



To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: June 30, 2020
File: DP 17-768248
DP 19-876699
DP 17-782793
Re: **Development Permit Panel Meetings Held on May 29, 2019 and April 29, 2020
and June 24, 2020**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) a Development Permit (DP 17-768248) for the property at 6551 No. 3 Road; and
 - b) a Development Permit (DP 19-876699) for the property at 6899 Pearson Way;be endorsed, and the Permit so issued; and
2. That the recommendation of the Panel to authorize the approval of changes to the design of the Development Permit (DP 17-782793) issued for the property at 4331 Vanguard Road (formerly 4331 and 4431 Vanguard Road) be endorsed, and the changes be deemed to be in General Compliance with the Permit.

Joe Erceg
Chair, Development Permit Panel
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WC/SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on, May 29, 2019 and April 29, 2020 and June 24, 2020.

DP 17-768248 – GBL ARCHITECTS – 6551 NO.3 ROAD
(May 29, 2019)

The Panel considered a Development Permit (DP) application to permit the development of a two-phase, high rise, mixed-use development and the construction of the development's first phase including the removal and replacement of part of the existing CF Richmond Centre shopping mall with a combination of mall-oriented and street-oriented commercial uses, 1,166 dwellings (including 79 affordable housing units), and new streets and public open space on a site zoned "Downtown Commercial (CDT1)". Variances are included in the proposal for reduced front yard setbacks for balconies, towers and underground parking in Phase 1, reduced parking for affordable housing residents in Phase 1, and reduced parking for affordable housing residents and market rental housing residents in Phase 2.

In reply to a Panel query, staff noted that: (i) there is a setback variance for balconies on Levels 3 through 14 at the corner of Minoru Boulevard and Murdoch Avenue that will not impact pedestrian circulation on the site; (ii) there are different setback variances proposed at Level 1 and at Levels 2 to 14 of the affordable and market housing towers adjacent to the proposed east-west City street on the south edge of the subject development; (iii) the proposed setback variances for the parking structure located below finished grade along the site's Minoru Boulevard frontage and the proposed City street are consistent with the standard approach to City Centre development where parking is provided below finished grade; and (iv) the two proposed parking variances for Phases 1 and 2 affordable housing and market rental housing residents are supported by a traffic impact assessment submitted by the applicant and are consistent with the information provided during the Official Community Plan (OCP) amendment process.

Architect, Joey Stevens, of GBL Architects, accompanied by David Chamness, of Callison RTKL Inc.; Kris Snider, of HEWITT; and Landscape Architect, Christopher Mramor, of PFS Studios, provided a brief presentation, noting that:

- The existing parkade, the vacant portion of the South Mall and most of the surface parking area will be demolished to allow the construction of the proposed mixed-use development which will be done in two phases.
- The subject Development Permit application includes the proposed development for Phase 1 and a conceptual design for Phase 2.
- New streets and pedestrian linkages are proposed to provide vehicular and pedestrian connections from No. 3 Road to Minoru Boulevard.
- Phases 1 and 2 will each have a stand-alone affordable housing building.
- Parking to be provided for the project is mostly underground, except for Building 1A which provides above grade parking.
- Street frontages include the Park Road "high street", "green streets", gateways and family-friendly outdoor and indoor amenity spaces which are part of the Development Permit Guidelines developed through the OCP amendment process.

- Each streetscape is designed differently to respond to its context and use.
- The Park Road Plaza includes key characteristics of a successful urban plaza, i.e., accessible, well activated and animated, able to accommodate users, provision for a variety of spaces, and well programmed spaces are incorporated into the central plaza's design.
- The Phase 1 Mobility Hub: (i) is centrally located adjacent to the Park Road Plaza; (ii) serves as a point of connection for customers, residents, and visitors for various modes of transportation, including car-share and bike share facilities, ride-hail/taxi drop-off and pick-up, and waiting areas for community shuttle services; (iii) provides public services and related public amenities including secured bicycle storage, electric vehicle charging stations, weather protection, escalators, customer lounge, seating areas, and signage; and (iv) its modern and transparent structure allows open sightlines, visibility to multi-modal connections and daylight penetration into the structure.
- The Park Road "high street" design provides variation in building facades, incorporates Public Art, and allows retail spaces to spill out onto the sidewalk areas.
- The "green street" design along Minoru Road and the new east-west road consist predominantly of residential lobbies, townhouses, terrace gardens and amenity spaces.
- Residential towers at the gateway locations are generally slim, stepped and widely spaced.
- Outdoor amenity spaces in Phase 1 buildings: (i) are located on various levels and are family-oriented in character; (ii) programming provides opportunities for children's play, exercise, socializing, relaxing, outdoor dining, and gardening, among others; and (iii) are well connected to each other and are located close to indoor amenity areas.
- An inaccessible green roof is provided on Building 1A.

In reply to a Panel query, the design team reviewed the vehicular and pedestrian routes to access the stand-alone affordable housing building in Phase 1, location of dedicated parking and exclusive indoor amenity space for affordable housing residents, and access to the adjacent shared outdoor amenity space which could be used by affordable housing residents.

In reply to further Panel queries, the design team noted that: (i) the exclusive indoor and shared outdoor amenity spaces that affordable housing occupants could use include outdoor play spaces and provision for indoor play opportunities for children; (ii) the applicant is coordinating with the non-profit affordable housing operator regarding programming for the dedicated indoor amenity space for affordable housing residents; (iii) the shared outdoor amenity space adjacent to the exclusive indoor amenity space for affordable housing occupants is family-oriented and includes a games terrace and a children's play area; (iv) the proposed parking variance for affordable housing units was reviewed and supported by the affordable housing operator based on their experience managing affordable housing projects in the Lower Mainland; (v) three low carbon energy plants will be located in different rooftop locations within the proposed development; (vi) the energy plants will be transferred to the City to facilitate the development's future connection to a City District Energy Utility (DEU) facility; (vii) a solid and louvered roof and a visually permeable decorative screen are proposed to provide screening and acoustic barrier for rooftop mechanical equipment on Building 1C; (viii) some improvements to the roof of the existing mall will be done to enhance views from surrounding towers; (ix) the public artworks on the north leg of Park Road which provide screening to parking uses will be subject to a separate application process; (x) the retail spaces surrounding the Park Road plaza, the Mobility Hub, the water feature and year-round events will activate and animate the Park Road plaza; and (xi) exhaust vents for restaurants will be located away from residential units.

In reply to queries from the Panel regarding the proposed sustainability features for the project, the design team confirmed that: (i) the project has been designed to achieve LEED Silver equivalency and a 50 percent window-to-wall ratio; (ii) significant landscaping is proposed for upper level outdoor amenity spaces; (iii) existing surface parking will be replaced with landscaped areas and permeable surfaces; (iv) electric vehicle charging will be provided for all residential and two percent of commercial parking stalls; (v) the Mobility Hub provides integrated mobility services and connectivity to various modes of transportation; and (vi) solar panels are not proposed for the project and an inaccessible green roof is provided on Building 1A.

In reply to a query from the Panel, staff noted that the layby provided adjacent to the park plaza could accommodate TransLink mini-bus shuttle service.

Staff advised that the extensive Servicing Agreement associated with the Phase 1 development includes: (i) frontage works along Minoru Boulevard; (ii) the construction of the west half of the new east-west road, the new north-south connector road, and the Minoru Gate and Murdoch Avenue extensions; and (iii) sidewalk improvements along the west side of No. 3 Road near the Brighthouse Canada Line Station to enhance the pedestrian connection through the mall galleria.

In addition, staff noted that the proposed comprehensive Transportation Demand Management (TDM) measures for the subject Development Permit application include: (i) the proposed Phase 1 Mobility Hub and its associated transportation-related public amenities; (ii) participation and funds provided by the applicant for bike-share and car-share membership for affordable housing tenants; and (iii) a comprehensive transit pass program for occupants of affordable and market housing as well as for commercial tenants.

Staff further noted that: (i) 20 percent of market units and 100 percent of affordable housing units are designed to achieve Basic Universal Housing (BUH) standards; (ii) 50 percent of the units in Phase 1 have two to three bedrooms; (iii) the project has been designed to achieve the City's aircraft noise standard; and (iv) there will be no driveway access to the parkade from No. 3 Road to Minoru Boulevard on the new Park Road and Minoru Gate extensions through the site.

Rahim Janmohamed, of 9924 Ashwood Drive, owner and operator of Shoppers Drug Mart at CF Richmond Centre, addressed the Panel regarding the Development Permit application, expressing support for the project, noting that it will be a welcome addition to the community.

Correspondence was submitted to the Panel regarding the Development Permit application.

Staff noted that correspondence from Ronald Pope (on behalf of Pope Estates Inc.), of 6651 Minoru Boulevard, expresses concerns related to the setback variance for the below grade parking structure and the two parking relaxations for the affordable housing units and the market rental units.

In reply to a Panel query, staff confirmed that the proposed parking variance was supported by a parking study submitted by the applicant and consistent with information provided during the OCP amendment process.

Staff noted that correspondence from Jaime Pestano, of 7388 Gollner Avenue indicates a desire to see a multi-purpose arena constructed as part of the proposed development.

The Panel expressed support for the project, noting that: (i) the applicant had worked with staff for an extensive period of time for the large and extensive project; (ii) the project is well thought out and a great addition to the community; (iii) the amendment to the OCP was well used by the applicant in coordination with City staff; and (iv) the east-west connections through the project, including pedestrian linkages from the shopping centre to the Brighthouse Canada Line Station are a significant feature of the project.

The Panel recommends the Permit be issued.

DP 19-876699 – OVAL 8 HOLDINGS LTD. – 6899 PEARSON WAY
(April 29, 2020)

The Panel considered a Development Permit (DP) application to permit the construction of a child care facility on a site zoned “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)”. The proposal includes variances to decrease the minimum rear (northeast) setback from 3 m to 0.4 m; decrease the minimum side (northwest) setback abutting 6811 Pearson Way from 3 m to 0.4 m; increase the maximum lot coverage for buildings from 45% to 55%; remove the requirement for an on-site loading bay; and increase the maximum height of a fence from 2.4 m to 3.9 m.

Architect, Brian Wakelin, of Public Architecture and Communication, provided a brief presentation, noting that:

- The proposed child care facility is part of several amenities provided in the overall “River Green” development.
- The design of the one-storey building and proposed landscaping reflects the area’s historical built form and landscape and considers its site context, including the adjacent Environmentally Sensitive Area (ESA) to the east of the subject site.
- The proposed child care facility is intended for two distinct children’s age groups and informs the programming of the indoor and outdoor spaces of the facility.
- The railroad heritage of the area is expressed in the proposed landscaping along the River Road frontage, including commemorating the railroad.
- The children’s play area in the courtyard will receive adequate sun exposure.
- Children’s drop-off areas are located at the front of the building’s main entrance on the west side and in the underground parkade which is accessed on the north side.
- An elevator will provide accessibility from the Pearson Way sidewalk and the underground parkade to the main floor of the building.
- There is connectivity between the subject site and the adjacent ESA and the boardwalk to the east and continuity of the street wall of the subject site and Lot 12 to the west.
- The children’s play area provides various play opportunities appropriate for the two children’s age groups.
- The project aims to achieve a sustainability target of LEED Silver Equivalency certification.

In reply to a Panel query, Mr. Wakelin acknowledged that the proposed height variance of the proposed fence on the east side was requested to comply with child care facility regulations.

Staff noted that: (i) there is a Servicing Agreement for frontage works associated with the project along Pearson Way; (ii) staff support the proposed variances which are the result of the site context, the project's interface with the City-owned wooded lot to the northeast, the constrained site size, and the provision of an on-site loading bay on the access easement on the adjacent site to the north; (iii) the child care facility will be transferred by the developer to the City prior to the occupancy of the adjacent development to the north; (iv) the project will be connected to the Oval Village District Energy Utility (DEU); and (v) the project design has been reviewed by the City's child care and facilities staff and Vancouver Coastal Health staff to confirm child care licensing requirements.

In reply to a Panel query, staff confirmed that the proposed variances are consistent with the master planning of the overall River Green development.

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

The Panel recommends the Permit be issued.

GENERAL COMPLIANCE TO DP 17-782793 – CHRISTOPHER BOZYK ARCHITECTS LTD. – 4331 VANGUARD ROAD (FORMERLY 4331 AND 4431 VANGUARD ROAD)

(June 24, 2020)

The Panel considered an application for changes to the location of the proposed green wall feature and to add new sustainability features, to be in General Compliance with approved Development Permit (DP 17-782793).

Ernst Loots, of Christopher Bozyk Architects, Ltd., provided a brief presentation, including:

- The green wall on the south elevation of the building which frames the building entrance is proposed to be relocated on the west elevation at a reduced size in order to be consistent with the corporate standard of the building occupant.
- The approved Development Permit for the project includes significant sustainability features, including, among others, a green roof, collection and storage of storm water for use in on-site irrigation and car wash facility, and installation of rooftop solar panels.
- To compensate for the reduction of the size of the green wall, the applicant is proposing an apiary on the west side of the site and two publicly accessible Level 2 electric vehicle (EV) charging stations which will be servicing four parking stalls.
- The relocated green wall would now be more visible from the showroom of the building.

Staff support the addition of the apiary and the two EV charging stations which offset the minor reduction of the size of the green wall.

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

The Panel recommends that the revisions be approved.