



# City of Richmond

## Report to Council

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<b>To:</b>	Richmond City Council	<b>Date:</b>	November 6, 2018
<b>From:</b>	John Irving Chair, Development Permit Panel	<b>File:</b>	01-0100-20-DPER1- 01/2018-Vol 01
<b>Re:</b>	<b>Development Permit Panel Meetings Held on October 24, 2018 and June 13, 2018</b>		

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### Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
  - a) A Development Permit (DP 16-740262) for the property at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road; and
  - b) A Development Permit (DP 17-782861) for the property at 5660, 5680 and 5700 Williams Road;

be endorsed, and the Permit so issued.

John Irving  
Chair, Development Permit Panel  
(604-276-4140)

SB:blg

### Panel Report

The Development Permit Panel considered the following item at its meeting held on October 24, 2018 and June 13, 2018.

DP 16-740262 – 0989705 B.C. LTD. – 7960 ALDERBRIDGE WAY AND  
5333 & 5411 NO. 3 ROAD  
(October 24, 2018)

The Panel considered a Development Permit application to permit the construction of a high-density, mixed-use development consisting of approximately 18,720 m<sup>2</sup> (201,500 ft<sup>2</sup>) of office and commercial floor area and approximately 822 residential units on a site zoned “City Centre High Density Mixed Use (ZMU34) – Lansdowne Village”. No variances are included in the proposal.

Architect, Achim Charisius, of GBL Architects; and Landscape Architect, Chris Philips, of PFS Studio, provided a brief presentation, noting that:

- The proposed podium, mid-rise and tower form of development is intended for commercial, office and residential uses including affordable market rental, market rental and market strata units.
- The two open air mid-block pedestrian mews from No. 3 Road and one from the new north-south road lead to the internal courtyard plaza and provide an east-west pedestrian connection through the site.
- Building recesses along No. 3 Road provide small plaza spaces for anchor tenants and weather protection.
- Outdoor amenity areas are provided on various levels of the building.
- Tower balconies along the west facade have generous and varied balcony depths.
- The courtyard plaza incorporates seating and landscaping and is surrounded by retail spaces at the edges to animate the space.
- Public Art is intended to be integrated into the plaza.
- Lighting is incorporated into the pedestrian mews and the plaza.
- A large outdoor amenity area is proposed on Level 3 podium rooftop for office workers and residents and common outdoor spaces are provided on the upper levels.
- The potential Public Art plaza location is intended to be visible from the plaza and the west and east sides of the development, particularly from the Canada Line Skytrain.

Staff noted that: (i) there is a significant Servicing Agreement associated with the subject development for road improvements along No. 3 Road, the new east-west road, and the new north-south road; (ii) there are 38 low-end market rental units and 115 market rental units with housing agreements adopted by Council; (iii) the proposed Transportation Demand Management (TDM) package includes four car share vehicles, bicycle end-of-trip facilities for commercial and office users, as well as for residents, and a transit pass program for 100% of the low-end market rental units and 50 % of the market rental units; (iv) 192 residential units are designed to meet the City’s Basic Universal Housing (BUH) guidelines; (v) the project has paid particular attention to mitigate aircraft noise, as well as noise generated by the Canada Line Skytrain; and

(vi) the project's proposed Public Art will be approved through a separate process and the Development Permit approval does not approve any particular Public Art piece.

In response to Panel queries, Mr. Charisius acknowledged that: (i) electric vehicle charging is provided on three levels of parking; (ii) the proposed Public Art location is intended to be visible from the courtyard plaza and the Canada Line Skytrain; (iii) retail components around the pedestrian plaza include retail and food and beverage units to animate the space; (iv) residents and office workers will have access to the second level overlooking the plaza; (v) there are no retail components on the second level; (vi) the east-west pedestrian connection is publicly accessible and open 24 hours a day, seven times a week, although lighting conditions would change after business hours; (vii) the larger component of the indoor amenity space will be for shared use of market strata and low-end market rental housing units; however, a smaller component is allocated for exclusive use of tenants of market rental units; (viii) the green roofs on top of the towers are not accessible; and (ix) the massing of the west façade is visually broken down through introducing gently curving podium "ribbon" balconies and different colour/material themes for the towers, among others.

In response to a Panel query, staff confirmed that the City's current Zoning Bylaw requires that all residential parking stalls be provided with electric vehicle charging outlets; however, there is a grandfather provision for in-stream Development Permit applications, depending on when a Building Permit is obtained.

The Panel expressed support for the project, noting that: (i) the applicant was able to come up with a high-density mixed-use development despite the building height restrictions and amount of road dedication on the subject site; (ii) the project design is well thought out; and (iii) the project is pedestrian-friendly and transit-oriented.

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

The Panel recommends that the Permit be issued.

DP 17-782861 – KONIC DEVELOPMENT – 5660, 5680 AND 5700 WILLIAMS ROAD  
(June 13, 2018)

The Panel considered a Development Permit application to permit the construction of six back-to-back duplexes on a site zoned "Two-Unit Dwelling (ZD5) – Steveston/Williams". No variances are included in the proposal.

Architect, Jiang Zhu, of Imperial Architecture; and Landscape Architect, Meredith Mitchell, of M2 Landscape Architecture; provided a brief presentation, noting that:

- Six duplex lots are proposed for the project, with each duplex lot containing a street-fronting and a rear duplex unit for a total of 12 duplex units.
- The duplex units have been designed to resemble a single-family home to fit into a predominantly single-family neighbourhood.
- The proposed setbacks, height and massing of the duplex units will not result in significant shadowing to neighbouring properties.

- The design of the duplex buildings has been revised to achieve variation in appearance.
- An existing Monkey Puzzle tree will be retained and relocated on-site.
- Pedestrian crossings and pathways are identified through variation in paving treatment.
- Three convertible duplex units are proposed.
- The project has been designed to achieve EnerGuide 82 rating by providing, among others, air source heat pump units and introducing other sustainability features.

In response to Panel queries, the design team confirmed that: (i) the western duplex buildings are setback from the fence along the west property line by 4 ft.; (ii) the applicant would consider the suggestion to extend the pedestrian walkways in the middle portion of the internal drive aisles northward to connect with the curvy walkways; (iii) Scotch Moss, a shade tolerant and low groundcover, is proposed to be planted in spaces between the property lines of duplex lots; and (iv) there are currently no back doors provided in the garages to access the condenser units, but the applicant would consider adding back doors in the garages.

Dan Rusen, of 10079 Lawson Drive, addressed the Panel, expressing concern that the subject site, which is contiguous to his property, is unsightly as it is overrun with weeds, bushes and invasive plant species. He noted that the overgrowth of plants and trees in the subject site has damaged his backyard fence. He acknowledged that upon his request, the developer has cut down the plants and trees; however, they have survived and resumed growth. Considering the current condition of the subject site, he is requesting the developer, through the Panel, to completely clean up the site which is being inhabited by small wild animals. He highlighted the need for the developer to promptly act upon his request as the current condition of the subject site has devalued his property.

In response to a query from the Panel, Ms. Mitchell advised that the developer could engage a Qualified Environmental Professional (QEP) or herself to monitor the proper removal of invasive species in the subject site.

Staff noted that staff would work with the applicant to address the matter and that there is a Servicing Agreement associated with the project for frontage improvements along Williams Road and site services connections.

The Panel expressed support for the project, noting that the applicant should work with staff to: (i) consider providing back doors in garages to facilitate the maintenance of condenser units at the back of garages; (ii) consider extending northward the pedestrian walkways on the middle portion of the internal drive aisles to connect with the curvy walkways; and (iii) address the removal of invasive species in the subject property.

All three items were addressed subsequent to the Panel meeting and the associated Development Permit plans have been updated to reflect the requested changes.

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

The Panel recommends that the Permit be issued.