



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

To Planning - June 22, 2004.
Date: June 7, 2004

From: Raul Allueva
Director of Development

RZ 04-267103

File: 12-8060-20-7740.

**Re: APPLICATION BY BOSA PROPERTIES INC. FOR REZONING AT 5811 AND
5851 NO. 3 ROAD FROM AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT
(C6) TO DOWNTOWN COMMERCIAL DISTRICT (C7)**

Staff Recommendation

That Bylaw No 7740, for the rezoning of 5811 and 5851 No. 3 Road from "Automobile-Oriented Commercial District (C6)" to "Downtown Commercial District (C7)", be introduced and given first reading.

Raul Allueva
Director of Development

SPC:cas
Att. 5

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Bosa Properties Inc. has applied to rezone 5811 and 5851 No. 3 Road from Automobile-Oriented Commercial District (C6) to Downtown Commercial (C7) for the purpose of constructing a residential tower with street-oriented commercial uses and townhouse dwellings at grade.

Findings of Fact

Item	Existing	Proposed
Owner	Marpole 88 Holdings Ltd.	Bosa Properties Inc.
Applicant		Bosa Properties Inc.
Site Size	6,694 m ² (72,055.97 ft ²)	No change, EXCEPT road exchange & Public Rights of Passage right-of-ways are used to secure lane widening and part of Ackroyd/Elmbridge Road.
Land Uses	Two older, low-rise commercial buildings	17-storey, mixed-use tower including: <ul style="list-style-type: none"> • Grade-Level Commercial - 802 m² (8,633 ft²) • Residential Units – 170 dwellings 19,009 m² (204,618 ft²) • Total -19,811 m² (213,251 ft²), excluding parking
OCP Designation	"High-Density Mixed Use"	
Area Plan	City Centre Area Plan: "Mixed Use – High Density"	
City Centre Transportation Plan	<ul style="list-style-type: none"> • ROADS: Ackroyd is to be connected to Elmbridge along the south edge of the subject site. As a condition of rezoning, the developer will provide land and money equal to 50% of the cost of land and construction for this road connection. • LIGHT RAIL RAPID TRANSIT: The establishment of a light rail rapid transit line (e.g. RAV) is encouraged within No. 3 Road. It is NOT anticipated that such a system will require road widening in the vicinity of the subject site. 	
NEF (2015)	<ul style="list-style-type: none"> • 30-35 Noise Exposure Factor (NEF) contour for aircraft noise • Transport Canada considers this NEF inappropriate for housing, AND recommends that appropriate acoustic measures and noise assessments be provided if Richmond is to permit housing here. • Richmond requires that a noise covenant is registered on sites within 30-35 NEF and that an acoustical engineer addresses aircraft noise impacts. • Policy Update – Research findings regarding the conditions under which housing should be permitted within 30-35 NEF will be presented in late summer 2004 and may alter current City policy. No impact on the subject rezoning is expected, however, as it is consistent with Area Plan land uses and nearby housing has been built with no significant consequences (i.e. Centre Pointe). 	
Zoning	Automobile-Oriented Commercial (C6)	Downtown Commercial District (C7) <ul style="list-style-type: none"> • Permits mixed-use development at 3.0 floor area ratio (FAR) and 45 m (147.6 ft.) in height.
Parking <ul style="list-style-type: none"> • Commercial • Residential 	Required Spaces: +/-296 <ul style="list-style-type: none"> • 24 [3/100 m² (1,076.43 ft²) g.l.a.] • 272 [1.5/dwelling, plus adequate visitor parking (e.g. Staff recommend 0.1/dwelling)] 	Proposed Spaces: TOTAL 280 <ul style="list-style-type: none"> • 32 (e.g. 8 more than the bylaw) • 248 Complies with accepted practice in City Centre. The parking for 1-bedroom units is relaxed to 1/dwelling, as per common City practice (e.g. reduction of 24)

Staff Comments

Policy Planning, Transportation, and Development Applications (Engineering Services) staff are supportive of the subject application on the basis that its uses, density, and road improvements, including contributions towards the future establishment of the Ackroyd/Elmbridge Connector Road (**Attachment 3**), are consistent with adopted City policy.

However, as currently proposed, the form of development raises concern, as the project's tower floorplates are roughly twice the maximum size permitted under the City Centre DP Guidelines and the design of the tower does too little to enhance the attractiveness of the downtown skyline and the site's prominent No. 3 Road location. While Richmond's Advisory Design Panel is supportive of the project's larger floorplates (as noted below), if the subject building design is not exceptionally well executed, it could set an undesirable precedent for future neighbouring development and negatively impact livability in the downtown (i.e. view blockage, shadowing, etc.). On this basis, staff recommend that the applicant be required to significantly refine the project's design prior to the adoption of zoning on the subject site via the processing of a Development Permit application to the satisfaction of the Director of Development. Detailed comments are appended. (**Attachment 4**)

Advisory Design Panel (ADP) Comments (March 17, 2004)

The ADP considered the subject application on a preliminary basis and indicated general support for the project and its unusually large tower floorplates. (**Attachment 5**)

Analysis

The subject rezoning can be supported on the basis that:

- Its proposed use, density, general form and character, and zoning district are consistent with those anticipated under the City Centre Area Plan;
- The subject project, with its high-density, high-rise form pulled up close to the street and structured parking concealed within the building, is supportive of Richmond's objectives for a pedestrian- and transit-oriented, urban downtown;
- The site is situated more than 100 m (328 ft.) from the nearest existing tower, which is far in excess of the minimum tower spacing of 24 m (78.7 ft.) stipulated in the City Centre's DP Guidelines (plus, there is an intervening future development site and two roads between the subject site and that tower); and
- Proposed developer contributions towards the Ackroyd/Elmbridge Connector Road will help to ensure that effective vehicle/pedestrian circulation, a viable urban business environment, and convenient access to transit are made available in a timely way to support Richmond's emerging high-density core.

Importantly, while the project's large floorplates pose a design challenge, those challenges (**Attachment 4**) can be readily addressed through the Development Permit process. Furthermore, a single "slab" tower, rather than two "point" towers, may enhance development opportunities to the site's west and south by maximizing the distance between towers and minimizing the blockage of views to the north.

Financial Impact

Financing Growth

The establishment of a high quality, livable, and sustainable downtown requires that community facilities, infrastructure, and services be provided in a timely and cost effective manner to meet the needs of residents, workers, and visitors. Development contributions are key to achieving this objective. These contributions are made in part through the Development Cost Charge (DCC) program. Additional contributions to roads, parks, public art, affordable housing, childcare, and community space are regularly obtained as a condition of development.

The magnitude of these contributions, perceived or actual contribution inequities between projects, and the time and uncertainty involved in their negotiation impairs both development and funding. To address this, work is currently underway on a clear, predictable schedule of developer contributions for presentation to members of Council later this year. This proposed schedule will be based on revenue projections aimed to meet specific City needs and will recommend the:

- Rate at which developers should be required to contribute (e.g. per buildable square foot);
- Conditions under which contributions should be required (i.e. rezoning, DP, etc.); and
- Allocation of funds to various needs over the short and long terms (i.e. RAV, childcare, etc.).

Preliminary work by staff on the proposed schedule and discussions with the applicant and other developers indicate that a rate of \$4 per buildable square foot could be a practical target for the City to consider for developer contributions in its downtown. In the case of the subject application, this represents a contribution of \$864,671, to be based on 3.0 floor area ratio (FAR). In the absence of any adopted City policy, the applicant has agreed to provide these funds as a condition of rezoning. It is proposed that these funds be apportioned between City Centre transportation, community amenities, and community space. A preliminary proposal for the allocation of these funds is set out below for reference; however, final decisions regarding fund allocations will not be made until more is known about Richmond's possible financial commitments to RAV/transit and Council has had the opportunity to consider a comprehensive proposal for developer contributions in the City Centre.

Estimated Downtown Growth Needs	Contribution
City Centre Transportation @ \$3/ft ² buildable area <ul style="list-style-type: none"> • Ackroyd/Elmbridge Connector Road - Estimated <u>land</u> cost: +/- \$500,000 (Attachment 3) • Transit (i.e. RAV's Capstan station) & <u>land</u> for designated new roads*: +/- \$148,503 	\$648,503 (75%)
Community Amenities @ \$0.60/ft ² buildable area <ul style="list-style-type: none"> • Equally divided between affordable housing, childcare & public art 	\$129,701 (15%)
City Centre Community Space @ \$0.40/ft ² buildable area <ul style="list-style-type: none"> • Establishment of 2 community centres, as directed under the City Centre Area Plan 	\$86,467 (10%)
TOTAL @ \$4/ft² buildable area (to be based on 3.0 FAR)	\$864,671

* "Designated new roads" refers to roads requiring land acquisition that are identified under the City Centre Transportation Plan.

Other Financial Impacts – None.

Conclusion

- The subject application is consistent with the City's intent for the growth and development of its downtown and merits favourable consideration.
- Issues arising from the project's proposal for unusually large tower floorplates must be addressed through the Development Application review process to the satisfaction of the Director of Development prior to final adoption of the subject rezoning.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

There are requirements to be dealt with prior to final adoption of the rezoning:

Legal requirements, specifically:

- Consolidate 5811 and 5851 No. 3 Road into one development parcel in conjunction with entering into a Road Exchange between the City-owned lot at the rear of 5851 No. 3 Road and a strip of land of equal area along the entire south edge of 5851 No. 3 Road.
- Grant a Public Rights of Passage right-of-way along the entire south property line of the consolidated development parcel to accommodate a portion of the Ackroyd/Elmbridge Connector Road as per City requirements for the functional design of this planned road link, together with a 4 m x 4 m (13.1 ft. x 13.1 ft.) corner cut at the road's intersection with the rear service lane.
- Grant a 4.5 m (14.8 ft.) wide Public Rights of Passage right-of-way along the entire west property line of the consolidated development parcel for use as a portion of the rear service lane.
- Enter into the City's standard Servicing Agreement to facilitate the ultimate design of the Ackroyd/Elmbridge Connector Road between No. 3 Road and the service lane at the rear of the consolidated development parcel, an associated cost estimate to the satisfaction of the City for 100% of the required works, and the contribution of 50% of the value of these roadworks to the City. Roadworks are to include, but may not be limited to, storm sewer, watermain, hydro, telephone, gas, cable, two 4.3 m (14.1 ft.) wide general purpose travel lanes, two 2.5 m (8.2 ft.) wide parking lanes, one 3.3 m (10.8 ft.) wide left-turn lane, two 2 m (6.6 ft.) wide concrete sidewalks, two 1.5 m (4.9 ft.) wide treed boulevards finished in decorative paving, decorative City Centre street/pedestrian lights and furnishings, curb and gutter, and traffic signal modifications at No. 3 Road. (Note: The road design does not need to be approved, but must be processed to at least Second Submission in order that it provides an adequate basis for the required cost estimate.)
- Register a aircraft noise covenant to ensure that adequate measures are employed to address aircraft noise.

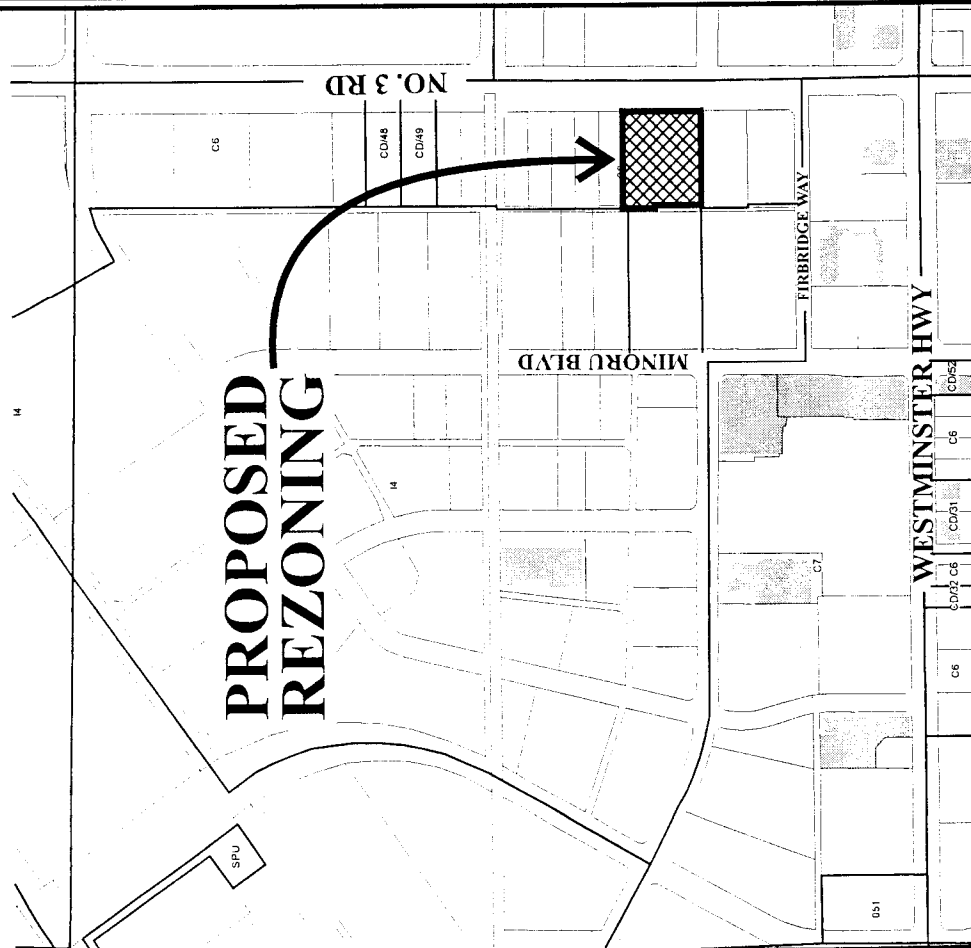
Development requirements, specifically:

- Contribute \$4 per buildable square foot, based on 3 floor area ratio (FAR), to be directed by the City, as required, towards land for Ackroyd/Elmbridge Connector Road and other key City Centre initiatives (the allocation of which is to be determined by Richmond).
- Contribute, in the form of a cheque, 50% of the estimated cost of the full construction of the Ackroyd/Elmbridge Connector Road between No. 3 Road and the service lane at the rear of the consolidated development parcel.
- Processing of a Development Permit application to the satisfaction of the Director of Development.

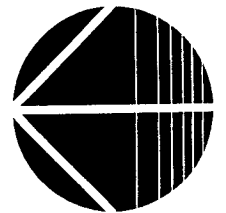
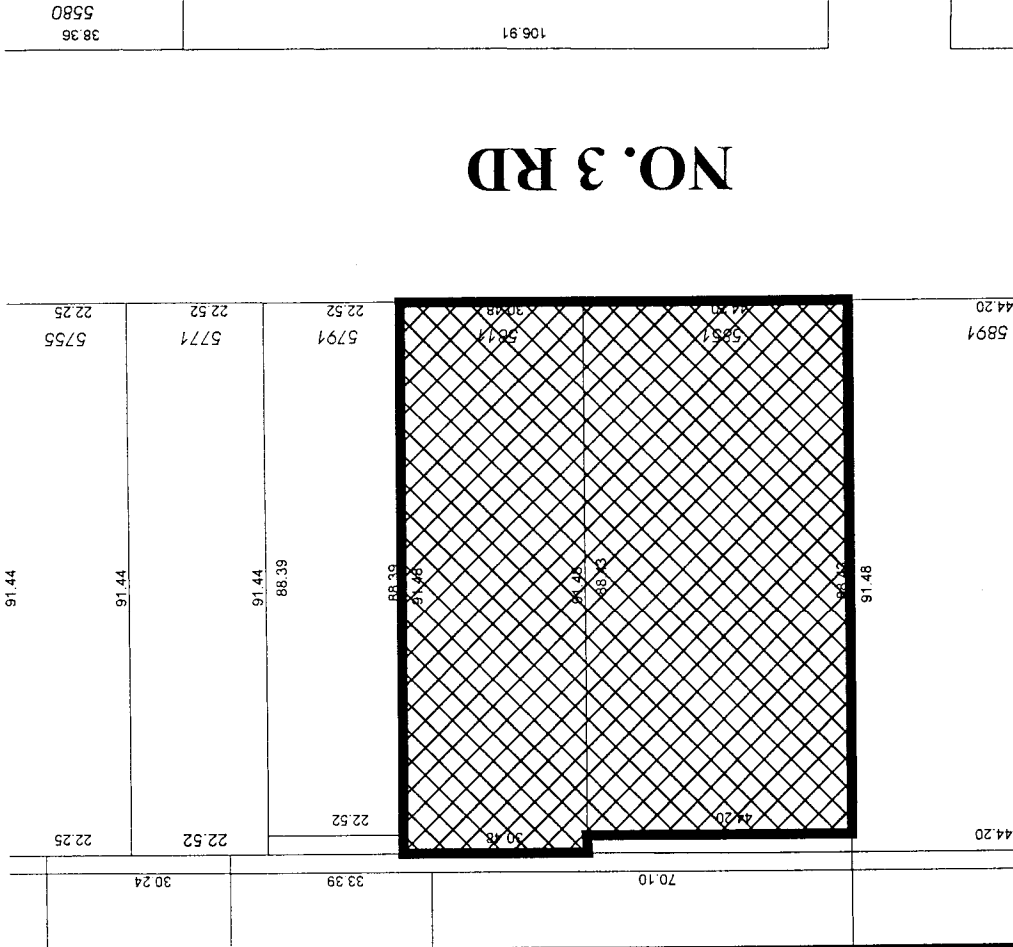


City of Richmond

PROPOSED REZONING



NO. 3 RD



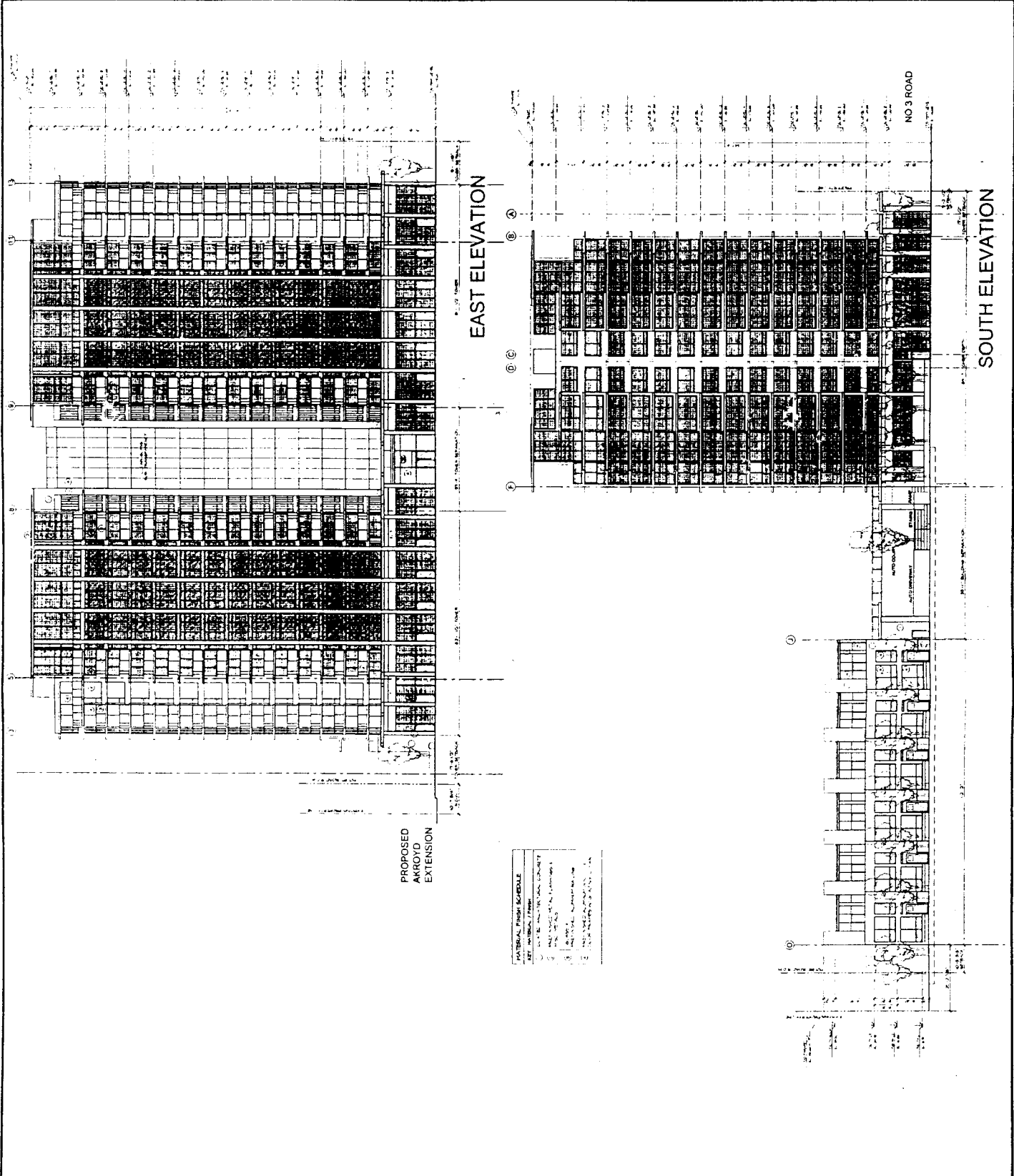
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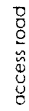
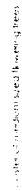
Original Date: 04/05/04

Revision Date: 06/07/04

Note: Dimensions are in METRES

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(R) VANCOUVER BC V6Z 2V6 CANADA</p> <p>BOSA VENTURES</p> <p>NO. 3 RD. RICHMOND, BC</p> <p>EAST & SOUTH ELEVATIONS</p> <p>DATE: JANUARY 2004 DRAWN BY: CHAT CHECKED BY: A301 SCALE: 1/8" = 1'-0"</p> <p>PROJECT NO: A</p>
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SUITE ONE
1600 HOWE ST
VANCOUVER BC
V6Z 2L9 CANADA

Drawn by:	100
Checked by:	100
Date	may 13, 2004
Scale	1/8" = 1'-0"

**Levels 3 & 4
Landscape
Concept Plan**

Project No	4020	Photo Date No	24
Sheet No			

ACKROYD/ELMBRIDGE CONNECTOR ROAD – Proposed Developer Contributions

As a condition of rezoning, the developer has agreed to be responsible for the land and construction for 50% of the width of the Ackroyd/Elmbridge Connector Road where it will follow the subject site's south property line. As only a small portion of the subject site is situated within the City's proposed Connector Road alignment, a large portion of the developer's contribution towards the establishment of this road link is to be made as cash. (This money will be set aside by the City to help offset the road-related costs that will be incurred by the future developer of the property south of the subject site.) The remainder of the applicant's contribution will be made through a combination of Road Exchange and Public Rights of Passage right-of-way. Details of this contribution are as follows:

Ackroyd/Elmbridge Connector Road Developer Contributions

"Land" Component	Right-of-Way Width or Equivalent	Form of Contribution
Dedicated ROW	+/-1.48 m (+/-4.86 ft.)	Road Exchange (e.g. involving a City-owned lot west of the subject site and a strip of land along the site's south edge*)
Additional ROW: • Land • Cash In-Lieu	• 2.52+ m (8.27+ ft.) • +/-6 m (19.69 ft.)	• Public Rights of Passage • +/- \$500,000* (based on an estimated land value of \$915/m ² or \$85/ft ²)
TOTAL	10+ m (32.8+ ft.)***	

* The applicant is required to grant a Public Rights of Passage right-of-way along the west side of the subject site to replace the City-owned lot involved in the Road Exchange and to expand the overall existing service lane width west of the site from 6 m (19.7 ft.) to 7.5 m (23.0 ft.).

** This money forms parts of the applicant's "\$4 per buildable square foot" contribution, as described under "Financial Impact" in the main body of the staff report.

*** 50% of a typical 20 m (65.6 ft.) wide right-of-way, together widening near No. 3 Road to accommodate turning movements.

"Construction" Component	Contribution
Cash In-Lieu	+/- \$110,400**** (preliminary staff estimate)

**** This money does not form part of the applicant's "\$4 per buildable square foot" contribution described under "Financial Impact" in the main body of the staff report. Development Cost Charge credits will be available at Building Permit stage.

Note that until such time as it is practical to construct the Ackroyd/Elmbridge Connector Road along the south edge of the subject site, the developer will be permitted to install a private driveway within the City's proposed right-of-way on the subject site with vehicle access from No. 3 Road. Construction, maintenance, and liability for this temporary driveway shall be the sole responsibility of the developer.

Through the Development Permit process, vehicle access to No. 3 Road, other than that provided via the temporary driveway described above, shall be restricted. Furthermore, Richmond's agreement with the developer shall stipulate that the temporary driveway within the City right-of-way shall be abandoned when required by Richmond, and the developer shall be required as a condition of Development Permit to provide funds for the future tie-in of the subject development's frontage with the new road to the satisfaction of the City.

DEVELOPMENT CONDITIONS FOR 5811 & 5851 No. 3 ROAD (RZ 04-267103)***Rezoning Stage***

There are requirements to be dealt with prior to final adoption of the rezoning:

Legal requirements, specifically:

- Consolidate 5811 and 5851 No. 3 Road into one development parcel in conjunction with entering into a Road Exchange between the City-owned lot at the rear of 5851 No. 3 Road and a strip of land of equal area along the entire south edge of 5851 No. 3 Road.
- Grant a Public Rights of Passage right-of-way along the entire south property line of the consolidated development parcel to accommodate a portion of the Ackroyd/Elmbridge Connector Road as per City requirements for the functional design of this planned road link, together with a 4 m x 4 m (13.1 ft. x 13.1 ft.) corner cut at the road's intersection with the rear service lane.
- Grant a 4.5 m (14.8 ft.) wide Public Rights of Passage right-of-way along the entire west property line of the consolidated development parcel for use as a portion of the rear service lane.
- Enter into the City's standard Servicing Agreement to facilitate the ultimate design of the Ackroyd/Elmbridge Connector Road between No. 3 Road and the service lane at the rear of the consolidated development parcel, an associated cost estimate to the satisfaction of the City for 100% of the required works, and the contribution of 50% of the value of these roadworks to the City. Roadworks are to include, but may not be limited to, storm sewer, watermain, hydro, telephone, gas, cable, two 4.3 m (14.1 ft.) wide general purpose travel lanes, two 2.5 m (8.2 ft.) wide parking lanes, one 3.3 m (10.8 ft.) wide left-turn lane, two 2 m (6.6 ft.) wide concrete sidewalks, two 1.5 m (4.9 ft.) wide treed boulevards finished in decorative paving, decorative City Centre street/pedestrian lights and furnishings, curb and gutter, and traffic signal modifications at No. 3 Road. (Note: The road design does not need to be approved, but must be processed to at least Second Submission in order that it provides an adequate basis for the required cost estimate.)
- Grant a aircraft noise covenant to ensure that adequate measures are employed to address aircraft noise.

Development requirements, specifically:

- Contribute \$4 per buildable square foot, based on 3 floor area ratio (FAR), to be directed by the City, as required, towards land for Ackroyd/Elmbridge Connector Road and other key City Centre initiatives (the allocation of which is to be determined by Richmond).
- Contribute, in the form of a cheque, 50% of the estimated cost of the full construction of the Ackroyd/Elmbridge Connector Road between No. 3 Road and the service lane at the rear of the consolidated development parcel.
- Processing of a Development Permit application to the satisfaction of the Director of Development.

Development Permit (DP) Stage

The subject project's unusually large tower floorplates are a major departure from the City Centre Area Plan Development Permit (DP) Guidelines. This tower form poses a significant design challenge that must be addressed in order for the project to be a "good neighbour" and a desirable precedent for development elsewhere in the City Centre. As such, through the course of the DP stage, the applicant should seek to demonstrate clear advantages of a single large slab tower over a more conventional twin tower form including, but not limited to, the provision of:

- a) A larger, more attractive, and more usable open space on the podium roof;
- b) Enhanced sunlight, views, and privacy for existing and future towers nearby;
- c) A greater percentage of on-site dwellings with direct sun exposure;
- d) More attractive streetscapes; and
- e) A more varied and interesting skyline.

No other significant departures from Richmond's DP Guidelines are anticipated, nor will they be supported.

In addition, at DP stage, the following issues should be addressed:

- Submit a noise impact study, prepared by an accredited acoustical engineer, demonstrating that appropriate measures will be employed to address aircraft noise to the satisfaction of the City;
- Design the project to respond to both its interim situation as a mid-block site and its future situation at a prominent downtown intersection, near a possible light rapid transit station (e.g. likely south of Ackroyd Road), through massing, tower/lower-level building features, landscaping/public open space features, etc. that focus attention on the project's important southeast corner;
- Design the lower levels of the No. 3 Road façade to better balance with the very large scale of the tower above and to further enhance the attractiveness, visual interest, and amenity of the streetscape for pedestrians and retailers;
- Where residential units are proposed along the site's No. 3 Road and/or future Ackroyd/Elmbridge Connector Road frontages, design them as work/live units with work spaces on the lower floor (with direct access to the public sidewalk) and living levels and private outdoor space above;
- Provide continuous pedestrian weather protection along the site's commercial frontages and across the entrance to the project's auto-court in the form of substantial glazed canopies and, as much as possible, extend this treatment along the frontages of the project's work/live units (i.e. at units entries and/or corner features near the lane and the auto-court entry);
- Provide convenient access for customers between the project's commercial and work/live units and the on-site parking serving those businesses;
- Accommodate loading/unloading of large trucks on-site immediately adjacent to the rear service lane (e.g. clear of the lane right-of-way) in order that large vehicles can be prohibited from entering the proposed auto-court and it can be developed as an attractive, pedestrian-friendly, landscaped area;
- Demonstrate the intended form and character of signage anticipated to be incorporated within the subject development and ensure that its design will complement the area's intended image as a high quality, high-amenity, pedestrian-oriented (e.g. not car-oriented), urban downtown; and
- Restrict driveway access to No. 3 Road, except on a temporary basis along the south edge of the subject site until access can be gained via the proposed Ackroyd/Elmbridge Connector Road.

Anticipated zoning variances include:

- Building Setbacks:
 - a) No. 3 Road – The required building setback may be relaxed from 3 m (9.8 ft.) to 1.8 m (5.8 ft.) if pedestrian weather protection, in the form of a generally continuous, glass and steel canopy, is provided along this frontage to the satisfaction of the City.
 - b) Ackroyd/Elmbridge Connector Road –
 - Based on the ultimate design of the proposed road, a continuous and straight pedestrian sidewalk to City Centre standards must be provided along the entire north edge of the roadway;
 - The required pedestrian sidewalk must have a minimum width of 4.5 m (14.8 ft.) measured between the back of curb and any obstructions, with the exception of a single row of City street trees; and
 - Pedestrian weather protection may extend out over a maximum of 50% of the width of the required pedestrian sidewalk, however, no other building projections shall be permitted.
- Residential Parking:
 - a) Residents – The parking bylaw requirement for 1-bedroom units may be relaxed to 1 space/dwelling, and further residential parking relaxations may be supported where measures are employed to reduce on-site parking demand to the satisfaction of the City (i.e. through use of a recognized car sharing program).
 - b) Visitors – Parking should be provided at the rate of 0.1 space per dwelling.

Development Requirements: The developer is to enter into an agreement with Richmond to –

- Facilitate the use of the Ackroyd/Elmbridge right-of-way along the south edge of the subject site as a temporary driveway (linked to No. 3 Road) and landscaping, the design of which must be to the satisfaction of the City;
- When required by the City, close the driveway and tie-in the subject development's south frontage with the Ackroyd/Elmbridge Connector Road to the satisfaction of the City; and
- Undertake, at the developer's sole cost, to construct all temporary works within the right-of-way, together with subsequent works required to close the driveway and tie the subject site into the new road.

Building Permit (BP) Stage

Prior to the issuance of BP, the developer shall enter into the City's standard Servicing Agreement to design and construct beautification improvements to City Centre standards at the developer's sole cost (e.g. no Development Cost Charge credits apply) including, but not be limited to:

- No. 3 Road – Design and construct modifications deemed to be necessary by the City to the following, the details of which shall be determined through the DP process:
 - a) Frontage road;
 - b) Driveway to 5811 No. 3 Road;
 - c) Landscaped area between the consolidated development parcel's east property line and the back of the existing No. 3 Road sidewalk; and
 - d) Traffic signals at the No. 3/Ackroyd intersection.
- Ackroyd/Elmbridge Connector Road (Interim Use) - Design and construct an interim driveway between No. 3 Road and the project's proposed auto-court and associated landscaping, to be situated within the dedicated right-of-way and associated Public Rights of Passage right-of-way along the south edge of the consolidated development parcel.
- Rear Service Lane – Design and construct laneway improvements within the required Public Rights of Passage right-of-way including the addition of a 1.5 m wide concrete sidewalk along the east edge of the right of-way, a continuous roll-over curb along the west edge of the sidewalk, street lighting within the sidewalk, and reconstruction of the lane as required, to the satisfaction of the City.

MINUTES FROM THE ADVISORY DESIGN PANEL MEETING
Wednesday, March 17th, 2004 – 4 pm
Room M1.003, Richmond City Hall

4. **Multifamily/Residential**

Rafii Architects.

5811, 5851 No. 3 Road
(Preliminary)

RZ 04-267103

Ms. Achiam, Planner, briefly reviewed this multifamily-residential project at 5811 and 5851 No. 3 Road (a copy of her review is attached as Schedule 3 and forms a part of these minutes). She stated that the project was in its preliminary stages and was brought forward because it was a major departure from the city's guidelines and the applicants required some specific comments from the Panel with respect to the scale and form of the proposed development.

With the aid of a model and computer 3-D rendering, Mr. Rafii, Architect, advised that:

- ❖ the applicant had difficulties in achieving the 24 m minimum distance between towers on this site and is concerned with the shadowing on the roof top open space that would occur by separating the proposed building into two towers;
- ❖ the building massing is articulated by providing deep balconies for penthouses and the "glass" elevator shaft in the center that joins two halves;
- ❖ the proposed floor plate was over 13,000 sq. ft. (approx. twice recommended in design guideline); and
- ❖ commercial uses are proposed at grade along No. 3 Road, and townhouse are proposed along the future Ackroyd Road frontage.

The panel then proffered the following comments about the project that:

Scale and Form related comments:

- ❖ the Panel reviewed the mass of the project and felt that it provided appropriate massing variation for the city's downtown core provided that similar massing is not repeated indiscriminately throughout City Centre;
- ❖ the Panel noted that given the diversity and activity on No. 3 Road, this project was an interesting and welcome change;
- ❖ while the Panel felt that design guidelines should be flexible to respond to site specific needs and context, it should be up to the applicant to demonstrate how the project has "earned" such significant variances of scale and form;
- ❖ the architect should take the opportunity to utilize the proposed massing of the project to enhance its interface with No. 3 Road to provide a high quality project.
- ❖ the Panel queried what the shadowing effects would be for various placements of tower locations (the architect had not yet prepared the shadow diagrams at this early stage)
- ❖ the Panel was concerned with the shadowing on No. 3 Road, but noted that this may be alleviated by the north south orientation of the proposed building, the width of No. 3 Road and the anticipated change of character along No. 3 Road given the impending RAV project.

Other comments:

- ❖ developers should not be forced into providing commercial units if these were not viable. The Panel encouraged exploration of convertible commercial/residential space to better respond to market needs;
- ❖ noted that the consolidated roof top amenity area afforded by the one tower approach provides good opportunity for substantial landscaping;
- ❖ landscaping at street level required further design considerations;
- ❖ that the support of this project does not necessarily set a precedence for supporting other similar scale and form massing on other sites

The Panel generally supported the proposed scale and form of the project. The applicant will continue to work with staff to refine the proposal. Staff may bring the project back to the Panel as at the Development Permit stage for a more complete review.

The applicant thanked the Panel and advised that he will incorporate their comments into the project.



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7740 (RZ 04-267103)
5811 and 5851 No. 3 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **DOWNTOWN COMMERCIAL DISTRICT (C7)**.

P.I.D. 008-911-215

Lot 17 Section 5 Block 4 North Range 6 West New Westminster District Plan 27656

P.I.D. 004-130-723

Lot 16 Except: Lot "A" (Reference Plan 34061) Section 5 Block 4 North Range 6 West New Westminster District Plan 27350

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7740**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. HB
APPROVED for legality by Solicitor [Signature]

MAYOR

CITY CLERK