



Development Permit Panel
Wednesday, October 24, 2018

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: John Irving, Acting Chair
Victor Wei, Director, Transportation
Peter Russel, Senior Manager, Sustainability and District Energy

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 September 26, 2018 be adopted.

CARRIED

1. DEVELOPMENT PERMIT 16-740262
(REDMS No. 5974941 v. 2)

APPLICANT: 0989705 B.C. Ltd.
PROPERTY LOCATION: 7960 Alderbridge Way and 5333 & 5411 No. 3 Road
INTENT OF PERMIT:

To permit the construction of a high-density, mixed-use development consisting of approximately 18,720 sq.m. (201,500 sq.ft.) of office and commercial floor area and approximately 822 residential units at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road on a site zoned “City Centre High Density Mixed Use (ZMU34) – Lansdowne Village”.

Applicant’s Comments

Achim Charisius, GBL Architects, with the aid of a video presentation (copy on file, City Clerk’s Office), provided background information on the project’s site context and layout, design rationale, architectural form and character, vehicular access into the site, pedestrian entries and circulation within the site, and various uses of building and outdoor spaces within the site.

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Mr. Charisius highlighted the following significant features of the project, among others:

- the proposed podium, mid-rise and tower form of development is intended for commercial, office and residential uses including affordable market rental, market rental and market strata units;
- the two open air mid-block pedestrian mews from No. 3 Road and one from the new north-south road lead to the internal courtyard plaza and provide an east-west pedestrian connection through the site;
- corner undercuts along No. 3 Road provide small plaza spaces for anchor tenants and weather protection;
- outdoor amenity areas are provided on various levels of the building; and
- tower balconies along the west facade have generous and varied balcony depths.

In addition, Mr. Charisius provided details on the project's indoor and outdoor amenity areas, sustainability features, proposed building materials, signage and wayfinding strategy, transportation management demand (TDM) measures, and proposed public art.

Chris Philips, PFS Studio., with the aid of a video presentation (copy on file, City Clerk's Office) briefed the Panel on the main landscaping features of the project, noting that (i) wide sidewalks are proposed along the street frontages, (ii) the courtyard plaza incorporates seating and landscaping and is surrounded by retail spaces at the edges to animate the space, (iii) public art is intended to be integrated into the plaza, (iv) lighting is incorporated into the pedestrian mews and the plaza, (v) a large outdoor amenity area is proposed on Level 3 podium rooftop for office workers and residents and common outdoor spaces are provided on the upper levels, and (vi) the potential public art plaza location is intended to be visible from the plaza and the west and east sides of the development, particularly from the Canada Line Skytrain.

Staff Comments

Wayne Craig, Director, Development noted that (i) there is a significant Servicing Agreement associated with the subject development for road improvements along No. 3 Road, the new east-west road and the new north-south road, (ii) there are 38 low-end market rental units and 115 market rental units with housing agreements adopted by Council, (iii) the proposed Transportation Demand Management (TDM) package includes four car share vehicles, bicycle end-of-trip facilities for commercial and office users as well as for residents, and a transit pass program for 100% of the low-end market rental units and 50 % of the market rental units, and (iv) 192 residential units are designed to meet the City's Basic Universal Housing (BUH) guidelines.

In addition, Mr. Craig noted that the project has paid particular attention to mitigate aircraft noise as well as noise generated by the Canada Line Skytrain.

In closing, Mr. Craig clarified that project's proposed public art will be approved through a separate process and the development permit approval does not approve any particular public art piece.

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Panel Discussion

In reply to a query from the Panel, Mr. Charisius acknowledged that electric vehicle charging is provided on three levels of parking.

In reply to a related query from the Panel, Mr. Craig confirmed that the City's current Zoning Bylaw requires that all residential parking stalls be provided with electric vehicle charging outlets; however, there is a grandfather provision for in-stream development permit applications depending on when a Building Permit is obtained.

In reply to further queries from the Panel, Mr. Charisius noted that (i) the proposed public art piece is intended to be visible not only from the courtyard plaza but also from the Canada Line Skytrain, (ii) retail components around the pedestrian plaza include small-scale convenience retail and food and beverage establishments to animate the space and draw people into the plaza, (iii) residents and office workers will have access to the second level overlooking the plaza, (iv) there are no retail components on the second level, (v) the east-west pedestrian connection is publicly accessible and open 24 hours a day, seven times a week, although there will be changes in lighting conditions after business hours, (vi) the larger component of the indoor amenity space will be for shared use of market strata and low-end market rental housing units; however, a smaller component of the proposed indoor amenity space is allocated for exclusive use of tenants of market rental units, and (vii) the green roofs on top of the towers are not accessible.

In reply to a further query from the Panel, Mr. Charisius noted that the massing of the west façade is visually broken down through introducing gently curving podium "ribbon" balconies and different colour/material themes for the towers, among others.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that (i) the applicant was able to come up with a high-density mixed use development despite the building height restrictions and amount of road dedication on the subject site, (ii) the project design is well thought out, and (iii) the project is pedestrian-friendly and transit-oriented.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a high-density, mixed-use development consisting of approximately 18,720 m² (201,500 ft²) of office and commercial floor area and approximately 822 residential units at 7960 Alderbridge Way and 5333 & 5411 No. 3 Road on a site zoned “City Centre High Density Mixed Use (ZMU34) – Lansdowne Village”.

CARRIED

2. DEVELOPMENT PERMIT 17-794280
(REDMS No. 5987886 v. 3)

APPLICANT: Ciccozzi Architecture Inc.

PROPERTY LOCATION: 4008 Stolberg Street

INTENT OF PERMIT:

To permit the construction of a 196-unit apartment complex at 4008 Stolberg Street on a site zoned “Low Rise Apartment (ZLR22) – Alexandra Neighbourhood (West Cambie)”.

Applicant’s Comments

Robert Ciccozzi, Ciccozzi Architecture Inc., provided background information on the proposed development, noting that (i) two 4-storey wood frame buildings comprising of 196 units over below-grade parkade are proposed, (ii) 20 units will have Basic Universal Housing (BUH) features, (iii) all parking spaces are provided with Level 2 electric vehicle charging outlets, (iv) the East Coast contemporary design of the buildings fits into the neighbourhood, (v) brick is proposed as primary base material for the buildings, and (vi) the building massing is broken down through the use of materials, colours and recesses on the building façade.

In addition, Mr. Ciccozzi noted that (i) a maximum of 1.2 meters in height difference between sidewalk and patios is proposed along the street frontages, (ii) height of building roofs are raised at the entrances and corners to accentuate them, and (iii) each building is provided with an indoor amenity area.

Mr. Ciccozzi also advised that the applicant has addressed the comments of the Advisory Design Panel including, among others, (i) increasing the size of the entry plaza between buildings facing Stolberg Street, and (ii) introducing architectural and landscaping treatments to the parkade ramp and garbage and recycling loading area to provide visual interest and create a plaza-like feel to the space.

Daryl Tyacke, ETA Landscape Architecture, briefed the Panel on the main landscaping features of the project and highlighted the following:

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- the public realm is animated through the brick and concrete retaining walls along the street frontages punctuated by stairways leading from the street to the residential units;
- the large central courtyard on top of the parking podium provides a series of zones consisting of active and passive spaces;
- the amenity room in each building spills out into the outdoor amenity area;
- a series of staggered walkways are proposed along the rear of the site; and
- dense planting is proposed along the west and east sides of the development to provide screening to the street and adjacent developments.

Staff Comments

Mr. Craig noted that (i) the project will connect to the Alexandra District Energy Utility (DEU) facility, (ii) the development will meet the requirements for the City's Aircraft Noise Policy, (iii) the majority of road frontages were improved through the Servicing Agreements associated with the rezoning of the subject site, and (iv) there will be work orders for minor frontage adjustments to accommodate the project.

Panel Discussion

In reply to queries from the Panel, Mr. Ciccozzi acknowledged that (i) the retaining wall along the Stolberg Street frontage and the other three sides of the development will be clad in brick, (ii) a fence along the east property line and berm landscaping provide an appropriate interface with the development to the east, (iii) garbage and recycling rooms are located in the parkade and the garbage and recycling the bins will be brought up to the loading area for pick-up, and (iv) the proposed surface paving treatment of the loading area help create a plaza-like feel for the space.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project, noting that the proposed central courtyard is well designed and the project fits well with its site context.

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Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 196-unit apartment complex at 4008 Stolberg Street on a site zoned "Low Rise Apartment (ZLR22) – Alexandra Neighbourhood (West Cambie)".

CARRIED

3. Date of Next Meeting: November 18, 2018

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, October 24, 2018.

John Irving
Acting Chair

Rustico Agawin
Committee Clerk