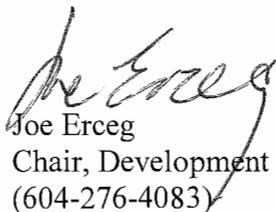




To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: November 8, 2017
File: 01-0100-20-DPER1-
01/2017-Vol 01
Re: Development Permit Panel Meetings Held on February 27, 2013;
December 10, 2014; August 24, 2016; and October 25, 2017

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) A Development Permit (DP 12-613923) for the property at 9251 and 9291 Alexandra Road;
 - b) A Development Permit (DP 13-637372) for the property at 22560, 22600 and 22620 Gilley Road;
 - c) A Development Permit (DP 10-521415) for the property at 6551 Williams Road (formerly 6511/6531 and 6551/6553 Williams Road); and
 - d) A Development Variance Permit (DV 17-771661) for the property at 8480 No. 5 Road;be endorsed, and the Permits so issued; and
2. That the recommendation of the Panel to authorize the approval of changes to the design of the Development Permit (DP 15-700370) issued for the property at 9560 Alexandra Road be endorsed, and the changes so deemed to be in General Compliance with the Permit.


Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on February 27, 2013; December 10, 2014; August 24, 2016; and October 25, 2017.

DP 12-613923 – JINGON DEVELOPMENT GROUP – 9251 AND 9291 ALEXANDRA ROAD
(February 27, 2013)

The Panel considered a Development Permit application to permit the construction of a four-storey 132-unit apartment building with a small commercial unit on the ground floor on a site zoned “Residential/Limited Commercial (ZMU20) – Alexandra neighbourhood (West Cambie)”. A variance is included in the proposal for a reduced west side yard setback.

Architect, Marco Ciriello, of Fred Adab Architects Inc.; and Landscape Architect, Mark Synan, of Van Der Zalm & Associates, gave a brief presentation of the proposal, noting:

- The project includes 104 basic universal housing units and eight affordable housing units.
- The design is in keeping with the commercial environment on Alexandra Road and the residential character on Tomicki Avenue. The roof form changes between the buildings. A proposed commercial space and parking fronts Alexandra Road and the underground parking for the residential units is accessed from Tomicki Avenue.
- The central courtyard contains a water feature and a seating, play, and open grassed area.

In response to Panel queries, it was noted that:

- Half of the public greenway will be developed on the subject site, and the ultimate surface material over the entire walkway will be constructed by the second developer.
- The amenity space is accessible from each building and from the underground parking.
- The centre green space between the two buildings is intended for the private use of the residents and not as a public walkway.

Staff noted that: (i) the greenway along the east portion of the site will be a publically-accessible walkway in a registered right-of-way; (ii) the central spine between the two buildings is not intended to be part of the public walkway; (iii) the buildings have been designed to address aircraft noise mitigation in keeping with the area plan, as well as, requirements under the Alexandra District Energy Utility (ADEU); (iv) a total of 104 units are designed to be basic universal housings units in accordance with the Zoning Bylaw provisions; (v) the applicant will be responsible to construct the half of the Alexandra greenway, the other half will be constructed as part of the neighbouring development, and the ultimate walkway surface will fall to the second developer.

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

The Panel recommends that the Permit be issued.

DP 13-637372 – DAVA DEVELOPMENTS LTD. – 22560, 22600 AND 22620 GILLEY ROAD
(December 10, 2014)

The Panel considered a Development Permit application to permit the construction of 35 three-storey townhouse units on a site zoned “Town Housing (ZT11) – Hamilton”. A variance is included in the proposal to allow tandem parking in all of the townhouse units.

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

- Pedestrian connections and frontage improvements are proposed for the western portion of the site and along Gilley Road to Westminster Highway.
- The site will have a grade change of one level and, as a result, adjacent properties to the south are fronted with two-storey units.
- The design is oriented to maximize the number of units fronting directly to the street.
- The amenity area will be centrally located, open to solar exposure, and will feature play structures, seating boulders, benches and plantings.
- The ditch will be enhanced through invasive plant removal and native species planting.
- The site lacks usable existing trees and replacement trees will be incorporated.
- Pedestrian walkways will be lit using bollard lights.

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

- Tandem vehicle parking is preferred to reduce the footprints of the units and site layout.
- Walkway access to the electrical room would step down to the drive aisle. A retaining wall would be required to transition the grade to the adjacent property to east, would step down and use a combination of a timber, concrete and visually permeable picket fencing.
- The proposed trees will include five to six centimetre deciduous trees; a ten centimetre feature tree in the amenity area; and residential scale columnar conifer trees approximately 3.5 m to 4.0 m in height.

Staff advised that the Servicing Agreement associated with the proposed development will provide frontage improvements along Rathburn Drive and Gilley Road. The improvements along Gilley Road will include pavement widening, and pedestrian walkway improvements on south side of the road. Also, the Servicing Agreement will include a north-south walkway through the development site and an east-west walkway on-site beside the drainage canal.

In response to Panel queries, staff noted that, in response to concerns with respect to construction activity, on-site traffic management will be in place. As part of the Building Permit process, an updated construction management plan and on-going monitoring of the site will be required.

Staff noted that: (i) the section of Gilley Road from the site entrance to Westminster Highway will be widened to accommodate two-way traffic and a 1.5 m wide pedestrian walkway will be added along the south; (ii) the walkway would separate pedestrians from the road and the walkway connections to east of the site will be completed once eastern sites are developed; (iii) staff advised that the temporary walkway from the edge of the site to Westminster Highway will be a paved shoulder and marked with paint; (iv) the City is working with the applicant on additional delineations between the road and the walkway; and (v) the grass boulevard on the north side of Gilley Road will be retained.

A Richmond resident addressed the Panel, asking if the ditches would be filled in.

The Chair commented on the ditches adjacent to the site and noted that the road will be widened without filling the ditches; since the ditches are a riparian area protected under Provincial regulation. The Chair added that the ditches will be enhanced to remove invasive plant species.

The Chair advised that further review of the proposed road enhancements can be done to examine improvements to pedestrian safety.

Discussion ensued with regard to: (i) feedback from residents with respect to construction traffic; (ii) the proposed pedestrian connections; (iii) the proposed development meeting EnerGuide 82 standards; and (iv) pedestrian safety.

The Chair commended the applicant for the hard work done on the project and for successfully addressing the challenging condition at Westminster Highway.

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

Subsequent to the meeting, the Servicing Agreement design was revised to include wood bollards to provide separation between the walkway and the road.

The Panel recommends that the Permit be issued.

DP 10-521415 – MATTHEW CHENG ARCHITECT INC. - 6551 WILLIAMS ROAD
(FORMERLY 6511/6531 AND 6551/6553 WILLIAMS ROAD)
(August 24, 2016)

The Panel considered a Development Permit application to permit the construction of 13 townhouse units on a site zoned “Low Density Townhouses (RTL3)”. A variance is included in the proposal for seven small car parking spaces.

Architect, Matthew Cheng, of Matthew Cheng Architect Inc.; and Landscape Architect, David Rose, of PD Group Landscape Architecture Ltd., provided a brief presentation, noting that:

- The end unit along Williams Road adjacent to the single-family homes to the east is stepped down from three to two storeys. The proposed development is designed to match the scale of its single-family neighbourhood.

- The proposed heritage colours and exterior cladding materials such as fibre cement siding, shingles and bricks are consistent with the character of the existing neighbourhood.
- The increased 6 m rear yard setback provides a generous outdoor space for the rear units.
- Two trees in the front yard and one tree located on the adjacent property to the north are proposed to be retained. Rear yards of two units will be stepped down by approximately 2 ft. to provide usable outdoor space and protection to the tree's root system.
- A parking variance is requested by the applicant to allow one small car stall in each of the seven side-by-side double car garages. All indoor residential garages are provided with electric vehicle charging receptacles.
- The project design achieves EnerGuide 82 rating and pre-ducting for solar water heating.
- One convertible unit is provided for the townhouse development.
- Columnar trees will be planted along the side property lines.
- Permeable paving is used on the entrance driveway, internal drive aisle and visitor parking and compacted gravel pathway is provided between buildings.
- The proposed entrance to the driveway is skewed to provide a small landscape area for soft entry into the townhouse development and landscaping is incorporated on the internal drive aisle.
- The outdoor amenity space provides for play equipment for toddlers, resilient surface paving, seating, and lawn areas.

Staff advised that there will be a Servicing Agreement for frontage improvements along Williams Road; including storm sewer upgrades and site service connections.

Correspondence was submitted to the Panel regarding the Development Permit application. In response to the concerns expressed by the residents of 6470 Sheridan Road, staff commented that: (i) the proposed 6 m rear yard setback to the duplex buildings meets the site's zoning requirements and Arterial Road Guidelines for Townhouses in the Official Community Plan; and (ii) the architectural drawings submitted by the applicant show that the heights of the majority of the roof forms of the duplex buildings are significantly lower than a three-storey building.

The Panel recommends that the Permit be issued.

DV 17-771661 – MATTHEW CHENG ARCHITECT INC. – 8480 NO. 5 ROAD
(October 25, 2017)

The Panel considered a Development Variance Permit application to vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height for buildings from 12 m to 14.14 m to permit the construction of a Buddhist Temple on a site zoned "Assembly (ASY)".

Architect, Matthew Cheng, of Matthew Cheng Architect Inc.; and Landscape Architect, Caelan Griffiths, of PMG Landscape Architects, provided a brief presentation, noting:

- The design and siting of the proposed Buddhist temple are intended to minimize visual conflict with the neighbouring Shia Muslim Community property.
- The perimeter of the site will be landscaped with trees and shrubs to provide buffering.
- Traditional Chinese Buddhist temple architecture is proposed for the two-storey wood building; however, the roof design was modified to minimize the massing of the building.
- A building height variance is proposed and the proposed variance is less than the other building height variances in the area.
- A customized sustainability checklist is proposed in lieu of LEED targets and will focus on HVAC and plumbing systems which aim to exceed existing minimum code requirements for energy efficiency.
- Proposed mechanical systems will be installed inside the building and exterior mechanical venting and intakes will be designed and screened to blend with the overall traditional Chinese architecture of the building.
- A naturalized traditional Buddhist garden is proposed facing No. 5 Road.
- The south and east property lines will be landscaped with a mixture of deciduous and coniferous trees to provide buffering to adjacent properties.
- The majority of existing off-site trees along the north side will be retained and protected from the adjacent paved parking area.

Staff noted that: (i) the proposed variance allows for the traditional architectural form; (ii) there is no habitable space within the increased height area of the building; (iii) the neighbouring Shia Muslim Community has reviewed the project and expressed no concern for the proposed height variance; and (iv) the extent of the proposed variance is less than the other variances granted to other religious institutions along No. 5 Road.

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

The Panel recommends that the Permit be issued.

GENERAL COMPLIANCE TO DP 15-700370 – SIAN GROUP INVESTMENTS
(0846930 BC LTD.) – 9560 ALEXANDRA ROAD
(October 25, 2017)

The Panel considered an application for changes to the design of the perimeter retaining wall and associated landscaping features along the western property boundary and adjacent to the east-west greenway at the north end of the subject site be considered to be in General Compliance with approved Development Permit (DP 15-700370).

Applicant, Rick Sian, of Sian Group Investments, provided background information, noting that the revised landscape treatment along the west edge of the site responds to the grade changes on the city park to the west in keeping with the original Development Permit.

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

The Panel recommends that the revisions be approved.