



City of Richmond

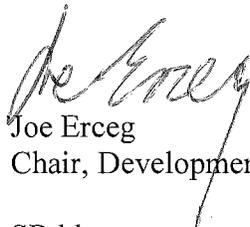
Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: July 20, 2016
File: 01-0100-20-DPER1-
01/2016-Vol 01
Re: **Development Permit Panel Meetings Held on September 10, 2014,
December 10, 2014 and March 25, 2015**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) A Development Permit (DP 13-646028) for the property at 9080 No. 3 Road;
 - b) A Development Permit (DP 14-663759) for the property at 7400, 7420 and 7440 Railway Avenue; and
 - c) A Development Permit (DP 14-659747) for the property at 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road;

be endorsed and the Permits so issued.



Joe Erceg
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on September 10, 2014, December 10, 2014 and March 25, 2015.

DP 13-646028 – 1059636 BC LTD. (FORMERLY SANDHILL HOMES LTD.) – 9080 NO. 3 ROAD

(September 10, 2014)

The Panel considered a Development Permit application to permit the construction of 12 townhouse units on a site zoned “Medium Density Townhouses (RTM2)”. Variances are included in the proposal for reduced lot width, reduced front yard, 16 tandem parking spaces and 3 small car parking spaces.

Architect, Yoshi Mikamo, of Yamamoto Architecture Inc., and Landscape Architect, Marlene Messer, of PMG Landscape Architects Ltd., provided a brief presentation, noting that:

- The proposal is two (2) and three (3) storeys in height and includes one (1) convertible unit.
- One (1) tree is proposed to be removed due to the tree’s poor condition.
- Sustainability features include: (i) Low-E Energy Star rated windows; (ii) Energy Star rated appliances; (iii) low flow fixtures; and (iv) individual temperature controls in each room.
- Landscaping features include: (i) natural play elements in the amenity area; (ii) edible planting; and (iii) permeable pavers in the driveway.

In reply to Panel queries, Mr. Mikamo and Ms. Messer advised that:

- The amenity area includes natural play elements instead of traditional play structures. The natural play elements include a ramp, a stage deck, balance beam logs and large flat boulders. The amenity space will also include seating and edible plants.
- The proposed variances for reduced minimum lot width and front yard setback to Unit A would allow the proposal to be consistent with the adjacent townhouse development.
- Tree planting is proposed along the north side of the site.

Staff noted that the lot width variance resulted from being an orphaned site. The setback variance for Unit A is consistent with the variance granted for the adjacent development, which will enable a consistent No. 3 Road streetscape. There is one additional visitor parking space.

In response to Panel queries, staff advised that: (i) the adjacent lot to the north is a former gas station designated as a commercial site in the Official Community Plan (OCP) and, as there is currently no indication of a new gas station proposal, commercial rezoning of the site may be required in the future; and (ii) the subject application was submitted prior to the bylaw amendment related to tandem parking approved by Council in March, 2013, and although staff have worked with the developer to modify the design, a tandem parking variance is required.

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

The Panel recommends that the Permit be issued.

DP 14-663759 – PARKLAND DEVELOPMENTS RAILWAY PROJECT LTD. (FORMERLY AMAR SANDHU) – 7388 RAILWAY AVENUE (FORMERLY 7400, 7420 AND 7440 RAILWAY AVENUE)
(September 10, 2014)

The Panel considered a Development Permit application to permit the construction of 14 townhouse units on a site zoned “Low Density Townhouses (RTL4)”. No variances are included in the proposal.

Architect, Taizo Yamamoto, of Yamamoto Architecture Inc. and Landscape Architect, Patricia Campbell, of PMG Landscape Architects, provided a brief presentation, noting that:

- Different design schemes were examined. Ground oriented duplexes and detached units with traditional residential character are proposed.
- The proposed setback exceeds bylaw requirements and the internal drive aisle will be built to accommodate future access to adjacent sites.
- The proposal includes additional visitor parking spaces and does not include tandem parking.
- The proposal will be built to EnerGuide 82 standards and includes one (1) convertible unit.
- Seven (7) existing trees on-site will be retained and conifers will be planted.
- The proposal includes permeable pavers.
- The central amenity space will include a children’s play area, bike parking and benches.

In response to Panel queries, Mr. Yamamoto and Ms. Campbell noted that:

- The development would be built to the floodplain requirement, yards would slope down to existing grade, and there would be a landscaped buffer and perimeter fencing.
- The amenity area meets size requirements and will include play elements such as a playhouse and tunnel.
- Landscaping will include columnar trees between each unit and each unit will have a patio.

Staff commented on the proposed development, noting that a Servicing Agreement will be required for frontage improvements along Railway Avenue.

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

The Panel recommends that the Permit be issued.

DP 14-659747 – DAVA DEVELOPMENTS LTD. – 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 AND 2991 NO. 3 ROAD
(March 25, 2015)

The Panel considered a Development Permit application to permit the construction of two (2) two-storey commercial buildings totaling 2368 m² on a site zoned “Auto-Oriented Commercial (CA)”. Variances are included in the proposal for reduced maneuvering aisle width and reduced parking setbacks.

Architect Marco Ciriello, of Lo Studio Architecture and Landscape Architect Meredith Mitchell, of M2 Landscape Architects, provided a brief presentation, noting that:

- The site is divided in two by Douglas Road and constrained by the Canada Line guide way.
- The north site building will have retail on the ground floor and a restaurant above and the south site building will have retail on the ground floor and offices above.
- A proposed statutory right-of-way in front of the retail spaces creates a wider sidewalk.
- The proposal includes continuous shop front glazing at grade and some glazing above.
- An existing tree is being retained in the southeast corner of the site.
- The roof will be visible from the Canada Line and will feature a decorative aggregate design.

In response to Panel queries, Mr. Ciriello and Ms. Mitchell advised that:

- The proposed walkway is approximately 3.0 metres wide along No. 3 Road.
- The building canopy is fairly continuous and in the areas where there are gaps, the building provides some overhang for pedestrian weather protection.

Staff advised that the site is constrained by the Canada Line and the applicant worked with staff to achieve the City's design objectives. Staff advised that the proposed variances are related to the on-site parking and a reduction in the maneuvering aisle width. Staff reviewed the variance requests, noting that the reduced maneuvering aisle width allows for two-way traffic.

Correspondence was submitted to the Development Permit Panel regarding the application.

Mr. Henry Davies addressed the Panel, expressing concern regarding: (i) development notification signage on-site, (ii) notification process, and (iii) proposed road dedication.

Mr. Jack Chan, addressed the Panel, expressing concern regarding: (i) proposed developments in the area, (ii) proposed road dedication, and (iii) property values in the area. He noted that he was approached by the developer regarding acquiring portions of the rear lane.

The Chair noted that: (i) as part of the rezoning process, developers provide road dedication if required by the City; (ii) current property owners are not obligated to relinquish land to the City for road dedication; (iii) sites required for road dedication do not necessarily decrease in value since developers may require the site to proceed with development; (iv) the City conducted broad public consultation on the City Centre Area Plan with the conceptual plans for long-term development.

In response to Panel queries, staff noted that: (i) the proposed development may proceed without acquiring portions of the rear lane from neighbouring properties; (ii) a servicing agreement for frontage improvements is a requirement of rezoning; (iii) development notification signage was posted along the Bridgeport Road frontage; and (iv) the Official Community Plan was amended to introduce the Douglas Street extension to River Road.

The Panel recommends that the Permit be issued.