



To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: February 8, 2017
File: 01-0100-20-DPER1-
01/2017-Vol 01
Re: Development Permit Panel Meetings Held on October 12, 2016,
October 26, 2016, January 11, 2017 and January 25, 2017

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) A Development Permit (DP 15-709934) for the property at 4991 No. 5 Road; and
 - b) A Development Variance Permit (DV 16-733949) for the property at 9580 Williams Road (Formerly 9580 & 9600 Williams Road and 10140 Gower Street) and 10060 Gower Street;be endorsed, and the Permits so issued; and
2. That the changes to the design be deemed to be in General Compliance with the Development Permit (DP 11-564405) issued for the property at portions of 10111, 10197 and 10199 River Drive (formerly portions of 10111 and 10199 River Drive).

A handwritten signature in cursive script, appearing to read 'Joe Erceg'.

Joe Erceg
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on October 12, 2016, October 26, 2016, January 11, 2017 and January 25, 2017.

DP 15-709934 – CITIMARK-WESTERN WEMBLEY PROJECT LTD. – 4991 NO. 5 ROAD
(October 26, 2016)

The Panel considered a Development Permit application to permit the construction of 109 townhouses on a site zoned “Medium Density Townhouses (RTM2)”. Variances are included in the proposal for reduced south side yard and loading.

Architect, Reza Salehi, of Salehi Architect Inc.; and Landscape Architect, Fred Liu, of Fred Liu and Associates Inc.; provided a brief presentation, noting that:

- Proposed visitor parking exceeds the minimum Zoning Bylaw requirement.
- Proposed unit mix includes two-bedroom plus den, three-bedroom, and four-bedroom units; including seven convertible units.
- A two-storey accessible indoor amenity building will be at the southeast corner of the site.
- Townhouse buildings will be oriented perpendicular to the highway to mitigate traffic noise and building envelopes will be acoustically upgraded to mitigate aircraft and traffic noise.
- Geo-exchange heat pump and electric equipment will provide heating and cooling and all units will be pre-ducted for solar hot water heating.
- Building materials were chosen for durability, functionality and low environmental impact.
- Existing concrete and asphalt were recycled during demolition to minimize waste materials.
- Three separate outdoor amenity spaces will be spread out in the proposed development.
- Existing neighbour’s trees to the north and two trees on-site will be retained and protected.
- The long east-west driveway is broken up with areas of permeable interlocking pavers.
- Porous asphalt is introduced in some areas to enhance water permeability.

Staff advised that: (i) the two setback variances are proposed at the southwest and southeast corners of the site; (ii) the other proposed variance intends to replace required designated loading with accommodating medium size SU-9 manoeuvring in the internal drive aisles throughout the site in view of the length of the site; (iii) trees proposed to be retained are located predominantly along the north and west edges of the site; (iv) an existing tree will be retained along No. 5 Road; (v) the project has been designed to achieve an EnerGuide rating of 82; (vi) an acoustic report was provided by the applicant; ensuring that all units will meet Canada Mortgage and Housing Corporation (CHMC) indoor noise standards; and (vii) a mechanical report was provided; noting that townhouse units could achieve ASHRAE standards through the ground source heat pump.

In response to Panel queries, Mr. Salehi, Mr. Liu and Jacky Chan, of Citimark; advised that: (i) proposed landscaping along the north property line includes solid wood fencing; alternating Evergreen Cedar hedges and other broad leaf planting, and new trees at the end of drive aisles; (ii) proposed edge treatment along the south property line includes fencing and low-growing Evergreen shrubs in the narrow landscaping strip; (iii) the potential to plant trees along the south property line will be reviewed; (iv) there is lush vegetation on the existing engineered embankment within the Provincial highway lands to the south; which can only be trimmed to maintain the stability of the slope; (v) 350 m of 6 ft. high sound barrier fencing will be built on top of the embankment to mitigate traffic noise in the highway and provide screening to the proposed development; (vi) the proposal includes a 1.8 m fence that is no higher than 2 m above lower neighbouring properties and no more than a 2 ft. high retaining wall along the north property line; (vii) townhouse unit entries either front pedestrian mews between townhouse buildings or from the drive aisles; (viii) backyard gate access is provided for maintenance; and (ix) three trees have already been removed with permission from MOTI from the engineered embankment and the rest of the trees will be retained.

Discussion ensued regarding the proposed landscape treatment and staff was directed to work with the applicant to review the proposed landscape treatment and consider increasing the height of plantings on the planting strip adjacent to the wood fence along the south property line.

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

Subsequent to the Panel meeting, the applicant revised the site plan and landscape plan to add tree planting into a wider planting strip adjacent to the wood fence along the south property line.

The Panel recommends that the Permit be issued.

DV 16-733949 – MQN ARCHITECTS – 9580 WILLIAMS ROAD (FORMERLY 9580 & 9600 WILLIAMS ROAD AND 10140 GOWER STREET) AND 10060 GOWER STREET
(January 11, 2017 and January 25, 2017)

The Panel considered a Development Permit application to permit the construction of a 199-bed residential intermediate care facility on a site zoned “Health Care (HC)” with associated existing garden at 10060 Gower Street. Variances are included in the proposal for increased lot coverage, reduced east and west side yard setbacks, and transportation related requirements for reduced vehicle parking, loading and bicycle parking.

The application was considered at both the January 11, 2017 and January 25, 2017 Panel meetings. At the January 11, 2017 Panel meeting, Architect, Roger Green, of MQN Architects; and Landscape Architect, Mary Chan-Yip, of PMG Landscape Architects; provided a brief presentation, noting that:

- The 45-year old facility will increase capacity from 101 to 199 beds; new three-storey north and south wings will be added to the existing two-storey central portion; with kitchen and service area setback 2.2 m from Gower Street; which will be retained, and the upgrading of the facility will be done in three phases; beginning with the construction of the south wing.
- Massing of the proposed building is broken down visually through design elements.

- The design supports hedge and tree retention on-site, pedestrian movement around the site in gated and fenced perimeter walkway areas, and provides needed amenities for facility residents in three internal courtyard amenity areas and the adjacent existing garden.
- The existing grade will be maintained along the perimeter of the site to protect existing trees.

Staff advised that: (i) the proposed variance for lot coverage was calculated only against the Williams Road property due to zoning boundaries; however, the lot coverage for the overall site, including the Gower Street garden property, would be below the 45 percent maximum permitted lot coverage; (ii) a legal agreement will ensure the long-term retention of the outdoor garden exclusively for the use of care facility residents; (iii) a 5.7 m setback variance is proposed along the northern portion of the site's east edge, in addition to the proposed 4.7 m setback variance along the central portion of the east edge of the site; (iv) a legal agreement on Title will be registered to limit truck activity on Gower Street; including limiting delivery hours from 8:00 a.m. to 5:00 p.m., Monday through Friday; (v) there are transportation demand measures associated with the subject application to address the proposed parking variance; and (vi) the applicant conducted public consultation through door-to-door visits to neighbouring homes.

Correspondence was submitted to the Development Permit Panel regarding the application, including: (i) a request for clarification of proposed east setback variances; (ii) encroachment of existing hedge into neighbouring property; and (iii) increased noise, smoke emission, food smells, rodent population and traffic volume that would result from a larger facility.

Gower Street resident, Terry Stashuk, addressed the Panel; expressing concerns regarding: (i) 10 to 15 years ago, trucks and heavy equipment loading and unloading huge piles of soil on the empty lot bothered the neighbourhood; (ii) the proposed three-year construction period; (iii) large truck and heavy equipment for pre-loading activities, and future construction-related activities along Gower Street; (iv) cracks in windows as a result of pre-loading activities at a neighbour's house; (v) the impact of proposed building height; (vi) loss of Cherry tree screening along Gower Street; and (ii) noise and safety risk of delivery and garbage trucks backing down Gower Street due to lack of on-site truck turn-around area.

Gower Street resident, Shiraine Haas, addressed the Panel; expressing concern regarding: (i) truck noise and traffic on Gower Street; (ii) three-storey building height impact on their privacy and trees; (iii) emergency generator noise; (iv) visitor parking along Gower Street; (v) care facility employee parking and smoking along Gower Street; and (vi) desire to relocate truck deliveries to the main entrance off Williams Road.

Swansea Drive resident, Raymond Young, addressed the Panel; expressing concern regarding: (i) lack of privacy tree or hedge screening at the east side of the facility; (ii) facing a three-storey building; and (iii) noise emanating from care facility residents with dementia.

Gower Street resident, Ruth Tsui, addressed the Panel; expressing concern regarding: (i) the frequent use of Gower Street by trucks, care facility visitors and employees for parking and smoking; (ii) preference for non-residents to use the Williams Road entrance; (iii) construction-related activities; (iv) noise from the emergency generator and wind turbine on the roof; and (v) the volume of Gower Street traffic poses safety risks for children crossing the street on their way to James Whiteside Elementary School and for people riding bicycles in the area.

Swansea Drive resident, Clinton Neal, addressed the Panel; expressing concern regarding property damage due to pre-loading and construction activity.

In response Panel queries, Mr. Green, Ms. Chan-Yip, and owner, Kevin Svoboda, of Kaigo Retirement Communities Ltd.; advised:

- The existing east setback of 3.6 to 4.6 m will be increased to 4.7 m.
- Existing loading activity on Gower Street will be retained and an additional loading area will be located in the Williams Road parking area. The facility upgrading will increase the volume of materials per delivery, but will not increase the number of deliveries.
- The gated walkway will not completely encircle the proposed building. Around the perimeter, existing hedges on-site and neighbour's trees will be retained, and existing perimeter wood fence will be upgraded.
- Planting in the internal courtyards will be irrigated and receive adequate sunlight exposure.
- Minimal exterior lighting will be introduced along the east side of the site to address safety and the comfort of neighbours and facility residents.
- A shower and change room will be provided at the staff locker location.
- There is a no-smoking policy within the premises of the facility.
- The site zoning allows the proposed 12 m building height.
- The proposed Gower Street receiving area will enable delivery trucks to make a three-point turn on-site, even if cars are parked on the other side of the road.
- Relocating the receiving area to the main entrance on Williams Road close to the residents' living areas would adversely impact the well-being of facility residents.
- The two entrances along Gower Street are required, but are not designed to be the main entry.
- The Williams Road parking area at the facility main entrance will provide adequate parking.
- The existing building is old and the upgrade will provide a controlled indoor environment.
- No trees or hedges are proposed along the northeastern portion of the building due to the tightness of the site and sanitary sewer Statutory Right-of-Ways (SRWs) located east and north of the building.

In response to a Panel query, staff advised that: (i) the applicant is required to submit a construction and parking management plan prior to the issuance of a Building Permit; (ii) the applicant has a contract with a pest control company; (iii) the applicant would coordinate hedge trimming with the neighbour; and (iv) the maximum allowable height for a new single-family dwelling is 9 m.

The Panel referred the application back to staff for the applicant to: (i) further consult with neighbourhood residents to address present and future adverse impacts of the existing and proposed development; (ii) provide information on the management of construction and parking activities for the three-year construction period, including proposed uses of Gower Street for construction purposes; and (iii) formulate a plan to control facility visitor parking.

At the January 25, 2017 Panel meeting, Mr. Svoboda, Mr. Green and Ms. Chan-Yip; provided a brief presentation, noting that:

- Vancouver Coastal Health awarded the contract to upgrade the facility to meet design guidelines and increase capacity. The existing building is outdated and lacks facilities. The upgrade would provide bigger rooms and additional facilities and amenities.
- A neighbour consultation meeting was held on January 17, 2017 and the care facility is committed to a continuing dialogue with neighbours should new issues arise.
- Privacy screening will be provided to the east with 2.5 m Cedar hedge planting.
- Visual impact and overlook will be mitigated with taller 8 ft. uncovered garbage and recycling enclosure, painted to match building and screened with hedge planting.
- Hedge planting will screen the emergency generator from the street.
- HVAC units will be recessed in platforms facing the courtyard to mitigate noise and views.
- A smoking area for visitors and staff with receptacle and bench will be provided in the middle of the Williams Road parking area, away from the building and neighbours.
- It would not be feasible to relocate the existing central service core of the building as it would result in longer travel distances to provide essential services to facility residents.
- Garbage and recycling could not be accommodated in the Williams Road parking lot due to space constraints and impacts to parking spaces and tree planting.
- Construction parking for all three phases will be accessed from Williams Road only; Gower Street will be accessed for material delivery and construction work for Phase 1 only; material delivery and construction work for the two remaining phases will occur on Williams Road.
- The two Gower Street entrances required by Vancouver Coastal Health help break down the massing and provide a human scale to the building. They are controlled with a keypad and intercom system and are not intended to support vehicular access on Gower Street. Visitor and staff access to the Gower Street entrances is through the main entry on Williams Road.

Staff advised that: (i) in addition to the garbage and recycling pick-ups by private contractors, the City also provides separate pick-ups for recycling once a week; (ii) the proposed changes to address neighbour concerns are appreciated; (iii) the proposed smoking area in the middle of the Williams Road parking lot is a positive step; (iv) Planning staff worked with Transportation staff on parking and loading; (v) a legal agreement on Title will limit the hours and frequency of truck deliveries as well as the size of delivery vehicles on Gower Street; (vi) non-food and laundry deliveries will be directed to the Williams Road entrance; (vii) proposed screening of the garbage enclosure and along a portion of the east property line will address interface issues; and (viii) a new crosswalk across Severn Drive at Swansea Drive will enhance pedestrian safety in the area.

Correspondence was submitted to the Development Permit Panel regarding the application, outlining initial concerns regarding the proposed development, appreciation for the facility owner's responses to neighbour's concerns and expressing support for the proposal.

Gower Street resident, Terry Stashuk, addressed the Panel; expressing concern regarding: (i) preference for loading access to the kitchen area from the Williams Road parking area through the walkway at the east edge of the site; and (ii) construction impacts to Gower Street.

Gower Street resident, Philip Tsui, addressed the Panel; expressing concern regarding: (i) City bylaw control of commercial vehicle traffic on residential streets; and (ii) preference to relocate the garbage and recycling to the Gower Street cul-de-sac.

In response to Mr. Tsui's comments, the Chair advised that there is no such City bylaw; however, the restrictive covenant and proposed measures will significantly reduce the current volume and frequency of traffic, as well as the size of vehicles on Gower Street.

Gower Street resident, Ruth Tsui, addressed the Panel; expressing concern regarding: (i) the size and noise of the truck doing garbage and recycling pick-ups in front of her property for many years. Also, she inquired about the frequency of garbage and recycling pick-ups when the proposed development will be completed and questioned whether the facility's garbage and recycling could be relocated to the Williams Road entrance or to the cul-de-sac on Gower Street.

Richmond resident, Joan Leversage-Lu, addressed the Panel; expressing concern regarding: (i) the need for the proposed upgrade to improve nursing care and quality of life of facility residents; including both of her parents, as the existing facility has sub-standard room sizes shared by residents, lacks basic facilities such as bathrooms and showers, and does not provide adequate space for visitors. She added that the upgraded facility will provide one room with a bathroom and shower for each resident and places for visitors to gather.

In response to Panel queries, Mr. Sbovoda and Mr. Green advised that: (i) garbage and recycling is picked up three times a week; (ii) the owner is investigating the possibility of replacing metal with plastic containers and increasing the size to mitigate the noise generated by the pick-ups; and (iii) the emergency generator is used only during power outage and tested annually.

In response to resident queries, Mr. Green noted that: (i) exits on the east side of the building are primarily for Fire Code requirement compliance and the 2 m wide east walkway is not intended to provide an access route for going in and out of the building; (ii) transport of materials to/from the central core at the west side of the building to the Williams Road parking area through the building and east walkway would not be feasible, as it would directly impact the resident area of the building; (iii) there will be a phased transfer of current residents to newly-constructed resident areas; (iv) a separate temporary vehicular access will be provided on Williams Road during construction; (v) the existing garbage and recycling enclosure will be removed and the proposed new enclosure will be setback and turned away from the street; (vi) relocating garbage and recycling adjacent to the cul-de-sac would result in longer travel distance for staff to transport garbage and recycling; and (vii) relocating garbage and recycling to the southwest corner of the proposed development would impact a resident room.

In response to a Panel query, staff confirmed that the proposed 8 ft. high garbage and recycling enclosure is designed without a roof and painted to match the building colour.

In response to resident queries, staff advised that a restrictive covenant will limit truck movements to 14 a week and other streets in Richmond could experience more than 14 truck movements per week.

The Panel acknowledged support for the project noting that: (i) the proposed development will address the need for additional intermediate care facilities in the City; (ii) a mechanism could be put in place to ensure continuing dialogue between the neighbours and facility owner to address neighbour concerns during construction; (iii) construction of the project should have minimal impact to the neighbours; (iv) the restrictive covenant regarding limitations to garbage and recycling pick-ups is legally enforceable; and (v) the use of smaller garbage and recycling trucks could be explored by the facility owner.

The Panel expressed appreciation for: (i) the willingness of the facility owner and architect to dialogue with neighbours; and (ii) the proposed measures to address or mitigate neighbour's concerns.

The Panel recommends that the Permit be issued.

GENERAL COMPLIANCE TO DP 11-564405 – DAVA DEVELOPMENT LTD. – PORTIONS OF 10111, 10197 AND 10199 RIVER DRIVE (FORMERLY PORTIONS OF 10111 AND 10199 RIVER DRIVE)
(October 12, 2016)

The Panel considered an application for changes to the design of building "G" (addressed as 10177 River Drive); drive aisle and parkade entry to be in General Compliance with the approved Development Permit (DP 11-564405).

Architect, Megan Chalmers, of ZGF Cotter Architects, Inc.; and Landscape Architect, Mary Chan Yip, of PMG Landscape Architects; provided a brief presentation, noting:

- Proposed building changes include minimizing large corner columns to improve views to the Fraser River; replacing white panels with gray panels to aid long-term maintenance; and removing some building projections to enhance durability of the building.
- Proposed parkade entry ramp and underground parking layout changes accommodate parking stalls for the townhouse building south of building "G" (i.e., building "C5") originally planned to be located in an underground parkade in Phase 2.
- Proposed grade and landscape changes improve the relationship of building "G" to the adjacent future townhouse development; accommodate the proposed changes in the parkade structure underneath; and the proposed pedestrian walkway for the shared use of building "G" and the neighbouring future townhouse development is completely accessible
- The original landscaping plan providing pedestrian connections along the east and west sides of building "G" from River Road to the dike will be continued and reinforced.

In response to Panel queries, Ms. Chan and Ms. Chalmers stated that: (i) the highest grade change occurring at the southeast corner of building "G" is mitigated by planters with vines and low planting, and (ii) there are no changes in the finished floor elevation of building "G" and the overall height of the building.

Staff advised that: (i) the proposed changes are consistent with the intent of the original Development Permit; (ii) the applicant has satisfactorily addressed the proposed grade changes and accessibility in the subject site; and (iii) as part of the General Compliance consideration, three adaptable units will be provided in building "G" in addition to the two basic universal housing units included in the approved development.

No correspondence was submitted to the Panel regarding the General Compliance application.

The Panel recommends that the revisions be approved.