



City of Richmond

Report to Council

To: Richmond City Council

Date: July 21, 2010

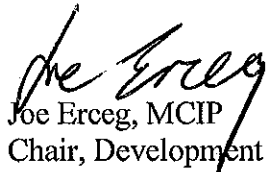
From: Joe Erceg, MCIP
Chair, Development Permit Panel

File: 0100-20-DPER1

Re: **Development Permit Panel Meeting Held on July 14, 2010, May 12, 2010 and April 14, 2010**

Panel Recommendation

1. That the recommendations of the Panel to authorize the issuance of:
 - i) a Development Variance Permit (DV 10-523774) for the property at 5700 Dhillon Way (Lots 61-70);
 - ii) a Development Permit (DP 10-519158) for the property at 9951 Williams Road;
 - iii) a Development Permit (DP 09-493613) for the property at 6451 Princess Lane;be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered the following items at its meetings held on July 14, 2010, May 12, 2010 and April 14, 2010.

DV 10-523774 – RALPH A. MAY – 5700 DHILLON WAY (LOTS 61-70)
(July 14, 2010)

The Panel considered a Development Variance application to vary the minimum road construction standards for pavement width, sidewalks, curb and gutter contained in Subdivision Bylaw No. 6530 to allow the extension of Dhillon Way in an existing dedicated road allowance.

In response to a query regarding whether curbs and gutters will form part of the design of the east side of Dhillon Way, to manage drainage, Mr. Al Schmidt, speaking on behalf of the applicant, advised that the City's engineering staff was in receipt of the revised drawings indicating the presence, and location on the road extension, curb and gutter elements.

Staff advised that staff supports the Development Variance application, and that when the application is forwarded for Council consideration, the revised drawings that indicate the curb and gutter design, will be attached. The road must be raised and graded resulting in the need to channel the water into the two (2) catch basins. The ditch on the east side will be eliminated because of the slope stabilization issue. Channelization of the water is the recommended engineering approach.

No public correspondence was received regarding the application.

The Panel recommends that the permit be issued.

DP 10-519158 – P. J. LOVICK ARCHITECT LTD. – 9951 WILLIAMS ROAD
(May 12, 2010)

The Panel considered a Development Permit application for façade renovations to an existing commercial building on a site zoned "Local Commercial (CL)."

Architect Pete Lovick, of P.J. Lovick Architect Ltd. provided a brief description of the project, including:

Described the proposed renovation project of the building located at the corner of Williams Road and No. 4 Road. At present a 6,340 square foot building exists on the site, and the size of the building, when renovated will be 4,650 square feet. No variances are requested. Mr. Lovick drew the Panel's attention to the following details:

- the renovation of the existing building includes removing the greenhouse at the north, and the addition of a garbage enclosure, loading and recycling area along the east wall, which will be screened with fencing and landscaping;
- two(2) public right-of-passages are provided, along No. 4 Road, and the west property line;
- two (2) new parapet towers at the corner entries establish a new character, improve street presence, and incorporate signage;

- parking meets zoning bylaw requirements and includes one (1) accessible parking space;
- access from No. 4 Road will be limited to a right turn in, and a right turn out; and two (2) existing sidewalk crossings at the corner will be narrowed ;
- the colour scheme for the exterior of the building includes light and dark beige, with dark brown facia accents; and
- the on-site hedges are retained; landscaping elements will be used to define the street edge; and planted shrubs will be featured at the corners.

Staff supported the Development Permit application, and noted that the project is a good renovation of a run down older building. Staff appreciates the designer's addition of landscaping elements to enhance the appearance of the site. Staff added that two (2) bicycle parking spaces are being provided on the site. Staff advised that a restrictive covenant is sought to eliminate the existing vehicle access from No. 4 Road at future redevelopment of the site, and confirmed that the applicant had agreed to the covenant.

In response to Panel queries, Mr. Lovick advised that:

- a light rail fence would ensure that pedestrians access the site from the sidewalk, and not short cut through the new landscaped areas.
- a Mac's convenience store, along with additional tenants, would occupy the building.

No public correspondence was received regarding the application.

The Panel recommends that the permit be issued.

DP 09-493613 – PENTA HOMES (PRINCESS LANE) LTD. – 6451 PRINCESS LANE
(April 14, 2010)

The Panel considered a Development Permit application to permit the construction of 18 apartment housing units over a parking structure at 6451 Princess Lane on a site zoned "Town Housing (ZT43)". Variances are included in the proposal for increased lot coverage.

Applicant Dana Westermarck, and Landscape Architect, Mark van der Zalm provided brief descriptions of the proposal, including the following information:

- there were three (3) buildings, each with four (4) two-level townhouse units on the bottom levels and two (2) single-level apartment penthouses, over a shared single parking structure.
- the architectural form and character is consistent with the London Landing neighbourhood.
- the landscaping on the required ALR buffer along the east property line is consistent with other landscaping elements on site, and includes a Cedar hedge, a screening row of deciduous tree, and three (3) rows of shrubs.
- a passive public plaza space has been created along the London Road frontage of the proposed development where it has maximum exposure to the street; it is designed to be a gathering area for (i) the general public and (ii) residents of the proposed development.
- each townhouse unit has a large yard, suitable for an outdoor play area for children.
- the upper, one level units have elevator access from the underground parkade.

Staff supported the Development Permit application and the variance. Staff noted that all six upper penthouse units are designed to be fully accessible. Staff reported that instead of a play area for the development's residents, the plaza facing London Road is accessible to residents and the general public. The plaza area exceeds the OCP requirement.

In response to a query regarding the plaza area, Mr. van der Zalm stated that the plaza:

- was designed to create a gathering place for the development and neighbourhood;
- is a natural location to drop off, or pick up, vehicle passengers;
- is a terminus point along the lane, providing good visibility;
- has no fence, contains textured paving and is separated from the road by a roll-over curb; and
- a Chinese Empress tree is proposed at the centre to create a landscaping landmark for the neighbourhood, and would be protected by a surrounding concrete seat wall.

Mr. Westermarck advised that the plaza is consistent with the neighbourhood, with each development contributing different amenities to the community. He stated that a conscious effort was made to include amenities for the neighbourhood instead of for individual developments. A very large publicly accessible play structure suitable for all ages is located across London Road as part of the earlier phases of London Landing.

In response to further queries, Mr. Westermarck advised that to access the penthouses:

- vehicle drivers would use the elevator from the parkade level; and
- pedestrians would go up a set of stairs to the lobby area, and use the elevator from the lobby.

No public correspondence was received regarding the application.

The Panel recommends that the permit be issued.