



**Development Permit Panel
Wednesday, August 9, 2017**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cathryn Volkering Carlile, General Manager, Community Services
Victor Wei, Director, Transportation

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 July 26, 2017, be adopted.

CARRIED

1. Development Permit 16-735564
(REDMS No. 5450776 v. 2)

APPLICANT: Pinnacle Living (Capstan Village) Lands Inc.

PROPERTY LOCATION: 3328 Carscallen Road and 3233 and 3299 Sexsmith Road

INTENT OF PERMIT:

1. Permit the construction of the second phase of a four-phase, high-rise, mixed use development comprised of 418 residential units (including 12 affordable housing units), street-oriented commercial uses, and an Early Childhood Development (ECD) Hub at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road on a site zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the road setback by 0.3 m at the Carscallen Road cul-de-sac and Private

1.

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Road;

- (b) allow unenclosed balconies to project into the required road setback by up to 2.0 m; and
- (c) allow architectural features to project into the required road setback by up to 2.4 m.

Applicant's Comments

John Bingham, Bingham Hill Architects, and Peter Kreuk, Durante Kreuk Ltd. Landscape Architecture, with the aid of a video presentation (copy on file, City Clerk's Office), provided background information on the proposed development and highlighted the following:

- the subject development is Phase 2 of the overall four-phase mixed use project;
- the design of the four elevations of the subject development responds to the scale of the roads fronting all sides of the development and existing and proposed developments in the area;
- townhouses with extended canopies at the entrances essentially surround the development;
- entry to the retail unit is located at the Carscallen Road cul-de-sac at the northwest corner of the site;
- pedestrian entrance to the three-storey Early Childhood Development (ECD) Hub is located along Carscallen Road;
- public art is proposed at the corner of Carscallen Road and Hazelbridge Way, complementing the public art across the street and at the Neighbourhood Park;
- scale of the buildings builds up along Sexsmith Road and a row of trees are proposed along the edge of the midrise roof deck facing Sexsmith Road to provide visual interest;
- the two vehicular entries to the development are proposed off Hazelbridge Way and the Private Road along the northern edge of the site;
- ground level ECD parking and drop-off in the building parkade provides direct access into the ECD area;
- a large vestibule and automatic doors are proposed at the ECD entrance to provide convenient access to parents and children in strollers;
- the ECD outdoor amenity area faces the Neighbourhood Park to the west and is sited to receive maximum solar exposure and screened with coloured glazing ;
- shared outdoor amenity areas, including community gardens, gathering and seating areas, and children's play areas, are proposed over five rooftop locations;
- extensive green roofs are proposed on the roof decks of the three towers;

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- the building elevations have been broken down into a series of elements to provide a varied streetscape; and
- a neutral colour palette for the building elevations is proposed.

Panel Discussion

In response to queries from the Panel, the design team advised that (i) a large hospital-sized elevator will be used to transport materials and equipment for maintenance of the outdoor amenity areas on the upper levels of the building, (ii) a pedestrian crosswalk will be installed to provide safe pedestrian connection from the ECD Hub to the Neighbourhood Park, (iii) streetscape enhancements are proposed to offset the reduced road setback, (iv) the balconies projecting into the required road setback are not enclosed, and (v) the siting of the proposed towers in the subject phase preserves the view corridors of Phase 1 towers.

Staff Comments

Wayne Craig, Director, Development, noted that (i) there is a Servicing Agreement for frontage improvements along Carscallen Road and Hazelbridge Way as well as design coordination for the Private Road, (ii) 12 Affordable Housing Units are dispersed on several levels of the proposed development, (iii) 85 Basic Universal Housing Units (BUH) units are proposed, including all of the Affordable Housing Units, (iv) proposed variances related to balcony and architectural projections into the required road setback are located above grade and will not impact pedestrian circulation around the perimeter of the site, (v) a transitional parking strategy and voluntary contribution for the future Capstan Canada Line Station will be provided by the applicant prior to issuance of Building Permit for the subject application, and (vi) the development has been designed to meet the City's aircraft noise acoustical standards and to be connected to a future City District Energy Utility (DEU) system.

In response to a query from the Panel, Mr. Craig confirmed that (i) construction of the Neighbourhood Park will occur in phases, (ii) interim and some ultimate works in the park are associated with Phase 1 of the overall development and are ongoing, and (iii) a significant portion of the park will be constructed in the subject phase.

Gallery Comments

None.

Correspondence

None.

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Panel Discussion

The Panel expressed support for the project and commended the design team for the significant work done for the project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would

1. *Permit the construction of the second phase of a four-phase, high-rise, mixed use development comprised of 418 residential units (including 12 affordable housing units), street-oriented commercial uses, and an Early Childhood Development (ECD) Hub at 3328 Carscallen Road and 3233 and 3299 Sexsmith Road on a site zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the road setback by 0.3 m at the Carscallen Road cul-de-sac and Private Road;*
 - (b) *allow unenclosed balconies to project into the required road setback by up to 2.0 m; and*
 - (c) *allow architectural features to project into the required road setback by up to 2.4 m.*

CARRIED

2. Development Permit 17-771210

(REDMS No. 5473126 v. 2)

APPLICANT: Trellis Seniors Services Ltd.

PROPERTY LOCATION: 23100, 23120 and 23140 Westminster Highway

INTENT OF PERMIT:

1. Permit the construction of a 135 unit senior's care facility at 23100, 23120 and 23140 Westminster Highway on a site zoned "Senior's Care Facility (ZR11) – Hamilton Village (Hamilton)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) reduce the minimum parking aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.);
 - (b) increase the maximum permitted projection into the rear yard setback from 0.60 m (2.0 ft.) to 2.0 m (6.6 ft.) for an architectural feature;
 - (c) increase the maximum permitted roof projection into the north interior side

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yard setback from 1.2 m (3.9 ft.) to 2.2 m (7.2 ft.); and

- (d) reduce the south interior side yard setback for a small portion of the building from 10.0 m (32.8 ft.) to 8.0 m (26.2 ft.).

Applicant's Comments

Mary McDougall, Trellis Seniors Services Ltd., introduced the project, noting that (i) the proposed 135-bed seniors care facility complements the future assisted and independent living facilities across the New Road, (ii) the project has been designed to provide quality of life care to residents mostly with cognitive and physical impairments, and (iii) the project prioritizes energy and environmental sustainability and offers economic benefits to the area.

Mitch Vance, Derek Crawford Architects Inc., with the aid of a video presentation (copy on file, City Clerk's Office) provided background information on the proposed development and highlighted the following:

- the proposed three wings of the building, which have a more residential than an institutional feel, create two enclosed courtyards;
- all three floors of the building are provided with covered decks and a south-facing sun deck above the port cochere is proposed on the third floor; and
- a multi-purpose room is proposed on the third floor adjacent to the sun deck.

Pat Wheeler, Derek Crawford Architects Inc., with the aid of a video presentation (copy on file, City Clerk's Office), briefed the Panel on the architectural form and character of the proposed development, noting that (i) the contemporary architecture of the building is consistent with its site context, (ii) high quality materials are proposed to reinforce the residential character of the building, (iii) the colour palette is neutral and wood accents help provide a residential feel to the building, (iv) the well-articulated building façade visually breaks up the mass of the building, and (v) breaks in building materials at key places add visual interest to the building.

In response to queries from the Panel, Mr. Vance acknowledged that the wood-screened generator and transformer at the southeast corner of the site near the main entrance to the building could not be located on the parkade due to the City's flood bylaw requirements.

Panel Discussion

In response to queries from the Panel, Travis Martin, van der Zalm +Associates Inc., acknowledged that (i) the north courtyard is not totally shaded and the portion with sun exposure will be planted with evergreen and flowering plants, (ii) the two internal courtyards are enclosed and can only be accessed from inside the building, and (iii) residents with family members will have to exit the building through the main entrance to access the greenway.

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In response to further queries from the Panel, the design team advised that the applicant will consider (i) redesigning the indented curb in the loading area at the southeast corner of the site adjacent to the temporary placement of garbage and recycling bins to provide more sidewalk space for the greenway entry, and (ii) installing heating elements on the curved and steep driveway to the parkade to enhance the safety of vehicles during snowy conditions in winter.

Staff Comments

Mr. Craig noted that (i) there is a Servicing Agreement for frontage improvements along Westminster Highway, the New Road portions on the subject site, and the north-south greenway, (ii) the applicant is proposing LEED Gold equivalency for the project, (iii) proposed plantings on the Environmentally Sensitive Area (ESA) along the northern and western edges of the subject site were developed in consultation with a Qualified Environmental Professional (QEP) and, (iv) the applicant's maintenance obligations for ESA plantings will be subject to a legal agreement.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that the building massing has been nicely broken down visually through the incorporation of balconies and variation of materials. Also, the Panel reiterated its recommendation for (i) redesigning the curb at the northeast corner of the site to provide more space to the greenway entry, and (ii) installing heating elements on the driveway to the parkade.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would

1. *Permit the construction of a 135 unit senior's care facility at 23100, 23120 and 23140 Westminster Highway on a site zoned "Senior's Care Facility (ZR11) – Hamilton Village (Hamilton)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to:*
 - (a) *reduce the minimum parking aisle width from 7.5 m (24.6 ft.) to 6.7 m (22.0 ft.);*

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- (b) increase the maximum permitted projection into the rear yard setback from 0.60 m (2.0 ft.) to 2.0 m (6.6 ft.) for an architectural feature;*
- (c) increase the maximum permitted roof projection into the north interior side yard setback from 1.2 m (3.9 ft.) to 2.2 m (7.2 ft.); and*
- (d) reduce the south interior side yard setback for a small portion of the building from 10.0 m (32.8 ft.) to 8.0 m (26.2 ft.).*

CARRIED

3. Date of Next Meeting: September 13, 2017

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:25 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, August 9, 2017.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk