

Development Permit Panel

Council Chambers, City Hall 6911 No. 3 Road Thursday, October 15, 2020 3:30 p.m.

MINUTES

Motion to adopt the *minutes* of the Development Permit Panel meeting held on September 30, 2020.

1. DEVELOPMENT PERMIT 19-855200

(REDMS No. 6521551)

APPLICANT: Oris (Dyke Road) Development Corp.

PROPERTY LOCATION: 6091 and 6111 Dyke Road

Director's Recommendations

That a Development Permit be issued which would:

- 1. permit the construction of a mixed use development containing 13 dwelling units and approximately 128 m² (1,378 ft²) of commercial space at grade at 6091 and 6111 Dyke Road on a site zoned "Commercial Mixed Use – London Landing (Steveston)(ZMU 40)"; and
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to not require an on-site loading space.

2. DEVELOPMENT VARIANCE 19-872522 (REDMS No. 6471074 v. 2)

APPLICANT:

The Andrews Architects Inc.

ITEM

PROPERTY LOCATION: 8240 No. 5 Road

Director's Recommendations

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum rear yard setback from 7.5 m to 0 m to permit the construction of an addition to the existing dormitory building at 8240 No. 5 Road on a site zoned "Assembly (ASY)".

3. DEVELOPMENT PERMIT 20-895384

(REDMS No. 6521966 v. 2)

APPLICANT: AJ Williams Architect Ltd.

PROPERTY LOCATION: 9751 Bridgeport Road

Director's Recommendations

That a Development Permit be issued which would permit exterior renovations to the existing building at 9751 Bridgeport Road on a site zoned "Auto-Oriented Commercial (CA)".

- 4. New Business
- 5. Date of Next Meeting: October 28, 2020

ADJOURNMENT





Development Permit Panel Wednesday, September 30, 2020

Time: 3:30 p.m.

- Place: Council Chambers Richmond City Hall
- Present: Joe Erceg, Chair Cecilia Achiam, General Manager, Community Safety Peter Russell, Director, Sustainability and District Energy

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded That the minutes of the meeting of the Development Permit Panel held on September 16, 2020 be adopted.

CARRIED

1. GENERAL COMPLIANCE – REQUEST BY HAMILTON VILLAGE CARE CENTRE HOLDINGS LTD. FOR A GENERAL COMPLIANCE RULING AT 23111 GARRIPIE AVENUE

(File Ref. No.: DP 20-906520 Xr: DP 17-771210) (REDMS No. 6500176)

APPLICANT: Hamilton Village Care Centre Holdings Ltd.

PROPERTY LOCATION: 23111 Garripie Avenue

INTENT OF PERMIT:

To consider the attached plans involving changes to the design of the proposed landscaping and to the approved ESA compensation to be in General Compliance with the approved Development Permit (DP 17 771210).

Applicant's Comments

Travis Martin, van der Zalm + Associates, with the aid of a visual presentation (attached to and forming part of these Minutes as <u>Schedule 1</u>), briefed the Panel on the applicant's response to the Panel's referral motion at the September 16, 2020 meeting, highlighting the following:

- the goals of the landscaping for the project are for the proposed planting to look good initially, grow and mature in the future, and enhance the livability of the senior's care facility on the site;
- a significant amount of planting has been proposed for the project, including replacement trees, perennials, grasses, groundcovers and shrubs for landscaping and enhancement of the Environmentally Sensitive Area (ESA);
- the two replacement trees for the damaged tree (Tree #869) have been planted on the site;
- the damaged tree had been properly protected during two years of construction and was unintentionally harmed in the last two months prior to the opening of the project;
- the landscaping for the project is already adequate and introducing additional trees would adversely impact the growth of existing plantings already on-site and would result in maintenance issues; and
- in addition to the \$10,000 forfeiture of the security for Tree #869, a \$5,000 cash contribution to the City's Tree Planting Compensation Fund is proposed for the planting of 20 trees in the Hamilton Highway Park.

Mary McDougall, President and owner of Hamilton Village Care Centre, clarified that there was no intention to harm Tree #869 as it is their goal to protect the environment and they committed to retain the tree. She noted that the loss of the tree was regrettable as it was cared for and protected for two years but was accidentally damaged thereafter. She added that in recognition of the environmental and community value of the damaged tree, it has been replaced with two trees and an off-site contribution of 20 additional trees is being proposed.

The Chair expressed appreciation for the additional information provided which was not presented at the Panel's previous meeting and noted that the Panel would now have a better foundation for making a decision on the subject application.

Staff Comments

Wayne Craig, Director, Development noted that the City's Parks Department will conduct the proposed off-site tree replacement planting and has identified Hamilton Highway Park as the likely location.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the proposed compensation package for the loss of the significant tree on-site, noting that the project's on-site landscaping is already adequate and the proposed off-site planting of additional replacement trees would benefit the public.

Panel Decision

It was moved and seconded

That the attached plans involving changes to the design of the proposed landscaping and to the approved ESA compensation area be considered to be in General Compliance with the approved Development Permit (DP 17 771210).

CARRIED

2. DEVELOPMENT PERMIT 18-837117 (REFERRAL FROM THE JULY 29, 2020 DEVELOPMENT PERMIT PANEL MEETING) (REDMS No. 6524478)

APPLICANT: W. T. Leung Architects Inc.

PROPERTY LOCATION: 6333 Mah Bing Street

INTENT OF PERMIT:

- 1. Permit the construction of a multiple-family residential development with two 15storey high-rise buildings and a nine-storey mid-rise building, consisting of approximately 232 dwelling units and 364 parking spaces at 6333 Mah Bing Street on a site zoned "High Rise Apartment (ZHR4) – Brighouse Village (City Centre)"; and
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum lot area from 13,000 m² (139,930 ft²) to 8,227 m² (88,554 ft²).

Applicant's Comments

Wing Leung, W.T. Leung Architects, with the aid of a visual presentation (attached to and forming part of these Minutes as <u>Schedule 2</u>), provided a summary of the applicant's response to the Panel's referral motion at the July 29, 2020 meeting of the Development Permit Panel, highlighting the following:

- the architectural and landscaping treatment of the south wall of Tower D/E podium has been revised and includes reducing the mechanical grilles from seven to five, introducing new landscape planting on the second floor podium roof, introducing glass block walls on the lower floors of the exposed parkade walls, maintaining vine planting and widening of the recess on the ground level of the parkade to allow for additional landscaping, and painting of the wall recess to match the colour of the wall panels of the townhouses;
- the applicant has met with representatives of the Strata Council of the Regency Park Towers (the adjacent residential development to the south of the subject site at 6611 Minoru Boulevard) and was advised that the Strata Council had approved the proposal to remove the two visitor parking stalls on the Regency Park Towers to provide a more direct truck access route to allow garbage and recycling collection for 6611 Minoru Boulevard;
- the Strata Council's approval has been scheduled for ratification by all strata owners at their Annual General Assembly in November 2020;
- two surveys were conducted for tenants of existing rental buildings at 6391 and 6491 Minoru Boulevard regarding the types and levels of relocation assistance needed; and
- 98 out of the 128 existing tenants have responded to the surveys and the results indicated that 92 requested assistance in finding alternate accommodations, six did not request any assistance, and two indicated that they would like to move to the City of Vancouver.

In reply to queries from the Panel, Mr. Leung acknowledged that (i) the project's Tenant Relocation Coordinator was involved in the surveys and is attending the Panel's current meeting, (ii) the applicant has had previous experiences in dealing with tenant relocation issues in other projects, including holding open houses; however, these are not feasible in the current health situation, (iii) the garbage and recycling truck access option that was approved by the Strata Council of 6611 Minoru Boulevard is the preferred option by the applicant as it would benefit both the subject development and the adjacent residential development to the south, and (iv) the other garbage and recycling truck access option proposes the installation of a hammerhead at the southwest corner of the subject property and should this option not proceed, the proposed location for the hammerhead would become a front yard and part of the Right-of-Way (ROW) to the park.

Staff Comments

Mr. Craig noted that (i) there are two options available in providing truck access to the adjacent development to the south at 6611 Minoru Boulevard for garbage and recycling collection, (ii) the project would be able to proceed with either of the two options, (iii) the more direct truck access route requiring the removal of two visitor parking spaces at 6611 Minoru Boulevard was the option that was approved by the Strata Council and scheduled for ratification by all strata owners, (iv) the proposed enhancement of the architectural and landscaping treatment for the south wall of Tower D/E podium responds to the Panel's direction, (v) the proposed Tenant Relocation Plan complies with the City's Official Community Plan (OCP) requirements and will be secured by a legal agreement as a condition of Development Permit issuance, and (vi) the applicant will be required to provide a report to the City regarding the implementation of the Tenant Relocation Plan prior to the demolition of existing buildings on the subject site.

In reply to queries from the Panel, Mr. Craig acknowledged that (i) the City's Policy Planning, Affordable Housing and Development Applications staff will review the report on the implementation of the Tenant Relocation Plan that that will be provided by the applicant, and (ii) the City's issuance of the demolition permit would be conditioned on the effective implementation of the Tenant Relocation Plan by the applicant.

Gallery Comments

None.

Correspondence

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. permit the construction of a multiple-family residential development with two 15storey high-rise buildings and a nine-storey mid-rise building, consisting of approximately 232 dwelling units and 364 parking spaces at 6333 Mah Bing Street on a site zoned "High Rise Apartment (ZHR4) – Brighouse Village (City Centre)"; and
- 2. vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum lot area from 13,000 m² (139,930 ft²) to 8,227 m² (88,554 ft²).

CARRIED

3. Date of Next Meeting: October 15, 2020

4. Adjournment

It was moved and seconded *That the meeting be adjourned at 4:02 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, September 30, 2020.

Joe Erceg Chair Rustico Agawin Committee Clerk

Schedule 1 to the Minutes of the Panel on Wednesday, Permit September 30, 2020. meeting held Development

TRELLIS SENIORS SERVICES @ HAMILTON VILLAGE

Development Permit Panel, September 30, 2020 General Compliance Application Presentation

Initial Design Goals and Intentions

- Landscape that will look good on day one and mature for generations.
 - Space for trees to grow and prosper to their mature state.
 - Future residents of the care home experience:
 - Natural lighting,
 - Views, and
- Connection to Community

Planting Design Plan

Green and robust landscape that ensures residents would be supported by nature but not overly shaded, claustrophobic or disconnected from community.

Planting design included:

- 74 Regular sized replacement trees
 - 79 Native saplings in the ESA; and
- 4,163 perennials, grasses, groundcovers and shrubs.
- environmental professional to develop the ESA planting design. Design team worked closely with City Planning Staff and an
- May have been one of the first projects in Richmond to create an aesthetically pleasing high visibility ESA area.



Frontage along Garripie Ave



Components of Landscape

- Regular planted frontage and Green link
- 1,099m2 of reinstated Environmetnally Sensitive Area (ESA) Area.
- The ESA area includes mostly native trees and specifically native conifers, such as, the grand fir and cedar.
- These trees have been positioned in a way for maximum effect.
- Including the additional 2 new 3.5m tall cedars.

Planting Result

- This robust landscape that will mature well with the site.
- This site will not benefit from additional on-site tree planting.

Tree Protection by the Development Team

Contractor/Owner acted in good faith and with the full intent of protecting tree #869.





Westminster Hwy Frontage - ESA Planting amongst retained trees

- For 2-years the contractor operated on a confined site with limited staging and mobility.
- Incurred cost of expansion of on-site gabion wall to accommodate off-site grade changes.
- Tree #869 being harmed only in the last two months before opening. It was not anyones intent to lose tree #869 after such complicated and costly efforts through construction.

Proposal

- Owner has forfeited \$10,000 security for tree #869.
- We propose an additional \$5,000 for use by the City of Richmond to plant trees in Hamilton Village or where appropriate.
 - Equates to 20 new trees to be planted in City of Richmond.









Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, September 30, 2020.

W. T. LEUNG ARCHITECTS INC.

Ste. 300 - 973 West Broadway, Vancouver, British Columbia, V5Z 1K3 Telephone 604-736-9711/Facsimile 604-73607991

September 2nd, 2020

Mr. Edwin Lee, City of Richmond, Planning Department 6911 No. 3 Road, Richmond, British Columbia V6Y 1C1

Dear Mr. Lee:

Re: 6333 Mah Bing Street, Richmond, B. C. – Tenant Relocation Plan Current Existing Building's addresses are 6391 and 6491 Minoru Boulevard,

Richmond, British Columbia

The Property Manager and Tenant Relocation Co-ordinator from Rhome, sent out a Survey Questionnaire on August 6th, 2020, and a Reminder Notice on August 14th, 2020, asking all tenants to fill out and return by August 21st, 2020, for compilation. Please find, attached, copies of the two letters that were sent out by Rhome, for your information.

In light of the responses below, we are of the view that the Relocation Survey's purpose was fulfilled in a meaningful way, such that the Developer can take steps to accommodate the reasonable expectations and requirements of the Tenants.

As the completed Surveys from the tenants contain personal information, we are advised by our client's lawyers, Stikeman Elliott, that the tenant's privacy rights could be violated if the completed Surveys were disclosed to the City, especially as the personal information could be subject to a "Freedom of Information" request. Accordingly we are providing the City with redacted copies of the completed Surveys, as our client is accountable for the tenants' privacy rights.

Please find attached copies of the Survey with the personal information of the respondents redacted. We confirm that these are true copies of the completed Surveys that were received, that no Surveys have been omitted and that none of the Surveys have been altered, (other than to redact personal information).

The following is a summary of our findings:

- 98 Surveys were received out of a total of 128 units in the two buildings, a high response rate.
- 92 Tenants requested assistance in helping find alternate accommodations. This is an expected request rate.
- 16 Tenants have asked for accessible units. There are currently no accessible units in the two existing buildings, so this is a request for an amenity that is not currently in place.
- 34 Tenants would like some help in moving, due to physical or mobility issues.

Page – Two

Tenant Relocation Plan 6333 Mah Bing Street, Tenant Relocation Plan 6391 and 6491 Minoru Boulevard., Richmond, B. C.

> - 32 Tenants have dependents living with them and of these 28 have asked for family units. We note that overall 51 tenants have asked for family units, (larger than 1 bedroom units), regardless of whether they have dependents living with them or not. This is another example of a request for an increase in an amenity that is not currently available to many of the tenants making this request.

The tenants' budget range, indicated, is quite wide but, of note, is that most tenants are realistic in their expectations and have indicated rent budgets which exceeded, (in some cases, substantially exceeded), what they are currently paying at the existing buildings.

- 83 tenants indicated the budget range that they are comfortable with;
- 15 tenants did not indicate a budget;
- Of those who responded, 6 tenants indicated a budget range which is lower than the current rental rate that they are paying in the existing buildings.

Some respondents have indicated that they would like to live near the Richmond City Centre and near public transit. 96 have indicated that they would like to stay in Richmond with 2 indicating that they would like to move to Vancouver.

We note the following with respect to these responses, with respect to the fact that all tenants have been aware, since 2018, that the buildings would be redeveloped and that all tenancies have been on a month to month rental basis since 2018, due to the Demolition Bond in place and registered on title, as required by the City.

- 39 respondents have been living in the existing buildings for less than 2 years all these tenants would have been aware when moving into the building that it would be redeveloped and demolished.
- 22 respondents have been living in the existing buildings for between 2 to 5 years.
- 16 respondents have been living in the existing buildings for between 5 to 10 years.
- 13 respondents have been living in the existing buildings for over 10 years.
- 8 respondents did not indicate how long they have been living in the existing buildings.

Please let me know if you require further information on this issue.

Regards, W T. LEUNG ARCHITECT Wing Ting eung WTL/gn c.c. - Mr. Wayne Craig - Director of Development



a division of Associa[®] British Columbia, Inc.

13468 - 77th Avenue, Surrey British Columbia, Canada V3W 6Y3 Phone (604) 591-6060

September 3, 2020

To the City of Richmond

RE: 6391 & 6491 Minoru Boulevard, Richmond, BC

Please be advised that Rhome Property Management is a division of Associa British Columbia, Inc. We have been providing strata and rental management services for over 30 years in the Lower Mainland.

We have been engaged by the developer, Park Residences Phase II Limited Partnership, to assist them with tenant relocation matters. We have the following general experience and perform property management and related services, including assisting owner-developers with tenant relocation matters.

At this time, we manage over 1500 rental units and over 560 strata communities. We have experience in assisting owner developers with tenant relocation matters similar to common practice in the industry. The following are some of the services we provide in assisting tenants to find new rental property:

- a. advising tenants of current or upcoming vacancies in buildings that we manage;
- b. assisting tenants by providing listings and links to social media websites, both showcasing units available for rent
- c. assisting tenants by referring them to other governmental agencies who will provide assistance particular to their needs.
- d. assisting tenants by providing a list of moving companies which they can contact for their individual moving arrangement.
- e. administering monetary compensation to tenants as outlined in the Tenant Relocation Plan, upon each qualified tenant's preference (i.e. their choice of compensation in terms of either free rent or lump sum payments, or a combination of both, all pursuant to the Tenant Relocation Plan).

Timing is a critical factor in finding new tenancies. We understand that the tenants of the Minoru buildings will not need to vacate for at least six months. As the actual timing is still to be determined, we cannot provide information at this time as to what vacancies will be available in the future. It is each tenant's responsibility to decide on their future accommodation and moving companies based on their budget and preference. However, we will provide assistance to the tenants with the information available at the time they will need to vacate. Arrangements as to any applicable monetary compensation will also be made in due course, at the appropriate time.

Yours truly,

Associa British Columbia, Inc.-Rhome Property Management

Katie Khoo

Senior Vice-President, Rental Division

Direct Line: 604-501-4177

Email: kkhoo@associa.ca













09.30 Revision Landscape Plan



09.30 Revision South Elevation



LANE SOUTH ELEVATION TOWER E



To:Development Permit PanelDate:September 21, 2020From:Wayne Craig
Director, DevelopmentFile:DP 19-855200Re:Application by Oris (Dyke Road) Development Corp. for a Development Permit at
6091 and 6111 Dyke Road

Staff Recommendation

That a Development Permit be issued which would:

- 1. Permit the construction of a mixed use development containing 13 dwelling units and approximately 128 m² (1,378 ft²) of commercial space at grade at 6091 and 6111 Dyke Road on a site zoned "Commercial Mixed Use London Landing (Steveston)(ZMU 40)"; and
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to not require an on-site loading space.

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Wayne Craig Director, Development (604-247-4625)

WC:ke Att. 3

Staff Report

Origin

Oris (Dyke Road) Development Corp. has applied to the City of Richmond on behalf of BC 458834 BC Ltd (Director: R. Puri) and Oris (Dyke Road) Development Corp. (Directors: D. Westermark; S. Lawson; B. Cavanaugh; J. O'Bray; N. Curran) for permission to develop a mixed use development containing 13 residential units and approximately 128 m² (1,378 ft²) commercial unit at 6091 and 6111 Dyke Road on a site proposed to be zoned "Commercial Mixed Use – London Landing (Steveston)(ZMU 40)". The site currently contains two light industrial buildings.

The site is being rezoned from "Light Industrial (IL)" to "Commercial Mixed Use – London Landing (Steveston)(ZMU 40)" for this project under Bylaw 9953 (RZ 15-702486).

Servicing Agreements (SA 18-852853; SA 18-852854) are required as a condition of rezoning adoption and include, but is not limited to, the following improvements:

- Design and construction of sanitary relocation works along the subject site's Dyke Road (west) frontage.
- Design and construction of frontage works (including loading area lay-by along Dyke Road), on-site public pathway (north property line), Streamside Protection and Enhancement Area (SPEA) restoration/enhancement within the Dyke Road allowance and on-site servicing connections.

Development Information

Please refer to attached Development Application Data Sheet (Attachment 1) for a comparison of the proposed development data with the relevant Bylaw requirements.

Through the processing of this Development Permit application, the applicant has included a proposed change to add one residential unit for a total of 13 units in the project. At time of rezoning, the project proposed 12 residential units. The proposed increase of one residential unit is achieved through dividing a large unit into two smaller units with no additional floor area or density being added to the project. The proposal remains consistent with the provisions in the "Commercial Mixed Use – London Landing (Steveston) (ZMU 40)" zone developed for this site. There are minor changes to the east portion of the development's north and east building elevations that relate to revisions to window placement as a result of the interior building modifications to accommodate the additional unit.

The revised proposal, with an additional residential unit, exceeds the City's Zoning Bylaw requirements for off-street parking (residential and visitor parking stalls). The developer has also informed the neighbouring development's strata to the east at 13251 Princess Street (Nakade) of the proposed change to add a residential unit.

Background

The subject site is located in the London/Princess Sub Area of the Steveston Area Plan Official Community Plan (OCP) and is designated "Mixed Use" in the land us map for the area. The proposed mixed use project proposed in this Development Permit complies with this OCP designation and is consistent with the rezoning application previously considered by Council. Development surrounding the subject site is as follows:

- To the north, is a site zoned "Light Industrial (IL)" containing one and two storey existing industrial buildings.
- To the east, is an existing four storey residential apartment complex at 13251 Princess Street (Nakade Development).
- To the south, is a Provincially designated Riparian Management Area (RMA)(15 m). Across Dyke Road to the south is a public pathway.
- To the west, an existing mixed use development located on the west side of Dyke Road at 6168 Dyke Road (The Pier). A RMA (15 m) at the southwest portion of the site associated with the existing watercourse running along the south portion of the site.

Rezoning and Public Hearing Results

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

- Coordination of on-site restoration landscaping and planting within the Streamside Protection and Enhancement Area (SPEA)/RMA in conjunction with the enhancement plan submitted by the project's Qualified Environmental Professional (QEP).
- Landscape design detailing of outdoor amenity, courtyard and on-site pathways in the project.
- Additional architectural design detailing for the project.
- Inclusion of a request to vary Richmond Zoning Bylaw 8500 requirements for on-site loading as a result of loading provisions being incorporated into the frontage improvements for the development.

Through the review of this Development Permit application, staff have worked with the applicant to ensure the project complies with the applicable design guidelines contained within the OCP and urban design and landscape issues identified during the processing of the rezoning application as follows:

- Landscape and enhancement plantings within the SPEA/on-site RMA are consistent with the project's QEP restoration plan and comply with all applicable Federal and Provincial regulations.
- The outdoor amenity, courtyard area and surrounding circulation pathways are designed to be accessible with complementing landscaping that provides appropriate privacy screening to the residential units.
- Architectural detailing for the project responds to the surrounding mixed use and multi-family residential developments by incorporating modern building forms and contemporary materials. This project also proposes cladding treatments (hardi-shingle, horizontal siding) that are similar to the lower-density residential developments in the London/Princess Sub Area to the east.

The Public Hearing for the rezoning of this site was held on December 18, 2019. Through the Council consideration of the application at the Public Hearing, the following concerns in relation to adjacency, height and massing of the project were expressed by the strata in the neighbouring development at 13251 Princess Street and a resident at 6168 London Road:

- Comments and concerns about the overall height and massing of the project when compared to existing developments in the surrounding area.
- Questions about the setback of the project in relation to Dyke Road.

The project/applicant responses to address these issues is summarized as follows:

- Following additional review it was determined the height and massing of the development is consistent with other mixed use projects in the surrounding area. For the portion of the building directly adjacent to the neighboring four-storey development to the east at 13251 Princess Street, the project's height and massing is stepped down to be less than the height of the neighboring building and provides a 3 m side yard (east property line) setback that is identical to the setback for this neighboring development, providing a 6 m separation distance between buildings.
- The building on the subject site is also pulled as far to the north as possible in response to an existing RMA (15 m), which allows for views and sun exposure to be maintained for the south and southwest facing residential units for the existing project at 13251 Princess Street.
- In response to Dyke Road setbacks questions, the building is sited to provide for a 1.5 m setback for the first storey and 6 m setback for remaining portions of the building above the first storey. This approach is consistent to other mixed use projects developed in this area by providing for a pedestrian-friendly building frontage with a strong commercial/retail frontage presence to the street. The additional setback on the upper floors allows for increased sunlight exposure and views along the north-south portion of Dyke Road.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the 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 "Commercial Mixed Use – London Landing (Steveston)(ZMU 40)" zone except for the variance noted below.

Zoning Compliance/Variances (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to not require an on-site loading space.

Staff supports the proposed variance as provisions for a loading area lay-by will be incorporated into the Dyke Road frontage upgrades to the west of the subject site in lieu of a dedicated on-site loading space. Design and construction of the loading area lay-by is being secured through the Servicing Agreement, which is a rezoning consideration item to be completed for this development.

The subject site is also constrained by a limited amount of road frontage accessible to vehicles as a result of the existing RMA (15 m) that runs along the site's entire south and portions of

the west frontage. Remaining portions of the site with road frontage are utilized for vehicle access, residential lobby entrance and a small commercial unit located at the northwest corner of the development.

The variance request relates to not requiring an on-site loading space and provisions to secure an off-site loading lay-by along the site's Dyke Road (north-south) frontage through the Servicing Agreement was identified in the Rezoning Staff Report and related Rezoning Considerations.

Advisory Design Panel Comments

The Advisory Design Panel was held on November 6, 2019 and was supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Advisory Design Panel. A copy of the relevant excerpt from the Advisory Design Panel Minutes from November 6, 2019 is attached for reference (Attachment 2). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in coloured text.

Analysis

Conditions of Adjacency

- The proposed design and overall massing of the project responds to existing developments in the surrounding area.
 - Along the north-south portion of Dyke Road, the building at grade is pulled close to the property line to allow for a pedestrian-friendly streetscape and commercial space interface to Dyke Road, which is similar to other mixed use developments in the area. The building is pulled back from Dyke Road (west elevation) for levels 2 through 4, which maximizes views to the south (river) and maximizes sunlight exposure to the street.
 - Massing of the project steps down and decreases from the highest parts of the project on the west portion of the site to the lowest part of the building on the east portion of the site. The building height on the east portion of the site is 18.2 m, which is lower than the adjacent development to the east at 13251 Princess Street (Nakade). In addition, a side yard setback of 3 m is provided on the subject site, which allows for a 6 m separation distance between these two developments.
- Along the north edge of the site, the present adjacency condition on the subject site is a two-storey light industrial building that has no setback to the north property line. The site to the north (13191 Princess Street) contains a one-storey and two-storey industrial building adjacent to the subject site. There is presently a grade difference between these two sites with the subject site being higher in elevation with an approximately 1.8 m tall retaining wall with a barrier railing providing the transition to the neighbouring site.
 - The proposed mixed use building at street level will be setback 3 m from the north property line and contains a commercial unit. The portion of the building (levels 2-4) above the commercial unit (level 1) containing the project's residential units is cantilevered 1 m over and setback 2 m from the north property line. The development opens up to a courtyard containing the outdoor amenity area generally at the north east portion of the site. A 3 m wide pathway is also provided along the north edge of the site providing pedestrian access to the

courtyard area of the development. This pathway would also serve as a potential future public connection between Princess Street and Dyke Road which would only be achieved through redevelopment of the neighbouring site(s) to the north. The proposed development reduces the amount of building along the north edge of the site and provides a 3 m setback for level 1 and 2 m setback for levels 2-4.

- A similar grade difference from the present situation will remain between the subject site and property to the north. The small visible portion of the concrete retaining wall along the north property line will have reveals to add additional detailing and a metal barrier railing mounted on-top.
- The following approaches are taken along the east portion of the subject site containing an existing four-storey residential development (13251 Princess Street Nakade) and existing two-storey industrial operation at 13191 Princess Street to address these neighbouring adjacencies:
 - The portion of the development on the south east portion of the site adjacent to the neighbouring residential development to the east is pulled back from the south property line and setback 3 m from the east property line. This approach maximizes south and southwest views to the river for the neighbouring site and allows for sun exposure to these neighbouring units. The 3 m setback along the east property line is similar to the setback for the neighbouring site and provides for landscaping to be implemented within with side yard area.
 - The side yard on the neighbouring residential property to the east contains a private walkway which is generally lower than the grades proposed for the development site. To manage this grade transition, the subject site proposes a 0.5 m tall retaining wall above the elevation of the walkway on the neighbouring site. A stepped landscaped retaining wall is proposed in the east side yard setback area providing the remaining transition to the proposed finished grade for the site.
 - The northeast portion of the site adjacent to the existing industrial development opens to a courtyard containing the outdoor amenity for the development. A buffer is integrated on the subject site's east property line to provide a landscaped edge between the outdoor amenity area and neighbouring industrial building.

Urban Design and Site Planning

- Due to the existing watercourse with the RMA (15 m) designation running along the site's south property line and requirement to comply with the identified setback to this watercourse, the building fronting the north-south portion of Dyke Road along the site's west property line is pulled close to the street and within 3 m of the north property line (at street level). This enables the commercial unit for the development to have a direct interface to the Dyke Road streetscape, consistent with other commercial uses at grade and developments in this area.
- Vehicle access to the site was reviewed as part of the rezoning application and supported by the City's Transportation Department. The vehicle access to the parkade is situated as far north as possible, away from where Dyke Road curves north. This vehicle access location allows for the commercial unit, residential lobby entrance and pedestrian linkage providing access to the courtyard/outdoor amenity to the project and future public pathway connection between Dyke Road and Princess Street to be contiguous and not separated from the pedestrian-oriented streetscape along the north-south portion of Dyke Road.

- Pedestrian circulation is provided along the Dyke Road frontage along the west edge of the site through sidewalk, boulevard and related improvements that will be completed through a Servicing Agreement for this development. A 3 m wide pathway provides direct access to the courtyard area at the north east area of the site containing the outdoor amenity. This 3 m wide pathway also forms a portion of a future public pathway linking Dyke Road and Princess Street. The ultimate pathway width and connection will be achieved when development to the north at 13191 Princess Street occurs in the future. As part of this development, a 3 m wide statutory right-of-way along the site's north property line and the design and construction of this pathway will be through a Servicing Agreement, both of which are secured as rezoning consideration items.
- A pathway along the south portion of the development adjacent to the RMA is a private connection providing an egress pathway for access and exiting requirements.
- This development does not provide for an indoor amenity area (or cash-in-lieu contribution) as the average unit size for this project (179 m² or 1,927 ft²) exceeds the average unit size of 148 m² (1,593 ft²) identified in the exemption provided for in the OCP.
- The below grade parkade structure contains all of the off-street parking stalls required by the Zoning Bylaw provisions and includes:
 - 24 stalls for the 13 residential units.
 - Four stalls for the commercial space.
 - Four residential visitor stalls (shared with the commercial stalls) (Note The shared stalls for commercial and residential visitor purposes is included in the "Commercial Mixed Use London Landing (Steveston)(ZMU 40)" zoning provisions and secured through a legal agreement to be registered as a rezoning consideration item.
 - These off-street parking provisions complies with the Zoning Bylaw and zoning district proposed for this project.
- The garbage and recycling bins are located in a dedicated refuse/recycling room in the parkade. For garbage and recycling service days, the contractor will arrange to bring the bins out onto Dyke Road and temporarily placed in the lay-by area along Dyke Road to be constructed as part of the frontage works for this development. Once service is completed, the bins will be returned to the refuse/recycling room. This approach has been reviewed and is supported by Environmental Programs staff.
- In accordance with Zoning Bylaw requirements, this development provides for supporting infrastructure for all residential parking stalls in this development to support level 2 electric vehicle charging capabilities.
- This development also provides one of the shared commercial/residential visitor stalls to be equipped with a 240v electrical outlet to support electrical vehicle charging infrastructure.

Architectural Form and Character

- The building's form and architecture respond to the site's geometry and corner location. To break up overall building massing and respond to surrounding land uses, the building design provides for three building forms as follows:
 - Along Dyke Road (west portion), the building at street level containing the commercial unit is sited close to the street with upper levels stepping back that is

characteristic of contemporary building forms and architecture within this mixed use area.

- The building façade along the south-west portion of the site contains large amounts of glazing and open deck space taking advantage of the sun exposure and south oriented views to the water.
- The east portion of the development steps down in massing to be less than the height of the existing neighbouring four-storey building at 13251 Princess Street. As this part of the development does not contain any rooftop deck open space, a unique roof form is proposed to provide a transition from some of the contemporary building forms to the west to the more traditional residential building forms to the east. The curved roof form makes reference to a historic building shape that is typical of some of the supporting fishery buildings in the nearby Steveston Harbour Authority lands.
- Variable heights for the parapets of the building also assists with differentiating a single-building into the three distinct building forms as noted above and breaking up the overall massing of the project.
- Two separate rooftop access structures containing an elevator, access/egress stairways and private washroom facilities (powder room) are setback from the edges of the building to minimize visibility from the surrounding streets and are designed to have similar architectural finishing and cladding materials as the rest of the development.
- The proposed design (thin metal support columns with clear glass guard rails) and architectural detailing (decorative painted beams) of the decks on the west, southwest and south building frontages provide an architectural element that is consistent across the entire project. The application of slim profile metal support posts and use of clear glass guardrails helps to reduce the overall building mass of the project.
- Building cladding primarily consists of fibre cement lap siding, panel boards, shingles and trim that is consistent with the cladding materials used in the surrounding residential developments to the east. Corrugated metal siding is proposed at grade around the commercial unit, residential lobby and vehicle access to the parkade, differentiating these areas of the development from the residential component.

Landscape Design and Open Space Design

On-Site Landscaping

- The outdoor amenity area is located on the north east portion of the site and is designed to incorporate play equipment to facilitate active play (play structure with climbing net and balance bridge), sized to meet minimum OCP requirements for outdoor amenity areas and allows for sun exposure during summer months. Elevated planters with landscaping and trees helps to define the outdoor space, while providing buffering to the existing industrial use to the east and privacy screening to the on-site residential units to the south. The outdoor amenity area is also sited directly adjacent to the courtyard providing access to the building and pathway along the north edge of the site (future public pathway when development on neighbouring sites occurs), which provides a central location for access and use by residents of the development.
- On-site landscaping and planted areas will be serviced by an irrigation system to be installed as part of the landscape works for this project.

- 8 new deciduous trees (dogwood, cherry, vine maple and beech varieties) are proposed to be planted on-site within the courtyard area within raised concrete planter beds.
- Shrubs, grasses and groundcovers are proposed for the landscaping along the east side yard integrated into a terraced planter adjacent to the building. Along the south portion of the site between the RMA/SPEA and mixed use building, shrubs and groundcovers are integrated into elevated planter boxes and at grade to provide screening to retaining walls.
- The subject site does not contain any existing bylaw sized trees or landscaping on neighbouring properties that will be impacted as a result of this development.
- Perimeter fencing along the north and east edge of the site consists of a metal rail fence and kept at a height of approximately 1 m to provide a suitable transition to neighbouring properties. The fencing proposed along the north property line has been designed so that it can be removed with the implementation of a public pathway upon redevelopment of the neighbouring property to the north.
- To provide additional design detailing, add visual interest and differentiate various open spaces, accesses and pathways, a variety of hard surface treatments (patterned/coloured concrete and pavers) have been selected.
- A landscape bond/letter of credit in the amount of \$90,387 will be secured as a Development Permit consideration (Attachment 3) for this project.

On-Site Restoration/Enhancements within the RMA/SPEA

- In accordance with the rezoning proposal, the subject site and overall development complies with the designated RMA for the watercourse that runs along the south portion of the site and required 11.1 m wide Streamside Protection and Enhancement Area (SPEA) as determined by the project's Qualified Environmental Professional (QEP) and approved by the Province. This 11.1 m wide SPEA is located partially on the subject site on the south side along Dyke Road. The remaining SPEA is located within the City's Dyke Road allowance from the south property line of the site to the edge of the watercourse. The proposed restoration and enhancement works for the SPEA are addressed through the following:
 - Restoration and enhancement works within the SPEA located on the subject site are covered by the QEP's plans prepared for this area forming part of this Development Permit application.
 - Restoration and enhancement works within the SPEA located in the City's Dyke Road allowance will be completed through the Servicing Agreement, which was secured as a prior rezoning consideration item for this project.
- The project's QEP has submitted a plan for the restoration and enhancement of the SPEA that involves the following works:
 - Implement a naturalized grade/slope within the SPEA.
 - Invasive plant management.
 - Restoration and enhancement plantings consisting primarily of native plant/shrub species (observed by the QEP to be consistent with existing plantings in the area and native to Richmond). 6 proposed trees (black cottonwood – native to Richmond) are proposed to be implemented within the SPEA (2 located on-site; 4 located in the City's Dyke Road allowance).
 - Implementation of a split rail fence at the edge of the SPEA to demarcate the restoration area and discourage future disturbance or trespass into this area.

- On-site planting and landscaping outside of the SPEA is compatible with the proposed restoration and enhancement works proposed by the QEP in the SPEA. The private pathway that runs along the edge, outside of the designated SPEA consists of gravel and provides a suitable surface treatment adjacent to this area.
- In support of the restoration and enhancement works within the SPEA, the project QEP has also prepared a supporting Construction Environmental Management Plan (CEMP) and monitoring and maintenance plan.
- A landscape bond/letter of credit in the amount of \$50,410 will be secured as a Development Permit consideration specific to the restoration and enhancement works within the on-site SPEA and will be subject to the monitoring and maintenance plan submitted by the project QEP.
- Environmental Sustainability staff have reviewed the SPEA plans and supporting materials submitted by the project QEP and support the recommended restoration and enhancement works.

Crime Prevention Through Environmental Design

- The design of the project provides clear access points and areas for commercial, residential and common areas to ensure they are well defined and visible.
- The courtyard area, containing the outdoor amenity area is located in a highly visible central area of the development with active and passive surveillance provided by the residential units that overlook this space and access the area.
- Low permeable fencing is provided around the perimeter of the site that provides the ability for surveillance and visibility beyond the boundaries of the site.
- The pathway along the north edge of the site will be highly visible from the adjacent commercial unit at grade and courtyard area of the development that allows for frequent surveillance of this area.

Accessible Housing

- The proposed development includes four basic universal housing units that are designed to be easily renovated to accommodate a future resident in a wheelchair. These single-storey units are required to incorporate all of the accessibility provisions listed in the Basic Universal Housing Features section of the City's Zoning Bylaw, and are permitted a density exclusion of 1.86 m² (20 ft²) per unit.
- The rooftop deck areas for three residential units are serviced by an elevator which allows for these private amenity areas to be accessible to individuals with mobility impairments.
- All of the proposed units incorporate aging in place features to accommodate mobility constraints associated with aging. These features include:
 - o 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.
Sustainability

• This development is required to adhere to the Step 3 performance targets in the Energy Step Code as the Development Permit application was submitted after July 16, 2018. The applicant has submitted confirmation from the Coordinating Registered Professional that the proposed design of this project meets Step 3 performance targets in the Energy Step Code.

Conclusions

The proposed Development Permit for the mixed use project on the subject site has addressed all matters related to adjacency, site planning and urban design, landscaping and overall form and character of the development and adheres with all applicable Development Permit Guidelines contained in the Official Community Plan (OCP). On this basis, staff recommend support for this Development Permit application.

Kevin Eng Planner 2 (604-247-4626)

KE:blg

Attachments:

Attachment 1 – Development Application Data Sheet

Attachment 2 - Excerpt of November 6, 2019 ADP Minutes with Applicant Responses

Attachment 3 – Development Permit Considerations



Development Application Data Sheet

Development Applications Department

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DP 19-855200		Attachment 1
Address: 6091 and 6111 Dyke Ro	ad	
Applicant: Oris (Dyke Road) Develo	opment Corp. Owner: _	458834 BC Ltd.; Oris (Dyke Road) Development Corp.
Planning Area(s): Steveston Area	Plan – London/Princess Sub Area	
Floor Area Gross: _2,840 m ²	Floor Area Net:	2,560 m ²
	Existing	Proposed
Site Area:	6111 Dyke Road – 972 m² 6091 Dyke Road – 809 m²	1,781 m ² (consolidated)
Land Uses:	Light industrial	Mixed use development containing at grade commercial (1 unit) and 13 residential units
OCP London/Princess Sub Area Plan Designation:	Mixed use	No change - complies
Zoning:	Light Industrial (IL)	Commercial Mixed Use – London Landing (Steveston)(ZMU40)
Number of Units:	N/A	1 commercial unit 13 residential units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.45 FAR	1.45 FAR	none permitted
Lot Coverage:	Max. 55%	52%	none
Setbacks – Parking structure:	Min. 3.5 m south property line setback No minimum setbacks to west, north and east property lines	3.6 m setback to south property line	none
Setback – West property line:	Min. 6 m setback for building above ground level No minimum setback for building at grade	 1.5 m setback for building at grade 6.0 m setback for portions of building above ground level 	none
Setback – South property line:	Min. 10 m	10 m setback to south property line	none
Setback – East property line:	Min. 3 m	3.0 m setback to east property line	none

Setback – North property line	Min. 3.0 m setback for building at grade. Min. 2.0 m setback for building above ground level	3.0 m setback for building at grade2.0 m setback for building above ground level	none
Height (m):	Max. 20 m	19.8 m (top of elevator structure)	none
Off-street Parking Spaces – Residential:	20 stalls	24 stalls	none
Off-street Parking Spaces – Commercial/Residential Visitors (shared)	4 stalls	4 stalls	none
Total off-street Spaces:	24 stalls	28 stalls	none
Amenity Space – Outdoor:	Min. 78 m² (840 ft²)	98 m² (1,055 ft²)	none

Excerpt of November 6, 2019 Advisory Design Panel Minutes

1. DP 19-855200 – FOUR-STOREY MIXED USE BUILDING OVER ONE PARKADE LEVEL (BELOW GRADE)

ARCHITECT:	The Andrews Architects Inc.
LANDSCAPE ARCHITECT:	PMG Landscape Architects Ltd.
PROPERTY LOCATION:	6091/6111 Dyke Road

Applicant's Presentation

Dana Westermark, Oris Consulting Ltd., Wendy Andrews, The Andrews Architects Inc., and Yiwen Ruan and Mary Chan Yip, PMG Landscape Architects, presented the project and answered queries from the Panel on behalf of the applicant.

Panel Discussion

Comments from Panel members were as follows:

- consider installing an automatic door in the underground parkade to access the elevator to enhance the accessibility of residents and visitors with mobility issues;
 - We will ensure that our electrical engineer allows for this to be installed on the Lobby area along with the two vestibules in the Garage. We will deal with this during the BP process.
- consider installing pocket or sliding doors in lieu of inward-swinging doors for washrooms of Basic Universal Housing units;
 - We will consider this during our BP process.
 - To Note: If a client asks for this to be installed to facilitate aging or handicap access we will accommodate this.
- appreciate the applicant contributing to the Public Art Fund; public art benefits the public realm;
 - Noted, thanks.
- the project's architectural approach responds well to the different building frontages; articulation of the building facades helps break down the scale and massing of the building;
 - Thank you.

- ensure provision of adequate lighting on soffits near the courtyard area which lack exposure to natural lighting;
 - Thanks for your comment and we will definitely ensure that adequate lighting around the entire building is provided. We will address this during the BP process.
- consider differentiating the paving treatment of the public pathway along the north edge of the subject site from the paving in front of the commercial unit and the residential entry; consider using a paving treatment for the public pathway that makes reference to the past character of the area; also consider installing wood benches and other street furniture which are consistent with the riverfront character;
 - We agree with these comments and have adjusted the paving in the following ways:
 - West PL Sidewalk: The paving has been adjusted to match across the street to have a consistent frontage down Dyke Rd. (Sawcut concrete)
 - North PL Walkway: We have adjusted the paving here to provide a contrast to the Courtyard and West PL paving. We have proposed a paver that has a realistic wood texture that pays homage to the boardwalks that were common in the area - such as at the Britannia Shipyards.
 - Ie. Bridgewood from (Barkman) or similar
 - We have kept the 3m ROW fully open with no furniture. We feel that the balance of the pathway should be designed first before any furniture is placed to ensure this space is adequately addressed when the pathway is open between Dyke and London Rd.
- reconsider the allan block retaining wall material adjacent to the pathway along the southwest portion of the site; for the proposed public realm treatment, consider the application of materials and finishing to match the character of the building and surrounding riverfront area context;
 - The block proposed in this area is not very high (approximately 24" to 30" maximum) and used only to help tier the landscape up to the main floor level from the exit pathway height. Material colours will match the building façade for a blended effect.
 - Secondly, this retaining wall is adjacent to planting within the SPEA which will be 2-4' high. This will help to screen the wall from all street angles allowing it to further merge into the landscape.
- applicant has done a good job in a difficult corner site; the project fits well with existing newer developments in the neighbourhood;
 - Thank you.

 appreciate the building being broken down in three different components which reduces the massing;

• Thank you.

- reconsider the proposed location of gas meters in the underground parkade as it may not be consistent with existing Fortis BC regulations; consider relocating the gas meters close to the property line;
 - We have checked with Fortis BC and the placement of meters in the parkade on the wall is consistent with current regulations. We will place them here to ensure they don't affect our at grade finish and the pedestrian experience.
- review proposed parking ventilation strategy, which may need further refinements; proposed location of ventilation limited in one area may not provide effective ventilation;
 - We will coordinate this with our mechanical consultant during our Building Permit Process. We will work diligently to ensure that ventilation ducting and grilles are discreet and are incorporated carefully into the building façade and garden features.
- the applicant is advised that the BC Building Code requires the installation of a vestibule at the main residential entrance to the building;
 - We will review this further with our Code Professional and Mechanical Consultant during our BP process. Our current understanding is that the Lobby designed (is a vestibule) and meets the current code requirements.
- review the proposed mechanical ventilation louvers for the commercial unit to determine if they can adequately service the proposed uses permitted in the commercial unit; if additional louvers are required, consider installing these now to avoid future changes to the form and façade of the building in the future;
 - Thank you for your comment and reminder. We will certainly confirm our requirements as we continue to work with our mechanical engineer during the BP process. We will carefully and strategically incorporate any necessary grilles into the façade.
- maximizing the views on the building's west façade will also increase the potential for solar gain especially in summer; the applicant is encouraged to reconsider the amount of glass on the top floor of the building's west facade;
 - Our design currently maximizes the glass along this frontage. However, the shading provided by the overhang is limiting the solar gain. We will take these comments into careful consideration as we develop the project towards building permit.
 - However, we note that shading is very important to customers in their enjoyment of the designed outdoor space.

the project is well done considering that it is located in a difficult site;

• Thank you.

- consider further articulation to the side walls leading to the deeply recessed entrance to the main residential lobby;
- wall of the commercial unit adjacent to the recessed residential entrance appears like a blank wall with small windows and needs further articulation; consider introducing additional windows; choice of materials and colours is an important consideration in articulating the wall;

We have addressed these points together given their adjacency.

- We reviewed the commercial and lobby area to see how we could better address this. However this proved very difficult given the following constraints:
 - Fixed location of elevators and exit stairs to achieve direct access. These are setback a distance from the West PL. Thus we had to balance the desire to create a spacious, but not huge lobby while still meeting the travel distance requirements for Fire fighting.
 - In the end, we rebalanced the commercial and lobby space to pull the Lobby 2'closer to Dyke Rd.
- To create an inviting entranceway that draws the eye, adds interest and brightens the space we have proposed the following additions and clarifications.
 - Different Paving: Proposed a scored 'Boardwalk" effect with a tan colour.
 - Textured Corrugated siding on the North Wall.
 - Dropped Linear timber soffit with featured Lighting
 - We will also look at creating a stylish building sign here to help indicate this is the main entrance.
 - We have increased the size of the glazed opening to the adjacent commercial space. As this is an exit path we need to balance the amount of glass here and the code requirements to achieve this.
 - Installation of furniture or boxed plants to bring further life to the space.

- concrete columns at the building entrances on the west side need further articulation to enhance the entrance space; consider introducing colours and/or cladding to the concrete columns; also ensure adequate lighting;
 - Thanks for the comment and we agree. We have made further design refinement to this area as follows:
 - a. We have added paint to the concrete columns to complement the colour of the adjacent corrugated metal siding.
 - b. Beams over this area will either be wood or painted to match the 'floating' timber soffit element above the entrance.
 - c. We will continue to refine this area to meet structural requirements by adding steel posts to support the 'floating" entry canopy frame. plus adding wood cladding to beams for consistency with the material vocabulary of the upper floor balconies above
- ensure that there is adequate lighting in the courtyard to address potential CPTED concerns; consider lighting transitions for the connection between the two lobbies through the courtyard;
 - Thank you for your comment we will definitely design for adequate lighting within the landscape, from the soffits and on the building walls. This is a wonderful opportunity to effectively enhance the space and experience through careful lighting design.
 - With the help of our electrical consultant we will ensure this gets completed.
- reconsider the choice of play equipment in the courtyard; should installation of a play equipment be necessary, consider an open-ended play equipment to make the courtyard read not as a playground but an open courtyard space design responding to the two lobbies and patios of residential units.
 - Thank you for comment. It's a good thought and something we have talked about. Through the direction of staff and council there has been a strong desire to provide playground equipment that meets the needs of children rather than more interpretive/creative play elements. Thus we have kept our design as is.

Panel Decision

It was moved and seconded

That DP 19-855200 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



Development Permit Considerations

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 6091/6111 Dyke Road

File No.: DP 19-855200

Prior to issuance of the Development Permit, the Applicant is required to complete the following:

- Receipt of a Bond or Letter-of-Credit in the amount of \$90,387 for on-site landscaping. NOTE: landscape estimates for the purposes of a landscape letter of credit to include a 10% contingency cost.
- 2. Receipt of a Bond or Letter-of-Credit in the amount of \$50,410 for on-site landscaping and restoration/enhancement works with the RMA/SPEA.

NOTE: landscape estimates for the purposes of a landscape letter of credit to include a 10% contingency cost.

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

- 1. 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.
- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.

Note:

• 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.
- 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.

Signed

Date



	No. DP 19-855200
To the Holder:	ORIS (DYKE ROAD) DEVELOPMENT CORP.
Property Address:	6091 AND 6111 DYKE ROAD
Address:	C/O 12235 NO. 1 ROAD RICHMOND, BC V7E 1T6

- 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. The "Richmond Zoning Bylaw 8500" is hereby varied to not require an on-site loading space.
- 4. Subject to Section 692 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 #22 attached hereto.
- 5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
- 6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$90,387 for on-site landscaping works 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.
- 7. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$50,410 for on-site landscape and restoration/enhancement works within the Riparian Management Area (RMA)/Streamside Protection and Enhancement Area (SPEA) 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

To the Holder:	ORIS (DYKE ROAD) DEVELOPMENT CORP.
Property Address:	6091 AND 6111 DYKE ROAD
Address:	C/O 12235 NO. 1 ROAD RICHMOND, BC V7E 1T6

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.

8. 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.

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9. 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. DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR







6091 + 6111 DYKE ROAD PROPOSED 13 UNIT MIXED USE DEVELOPMENT



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MATERIAL LEGEND

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From: Sent: To: Subject: Eng,Kevin October 8, 2020 9:17 AM 'Roy Oostergo' RE: DP 19-855200

Hi Roy,

Thanks for email and comments provided on the variance request incorporated as part of the Development Permit application being considered at 6091/6111 Dyke Road. These off-site frontage works will be completed through a Servicing Agreement, which is a requirement of the previous rezoning and secures design and construction of all identified works (including the loading lay-by along Dyke Road).

As a follow-up to our phone call discussion, contact information is provided below for transportation staff to discuss your traffic related concerns in the area and information about the Construction Parking and Traffic Management Plan required for developments. Transportation staff have also been forwarded a copy of your email for review and follow-up.

• Traffic Operations Section – 604-204-8707; TrafOps@richmond.ca

As noted in our discussion, these emails will be provided to the City Clerk as public correspondence received for this Development Permit application.

Thank you for taking the time to provide your feedback to the City on this project.

Regards, Kevin Eng Planner 2, Policy Planning Department, City of Richmond 604-247-4626; <u>keng@richmond.ca</u>; <u>www.richmond.ca</u>

From: Roy Oostergo <roostergo@gmail.com> Sent: October 5, 2020 1:52 PM To: Eng,Kevin <KEng@richmond.ca> Subject: Re: DP 19-855200

Kevin,

Thank you for your timely and detailed response! As discussed on our call just now, I am supportive of the request to move the commercial parking lay-by to a different location based on your explanation. However, I do wish to point out there is a current and pressing commercial traffic problem on Dyke Road already.

The current, limited supply of parking spaces on the west side of Dyke Road are regularly filled up by people fishing on the pier, visitors to The Pier condominium, and customers frequenting nearby businesses. There is no parking space currently restricted to commercial loading on Dyke Road. As such, large commercial trucks that supply local business, such as the Ember restaurant and Diplomat bakery, will often park in an unauthorized space along the road, blocking traffic in either the north-bound or south-bound lane.

This creates a very dangerous situation for vehicle and bicycle traffic, especially given the increased traffic volume noted on Dyke Road since improvements to the dyke and dyke visitor parking were recently completed. As such, I would encourage the City to require the Developer to complete the new frontage works, including the new commercial loading lay-by area, at an early stage of the overall development.

Thanks for the opportunity to provide this feedback. Regards, Roy Oostergo

On Oct 5, 2020, at 10:31 AM, Eng,Kevin <<u>KEng@richmond.ca</u>> wrote:

Hi Roy,

I'm well thanks and same to you.

The project will be proceeding to Development Permit Panel on October 15, 2020 for review and consideration. For access to information about the Development Permit Panel meeting date/time, agenda and accompanying staff report, please refer to the link below where this information can be accessed (note: I see that a preliminary agenda with staff reports has been posted on the City website):

https://www.richmond.ca/cityhall/council/agendas/dpp/2020/101520p_agenda.htm

This project is required to get approval and issuance of a Development Permit from Council. The Development Permit Panel meeting is part of the process for the City to review these applications by the DP Panel for consideration (and if endorsed), move to the final stage of the Development Permit being forwarded to Richmond City Council for their consideration and decision. The Development Permit Panel is reviewing the entire project, which includes a request to vary the Richmond Zoning Bylaw 8500 requirements to not require an on-site loading space.

In relation to the requested variance, a loading area lay-by will be incorporated into the Dyke Road frontage upgrades to the west of the subject site that will be able to accommodate loading functions necessary to service this development. This loading area lay-by is being designed and constructed as part of this redevelopment and secured through an agreement via the previous rezoning application. At time of rezoning through the accompanying rezoning staff report, it was identified that a loading area lay-by would be incorporated into the frontage works and that there would be the inclusion of a request to vary the on-site loading space component through this Development Permit application.

The project consists of 13 residential dwelling units, which has been achieved without increasing the building area. The developer proposed the additional unit by taking one existing larger dwelling unit planned for in the rezoning and divided it into two dwelling units. In addition, the project complies with the required number of parking stalls in accordance with the Zoning Bylaw that includes the additional unit.

Through the Development Permit, there were refinements and additional design detailing to the overall architecture and landscaping for the project. These form and character aspects of the project revised through the Development Permit are consistent with the rezoning application.

I hope this email answers your questions.

FYI – your email and my response will be provided to the City Clerk as public correspondence received on this Development Permit application.

Regards, Kevin Eng Planner 2, Policy Planning Department, City of Richmond 604-247-4626; keng@richmond.ca; www.richmond.ca

From: Roy Oostergo <<u>roostergo@gmail.com</u>> Sent: September 30, 2020 2:36 PM To: Eng,Kevin <<u>KEng@richmond.ca</u>> Subject: DP 19-855200

Hello Kevin, I hope this note finds you well during this challenging time!

We communicated several months ago regarding the above-noted DP. Today, I received a card indicating that the developer was going before the DPP to request a change to the on-site loading space requirement in the Bylaw. However, I also notice that the card indicates the development will now contain 13 dwelling units vs the 12 previously considered.

I see that the new package is not yet posted online in the DPP meetings section on<u>Richmond.ca</u>. Can you confirm when the new package will be available to download and review? Also can you confirm if the developer is seeking to increase the dwelling units to 13 also, and whether any other changes are contemplated?

Thanks very much! Roy Oostergo 503-6168 London Road Richmond BC V7E0C1 604-275-0276



To:Development Permit PanelDate:September 23, 2020From:Wayne Craig
Director, DevelopmentFile:DV 19-872522Re:Application by The Andrews Architects Inc. for a Development Variance Permit
at 8240 No. 5 RoadDevelopment Variance Permit

Staff Recommendation

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum rear yard setback from 7.5 m to 0 m to permit the construction of an addition to the existing dormitory building at 8240 No. 5 Road on a site zoned "Assembly (ASY)".

Wayne Co

Wayne Craig Director, Development (604-247-4625)

WC:sds Att. 4

Staff Report

Origin

The Andrews Architects Inc., on behalf of the property owner, Dharma Drum Mountain Buddhist Association, has applied to the City of Richmond for permission to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum rear yard setback from 7.5 m to 0 m to permit the construction of an addition to the existing dormitory building at 8240 No. 5 Road on a site zoned "Assembly (ASY)". The site currently contains a religious assembly building (temple) with a floor area of approximately 729.8 m² (7,856 ft²), a dormitory building for religious personnel with a floor area of approximately 300.1 m² (3,230 ft²), and associated surface parking. The proposed addition to the existing dormitory building would add 96.1 m² (1,035 ft²) of floor area to accommodate additional resident nuns.

A non-farm use application (AG 91-00239) to allow a temple, living quarters and associated parking within the front 110 m of the site was approved by Council and the Agricultural Land Commission (ALC) in 1993. The associated rezoning was also approved by Council in 1993 to rezone the front 110 m of the site to "Assembly (ASY)" (RZ 91-000240) to allow the associated non-farm uses (including dormitory). The existing religious assembly buildings (temple and dormitory) completed construction in 2006. The proposed addition to the existing dormitory building includes increasing the total number of bedrooms from four to six and adding 96.1 m² (1,035 ft²) of floor area to accommodate additional resident nuns. ALC staff reviewed the proposed addition to the dormitory building and confirmed it is consistent with the previous ALC non-farm use approval and does not require a new non-farm use application. The proposed addition is also consistent with the "Assembly (ASY)" zone, except for the requested variance.

The property is split-zoned "Assembly (ASY)" within the front 110 m of the site and the remainder (backlands) of the site is zoned "Agriculture (AG1)". The proposed addition is wholly contained within the ASY zoned portion of the site. The AG1 zoned portion of the site is actively farmed (organic vegetables and fruits), has farm status as per BC Assessment, and contains an approximately 69.7 m² (750 ft²) agricultural storage building in support of the existing farming operation.

Development Information

Please refer to attached Development Application Data Sheet (Attachment 1) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Development surrounding the subject site is as follows:

- North: Split-zoned property with a religious assembly building with associated surface parking area on the front portion zoned "Assembly (ASY)" and agricultural activities on the backlands zoned "Agriculture (AG1)", fronting No. 5 Road.
- East: Religious assembly and school buildings with associated surface parking area and playground on a site zoned "Assembly (ASY)", fronting Blundell Road.

South: Split-zoned property with a religious assembly building with associated surface parking area on the front portion zoned "Assembly (ASY)" and agricultural activities on the backlands zoned "Agriculture (AG1)", fronting No. 5 Road.

West: Across No. 5 Road, single-family dwellings on properties zoned "Agriculture (AG1)".

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed staff comments identified as part of the review of the subject Development Variance 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 "Assembly (ASY)" zone except for the zoning variances noted below.

Zoning Compliance/Variances (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum rear yard setback from 7.5 m to 0 m to permit the construction of an addition to the existing dormitory building at 8240 No. 5 Road on a site zoned "Assembly (ASY)".

- The subject site is split-zoned "Assembly (ASY)" within the front 110 m and the remainder of the site is zoned "Agriculture (AG1)". As per Section 3.2.4 of Zoning Bylaw 8500, where a lot is located in more than one zone, regulations (including setbacks) shall apply as if the zone boundary were a lot line.
- The existing dormitory building received final inspection in 2006 (B2 04-286682) and is located 0 m from the ASY zoning boundary. The proposed addition is located on the west side of the existing building and does not increase the scope of this non-conformity. The proposed Development Variance Permit (DVP) would allow the construction of the addition to the existing dormitory building.
- The proposed addition is consistent with the architectural style and character of the existing dormitory building.
- The property is located in the No. 5 Road Backlands Policy area, which allows institutional uses within the front 110 m, subject to the "backlands" being actively farmed. The congregation currently farms the Backlands (organic vegetables and fruits) and this portion of the property is classified as farm as per BC Assessment. The applicant has also provided a letter from the property owners regarding the farming operation on-site (Attachment 2). The property owners have agreed to register a Statutory Right-of-Way (SRW) along the eastern edge of the property in order to facilitate future north-south farm access across the Backlands, as per the No. 5 Road Backlands Policy.
- The property owner has also contacted the adjacent neighbouring properties to the north and south (8200 No. 5 Road and 8280 No. 5 Road) regarding the proposal and no concerns were identified (Attachment 3).

Analysis

Conditions of Adjacency

• The proposed addition to the existing dormitory building is oriented towards an existing internal courtyard and located approximately 7.5 m from the adjacent properties to the north

and south, consistent with the interior side yard setbacks contained in the "Assembly (ASY)" zone.

- Existing perimeter landscaping and fencing, including a hedge along the north property line and significant landscaping along the south property line, is provided to screen and separate adjacent uses.
- The proposed height of the addition is consistent with the height of the existing dormitory building.
- Based on the proposed location of the addition and existing uses on adjacent properties, there are no concerns with privacy or overlook onto neighbouring sites.

Urban Design and Site Planning

- Vehicle access will continue to be provided from No. 5 Road and the parking area will be re-lined in order to accommodate two accessible vehicle parking spaces consistent with current size requirements as per Zoning Bylaw 8500.
- A new pedestrian access is proposed to be provided from the sidewalk to the existing temple entry through an on-site pedestrian walkway, consisting of coloured pavers across the internal dive-aisle and vehicle parking area. The area in front of the building entrance will also be marked with alternative surface treatment to delineate pedestrian areas.
- Surface parking areas are currently screened by existing landscaping along No. 5 Road and the perimeter of the site.
- Both Class 1 and Class 2 bicycle parking spaces have been incorporated into the proposal, located in a visible area near the building entrance, and are in compliance with Zoning Bylaw requirements.
- The dormitory building currently contains two sleeping units; one for men and one for women, with a total of four bedrooms, and a total floor area of 300.1 m² (3,230 ft²). The proposed addition will result in a total of six bedrooms (increase of two bedrooms). The proposed addition would add 96.1 m² (1,035 ft²) of floor area to accommodate additional resident nuns.
- The proposed addition meets the general exemption criteria in the Flood Plain Designation and Protection Bylaw No. 8204 (an addition to a building that would increase the size of the building by less than 25%). Prior to issuance of the Development Variance Permit, registration of a flood plain covenant on title is required to ensure future development complies with the Bylaw.
- As per the No. 5 Road Backlands Policy Development Application Requirements, registration of a Statutory Right-of-Way (SRW) on title for a future farm access road along the eastern edge of the property in the Backlands is required prior to issuance of the Development Variance Permit to provide future north-south farm access through the Backlands area.

Architectural Form and Character

- The proposed architectural character of the addition is consistent with the existing dormitory building, including exterior finishes, materials and colour.
- Affected portions of the hip roof will be selectively rebuilt and expanded to maintain consistency in overall hip roof form.
- The proposed expansion maintains the balance and symmetry of the existing building.

Landscape Design and Open Space Design

- The subject site currently contains mature landscaping that is maintained, including plantings along No. 5 Road, the perimeter of the site, and within the internal courtyard between the temple and dormitory building.
- A new on-site pedestrian pathway is proposed to be added from No. 5 Road to the entrance of the temple, consisting of alternative surface treatments.
- In order to ensure the proposed pedestrian pathway is completed, the applicant is required to submit a security of \$25,000, based on a cost estimate for the works.

Crime Prevention Through Environmental Design

- The proposed addition to the existing dormitory building will include new windows, providing natural surveillance opportunities.
- The covered walkway in the courtyard provides visibility through the space and to the dormitory building.
- Implementation of low level lighting in the courtyard area will assist in defining entries and access pathways.

Sustainability

- The architect advised that the following design/features are incorporated into the proposal:
 - Energy efficient interior and exterior lighting fixtures (LED).
 - Energy star windows to alleviate heating and cooling energy consumption.
 - Finishes with low VOC content.
 - o Durable and long-lasting materials that can reduce building maintenance.

Conclusions

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

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

Steven De Sousa Planner 1 (604-204-8529)

SDS:blg

Attachments:

Attachment 1: Development Application Data Sheet

Attachment 2: Letter from the Dharma Drum Mountain Buddhist Association

Attachment 3: Correspondence from Adjacent Neighbours

Attachment 4: Development Variance Permit Considerations



Development Application Data Sheet

Development Applications Division

DV 19-872522		Attachment 1	
Address:	8240 No. 5 Road		
Applicant:	The Andrews Architects Inc.	Owner:	Dharma Drum Mountain Buddhist Association
Planning Area(s): _East Richmond			

	Existing	Proposed
Site Area:	ASY zoned portion: 4,041 m ² (0.40 ha / 1.0 ac) AG1 zoned portion: 5,703 m ² (0.57 ha / 1.4 ac) Total: 9,717 m ² (0.97 ha / 2.4 ac)	No change
Land Uses:	ASY zoned portion: Religious assembly, dormitory AG1 zoned portion: Agriculture	No change
OCP Designation:	ASY zoned portion: Community Institutional (INST) AG1 zoned portion: Agriculture (AGR)	No change
Zoning:	Assembly (ASY) & Agriculture (AG1)	No change

	Bylaw Requirement (ASY)	Proposed	Variance
Floor Area Ratio:	Max. 0.5	Existing buildings: 0.25 Proposed addition: 0.03 Total: 0.28	None permitted
Lot Coverage:	Max. 35%	23%	None
Setback – Front Yard:	Min. 6.0 m	57 m	None
Setback – Side Yard:	Min. 7.5 m	7.5 m	None
Setback – Rear Yard:	Min. 7.5 m	0 m (existing, legal non- conforming)	Variance requested
Height:	Max. 12.0 m	7.6 m (proposed addition)	None
Lot Size:	N/A	9,717 m ²	None
Off-street Parking Spaces:	Min. 51	52	None
Off-street Parking Spaces – Accessible:	Min. 2	2	None
Small Car Parking Spaces:	Max. 50%	50% (26)	None
Bicycle Parking Spaces – Class 1:	Min. 4	4	None
Bicycle Parking Spaces – Class 2:	Min. 9	9	None



Dharma Drum Mountain Buddhist Association 8240 No. 5 Road, Richmond, B.C. V6Y 2V4 www.ddmba.ca www.chanmeditation.ca (604) 277-1357

Statement of Purpose

Purpose: Building additions to the existing dormitory to increase sleeping space

Proposer: Dharma Drum Mountain Buddhist Association

Location: 8240 No. 5 Road, Richmond, BC V6Y 2V4

Mission of the Centre

Dharma Drum Mountain Buddhist Association (DDMBA) was incorporated as a non-profit organization in 1994 and has been active in its current location since 2006. Our mission is to share the teaching of Chan (Zen) meditation, to help people find freedom and peace within their own minds, and to work collectively with others to build a harmonious society. This is achieved through the individual practices of ethical conduct, meditation, and cultivating compassion and wisdom. By offering programs to the community and working with other organizations, we help promote peace and harmony in the Lower Mainland.

Origin

Since the inception of the centre in 2006, our community has been growing steadily both in the size of membership and the volume of our activities. The centre started with only one resident nun, who received full ordination and came at the end of the centre's construction in 2006. Over the year, due to the increase of religious activities and farming, we had two more resident nuns joining the centre. In 2014, we began to provide programs and classes in English. Meditation classes and retreat programs were the main demand. Lectures, classes on Buddhism and academic workshops in collaboration with University of British Columbia and University of Calgary have also been developed since then.

A New Centre in Vancouver

The demand for learning meditation and practicing in retreats has become greater and greater. In our Richmond centre, public transportation is very limited and inconvenient. There is only one

1

bus line route 405, running at an interval of 30 minutes on average and shorter hours on weekends. This is quite an issue for people who do not have a car and gets worse on weekends when most students and working people have time to come.

Therefore, in the spring of 2018, we started a new centre, Vancouver Chan Meditation Centre, at a leasing space at 550 West Broadway. At this location, we are more accessible to broader audience in the greater Vancouver. Among them are students, young people, professionals and working class, and local residents. Although our resident nuns have also increased to five people at this time, it is still inadequate to run two centres at the same time. Due to the shortage of nuns, the Vancouver centre is now open for limited hours, only the afternoons and evenings of Tuesdays and Thursdays and the mornings of Saturdays. If we can have more experienced resident nuns, the centre will be open for more hours to accommodate the lifestyle of city residents and provide more programs and activities of their need.

Organic Farming

In our religious tradition, engagement in physical work, such as farming, gardening, household chores and cleaning, is an integral part of our spiritual practice. By doing physical work, we learn to harmonize our body and mind, and our relations with others. By farming organically, we preserve lives and earth.

In the past few years, black knot disease has destroyed and killed many of our fruit trees. We lost a lot of golden plum and prune trees. Although we have replaced them with varieties of other fruit trees, such as blueberries, raspberries, kiwis, figs, pears, cherries, strawberries, which need a lot of care when young, we are also actively growing many vegetables in order to make up the loss and to meet our farm land produce quota. Growing organic vegetables require much more labor and care than regular non-organic fruit trees or vegetables. Without using pesticide, we weed manually by using hand weeder and puller tools; without using chemical fertilizer, we produce our own organic compost fertilizer from fruit peels, vegetable leaves, cut-grass, twigs

2

and foliage. Thanks to greenhouse for their generous help.

Farming has always been a part of Buddhist monastic life, so we have been farming our land since 2006. Two years ago, the City told all of the religious institutions on No. 5 Road to farm our land more intensively. The centre put in a big effort and in 2 years, we managed to triple the output of our farm, adding more varieties to farm produces, including swiss chards, rainbow chards, kales, amaranths, cabbages, celeries, mustard greens, spinaches, carrots, beets, potatoes, pumpkins, squashes, zucchinis, peas, beans, soy beans, chayotes, eggplants, fennels, colored peppers, tomatoes, cilantros, sages, basils, rhubards, etc. Even during winter season, we still grow vegetables in the greenhouse. To maintain this production, we need to have at least one more nun in our centre to provide steady, reliable, day-to-day work force to sustain our organic farming.

When the centre was built in 2006, the dormitory was designed to accommodate three resident nuns and some visiting male and female teachers occasionally. We would never have thought that we could grow so much in 13 years. Both centres have not been operating at their full capacity due to insufficient human power. We need more resident nuns to teach and give guidance.

Summary

In short, due to the increasing demand and interest in learning Buddhism and practicing meditation, not only have we offered more activities in our main Richmond centre, but also established another centre in Vancouver. We need more resident nuns to teach, to better care for our members and to operate both centres at their best capacity. In order to sustain our organic farming and gardening, we also need help. In lieu of all these developments and expansions, we are in need of more lodging space to accommodate more resident nuns. Following the zoning code, we are able to build additions to the dormitory for approximately 1,000 sf. Then, we will be equipped to have more nuns live here, work here, and to provide better service and spiritual guidance to our community members and people who are interested in practicing Buddhism.

3

Cordially,

Ch₂ Lu Chang Wu Shi

Chang Wu Shi Abbess Dharma Drum Mountain Buddhist Association

Reference: Dharma Drum Mountain Buddhist Association <u>www.ddmba.ca</u> Vancouver Chan Meditation Centre <u>www.chanmeditation.ca</u>

ATTACHMENT 3



VEDIC CULTURAL SOCIETY OF BRITISH COLUMBIA

8200 No 5 Road, Richmond, B.C. V6Y 2V4 Phone: 604-275-9182 Email: ramkrishnamandir1@shaw.ca Website: www.vedicculturalsocietyofbc.com

May 15, 2020

Dharma Drum Mountain Buddhist Association

8240 # 5 Rd, Richmond B.C.

V6Y 2V4

Re: Dormitory Expansion

I am writing on behalf of Vedic cultural Society of British Columbia to support Dharma Drum Mountain Buddhist Association to go ahead with the dormitory expansion plan. Some of us have viewed the attached floor plans for your living space expansion that was provided in the email. But due to social distancing COVID 19, regulations and other mishaps to our committee members family, in this difficult moments we are not able to sit and discuss or review it.

Sincerely Yours,

Malti Rikta Singh

President

Vedic Cultural Center

------ Forwarded message ------From: Marco Kam <<u>marco@pec.bc.ca</u>> Date: Tue, Aug 4, 2020 at 5:35 PM Subject: Re: DDMBA Development application - 8240 No. 5 Road Richmond To: Peter Chern <<u>cmchern@gmail.com</u>>

Greetings.

Thank you for your email of July 13 regarding the intended additions to your property on No. 5 Rd. We apologize for the delay in replying due to the reduction of our on-site staff as well as busy preparations for online meetings.

We have no comments presently on your plans, as we expect them to conform to existing city and provincial bylaws and planning. If and when we receive further details from city hall, we will reassess our position.

Thank you for your courtesy. Peace and health to you and your associates.

Stephen Li Deacon

Marco

From: Peter Chern <<u>cmchern@gmail.com</u>>

Sent: July 13, 2020 7:04 AM

To: info@pec.bc.ca <info@pec.bc.ca>

Subject: DDMBA Development application - 8240 No. 5 Road Richmond

Good morning

Hope this email find you well!

First let me introduce myself, my name is Peter Chern, I am a member of Dharma Drum Mountain Buddhist Association dormitory addition committee.

The reason I am writing this email that is part of our requirement we had to approach our neighbor to seek any comments and support on our project. I did place a call to your general enquiry phone number and left a message back in May during the peak of Covid-19 pandemic. I was planning to visit your office in person but with this new Covid-19 health protocol. It might be a bad idea since you wouldn't like any visitor at this moment.

You most likely had already seen the notice on our front entrance that we are adding some much need living space for our nuns. Please find the attached Statement of Purpose we had included in our Development permit application to City of Richmond. Let me know if you have any question with our development, thank you for taking time to read this email. All the best, stay safe and stay healthy. Peter Chern 604-765-0966

Peter Chern 604-7650966



Development Variance Permit Considerations

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 8240 No. 5 Road

File No.: DV 19-872522

Prior to approval of the Development Permit, the developer is required to complete the following:

- 1. Receipt of a Letter of Credit for an on-site pedestrian pathway in the amount of \$25,000 (based on a costs estimate).
- 2. The granting of a 4.0 m wide statutory right-of-way along the east property line for a future north/south farm access road. Conditions for the farm access road should include:
 - a) Permission to use the farm access road statutory right-of-way is to be granted to the City and its designates;
 - b) A structure(s) to control access is permitted;
 - c) The farm access road must be designed and constructed for farm use only and is intended to facilitate only the movement of farm vehicles and machinery to fields;
 - d) The farm access road driving surface, base and drainage is to be determined by a certified professional registered with the B.C. Institute of Agrologists, subject to the review and approval of the City's Transportation and Engineering Department.
 - e) Construction and maintenance of the farm access road and statutory right-of-way is the responsibility of the property owner.
- 3. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.

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

- 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.
- 2. Payment of Development Cost Charges.
- 3. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 5. 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

Initial:

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.

• 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 contains 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.

[Signed copy on file]

Signed

Date



No. DV 19-872522To the Holder:THE ANDREWS ARCHITECTS INC.Property Address:8240 NO. 5 ROADAddress:C/O GREG ANDREWS
203 - 3740 CHATHAM STREET
RICHMOND, BC V7E 2Z3

- 1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
- 2. This Development Variance 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. The "Richmond Zoning Bylaw 8500" is hereby varied to reduce the minimum rear yard setback from 7.5 m to 0 m.
- 4. Subject to Section 692 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 attached hereto.
- 5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$25,000 to ensure that development is carried out in accordance with the terms and conditions of this Permit. 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 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.
- 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.

This Permit is not a Building Permit.

Development Variance Permit No. DV 19-872522

To the Holder: THE ANDREWS ARCHITECTS INC.

Property Address: 8240 N0. 5 ROAD

Address:

C/O GREG ANDREWS 203 - 3740 CHATHAM STREET RICHMOND, BC V7E 2Z3

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AUTHORIZING RESOLUTION NO. DAY OF , .

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Note: Dimensions are in METRES





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EXISTING 'SOUTH SIDE YARD', VIEW EASTWARD



EXISTING GARDEN - LOOKING NORTH







EXISTING ENTRY DRIVEWAY LOOKING TO NO. 5 RD.



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THE ANDREWS ARCHITECTS INC. DHARMA DRUM MOUNTAIN TEMPLE ADDITION 8240 NO. ROAD RICHMOND, BC

DV 19-872522

RE-ISSUED FOR DVP SEPT. 22, 2020

EXISTING GARDEN - LOOKING SOUTH

EXISTING DORMITORY RESIDENCE (SOUTH VIEW) RENDITION

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A3.04

REFERENCE PLAN

PROPOSED DORMITORY RESIDENCE (SOUTH VIEW) RENDITION

SCALE AS NOTED

IMAGES

DRAMN CHECKED HR/GA GA

1905

MAY, 2019



EXISTING DORM, NORTH SIDE ENTRY



APPROXIMATION OF EXISTING + PROPOSED CEDAR STAIN COLOUR







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

Date: September 22, 2020 File: DP 20-895384

Re: Application by AJ Williams Architect Ltd. for a Development Permit at 9751 Bridgeport Road

Staff Recommendation

That a Development Permit be issued which would permit exterior renovations to the existing building at 9751 Bridgeport Road on a site zoned "Auto-Oriented Commercial (CA)".

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Wayne Craig Director, Development (604-247-4625)

WC:jr Att. 3

Staff Report

Origin

AJ Williams Architect Ltd. has applied to the City of Richmond on behalf of owner, Wing Yui Ned Cheung, for permission to undertake exterior renovations to the existing building at 9751 Bridgeport Road on a site zoned "Auto-oriented Commercial (CA)." A location map is provided in Attachment 1. The site currently contains a commercial shopping centre with four separate buildings. The proposed exterior renovations are for Unit 130 only, which is occupied by Golf Town. This unit is located in the building on the northeast corner of the site adjacent to No. 4 Road.

There is no rezoning application associated with this Development Permit application, and no associated Servicing Agreement.

Development Information

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

The subject site is a 30,018 m² (323,111 ft²) property containing a shopping centre, and is located in the area governed by the City Centre Area Plan (CCAP) at the corner of Bridgeport Road and No. 4 Road. The CCAP land use designation for the subject site is "General Urban T4," which supports a variety of light industrial and limited commercial uses.

The existing development is comprised of four single-storey buildings with surface parking. The original Development Permit was issued by Council on February 12, 2001 (DP 00-175054). The applicant proposes to undertake renovations to the façade of one of the buildings located near No. 4 Road. No changes to other buildings on the property are proposed. An aerial photo of the existing condition is provided in Attachment 3.

Development surrounding the subject site is as follows:

- To the north; single-family dwellings on properties zoned "Single Detached (RS1/F)" with development potential for light industrial and office uses under the CCAP.
- To the east, across No. 4 Road; single-family dwellings on properties zones "Single Detached (RS1/D)." These properties are designated "Residential (Single-Family)" in the Bridgeport Area Plan.
- To the south, across Bridgeport Road; the Highway 99 right-of-way and a property zoned "Auto-Oriented Commercial (CA)" containing a hotel and restaurant.
- To the west; a property zoned "Light Industrial, Office and Hotel (ZI10) Bridgeport Village (City Centre)" undergoing construction of a hotel (DP 18-825006), and a property undergoing rezoning to facilitate construction of a mixed office and light industrial development (RZ 18-821103, DP 18-829207).

Staff Comments

The limited scope of the proposed exterior alterations will neither significantly impact the overall existing form of shopping centre, nor result in an increase in net floor area. Further, the proposed exterior alterations will not introduce any variances to the existing zoning.

Advisory Design Panel Comments

The proposed exterior alterations are limited in scope and will not impact the overall form, massing or site plan of the existing building. Therefore, it was not presented to the Advisory Design Panel for review and comment.

Analysis

Conditions of Adjacency

• The subject site is located across No. 4 Road from an established single-family neighbourhood. There is an existing landscaped boulevard along the No. 4 Road frontage, and additional trees and landscaping on site between the building and the property line.

Urban Design and Site Planning

- The commercial centre consists of four buildings. A T-shaped drive aisle provides vehicle access to each building and the parking areas. Sidewalks are provided along the central drive aisle and in front of each building for pedestrian circulation. These sidewalks are connected to the parking areas via raising pedestrian walkways.
- The buildings have been located to allow for visibility through the site from Bridgeport Road, with the rear buildings having prominent entry structures with tenant branding. In addition to identifying the tenants, these entry structures allow for weather protection at each building entrance.
- The centre drive aisle through the property is subject to a Statutory Right of Way, that was registered on title at the time of the original development in 2001, securing a future road connection between Bridgeport Road and an extension to Beckwith Road consistent with the road network identified in the CCAP.
- No changes to the site layout or building massing are proposed.

Architectural Form and Character

- The existing building is a single storey with high interior ceilings, resulting in a two-storey massing. The entry feature projects above the roof line to a total height of 10.5 m. The proposed renovation would not result in an increase to the building height.
- The building is largely clad in light grey stucco, with cream-coloured stucco below the roofline. Light grey masonry blocks are used on the pillars.
- The proposed renovation would involve re-cladding the existing entry structure and painting a portion of the front elevation.
- The proposed cladding consists of PVC wood-finish planks. The existing stucco would be repainted in grey, dark gray, and green, to break down the building into smaller components and better identify the commercial unit.
- Business signage shown on the plans does not form part of the Development Permit and is subject to additional review by staff through the sign permit application process.

Landscape Design and Open Space Design

- On-site landscaping was secured through the original Development Permit DP 00-175054, which remains generally consistent with current guidelines. Staff have visited the site and confirm that the landscaping has been maintained in good condition.
- The parking area includes perimeter landscaping, landscaped islands, and lighting. Accessible parking spaces are provided near the building entrance next to the raised pedestrian crossings.
- No changes to the landscaping are proposed.

Crime Prevention Through Environmental Design

- The building has a single entrance for customers, which is located in the centre of the unit frontage and is visible from both No. 4 Road and Bridgeport Road.
- Pedestrian circulation through the site is via sidewalks at a higher grade than the drive aisles and parking areas. Pedestrian crossings between the parking area and the sidewalk in front of the building are paved with contrasting pavers and raised. No changes to the pedestrian or vehicle circulation routes or pavement treatments are proposed.
- New bicycle parking racks are proposed on either side of the entry structure.
- The existing lighting fixtures are proposed to be retained or reinstalled in place.

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.

Jordan Rockerbie Planner 1 (604-276-4092)

JR:blg

Attachment 1: Location Map Attachment 2: Development Application Data Sheet Attachment 3: Existing Condition

The following are to be met prior to forwarding this application to Council for approval:

- 1. Submission to the City of a Letter of Credit or cash security in the amount of \$2,000 to ensure that the bicycle racks are installed as per the DP Plan # 2. The security is fully refundable following inspection by the City.
- 2. Registration of a Flood Indemnity Covenant on title.
- 3. Registration of an Aircraft Noise on title.

Prior to future Building Permit issuance, the developer is required to complete the following:

• The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be

required as part of the Building Permit. For further information on the Building Permit, please contact Building Approvals Department at 604-276-4285.

• Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (http://www.richmond.ca/services/ttp/special.htm), if applicable.

ATTACHMENT 1



City of Richmond



City of Richmond

Development Application Data Sheet

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

DP 20-895384

Address:	9571	Bridgeport Ro	ad
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Applicant: AJ Williams Architect Ltd.

Owner: Wing Yui Ned Cheung

Planning Area(s): Bridgeport Village, City Centre Area Plan

	Existing	Proposed
Land Uses	Commercial retail	No change
OCP Designation	Mixed Employment	No change
CCAP Designation	General Urban T4	No change
Zoning:	Auto-oriented Commercial (CA)	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.5 FAR	Max. 0.5 FAR	None permitted
Lot Coverage	Max. 50%	No change	None
Setback – Front Yard	Min. 3.0 m	No change	None
Setback – Side Yard	Min. 3.0 m	No change	None
Setback – Side Yard	Min. 3.0 m	No change	None
Setback – Rear Yard	Min. 3.0 m	No change	None
Height (m)	Max. 12.0 m	No change	None

Attachment 2

ATTACHMENT 3





		No. DP 20-895384
To the Holder:	AJ WILLIAMS ARCHITECT LTD.	
Property Address:	9751 BRIDGEPORT ROAD	
Address:	c/o 3604-13A STREET SW CALGARY, AB T2T 3S7	

- 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 692 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 #3 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 \$2,000 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.

Address:	C/O 3604-13A STREET SW CALGARY, AB T2T 3S7
Property Address:	9751 BRIDGEPORT ROAD
To the Holder:	AJ WILLIAMS ARCHITECT LTD.

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.

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This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR




	A.J. WILLIAMS ARCHITECT LTD.	
ADDITIONAL DESCRIPTION ADDITIONAL DESCRIPTIONAL DESCRIPTI	film 11 ED	5384 PLAN # 1
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A1.1 SCALE: 1/8" = 1'-0"

DP# 20-895384







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