



Development Permit Panel

Wednesday, December 14, 2011

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Dave Semple, General Manager, Parks and Recreation
Terry Crowe, Manager, Policy Planning

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, November 30, 2011, be adopted.

CARRIED

2. Development Permit 11-584010

(File Ref. No.: DP 11-584010) (REDMS No. 3353542)

APPLICANT: Fairborne Homes Ltd.

PROPERTY LOCATION: 6180, 6280 and 6300 No. 3 Road

INTENT OF PERMIT:

1. Permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space at 6180, 6280 and 6300 No. 3 Road on a site zoned Downtown Commercial (CDT1).
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.

Applicant's Comments

Alan Whitchelo, Development Manager, Fairborne Homes Limited, Vancouver, introduced Martin Bruckner, Architect, IBI/HP Architects, Vancouver, and advised that Mr. Bruckner, along with Peter Kreuk, Landscape Architect, of Durante Kreuk Ltd., of Vancouver, would describe the project.

Mr. Bruckner provided the following details:

- the site on No. 3 Road, near Saba Road in the City Centre, includes two east/west oriented lots, with separation of the north residential tower from the south residential tower achieved by a centre courtyard;
- the southwest corner of the south tower overhangs the future sidewalk of the future bus mall, just south of the subject site;
- when the proposed development was presented to the City's Advisory Design Panel, the north and south towers were strictly parallel to one another, but since that presentation the design team has worked to ameliorate the parallel nature by slightly splaying the south tower outward;
- façade articulation has been improved by taking the balconies facing west onto the courtyard, and angling them slightly west, rather than focusing them directly facing the units across the courtyard, thereby giving the balconies some architectural drama;
- the elements that comprise the massing on the site respect the buildings that already surround the site, including the residential buildings to the east of the subject site; those occupants are able to enjoy views across the proposed development's courtyard element, in the gap between the proposed residential towers;
- the design gives the proposed buildings a distinctive image, in an interesting arrangement;
- blue glass is paired with clear glass to accentuate the various parts of the proposed development, with spandrel glass utilized at random;
- elements of the north tower have been cantilevered over the Canada Line station to provide visual drama;
- the angular pieces of the proposed development may appear to be different, but their relationship to one another provides a theme, and this relationship is used to break down the massing into seemingly smaller pieces;
- high-quality building material has been chosen, and includes fritted glass on the bank building at the base of the south tower, and transparent spandrel glass;
- spandrel glass colours are green and white silver;
- there is less exposed concrete than is featured in other developments, and instead, metal cladding is predominant on the structures' exterior, with some painted concrete;

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- the concrete in the location of the elevator at the core of the proposed development is a distinctive colour;
- the Canada Line station rises four storeys;
- public art will be featured on the west wall of the parkade, as well as at the end of the Canada Line elevated guideway.

Mr. Kreuk provided the following information regarding the landscaping scheme:

- the landscaping scheme can be divided between what happens on the ground plane, and what happens on the roof deck of the courtyard;
- the ground plane is oriented toward public transportation elements, including the Canada Line station plaza with decorative pedestrian paving, plus high quality landscaping as two components of the improvements planned for the No. 3 Road frontage;
- in addition, more pedestrian friendly grades will be developed, and these grade improvements will stretch across to the future bus mall;
- the lobby entrance to the north tower is located under the No. 3 Road Canada Line guideway and its design includes a water feature;
- the other lobby entrance is located off the mews, a wide walkway that is located at the north-south lane connecting with Saba Road;
- the interface with the future bus mall features benches and a variety of planted materials; these features are continued around the footprint of the proposed development, creating a feel of urban fabric;
- on the fourth and ninth floors are common roof decks for residents, and an urban agriculture space is proposed for the ninth level of the north tower, a space that captures morning and afternoon sun;
- these common areas create opportunities for social gatherings, for children to play, and for gardening activities; and
- the planting materials are low-water demanding plants that provide seasonal interest.

Mr. Bruckner added the following two details:

- the applicant's preliminary Public Art Plan includes over \$200,000 for a public art contribution; and
- each residential unit has a balcony, except those units on the south side, overlooking the future bus mall. Residents in south facing units can open their patio door, to achieve a feeling of 'outside', though they do not have a balcony.

Panel Discussion

Discussion ensued between the architect and landscape architect and the Panel, with the following information provided in response to queries:

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- an acoustic report will provide advice regarding appropriate glazing and patio doors, to ensure that CMHC standards for sound proofing are achieved, for noise attenuation;
- residential units start at the fourth storey, and the distance from the street, as well as the type of glazing, provides protection from street sounds;
- bearing in mind the City's no pesticide policy, clean plant material has been chosen, manufactured soil is used, and proper air circulation and flow has been designed;
- raised planting beds are a feature of the ninth storey roof, with terraced areas, a trellis, benches and other elements;
- a liveable interface with the adjacent residential properties is achieved with the required separation;
- the chosen building form of two separate residential blocks with a lower connecting element provides the least disruption and the least impact for those who already live in surrounding towers; and
- it is inevitable that as the City Centre is built out, there will be some impact on the views of City Centre residents.

Staff Comments

Brian J. Jackson, Director of Development, acknowledged the teamwork of City staff and the architectural design team that resulted in a project with a unique design. He noted that the applicant had to balance the City's objectives for the public transit terminus station, with the needs of the Fairborne Homes, the Scotiabank and TransLink.

Mr. Jackson stated that the ground plane improvements would provide enhanced amenities to the general public, and especially in front of the Canada Line station, by changing from concrete to decorative pedestrian paving material, thereby improving the public realm.

Connectivity between the Canada Line station and the bus mall will be enhanced, and pedestrian flow improved. There is at present strong physical separation between the station and the bus stops, but this will be addressed in a significant way.

With regard to the requested variance, Mr. Jackson advised that by reducing the parking requirement to one parking stall per dwelling unit, this proposed development is equal to the City Centre Zone 1 parking rate, which is applied to most sites in close proximity to Canada Line stations.

The application was considered favourably by the City's Director of Transportation especially in light of such positive benefits as electrical outlets for cars, 10 bike lockers and 20 bike racks for Canada Line riders.

Mr. Jackson stated that, given the transportation measures proposed by the applicant, staff was in support of the application, and the requested parking variance.

Panel Discussion

In response to a query from the Chair, Victor Wei, Director of Transportation confirmed that the requested parking variance falls within the scope of the City Centre Area Plan.

In response to a second query from the Chair, Mr. Wei advised that “Class 1” bike parking spots are located indoors and are secure, and “Class 2” bike parking spaces are located outdoors and are unsecured.

Gallery Comments

Thomas Tam, 8100 Saba Road, expressed concern regarding the alley that is beside the entrance to HSBC Bank on Saba Road, and the bottleneck that is created when drivers wait in their cars at the entrance to the alley. He noted that his residential tower has 248 units, with occupants owning at least 200 cars, and that this number of cars, plus the cars of banking customers, lead to problems in the alley.

Mr. Wei advised that planned improvements to the lane include widening it, and the addition of a walkway for pedestrians. He noted that the traffic consultant hired by the applicant had studied the situation, and that the City had reviewed the consultant’s results, and that it was determined that the proposed development would have a minimal impact on the alley, and that, with the planned improvements, it was capable of handling future traffic.

Mr. Wei added that, as part of the proposed development, traffic signalization would create a gap between No. 3 Road and Buswell Street that will enhance flow in and out of the lane.

Correspondence

None.

Panel Discussion

The Panel acknowledged (i) the appeal of the landscaped areas, (ii) as well as the overall attention to detail, and (iii) the positive way in which the applicant handled the density on the site.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

- 1. Permit the construction of a mixed-use commercial and residential development with a net floor area of 30,208 m² (325,156 ft²) including 2,178 m² (23,444 ft²) of commercial floor space and 28,030 m² (301,712 ft²) of residential floor space at 6180, 6280 and 6300 No. 3 Road on a site zoned Downtown Commercial (CDT1).*
- 2. Vary the provisions of Richmond Zoning Bylaw 8500 to:*

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- a) *permit the residential vehicle parking requirement to be 1.0 parking stall per dwelling unit as per the City Centre Zone 1 Bylaw Parking intended to support Transit-Oriented Development (TOD) in close proximity to a rapid transit station.*

CARRIED

3. New Business

4. Date Of Next Meeting: Wednesday, January 11, 2012

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:01 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, December 14, 2011.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk