To: Development Permit Panel
From: Wayne Craig
Director, Development

Date: March 24, 2021
File: DP 17-792931

Re: $\quad$ Application by Urban Era Builders \& Developers Ltd. for a Development Permit at 9700, 9720 and 9800 Williams Road

## Staff Recommendation

That a Development Permit be issued which would permit the construction of 18 townhouses, including three affordable housing units, at 9700,9720 and 9800 Williams Road on a site zoned "Town Housing (ZT81) - Williams Road".


Wayne Craig
Director, Development
(604-247-4625)
WC:rp
Att. 4

## Staff Report

## Origin

On behalf of Urban Era Builders \& Developers Ltd., Eric Law has applied to the City of Richmond for permission to develop 18 townhouse dwelling units, including three (3) affordable housing units, at 9700, 9720 and 9800 Williams Road. The site is currently vacant, and is being rezoned from the "Single Detached (RSl/E)" zone to the "Town Housing (ZT81) - Williams Road" zone, for this project under Bylaw 9667 (RZ 15-700431). A Location Map for the subject site is provided on Attachment 1.

A Servicing Agreement is required as a condition of rezoning adoption and includes, but is not limited to, the following improvements:

- Water Works: replacing the existing water connection with a new one, complete with meter and meter box.
- Storm Sewer Works: installing drainage along the upgraded sidewalk on Williams Road, and replacing the existing storm service connection.
- Sanitary Sewer Works: replacing the existing sanitary service connection and inspection chamber with a new service connection and inspection chamber.
- Frontage Improvements: street lighting upgrades, widening of the existing adjacent north-south walkway (via Public Right-of-Passage Statutory Right-of-Way), replacing the existing driveway with curb, gutter and sidewalk along the Williams Road frontage.


## Development Information

Please refer to attached Development Application Data Sheet (Attachment 2) for a comparison of the proposed development data with the relevant Bylaw requirements.

## Background

Development surrounding the subject site is as follows:
To the North: Across Williams Road, single-family dwellings on lots zoned "Single Detached (RS1/E)" and "Single Detached (RS1/K)".

To the East: Duplex and single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Williams Road and No 4 Road.

To the South: Duplex and single-family dwellings on lots zoned "Single Detached (RS1/E)" fronting Swansea Drive.
To the West: Across a wide City-owned public walkway, the site of a recent rezoning (RZ 15715406) and a Development Permit application (DP 18-797785) to develop 28 townhouse units at 9680 Williams Road. The rezoning bylaw was approved and the development permit issued by Council on February 20, 2021.

## Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

- A detailed design of the outdoor amenity space.
- Perimeter fencing along Williams Road and the pedestrian path to the west.
- A detailed landscape design including trees, shrubs and plantings and hard surface treatments.
- Architectural expression and proposed colour palette and exterior building materials.
- Features that incorporate Crime Prevention through Environmental Design (CPTED).
- Interior plans must demonstrate that all of the relevant accessibility features are incorporated into the proposed Convertible Unit design and that aging-in-place (i.e., adaptable unit) features can be incorporated into all units.

Each of the above-noted design issues have been resolved as indicated in the 'Analysis' section of this report, and reflected in the associated Development Permit drawings.

The Public Hearing for the rezoning of this site was held on February 20, 2017. At the Public Hearing, the following concerns about rezoning the property were expressed:
A. Lighting of the public walkway.
B. New development abutting low density residential neighbourhood to the south.

Staff worked with the applicant to address these issues in the following ways:
A. Lighting of the public walkway: The applicant has worked with City staff to provide pedestrian lighting along the site's west frontage along the public walkway. Improvements to the walkway are being addressed via the Servicing Agreement for the proposed development and the Servicing Agreement for the approved townhouse development at 9680 Williams Road (abutting the walkway to the west). Walkway improvements include its widening (via Public Right-of-Passage (PROP) Statutory Rights-of-Way (SRWs) on the subject site and 9680 Williams Road to accommodate repaving and a 1.0 m grassed strip on both sides (within the SRWs), drainage as well as pedestrian-scale lighting. The southerly portion of the walkway (adjacent to the single family dwellings fronting onto Swansea Drive) will be improved with new-pedestrian lighting that is designed to prevent light being cast into adjacent lots.
B. New development abutting low density neighbourhood to the south: The applicant proposes reduced-height buildings along the rear of the site with upper stories stepped back 6.0 m from the rear property line, in tandem with effective landscape screening in order to mitigate visual impression and activity resulting from multiple family residential use to the residents of abutting lots that front onto Swansea Drive, as follows:

- 9911 Swansea Drive: A 1.2 m wooden fence (which is, in certain places, located atop a retaining wall no higher than 0.8 m ) is proposed along the shared lot line. 2.4 m high cedar plantings are proposed along the inside of the fence at the south terminus of the internal drive-aisle that would provide additional screening between lots.
- 9931 Swansea Drive: A 1.2 m wooden fence (which is, in certain places, located atop a retaining wall no higher than 0.8 m ) is proposed along the shared lot line. 2.4
m high cedar plantings are proposed along the inside of the fence that would provide additional screening between lots. The existing hedge at the rear of 9931 Swansea Drive also provides a robust screen between the lots.
- 9951 Swansea Drive:
- Along the north-south rear lot line, a 1.2 m wooden fence (which is, in certain places, located atop a retaining wall no higher than 0.8 m ) is proposed along the southerly portion of the shared lot line, and a 1.6 m lattice landscaping element is proposed along the northerly portion. 2.4 m high cedar plantings are proposed along the inside of the fence that would provide additional screening between lots, and clematis plantings are proposed along the inside of the lattice element (which is intended climb the latticework).
- Along the east-west rear lot line, a 1.6 m lattice landscaping element is proposed along the shared lot line, behind which Azalea and clematis plantings are proposed (the latter of which is intended climb the latticework).
- In addition, the applicant has reached an agreement with the owner of this property that satisfied their concerns and accommodates the removal of two shared trees (tags \# 132 and \#133). The signed agreement has been provided to staff and is on-file.
Staff note that the proposed development will not increase vehicle traffic along Swansea Drive.


## Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the "Town Housing (ZT81) - Williams Road" zone.

## Advisory Design Panel Comments

The Advisory Design Panel (ADP) reviewed the proposal on May 8, 2019. A copy of the relevant excerpt from the Advisory Design Panel Minutes from May 8, 2019 is attached for reference (Attachment 3). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in 'bold italics'.

## Analysis

## Conditions of Adjacency

- Along the west property line there is an approximately 3.0 m wide City-owned public walkway. In order to accommodate required improvements to the public walkway (i.e., new pedestrian lighting, widened sidewalk and grassed boulevard), a 1.0 m wide Statutory Right-of-Way (SRW) along the west property line has been secured at rezoning. Dwelling units along this interface are set back 4.0 m from the west property line ( 3.0 m from the edge of the SRW), oriented towards the public walkway and contain individual entries for pedestrian access. The SRW and the interface with the walkway is consistent with that of the approved townhouse development across the walkway at 9680 Williams Road.
- To the east is an existing low density neighbourhood that is designated for townhouse development in the Arterial Road Policy in the OCP.
- The building height of the easterly street-fronting units are stepped down to 9.9 m (two storeys), as measured from average finished site grade, in response to the existing duplex to the east.
- A PROP SRW allowing access to/from the adjacent future development site to the east through the subject site (over the entry driveway and internal drive aisle) has been secured at rezoning. Signage identifying that the drive-aisle will provide future access to the east is proposed and would be located at the east terminus of the internal drive-aisle.
- To the south is an existing low density neighbourhood that fronts onto Swansea Drive (a local road) and is designated Neighbourhood Residential (NRES) in the OCP. The building height of the rear units is 9.4 m (two storeys), as measured from average finished site grade, in response to the single-family rear yard adjacency to the south. In addition, a 4.5 m rear yard setback to the ground floors and a 6.0 m rear yard setback to the second floors of the rear units are proposed to provide an improved interface.
- Windows have been located carefully to avoid adjacent overlook and privacy concerns.
- Retaining walls are proposed along the westerly portion of the rear property lines and along the east side of the site, in order to provide usable yard space for the proposed units. Retaining walls along the lot lines shared 9911, 9931 and 9951 Swansea Drive and $9840 / 9844$ Williams Road will in each case range in height between 0.1 m and 0.8 m . No retaining walls are proposed in proximity to retained trees.
- Fencing adjacent to the visitor parking spaces and both driveway terminus at the south and east lot lines will sit atop a retaining wall. The fencing would be no higher than 1.2 m , and therefore no higher than 2 m including the retaining wall, as measured from the lower grade (i.e., adjacent grade on abutting properties).
- Perimeter drainage will be required as part of the Building Permit to ensure storm water is managed and addressed through the development and will not impact neighbouring properties.


## Urban Design and Site Planning

- Vehicular access to the proposed development is to be from Williams Road through a new driveway, with future connections to the neighbouring properties to the east, secured by a SRW.
- The layout of the townhouse buildings is oriented around a north-south internal maneuvering aisle and an east-west internal maneuvering aisle, providing access to the unit garages.
- Units along Williams Road will have direct pedestrian access from the street. Units along the public walkway will have access from the walkway, and the internal units will have pedestrian access from the drive-aisle.
- All townhouse units have two vehicle parking spaces. Vehicle parking spaces for nine units are proposed in double garages and parking spaces for nine units (including the three affordable housing units) are proposed in garages with a tandem arrangement. The tandem arrangement is consistent with Zoning Bylaw 8500 maximum of $50 \%$. A restrictive covenant to prohibit the conversion of the tandem garage area into habitable space has been secured at rezoning.
- A total of four visitor parking spaces are provided, including an accessible parking space.
- Both internal and external bicycle parking spaces have been incorporated into the proposal and are in compliance with Zoning Bylaw 8500 requirements.
- The shared outdoor amenity area is located in a central location along the City-owned public walkway to provide direct pedestrian access to/from the walkway, maximize sunlight penetration and offer casual surveillance from the walkway and adjacent units. The size of the outdoor amenity area is consistent with the OCP requirement (minimum $6.0 \mathrm{~m}^{2}$ per unit).
- Cash-in-lieu of indoor amenity space was secured through rezoning $(\$ 18,000)$ consistent with OCP Policy.
- The common garbage and recycling room is incorporated into the design of Building E and makes efficient use of its space, thus minimizing its impact on the design.
- The covered mailbox kiosk is located at the shared outdoor amenity space and has been incorporated into the design of the buildings to minimize visual impact.


## Architectural Form and Character

- The proposed building form contains window bays, entrance porches, gable roofs and balconies to provide articulation to the building façade and establish a residential scale.
- The street fronting units will have individual porches that punctuate the architectural rhythm of the buildings and provide cover to the front entrances. A pedestrian scale is generally achieved along the public street and walkway, and internal drive-aisle, through the inclusion of variation in building form, projections, recesses, materials/colours and landscape features.
- The proposed building materials include hardi siding, hardi panel and brick (along the first storey facing Williams Road) with different colours (including blue, red, and beige) that enhance the visual rhythm of the buildings and signal a distinct top, middle and base to each building.
- Trim and secondary roof elements are used to reduce the apparent height of the buildings.
- All windows are proposed to be vinyl with wood trim.


## Landscape Design and Open Space Design

- Tree preservation was reviewed at rezoning stage where six trees (tags \#A, \#B, \#C, \#D, \#E and \#F) on adjacent properties (9931 and 9951 Swansea Drive) and one hedgerow located on an adjacent property ( 9931 Swansea Drive) were identified for protection.
- A contract with a Certified Arborist has been secured for supervision of all works conducted within close proximity to a tree protection zone (protecting those trees identified for retention).
- Tree removal and replacement was reviewed at rezoning stage where nine on-site trees and two trees located on a shared property line were identified for removal.
- The applicant has provided staff with a written agreement (which is on-file) between the owner of the subject site and the owner of 9951 Swansea Drive to remove the two shared trees (tags \#132 and \#133).
- Based on a 2:1 compensation ratio stated in the OCP, 22 replacement trees are required.
- The applicant proposes to introduce 24 new trees on the site: six Dogwood trees, one Birch tree, 12 Japanese Snowbell trees, two Honeylocust trees, one Cherry tree and two Pine trees.
- The proposal provides a pedestrian-oriented streetscape fronting Williams Road and the public walkway with a landscaped edge treatment, including trees, lawn, patio areas, low transparent fencing, and a gate to each individual unit.
- Pockets of landscaping will be provided along the drive-aisle to soften the internal streetscape.
- An irrigation system will be provided for the proposed on-site landscaping.
- A children's play area is proposed in the shared outdoor amenity area, and play equipment has been chosen to provide different play opportunities (i.e., climbing, balance, motor skills) that can be used by different age groups and for multiple purposes. Seating is provided nearby for caregivers.
- The vehicle entrance, along the sides of the internal driveways, the internal intersection area in front of the shared outdoor amenity, end of the drive-aisle, and surface parking spaces will be treated with permeable pavers for better water infiltration and variety in paving surfaces.
- In order to ensure that the proposed landscaping works are completed, the applicant is required to provide a landscape security of $\$ 126,535$ (inclusive of a $10 \%$ contingency) in association with the Development Permit.


## Crime Prevention Through Environmental Design

- Windows and balconies are located to increase the visual presence and surveillance along Williams Road, the public walkway, the amenity area, as well as the internal drive aisle. All entrances are visible and overlooked by pedestrians or by neighbour's windows.
- Pedestrian-scale lighting is proposed along the public walkway. The applicant has agreed to provide walkway lighting along the west side of the site; likewise, the approved townhouse development across the walkway, at 9680 Williams Road, includes pedestrian lighting along its east site frontage and extending south to Swansea Drive.
- Low permeable fencing and low landscaping are provided to maximum clear unobstructed views and casual surveillance opportunities.
- Landscaping and fencing is provided along the street edge to distinguish the public realm and private space.
- Wall mounted security lighting will be installed throughout the development to provide adequate outdoor security illumination.


## Sustainability

- As the application was submitted prior to the introduction of the Step Code requirement, the applicant has provided a report produced by a Certified Energy Advisory to confirm that the proposed townhouse units will be designed to achieve an EnerGuide rating of 82. The report prepared by the Energy Advisor is on file and will be utilized through the Building Permit review process to ensure these measures are incorporated in the Building Permit drawings. The applicant has complied with the grandfathering provisions approved by Council.
- An air source heat pump system will be used for this development. The heat pump units have been located away from the street and will be screened by a low wood lattice fence and landscaping. A letter the project's mechanical Professional Engineer, specifying the equipment and confirming its compliance with Noise Regulation Bylaw No. 8856, is required prior to Building Permit issuance.
- The architect has advised that the following design/features are incorporated into the proposal:
- Energy star windows to alleviate heating and cooling energy consumption.
- The use of low-flow water fixtures, low-energy lighting and high energy efficiency appliances.
- Durable and long-lasting materials that can reduce building maintenance.
- Permeable ground cover and planting to absorb rainwater runoff and reduce load on municipal sewers.
- Interior paint with low VOC content.


## Affordable Housing

- Three affordable housing units (units 16,17 and 18 ) are provided in one townhouse building (Building E) located along the north portion of the site and fronting on Williams Road. These dwelling units are designed to be well-integrated into the rest of the development and its built form.
- As per the Housing Agreement secured at rezoning, the required affordable housing units include three three-bedroom units with a minimum floor area of $90 \mathrm{~m}^{2}\left(980 \mathrm{ft}^{2}\right)$. The proposed three-bedroom units are each three storeys high and have approximately $115 \mathrm{~m}^{2}\left(1,237 \mathrm{ft}^{2}\right)$ of applicable floor area, which will be reflected in the Housing Agreement to be brought forward to Council. In accordance with the agreement, these units will be rented as Low End Market Rental (LEMR) units.


## Accessible Housing

- The proposed development includes two convertible units that are designed with the potential to be easily renovated to accommodate a future resident in a wheelchair. The potential conversion of these units will require installation of a chair lift in the staircase of Units 7 \& 8 (Building C).
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
- Stairwell hand rails.
- Lever-type handles for plumbing fixtures and door handles.
- Solid blocking in washroom walls to facilitate future grab bar installation beside toilets, bathtubs and showers.


## Conclusions

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.

The list of Development Permit Considerations is included in Attachment 4, which has been agreed to by the applicant (signed concurrence on file).


Robin Pallett
Planner 2
(604-276-4200)
RP:blg
Attachments:
Attachment 1: Location Maps
Attachment 2: Development Application Data Sheet
Attachment 3: Excerpt from the Meeting Minutes of the ADP (May 8, 2019)
Attachment 4: Development Permit Considerations


City of Richmond


## Development Application Data Sheet

Development Applications Department

Address: $\quad 9700,9720 \& 9800$ Williams Road
Applicant: Eric Law
Owner: Urban Era Builders \& Developers Ltd.
Planning Area(s): Broadmoor
Floor Area Gross: $3,166.5 \mathrm{~m}^{2}$
Floor Area Net: $\quad \underline{2,302.1 ~ \mathrm{~m}^{2}}$

|  | Existing | Proposed |
| :--- | :--- | :--- |
| Site Area: | $3,154 \mathrm{~m}^{2}$ | $3,078 \mathrm{~m}^{2}$ |
| Land Uses: | Single-family residential | Multiple-family residential |
| OCP Designation: | Neighbourhood Residential (NRES) | No change |
| Zoning: | Single Detached (RS1/E) | Town Housing (ZT81) - <br> Williams Road |
| Number of Units: | 3 | 18 |


|  | Bylaw Requirement | Proposed | Variance |
| :--- | :---: | :---: | :---: |
| Floor Area Ratio: | Max. 0.73 | 0.73 | None permitted |
| Lot Coverage - Buildings: | Max. $44 \%$ | $44 \%$ | None |
| Lot Coverage - Non-porous: | Max. $65 \%$ | $55.5 \%$ | None |
| Lot Coverage - Live Landscaping: | Min. $25 \%$ | $25.1 \%$ | None |
| Setback - Front Yard (North): | Min. 4.5 m | 4.52 m | None |
| Setback - Side Yard (East): | Min. 3.0 m | 3.14 m | None |
| Setback - Side Yard (West): | Min. 3.0 m | 4.0 m | None |
| Setback - Rear Yard (South): | First storey: Min. 4.5 m <br> Second storey: Min. 6.0 m | First storey: 4.52 m <br> Second storey: 6.0 m | None |
|  | Max. 12.0 m | Front buildings: 11.9 m <br> $(3$ storeys $)$ <br> Rear buildings: 9.4 m <br> $(2 \mathrm{storeys})$ | None |
| Height: | Min. 40.0 m | 64.9 m | None |
| Lot Width: | Min. 35.0 m | 48.5 m | None |
| Lot Depth: | N/A | $3,078 \mathrm{~m}^{2}$ | None |
| Lot Size: |  |  |  |


| Off-street Parking Spaces Regular (R) / Visitor (V): | Min. $2(\mathrm{R})$ and $0.2(\mathrm{~V})$ per unit | $2(\mathrm{R})$ and $0.2(\mathrm{~V})$ | None |
| :---: | :---: | :---: | :---: |
| Off-street Parking Spaces Affordable Housing (AH): | Min. 0.9 per AH unit $=$ Min. 3 spaces | 6 (2 tandem parking in each AH dwelling) | None |
| Off-street Parking Spaces Accessible: | Min 2\% when three or more visitor stalls required $=$ Min. 1 space | 1 | None |
| Total off-street Spaces: | $\begin{gathered} \text { Min. } 30(\mathrm{R}), 4(\mathrm{~V}) \& 3(\mathrm{AH}) \\ =\text { Min. } 37 \text { spaces } \end{gathered}$ | $\begin{gathered} 30(\mathrm{R}), 6(\mathrm{~V}) \text { and } 6(\mathrm{AH}) \\ = \\ =40 \text { spaces } \end{gathered}$ | None |
| Tandem Parking Spaces: | Permitted - Max 50\% of required spaces | 49\% (18 spaces) | None |
| Small Car Parking Spaces: | Max. 50\% | 50\% | None |
| Bicycle Parking Spaces - Class 1: | Min. 1.25 per unit | 1.5 per unit | None |
| Bicycle Parking Spaces - Class 2: | Min. 0.2 per unit | 0.2 per unit | None |
| Bicycle Parking Spaces -Total: | Min. 23 (Class 1) and 4 (Class 2) | 27 (Class 1) and 4 (Class 2) | None |
| Amenity Space - Indoor: | Min. $70 \mathrm{~m}^{2}$ or cash-in-lieu | Cash-in-lieu | None |
| Amenity Space - Outdoor: | Min. $6 \mathrm{~m}^{2}$ per unit $=108 \mathrm{~m}^{2}$ | 109.9 m ${ }^{2}$ | None |

# Excerpt from the Minutes from The Design Panel Meeting 

Wednesday, May 8, 2019 - 4:00 p.m.
Rm. M.1.003
Richmond City Hall

## DP 17-792931-18-UNIT ARTERIAL ROAD TOWNHOUSE DEVELOPMENT

ARCHITECT:
LANDSCAPE ARCHITECT:

PROPERTY LOCATION:

Eric Law Architect
Donald V.S. Duncan Development Consultant Landscape Architect

9700, 9720 and 9800 Williams Road

## Applicant's Presentation

Eric Law, Eric Law Architect Inc. and Donald Duncan, Donald V.S. Duncan Development Consultant Landscape Architect, presented the project and answered queries from the Panel on behalf of the applicant.

## Panel Discussion

Comments from Panel members were as follows:

- ensure the accessibility of the rollover curb for users of mobility devices and carts;

The roll curb will conform to the City's standard and a profile and photo is indicated on [sheet] A2A.

- appreciate the provision of two convertible units in the project;

Noted.

- consider recessing the residential entry to Unit 7 (Type C2) and Unit 8 (Type C3) off the internal drive aisle to enhance the safety of residents and to be consistent with the design of other residential units;

The door to Unit 7 and 8 has been recessed.

- consider removing the proposed planting immediately adjacent to the sliding door at the back of Units 7 and 8 ; also consider relocating the heat pump at the back of Unit 7 (Type C2) as it is located in front of the sliding door;

Planting has been adjusted to provide clear access to the sliding glass doors on units 7 and 8.

- proposed locations of heat pumps are not ideal; consider relocating the heat pumps for Units 13 to 18 (Type A1A and A1) as their proposed locations at the unit entries off the internal drive aisle are very tight;
The garage access door has been rearranged so that the heat pumps are recessed. More space provided to the door access
- appreciate the presentation of the project; applicant could have tried a different design rather than trying to fit into the project's site context;

This project is located in a residential area primarily with single family houses. Fitting into the site context is essential and will ensure a compatible transition of streetscape to adjacent single family house context. The current design will maintain the residential image and character of this area. [As such,J the project is a response to fit into the project's site context.

- height of timber retaining wall with fence above and topped with sections of arbour along the south property line is not consistent with the two-storey massing of the rear units to provide an appropriate interface with the singlefamily homes to the south; south yards could be better utilized as dedicated outdoor spaces for individual residential units;

The arbour elements have been removed from the rear yard fences. Separation hedges have been added between rear gardens to create discrete spaces for the residents.

- appreciate the picket fence along Williams Road; however, consider introducing planting in front of the fence to soften its appearance and mitigate the cold edge along Williams Road due to its location adjacent to the sidewalk;
The picket fence has been moved back from the property line and a hand of low plant material has been introduced between the fence and the sidewalk.
- consider screening the BC Hydro PMT at the northeast corner of the development;

The PMT is screened on the south and west by a hedge of yew. [Likewise, it] is screened on the east side by an extension of the fence as shown on [sheet] L3-1.

- consider relocating the balcony in Unit 4 Building B (located on the north side of Unit 4 adjacent to the south side of the outdoor amenity area) to the west side of Unit 4 as it is more useful facing the public walkway;
The balcony in Unit 4 Building B has been relocated to the west side facing public walkway.
- consider installing windows in the upper floor on the south side of Unit 3 Building A facing the outdoor amenity area;
Additional windows and bay are added to Unit 3 facing the amenity area.
- concerned regarding the separation of buildings across the east-west internal drive aisle due to the bulkiness of the continuous overhang on the south side of three-storey units in Building E; consider mitigating the bulkiness of the overhang, e.g. through creating more porosity and/or pulling back the building;
The building $E$ south side balconies are reduced to line up building faces so as to minimize the overhang and bulkiness.
- appreciate the applicant's presentation, the comprehensive EnerGuide report provided to the Panel, and identifying the proposed location of the heat pumps;
Noted.
- consider a softer landscaping approach to the internal drive aisles, e.g., through installing grasscrete or low ground cover to enhance its shared vehicular and pedestrian use character;
Plantings have been introduced adjacent to garage doors to green the interior drive aisle. Grasscrete was not introduced as it was felt that the constant turning of vehicles entering and leaving garages would make the viability of any grass in this area questionable.
- consider replacing the timber retaining wall along the public walkway on the west side of the property with more substantial material such as concrete or stone veneer; consider installing a solid wall, in lieu of a retaining wall and a fence on top, to provide a more appropriate screening for the private space behind the public walkway;

The wall along the public walkway has been eliminated in favour of a sloping bed in order to produce a softer edge. See L5-4 for sections.

- consider a different approach for screening the heat pumps; using wood trellis does not appear attractive;

We consider the wood screening is a natural and attractive material to screen the heat pumps. In addition, the plantings in front of the heat pumps provide complete screening when viewed from the public path.

- proposed two- and three-storey massing fits well with the project's site context;


## Noted.

- appreciate the applicant contributing to the City's Public Art Fund; however, the applicant is encouraged to consider incorporating public art into the project as it would improve the public realm; a public art feature could be installed on the public walkway, e.g. at the entry and/or exit, to enhance its public character;
The Owner intend to contribute to public art fund.
- consider further enhancing the public walkway landscape to provide more visual interest and enhance its public character, e.g., through adding more variety and colour to the planting along the walkway;
The removal of the retaining wall, in combination with the proposed flowering shrubs located at each entry and a succession of flowering trees, will produce a softer and more welcoming edge.
- support the different paving treatment for pedestrian paths along the internal drive aisles as it enhances pedestrian safety and reinforces the shared vehicular and pedestrian use of the drive aisles; and

The pedestrian paving corridors have been extended along both sides of the drive aisle.

- proposed building massing is appropriate for the predominantly single-family neighbourhood.
Noted.


## Panel Decision

It was moved and seconded
That DP 17-792931 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel.

CARRIED

No. DP 17-792931

| To the Holder: | URBAN ERA BUILDERS \& DEVELOPERS LTD. |
| :--- | :--- |
| Property Address: | 9700,9720 AND 9800 WILLIAMS ROAD |
| Address: | C/O\#110 - 6086 RUSS BAKER WAY |
|  | RICHMOND, BC V7B 1B4 |

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule " A " and any and all buildings, structures and other development thereon.
3. Subject to Section 490 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans \#1 to \#27 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of $\$ 126,535$ to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

# Development Permit <br> No. DP 17-792931 

| To the Holder: | URBAN ERA BUILDERS \& DEVELOPERS LTD. |
| :--- | :--- |
| Property Address: | 9700,9720 AND 9800 WILLIAMS ROAD |
| Address: | C/O \#110 - 6086 RUSS BAKER WAY <br> Richmond BC, V7B 1B4 |

7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF

## MAYOR

City of Richmond

File No.: DP 17-792931

## Prior to forwarding the application to Council for Development Permit issuance, the developer is required to complete the following:

1. Final Adoption of Zoning Amendment Bylaw 9667.
2. Receipt of a Letter-of-Credit for landscaping in the amount of $\$ 126,535$. The letter-of-credit will not be returned until the Letter of Assurance, confirming the landscaping is installed as per the Development Permit, prepared by the Landscape Architect, is reviewed by staff

## Prior to Building Permit* Issuance, the developer must complete the following requirements:

4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin TREE-03, and must remain in place until construction and landscaping on-site is completed.
5. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
6. Incorporation of energy efficiency, CPTED, sustainability and accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
7. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
8. If applicable, obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

## Note:

* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
$\qquad$
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.


City of
Richmond


DP 17-792931
SCHEDULE "A"
Original Date: 12/06/17
Revision Date: 03/01/21 Note: Dimensions are in METRES


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