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**To:** Richmond City Council  
**From:** Cecilia Achiam  
Chair, Development Permit Panel  
**Date:** July 15, 2021  
**File:** DP 17-792077  
DP 20-896760  
HA 20-896761  
**Re:** **Development Permit Panel Meetings Held on May 15, 2019 and July 14, 2021**

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**Staff Recommendation**

1. That the recommendation of the Panel to authorize the issuance of:
  - a) a Development Permit (DP 17-792077) for the property at 9851, 9891 Steveston Highway and 10931 Southgate Road;
  - b) a Development Permit (DP 20-896760) for the property at Unit 100 - 12211 1st Avenue;  
and
  - c) a Heritage Alteration Permit (HA 20-896761) for the property at Unit 100 -12211 1st Avenue;

be endorsed, and the Permits so issued.

Cecilia Achiam  
Chair, Development Permit Panel  
(604-276-4122)

WC/SB:blg

### Panel Report

The Development Permit Panel considered the following items at its meetings held on May 15, 2019 and July 14, 2021.

DP 17-792077 – KONIC DEVELOPMENT – 9851, 9891 STEVESTON HIGHWAY AND 10931 SOUTHGATE ROAD

(May 15, 2019)

The Panel considered a Development Permit application to permit the construction of 11 townhouses on a site zoned “Low Density Townhouses (RTL4)”. Variances are included in the proposal for small-sized parking spaces, reduced front yard along Southgate Road and reduced exterior side yard on Steveston Highway.

Architect, Jiang Zhu, of Imperial Architecture, and Landscape Architect, Meredith Mitchell, of M2 Landscape Architecture, provided background information on the proposed development and highlighted the following:

- The two three-storey townhouse buildings facing Steveston Highway have been stepped down to two-storeys at the west and east ends to provide an appropriate interface with the single-family neighbourhood.
- A Tudor architectural style is proposed and six different types of unit lay-outs are provided.
- The proposed development includes one convertible unit.
- The project has been designed to achieve an EnerGuide rating of 82.
- Two existing trees (one off-site and one on-site) are protected and retained.
- Permeable paving treatment is proposed for the internal drive aisle on pedestrian circulation areas and at the drive aisle entry up to the entrance to the outdoor amenity area.
- A variety of plant materials are proposed along the Steveston Highway frontage to provide an active street frontage.
- There is a significant amount of natural surveillance on-site.
- The outdoor amenity area provides active and passive play opportunities.
- Individual rear yard spaces of two-storey rear units are larger due to the proposed reduction in building setback from the south property line.
- The applicant will make a cash-in-lieu contribution to the City’s Tree Compensation Fund for replacement trees that cannot be accommodated on-site.

In reply to a Panel query, Jiang Zhu reviewed the rationale and history of the proposed building setback variances for the project.

In response to Panel queries, Meredith Mitchell advised that: (i) the proposed landscaping along the Southgate Road frontage matches the existing single-family character of the neighbourhood; and (ii) the pad mounted transformer (PMT) at the northeast corner is accessible from the internal drive aisle and screened from the street frontage on Southgate Road.

Staff advised that: (i) the two proposed variances were identified at rezoning stage and no concerns were noted from the public; (ii) the proposed setback variance along Steveston Highway allows an increase in rear yard spaces of rear units and provides greater separation from single-family units to the north; (iii) the distance between the curb of Steveston Highway and Southgate Road and the building face is between 9.0 m to 9.5 m; (iv) the applicant has submitted an acoustical and thermal report and noise mitigation is factored in the design of the buildings to ensure that they meet Canadian Mortgage and Housing Corporation (CMHC) standards; (v) there will be frontage improvements along both Steveston Highway and Southgate Road through a Servicing Agreement; and (vi) a cash-in-lieu contribution for affordable housing is included in the rezoning considerations for the subject development.

In response to a Panel query, staff confirmed that a future bicycle lane could be accommodated along the Steveston Highway frontage.

In response to Panel queries, the design team acknowledged that: (i) a solid wood fence provides separation between the subject development and the adjacent property to the northeast; (ii) the PMT at the northeast corner will be screened and set back from the north property line; (iii) an air source heat pump will be provided for each unit and will be screened; and (iv) there is no clear delineation of the paving treatment for pedestrian and vehicular circulation at the site entry on Steveston Highway as the intended main pedestrian access to the site is at the pedestrian entry point off Southgate Road.

No correspondence was submitted to the meeting regarding the application.

The Panel expressed support for the project, noting that the proposed setback variance along Steveston Highway will benefit the project and the adjacent single-family homes to the north.

The Panel recommends the Permit be issued.

DP 20-896760 AND HA 20-896761 – LUNG DESIGN GROUP LTD.  
– UNIT 100 - 12211 1ST AVENUE  
(July 14, 2021)

The Panel considered a Development Permit application and associated Heritage Alteration Permit to permit the construction of an additional storefront entry along the 1st Avenue elevation of the building and to improve wheelchair accessibility to the unit by constructing an interior landing and ramp on a site zoned “Steveston Commercial (CS2)”.

Designer, Danny Lung, of Lung Design Group Ltd., provided a brief presentation and noted that the subject application is for the construction of an additional storefront entry to Unit 100 of the existing building located at 12211 1st Avenue. The new storefront entry will improve accessibility through the introduction of a new interior landing and wheelchair ramp within the unit.

Staff noted that: (i) the additional storefront entry to Unit 100 will be in keeping with the design of an existing storefront entry to Unit 110 which is located slightly to the north along the building frontage; (ii) all proposed exterior improvements will be consistent with the existing building materials and colours; and (iii) there is no heritage protection associated with the building; however, a Heritage Alteration Permit is required for the proposed works as the building is located in the Steveston Village Heritage Conservation Area.

No correspondence was submitted to the meeting regarding the application.

The Panel expressed support for the application, noting that the proposed alteration to the existing building frontage is minor.

The Panel recommends the Permits be issued.



# City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Joe Erceg  
Chair, Development Permit Panel  
**Date:** July 13, 2021  
**File:** DP 17-794169  
**Re:** Development Permit Panel Meeting Held on April 14, 2021

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### Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 17-794169) for the property at 3311 No. 3 Road and 3399 Corvette Way be endorsed, and the Permit so issued.

Joe Erceg  
Chair, Development Permit Panel  
(604-276-4083)

WC/SB:blg

### Panel Report

The Development Permit Panel considered the following item at its meeting held on April 14, 2021

DP 17-794169 – YUANHENG SEAVIEW DEVELOPMENTS LTD. AND  
YUANHENG SEASIDE DEVELOPMENTS LTD. – 3311 NO. 3 ROAD AND  
3399 CORVETTE WAY  
(April 14, 2021)

The Panel considered a Development Permit application to permit the construction of a high-rise mixed-use development, including two residential towers containing 275 dwellings (with 22 affordable housing units), an office tower, street-oriented commercial uses, and a new City-owned community centre at 3311 No. 3 Road and a high-rise multiple-family development, including two residential towers containing 89 dwellings at 3399 Corvette Way on lands zoned “Residential/Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre)”. No variances are included in the proposal.

Architect, Wing Leung, of W.T. Leung Architects, and Landscape Architect, Daryl Tyacke, of ETA Landscape Architects, provided a brief presentation, including:

- Lot B (3311 No. 3 Road) includes two residential towers, commercial uses including an office tower, a City-owned community centre, a public plaza at the southeast corner and a pocket park at the southwest corner of the subject lot.
- The entrance to the parking garage (two levels below grade and three levels above grade) including loading for Lot B is located off McMyn Way and the parking garage is wrapped by the surrounding buildings.
- The curved façade of the office tower is anchored at the prominent No. 3 Road and Sea Island Way corner.
- Triple glazing is proposed for all buildings in Lot B and Lot C.
- Lot B buildings have been designed to achieve Step 3 of the BC Energy Step Code.
- Lot C (3399 Corvette Way) includes two triangular-shaped residential towers linked by a sky bridge containing a swimming pool.
- Vehicle entrance to underground parking for Lot C is through an autocourt off Corvette Way.
- Public access to the dike is provided at the north and south ends of Lot C.
- The landscaped River Road Park Entrance Plaza at the north end of Lot C provides public access and connects to the raised dike through stairs and ramps.
- The Lot C site will achieve Step 2 of the BC Energy Step Code. A low carbon energy plant for the building will be provided in accordance with City policy.
- Proposed landscaping at the corner of No. 3 Road and Sea Island Way includes large planting beds, seating areas and rectangular paving patterns representing an aerial view of agricultural plots in Richmond.
- A community centre plaza is located at the corner of No. 3 Road and McMyn Way for public events.
- Seating areas and planting are proposed at the pocket plaza at the corner of McMyn Way and Corvette Way.

- Structural soil is proposed for off-site tree planting around the edge of the subject site to provide adequate soil volume.
- Landscaped multi-use outdoor amenity spaces for the residential and office towers are proposed on the podium roof level.
- The main landscape features of Lot C include: (i) stepped planter with seating and hedge planting providing screening to the south wall of the south building; (ii) hard and soft landscaping in the autocourt; (iii) a podium level outdoor amenity area that connects the two residential towers; and (iv) a green roof above the swimming pool.

In reply to Panel queries, Wing Leung and Daryl Tyacke noted that: (i) proposed lighting in landscaped areas in Lot B include bollard and step lights and strip LED lighting which will not create light pollution; (ii) the two parking entrances for Lot A (Phase 1 under construction) are located off McMyn Way and Corvette Way; and (iii) the proposed landscaping and lighting for the weather protected plaza at the north end of Lot C will encourage the public to use the access to the riverfront park.

In reply to a Panel query, staff advised that Lot B contains 22 affordable low-end-market-rental (LEMR) units. The developer oversupplied the affordable housing units provided in Phase 1 (Lot A) to deliver the units sooner and the overall Viewstar development meets the City's affordable housing requirements.

Staff noted that: (i) buildings in Lot B and Lot C have been designed to comply with the City's Aircraft Noise Policy; (ii) acoustical measures will be incorporated to achieve Canada Mortgage and Housing Corporation (CMHC) interior noise standards; (iii) there are significant Servicing Agreements associated with Lot B and Lot C for road improvements around the perimeter of the subject sites, dike upgrades and new waterfront park; and (iv) all proposed waterborne structures will not be part of the Servicing Agreement requirements as they will be constructed by the City with the developer providing a cash contribution as part of the rezoning process.

In reply to Panel queries, staff advised that the entire riverfront park will be part of the Servicing Agreement and the developer will be responsible for the construction of all upland structures including the view structures.

David Dennis, of 8191 River Road, addressed the Panel, querying the start date of project construction and also expressed concern regarding construction impacts on: (i) land density of the east shoreline of the Fraser River; (ii) on-street parking along River Road; (iii) privacy of properties adjacent to the north end of Lot C; and (iv) water table of the shoreline construction.

With regard to the start date of construction and site preparation, Mr. Leung advised that: (i) the applicant anticipates the issuance of Building Permit around the latter part of this year subject to completion of the application package; (ii) site preparation could occur after issuance of Building Permit; (iii) the water table of neighbouring sites will not be impacted during construction; and (iv) no pre-loading will be done for Lot C.

With regard to other construction concerns, staff noted that: (i) construction hours are regulated by the City's Noise Bylaw; (ii) the applicant is required to provide a Construction Parking and Traffic Management Plan as part of the Building Permit process; and (iii) all construction within the dike and riverfront park will be subject to required environmental approvals.

With regard to concerns on privacy, Daryl Tyacke noted that the wall with guardrail on top at the north end of the dike will provide privacy and security to adjacent properties. In addition, staff acknowledged that the project complies with the City's tower separation requirements.

Correspondence was submitted to the meeting regarding the application.

Radim Andrejevic submitted correspondence to the meeting regarding the application. Staff noted that the correspondence expressed concerns related to project density, traffic congestion, and delayed delivery of the proposed community centre. In response to project density and traffic concerns, staff noted that project density is outside of the purview of the Panel and the proposed significant road improvements around the subject sites would improve transportation in the neighbourhood. With regard to Mr. Andrejevic's concerns regarding the delivery of the proposed community centre, staff advised that the delivery date for the community centre is established through the site rezoning and was revised by Council last year.

The Panel expressed support for the project, noting that: (i) the project is well thought out and consistent with the rezoning application for the project; and (ii) the proposed public realm is well designed. Also, the Panel expressed appreciation for the presentation of the project and the provision of a community centre.

The Panel recommends the Permit be issued.