



City of Richmond

Report to Council

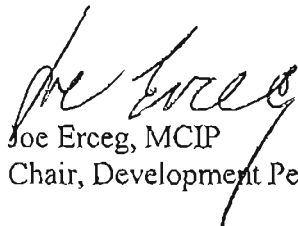
To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: April 4, 2012
File: 0100-20-DPER1
Re: **Development Permit Panel Meetings Held on March 28, 2012,
January 25, 2012, August 24, 2011 and July 13, 2011**

Panel Recommendation

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

- i) a Development Permit (DP 08-418522) for the property at 6140 Cooney Road (formerly 8420 Westminster Highway and 6140, 6160 and 6180 Cooney Road);
- ii) a Development Permit (DP 11-584276) for the property at 8691, 8711, 8731, 8751, 8771 and 8791 Williams Road;
- iii) a Development Permit (DP 09-498967) for the property at 8080 and 8100 Blundell Road; and
- iv) a Development Permit (DP 09-506909) for the property at 6331 and 6351 Cooney Road;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on March 28, 2012, January 25, 2012, August 24, 2011 and July 13, 2011.

DP 08-418522 – ATI INVESTMENTS LTD. – 6140 COONEY ROAD
(FORMERLY 8420 WESTMINSTER HIGHWAY AND 6140, 6160 AND 6180 COONEY ROAD)
(March 28, 2012)

The Panel considered a Development Permit application to permit the construction of a 10-storey residential building containing approximately 80 units on a site zoned “High Rise Apartment (ZHR6)”. No variances are included in the proposal.

Architect, Wayne Leung, of W.T. Architects, Inc., provided a brief presentation, including:

- At the April, 2009 Public Hearing, area residents raised a concern regarding the east elevation, and the applicant and architect met with residents to advise that the parapet height has been reduced, and a “green wall” feature was improved to soften the presence of the parking podium to the neighbouring site.
- The proposal features upper terraced decks on the south-facing façade and a terraced residential block along Cooney Road, on the west, with the tallest portion at the corner.
- The four-storey podium along Westminster Highway is clad in brick and painted concrete.
- The indoor amenity room on the fourth level has direct access to the outdoor landscaped roof.
- The children’s play area is located at the fourth level in the sunniest, southeast corner, and includes equipment for children aged two through six years.
- All of the units include aging-in-place features.

Staff supported the Development Permit application and advised that:

- The applicant had responded well to issues of adjacencies.
- Almost two times the required amount of indoor amenity space is provided, and the proposed amount of outdoor amenity space also surpasses the requirements.
- The applicant had responded well to concerns raised at the Public Hearing, by placing the 10-storey tower as far west as possible, providing significant landscaping elements at grade level, and a green wall treatment to soften the exposure of the parkade façade.

Correspondence was received regarding the Development Permit application, including concerns regarding traffic in the area and the potential for the proposed development to block sunlight.

In response, staff advised that:

- The development would improve traffic circulation at the corner of Westminster Highway and Cooney Road with: road widening, a new bike lane, a new wider sidewalk, and a new lane.
- Blocking of the sun was minimized by moving the tower as far west as possible.

Ms. Cecile French, General Curtie Road resident, addressed the Panel and inquired whether the children's outdoor play area, on an elevation above street level, would be made secure.

In response, staff advised that lattice fencing would provide security and safety.

In response to Panel queries, Mr. Leung and staff provided the following additional information:

- The parapet height has been reduced.
- The opening pattern has been reorganized to avoid direct viewing into the parkade.
- The number of trees proposed has increased, and the applicant has engaged an arborist to monitor the health of the neighbouring trees.
- The lane along the south end of the neighbouring property will be extended to Cooney Road.
- The upper level terrace includes a trellis structure, and space for outdoor activities.
- The property to the south of the subject site has development potential, and the applicant has improved the façade by wrapping around the corner, and improving the pattern of parkade openings.
- The proposed Public Art feature at the corner of Cooney and Westminster is a combination of a water feature, a sculpture, a glass wall, and light elements.
- Low e-double glazing is proposed as an energy efficient feature.

In response to a Panel query, staff confirmed that the applicant had not applied for a parking variance.

There was agreement that the proposed development should be supported.

The Panel recommends that the Permit be issued.

DP 11-584276 – SOUTHARM LANDS LTD. – 8691, 8711, 8731, 8751, 8771 AND
8791 WILLIAMS ROAD
(January 25, 2012)

The Panel considered a Development Permit application to permit the construction of 31 townhouse units on a site zoned Medium Density Townhouses (RTM2). A variance is included in the proposal to allow tandem parking spaces in 15 of the townhouse units.

Architect, Taizo Yamamoto, of Yamamoto Architect Inc., provided a brief presentation, including:

- Northern two-storey hip roof duplex units are proposed to minimize shadowing, privacy and overlook concerns for the adjacent single-family rear yards.
- Retention of a central large Cherry tree guided the amenity area strategy, which also includes a quiet open play area with a slide and a climbing element.
- The central drive aisle creates an open feeling and provides depth with the introduction of some trees and the whole entry feature has been unified as one (1) permeable paved area.

- Cross-access is provided for the development potential to the east.
- There are two (2) convertible units incorporated into the design and aging in place accessibility features have been incorporated into all units.
- Energy efficient appliances and low water use plumbing fixtures conserve energy and water.
- Materials include Hardi-Plank siding, not vinyl siding, and Hardi-Plank.
- A rhythm of identity to the project is achieved by each unit having its own defined entrance.

In response to queries, Mr. Yamamoto provided the following information:

- Retention trees include a cluster of Cedar, Maple and Weeping Birch in a west passive amenity area, a transplanted Japanese Maple in the Williams streetscape, a large Cherry in the active amenity space, and a Norwegian Spruce in the north-east of the site.
- The play area includes permeable paving, as well as benches on the perimeter.
- A buffer along the rear property line is created with a 5 m rear yard, a fence, an added trellis, hedge and spot tree planting.

The Chair noted that the applicant had addressed the subject of privacy concerns, raised at the June, 2011 Public Hearing.

Staff supported the Development Permit application and variances and advised:

- The architect was commended for addressing privacy concerns expressed by neighbours on a tight site. The roof form was lowered and a generous 5 m rear setback was provided.
- The outdoor amenity area size is double the size required by the Official Community Plan (OCP).
- Mature trees are retained in three (3) locations on the subject site, and instead of the required 32 replacement trees, the applicant is providing 64 replacement trees.

No correspondence was received regarding the Development Permit application.

Mr. Tsang, Pigott Road resident, addressed the Panel, expressing concerns raised at the June, 2011 Public Hearing; such as townhouse construction, shadowing, noise, and setback between the proposed townhouse units, and residences on Pigott Road.

The Chair advised that: (i) the decision to permit townhouse units had been made during the rezoning process; (ii) the Development Permit Panel was charged with issues related to architectural character and form; and (iii) the bylaw requirement for a minimum 3 m setback had been exceeded, with some proposed townhouse units sited at a 5 m setback, and other units exceeding that distance.

Ms. Jen Chao, Pigott Road resident, addressed the Panel and expressed concerns regarding the tandem parking and increased traffic in the neighbourhood.

The Chair advised that each townhouse unit has two (2) parking spaces, there are seven (7) visitor parking stalls provided throughout the site, and that these numbers meet the bylaw requirements.

The Panel acknowledged concerns raised by neighbours and extended appreciation to staff and the architect for responding to the concerns raised during the Public Hearing. Support was also expressed for the way the rooflines were oriented, how the buildings were pulled back from shared property lines, and the plans for fencing to ensure the privacy for the neighbours.

The Panel recommends that the Permit be issued.

DP 09-498967 – OTO DEVELOPMENT LTD. – 8080 AND 8100 BLUNDELL ROAD
(August 24, 2011)

The Panel considered a Development Permit application to permit the construction of eight (8) townhouse units on a site zoned Low Density Townhouses (RTL3). Variances are included in the proposal for a reduced front yard setback for Building 1, and tandem parking spaces in four (4) of the townhouse units.

Architect, Chris Chung, of CMTC Architects, and Landscape Architect, Rebecca Colter, of DMG Landscape Architects, provided a brief presentation, including:

- Two (2) rows of four-unit buildings are being proposed, with three-storey units in the middle and two-storey end units facing Blundell Road and at the back which were stepped down to respect the massing of adjacent developments and provide visual connection to the street;
- Three (3) trees will be preserved on site.
- Proposed building materials, including Hardie-Plank siding and board and batten reflect the character of the surrounding developments.
- An attractive entry to the development is provided through landscaping the frontage.
- Each townhouse units has its own fenced-in yard with a lawn area and planted with either an ornamental Maple tree or an ornamental Pear tree.
- The outdoor amenity at the south-west corner of the site includes an area of grasspave pavers that can accommodate truck turning, and a play area with benches, Fibar surface, and three-play elements designed for children between one to five years old;
- Fencing includes 6 ft. solid wood perimeter fencing, 4 ft. lattice wood fencing between the unit backyards, and open aluminium rail fencing along the street.
- There are 2 ft. to 3 ft. retaining walls around the edge of the property.
- The planting includes mostly native planting materials, which are drought resistant.

Staff supported the Development Permit application and variances and advised:

- The design of the project is innovative and responsive to adjacent areas.
- Some trees are preserved at the back of the property.

- The applicant has responded well to the height issue along Blundell Road by proposing two-storey units facing the street and at the back of the two buildings.
- The front yard variance to move Building 1 closer to Blundell Road by 1m is justified due to the location and size of the amenity spaces provided at the rear of the property which is larger than the bylaw requirement.
- The request for tandem parking is appropriate in view of the location of the project.

Public correspondence was received regarding the application.

In response to Panel queries, Mr. Chung advised:

- Bollards or other safety elements are not needed to prevent damage to the buildings from trucking turning movements near the amenity space and garbage and recycling facilities as the turning radius is deemed sufficient. The corner building post can serve as a bollard.
- No measures are provided to ensure the safety of children going to and using the play area adjacent to the on-site truck turning area, as children should be supervised. A walkway originally proposed could be reintroduced.

In response to a Panel query, staff advised that the two (2) visitor parking spaces meet the bylaw requirement.

The Chair expressed the Panel's appreciation that units have front doors facing Blundell Road.

The Panel expressed support for the project subject to the applicant working with staff to make design changes to address important safety issues, including the need for a safety zone between the children's play area and the truck turning area, and the use of the building's structural post as a traffic safety element.

Subsequent to the Panel meeting, the landscaping design was revised to include bollards and concrete planters at the south-east corner of the east building and along the edge of the amenity area to protect children in the play area and the building from truck turning.

The Panel recommends that the Permit be issued.

DP 09-506909 – W.T. LEUNG ARCHITECTS INC. –6331 AND 6351 COONEY ROAD
(July 13, 2011)

The Panel considered a Development Permit application to permit the construction of a 14-story tower containing 77 apartments and two (2) live/work units on a site zoned "High Rise Apartment (ZHR8) Brighthouse Village". No variances are included in the proposal.

Architect, Wing Leung, of W.T. Leung Architects Inc., provided a brief presentation, including:

- 40% of the apartment units are two (2) bedrooms, and will appeal to families.
- A 14-storey residential tower to the north is separated from the proposed development by 116 ft., or approximately 36 m, more than the Zoning Bylaw requirement.

- A landscaped terrace is featured on the roof deck and provides a children's play area, seating areas for parents/guardians, and urban garden plots for cultivation by residents.
- One (1) indoor amenity area is on the ground level, near the lobby, and another indoor amenity area is part of the fourth level, and is directly linked to the roof deck's outdoor amenity area.
- The low rise roof is treated with textured gravel designs.
- Brick masonry is incorporated as a façade material on the lower elevation.
- Provision exists for a future public art installation on the ground level.

Staff supported the Development Permit application and noted the refinement of the building design. Staff added that the development includes 10 adaptable units that allow for conversion. Staff noted that the primary vehicular access is along the south property line, from the new lane, and that the lane will provide for access to future development to the south.

Correspondence was received regarding the Development Permit application including concerns regarding view and privacy issues and settling.

Mr. Gary Cross, Saba Road resident, addressed the Panel and expressed the following concerns:

- The untidy appearance of the subject site, including graffiti, and compliance with the City's requirements of the applicant/developer to tidy the site and the surrounding area.
- Disruption of the neighbourhood, including dust, during prolonged construction.
- Construction companies may not respect the City's Noise Bylaw and may use heavy power tools late into the night and early on Sunday mornings.
- The inconvenience of closed sidewalks during construction and lack of lighting for the wooden structures around and over sidewalks.

Mr. Wang, Saba Road resident, addressed the Panel and expressed the following concerns:

- An engineering, or a geotechnical, problem has led to the sinking of the land beneath his tower. He remarked that when his tower was built, the surrounding walkway was flat, but that the south side of his tower has sunk and the walkway was repaved, but is sinking again.
- The pre-load and construction for the proposed 14-storey residential tower would create more trouble regarding the sinking problem.

Mr. Walter Debruse, Cooney Road resident, addressed the Panel and expressed concern that the proposed development will add to the shadowing problem, and further affect the lack of sunshine that reaches his garden.

In response to the Chair's direction to address Mr. Cross' concerns, Mr. Leung remarked that:

- He would advise his client that the subject site needs to be weeded and tidied up.
- His client does not desire a long construction period, so the neighbourhood should not be disrupted for more than 27 to 30 months pre-load and construction.

- Dust should be addressed by the contractors, and there is provision in the tender for water to be applied to the site to mitigate any dust problem.
- General contractors hired to construct the development should adhere to the hours of construction as outlined in the City's Noise Bylaw; and
- Hoarding to protect pedestrians during construction is painted white on the interior, and will be lit to enhance sight, and overall protection.

The Chair advised that:

- The City sets standards for graffiti clean-up.
- When a graffiti complaint call is received, the City acts to ensure that within 24 hours of the call those responsible for the graffiti surface eradicate the graffiti. He added that if this procedure is not followed, City workers are dispatched, and the cost of the clean up is charged back to those responsible for the graffiti surface.
- The Chair advised that the geotechnical concerns outlined by Mr. Wang regarding settlement, would be reviewed in the Building Permit process.

The Chair directed:

- Mr. Leung to advise his client of Mr. Cross's concerns, and added that, if the City receives a complaint call from a resident regarding construction sites not adhering to the Noise Bylaw, enforcement officers are dispatched.
- Staff to keep Mr. Wang informed of the process as it moves forward.

Discussion ensued among the Panel, staff and Mr. Leung, and advice was provided that:

- There is an existing sanitary line and a private driveway for the neighbouring property, not a public lane, to the north of the subject site.
- The setbacks comply with the requirements of the Zoning Bylaw, and in the City Centre it is not uncommon to have zero metre sideyard setbacks.
- Details of the rooftop outdoor amenity area include: (i) a garden; (ii) a lawn area; (iii) a play area; (iv) a paved area appropriate for a barbeque; (v) a seating area that can accommodate large shade umbrellas; (vi) and landscaped edges.
- The ground floor plan includes: (i) a water feature on either side of the front entrance; (ii) a footbridge spanning the water; (iii) and a corner space that could accommodate a future Public Art feature.
- Privacy is provided for residents of the residential tower to the north through the proposed building setback, and tall planting and a green wall will alleviate views from the lower apartment units in the adjacent tower; in addition to a green wall and windows in the stairwell of the parkade; there will be a planter box pattern to animate the parkade façade.
- The proposed building setback exceeds the minimum 24 m required between residential towers as outlined in the Official Community Plan (OCP).

- As part of a development's normal procedure, adjacent sites can allow a developer to conduct a survey of their buildings, and to use monitoring equipment on their buildings, to assess the impact on surrounding sites before, during and after the pre-load period.
- As part of the City's Building Permit process a geotechnical report must be provided to detail how the site, and neighbouring sites, will be impacted by construction. This standard procedure provides geotechnical assurance for construction safety.

There was agreement that the design elements, including the generous amenity space, the rooftop gardens, and the live/work units, demonstrated that much thought had gone into the design of the proposed development, and that there would be minimum impact on the adjacent residential tower, due to the distance between the two (2) structures.

The Chair noted that staff would follow up on the settlement concern stated by Mr. Wang, and that all comments by speakers were a matter of record.

The Panel recommends that the Permit be issued.



To: Richmond City Council

Date: April 4, 2012

From: Joe Erceg, MCIP
Chair, Development Permit Panel

File: 0100-20-DPER1

Re: Development Permit Panel Meeting Held on December 14, 2011

Panel Recommendation

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

- i) a Development Permit (DP 11-584010) for the property at 6180, 6280 and 6300 No. 3 Road;

be endorsed, and the Permit so issued.

Joe Erceg, MCIP
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on December 14, 2011.

DP 11-584010– FAIRBORNE HOMES LTD. – 6180, 6280 AND 6300 NO. 3 ROAD
(December 14, 2011)

The Panel considered a Development Permit application to permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space on a site zoned Downtown Commercial (CDT1). A variance is included in the proposal to reduce residential vehicle parking to 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Architect, Martin Bruckner, of IBI/HP Architects, and Landscape Architect, Peter Kreuk, of Durante Kreuk Ltd., provided a brief presentation, including:

- West facing balconies are angled, the south tower is slightly splayed outward and overhangs the future bus mall sidewalk, and north tower elements cantilever over the Canada Line station to provide visual drama and break down the massing into seemingly smaller pieces.
- Metal cladding is predominant on the structures' exterior, with some painted concrete. Blue and clear glass; green and silver spandrel glass; colour and fritted glass provide accents.
- The preliminary Public Art Plan includes over \$200,000 with works featured on the west wall of the parkade, as well as at the end of the Canada Line elevated guideway.
- Each residential unit has a balcony, except those units on the south side, overlooking the future bus mall, which instead have patio doors to achieve a feeling of 'outside'.
- The No. 3 Road streetscape is oriented toward public transportation elements with pedestrian friendly grades, decorative pedestrian paving, plus high quality landscaping; the interface with the future bus mall features benches and a variety of planted materials; these features are continued around the development, creating a feel of urban fabric.
- There are common roof decks for residents on the fourth and ninth floors.
- The planting materials are low-water demanding plants that provide seasonal interest.

Staff supported the application and the requested parking variance. Staff advised:

- The teamwork of City staff and the design team resulted in a project with a unique design.
- The applicant had to balance the City's objectives for the public transit terminus station, with the needs of the Fairborne Homes, the Scotiabank and TransLink.
- Ground plane improvements provide enhanced amenities to the general public, and especially in front of the Canada Line station.
- Connectivity and flow between the Canada Line station and the bus mall is enhanced, which significantly addresses the existing separation between the station and the bus stops.

- The reduced requirement of one (1) parking stall per dwelling unit is equal to the City Centre Zone 1 parking rate, which is applied to most sites in proximity to Canada Line stations.
- Electrical outlets for cars, 10 bike lockers and 20 bike racks for Canada Line are provided.

Mr. Thomas Tam, Saba Road resident, addressed the Panel and expressed concern regarding traffic issues in the alley connecting to Saba Road.

In response to Panel queries, Mr. Bruckner and Mr. Kreuk advised:

- An acoustic report will determine glazing to achieve indoor sound level CMHC standards.
- Height and glazing type attenuate noise for dwelling units, which start at the fourth floor.
- Bearing in mind the City's no pesticide policy, clean plant material has been chosen, manufactured soil is used, and proper air circulation and flow has been designed.
- Raised planting beds are featured on the ninth storey roof, with terraces and other elements.
- The building separation provides a liveable interface with adjacent residential buildings.
- The chosen building form of two (2) separate residential blocks with a lower connecting element provides the least disruption and the least impact to the surrounding towers, but it is inevitable that as the City Centre is built out, there will be some impact to view.

In response to a Panel queries, Victor Wei, Director of Transportation advised:

- The requested parking variance falls within the scope of the City Centre Area Plan.
- "Class 1" bike parking is secure and located indoors and "Class 2" bike parking spaces are not secured and located outdoors.
- Lane improvements include widening and the addition of a pedestrian walkway.
- The proposed development will have a minimal impact on the alley, and with the planned improvements, the lane was capable of handling future traffic.
- Traffic signalization improvements will create a gap between No. 3 Road and Buswell Street that will enhance flow in and out of the lane.

No correspondence was received regarding the Development Permit application.

The Panel acknowledged the appeal of the landscaped areas, the overall attention to detail, and the positive way in which the applicant handled the density on the site.

The Panel recommends that the Permit be issued.