
- the building adjacent to the one fronting Alberta Road has the same configuration as the latter but its relationship is with the park and not the street;
- the buildings use pre-finished cement board horizontal siding;
- high level discussions have been made by the applicant with the developers of the adjacent lots to cooperate on easement access between the adjacent sites;
- the property to the west of the subject development will have access to the drive aisle of the subject site and small parts of the property to the east will be accessible from the site;

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- in the meantime, a fence will provide separation from the adjacent single family housing on both sides of the subject development;
- screening at the end of drive aisles in the subject development will mitigate vehicle headlights; and
- the 480 sq. ft. ground oriented units in the two middle buildings are more affordable market housing types, have built-in flexibility and will have separate title and strata.

In reply to a query from the Chair, Charan Sethi, President, Tien Sher Group of Companies, stated that he had coordinated with the developer of the adjacent property to the west to ensure shared access between the two developments. He mentioned that the location of the garbage and recycling of the two adjacent developments will be located back to back and a big open space in the middle will be provided which will be screened visually through landscaping. Also, he stated that the design of the subject development will benefit both projects.

Staff Comments

Wayne Craig, Director of Development, stated that the ground floor units were designed to allow for easy conversion for residents requiring use of a wheelchair and that certain features are already built in such as wider doors. Mr. Craig also advised that the applicant has provided a unit plan for the ground floor units to provide design flexibility. Mr. Craig commented that the project is designed to meet the City's aircraft noise requirements with respect to internal thermal conditions and indoor noise levels.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel commented that the project is nice despite the constraints of a long and narrow site. The Panel also mentioned that the project is well thought out, will blend well with the adjacent sites and add flavour to the neighbourhood.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of a 24 unit Townhouse on a site zoned "Low Density Townhouses (RTL4)"; and*

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2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
- a) *reduce the required front yard setback from 6.0m to 5.40m;*
 - b) *reduce the minimum lot width from 40.0m to 28.6m;*
 - c) *reduce the required west side yard setback from 3.0m to 0.30m for the garbage and recycling enclosure; and*
 - d) *permit resident parking in a tandem configuration in 10 of the 24 units.*

CARRIED

4. Development Permit DP 12-615185

(File Ref. No.: DP 12-615185) (REDMS No. 3599415)

APPLICANT: MQN Architects

PROPERTY LOCATION: 12100 Featherstone Way

INTENT OF PERMIT: To permit the upgrading of brand imaging and towers on the existing building and remediation planting within the Riparian Management Area on a site zoned Vehicle Sales Commercial (ZC28).

Applicant's Comments

Brian Quiring, Architect, MQN Architects, provided the following information regarding the proposed upgrading of brand imaging and towers on the existing building and remediation planting within the Riparian Management Area:

- MQN Architects was the original architect of the project several years ago and will undertake the third upgrade of the project;
- the new GM image is architecturally sophisticated and will improve the streetscape;
- the existing central tower feature will be removed and replaced with a Chevrolet entry portal with composite metal panel in vibrant blue colour;
- a new Buick/GM entry portal will also be added;
- the current landscape plan is not entirely accurate as it does not show the proposed 3-meter grass strip between the parking lot and the boundary of the Riparian Management Area (RMA) (staff advised that the revised landscape plan was included in the application submission); and
- the applicant is working with an environmental consultant to provide a solution to the landscaping problem.

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Panel Discussion

In reply to queries from the Panel, Mr. Quiring stated the following:

- the riparian planting was destroyed by blackberry bushes coming from the ditch which choked out the plants;
- the applicant is not satisfied with the present selection of plants for riparian planting and is hoping for a different plant selection that will perform better in the RMA; and
- part of the proposed project is the rehabilitation of the RMA through increased vegetation.

Staff Comments

Wayne Craig, Director of Development, commented that he agrees with the applicant that the proposed improvements will upgrade the building. Mr. Craig also mentioned that with regard to the riparian planting, Planning staff worked with the applicant's environmental consultant and consulted with Department of Fisheries staff to develop the landscape plan attached to the development permit application. Mr. Craig advised that Planning staff continues to work with the applicant to ensure proper maintenance of the riparian planting while still respecting visual sight lines to the facility as well as respond to riparian area requirements.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel commented that the proposed upgrade is nice but pointed out that the applicant needs to control the proliferation of blackberries in the RMA. The Panel also suggested that the applicant consult with Parks staff who have experience in managing RMAs and controlling the growth of blackberries.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the upgrading of brand imaging and towers on the existing building and remediation planting within the Riparian Management Area on a site zoned Vehicle Sales Commercial (ZC28).

CARRIED

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5. Development Permit DP 10-535726

(File Ref. No.: DP 10-535726) (REDMS No. 3611490)

APPLICANT: The South Coast British Columbia Transportation Authority
("Translink")

PROPERTY LOCATION: 4111 Boundary Road

INTENT OF PERMIT: To permit the construction of a new bus operations and maintenance facility on a site zoned Light Industrial (IL).

Applicant's Comments

Joe Halhead, Translink Representative, outlined the purpose of the facility which is essentially to provide operation and maintenance support for a maximum of 300 buses such as bus dispatch, service and maintenance. He also pointed out that there are separate buildings for maintenance, bus wash, refueling, waste water treatment and service delivery as well areas for employee parking, bus parking and a small shed for tire storage.

Steve Rayner, Architect, PBK Architects, described the architectural form and character of the buildings in the facility and stated that they have different sizes and shapes but have a common language to unify them as a family of buildings on the site. Mr. Rayner also mentioned that the buildings have a common palette of materials and building forms echo from one building to the next. He stated that with the suggestion of the Advisory Design Panel, touches of green and yellow have been added to provide a stronger identity to the buildings.

Dan van Haastrecht, Landscape Architect, Durante Kreuk Landscape Architects, described the following major landscaping features on the site:

- amenity patio space surrounded with tree and shrub planting adjacent to the service delivery building;
- two large planting beds, shrub planting and row of trees in the service delivery parking lot;
- landscape buffer against the sidewalk adjacent to Boundary Road;
- feature landscaping in front of the wastewater treatment building; and
- significant landscape buffer along Westminster Highway.

Panel Discussion

In reply to queries from the Panel, Mr. van Haastrecht and Mr. Halhead stated the following:

- landscaping along Westminster Highway includes large swathes of shrubs, a river rock bioswale adjacent to the sidewalk, retaining walls, and fencing;

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- there is a grade change of roughly 1.5 meters from the bus parking lot and the adjacent existing grade of Westminster Highway;
- perimeter fencing and concrete walls along Westminster Highway provide security and visual screening from the street and see-through permeability;
- the parkland provides a buffer between the site and daycare facility;
- chain link fencing and climbing vines are being proposed along the dike on the north side;
- the City has access to the dike through the employee parking lot; and
- the bioswale along Westminster Highway collects water coming down the slope.

Sean Kennedy, Manager, Industrial Group, Genivar, in reply to queries from the Panel, advised the following:

- the waste water treatment plant collects oily water generated in buildings on the site, removes oil and grease from the water and discharges the treated water to a sanitary sewer;
- the facility has a stormwater collection system that discharges surface stormwater directly to the Fraser River;
- lighting on the facility lot is targeted at five foot-candles in terms of brightness;
- the sidewalk along Boundary Road is 1.5 to 2- meter wide; and
- building designs are aimed at meeting LEED Silver rating; sustainable features included: permeable paving in the employee parking area, oil water separators, heat recovery, heat pump systems, sensor controls, radiant heating, and efficient mechanical equipment.

Staff Comments

Wayne Craig, Director of Development, commented on the long collaboration between the applicant and the City and mentioned that there have been a number of amenities provided through the rezoning and development stages such as the park dedication, dike improvement, contributions toward the day care in the area, and working with adjacent neighbours regarding access along Boundary Road. Mr. Craig also advised that the project is deemed to be in compliance with the City's Green Roof Bylaw based on the project meeting LEED Silver rating, increased landscaping, direct discharge of surface stormwater to the Fraser River, and the bioswale along Westminster Highway.

In response to a query from the Panel, Mr. Craig spoke about the present lack of pedestrian access to the dike at the subject location and further to the east.

Correspondence

None.

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Gallery Comments

None.

Panel Discussion

The Panel commended the work done by the applicant to make the facility environmentally sensitive and energy efficient. The Panel also took note of the applicant's efforts to come up with a common language for the buildings and the enhanced landscaping along Westminster Highway.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a new bus operations and maintenance facility on a site zoned Light Industrial (IL).

CARRIED

6. New Business

7. Date Of Next Meeting: December 12, 2012

8. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:35 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, November 14, 2012.

Joe Erceg
Chair

Rustico Agawin
Committee Clerk