



City of Richmond

Report to Council

To: Richmond City Council

Date: April 2, 2019

From: John Irving
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2019-Vol 01

Re: **Development Permit Panel Meeting Held on February 27, 2019**

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 18-825006) for the property at 9455 and 9533 Bridgeport Road be endorsed, and the Permit so issued.

John Irving
Chair, Development Permit Panel
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SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on February 27, 2019.

DP 18-825006 – IBI GROUP ARCHITECTS (CANADA) INC.
– 9455 AND 9533 BRIDGEPORT ROAD
(February 27, 2019)

The Panel considered a Development Permit application to permit the construction of two hotels on sites zoned “Light Industrial, Office and Hotel (ZI10) – Bridgeport Village (City Centre)”. No variances are included in the proposal.

The original Development Permit for the site, including two hotel buildings and one office building was approved by Council on September 11, 2017. This subject Development Permit application will not impact the architectural form and character of the office building approved as of the original Development Permit.

Architect, Martin Bruckner, of IBI Group Architects, Inc., and Landscape Architect, Mark van der Zalm, of van der Zalm Associates Inc. provided a brief presentation, noting:

- A Development Permit was previously issued for the proposed two hotels and the adjacent business centre building; however, the current application is requested to allow design modifications to the two hotel buildings to meet the requirements of the hotels’ operator.
- The proposed modifications to the two hotels include minor changes to the external design of buildings, parking, loading and recycling areas, tree retention and landscaping.
- The Hotel 1 (east hotel) is proposed to increase in height from 9 to 10 storeys, while the height of Hotel 2 (west hotel) remains at 12 storeys.
- While the overall design of the two hotel buildings continues to be similar and the building design differences remain generally the same, the revised design has reduced the use of exposed concrete and metal panels and increased the amount of glazing.
- Lighting elements have been added to the hotel buildings to improve the public realm and enhance the prominence of the buildings; however, lighting levels will be able to be adjusted as a condition of Building Permit issuance.
- Modifications to the original landscaping include, among others: (i) the use of a more reflective paving material for the new north-south road to reduce heat island effect; (ii) additional planting of trees and other plant materials on-site; and (iii) the addition of comprehensive irrigation to the landscape plans.
- The proposal continues to provide, among others, bicycle parking, designated bus layby parking, amenity spaces in the hotels’ interior, Live green roofs which can support small shrubs, a tree retention area which will be enlarged, and lighter grade permeable paving for the parking spaces.

Staff noted that: (i) the Servicing Agreement associated with the original Development Permit includes frontage works to Bridgeport Road and Beckwith Road and design coordination with the north-south road through the site; (ii) the tree retention area on the northeast corner of the site includes the retention of a stand of 10 trees; (iii) the tree retention area is expected to be expanded as part of the rezoning application which is currently under review for 9250 Beckwith Road; (iv) there was consultation with the Ministry of Transportation and Infrastructure (MOTI) as Bridgeport Road is under the administration and control of MOTI; (v) through the construction process, additional permits will be required from MOTI, as well as Kinder Morgan related to jet fuel line; and (vi) the project has been designed to meet LEED Silver version 4 equivalent standards and ready for future connection to a District Energy Utility (DEU) facility.

In response to Panel queries, the design team noted that: (i) a parkade is provided within the business centre in addition to on-site surface parking spaces for shared use between the two hotels and the business centre; (ii) each hotel is self-sufficient in terms of amenities provided; (iii) on-site surface parking spaces and the parkade within the business centre are for shared use between the two hotels and the business centre; (iv) the tree retention area will be protected and monitored during project construction; (v) a sod boulevard, concrete sidewalk, and layered planting of trees and shrubs provide an interface to Bridgeport Road; (vi) no pedestrian access is provided along Bridgeport Road other than the publicly accessible pedestrian walkways on both sides of the main site entry at the new north-south road; (vii) no speed bumps are currently proposed for the 24 ft. wide north-south road as its scored concrete paving treatment provides a traffic calming feature; and (viii) 10 percent of on-site surface parking stalls will be provided with electric vehicle charging.

In response to a Panel query, staff noted that there is no requirement for electric vehicle charging for the subject site as the City's Zoning Bylaw requires the provision of electric vehicle charging only for residential units and not for commercial uses.

Mr. Popazivanov addressed the Panel: (i) requesting clarification regarding the location of the main access to the subject site, noting that both Beckwith Road and Bridgeport Road are currently experiencing heavy vehicular traffic; (ii) expressing concern regarding congestion of Beckwith Road with vehicle parking related to commercial developments in the area; (iii) questioning whether the proposed development is necessary considering the presence of existing hotels in the area; (iv) expressing concern regarding potential to worsen existing vehicular traffic and parking on Beckwith Road; and (v) expressing concern regarding potential shadowing of his property and damage to his property caused by pre-construction activities.

Todd Harris addressed the Panel, expressing concern regarding: (i) the use of Beckwith Road to access the subject site during construction posing a safety concern for pedestrians; (ii) health concern related to airborne dust and other debris generated by construction activities; and (iii) damage to his property such as cracked concrete floors as a result of ground shaking generated by pre-construction activities in the subject site. Mr. Harris: (i) queried whether a sprinkler system could be installed on the subject site to mitigate the impact of dust pollution during project construction especially during the dry season; and (ii) suggested that speed bumps be installed on the proposed north-south road as a traffic calming measure for speeding vehicles accessing the north-south road to get onto Beckwith Road.

In response to the concerns raised by Mr. Popazivanov and Mr. Harris, the Chair advised that their construction-related concerns are covered by relevant City bylaws and outside the jurisdiction of the Panel; however, they could be assisted by appropriate City staff to address their constructed-related concerns.

With regard to vehicular traffic concerns on Beckwith Road and Bridgeport Road, staff noted that: (i) a traffic volume and traffic impact assessment was conducted as part of the original rezoning application for the subject site and the applicant has demonstrated that there is sufficient capacity for adjacent road networks to handle traffic to be generated from the subject site; (ii) there will be improvements on Beckwith Road and Bridgeport Road including road widening along the frontage of the subject site; (iii) the sidewalk along the subject site's Beckwith Road frontage will extend eastward up to the driveway on Airport Gateway Plaza to the east of the subject site; (iv) there are currently no parking restrictions on Beckwith Road; however, the City's parking bylaw prohibits parking in front of private residences for more than three hours during the day; and (v) the City's Community Bylaws Department is aware of parking concerns on Beckwith Road.

With regard to the proposal to install speed bumps on the new north-south road, staff advised they would work with the applicant to ensure that speed bumps will be included in the road design prior to Council consideration of the subject Development Permit application.

With regard to the query regarding access to the subject site, staff advised that all driveway access to the subject site will be from the new north-south road.

With regard to parking concerns on Beckwith Road, staff advised that: (i) 107 surface parking stalls and 70 parking stalls in the parkade within the business centre building are provided for the two hotels; (ii) a total of 436 parking spaces are provided for the overall development, including the office building; and (iii) staff will refer the proposal for a residents' only parking restriction on Beckwith Road to the City's Transportation Division for their consideration.

With regard to potential shadowing on adjacent properties along Beckwith Road, Mr. Bruckner reviewed the shadow impact study provided by the applicant.

The Panel noted that the shadow diagrams may not be accurate and directed staff to review the shadow study and confirm whether the shadows beyond the hotel will not extend beyond Beckwith Road.

In response to a query from the Panel, the project's contractor acknowledged that: (i) access to the hotel sites during construction is from Bridgeport Road; and (ii) the business centre building site is accessed from Beckwith Road during construction.

Correspondence was submitted to the Panel regarding the Development Permit application. Staff summarized the concerns expressed by neighbouring residents, noting that majority of their concerns are related to traffic, parking and construction-related impacts.

The Panel expressed support for the project, noting that: (i) appropriate City staff could assist residents on construction-related impacts; (ii) the developer and contractor are expected to adhere to construction-related bylaws and address construction-related impacts to neighbouring properties; (iii) speed bumps could be installed on the new north-south road as a traffic calming measure; (iv) more accurate shadow diagrams need to be provided by the applicant to address shadowing concerns; (v) parking provision for the proposed development is adequate as confirmed by the traffic study; and (vi) minor changes to the original design of the project including landscaping meet the City's requirements.

In addition, the Panel expressed appreciation for: (i) the form and character of the proposed development; (ii) the proposed colour scheme; (iii) the proposed landscaping including the provision of green roofs; and (iv) the applicant's response to address the City's concerns regarding the proposed development.

Subsequent to the meeting, the applicant provided revised plans: (i) confirming 10 percent of on-site surface parking stalls will be provided with electric outlets able to support electric vehicle charging equipment; (ii) including on-site speed humps, 20km/h speed limit signage and stop signs along the north-south internal road at strategic locations in consultation with City transportation staff; and (iii) corrected shadow analysis confirming that the proposed hotel buildings will not cast shadows on Beckwith Road. In addition: (i) signage has been installed by the City along the full adjacent block of Beckwith Road identifying 3-hour limit for non-resident parking; and (ii) City staff have worked with the applicant to limit to the greatest extent possible the amount of construction traffic proposed to use Beckwith Road during the construction of the adjacent Business Centre Building at 9466 Beckwith Road.

The Panel recommends the Permit be issued.