



City of Richmond

Report to Council

To:	Richmond City Council	Date:	February 3, 2016
From:	Joe Erceg Chair, Development Permit Panel	File:	01-0100-20-DPER1- 01/2016-Vol 01
Re:	Development Permit Panel Meetings Held on August 22, 2012, October 14, 2015 and January 13, 2016		

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of:

1. A Development Permit (DP 10-541227) for the property at 9551 No. 3 Road (formerly 9511/9531 and 9551 No. 3 Road);
2. A Development Permit (DP 15-690728) for the property at 8477 Williams Road (formerly 8491 Williams Road); and
3. A Development Permit (DP 14-660885) for the property at 5580 No. 3 Road;

be endorsed, and the Permits so issued.

Joe Erceg
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on August 22, 2012, October 14, 2015 and January 13, 2016.

DP 10-541227 – 0846930 B.C. LTD. – 9551 NO. 3 ROAD (FORMERLY 9511/9531 AND 9551 NO. 3 ROAD)
(August 22, 2012)

The Panel considered a Development Permit application to permit the construction of 14 townhouse units on a site zoned “Low Density Townhouses (RTL4)”. Variances are included in the proposal for increased lot coverage and tandem parking spaces in eight (8) townhouse units. A previously requested reduced setback variance for a landscape structure was removed from the proposal after the meeting at the direction of Panel.

Architect, Mr. Wilson Chang, of Wilson Chang Architect, provided a brief presentation, noting that materials include brick and metal bay windows and that rear units facing existing single-family homes to the west are smaller in scale.

Correspondence was submitted to the Development Permit Panel from Richmond residents; Earnest Kokotailo and Richard Matiachuk. The correspondence included concerns regarding the development proposal, including: (i) increased vehicular traffic; (ii) the request to reduce the setback to the Public Rights of Passage (PROP) Right-of-Way (ROW); (iii) the erection of a block of townhouse units; and (iv) the request to increase lot coverage.

The Chair stated that the mandate of the Development Permit Panel is to deal with form and character issues, and that the question of the use of the site for townhouse units is a matter of zoning and is not dealt with by the Panel.

In response to Panel queries, Mr. Chang and Landscape Architect, Denitsa Dimitrova, advised:

- The outdoor amenity space is located between an unused green space and the lane, providing better supervision for those using both the green space and the outdoor amenity area.
- The outdoor amenity area includes: (i) a “home sweet home” playground for toddlers and preschoolers; with a small red house, a car, a table with four (4) chairs, a bench, and plants 42 inches in height; (ii) an open social area with mailboxes and bicycle racks; and (iii) a landscaped strip and fence separating the outdoor amenity area from the existing lane.
- Five (5) trees on site were identified for removal due to poor condition, and will be replaced with 10 trees.
- The proposed setback variance for the trellis would provide visual interest at the transformer location at the southeast corner of the site.
- It was possible to respect the current setback, except that the fence line would not be aligned with the site to the south of the subject site, if the request for the variance was not granted. A relocated trellis could act as a screen for the transformer.

In response to Panel queries, staff advised that:

- Through the rezoning process for the subject site, there was an additional 2 m ROW to accommodate the future relocation of the sidewalk, and that staff was satisfied with the proposed location of the trellis.
- There is access to the subject site off the existing rear lane. There is no current, or planned, vehicular access from No. 3 Road.
- Transportation Department staff have reviewed the access components of the proposed project, as well as traffic management along No. 3 Road.
- The lane established along the north side of the subject site provides vehicular access to Broadmoor Boulevard and only pedestrian access to No. 3 Road.

Staff advised that: (i) the project includes one (1) convertible unit; and (ii) the request to increase the maximum lot coverage for buildings; from 40% to 42%, is a function of the additional road dedication, provided at the rezoning process stage.

The Chair encouraged the architect to redesign the trellis and in this way, effectively define the walkway, while at the same time, screen the transformer.

The Panel recommended that the applicant redesign the proposed trellis landscape structure and delete the requested reduced setback variance.

Subsequent to the meeting, the applicant revised the landscape design by relocating the trellis element and removing the reduced setback variance request.

The Panel recommends that the Permit be issued.

DP 15-690728 – CASA MIA PROJECTS LTD. – 8477 WILLIAMS ROAD
(FORMERLY 8491 WILLIAMS ROAD)
(October 14, 2015)

The Panel considered a Development Permit application to permit the construction of four (4) townhouse units on a site zoned “Low Density Townhouses (RTL4)”. Variances are included in the proposal for reduced lot width, reduced side yard setback, and small car parking spaces.

Architect, Mr. Ken Chow, of Interface Architecture, and Landscape Architect, Mr. Keith Ross, of K.R. Ross and Associates, provided a brief presentation, noting that:

- The two (2) duplexes will be adjacent to existing townhouse developments. The duplexes on the north portion site will be two (2) storeys, and the duplexes on the south will be 2 ½ storeys.
- A central drive aisle connects to the adjacent east and west properties.
- The amenity area is adjacent to the internal drive aisle and will include a play area with a rubberized surface and play apparatus.

In response to Panel queries, Mr. Ross and Mr. Chow advised that:

- The landscaping will reflect the existing landscaping adjacent to the site.
- The visitor parking is located away from the entry driveway.
- The proposed development will have 6 ft. perimeter fencing.

Staff noted that the proposed garbage and recycling enclosure will be approximately 6.3 m away from the adjacent townhouse unit to the west. The proposed development will be built to EnerGuide 82 standards and will include one (1) convertible unit.

No correspondence was submitted to the Development Permit Panel regarding the application.

Mr. Tim Chen addressed the Panel, expressed concern regarding a potential loss of visitor parking space on the adjacent development and the location of the proposed garbage and recycling enclosure in relation to the adjacent property.

The Chair advised that the proposed development includes visitor parking on-site and the visitor parking is not intended to be shared with the adjacent property.

The Panel recommends that the Permit be issued.

DP 14-660885 – RAFII ARCHITECTS INC. AND DYS ARCHITECTURE ON BEHALF OF KEBET HOLDINGS LTD., INC. NO. BC 0712200 – 5580 NO. 3 ROAD

(January 13, 2016)

The Panel considered a Development Permit application to permit the construction of a mixed-use building, with approximately 132 residential units and grade level commercial units on a site zoned “Downtown Commercial (CDT1)”. A variance is included in the proposal to reduce the residential parking rate from the standard City wide parking rate to the City Centre Zone 1 parking rate.

Architects, Mr. Foad Raffii, of Rafii Architects Inc., and Mr. Norm Chin, of DYS Architecture, and Landscape Architect, Mr. Bruce Hemstock, of PWL Partnership, gave a brief presentation, noting:

- The mainly residential project is situated on No. 3 Road in front of the Canada Line Station. Access to the development (and to any future development on the adjacent property) is reliant on the neighbouring site’s pre-existing lane right-of-way.
- Four (4) units located on top of the parking podium include a green roof for visual interest
- The units proposed at the same elevation as the Canada Line have been designed so they are not oriented towards the Canada Line guide way.
- A hedge will provide visual screening from the Canada Line guide way.
- The residential patio area includes a barbeque area and a children’s play area and a heavily planted buffer zone between the townhouses and the amenity patio.

In response to Panel queries, Mr. Rafii, Mr. Chin and Mr. Hemstock noted that:

- The top two (2) levels on the west side of the proposed commercial component will be amenities and low landscaping will provide screening from the Canada Line guide way.

- The rear lane right-of-way includes a landscaped area, which the strata will maintain.
- A planter will be located between the entrance doors accessing the laneway.
- Nine (9) affordable housing units designed to the City's basic universal housing standards (one-bedroom, two-bedroom and studios) are scattered throughout the building.
- Future development on the adjacent property to the north, and its potential parking and access requirements were considered.

Staff commented on the proposed development, noting that: (i) the nine (9) affordable housing units meet the basic universal guidelines; (ii) a servicing agreement will be required for improvements to No. 3 Road and the rear lane; (iii) a legal agreement will detail the maintenance of the rear lane planting area; (iv) noise attenuation studies considered the proposed development's interface with the Canada Line and aircraft noise; (v) the project will be LEED Silver equivalent; (vi) a Public Art Plan is provided; and (vii) staff support the application of the City Centre Parking rates, given the applicants provision of the affordable housing units.

No correspondence was submitted to the Development Permit Panel regarding the application.

Ms. Louise Uy addressed the Panel, expressing concern regarding the proposed development's use of the adjacent development's right-of-way for vehicle access.

The Chair clarified that a prior agreement achieved with the Prada development provided for full vehicle access for the proposed development, along the right-of-way.

The Panel recommends that the Permit be issued.