



**Development Permit Panel
Wednesday, May 13, 2020**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cecilia Achiam, General Manager, Community Safety
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 29, 2020 be adopted.

CARRIED

1. GENERAL COMPLIANCE – REQUEST BY 0989705 B.C. LTD. FOR A GENERAL COMPLIANCE RULING AT 5333 NO. 3 Road (FORMERLY 7960 ALDERBRIDGE WAY AND 5333 & 5411 NO. 3 ROAD)

(File Ref. No.: DP 16-740262) (REDMS No. 6431988 v. 2)

APPLICANT: 0989705 B.C. Ltd.

PROPERTY LOCATION: 5333 No. 3 Road (formerly 7960 Alderbridge Way and 5333 & 5411 No. 3 Road)

INTENT OF PERMIT:

To consider the attached plans to change cladding materials on the building elevations, as well as changes to parking, bicycle facilities and electrical service areas, to be in General Compliance with the approved Development Permit (DP 16-740262).

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Applicant's Comments

Amela Brudar, GBL Architects, Inc., with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed changes to the approved Development Permit (DP 16-740262), highlighting the following:

- the proposed changes in the underground parkade were the result of design development to increase bicycle storage efficiency and create additional parking spaces;
- new bicycle storage lay-out, additional regular parking stalls and new tandem parking stalls will be incorporated in each level of the three-level underground parkade; however, the original parking structure will be retained;
- the BC Hydro Vista switch and LPT layout area will be reconfigured to accommodate the new BC Hydro equipment and revised servicing requirements;
- architectural louvres above the storefront at ground level are proposed to be reduced in size and lowered in the north, south, east and west building elevations, with spandrel panels proposed to be installed above the louvres;
- the heavier terracotta panels are proposed to be replaced with lighter custom metal panel cladding on the six residential buildings to reduce thermal bridging and address structural concerns;
- the proposed changes in cladding materials will not change the fenestration and profile of the buildings; and
- steel framed glass canopies over top floor residential balconies facing the internal courtyard are proposed to be replaced with painted concrete canopies for consistency with the proposed materials for top floor residential balconies facing the streets.

In reply to a query from the Panel, Ms. Brudar confirmed that a total of 115 parking spaces will be added, including 31 regular and 84 tandem parking spaces.

Staff Comments

Wayne Craig, Director, Development, noted that (i) the proposed changes in parking and bicycle storage layouts were reviewed and supported by the City's Transportation Division, and (ii) proposed changes on the buildings' exterior elevations are in keeping with and an improvement upon the approved Development Permit.

Gallery Comments

None.

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Correspondence

None.

Panel Decision

It was moved and seconded

That the attached plans to change cladding materials on the building elevations, as well as changes to parking, bicycle facilities and electrical service areas, be considered to be in General Compliance with the approved Development Permit (DP 16-740262).

CARRIED

2. DEVELOPMENT PERMIT 18-821292
(REDMS No. 6445244)

APPLICANT: Pinnacle Living (Capstan Village) Lands Inc.

PROPERTY LOCATION: 3208 and 3211 Carscallen Road

INTENT OF PERMIT:

1. Permit the construction of a single-tower high-density residential building, consisting of 207 dwelling units, including 41 affordable housing units, at 3208 Carscallen Road on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)";
2. Permit the construction of a two-tower, mixed-use, high-density building including retail and café/restaurant space, 131 hotel rooms and 115 residential units in the south tower, and retail and office space in the north tower, at 3211 Carscallen Road on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)"; and
3. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) increase the maximum permitted balcony projection for balconies into required setbacks at 3208 Carscallen Road and 3211 Carscallen Road, from 1.0 m to 1.7 m; and
 - (b) increase the maximum permitted projection for architectural features into required setbacks at 3208 Carscallen Road and 3211 Carscallen Road from 0.6 m to 1.7 m.

Applicant's Comments

John Bingham, Bingham Hill Architects, with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed development, highlighting the following:

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- the subject development represents Phases 3 and 4 of the four-phase high-rise mixed-use development;
- the new westerly private road along the south side of Building K (Phase 4) provides, among others, a passenger pick-up and drop-off area for the hotel in Building K and a Kiss and Ride facility for the future Canada Line Capstan Station;
- a weather-protected pedestrian arcade is proposed along the north side of the westerly private road;
- the proposed auto-court on Phase 4 provides loading spaces, a garbage and recycling collection area, access to the underground parkade for Phases 3 and 4, and an alternate drop-off and pick-up area for the hotel;
- the new easterly private road to the south of Building J (Phase 3) provides connection to Sexsmith Road;
- ground level townhouses in Building J front onto the new easterly private road and Sexsmith Road;
- affordable housing units are distributed throughout Building J;
- the red vertical fins on the face of Building L located at the corner of No. 3 Road and Sea Island Way provide a strong corner treatment and help make the building a landmark in the area;
- a linear park is proposed underneath the Canada Line guideway structure along No. 3 Road fronting the proposed development and extends around the corner to the Sea Island Way frontage;
- the buildings in the proposed development have been sited and designed to allow solar access to the common outdoor amenity areas; and
- inaccessible green roofs are provided on Phase 3 and Phase 4 buildings.

Peter Kreuk, Durante Kreuk Landscape Architects, reviewed the proposed landscaping under the Canada Line guideway, noting that (i) a park is proposed under the guideway structure which includes an outdoor exercise area, and (ii) weather-protected support facilities are provided within the building immediately adjacent to the park.

In reply to queries from the Panel, the design team acknowledged that (i) there is adequate manoeuvring space for trucks in the auto-court including those used for garbage and recycling collection, (ii) planting along the No. 3 Road frontage is part of a bioswale system, and (iii) the green space on the roof decks of buildings help mitigate heat island effect.

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Staff Comments

Mr. Craig noted that (i) 41 affordable housing units will be provided in Building J (Phase 3), (ii) 65 Basic Universal Housing (BUH) units are proposed, including all 41 affordable housing units, (iii) there are extensive Servicing Agreements associated with the proposed development for frontage works along No. 3 Road and Sea Island Way and for the construction of the Kiss and Ride facility for the future Canada Line Capstan Station, (iv) the project has been designed to achieve the City's Aircraft Noise Sensitive development standards, (v) the proposed development will be District Energy Utility (DEU) ready, (vi) the two proposed variances associated with the project are similar to variances granted on previous phases of the overall development, and (vii) the proposed variances contribute to greater articulation of the building façade and located well above grade, which will not impact pedestrian circulation and vehicle sightlines.

In reply to a query from the Panel, Mr. Craig advised that the provision of affordable housing is a requirement of the project through rezoning.

Gallery Comments

None.

Correspondence

Stanley Liu, Richmond resident ([Schedule 1](#))

Mr. Craig noted that the email correspondence from Mr. Liu asked questions related to (i) the impact of affordable housing to the neighbourhood and its effect on market prices, (ii) the height of the buildings, and (iii) whether off-site traffic improvements associated with the project along Sea Island were considered. He added that staff have responded to Mr. Liu and provided detailed answers to his queries.

Panel Decision

The Panel expressed support for the project, noting that it is consistent with the master plan for the overall project at rezoning.

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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 single-tower high-density residential building, consisting of 207 dwelling units, including 41 affordable housing units, at 3208 Carscallen Road on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)";*
2. *permit the construction of a two-tower, mixed-use, high-density building including retail and café/restaurant space, 131 hotel rooms and 115 residential units in the south tower, and retail and office space in the north tower, at 3211 Carscallen Road on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)"; and*
3. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *increase the maximum permitted balcony projection for balconies into required setbacks at 3208 Carscallen Road and 3211 Carscallen Road, from 1.0 m to 1.7 m; and*
 - (b) *increase the maximum permitted projection for architectural features into required setbacks at 3208 Carscallen Road and 3211 Carscallen Road from 0.6 m to 1.7 m.*

CARRIED

3. DEVELOPMENT PERMIT 19-853070

(REDMS No. 6434781)

APPLICANT: Eric Law Architect Inc.

PROPERTY LOCATION: 9091 and 9111 No. 2 Road

INTENT OF PERMIT:

1. Permit the construction of eight townhouse units at 9091 and 9111 No. 2 Road on a site zoned "Low Density Townhouses (RTL4)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the minimum lot width from 50.0 m to 40.7 m;
 - (b) reduce the minimum front yard setback from 6.0 m to 4.5 m; and
 - (c) increase the allowable small car parking spaces from 0 to 42% (8 spaces).

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Applicant's Comments

Eric Law, Eric Law Architect, Inc., with the aid of a visual presentation (copy on file, City Clerk's Office), provided background information on the proposed development, highlighting the following:

- the proposed form and character of the proposed development has been designed to fit into its site context;
- the drive aisle provides barrier-free access to the common outdoor amenity area; and
- the proposed development includes a secondary unit and one convertible unit designed to accommodate a future vertical lift.

Denitsa Dimitrova, PMG Landscape Architects, briefed the Panel on the main landscape features of the project, noting that (i) the existing grade along the west property line will be maintained to enable the retention of 10 on-site trees, (ii) the common outdoor amenity area at the rear of the site includes natural play elements, a small play structure, open lawn space and a bench, and (iii) permeable surface paving treatment is proposed for the vehicle entrance, visitor parking, and at the ends of the drive aisle.

In reply to queries from the Panel, the project's design team acknowledged that (i) the existing grade will be maintained in the critical root zone of trees proposed to be retained, and (ii) the two duplex buildings on the north side front onto a road which provides separation to the townhouse units across.

Staff Comments

Mr. Craig noted that (i) there is a Servicing Agreement for frontage works and site services including upgrades to the existing bus pad on No. 2 Road, and (ii) staff support the three proposed variances related to site assembly size, decreased front yard setback to increase rear yard setback, and provision of small car parking spaces.

Gallery Comments

None.

Correspondence

None.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of eight townhouse units at 9091 and 9111 No. 2 Road on a site zoned "Low Density Townhouses (RTL4)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum lot width from 50.0 m to 40.7 m;*
 - (b) *reduce the minimum front yard setback from 6.0 m to 4.5 m; and*
 - (c) *Increase the allowable small car parking spaces from 0 to 42% (8 spaces).*

CARRIED

4. DEVELOPMENT VARIANCE 19-869780

(REDMS No. 6405804)

APPLICANT: Omicron Architecture Engineering Construction Ltd.

PROPERTY LOCATION: 8011 Zylmans Way & 15111 Williams Road

INTENT OF PERMIT:

To issue a Development Variance Permit which would vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height as measured from the finished foundation slab elevation for Building #1 from 13.0 m to 15.4 m to the top of the building parapet and 17.4 m to the top of the building rooftop equipment.

Staff Comments

Mr. Craig noted that (i) the subject development variance permit application is proposing to increase the height of one industrial building on the subject site, (ii) a previous Development Permit was issued to the project that included a variance to increase the maximum building height from 12 meters to 13 meters, (iii) the subject application is requesting to increase the height of Building 1 from 13 meters to 15.4 meters from the slab elevation to the top of the parapet with an additional allowance of two meters to the top of the building rooftop equipment, (iv) the subject application includes a provision to ensure that the rooftop mechanical equipment is set back from the parapet so it would not be visible from the street level, and (v) a number of sustainability commitments have been provided by the applicant and included in the development variance permit proposal to ensure that the building will function at a high level of sustainability.

In reply to a query from the Panel, Mr. Craig acknowledged that staff worked with the applicant to come up with a package of sustainability measures for the building.

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Gallery Comments

None.

Correspondence

None.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum height as measured from the finished foundation slab elevation for Building #1 from 13.0 m to 15.4 m to the top of the building parapet and 17.4 m to the top of the building rooftop equipment.

CARRIED

5. Date of Next Meeting: May 27, 2020

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:26 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, May 13, 2020.

Joe Erceg
Chair

Rustico Agawin
Committee Clerk

CityClerk

From: Pallett,Robin
Sent: May 13, 2020 12:17 PM
To: 'stanley.yu89@gmail.com'
Cc: CityClerk; Craig,Wayne; Reis,Joshua
Subject: FW: DP 18-821292

To Development Permit Panel
Date: <u>MAY 13, 2020</u>
Item # <u>2</u>
Re: <u>DP 18-821292</u>

Hello Stanley,

Thank you for your email and your questions relating to the proposed development at 3208 & 3211 Carscallen Road.

The meeting tonight is for the Development Permit Panel, at which a panel of senior City staff reviews the design of the proposed development. This meeting is the only opportunity for the public to provide their comments about the proposal to the panel. There is no voting by members of the public at this meeting, but the panel would be voting to determine whether the application should be endorsed for approval by Council at a later date.

It should be noted that the site was rezoned in 2015, at which time the number of dwelling units, affordable housing dwelling units and maximum building height (among other things) were approved. The subject application pertains to building, landscaping and site design, but not to the matters already approved through the rezoning. A separate application (ZT 18-827860) is currently in process that seeks to consolidate all of the affordable housing units approved via the rezoning into the building at 3208 Carscallen Drive (which fronts onto Sexsmith Road).

As a member of the public, you are welcome to attend the Development Permit Panel meeting. Please note that the City will be enforcing physical distancing measures to protect all attendees from risk of exposure to COVID-19 and as a result there is limited seating for the public in the Council Chambers. Unfortunately, the meeting is not available for online streaming.

Kindly find my answers to your questions about the proposed development below:

1. If affordable housing is to be approved, what would be the impact in the neighbourhood?

The affordable housing units would be eligible to low- and moderate-income households that are capable of independent living but are in need of some degree of support in addressing their housing affordability needs. I think it is worth noting that, since 2007, the City has helped secure more than 1,300 new affordable housing units in Richmond. These units have had no impact on adjacent properties and have provided a crucial supply of housing for individuals unable to afford rental rates in the private market.

2. Would the housing price market be affected?

Unfortunately, City staff are unable to comment on the housing market and property values.

3. How tall would the building be in comparison to the neighboring towers?

All three towers are proposed to be 47 metres as measured vertically via the Geodetic Survey of Canada (GSC), which measures from the average vertical elevation of sea level. Since the proposed grade along the No 3 road frontage is around 2.6m GSC, the towers would be about 44.4 metres from the sidewalk level along No 3 Road. Adjacent towers in the area, across Carscallen Road and across No 3 Road, have all been constructed or are proposed to be constructed to the same 47 metres GSC because it is the maximum height allowed by YVR and Transport Canada (to accommodate flight paths).

4. There's already congestion on Sea Island Way, will there be any amendments to the road or traffic lights?

If the application is approved by Council (which would not occur tonight), the developer would be required to upgrade Sea Island Way. The improvements include:

- upgrading the channelized island at the intersection of No. 3 Road & Sea Island Way to increase the refuge area for pedestrians and cyclists, and improve sightlines for drivers;
- providing a new off-road cycling path and sidewalk; and
- upgrading traffic signal operations at No. 3 Road/Sea Island Way.

I hope that I have answered all of your questions to your satisfaction. Please let me know if there is anything else that I can help you with.

Best regards,

Robin Pallett, RPP, MCIP | *Planner 2*
City of Richmond Planning and Development | Development Applications
6911 No. 3 Road, Richmond, BC V6Y 2C1
Direct: 604.276.4200
rpallett@richmond.ca

From: Stanley Yu <stanley.yu89@gmail.com>
Sent: May 12, 2020 5:01 PM
To: CityClerk <CityClerk@richmond.ca>
Subject: DP 18-821292

Hi,

Just a few questions:

1. If affordable housing is to be approved, what would be the impact in the neighbourhood?
2. Would the housing price market be affected?
3. How tall would the building be in comparison to the neighboring towers?
4. There's already congestion on Sea Island Way, will there be any amendments to the road or traffic lights?

What is going to happen in the city hall meeting? Are we voting or is it just an information session?

Thank you!

Sincerely,
Stanley Yu