



**Development Permit Panel
Wednesday, March 29, 2017**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cathryn Volkering-Carlile, General Manager, Community Services
Robert Gonzalez, General Manager, Engineering and Public Works

The meeting was called to order at 3:32 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on February 15, 2017, be adopted.

CARRIED

1. Development Permit 16-740024
(REDMS No. 5321653) (File Ref. No.: Xr: HA 16-744661)

APPLICANT: Tien Sher Chatham Development Ltd.

PROPERTY LOCATION: 3755 Chatham Street

INTENT OF PERMIT:

1. Permit the construction of a 3 storey mixed use development containing 16 residential units at 3755 Chatham Street on a site zoned "Commercial Mixed Use (ZMU32) – Steveston Village";
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) Increase the maximum permitted building height from 12 m up to 14.75 m to allow elevator and stair access to the rooftop and a portion of the building parapet to project beyond the maximum building height; and
3. Issue a Heritage Alteration Permit (HA 16-744661) at 3755 Chatham Street in

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accordance with the Development Permit.

Applicant's Comments

Ken Chow, Interface Architecture, accompanied by Charan Sethi, Tien Shier Group, provided background information on the proposed development and highlighted the following:

- the project design concept is to create four distinct building facades corresponding to historic lot lines and inspired by four identified heritage resource buildings in the Steveston Village Heritage Conservation Area;
- modern cladding materials such as hardie narrow board lap siding, shingle siding, and fiber cement/wood trim are proposed to be used;
- the zero lot line adjacency on the east and west side yards and narrow gap between the subject building and adjacent buildings on both sides are addressed by continuing the cladding treatment on both sides of the elevation, infilling with hardie trim, installing a metal flashing to cover the top of the narrow gap, and incorporating a movable wood panel at the base of the gap on the west side;
- a public pedestrian access is provided from the lane at the back to retail and commercial frontages along Chatham Street through the indoor parking area secured on both ends by metal security gates; and
- the proposed rooftop amenity area is located at the center to minimize visibility from the street and can be accessed by a full-size elevator and stairs.

Meredith Mitchell, M2 Landscape Architecture, briefed the Panel on the main landscaping features of the proposed development, noting that (i) an existing neighbouring tree at the back is proposed to be retained and protected with tree protection fencing, (ii) low planting materials will be introduced at the outdoor parking area off the lane, (iii) special paving treatment is proposed for the sidewalk along Chatham Street frontage which matches the architecture of the building, (iv) the rooftop amenity area is programmed to create a "room" feel for the active and passive spaces, and (v) storage space for garden tools will be provided for rooftop garden users.

In response to queries from the Panel, the design team advised that (i) usable space under the mansard roof could be utilized for installation of cubbie shelves for storage of garden tools, (ii) barrier-free access is provided from the handicapped parking space to the commercial and retail frontages, (iii) the proposed public pedestrian access through the parkade is not enclosed, is well-lit, and will be provided with signage to address potential safety and security issues, and (iv) relocating the elevator and stairs closer to the centre of the building would result in an inefficient building design.

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Staff Comments

Wayne Craig, Director, Development, noted that (i) the project was reviewed and supported by the Richmond Heritage Commission and Advisory Design Panel, (ii) the proposed development includes 16 basic universal housing units, (iii) significant sustainability features of the project include meeting Energuide 82 standards, (iv) the two stair access structures are approximately one meter above the 12-meter maximum permitted building height, and (v) the elevator overrun exceeds the maximum building height by 2.75 meters.

In response to a query from the Panel, Mr. Craig acknowledged that the proposed building height variances are consistent with the height variances granted to similar projects with rooftop access through elevator and stairway.

Gallery Comments

Ralph Turner, 3411 Chatham Street, noted that four development projects in Steveston Village have been granted height variances and questioned the rationale for allowing the height variances despite the limitation provided in the Zoning Bylaw.

In response to Mr. Turner's query, the Chair stated that the current provision on maximum permitted building height in the Zoning Bylaw is restrictive; however, the Development Permit Process provides for height variances to be considered on a case-by-case basis and subject to the merits of the variance request.

Jeannethe Root, 3760 Broadway Street, expressed concern regarding the plan for the westward extension of the existing lane at the back of the subject property which will terminate at the west end of the proposed development, and not continue all the way through to Second Avenue. She noted that the proposed location of the parking entrance off the future lane extension will cause traffic congestion in the already busy lane due to the location of the medical building, Steveston United Church and child care in the area.

In addition, Ms. Root noted that (i) the lane is currently used for vehicular parking by medical building clients, (ii) visitor and employee parking has increased on the streets surrounding the proposed development due to hourly restrictions on street parking in downtown Steveston Village and lack of parking spaces for stores and offices in the area, and (iii) the proposed public pedestrian access through the ground floor parkade of the proposed development could pose potential security issues.

In response to queries from the Panel, Mr. Craig advised that (i) the proposed number of visitor, commercial and residential parking spaces for the subject development complies with the Zoning Bylaw, (ii) further westward extension of the lane up to Second Avenue will happen when neighbouring lots to the west of the subject site will be redeveloped in the future, and (iii) the project provides a vehicle turnaround area on the dead end lane.

Correspondence

Jeannethe Root, 3460 Broadway Street ([Schedule 1](#))

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In response to the questions and concerns raised by Ms. Root in her letter, Mr. Craig noted that (i) the consideration of the subject Development Permit Application is in keeping with the typical development process, (ii) the subject application will not advance to Council until the rezoning is in place, (iii) on-site tree removal was considered at the rezoning stage, and (iv) fully enclosed garbage and recycling bins are provided at the rear of the development and accessed off the lane.

In response to the concern raised by Ms. Root regarding the current location of garbage dumpsters used by the medical building and United Methodist Church at the end of the existing lane, the Chair noted that they are required to be kept on private property. Also in response to the same concern of Ms. Root, Mr. Craig advised that the issue has been forwarded to the City's Community Bylaw Department and will be followed up by staff.

With regard to Ms. Root's concern regarding the increased parking and traffic in the neighbourhood, Mr. Craig noted that the proposed on-site parking for the subject development complies with the City's Zoning Bylaw. In response to queries from the Panel, Mr. Craig further noted that (i) the City's Transportation Department had reviewed the project, and (ii) commercial and visitor parking stalls could be shared in the proposed development.

In response to a query from the Panel, Kevin Eng, Planner 2, confirmed that the proposed City lane extension treatment will be the standard 5.4 meter wide asphalt driving surface with rolled curb and gutter and street lighting.

Panel Discussion

The Panel expressed support for the project and commended the design team and staff for (i) the building design with four distinct components, (ii) a well-thought out project and provision for adequate parking, (iii) the design and location of the rooftop structures which minimize their visibility from the street, and (iv) accessibility of the rooftop amenity area for people in wheelchairs.

Panel Decision

It was moved and seconded

1. *That a Development Permit be issued which would permit the construction of a 3 storey mixed use development containing 16 residential units at 3755 Chatham Street on a site zoned "Commercial Mixed Use (ZMU32) – Steveston Village";*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *Increase the maximum permitted building height from 12 m up to 14.75 m to allow elevator and stair access to the rooftop and a portion of the building parapet to project beyond the maximum building height; and*
3. *That a Heritage Alteration Permit (HA 16-744661) be issued at 3755 Chatham Street in accordance with the Development Permit.*

CARRIED

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2. **Development Variance 16-740665** (REDMS No. 5317777)

APPLICANT: Polygon Trafalgar Square (South) Ltd.

PROPERTY LOCATION: 9491/9511/9531/9551/9591 Alexandra Road

INTENT OF PERMIT:

1. Permit the construction of 263 residential units in two four-storey residential apartment buildings over a single-level parkade at 9491, 9511, 9531, 9551, 9591 Alexandra Road on a site zoned "Low Rise Apartment (ZLR30) – Alexandra Neighbourhood (West Cambie)".

Applicant's Comments

Scott Baldwin, Polygon Homes Ltd., introduced the members of the design team and clarified that six affordable housing units are proposed. The balance of the Affordable Housing Contribution was previously approved to be paid as cash-in-lieu through the rezoning application.

Robert Ciccozzi, Ciccozzi Architecture Inc., provided background information on the project's site context and form and character, noting that (i) the project will be built in two phases, (ii) the indoor and outdoor amenity spaces are incorporated in the first phase of the project, (iii) the project is inspired by east-coast brownstones architecture, (iv) massing is visually broken down through the use materials and colour, and (v) there is significant use of brick materials in the building.

David Stoyko, Connect Landscape Architecture, briefed the Panel on the main landscaping features of the project, noting that the key areas for landscaping works include the street edge on the three sides of the development, the outdoor amenity space, and the greenway edge at the east side of the building.

Panel Discussion

In response to a query from the Panel, Mr. Stoyko noted that (i) the design of the off-site City greenway is currently being developed, (ii) the greenway will be built as part of the project, and (iii) the design team is coordinating with the neighbouring development to the west for precedents on edge treatments.

In response to further queries from the Panel, Mr. Stoyko acknowledged that (i) patios at the building exterior are provided with hose bibs, (ii) provision of any off-site lighting along the greenway will be coordinated with City staff, (iii) the location of affordable housing units will be spread out in Phase 1 of the project, (iv) elevators are provided at the north and south sides of the development to provide accessibility, (v) provision of ramps is not feasible to provide wheelchair access from the interior of the building to the exterior patios, and (vi) the greenway will be built concurrently with the proposed development.

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Staff Comments

Mr. Craig advised that (i) the project will be designed to connect to the City's Alexandra District Energy Utility and meet the aircraft noise mitigation standards, (ii) a comprehensive Transportation Demand Management package has been put forward at rezoning which includes on- and off-site improvements, and (iii) the project has two separate Servicing Agreements, one for the design and construction of the greenway and the other for frontage and utility upgrades.

Gallery Comments

None.

Correspondence

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of 263 residential units in two four-storey residential apartment buildings over a single-level parkade at 9491, 9511, 9531, 9551, 9591 Alexandra Road on a site zoned "Low Rise Apartment (ZLR30) – Alexandra Neighbourhood (West Cambie)".

CARRIED

3. **Development Permit 16-745853** (REDMS No. 5253954 v. 6)

APPLICANT: YuanHeng Seaside Developments Ltd.

PROPERTY LOCATION: 3031, 3211, 3231, 3291, 3311, 3331 and 3351 No. 3 Road and 8151 Capstan Way

INTENT OF PERMIT:

1. Permit the construction of the first phase of a three-phase, high-rise, mixed use development comprised of 535 dwellings (including 41 affordable housing units) and street-oriented commercial uses at 3031, 3211, 3231, 3291, 3311, 3331 and 3351 No. 3 Road and 8151 Capstan Way on a site zoned "Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre)".

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Applicant's Comments

W.T. Leung, W.T. Leung Architects, Inc., briefed the Panel on the main features of the proposed development, noting that (i) the first phase of the three-phase development is comprised of 535 dwellings including 41 affordable housing units and street-oriented commercial uses, (ii) 108 Basic Universal Housing Units are provided including all of the affordable units, (iii) two underground parking entrances are provided off the new East-West Road and Corvette Way, (iv) proposed heights of six buildings in Phase 1 are varied and modulated, (v) a significant setback is proposed along the Capstan Way frontage to provide a greenway, (vi) public plazas are proposed along Capstan Way and at the No. 3 Road and new East-West Street intersection, and (vii) a bold and curved building façade anchors the prominent No. 3 Road and Capstan Way corner.

Daryl Tyacke, ETA Landscape Architecture, provided background information on the proposed landscaping for the project, noting that (i) native planting is proposed along the Capstan Way frontage, (ii) colourful planting materials are proposed at the commercial intersections of the proposed development, (iii) a large multi-use outdoor space is provided at the podium rooftop level, and (iv) green roofs and terraces between buildings provide suitable habitat for birds and insects.

In response to queries from the Panel, the design team acknowledged that (i) the proposed outdoor amenity spaces are intended for the use of all Phase 1 residents, (ii) a storage area for garden tools is provided for the community garden space, (iii) green rooftop areas could be accessed by a ladder for maintenance, (iv) the podium rooftop outdoor amenity space is programmed for the use of various age groups, and (v) the large volume of soil on the outdoor amenity spaces of the project will contribute to storm water management.

Staff Comments

Mr. Craig advised that (i) the project will contribute funding for the future Capstan Canada Line Station and public open space requirements will be consistent with Capstan Station Bonus open space policy, (ii) the project's significant Transportation Demand Management measures include end-of-trip cycling facilities, quick charging stations for electric vehicles, and electric vehicle parking for commercial units, (iii) the project is designed to be District Energy Utility ready and to achieve the City's aircraft noise mitigation standards, and (iv) there will be significant Servicing Agreements for frontage works around the project including the creation of the new East-West Road, improvements to No. 3 Road, Capstan Way and Corvette Way, and integration of a new City pump station into the Capstan Way frontage.

In response to a query from the Panel, Mr. Craig confirmed that off-site works are coordinated between the subject development and future development to the west along Capstan Way.

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Panel Discussion

In response to queries from the Panel, the design team confirmed that (i) the proposed water feature on the public plaza at the corner of No. 3 Road and Capstan Way will provide animation to the corner should the proposed public art location not materialize, (ii) electric outlets to be located along the sidewalk at Corvette Way could provide power for tree lighting along the street frontage, (iii) proposed building heights in the subject phase and the second phase are varied, and (iv) Servicing Agreements for offsite works along the surrounding streets of the subject development will be done in the first phase of the overall development except for the north curb of new East-West Road which will be done in Phase 2.

Gallery Comments

Olivia Xue, 3111 Corvette Way, stated that she lives in the neighbouring Wall Centre development and queried whether (i) road improvements will be done on Corvette Way to provide egress to Sea Island Way, and (ii) there are construction timelines for the future development to the west of the subject site.

In response to the first query of Ms. Xue, Suzanne Carter-Huffman, Senior Planner, advised that the Servicing Agreement requires the applicant to reconstruct the north end of Corvette Way to allow vehicles to enter/egress Corvette Way from/to Sea Island Way.

In response to the second query of Ms. Xue, Mr. Craig confirmed that the proposed development to the west of the subject site is currently under rezoning application and has not yet been considered by Council; thus, construction timelines for the project could not yet be determined.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project and commended the applicant for the design of the project and provision for significant amount of outdoor amenity spaces.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of the first phase of a three-phase, high-rise, mixed use development comprised of 535 dwellings (including 41 affordable housing units) and street-oriented commercial uses at 3031, 3211, 3231, 3291, 3311, 3331 and 3351 No. 3 Road and 8151 Capstan Way on a site zoned "Residential / Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre)".

CARRIED

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4. **Date of Next Meeting: April 12, 2017**

5. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 5:10 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, March 29, 2017.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 29, 2017.

March 21, 2017

Director, City Clerk's Office
6911 No 3 Road,
Richmond, B.C. V6Y 2C1

Re: Development Permit Application and Heritage Alteration Permit
DP 16-740024 and HA 16-744661
3755 Chatham Street, Richmond, B.C.

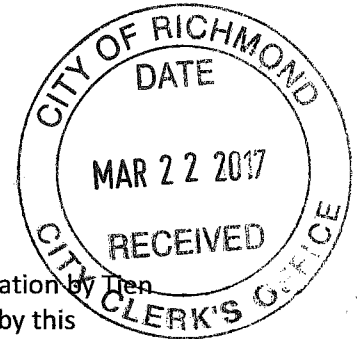
To Development Permit Panel,

I am writing in regard to the above Development Permit and Heritage Alteration Application by Tien Sher Chatham Development. As I am one of the neighbouring residents most affected by this development, I would like my concerns expressed at this meeting if I am not able to attend.

At the time that the re-zoning application was to be processed, I talked to Kevin Eng, Planning & Development Department and he referred me to the information about this development on the City of Richmond website. We had quite a long conversation regarding the plans and although I am not directly opposed to the development, I have since that time developed a number of concerns regarding the plans and procedure of the permit process.

- 1) **Timing of the hearing by the Permit Panel** - At the time of our conversation before the re-zoning hearing Mr Eng told me that the Development application could not be heard until the applicant had fulfilled all the requirements and payments specified in the re-zoning. He stated that one requirement was the removal of the trees on the 4 lots involved and the removal of the buildings on the lots in order to consolidate the 4 lots into one parcel. As I look out my window today, the buildings are still on the property and the trees have not been removed so I question why this application for development is being heard.
- 2) **Removal of Heritage Trees in the Village of Steveston** - The trees to be removed by this development include extremely large Lombardy Poplars which I am sure are at least 100 years old and are the only trees in our direct neighbourhood that are used for nesting purposes by many species of birds and squirrels. The fact that this development will not be required to replace these trees or provide trees of any sort is altering the nature of our part of Steveston village. I have called the City Parks department at least twice in the past few years requesting that the City plant some trees on the south boulevard of Broadway Street between the United Church and 1st Avenue to discourage people from parking their vehicles perpendicular and parallel to the street on the boulevard in front of the two homes in that area. I have been told that this would not be done. This would be a good area for some kind of tree replacement.
- 3) **Extension of the alley behind the development** - I understand that the city alley at the rear of the development and the alley behind my home will be extended westward to the end of the development at the cost of the developer. This extension is to provide access to the parkade to be incorporated into the developed building. The alley will not however not be extended all the way through to 2nd Avenue providing no access to the property from 2nd Avenue. The portion of

To Development Permit Panel
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Item # <u>1</u>
Re: <u>DP 16-740024</u>
<u>HA 16-744661</u>



this alley that is now paved is already providing access to vehicles visiting and parking at the Medical Clinic directly behind my house, to the United Church parking lot, to my garage and the garage of my neighbor to the east and to the three garbage trucks that visit to empty the 3 dumpsters that are currently situated at the end of the alley. This development will add numerous vehicles to the current traffic, all into a dead-end alley. This, to me is very poor planning and should not be allowed. For years, I have had times when I could neither enter or exit my garage because someone decided to park in front of my garage door while they went to the clinic.

- 4) **Position of Garbage Dumpsters** - I have great concern about the placement of the garbage dumpsters that are currently residing in the alley at the rear of my home. Two of these dumpsters are used by the medical clinic and the other is used by the United Church next door to my home. The area around these dumpsters are also used by many residents who choose to dump whatever they want in the alley adjacent to the dumpsters. I have been told that the clinic and the church would have to place these dumpsters on their own property. They would not be allowed to use the city alley which they currently do. My very big concern is that this would not be enforced by the city and they would end up on the north side of the alley or on church property directly adjacent to my property thus decreasing the value of my property and my enjoyment of my property.

- 5) **Increase of traffic and parking on our block** - The City of Richmond does not require recent developments in the village of Steveston to provide adequate parking for vehicles that frequent the many stores and offices in the village. A few years ago, the city put hourly restrictions on parking on the streets in the downtown area of the village. As a result of these factors, most visitors to the village and people employed and working in village businesses and offices are now parking on residential streets north of Chatham Street, most notably on 1st Avenue, 2nd Avenue and Broadway Street. These vehicles are here all day long and quite frequently are parking well up on the grass areas of the boulevards. Residents of the apartments above the stores east of 1st Avenue on Chatham are permanently parking in front of my neighbour's house facing 1st Avenue. The streets are not very wide and this increased parking has resulted in speeding on our streets and safety concerns for children resident on our streets. This has become a big issue in our neighbourhood. The plans of this development will do nothing but make the parking problem worse.

I hope the Development Permit Panel will discuss my concerns regarding this development and address some of the issues.

Sincerely



Jeannethe Root
3760 Broadway Street
Richmond, B.C. V7E 4Y8
604-277-2653