



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: September 5, 2018
File: 01-0100-20-DPER1-
01/2018-Vol 01
Re: **Development Permit Panel Meetings Held on August 29, 2018 and September 27, 2017**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a. a Development Permit (DP 17-787403) for the property at 8555 Capstan Way and 3400 No. 3 Road (formerly 8511 Capstan Way and 3360 No. 3 Road); and
 - b. a Development Permit (DP 16-726865) for the property at 8631 Alexandra Roadbe endorsed, and the Permits so issued.


Joe Erceg, MCIP
Chair, Development Permit Panel
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Staff Report

The Development Permit Panel considered the following items at its meetings held on August 29, 2018 and September 27, 2017.

DP 17-787403 – CONCORD PACIFIC (SUN TECH) – 8555 CAPSTAN WAY AND 3400 NO. 3 ROAD (FORMERLY 8511 CAPSTAN WAY AND 3360 NO. 3 ROAD)
(August 29, 2018)

The Panel considered a Development Permit application to permit the construction of a high-rise, high density, mixed use development comprising of 530 dwellings (including 29 affordable housing units), 3,336 m² (35,910 ft²) of retail and office, and a 1,194 m² (12,850 ft²) not-for-profit arts facility on a site zoned “Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) - Capstan Village (City Centre)”. A variance is included in the proposal to allow unenclosed balcony projections.

Architect Achim Charisius, of GBL Architects, and Landscape Architect Grant Brumpton, of PWL Partnership Landscape Architects Inc., provided a brief presentation, noting that:

- Affordable housing units will include Basic Universal Housing (BUH) features.
- A transit plaza will be installed adjacent to the future Capstan Canada Line Station.
- Vehicular access will be provided only off Hazelbridge Way, which bisects the site.
- The proposed building setback variance will be limited to only one corner of the site.
- The project is promoting active pedestrian circulation within the building and provides natural daylighting to the ends of building corridors.
- All parking stalls in the proposed development will be provided with electric vehicle charging equipment.
- A not-for-profit arts facility will be located on the walkway fronting the future park.
- The project team is coordinating with Translink through its Adjacent Integrated Design (AID) process for the design of the future Capstan Canada Line station and the transit plaza.
- A layering of sidewalks, off-street bicycle lane, seating platform, rain garden, and raised planters are proposed along the Capstan greenway.
- A dog park is provided on the mid-block trail along the east side of the site.
- Family-friendly outdoor amenity spaces are provided throughout the project.
- Extensive green roof areas are provided on the west and east buildings.

In response to a Panel query, Mr. Brumpton confirmed that the transit plaza design will be part of a separate servicing agreement process.

In response to Panel queries, Mr. Brumpton and Mr. Charisius advised that (i) the proposed dog run will have good design standards, (ii) residents of the east building could access the outdoor

amenity area on level 4 of the west building, and (iii) 100 percent of residential and commercial parking stalls will be equipped with Electric Vehicle (EV) charging.

In response to Panel queries, staff noted that (i) the design of the plaza adjacent to the future Capstan Canada Line Station will be subject to the Servicing Agreement, (ii) the public art component will be worked through as part of the public art plan, (iii) the current design of the plaza and canopy structures is still at a conceptual level; however, the final design of the plaza and public art piece will be subject to coordination with Translink, the Servicing Agreement, and the Public Art Plan, (iv) the City has provided preliminary design funding to Translink for the proposed Capstan Canada Line Station, (v) Translink has provided the City with a conceptual design for the subject station, (vi) the City has provided comments regarding the station's conceptual design and is currently awaiting for a reply from Translink, (vii) a portion of the transit plaza is owned and will be maintained by the City, (viii) another portion of the transit plaza is located on private property and will have parking located underneath, (ix) responsibility for the maintenance of specific portions of the transit plaza and plaza design will be determined through the Servicing Agreement, and (x) the future Capstan Canada Line Station could only be accessed at grade, consistent with Translink design standards.

Staff noted that (i) there are Servicing Agreements associated with the park and plaza construction, frontage works and site services, (ii) five percent of the subject development's floor area in the form of 29 affordable housing units will be provided, (iii) 25 percent of all the residential units including all affordable housing units will have Basic Universal Housing (BUH) features, (iv) the project complies with the Capstan Station Bonusing requirements, (v) the project has been designed for future connection to a City's District Energy Utility (DEU) facility and to comply with the City's Aircraft Noise Policy.

In response to a Panel query, staff noted that the park is being designed and constructed to an interim standard through adjacent rezoning applications and will be constructed to its ultimate standard after completion of construction of the subject development and the Capstan Canada Line Station.

The Panel commended the applicant for a well done project and noted that the project is the most important site in the neighbourhood.

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

The Panel recommends that the Permit be issued.

DP 16-726865 – ZHAO XD ARCHITECT LTD. – 8631 ALEXANDRA ROAD
(September 27, 2017)

The Panel considered a Development Permit application to permit the construction of a two-storey commercial building on a site zoned “Auto-Oriented Commercial (CA)”. A variance is included in the proposal to reduce the minimum interior (west) side yard from 3 m to 0 m.

Architect Xuedong Zhao, of Zhao XD Architect Ltd., and Landscape Architect David Jerke, of van der Zalm + Associates, Inc., provided a brief presentation, noting that:

- The parking area behind the building maximizes the separation of the building from the residential neighbourhood to the north of the subject site.
- The building is sited and oriented to create a continuous street wall along Alexandra Road.
- The proposal will create a pedestrian-friendly street frontage with benches, pavers and pedestrian-friendly landscaping at the building entrances.
- Fencing and hedges are proposed at the north property line to provide a buffer between the parking area and the residential neighbourhood to the north.

In response to Panel queries, Mr. Zhao and Mr. Jerke confirmed that barrier free access is provided from the handicapped parking stall to the building entrance at the rear, and bicycle parking racks in the parking area will be visible from inside the building and from the street.

Staff noted that (i) a Servicing Agreement is associated with the project prior to issuance of the building permit for frontage improvements along Alexandra Road and Sorenson Crescent and site servicing, and (ii) the project is designed to achieve a LEED silver equivalent standard.

In response to a Panel query, staff confirmed that the requested interior side yard setback variance is a common variance granted to commercial projects to achieve a continuous street wall frontage and similar variances have been granted to projects on Alexandra Road.

Connie Tang, owner of the adjacent restaurant, addressed the Panel expressing concern regarding potential adverse impacts to the restaurant’s commercial operations during project construction.

In response to Ms. Tang’s concern, (i) the Chair advised that a construction traffic management plan is required to be submitted by the applicant prior to building permit issuance and suggested that she coordinates with the Planner regarding her project construction-related concerns, and (ii) Mr. Zhao stated that the project would be constructed over a period of approximately one year.

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

The Panel recommends that the Permit be issued.