



**Development Permit Panel
Wednesday, April 28, 2021**

Time: 3:30 p.m.

Place: Remote (Zoom) Meeting

Present: Cecilia Achiam, Chair
John Irving, General Manager, Engineering and Public Works
Milton Chan, Director, Engineering

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on April 14, 2021 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 15-699652
(REDMS No. 6044330 v. 4)

APPLICANT: GBL Architects

PROPERTY LOCATION: 8091 Capstan Way

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INTENT OF PERMIT:

1. Permit the construction of a two-tower, mixed use development consisting of ground floor retail, a 72-room hotel, and 137 dwelling units, including nine affordable low-end-of-market rental housing units and 128 market ownership units, at 8091 Capstan Way on a site zoned “Residential/Limited Commercial (RCL5)”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw 9677, to:
 - (a) reduce the minimum building setback along the site’s north Corvette Way frontage from 3.0 m to 2.0 m and the minimum setback for balcony and porch projections from 2.0 m to 0.3 m; and
 - (b) reduce the minimum required number of medium truck loading spaces from three to two.

Applicant’s Comments

Zora Katic, GBL Architects, with the aid of a visual presentation (copy on file, City Clerk’s office), provided background information on the proposed development, including among others, its site context, design rationale, site plan, building elevations, façade treatments, floor plans, sections, and building materials, highlighting the following:

- the proposed development includes a three-storey podium and two towers;
- the above grade parkade is wrapped by hotel, residential and commercial-retail uses;
- balconies on residential towers have a staggered appearance to provide variation and visual interest;
- the shared residential outdoor amenity area and indoor amenity area are located on the podium level (Level 4);
- a hotel restaurant with outdoor seating is located on the podium level;
- the project includes nine affordable low-end-of market rental housing units;
- townhouses are strategically located on the north side to respond to neighbouring townhouses in nearby mixed-used developments;
- entrances for different uses in the mixed use development have distinctive designs; and
- the focal point for the project is the weather-protected public plaza at the corner of Capstan Way and Corvette Way which includes, among others, an illuminated soffit with an art component, a public art piece, landscaping, public seating and private outdoor dining space.

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Logan Cairns, PWL Partnership Landscape Architects, provided an overview of the main landscape features of the project, noting that (i) the three ground level edges of the subject site have been softened with planting as well as articulated with varied concrete and feature paving treatments, (ii) native and adapted species and drought-tolerant planting are proposed for the site, (iii) seating opportunities are provided on ground level, including public and outdoor dining seating adjacent to the public plaza, (iv) the podium level shared residential outdoor amenity area includes, among others, urban agriculture, barbeque area, a children's play area, a large lawn space, and walkways, (v) landscaped patios are provided on Levels 5 and 7, and on penthouse levels, (vi) green roofs will be installed over inaccessible roofs, and (vii) green screen trellis with climbing vines is proposed on podium level to provide screening to the adjacent development to the east.

In reply to queries from the Panel, Ms. Katic and Mr. Cairns acknowledged that (i) the street trees proposed to be installed would be irrigated, (ii) trees will be installed on the podium level to provide separation between hotel and residential uses, (iii) the walkway along the eastern edge of the podium is limited to residential use and will allow pedestrian access to the indoor swimming pool, and (iv) the project's proposed lighting design and orientation will minimize light pollution to neighbouring residential developments.

Staff Comments

Wayne Craig, Director, Development, noted that (i) the proposed setback variances to the building were identified at rezoning stage, (ii) the balconies provide private outdoor spaces for residential units as well as provide articulation to the building, (iii) the proposed variance to the required number of medium truck loading spaces for the proposed development is consistent with similar variances granted to other projects of similar scale, (iv) the project has been designed to achieve Leadership in Energy and Environment Design (LEED) Silver equivalent, allow future connection to a City's District Energy Utility (DEU) system, and achieve the City's Aircraft Noise Policy and Canada Mortgage and Housing Corporation (CMHC) interior noise standards.

Mr. Craig further noted that (i) the project provides 65 Basic Universal Housing (BUH) units including all of the nine affordable housing units, (ii) there is a significant Servicing Agreement associated with the project for road and frontage improvements along the site's Capstan Way and Corvette Way frontages, (iii) extensive green roofs are proposed for the project, and (iv) the applicant is required to provide a Construction Parking and Traffic Management Plan prior to Building Permit issuance.

Gallery Comments

David Brind, representing Strata BCS 3718 of the neighbouring Wall Centre development at 3099, 3111 and 3333 Corvette Way, expressed appreciation for the design of the proposed development; however, he expressed concerns related to (i) the proposed building setback variance as it would adversely impact the sightline of motorists turning at the corner of east-west and north-south Corvette Way, and (ii) on-street parking and loading issues and traffic congestion in the area that could occur due to the proposed reduction of required medium truck loading spaces for the proposed development.

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In addition, Mr. Brind noted the unsightly premises on some properties along River Road and requested that the City's By-Law Officers conduct inspections in the area.

In reply to queries from the Panel, Mr. Craig confirmed that (i) the proposed setback variances were dealt at the rezoning stage, and (ii) the proposed setback at the corner of north-south and east-west Corvette Way was reviewed by the City's Transportation staff and was found to comply with the City's Traffic Safety By-Law.

In reply to a query from the Panel, Fred Lin, Senior Transportation Engineer, advised that Transportation staff support the proposed truck loading variance as a study has been submitted by a professional traffic consultant which showed that the proposed number of medium truck loading spaces for the proposed development would be adequate for its uses.

In reply to a further query from the Panel, Mr. Lin noted that (i) there is currently no stop sign at the corner of east-west and north-south Corvette Way, (ii) frontage works for the proposed development include traffic calming measures such as the provision of curb extensions to narrow down the street and slow down the vehicles at the Corvette Way intersection, and (iii) there will be a parking restriction on the inside corner of the Corvette Way bend to address sightline concerns of motorists.

Correspondence

Mimi Ho, 1306-3111 Corvette Way ([Schedule 1](#))

Mr. Craig noted that Ms. Ho raised concerns with regard to the proposed building setback and separation of the proposed development from the neighbouring Wall Centre development.

In response to the building separation concern, Mr. Craig advised that the project complies with the City's guidelines with respect to separation of buildings within the proposed development as well as the separation of buildings on the subject site from adjacent existing and proposed developments.

Panel Discussion

The Panel expressed support for the project, noting that (i) the project and surrounding public realm are well designed, (ii) the provision of public amenities in the project is appreciated, (iii) the project fits well with the neighbourhood, and (iv) the Panel looks forward to the completion of the proposed development including the public amenities to be provided.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of a two-tower, mixed use development consisting of ground floor retail, a 72-room hotel, and 137 dwelling units, including nine affordable low-end-of-market rental housing units and 128 market ownership units, at 8091 Capstan Way on a site zoned "Residential/Limited Commercial (RCL5)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500, as amended by zoning amendment Bylaw 9677, to:*
 - (a) *reduce the minimum building setback along the site's north Corvette Way frontage from 3.0 m to 2.0 m and the minimum setback for balcony and porch projections from 2.0 m to 0.3 m; and*
 - (b) *reduce the minimum required number of medium truck loading spaces from three to two.*

CARRIED

2. Date of Next Meeting: May 12, 2021

3. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:27 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, April 28, 2021.

Cecilia Achiam
Chair

Rustico Agawin
Committee Clerk

Schedule 1 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
April 28, 2021.

To Development Permit Panel
Date: <u>APRIL 28, 2021</u>
Item # <u>L</u>
Re: <u>DP 15-699652</u>

From: Mimi Ho
Sent: April 27, 2021 9:56 PM
To: CityClerk
Subject: Comments for Permit Panel Meeting for File DP 15-699652 (April 28, 3:30pm)

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

To whom it may concern,

I am a resident of Wall Centre Richmond, at #1306-3111 Corvette way, an owner of the unit with a view of the site in question.

I have the following concerns regarding the request from this project in regards to item a:

a) reduce the minimum building setback along the site's north Corvette Way frontage from 3.0m to 2.0m and the minimum setback for balcony and porch projections from 2.0m to 0.3m

To date, the Yuan Heng project across from our towers have already caused a huge deal of visual obstruction in terms of light filtration into my unit and blockage of view from the unit. Approval of the new Yuan Heng towers will cause further visual obstruction of the river and mountain views that all owners looking at these towers will face.

With the above-quoted modification being approved, not only that it will cause a safety issue for the close proximity to the existing Yuan Heng towers and Tower A (3333 Corvette Way), this will cause a smaller visual gap between buildings on our end, and completely changing the light filtration and view we have since we have purchased our units.

Needless to say, the construction of these new towers has already caused a great deal of distress to Wall Center Residences and owners, and with the crowded visual presentation, after all these towers are built, this will surely affect the value and comfort of the owners in Wall Center. Should these projects be approved and built maximizing the small amount of land they have, those of us in the existing 3111 and 3333 Corvette towers are forced to be visually boxed-in, as if we open our windows to lego models of buildings right in front of our faces every day.

Please kindly consider the repercussions to existing residences, to keep visual pollution and light blockages to the minimum.

Regards,
Mimi Ho

Owner of #1306-3111 Corvette Way

