



City of Richmond

Report to Council

To: Richmond City Council
From: Cecilia Achiam
Chair, Development Permit Panel
Date: April 13, 2021
File: DP 17-781050
Re: **Development Permit Panel Meeting Held on July 11, 2018**

Staff Recommendation

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 17-781050) for the property located at 22720 and 22740 Westminster Highway be endorsed and the Permit so issued.

Cecilia Achiam
Chair, Development Permit Panel
(604-276-4122)

SB/JR:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on July 11, 2018.

DP 17-781050 – 1082843 BC LTD (REFINED PROPERTIES)
– 22720 AND 22740 WESTMINSTER HIGHWAY
(July 11, 2018)

The Panel considered a Development Permit (DP) application to permit the construction of a 25-unit townhouse project on a site zoned “High Density Townhouses (RTH1)”. Variances are included in the proposal for reduced exterior side yard setback to McLean Avenue for limited portions of two buildings.

Architect, Karen Smith, of Engage Architecture, and Landscape Architect, Meredith Mitchell, of M2 Landscape Architecture, provided a brief presentation, including:

- The proposed townhouse project consists of 25 units in six buildings with a typical building height of three-storeys.
- The subject site is close to public transit connections.
- There are no ground floor habitable spaces due to flood plain restrictions.
- All units are provided with a balcony and private yard.
- Two convertible units are proposed and all units are provided with aging-in-place features.
- The proposed exterior side yard setback variances are minimal and apply to small sections of two buildings (Buildings 1 and 6) along McLean Avenue.
- The proposed architecture for the buildings includes gables, large exterior shingle surfaces, windows, and projecting bays.
- In response to Advisory Design Panel recommendations, the project was improved, including: (i) emphasizing the gable ends of the two buildings facing Westminster Highway; (ii) shifting the large trellis feature closer to the site entry; (iii) reducing the building setback along Westminster Highway but still meeting the zoning requirements to increase the separation between the two buildings in the middle of the site (i.e., Buildings 4 and 5); and (iv) slightly increasing the size of the outdoor amenity area and introducing additional surface paving treatment within and around the outdoor amenity area.
- Large street trees are proposed along Westminster Highway to provide a significant presence.
- Trees proposed to be planted along McLean Avenue are medium-sized and trees on private yards will be planted in pots due to the statutory right-of-way (SRW) to be registered on the site adjacent to McLean Avenue.
- Native and adaptive non-native plant materials are proposed on the site, majority of which are medium-sized deciduous trees to allow for sunlight penetration into the site.
- The programming for the outdoor amenity area provides for active and passive uses.
- The paving treatment across the internal drive aisle adjacent to the outdoor amenity area visually enlarges the amenity space.
- The trellis feature and entry paving treatment make the entry to the site more welcoming.
- Some existing on-site trees will be removed and remaining trees will be protected.

- A large Douglas Fir feature tree is proposed at the southeast corner of the site adjacent to the cul-de-sac to draw attention towards the site entry and differentiate it from the entry to the adjacent single-family home.
- A bench is proposed to be installed at the corner of Westminster Highway and McLean Avenue to provide a seating area and community amenity at the corner.

In reply to Panel queries, the project's design team noted that: (i) the proposed size of street trees will be determined through the Servicing Agreement and considers the location of services and utility kiosks as well as a lamp post along Westminster Avenue; (ii) the small size of the site and the provision for street access in buildings fronting Westminster Highway do not necessitate the provision of a pedestrian pathway to access the bus stop to the north of the site along Westminster Highway; and (iii) the applicant will investigate opportunities for increasing the permeable surface paving treatment on the site.

Staff noted that: (i) there is a Servicing Agreement associated with the project which includes frontage works along Westminster Highway and McLean Avenue and construction of a cul-de-sac at the east end of McLean Avenue; (ii) the proposed setback variances apply to limited portions of two buildings and respond to the context appropriately; (iii) acoustical reports will be provided that address CMHC noise standards and interior thermal conditions prior to the subject Development Permit application advancing to Council; and (iv) the project has been designed to achieve an EnerGuide rating of 82.

No correspondence was submitted to the Development Permit Panel regarding the application.

The Panel recommends the Permit be issued.



To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: April 13, 2021
File: DP 18-825663
DP 18-817925
DP 18-835533
DP 20-895384
DP 20-896600
Re: Development Permit Panel Meetings Held on February 26, 2020,
April 29, 2020, July 15, 2020, October 15, 2020 and March 24, 2021

Staff Recommendation

1. That the recommendation of the Panel to authorize issuance of:
 - a) a Development Permit (DP 18-825663) for the property at 2660 Smith Street;
 - b) a Development Permit (DP 18-817925) for the property at 13020 Delf Place;
 - c) a Development Permit (DP 18-835533) for the property at 9900 No. 3 Road and 8031 Williams Road;
 - d) a Development Permit (DP 20-895384) for the property at 9751 Bridgeport Road; and
 - e) a Development Permit (DP 20-896600) for the property at 5500 No. 3 Road;be endorsed and the Permits so issued.

Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

WC/SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on February 26, 2020, April 29, 2020, July 15, 2020, October 15, 2020 and March 24, 2021.

DP 18-825663 – BILLARD ARCHITECTURE – 2660 SMITH STREET
(February 26, 2020)

The Panel considered a Development Permit (DP) application to permit the construction of a three-storey industrial building on a site zoned “Light Industrial (IL)”. No variances are included in the proposal.

Architect, Robert Billard, of Billard Architecture Inc., and Landscape Architect, Lu Xu, of Royal Pacific Landing Ltd., provided a brief presentation, including:

- Parking, loading and garbage and recycling areas are proposed on the ground floor, workshop spaces on the second floor and associated office spaces on the third floor.
- A landscaped patio will be installed on the building’s rooftop.
- The applicant has addressed the recommendations of the Advisory Design Panel except the removal of columns in the parking area due to cost considerations.
- The proposed building materials include concrete, metal and glass.
- The large existing Norway Maple tree at the southeast corner of the site will be retained.
- A small plaza with seating is proposed at the intersection of Smith Street and Beckwith Road.
- LiveRoof modules are proposed for the extensive green roofs on the roof deck.
- A metal trellis is proposed on the rooftop landscaped patio to provide shade for users.

In reply to Panel queries, Robert Billard acknowledged that: (i) a perforated metal fence is proposed along the north property line and between the loading space and the concrete sidewalk for building security and pedestrian safety; (ii) there are no potential hiding places in the parking area; (iii) soffit lighting is provided for the parking area underneath the second floor; (iv) a double door building entry and an elevator are provided to allow accessibility of people and equipment into and within the building; (v) the second floor is primarily intended to provide workshop areas; and (vi) three parking stalls will be provided in the parking area.

Staff noted that: (i) there is a Servicing Agreement associated with the project for frontage works on both Smith Street and Beckwith Road; (ii) the mature City-owned tree at the southwest corner will be retained and protected, a tree survival security will be collected from the applicant, and a contract with a certified arborist will be required for monitoring during the construction process; (iii) a Level 2 electric vehicle (EV) charging station will be provided between two parking stalls in the parking area; (iv) an extensive green roof will be installed; (v) the building will be used by a single entity; (vi) majority of the second floor would be workshop spaces; and (vii) the third floor will be utilized for associated office spaces.

In reply to Panel queries, staff advised that: (i) the three parking stalls to be provided meet the parking requirement for the proposed industrial building; and (ii) further consultation with the City’s Business License Division will be done by Planning staff regarding the proposed industrial use of the building prior to the application moving forward for Council consideration.

Discussion ensued regarding the proposed use of the building and it was noted that: (i) the building provides a significant number of workstations which is not typical for an industrial building; and (ii) the proposed three parking spaces may not be sufficient for future occupants.

No correspondence was submitted to the meeting regarding the application.

The Panel expressed support for the design of the building however, the Panel noted that the proposed use of the building should be clarified.

Direction was then given to staff to further consult with the City's Business License Division, in particular with the Chief License Inspector, and confirm whether the project conforms with its intended industrial use prior to the application moving forward for Council consideration.

Subsequent to the meeting, staff received a letter from the applicant confirming that the building will be used in accordance with the "Contractor Service" use that is permitted in the "Light Industrial (IL)" zone. The primary purpose of the building will be the storage of construction materials and equipment along with a related workshop area. Office uses are accessory to the construction service use. Staff have reviewed this material with the Chief License Inspector who has confirmed that the proposed use complies with the current zoning.

The Panel recommends the Permit be issued.

DP 18-817925 – WENSLEY ARCHITECTURE LTD. – 13020 DELF PLACE
(April 29, 2020)

The Panel considered a Development Permit (DP) application to permit the construction of a single-storey building with drive-through restaurant use on a site zoned "Industrial Business Park (IB1)". No variances are included in the proposal.

Gordon Wylie, of Great-West Life Realty Advisors, provided a brief presentation and noted that the proposed drive-through restaurant building will provide a needed amenity in the area.

Staff noted that: (i) the proposal is consistent with the zoning application presented to Council; (ii) there is a Servicing Agreement associated with the project for frontage improvements along the two street frontages of the proposed development and for installation of a marked crosswalk along Jacombs Road at the intersection of Jacombs Road and Delf Place; (iii) a traffic impact assessment for the project was submitted by the applicant at rezoning stage; (iv) the acoustical report submitted by the applicant confirms that the project complies with the City's Noise Regulation Bylaw; (v) there is a legal agreement to secure the participation of the proposed drive-through business in the City's Adopt-a-Street Program to ensure that Jacombs Road is free of litter and trash; and (vi) one electric vehicle (EV) station and one parking space equipped with a 240-volt electric outlet will be provided on the site.

In reply to Panel queries, staff advised that: (i) the traffic impact assessment confirms that the anticipated flow of vehicular traffic in the area including and drive-through vehicle queuing area could be accommodated by the existing road network and proposed site layout; (ii) the Development Permit proposal is consistent with what was presented at rezoning stage; and (iii) the 240-volt electrical outlet installed for one parking stall will allow the future installation of an additional charging station.

In reply to Panel queries, Architect, Barry Weih, of Wensley Architecture Ltd., confirmed that: (i) the proposed and future EV charging stations could be used by the drive-through restaurant employees and the public; and (ii) the proposed garbage and recycling area is located away from residential areas and will be screened.

No correspondence was submitted to the meeting regarding the application.

The Panel recommends the Permit be issued.

DP 18-835533 – MOSAIC NO. 3 ROAD AND WILLIAMS LIMITED PARTNERSHIP
– 9900 NO. 3 ROAD AND 8031 WILLIAMS ROAD
(July 15, 2020)

The Panel considered a Development Permit (DP) application to permit the construction of a four-storey mixed use building containing 638 m² (6,867 ft²) of non-residential uses on the ground floor and 33 secured market rental apartment units on a site zoned “Commercial Mixed Use (ZMU44) – Broadmoor”. A variance is included in the proposal for reduced setback at the southwest corner of the building.

Architect, Ben Nielsen, of Proscenium Architecture and Interiors, Inc., and Landscape Architect, Alexa Gonzalez, of Durante Kreuk, Ltd., provided a brief presentation, including:

- The siting of the project conceals the surface parking area and limits its overlook and shadowing on neighbouring properties.
- The four-storey mixed use development is located at the prominent No. 3 Road and Williams Road intersection and provides four commercial units at ground level and 33 secured market rental dwelling units on three storeys above.
- 42 percent of the rental units are family-friendly with two or more bedrooms.
- 30 percent of the rental units have been designed with basic universal housing (BUH) features and all units have aging-in-place features.
- 28 of the units will be provided with Juliet balconies.
- A four-storey white brick corner tower element is proposed at the No. 3 Road and Williams Road intersection.
- Right-in/right-out vehicle circulation is proposed.
- A variety of proposed surface paving treatments assists pedestrian circulation, identifies building entries and parking spaces, and provides visual interest.
- An accessory structure contains secured bicycle parking.
- Buffering is provided along north and east property lines adjacent residential developments.
- Common outdoor amenity area is provided on the building rooftop.

In reply to Panel queries, the project design team, including Elise Spearing, of Mosaic Homes, advised that: (i) the Juliet balconies are not designed for standing on; (ii) a significant number of market rental units are family-oriented; (iii) the site slopes down towards the northeast corner where a retaining wall is proposed; (iv) a variety of paving treatments would help soften the drive aisle and surface parking area; (v) the design of the vehicular entry/exit takes into account pedestrian safety and required turning radius for large and small vehicles; (vi) the applicant will consider upsizing the trees to be planted on ground level with consideration for not impacting vehicle parking and pedestrian circulation; and (vii) the design of electric vehicle charging stations for residential parking stalls would be appropriate for an outdoor surface parking area.

Staff noted that: (i) both driveway letdowns will be restricted to right-in/right-out only; (ii) the design of the letdowns will be done through a City Servicing Agreement; (iii) 42 percent of the market rental units have two or more bedrooms; (iv) the proposed setback variance due to the required corner cut road dedication at the No. 3 Road and Williams Road intersection was extensively reviewed and will not impact pedestrian circulation or vehicle sightlines at the corner; and (v) there will be a Servicing Agreement for frontage works and site services.

In reply to a Panel query, staff advised that the proposed size of the communal rooftop outdoor amenity area will compensate for the small size of the Juliet balconies and significantly exceeds the City's typical requirements for total common and private outdoor space.

No correspondence was submitted to the meeting regarding the application.

The Panel recommends the Permit be issued.

DP 20-895384 – AJ WILLIAMS ARCHITECT LTD. – 9751 BRIDGEPORT ROAD
(October 15, 2020)

The Panel considered a Development Permit (DP) application to permit exterior renovations to an existing building on a site zoned "Auto-Oriented Commercial (CA)". No variances are included in the proposal.

Interior Designer, Brenda Jones, of Stoever Jones Design, provided a brief presentation, noting that: (i) the proposed exterior renovation for the existing building is intended to match the interior renovations already done; (ii) the existing stucco on the front elevation of the building would be repainted to visually break down the building into smaller components; (iii) the images on the front façade of the building will not be lit; and (iv) PVC wood finish planks are proposed for cladding of the front façade of the building.

Staff noted that: (i) the proposed exterior renovations are only limited to the front facade of the building; (ii) the applicant will voluntarily provide two additional bicycle parking racks for a total of eight new bicycle parking stalls on the site; (iii) staff have visited and reviewed the landscaping on the site and it has been found to be in good condition and consistent with the original Development Permit for the site; and (iv) no variances are proposed.

No correspondence was submitted to the meeting regarding the application.

The Panel recommends the Permit be issued.

DP 20-896600 – HEADWATER LIVING INC. – 5500 NO. 3 ROAD
(March 24, 2021)

The Panel considered a Development Permit (DP) application to permit the construction of a high-rise mixed-use development containing approximately 637 m² (6,855 ft²) of commercial space and 149 market rental housing units on a site zoned “High Density Market Rental Residential/Limited Commercial (ZMU45) – Lansdowne Village (City Centre)”. A variance is included in the proposal for increased balcony projection into the Lansdowne Road setback.

Architect, Peter Odegaard, of MCM Architects, and Landscape Architect, Alyssa Semczynszyn, of Prospect and Refuge Landscape Architects, provided a brief presentation, including:

- Proposed exterior cladding materials and colours differentiate the podium, mid-rise building, and 15-storey tower.
- Outdoor amenity space is proposed at the fifth and ninth floors. The two areas are designed to accommodate a variety of outdoor activities including children’s play and social gathering.
- Loading and vehicular access is proposed off of the lane on the east side of the site.
- The podium level of the subject site meets the podium level of the adjacent development to the south and a landscape buffer is proposed to provide privacy and security.
- There is an opportunity to consider incorporating Public Art on the west end of the Lansdowne Road frontage.
- Generous pedestrian walkways are proposed along the No. 3 Road and Lansdowne Road frontages.
- Landscaping along the eastern portion of the Lansdowne Road frontage has a more residential character to provide transition to the adjacent residential building to the east.
- A stepped planter with landscaping is proposed along the south edge of the Level 5 outdoor amenity space to provide an appropriate interface with the outdoor amenity space of the neighbouring development to the south.

In reply to Panel queries, Peter Odegaard and Alyssa Semczynszyn noted that: (i) there will be a statutory right-of-way (SRW) over the lane which will be widened; (ii) lighting will be installed in the surrounding public realm of the subject site including along the lane; (iii) low lighting will be incorporated in planters at the outdoor amenity spaces and landscape buffers will be installed for residential units to mitigate light pollution; (iv) proposed cladding materials for street level Lansdowne Road and No. 3 Road frontages are similar; (v) exterior cladding materials for the parking level facing the Canada Line guideway include opaque materials that provide screening as well as visual interest; (vi) the landscaped outdoor amenity area on Level 5 will be visible from the Canada Line guideway; and (vii) the proposed variance for balcony projection for all residential levels along Lansdowne Road would increase the size of balconies and enhance the livability of residential units.

Staff noted that: (i) all residential units in the project are market rental and secured through rental tenure zoning and housing agreement with the City; (ii) all residential units achieve the City's Basic Universal Housing (BUH) guidelines in terms of accessibility; (iii) the project will provide an on-site low carbon energy plant designed for future connection to the City's District Energy Utility (DEU) system; (iv) the Servicing Agreement associated with the project includes frontage improvements along No. 3 Road and Lansdowne Road and the widening of the lane including the installation of a sidewalk and lighting within the lane; and (v) the project has been designed to achieve Canada Mortgage and Housing Corporation (CMHC) interior noise standards and an acoustical report has been provided by the applicant.

In reply to Panel queries, staff confirmed that: (i) the lane will be widened to the full City Centre standard; and (ii) the development of the proposed patio for the restaurant on the ground level will require the approval of the City's Engineering Department as the patio encroaches into the right-of-way (ROW) for public-right-of-passage (PROP).

No correspondence was submitted to the meeting regarding the application.

The Panel expressed support for the project, noting that: (i) the project provides significant attention to detail in terms of materials and finishing and is thoughtfully done; and (ii) the proposed outdoor amenity areas are well designed, and more animation could be provided at the street level.

The Panel recommends the Permit be issued.

**TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE**



City of Richmond

Memorandum
Finance and Corporate Services Division
Finance Department

To: Mayor and Councillors
From: Venus Ngan
Manager, Treasury and Financial Services
Date: April 23, 2021
File: 03-0900-01/2021-Vol 01
Re: **2021 DCC Imposition Bylaw No. 9499, Amendment Bylaw No. 10161**

At the April 12, 2021 Council Meeting, the Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw 10161 was introduced and given first reading. The staff report titled "Development Cost Charges Imposition Bylaw Annual Inflationary Update (2021)" dated March 8, 2021 from the Acting Director, Finance, was endorsed as the basis for public consultation in establishing the amended Development Cost Charge Imposition Bylaw.


Staff took the following steps during the public consultation period:

- The relevant report and information of the proposed DCC rate increase of 0.8% was made available on the City's Planning, Building & Development webpage.
- Letters were emailed to various major institutes and associations that represent a wide range of local developers in their membership base, including the Urban Development Institute, the Commercial Real Estate Development Association, the Homebuilders Association as well as the local small builder's group.
- Comments and feedback were sought via email at dcc@richmond.ca until April 22, 2021.

As of the closing of the consultation period on April 22, 2021, the City did not receive any comments from the industry stakeholders and the public.

This memo is to advise Mayor and Councillors that the Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw 10161 will be forwarded to the April 26, 2021 Council meeting and be introduced for second and third readings. If approved for second and third readings, the amendment bylaw will be presented to Council on May 10, 2021 for adoption.

If you have any questions, please do not hesitate to contact me at 604-276-4217.


Venus Ngan
Manager, Treasury and Financial Services

cc: SMT



UNPROCESSED

APR 23 2021

SG

CNCL - 427



**DEVELOPMENT COST CHARGES IMPOSITION BYLAW NO. 9499,
AMENDMENT BYLAW NO. 10161**

The Council of the City of Richmond enacts as follows:

1. Schedule B of the **Development Cost Charges Imposition Bylaw No. 9499** be deleted and be replaced with Schedule A attached to and forming part of this amendment bylaw.
2. This Bylaw is cited as “**Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10161**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

APR 12 2021

CITY OF RICHMOND
APPROVED for content by originating dept. VN
APPROVED for legality by Solicitor BRB

MAYOR

CORPORATE OFFICER

SCHEDULE B City-Wide Development Cost Charge

Richmond Zoning Bylaw 8500											
Description	Standard Zones	Site Specific Zones	Site Specific Mixed Use Zones (1)	Road Works	Drainage Works	Water Works	Sanitary Sewer	Parks Acquisition	Parks Development	Total DCC	Units for each column
Agricultural	AG, CR, GC	ZA		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-
Marina (2)	MA										
Single Family	RS, RC, RCH, RD, RI, RE, RCC	ZS, ZD		\$16,601.81	\$ 7,491.05	\$ 1,132.17	\$ 2,663.75	\$ 8,037.72	\$ 5,939.27	\$ 41,865.77	per lot
Townhouse	RTL, RTM, RTH, RTP	ZT		\$ 7.95	\$ 3.23	\$ 0.74	\$ 1.74	\$ 5.24	\$ 3.87	\$ 22.77	per sq. ft. of DU
Apartment	RAL, RAM, RAH	ZLR, ZHR	ZR, RCL, ZMU, CS, ZC	\$ 9.77	\$ 2.30	\$ 0.77	\$ 1.78	\$ 5.38	\$ 3.97	\$ 23.97	per sq. ft. of DU
Commercial (3)	CL, CC, CA, CDT, CEA, CG, CN, CP, CV IB, IL, IR, IS	ZC ZI	ZR, RCL, ZMU, CS, ZC	\$ 11.85	\$ 2.23	\$ 0.29	\$ 0.68	\$ 0.20	\$ 0.14	\$ 15.39	per sq. ft. of BA
Light Industrial (4)	IB, IL, IR, IS	ZI		\$ 8.48	\$ 2.23	\$ 0.29	\$ 0.68	\$ 0.20	\$ 0.14	\$ 12.02	per sq. ft. of BA
Major Industrial	I			\$44,262.33	\$ 44,335.18	\$ 4,060.99	\$ 9,554.68	\$ 788.53	\$ 582.66	\$103,584.37	per acre of gross site area
Institutional	AIR, SI, ASY, HC	ZIS		\$ 11.85	\$ 2.23	\$ 0.29	\$ 0.68	\$ 0.20	\$ 0.14	\$ 15.39	per sq. ft. of BA

(1) For site specific mixed-use residential and commercial zones, the development cost charge (DCC) payable shall be calculated separately for each portion of the development. DCC for residential uses are charged at the appropriate multi-family residential rate, and any commercial space is charged at the appropriate commercial rate.

(2) Waterborne residential development permitted under MA zone is exempt from DCC. Any upland buildings in this zone are required to pay the Commercial DCC Rate.

(3) Commercial rate is applicable to all uses permitted in these zones, except for the following, which will be charged the industrial rate: (i) general industrial, (ii) custom indoor manufacturing, (iii) minor utility, (iv) transportation depot, and (v) truck or railroad terminal.

(4) For industrial developments with a mix of commercial and industrial permitted uses (including site-specific industrial zones), the DCC payable shall be calculated separately for each portion of development contained in the building permit or subdivision application in accordance with actual uses. The total payable will be the sum of the DCC for each portion of the development at the applicable DCC rates.