



## Development Permit Panel

### Council Chambers

Wednesday, January 30, 2013

3:30 p.m.

#### 1. Minutes

*Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, January 16, 2013.*



#### 2. Development Permit DP 12-604012

(File Ref. No.: DP 12-604012) (REDMS No. 3720814)

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APPLICANT: Pinnacle International (Richmond) Plaza Inc.

PROPERTY LOCATION: 3391 and 3411 Sexsmith Road and a portion of unopened City lane

INTENT OF PERMIT: To permit the construction of a high-rise, multi-family project consisting of 200 dwelling units at 3391 and 3411 Sexsmith Road and a portion of unopened City lane on a site zoned "Residential/Limited Commercial (RCL4)".

#### Manager's Recommendations

*That a Development Permit be issued which would permit the construction of a high-rise, multi-family project consisting of 200 dwelling units at 3391 and 3411 Sexsmith Road and a portion of unopened City lane on a site zoned "Residential/Limited Commercial (RCL4)".*



#### 3. New Business

ITEM

4.     **Date Of Next Meeting:     Wednesday, February 13, 2013**
5.     **Adjournment**



## Development Permit Panel Wednesday, January 16, 2013

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Dave Semple, Chair  
Robert Gonzalez, General Manager, Engineering and Public Works  
Victor Wei, Director, Transportation

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 14, 2012, be adopted.*

**CARRIED**

### 2. Development Permit DP 12-626299

(File Ref. No.: DP 12-626299) (REDMS No. 3722367)

APPLICANT: Christopher Bozyk Architects Ltd.  
PROPERTY LOCATION: 10780 Cambie Road  
INTENT OF PERMIT: Permit the construction of a 212.28 m<sup>2</sup> showroom addition to the BMW automobile dealership at 10780 Cambie Road on a site zoned Auto-Oriented Commercial (CA)

#### Applicant's Comments

Christopher Bozyk, Architect, Christopher Bozyk Architects Ltd., provided the following information regarding the proposed showroom addition:

- Autowest BMW have been strong proponents of integrating sustainability into their buildings and business practices. The building is designed to house the first electric vehicles that BMW is bringing on to the market. The project is a custom showroom

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for this purpose;

- in essence they have designed a glass box that is simple, elegant and complements both the existing building and the vehicles on display;
- the showroom is 2200 ft<sup>2</sup> and located at the north end of the existing site in an area that was formerly an outdoor vehicle display space; and
- the proposed building will not impact the existing parking or landscaping on the site.

**Panel Discussion**

Mr. Bozyk, in response to a query from the Panel, confirmed:

- that the proposal is a conversion of an outdoor hard surface area into an indoor showcase; and
- a sign permit is required and the design is intended to be subtle and understated.

**Staff Comments**

Wayne Craig, Director of Development, stated that there is no need for frontage improvements as a result of the proposed expansion. All the frontages were upgraded through the rezoning process for the existing building. Mr. Craig also advised that staff are pleased with the design of the showroom; the design is in keeping with the existing form and character of the development.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the construction of a 212.28 m<sup>2</sup> showroom addition to the BMW automobile dealership at 10780 Cambie Road on a site zoned Auto-Oriented Commercial (CA).*

**CARRIED**

**3. Development Permit DV 11-565153**

(File Ref. No.: DV 11-565153) (REDMS No. 3722229)

APPLICANT: Standard Land Company Inc.

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PROPERTY LOCATION: 16300 River Road

INTENT OF PERMIT: To vary the provisions of the Richmond Zoning Bylaw 8500 to increase the maximum accessory structure height of "Light Industrial (IL)" zoning from 20 m (66 ft.) to 45 m (148 ft.), in order to permit the construction of a telecommunication antenna tower at 16300 River Road.

#### **Staff Comment**

In response to an inquiry, Mr. Craig advised that the cell tower development variance application was presented to the Development Permit Panel in October 2011. It was referred back to staff with specific direction, which the applicant has now addressed.

#### **Applicant's Comments**

Chad Marlatt, Manager, Land Project Manager, Standard Land Company, advised

- that the property is long and narrow with the length of more than 250 metres. The tower site was originally located approximately 30 metres from the south property line. The site has been relocated with a 60 m setback from the south property line to accommodate any future road along the rear of the property;
- at the prior meeting there were four issues that were of concern to the Panel. The first was that the City had not adopted their telecommunications policy and therefore Standard Land Company was premature in bringing the application forward. The Policy has since been adopted and the City of Richmond's Zoning Bylaw has been revised to allow Telecommunication Towers;
- the tower is a basic lattice design type. The design is largely driven by the amount of equipment that is proposed for the site. The tower will accommodate three separate telecommunication carriers, promoting the co-location of TELUS, Rogers, and Mobilicity. The three carriers have equipment ranging from approximately 25 to 45 metres on this tower. The tower was designed to provide the necessary structural support for the proposed equipment and to allow for easier upgrading should additional equipment be required;
- the compound layout is fairly simple with the tower in the middle and a few outdoor passages and shelters at the base to hold radio equipment;
- the fencing around the perimeter will be chain link. As well, on three sides of the site, cedar fencing will be constructed to provide a solid visual screen; and
- an analysis of a 20m tower installation as opposed to the proposed 45 m tower was completed noting that a tower installation complying with zoning at a height of 20 m (66 ft.) would provide significantly decreased amounts of coverage than the tower proposed at 45 m (148 ft.). It is estimated that as many as 12 total individual 20 m (66 ft.) towers in the surrounding areas would need to be installed to provide similar

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service coverage that one 45 m (148 ft.) tower is able to accommodate.

#### **Panel Discussion**

In reply to queries from the Panel, Mr. Marlatt provided the following information:

- the tower can be painted green if the Panel desires. Typically they would not paint a tower in an open area as, in their view, the tower is less noticeable if left galvanized; and
- although it is technically possible to mount the antennas laterally, which would potentially reduce the tower height, practically it would require multiple and larger support structures which would be more expensive and require further technical assessment.

#### **Staff Comments**

Mr. Craig advised that staff's primary review was for conformity to Council's newly adopted Telecommunication Antenna Consultation and Siting Protocol. The application does conform to the protocol and the applicant has responded to the four areas of the previous referral.

Staff considered the Siting Protocol which identified industrial sites as preferred locations and also provides a processing option for increased height through a Development Variance Permit.

Mr. Craig stated that there would be a number of issues that would come into play with a lower structure mainly more towers would be required. One of the guiding principles in Council's policy is to limit the proliferation of towers and ensure co-location among service providers which this proposal does. By looking at this higher structure in one location we are able to avoid, potentially, twelve structures in multiple locations within the same vicinity.

#### **Correspondence**

None.

#### **Gallery Comments**

None.

#### **Panel Discussion**

The Panel commented that, though the structure itself is not attractive, the elimination of multiple towers by permitting the proposed variance was considered a positive move.

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**Panel Decision**

It was moved and seconded

*That*

1. *Richmond City Council grant concurrence to the proposed telecommunication antenna tower installation at 16300 River Road; and*
2. *A Development Variance Permit be issued which would vary the provisions of the Richmond Zoning Bylaw 8500 to increase the maximum accessory structure height of "Light Industrial (IL)" zoning from 20 m (66 ft.) to 45 m (148 ft.), in order to permit the construction of a telecommunication antenna tower at 16300 River Road.*

**CARRIED**

**4. New Business**

**5. Date Of Next Meeting: Wednesday, January 30, 2013**

**6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 3:53 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, January 16, 2013.

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Dave Semple  
Chair

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Heather Howey  
Acting Committee Clerk



# City of Richmond

## Report to Development Permit Panel Planning and Development Department

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**To:** Development Permit Panel

**Date:** January 3, 2013

**From:** Wayne Craig  
Director of Development


**File:** DP 12-604012

**Re:** Application by Pinnacle International (Richmond) Plaza Inc. for a Development Permit at 3391 and 3411 Sexsmith Road and a Portion of Unopened City Lane on the North Side of Capstan Way

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### Staff Recommendation

That a Development Permit be issued which would permit the construction of a high-rise, multi-family project consisting of 200 dwelling units at 3391 and 3411 Sexsmith Road and a portion of unopened City lane on a site zoned "Residential/Limited Commercial (RCL4)".

  
Wayne Craig  
Director of Development

DN:blg  
Att.



## Staff Report

### Origin

Pinnacle International (Richmond) Plaza Inc. has applied to the City of Richmond for permission to develop a high-rise, high-density, multi-family project within the City Centre's Capstan Village (**Attachment 1**). The project consists of two (2) buildings that share a common parking structure. Building A, which is located on the western portion of the site, is an eight-storey L-shaped building that extends along Capstan Way and along the walkway being introduced along the site's west property line. Building B is located on the eastern half of the site and consists of a six-storey reverse L-shaped building with a 14-storey tower that anchors the corner of Capstan Way and Sexsmith Road. The public realm will be enhanced with the introduction of a walkway along the western edge of the site and an expanded public realm along Capstan Way. The proposed development will introduce a total of 200 dwelling units, of which 13 units will be secured as affordable housing units via the City's standard Housing Agreement.

The subject site, consisting of 3391 and 3411 Sexsmith Road and a portion of a north-south unopened City lane, is the initial proposal proceeding within a larger high-density, mixed-use development planned for the block bounded by Sexsmith Road, Capstan Way, No. 3 Road and Sea Island Way, which is owned in part by the subject developer (72.1%) and in part by Concord Pacific (27.9%). (**Attachment 2** provides an overview of property ownership in the area.)

Bylaw 8842 (RZ 10-544729) to rezone 3391 and 3411 Sexsmith Road and a portion of unopened City lane, from "Single Detached (RS1/F)" to "Residential/Limited Commercial (RCL4)" has received Third Reading and the conditions associated with Final Adoption are being actively acted upon.

Two (2) Servicing Agreements (SA) are required in association with the rezoning application and are discussed in more detail in a subsequent section of this report. The scope of the SAs include upgrades to sanitary, storm and water systems, registration of rights-of-way for services and public realm improvements, design and construction of road and intersection improvements, design and construction of the off-site temporary park (at 3200, 3220, 3240 No. 3 Road & 3171 and 3191 Sexsmith Road) and design and construction of the new Capstan Sanitary Pump Station.

### Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 3**) for a comparison of the proposed development data with the relevant Bylaw requirements.

### Background

The single-family zoned lots forming part of the subject Development Permit (including a vacant City-owned lot and a lot occupied by a house and out-buildings), unopened City lane, and surrounding properties are situated within the City Centre in the Capstan Village, which is an area in transition that is designated for high-density, mixed-use development in anticipation of the construction of the future Capstan Canada Line Station at the northeast corner of Capstan Way and No. 3 Road. Existing development surrounding the subject site includes:

North: Single Detached (RS1/F) lots owned by the applicant (3371 and 3331 Sexsmith Road), which are proposed for future rezoning and development as a second phase of the applicant's subject development.

East: Across Sexsmith Road is the former TransLink park-and ride site, a series of single-family lots, a church, and vacant land including the site of Concord Pacific's "Concord Gardens" rezoning application for approximately 1,245 residential units (RZ 06-349722).

South: Across Capstan Way is a low-density, strata-titled shopping centre ("Union Square") zoned Auto-Oriented Commercial (CA).

West: Two (2) commercially zoned lots (3360 No. 3 Road and 8511 Capstan Way) that are owned by Concord Pacific. The north lot is vacant and the south lot is occupied by a former multi-tenant, automobile service centre that is undergoing renovations and will be used as Concord Pacific's marketing centre for its proposed development east of Sexsmith Road (RZ 06-349722).

***Future Development on the Neighbouring Western Lot:*** The City Centre Area Plan (CCAP) proposes extension of Hazelbridge Way across Capstan Way and its connection to Sexsmith Road, which will result in Concord Pacific's land west of the subject site being split into two (2) parcels. The future parcel situated adjacent to the subject development will be triangular in shape and have public frontages on all three sides (e.g., Capstan Way, Hazelbridge Way, and expansion of the public pedestrian walkway being introduced to the area by the subject development through the associated rezoning process). The subject developer has prepared a conceptual design for this future parcel demonstrating, to the satisfaction of staff, that the parcel can be developed in a manner generally consistent with the CCAP and should not be considered landlocked. The owner of the future parcel, Concord Pacific, has provided a letter of support in principle in respect to the subject rezoning; the letter is being kept in the file associated with the subject site's rezoning.

**Attachment 4** provides a conceptual overview of future development west and north of the site.

## **Rezoning and Public Hearing Results**

During the rezoning process, staff identified the following design issues to be further developed and resolved at the Development Permit stage. Adjustments and further design development that address the issues raised are described in italics.

- Development of the interface between street-fronting units and the finished grade of the abutting pedestrian areas

*Individual townhouse unit entries along Sexsmith Road and Capstan Way, as well as along the public walkway on the west side of the site, are approximately 1 m (3 ft. 3 in.) above the elevation of the sidewalk/walkway. The raised, semi-private patios and visually permeable railings achieve a good relationship with the public realm and facilitate casual surveillance.*

- Design a public open space that achieves a balance between providing a quiet seating area for use by the development's residents and an inviting, engaging outdoor space for daily, active public use.

*A public plaza is located at the mid-point of the Capstan Way building frontage. The plaza's design includes a three-storey sloping green wall and a 45 cm (18 in.) wide feature slab wood*

*bench located near its base. The adjacent lateral space is landscaped with shade and columnar trees (Trembling Aspen and Pin Oak) and low landscaping (Dwarf Red Rhododendron, Red Azalea, and Box Honeysuckle) creating an attractive space for use by the public that is setback from Capstan Way yet remains open and inviting to users.*

- The subject site is located within the City Centre's proposed Arts District; therefore, the proposed design is to establish an unique design and complement the Capstan Village as a whole.

*The development proposal will introduce ground-oriented townhouse units with an internal layout that has been designed to supply a work from home option that is suitable for artists and others, which includes the provision of street-oriented work, display and gallery spaces.*

- The interface between residential development on the subject site and future neighbouring development, especially with regard to potential view blockage and related impacts arising as a result of future towers north and west of the subject site, is to be recognized.

*As a condition of Development Permit issuance, the applicant is required to register a covenant on Title notifying future owners of the potential view blockage and related impacts arising as a result of future development within proximity of the subject site. The Development Permit review process for adjacent sites will be required to provide view corridor studies to ensure the most appropriate placement of future towers.*

The Public Hearing for the rezoning of this site was held on February 20, 2012. One (1) written submission was received. The Vancouver Airport Authority submitted a letter expressing concern with the proposal, which intends to introduce additional residential units within an area affected by aircraft noise.

*The Aircraft Noise Sensitive Development Policy (ANSND) includes the subject site within Area 3: Moderate Aircraft Noise. This designation permits all aircraft noise sensitive land uses, provided that a restrictive covenant is registered on Title and acoustics reports are prepared at Development Permit (DP) and Building Permit (BP) stages. Further, the proposed land use is supported by the site's designation in the CCAP. The planning process for the preparation of the Richmond CCAP included a thorough public consultation process that included the Vancouver Airport Authority*

*An acoustics report has been submitted by the applicant and identifies noise attenuation measures that include exterior façade upgrades and alternate ventilation considerations. The report considers impacts from both aircraft and traffic noise. The construction drawings will incorporate notations and will comply with the recommended acoustical measures. As a condition of rezoning, an aircraft noise sensitive use covenant is being registered on Title.*

Through the review process, staff worked with the architect to implement additional design adjustments to the following aspects of the proposal, which are discussed in detail in subsequent sections of this report:

- The ground level relationship between townhouse patios and the public realm;
- The parking façade on Capstan Way and the associated public space at ground level;

- The building treatment at the corner of Capstan Way and Sexsmith Road including adjustments to the architectural frame, the building lobby entrance, and the accessibility ramp; and
- The programming and design of the outdoor and indoor amenity spaces.

### **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed the significant urban design and other design issues raised by the Advisory Design Panel and staff as part of the review of the subject Development Permit application. In addition, it complies with the intent of the applicable urban design, and form and character objectives of the Official Community Plan (OCP) and the City Centre Area Plan (CCAP).

### **Advisory Design Panel Comments**

The development proposal was considered by the Advisory Design Panel (ADP) on October 3, 2012. The ADP was generally supportive of the development and appreciated the articulation of the building masses. Some Panel members encouraged incorporation of bold elements and architectural features to strengthen the building's identity and contribution to the evolving Arts District with particular attention to color and material choices. A copy of the relevant excerpt from the Advisory Design Panel Minutes from October 3, 2012 is attached for reference (**Attachment 5**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

The Panel's comments focused on two (2) main design features. The site plan presented to the ADP proposed a three-storey water feature located mid-block on the Capstan Way parking structure elevation; members of the Panel encouraged the architect to further develop the design. The water feature has been replaced with a sloping green wall, the water elements have been removed from the podium level, and the design and programming at the ground level have been developed to create a public space that invites the public to stop and rest along the bike/greenway.

The southeast corner of Building B was identified for further design development and the applicant has worked with City staff to advance the building design. Improvements to the southeast corner of the building include extension of the architectural frame around the corner of the building to the third storey, changes to the entrance to Building B's lobby, simplification and strengthening of the vertical frame that rises above the Building B entrance, and improvement of the relationship between the corner townhouse unit and the adjacent ramp.

### **Analysis**

#### ***Conditions of Adjacency***

- The form and massing of the proposed development responds well to the design objectives of the Official Community Plan (OCP) and City Centre Area Plan (CCAP) general design guidelines, and the Capstan Village specific design principles.
- The proposed development fits well in this sub-area of the CCAP, which is intended for primarily high-density, high-rise residential and mixed-use development in the form of towers anchored on a podium street wall base with an active street level interface.
- Quality public spaces are a priority in the area and the subject development has responded to this objective by including a public walkway along the western edge of the site and a sequence of enhanced public spaces along the Capstan Way frontage.

Capstan Way

- The building and landscaping treatment along Capstan Way has been designed to establish a strong relationship with street level activities.
- Both building lobbies are located along the Capstan Way frontage at either end of the development site. Although each building lobby maintains a distinct character, common design elements establish a similar architectural vocabulary between the building entrances.
- Individual townhouse patios along this frontage are elevated 1.03 m (3 ft. 4 in.) above the sidewalk and the open, metal patio guardrails are 1.07 m (3 ft. 6 in.) high. The Capstan Way frontage includes a bike path and sidewalk that are each 2.5 m (8 ft. 2 in.) wide and are separated by a 0.5 m (1 ft. 7 in.) wide series of granite sets. The combination of a wide boulevard and reasonably elevated patios secure privacy for residents and a safe and comfortable environment for the public.
- In addition to a generous boulevard treatment, the rezoning process secured 1,000 m<sup>2</sup> (0.25 ac) of public open space through rights-of-ways (**Attachment 6**). The supplementary public space along the western portion of the Capstan Way frontage introduces an increased separation between the boulevard and individual townhouse unit patios, the area is treated with a combination of neutral toned concrete pavers, columnar trees and tree grates, and outdoor benches. The spaces are designed and programmed to encourage public use while facilitating a gradual transition between private townhouse unit patios and the public realm.
- A public plaza is located on the Capstan Way frontage at the building mid-point. The plaza's design invites pedestrian toward the green wall and a 45 cm (18 in.) wide feature slab wood bench located near its base. The area is landscaped with shade and columnar trees (Trembling Aspen and Pin Oak) and low landscaping (Dwarf Red Rhododendron, Red Azalea, and Box Honeysuckle) creating an attractive space that is setback from the Capstan Way streetscape that is inviting to pedestrians.
- As a condition of Development Permit issuance, the applicant will expand the area secured for public space as part of the associated rezoning process by adjusting the public right of passage right-of-ways secured through the associated rezoning (RZ 10-544729) to secure public use and enjoyment of the plaza located on the Capstan Way frontage including the area from the edge of the landscaping retaining walls/seating walls to the linear public right of way on the Capstan Way frontage.

Sexsmith Road

- Vehicle access to the development is at the northeast corner of the subject site and is the only frontage interruption in the series of ground level townhouse units along Sexsmith Road.
- Unlike the Capstan Way frontage, the public sidewalk abuts the property line and as a result, the interface between public and private space has been carefully designed to achieve a balance between the privacy of townhouse residences and the pedestrian and cyclist experience. A width of 0.76 m (2 ft. 6 in.) is maintained between the edge of the sidewalk and the edge of the patio and will be planted with a Taxus hedge and Liriope border grass. By maintaining a landscaped area between the edge of the sidewalk and the private patios, the sense of physical separation and space is maximized. The design ensures pedestrians will not feel crowded by a solid patio wall adjacent to the sidewalk and residents benefit from an additional layer of privacy screening and separation. The individual unit patios are elevated 1.03 m (3 ft. 4 in.) above the abutting sidewalk and the glass patio guardrail is 1.07 m (3 ft. 6 in.) high, which establishes a desirable separation between uses while maintaining an active relationship with the street.

Northern adjacent site

- The two (2) northern adjacent lots (3371 & 3331 Sexsmith Road) are owned by the applicant and will be developed in the future as a second, related phase of the current development proposal (**Attachment 4**). The proposed blank northern building façade of the parkade is an interim condition.
- At the time the two (2) northern adjacent properties are developed, the vehicle access for the subject development from Sexsmith Road will be closed and the parking will be altered to facilitate access from Hollybridge Way via the northern adjacent development and coordinated use of the parking structure between the developments. Appropriate legal agreements to secure these terms are being secured through the associated rezoning (RZ 10-544729).

West side - public walkway

- Through the rezoning process, an 8.2 m (26 ft. 10 in.) wide portion of the site will be secured along the west side of the site for the establishment of a north-south public walkway. The walkway will be widened and extended to the north by adjacent future development (including the subject developer's future second phase of development).
- The public walkway will provide an important link between Capstan Way and the future Capstan Canada Line Station and adjacent neighbourhood park. Ultimately, the public walkway corridor will consist of two (2) hard surface pathways separated by a landscaped boulevard that will be universally accessible 24 hours-a-day. The applicant will be introducing the interim walkway condition, which will consist of a single hard surface pathway located close to the townhouse units along the west side of the development, and landscaping along the western edge of the site. Detailed design of the public walkway is being undertaken through a Servicing Agreement (SA 12-607280) that is required as a condition of the associated rezoning (RZ 10-544729).

***Urban Design and Site Planning***

- The proposed development meets the intention of the CCAP and Capstan Village guidelines with respect to land use, density, site planning and building height. As well, the proposal meets the building and urban design character associated with the Mixed-Use, High-Rise Residential, Commercial & Mixed Use Sub-Area.
- Building A is an L-shaped building and Building B is a complementary reverse L-shaped building. Both buildings are sited to maximize the development potential of the site, to maximize the liveability of units and the overall development, and to respond to adjacent conditions.
- As demonstrated by the shadow analysis provided by the applicant, the organization of the building on the site maximizes opportunities for sun penetration to individual units and outdoor spaces.
- Although the buildings are best characterized as a streetwall urban residential podium and tower typology, the building masses incorporate substantial articulation. The long Capstan Way frontage benefits from the combination of the curvature of the south property line, the public space right-of-way secured along Capstan Way, the significantly sized sloping green wall, and the siting of the residential building lobbies at the corner of the site to break up the building mass along the Capstan Way façade.
- The variation in building heights proposed on-site adds interest to the skyline. Building A is an eight-storey building that pulls back the northern end of the building at the fifth level and the east end of the building at the sixth level. Building B includes a 14-storey tower that anchors the

corner of Capstan Way and Sexsmith Road. Similar to Building A, Building B pulls back at the sixth floor, which adds interest to the mid-rise component of the building mass.

- As the initial redevelopment site within the general area, the site plan has been designed with consideration of future adjacent development. The two (2) northern adjacent parcels (3371 & 3331 Sexsmith Road) are owned by the subject applicant and will be developed as a second phase of the subject development. Although separate developments, they will be closely associated and share delivery and collection services, and include reciprocal use amenity agreements; thereby achieving a final condition that is equivalent to a single comprehensive multi-phase development.
- The proposal will enhance the general quality of the public realm by increasing public space along Capstan Way and introducing a public walkway along the western edge of the site, which will be widened and expanded in association with future developments within the neighbourhood. This walkway will provide an important pedestrian link between Capstan Way and the future Capstan Canada Line Station and neighbourhood park.

### Design Guidelines Compliance

The proposal is generally responsive to fundamental objectives of the CCAP Design Guidelines.

- The CCAP identifies minimum separation between towers to address privacy concerns, minimize shadow affects, and maximize view corridors. The subject site is within an area that requires a minimum 35 m (114 ft.) separation between towers. The single proposed tower is located at the corner of Sexsmith Road and Capstan Way; thereby securing the minimum 35 m (114 ft.) separation from any future development.
- The CCAP encourages a maximum tower floorplate size of approximately 650 m<sup>2</sup> (6,996 ft<sup>2</sup>). The tower floorplate commencing at the seventh storey is approximately 680 m<sup>2</sup> (7,320 ft<sup>2</sup>); however, the location of the tower minimizes the potential impact to view corridors, privacy and sun exposure of future neighbours. Further, in order to maintain the target density, reducing the tower floorplate would translate into additional mass and height being added to the mid-rise component of the building, which would have a greater impact on adjacencies and neighbourhood character than the proposed massing scheme.
- To diversify the City's skyline, the CCAP delineates precincts where building height may be limited to between 35 m (114 ft.) to 15 m (49 ft.). The subject site's designation within the CCAP is associated with a maximum building height of 35 m (114 ft.); however, the plan includes provisions to support increased height based on site specific conditions. The site is located within the Capstan Village and is eligible for a 0.5 floor area ratio (FAR) density bonus.\*\* Associated with an increase in permitted floor area is the challenge of best accommodating the density. Based on consideration of the siting of the proposed tower, future adjacent land uses and expected building forms, and the proposed articulation of the dominant streetwall building typology, extending the tower height from 35 m (114 ft.) to 46 m (150 ft.) geodetic is the preferred building mass distribution to accommodate the supported density.

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\*\* Within the Capstan Village, developers of the first +/- 3,250 new dwellings in the Village will voluntarily contribute +/- \$25 million towards station construction at an established rate that is indexed annually to account for changes to the cost of living. In lieu, developers are eligible for a 0.5 FAR density bonus while being required to provide additional open space at a rate of 5 m<sup>2</sup>/dwelling. The applicant has complied with these terms and the contributions will be secured through the associated rezoning process (RZ 10-544729).

### *Architectural Form and Character*

The subject site is within the Mixed Use, High-Rise Residential, Commercial & Mixed Use Sub Area and is responsive to the design guidelines associated with the area.

### Materials and Color

- The building materials and colors are consistent throughout the project.
- The mid-rise buildings use a combination of concrete painted white and a dark grey hue. The four-storey architectural frames are painted white and the dark grey hue is used within the frame to distinguish lower level units from the rest of the building and to define a pedestrian scale along the streetscape. The dark grey hue is also used to emphasize the vertical architectural frame on the west elevation of Building A. The buildings include large window openings and spandrel glass in aluminum frames in dark blue, light blue or silver.
- The high rise component is similarly concrete painted white with large window openings. The dark grey hue is used to highlight the tall vertical architectural frames on the south and east elevations of the tower at the corner of Sexsmith Road and Capstan Way. Again dark blue, light blue and silver spandrel glass is incorporated into the design.
- Complementary to the extensive glass and spandrel glass proposed, patio and balcony guardrails are glass with dark grey and clear anodized aluminum posts and railings.
- The amenity building is characterized by extensive use of glazing in aluminum frames. White spandrel glass is used as an accent under the building canopy and dark blue spandrel glass is used to highlight main entrances to the building.
- The materials and color palette have been selected to contribute toward an Arts District character. The architect's selection of materials subtly contributes toward a warehouse/industrial arts community ambience.

### Building Articulation

The development proposal employs a variety of architectural strategies to minimize the building mass, to emphasize distinction between the buildings that are connected by a common parking structure, and to achieve a pedestrian scale along the street and walkway frontages.

- The building setbacks are varied and the combination of the shape of the lot and the public right of ways accentuate the variation. Further, variation in building setbacks and height not only break up the building mass but also create opportunities to vary the size and shape of outdoor spaces associated with individual units and green roof areas.
- A significant break in continuity has been incorporated at the midpoint of the long Capstan Way elevation. The regular pattern of townhouse units along the Capstan Way frontage is interrupted at the midpoint of the building by a three-storey sloping vertical green wall that screens the recessed parking enclosure. The buildings adjacent to the green wall are pulled back at the sixth level at this location and are treated with more glazing to maximize the distinction between the two buildings and to interrupt the long building façade.
- Architectural frames are strategically used throughout the development and contribute to the articulation of the building masses.
  - Four-storey frames are used on the Capstan Way, Sexsmith Road and west elevations. The frames draw attention to the clusters of townhouse units and to the third and fourth-storey apartment units above. Balconies typically extend beyond the building face to add texture to the building; however, within the four-storey frames they are flush with the building to emphasize a distinction of form and character within the architectural frame in which they are contained.



- Tall architectural frames extending from the base of the building to the roof and beyond are used on both the Capstan Way and Sexsmith Road elevations of Building B to emphasize the verticality of the tower at the southeast corner of the site. The long vertical frame on the Capstan Way elevation draws attention to Building B's lobby entrance and sets the tower apart from the mid-rise component of the building. On the Sexsmith Road elevation, the combination of a vertical frame with additional glazing within contributes to visually slimming the tower's mass.
- An eight-storey architectural frame on the west elevation of Building A references the long frames on the tower and contributes to breaking up the massing of the eight-storey building frontage.
- A three-storey frame at the southeast corner of the site anchors Building B to the street corner and strengthens the base of the tower at this visually prominent location.

### Streetscape

In accordance with CCAP design guidelines for Mixed Use, High-Rise Residential development, and the site's location within a designated Village Centre, the proposal presents an active and pleasant urban street level experience:

- Individual townhouse unit entries along Sexsmith Road and Capstan Way, as well as along the public walkway on the west side of the site encourage a relationship with the public realm and facilitate casual surveillance. Illumination fixtures are incorporated into the design of the townhouse unit stairways.
- Architectural L-shaped horizontal canopies extend over townhouse patio stairways and entrances doubling as weather protection and as architectural statements that establish a rhythm along the street frontage and also relate to frames used elsewhere on the building. In addition, the interior of the townhouse units have been designed to facilitate easy integration of a home based business and associated gallery space.
- Both building lobbies include a canopy for weather protection and are universally accessible.
- Through the associated rezoning process (RZ 10-544729), a minimum of 1,000 m<sup>2</sup> (0.25 ac.) of public open space will be secured through right of way agreements as a means of enhancing the public realm and encouraging vitality at the ground level.
  - The Capstan Way frontage is enhanced through the acquisition of a public right-of-way along the western portion of the site's frontage. The space provides opportunity to establish a wider, more usable public space and to introduce variation to the width of the public realm, which also facilitates additional landscaping, street furniture, and neutral toned concrete pavers.
  - An 8.2 m (27 ft.) wide landscaped walkway will be secured along the site's western edge. This future corridor between Capstan Way and the future Capstan Canada Line Station and adjacent neighbourhood park will be extended as redevelopment occurs within the area. Individual townhouse units front onto the walkway introducing immediate activity within the walkway area despite its interim state of development.
- The recessed sloped parking green wall and surrounding area will become a feature public plaza and secured for public use as a condition of Development Permit issuance. This public plaza is an addition to the public open space that was secured through the associated rezoning (RZ 10-544729).

### *Indoor and Outdoor Amenity Space*

- Indoor and outdoor amenity space for residents is located at the fourth level of the building above the parking podium.

- A total of 2,277.5 m<sup>2</sup> (24,515 ft<sup>2</sup>) of podium and roof top space is available for use by residents. The 1,696 m<sup>2</sup> (18,260 ft<sup>2</sup>) landscaped podium roof is divided into active and passive open space areas. Spaces are programmed to accommodate children's active play, urban gardening, passive enjoyment of the outdoors and an outside pool side lounge area. A variety of soft and hard landscape treatment, outdoor furniture and changes in elevation are used to establish differentiation between uses. 176 m<sup>2</sup> (1,894 ft<sup>2</sup>) of urban agriculture area is provided on Building A at the sixth level with an additional 404 m<sup>2</sup> (4,348 ft<sup>2</sup>) of urban agriculture area located on the rooftop of the same building.
- A combination of lighting fixtures (light bollards and step lights) are proposed to sensitively illuminate the outdoor amenity area without affecting adjacent residential units.
- The indoor amenity space, consisting of 420 m<sup>2</sup> (4,520 ft<sup>2</sup>), includes a swimming pool, hot tub, steam room and sauna, change rooms, lounge and gym. The facility is centrally located at the northern edge of the property and is visually associated with outdoor areas including an outdoor pool lounge area and children's play area. To ensure easy access to the space during wet weather, a covered walkway is provided along the north edge of the podium connecting the northern end of Building A and B with the amenity building.
- The total indoor and outdoor amenity space available to residents will be maximized once the second phase of development involving the northern adjacent lots (3371 & 3331 Sexsmith Road) is complete. In return for registering an agreement on title securing use of the semi-private outdoor podium space and indoor amenity by residents of the future northern development, residents of the subject proposal will benefit from a similar agreement allowing access and use of the semi-private outdoor podium space and indoor amenity of the future northern development. The indoor amenity building design incorporates a knockout wall by the lobby and eastern entrance to facilitate easy expansion of the amenity space at the time the adjacent property develops.

### *Landscape Design and Open Space Design*

- During the rezoning application (RZ 10-544729) review process, tree retention and replacement data was reviewed and has since been updated to reflect removal of two (2) additional trees. The following chart provides a detailed synopsis of tree retention, replacement and additional tree planting opportunities.

Tree location	Existing Trees	Trees Retained	Trees Relocated *	Trees Removed/Replaced		
				Trees Removed	Replacement Trees	Min. Caliper of Replacement Deciduous Trees
On-Site	22	0*	0	20	40	6-10 cm
				2	4	15 cm
3371 Sexsmith Road Owned by the developer/future development	10	n/a	n/a	10	20	6-10 cm
Off-Site Road right of way	13	0	9 ***	2****	2	Value at \$3900
				2****	4	6+ cm
Total	45	0	9	34	68*****	Varies

\* Previously, Trees #2113 & #2114, located on the northern portion of the west walkway area were to be retained. The City Tree Preservation Officer concurs with the landscape architect's assessment that the trees will be negatively affected by grading required as part of the pathway construction and replacement at a 2:1 ratio is a supported alternative.

\*\* Trees shall be relocated at the sole cost of the developer. If it is determined to the satisfaction of the Manager, Park Operations that one or more of the trees identified for relocation shall instead be removed/replace, 2 replacement trees shall be planted for each tree removed.

\*\*\* Existing Capstan Way street trees.

\*\*\*\* Off-site trees that may be removed include:

For replacement @ 1:1 #2070 & #2068

For replacement @ 2:1 #2069 & #2011

\*\*\*\*\* Street trees required to be planted by the developer along Capstan Way and Sexsmith Road via the subject development's Servicing Agreement shall be in addition to the replacement trees indicated in the table.

- The proposed landscaping plan exceeds the City's 2:1 Tree Replacement Policy. The ground level street fronting perimeter of the site is treated with a variety of landscaping features including trees in tree grates, street furniture, a feature plaza, street level planting and short term bicycle parking.
- The sloping three-storey green wall will be planted with a variety of plants that will provide year round interest and include the introduction of subtle color variation in the form of red fruit berries and small dark blue fruit. The arrangement will create a strong visual graphic carpet that serves as a backdrop to the public plaza.
- Kousa dogwood trees, which are small, showy deciduous trees, are planted in each townhouse patio planter. A Taxus hedge and Liriope border grass is planted at the ground level along the patio edges. Along Capstan Way, azalea is also incorporated in the edge planting scheme to soften the definition between the edge of the building and the public realm.
- The development will introduce a public pathway on the western portion of the site, which will be widened and extended northward through subsequent development in the area. The interim condition will consist of a single hard surface pathway close to the west townhouse units, and landscaping along the western edge of the site. Detailed design of the public walkway is being undertaken through a Servicing Agreement (SA 12-607280) associated with the rezoning (RZ 10-544729).
- The podium level has been designed to accommodate a series of "outdoor rooms".
- Among the spaces created is approximately 140 m<sup>2</sup> (1,500 ft<sup>2</sup>) of children's play area that includes a play structure with a variety of climbing and balance elements as well as a slide on a poured in place rubber surface, a sandbox, and a seating wall. Adjacent lawn area provides opportunity for unstructured play and a meandering step stone path through planting creates an outdoor adventure opportunity. The structured children's play area is located within close proximity of the indoor amenity building and sited to maximize visual surveillance and exposure to sunlight.
- The open space area includes a series of connecting hard surface pathways, an outdoor lounge associated with the pool, and lawn treated areas with raised planters and seating. Further, urban agriculture areas, which total 580 m<sup>2</sup> (6,247 ft<sup>2</sup>) of area, integrate benches into the design of the planter walls and provide nearby compost bins, tool storage, and hose bibs. These areas will be planted with an assortment of herbs (chives, orange anise, golden yarrow, echinacea, gayfeather, oregano, rosemary, sage and thyme) so that the gardens are actively cultivated at the time residents begin to occupy the building.
- Notably, the project proposes an extensive green roof treatment responding to City sustainability objectives and addressing overlook concerns. Approximately 1,123 m<sup>2</sup> (12,095 ft<sup>2</sup>) of inaccessible roof area is treated as a green roof and includes the roof of the visually prominent indoor amenity building.

### ***Parking, Loading and Waste Collection***

- The Capstan Station Funding Strategy will facilitate the future construction of the Capstan Canada Line Station, which will increase the transportation options available to future residents within the proposed development. In the meantime, the walk to Aberdeen Station for most Capstan Village residents is about 10 minutes.

- The Zoning Bylaw recognizes this interim condition and includes a transitional strategy that involves two (2) sets of parking requirements. Development that is comprised of two (2) or more phases is required to satisfy higher Zone 2A parking requirements on an interim basis. Once the Capstan Canada Line Station commences to operate, the parking requirement will be reduced and Zone 1 terms will apply.
- In the case of the subject application, the adjacent northern properties (3371 & 3331 Sexsmith Road) will be developed as a second phase of the subject development and therefore, the interim parking requirements apply.
- The following outlines the parking requirement for the subject site both prior to construction of the Capstan Canada Line Station and once the station is operational:

	Zone 2A (pre-Canada Line Station) Current requirements		Zone 1 (Operational Canada Line Station): Future requirements	
	Required	Provided	Required	Provided
Resident	1.2 space/unit = 225	312 spaces	1.0 space/unit = 187	312 spaces
Affordable Housing	0.9 spaces/unit = 12	12 spaces	0.9 spaces/unit = 12	12 spaces
Visitor	0.2 space/unit = 40	41 spaces	0.2 space/unit = 40	41 spaces
Total	277	365 (surplus 88 stalls)	239	365 (surplus 126 stalls, of which 99 will be allocated for use by 3371 & 3331 Sexsmith Road at the time of development)

- The total number of parking spaces provided within four (4) levels of parking is 365. At the current Zone 2A parking rates, the proposal includes a net surplus of 88 parking stalls. In the future, the surplus increases to 126 stalls and the applicant is required to allocate 99 of the surplus stalls for use by residents of the future second phase of development located on the northern adjacent lots (3371 & 3331 Sexsmith Road). A legal agreement regarding the allocation of spaces for the future northern development is a condition of this Development Permit.
- 54 tandem stalls will be secured for use by 27 units and accounts for the use and allocation of the remaining 27 surplus stalls that become available once the Capstan Canada Line Station is operational. As a condition of rezoning, a legal agreement is required to be registered on title to ensure parking spaces provided in a tandem arrangement are assigned to the same dwelling unit. Further, as a condition of Development Permit issuance, the applicant is required to secure a legal agreement on Title securing transitional and ultimate parking allocation as referenced above.
- Garbage collection and loading are accommodated within the parking structure. The applicant has demonstrated that turning radius requirements for the service vehicles can be accommodated within the parking structure. The development will include both a garbage and cardboard compactor.
- Secure bike storage in accordance with the bylaw requirement is provided and short-term bicycle parking is located in visible, accessible locations in close proximity of the building lobbies.
- Development of the northern adjacent lots (3371 & 3331 Sexsmith Road) as a second phase of the subject development will have the following impacts on access and circulation, and recycling collection:
  - Access to residential parking and enclosed loading space is currently via a driveway located at the northern end of the property via Sexsmith Road. This is a temporary access, which will be closed when the developer's northern adjacent lots are

redeveloped and access to the subject site is provided from Hazelbridge Way through the new development. The applicant has provided details associated with the driveway closure, including architectural and landscape plans of the final condition, as well as an associated cost estimate for the work. The applicant is required to provide a bond for the cost of the building and landscape renovations; and

- Recycling pick-up is temporarily permitted along Sexsmith Road adjacent to 3371 Sexsmith, which is the adjacent northern lot owned by the applicant. Development of the northern adjacent lots must include provisions for enclosed recycling collection for both sites.

#### Arts District

The CCAP identifies Capstan Village is one of three (3) Richmond Arts Districts. Among the contributions the Capstan Village area may provide to support a vibrant arts culture is a range of work from home options that are suitable for artists and others including street oriented work, display and gallery spaces.

- The internal layout of townhouse units, which are located along the perimeter of the site, offer residents opportunity to operate home based businesses such as artist studio space and galleries.
- The combination of flexible design of the internal space, provision of direct public street level access, and attention to the architectural expression of unit entries have been undertaken to encourage arts related uses.
- The building walls at the townhouse entries and architectural fins will accommodate signage for units actively operating a home based business.

#### *Public Art*

- In association with rezoning of this site (RZ 10-544729), the applicant committed a voluntary contribution of approximately \$106,745 (\$0.60/ft<sup>2</sup> per buildable square foot, excluding affordable housing) towards the City's public art reserve fund for the future provision of Public Art within the proposed neighbourhood park situated adjacent to the planned Capstan Canada Line station.

#### *Crime Prevention Through Environmental Design (CPTED)*

The development proposal incorporates a range of CPTED design principles that include but are not limited to the following:

- The parking structure and lobbies are designed to minimize alcoves and hidden corners, will be well illuminated, and the parking structure will be painted white;
- Elevator lobbies and vestibules will include glazing in accordance with the Building Code;
- The outdoor amenity space will be visually open and well illuminated with multiple access options;
- The development's site planning and design incorporates opportunities for passive surveillance of both the street frontages and the walkway located along the western edge of the site; and
- Residential lobbies are placed at prominent locations, have clear sightlines from the fronting streets, and include weather protection. Individual mailboxes are located within the building lobbies.

#### *Accessibility/Barrier-free Access*

- The proposed development provides barrier-free access to both building lobbies from the street, as well as barrier-free access to the indoor and outdoor amenity space located above the four-storey parking podium.

- The 13 affordable housing units, which will be secured by a Housing Agreement as a condition of rezoning, include the basic universal housing features outlined in the Richmond Zoning Bylaw. The provisions facilitate accessible use and occupancy of the unit upon possession without further modification of the unit. Provisions include specifications related to wheelchair manoeuvring spaces, floor surfaces, window, outlet and switch heights, bathroom and kitchen layout, and bedroom dimensions. The clearance provided in front of the elevators is in excess of the required 1500 mm x 1500 mm. (59 in. x 59 in.). A typical floor plan that illustrates the features is included in the set of Development Permit plans.
- 19 convertible units will be evenly distributed within the development. 11 one-bedroom and eight (8) two-bedroom units will include provisions that make the unit easily modified to suit the needs of an occupant with mobility challenges. A typical floor plan that illustrates the features is included in the set of Development Permit plans. Features include specifications related to door and doorway dimensions, window and switch operation, and minimum clearance and plumbing specifications within a bathroom and the kitchen.
- In addition to noting the basic universal housing and convertible unit features, and the location of the units in the proposed buildings, the building plans will also note the incorporation of aging in place provisions in all remaining units that include backing for grab bars in one (1) bathroom, lever style door handles, tactile numbering of suites, etc.

#### **Affordable Housing**

- In accordance with the Richmond Affordable Housing Strategy and the CCAP “affordable housing bonus”, the developer has voluntarily agreed to provide 780 m<sup>2</sup> (9,363 ft<sup>2</sup>) of affordable (low end market rental) housing consisting of 13 units (6 one-bedroom and 7 two-bedroom units), which will be secured by a Housing Agreement required as part of the associated rezoning application.
- The units will include the Basic Universal Housing features outlined in the Richmond Zoning Bylaw. The Development Permit plans include reference to the typical associated floor plan and associated in-suite provisions.

#### **Servicing Agreements**

Two (2) Servicing Agreements (SA) are required in association with the rezoning application (RZ 10-544729).

#### **SA 12-607280**

- Engineering requirements include all sanitary, storm and water upgrades, registration of a right-of-way agreement for private utilities street trees, sidewalk encroachments, and undergrounding the existing private utility pole line.
- Transportation improvements include design and construction of an interim cross-section for Capstan Way, which takes into consideration the design of the ultimate cross section, design and construction of an interim cross-section for Sexsmith Road, which takes into consideration the ultimate cross section, and installation of a new traffic signal at the Capstan Way/Sexsmith Road intersection and a special cross walk on Capstan Way.
- Park improvements include design and construction of the pedestrian pathway located on the western portion of the site. Design and detailing of the additional public space along Capstan Way has been undertaken through the Development Permit process to ensure seamless integration between the public and private realm. In addition, the SA process will address the design and construction of an off-site temporary park situated within an area that is secured by a

statutory right-of-way for public park and related uses. The temporary park will be located north of the subject site within the area bounded by Sea Island Way, Sexsmith Road and No. 3 Road.

#### SA 12-622318

- The applicant is required to design and construct the new Capstan Sanitary Pump Station. The new Capstan sanitary catchment boundaries are No. 3 Road, Cambie Road, Garden City Road and Sea Island Way.

#### *Sustainability*

- As a condition of rezoning, the developer has committed to connect the subject development to the proposed City Centre District Energy Utility (DEU), which includes design and construction of the building to facilitate hook-up to a DEU, entering into a Service Provision Agreement(s), and statutory right of way(s) and/or alternative agreements, to establish DEU for the proposed development.
- Projects that are greater than 2,000 m<sup>2</sup> (21,528 ft<sup>2</sup>) and located within the CCAP are required to demonstrate a minimum LEED silver equivalency. The list of LEED equivalency provisions that the applicant intends to incorporate into the project totals 70 points, which is the equivalent of a Platinum Certification (**Attachment 7**). The features of the energy strategy proposed include but are not limited to:
  - An efficient mechanical system including high efficiency boilers for domestic hot water, installation of an air conditioning system, and low speed operation of parking ventilation fans during normal operation;
  - Passive design elements include but are not limited to optimal window glazing, high-performance insulation, operable windows, building massing, etc.;
  - Energy Star rated appliances will be installed throughout the project;
  - Illumination fixtures will be selected to maximize electrical energy saving measures; and
  - Timers and sensors will be used to minimize the loss of energy associated with exterior lighting and illumination within the parkade, bike storage areas and stairwells.
- The applicant proposes an extensive green roof treatment and has confirmed that 51% of the roof top area is intended to be treated as either accessible (lawn, landscaping and areas designed for urban agriculture) or inaccessible green roof areas.
- The design details associated with the public walkway on the western portion of the site will be finalized in association with the SA process and notably is to include innovative integrated storm water management measures to the satisfaction of the City.

## Conclusions

The proposed development is responsive to the City of Richmond's design objectives within the Capstan Village of the City Centre. The proposal's articulated building mass, design details and inclusion of public space will contribute to the developing mixed-use, high density neighbourhood that is evolving within the Village Centre. Based on the proposal's design response to its context and the public benefit associated with the project, staff support the proposed development proposal.



Diana Nikolic  
*Planner II, Urban Design*

DN:blg

Attachment 1: Subject Site Location within Capstan Village

Attachment 2: Existing Property Ownership

Attachment 3: Data Sheet

Attachment 4: Development Concept for Adjacent Parcels

Attachment 5: Advisory Design Panel Minutes & Applicant Responses (in italics at the end of the document)

Attachment 6: Rights of Way Plan (secured as a condition of rezoning & totalling 1,000 m<sup>2</sup> (0.25 ac)

Attachment 7: LEED Equivalency (provided by applicant)

The following are to be met prior to forwarding this application to Council for approval:

- Receipt of a Letter of Credit for landscaping in the amount of \$792,189.75 for ground level and roof/podium level landscaping;
- Receipt of a Letter(s) of Credit for the costs of retrofitting the building and associated adjacent on-site landscaping at the time the Sexsmith Road parking access is closed, as well as costs associated with knocking out a wall in the indoor amenity building at the time it is connected to the indoor amenity provided by the future development at 3371 & 3331 Sexsmith Road. The values include:
  - Enclosure of Sexsmith Road parking access: \$33,220;
  - Landscaping associated with the parking access closure: \$4,977.50; and
  - Knock-out Wall/Opening in amenity building: \$2,200;
- Registration of an easement on title of the subject site to secure access and use of podium level indoor and outdoor amenity space in favour of the future development at 3371 & 3331 Sexsmith Road;
- Adjustment to the public right of passage statutory right-of-way(s) required as a condition of rezoning the subject site to include the plaza located at the mid-point of the Capstan Way building frontage including the area from the edge of the landscaping retaining walls/seating walls extending to include the feature slab wood bench and connecting the area to the linear public right of passage statutory right-of-way(s) on the Capstan Way frontage. Alternatively, registration of a separate public right of passage statutory right-of-way to secure public use of the plaza located at the mid-point of the Capstan Way building frontage including the area from the edge of the landscaping retaining walls/seating walls extending to include the feature slab wood bench and connecting the area to the linear public right of passage statutory right-of-way(s) on the Capstan Way frontage. Design, construction, and maintenance of the right-of-way is the sole responsibility of the developer, to the satisfaction of the City;



- Registration of a restrictive covenant(s) and/or alternative legal agreement(s) to notify potential purchasers of residential units that the subject site is in a transitional area and may be affected by future development of surrounding properties and that the future development may affect views and result in related impacts such as a shadow effect, and that the document indemnifies the City;
- Registration of a restrictive covenant(s) and/or alternative legal agreement(s), to the satisfaction of the City, securing 99 parking stalls constructed within the subject development in excess of Zoning Bylaw requirement for Zone 1 resident and visitor parking uses:
  - For the interim use of residents and/or visitors of the subject development until Final Building Permit issuance granting occupancy has been issued by the City for the future development at 3371 & 3331 Sexsmith Road; and
  - For the ultimate use of residents of the future development at 3371 & 3331 Sexsmith Road upon final Building Permit issuance granting occupancy;
- City acceptance of the developer's offer to voluntarily contribute \$3,900 to the City's Tree Compensation Fund for the planting of replacement trees within the City;
- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained and/or relocated. The Contract should include the scope of the work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review; and
- Installation of appropriate tree protection fencing around all trees to be retained and or relocated as part of the development prior to any construction activities.

Prior to future Building Permit\* issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285;*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/tp/special.htm>);
- Incorporation in the Building Permit drawings of Basic Universal Housing features (as outlined in the Richmond Zoning Bylaw) and Convertible Housing features as indicated in the Development Permit plans;
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including lever handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails; and
- If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

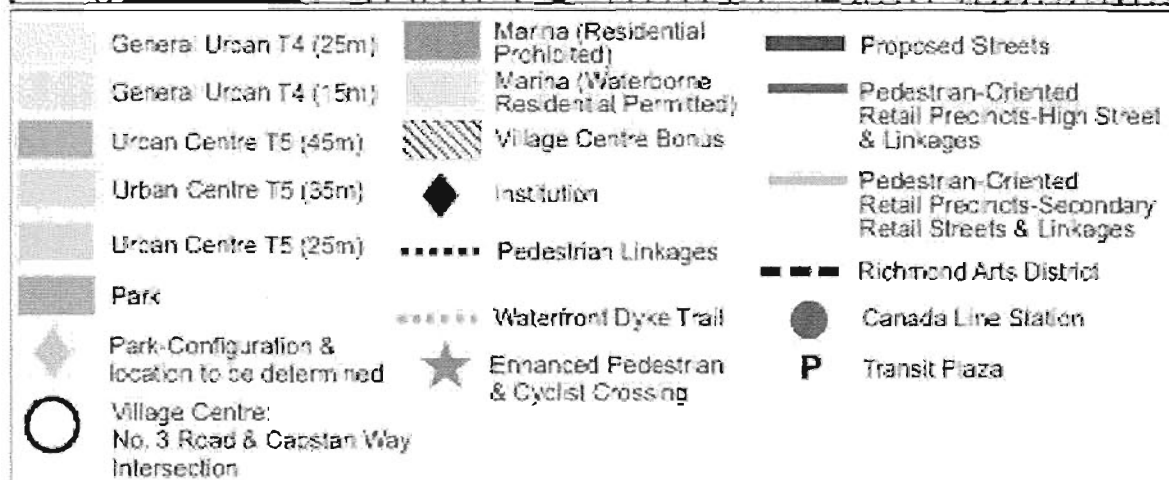
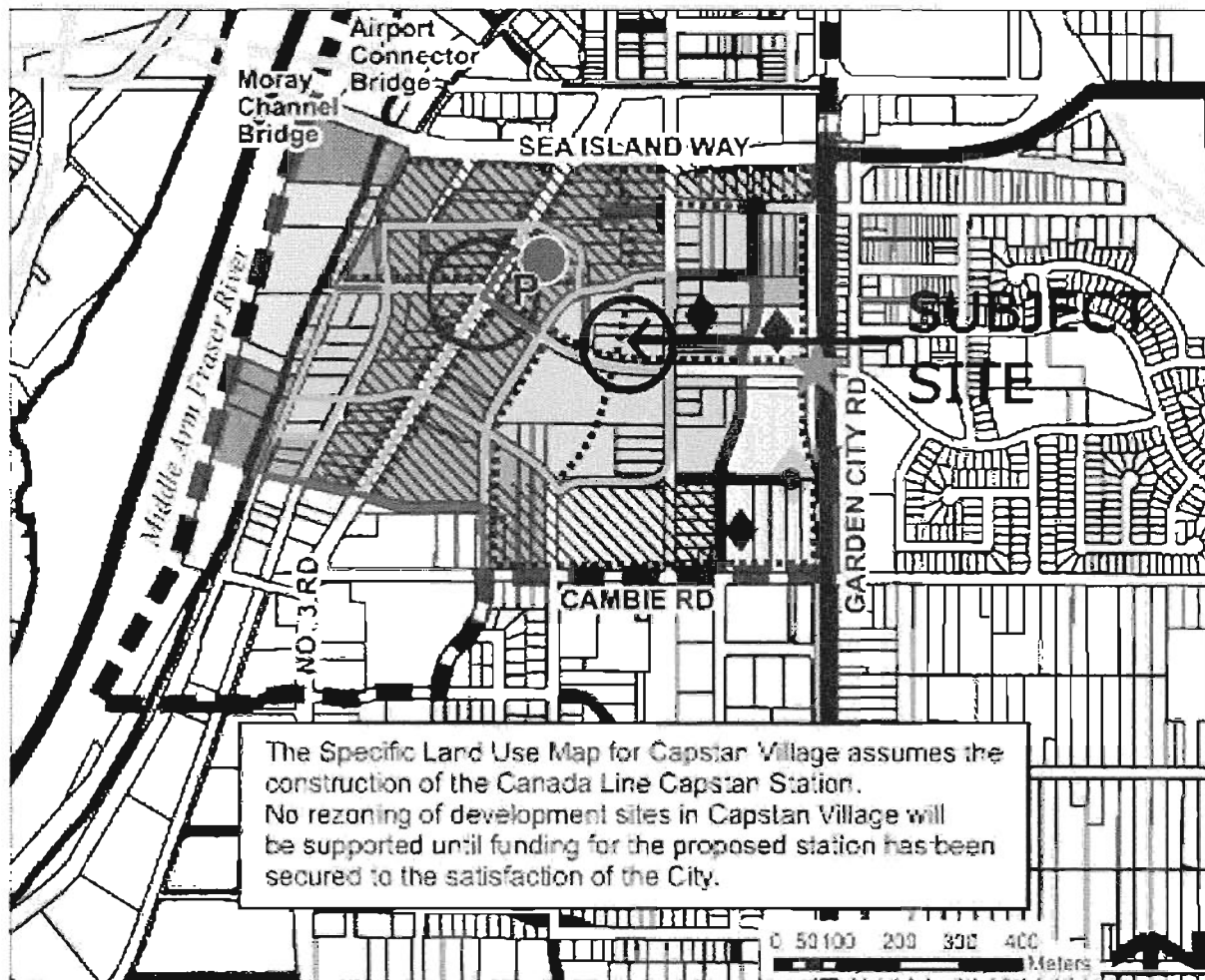
**Note:**

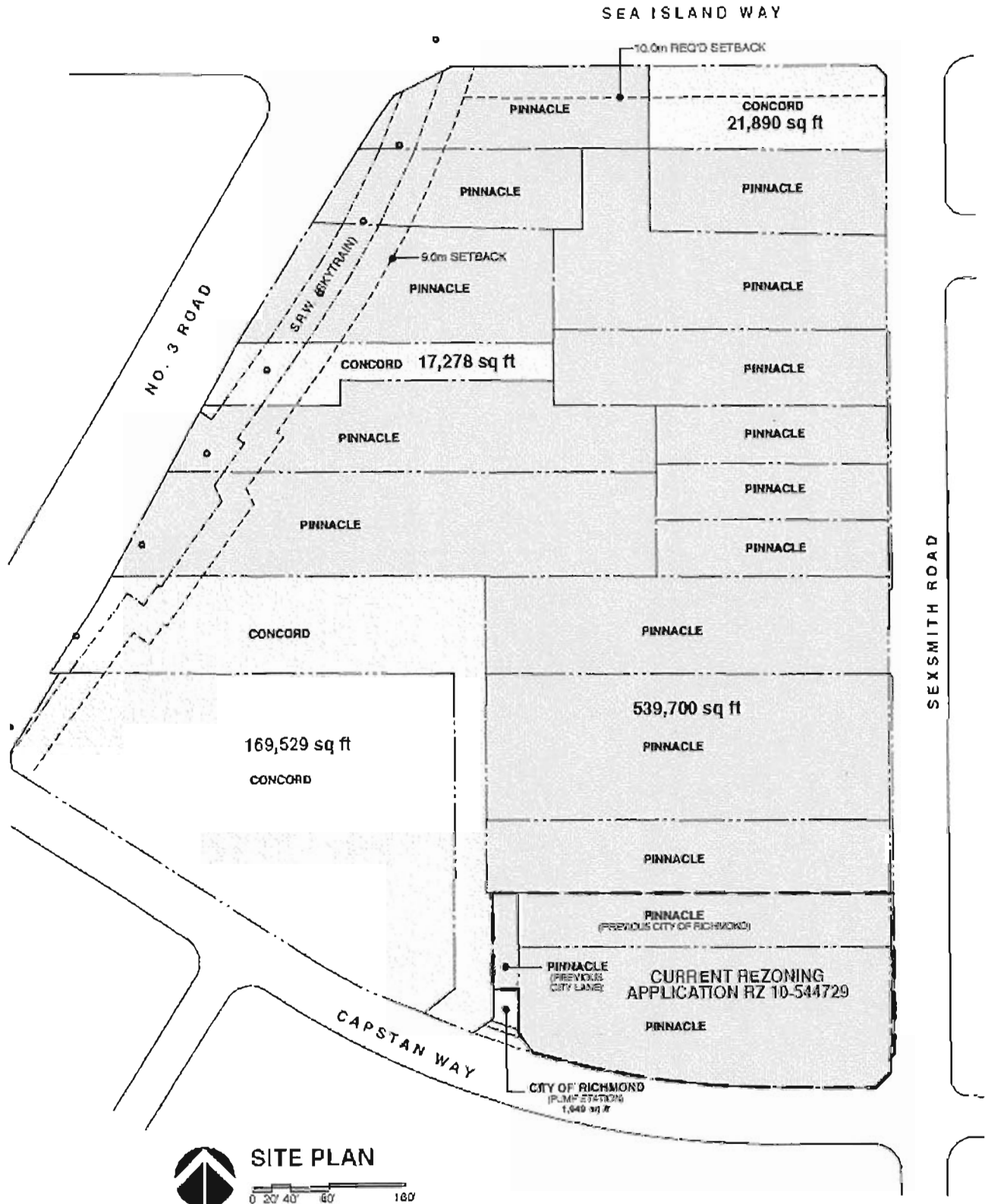
- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act. All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

## Specific Land Use Map: Capstan Village (2031)







**DP 20112-604012**

**Attachment 3**

Address: 3391 and 3411 Sexsmith Road

Applicant: Pinnacle International (Richmond) Plaza Inc. Owner(s): 0884962 BC Ltd and City of Richmond (portion of unopened road)

Planning Area(s): City Centre (Capstan Village)

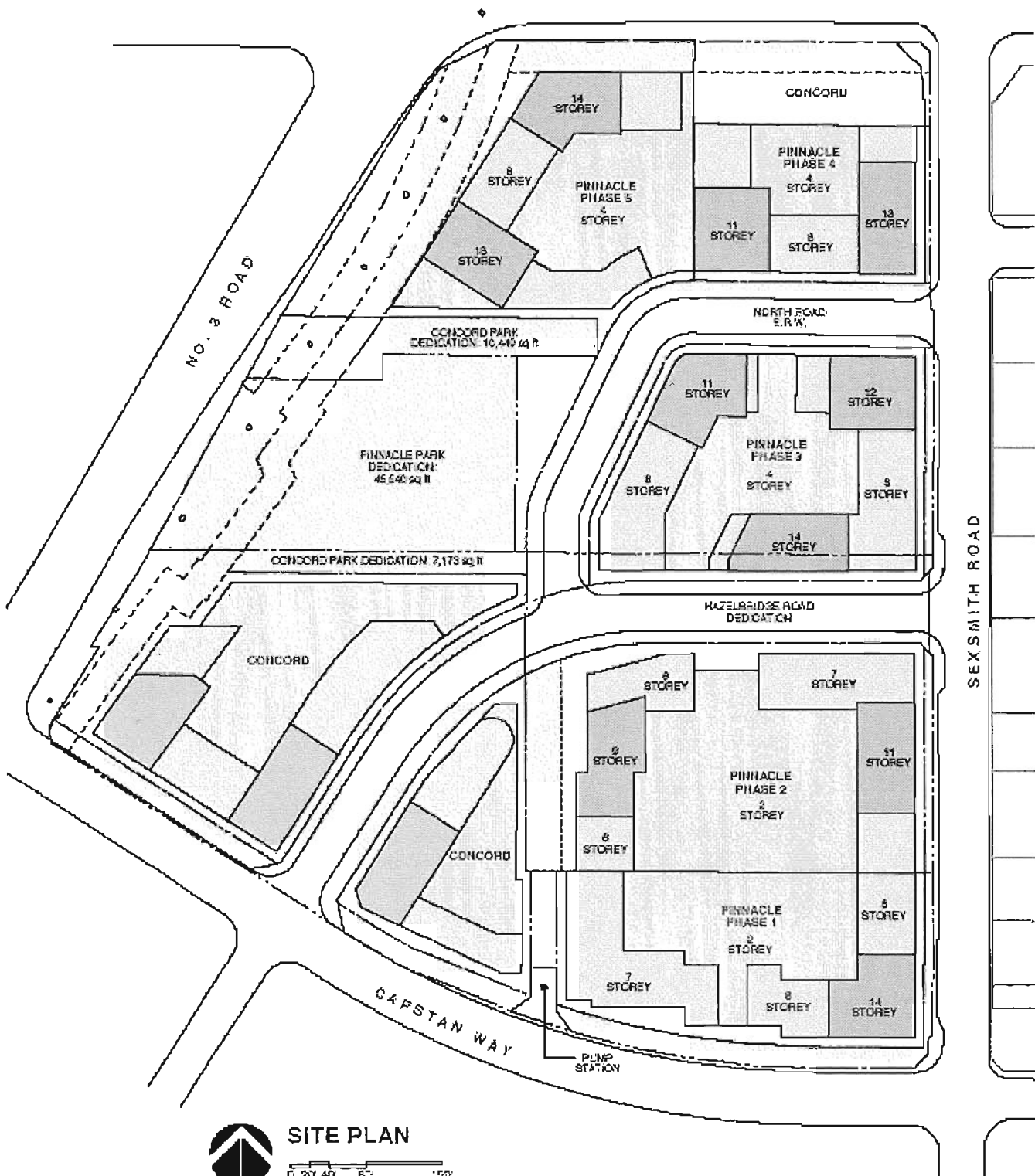
Floor Area Gross: 18,872.19 m<sup>2</sup> (666,465 ft<sup>2</sup>) Floor Area Net: 17,397.50 m<sup>2</sup> (614,386 ft<sup>2</sup>)

	Existing	Proposed
Site Area:	7,341 m <sup>2</sup> (79,018 ft <sup>2</sup> )	Net site: 6,959 m <sup>2</sup> (74,906 ft <sup>2</sup> ) Road dedications: 382 m <sup>2</sup> (4,112 ft <sup>2</sup> )
Land Uses:	• Single-family residential lots (partially vacant) Unopened City lane	High-rise apartment & public open space
OCP Designation:	Mixed Use	No change; however, an adjacent "Park" designation is relocated
Zoning:	Single Detached (RS1/F)	Residential/Limited Commercial (RCL4)
Number of Units:	1	200

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	• Base density: 2.0 • Capstan Station Bonus: 0.5 Total: 2.5	2.5	none permitted
Lot Coverage:	Max. 90%	85% exclusive of Public Open Space	None
Setback at Road:	• For structures below finished grade: Nil • Elsewhere: 6.0 m, but may be reduced to 3.0	• Sexsmith: 3m (9.8 ft.) • Capstan: 3 m to 6 m (9.8 ft. to 19 ft.)	
Setback @ interior Side Yard:	Nil	• West walkway: 8.2+ m • North (Phase 2 boundary): Nil	None
Height (m):	35 m, but may be increased to 47 m geodetic via an approved DP	• Building A 28.5 m (93 ft.) • Building B 45.3 m (148 ft.)	None
Lot Size:	• Width: 45 m (148 ft) • Depth: 40 m (131 ft) Area: 4,000 m <sup>2</sup> (43,057 ft <sup>2</sup> )	• Capstan Way: 118.4 m (388 ft.) • Depth: Varies 48.2 m to 59 m (158 ft. to 193 ft.) Area: 6,959 m <sup>2</sup> (74,906 ft <sup>2</sup> )	None

Off-street Parking <ul style="list-style-type: none"> <li>Market housing residents (R)</li> <li>Affordable housing residents (AH)</li> <li>Visitors (V)</li> </ul>	Zone 2" (pre-Canada Line) current requirements: <ul style="list-style-type: none"> <li>(R) 1.2 space/unit = 225</li> <li>(AH) 0.9 spaces/unit = 12</li> <li>(V) 0.2 space/unit = 40</li> </ul> Total: 277	<ul style="list-style-type: none"> <li>(R) 312 spaces</li> <li>(AH) 12 spaces</li> <li>(V) 41 spaces</li> </ul> Total: 365 (88 stall surplus)	None
Off-street Parking <ul style="list-style-type: none"> <li>Market housing residents (R)</li> <li>Affordable housing residents (AH)</li> <li>Visitors (V)</li> </ul>	"Zone 1" @ build-out: <ul style="list-style-type: none"> <li>(R) 1.0 space/unit* = 187</li> <li>(AH) 0.9 spaces/unit* = 12</li> <li>(V) 0.2 space/unit* = 40</li> </ul> Total: 239 <i>* 10% reduction permitted as per approved transportation demand measures (TDM)</i>	<ul style="list-style-type: none"> <li>(R) 312 spaces</li> <li>(AH) 12 spaces</li> <li>(V) 41 spaces</li> </ul> Total: 365 (126 stall surplus) Note: 99 stalls will be secured for use by Phase 2	None
Total off-street Spaces:	<ul style="list-style-type: none"> <li>277 (Zone 2 – pre-Canada Line)</li> <li>239 (Zone 1 at build-out)</li> </ul>	<ul style="list-style-type: none"> <li>365</li> </ul>	None
Tandem Parking Spaces	permitted	54 stalls to be secured for use by 27 units	None
Amenity Space – Indoor @ 2 m <sup>2</sup> /unit (21.5 ft <sup>2</sup> /unit)	<ul style="list-style-type: none"> <li>400 m<sup>2</sup> (4,306 ft<sup>2</sup>)</li> </ul>	<ul style="list-style-type: none"> <li>420.5 m<sup>2</sup> (4,526 ft<sup>2</sup>)</li> </ul>	None
Amenity Space – Outdoor <ul style="list-style-type: none"> <li>OCP @ 6 m<sup>2</sup>/unit (64.6 ft<sup>2</sup>/unit)</li> <li>CCAP @ 10% net site</li> </ul>	<ul style="list-style-type: none"> <li>OCP: 1,200 m<sup>2</sup> (12,917 ft<sup>2</sup>)</li> <li>CCAP: 696 m<sup>2</sup> (7,491 ft<sup>2</sup>)</li> <li>Total: 1,896 m<sup>2</sup> (0.47 ac)</li> </ul>	<ul style="list-style-type: none"> <li>OCP: 1,812.15 m<sup>2</sup> (19,505 ft<sup>2</sup>)</li> <li>CCAP: 696 m<sup>2</sup> (7,491.68 ft<sup>2</sup>)</li> <li>Total: 2,508.4 m<sup>2</sup> (0.61 ac)</li> </ul>	None
Public Park & Public Open Space <ul style="list-style-type: none"> <li>CCAP</li> <li>Capstan Station Bonus (CSB) @ 5 m<sup>2</sup> per unit</li> </ul>	<ul style="list-style-type: none"> <li>CCAP: Not required</li> <li>CSB: 1,000 m<sup>2</sup> (0.25 ac)</li> <li>Total: 1,000 m<sup>2</sup> (0.25 ac)</li> </ul>	<ul style="list-style-type: none"> <li>On-site: 1,000 m<sup>2</sup> (0.25 ac)*</li> </ul> <i>* Secured via a statutory right-of-way as a condition of rezoning</i>	None

SEA ISLAND WAY



Excerpt from the Minutes from  
**The Design Panel Meeting**

Wednesday, October 3, 2012 – 4:00 p.m.  
Rm. M.1.003  
Richmond City Hall

*Applicant's responses are show in bold italics*

**DP 12-604012 – 17,897 SQ.M, HIGH-RISE (45M) RESIDENTIAL DEVELOPMENT  
INCLUDING 187 MARKET UNITS & 13 AFFORDABLE HOUSING UNITS**

APPLICANT: Pinnacle International

PROPERTY LOCATION: 3391 & 3411 Sexsmith Road

**Applicant's Presentation**

Architect John Bingham, Bingham Hill Architects, David Karpanic, Intern Architect, Bingham Hill Architects, and Landscape Architect Peter Kreuk, Durante Kreuk Ltd., presented the project on behalf of the applicant.

**Panel Discussion**

*Comments from the Panel were as follows:*

- the presentation of the project's development context from a larger urban design perspective is appreciated;
- overall, a good project; subject development has identity and "fits" well with, yet differentiates itself from neighbouring developments; very good building articulation, massing, and design; street edge is interesting; overall, landscape design is well done;
- the development should avoid being too similar to its neighbours; a high level of uniqueness and signature feature(s) are encouraged; consider opportunities to step out of the norm by highlighting one or two elements and taking them to the "next level" as defining features that contribute towards a distinct identity for the project;

*The proposals for future neighbouring developments have not been shared with us through our design process, any similarities at this point is purely coincidental. The white 'frame' elements are seen as a defining feature, providing both a distance street wall presence and emphasizing the stepped mass of the buildings.*



- projects cannot be expected to create an “arts district” by incorporating a prescribed list of elements; nevertheless, there are two ways a distinct “arts district” character can be expressed in the building/site:
  - a) overall massing and character: the Capstan Village projects reviewed to date by the Panel share many similarities (i.e. boxed frames and colour highlights set against pale backgrounds); it will be interesting to see how this evolves as the area builds out; opportunities to be bold are encouraged; and
 

*The overall massing and character has been developed in keeping with the OCP and CCAP guidelines and has been designed independently of adjacent proposed projects. Additional blue accent bands strengthen the vertical building form as it rises above the lower frame elements.*
  - b) the finer grain at street level: this is the place most noticed by pedestrians and motorists; the project would benefit from being more punchy and aggressive; the projecting canopies are good; grade changes, material choices for walls, signage, and plant materials present opportunities for a more industrial or rugged character; the applicant is encouraged to work with materials other than painted concrete;
 

*Guardrails at patios at street level are revised and window mullion spacing for all units within the ‘frame’ elements is denser, strengthening the industrial character at street level. The concrete ‘fin’ walls, adjacent to the individual entry stairs at street level, provide a palette for the installation of individual signage, which will complement and allow for further artistic expression at street level.*
- the project incorporates all the pieces necessary for engaging street activity (e.g. bike lanes, pedestrian separation from vehicular traffic, access to potential live-work units); not sure if the units/area would ever evolve into a true artists’ enclave as seen, for example, in southern France, but people could be attracted to the area with the right design/uses;

- water feature is one of the best features of the project; it provides for visual relief along the streetscape and connects the roof garden to the street level; however, the water feature needs to be enlarged at street level; it is too small in proportion to the whole development; ground floor of the two buildings could be set back to provide a bigger space and usable civic plaza; applicant could highlight this feature to elevate the project to the “next level”; consider water splash and surface treatment (e.g., materials, relief, colour); the “green wall” should be designed to ensure the plants will thrive and complement the water feature and plaza; applicant needs to provide more detailed sections and information at street level to assist the Panel with better understanding the proposed public-private relationship;

*Due to Staff concerns with maintenance and the potential for the strata to turn off the water off, the water feature has been replaced with a sloping vegetated wall and an expanded plaza space at street level facing Capstan. The slope of the vegetated wall has been reduced to lessen the visual impact of the abrupt vertical scale and appear as a change of grade, rather than a vertical wall enclosing the parkade. The plaza area is now expanded to accommodate more bench seating and the landscaping has been updated to provide increased privacy for adjacent townhouse units. The lookout at the courtyard level have been removed and the guardrail at the top of the wall is moved north into the courtyard providing an increased perspective view from the street and a continuous landscape between courtyard and plaza as the landscape “rolls” over the edge from the courtyard down to the plaza.*

- corner expression of the building is weakened by the “frame” element on the first two floors of the building; the element is unnecessary and fussy; consider removing the feature so that the tower can become more welcoming and better connected to the street;

*Corner ‘frame’ element is intended to tie the street level elevations facing Capstan and sexsmith together around the corner, and provide a stepped transition between the street and tower. The ‘frame’ element is expanded vertically to encompass 3-storeys and give the corner greater definition.*

- the gray elements in the model are darker and look better than those on the materials board presented to the Panel; the darker colour contrasts more strongly with the project’s lighter gray elements, which helps to give it a bolder, more industrial or “artsy” look;

*Gray elements are now darker.*

- *Previous Colour: General Paint CL3165D “Anchor”*
- *New Colour: General Paint CL3166A “Steel Wool” (darker)*

- clarify whether the vertical bands of blue in the model are meant to match the background effect of the water; consider repetition of the same vertical water falling effect in a colour banding along the building; and

*Additional blue bands are added to both buildings to strengthen the vertical character. The water features is now deleted.*

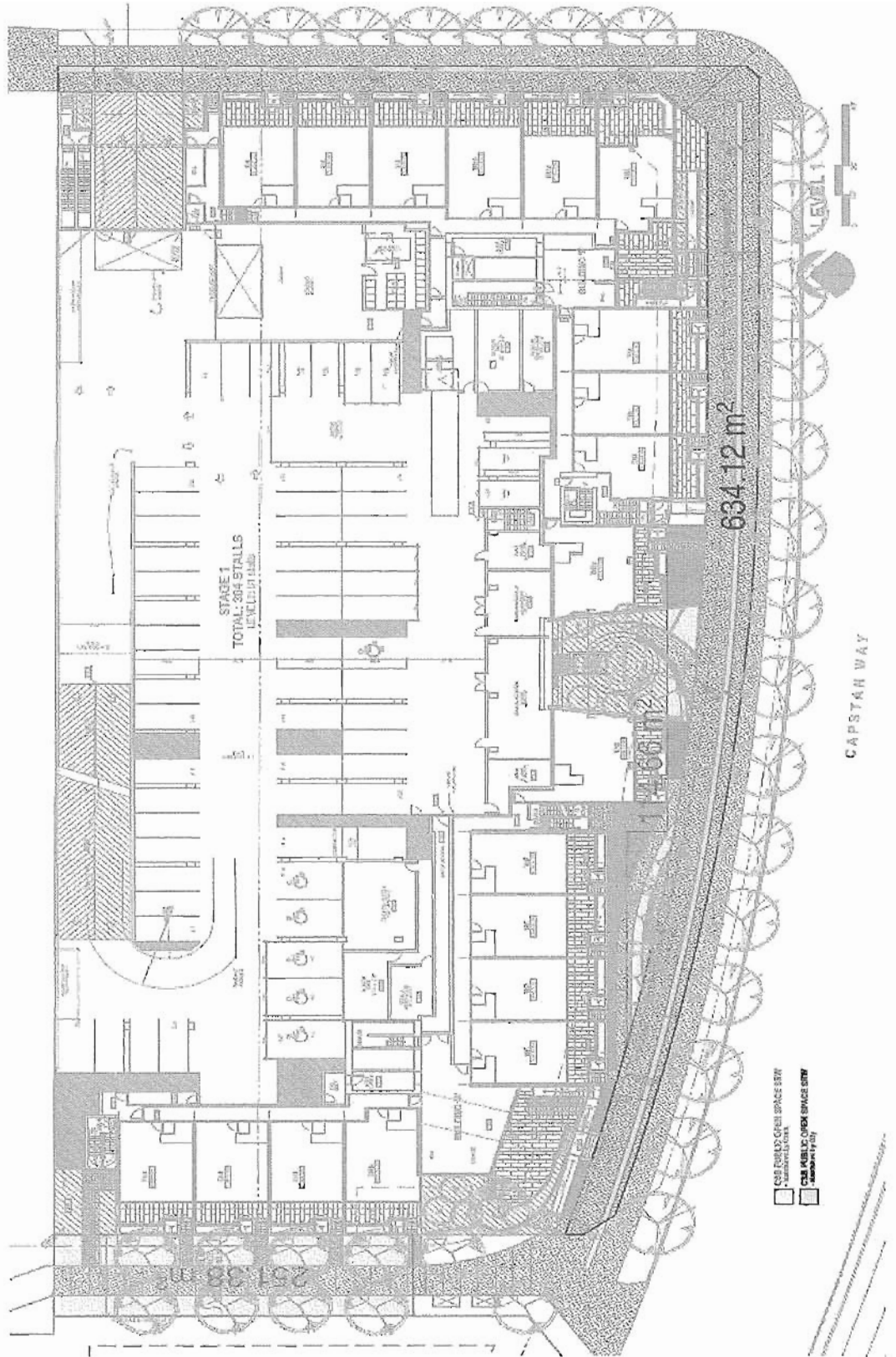
- appreciate the roughly equal ratio of one and two bedroom units in the affordable housing units; consider the same mix for the convertible units.

#### **Panel Decision**

It was moved and seconded

*That DP 12-604012 be supported to move forward to the Development Permit Panel subject to the applicant giving consideration to the comments of the Panel.*

**CARRIED**



Pinnacle Centre @ Capstan Village  
Phase 1  
Richmond, BC

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## EQUIVALENT LEED CHECKLIST



**NOTE:** This is a general guideline of a preliminary response by Pymco to achieve LEED Silver equivalent. Individual projects may be updated and refined as design development progresses. Additional credit for achieving connection to a future D.E.S. should also be considered.



# City of Richmond

## Development Permit

No. DP 12-604012

To the Holder: PINNACLE INTERNATIONAL (RICHMOND) PLAZA INC.  
Property Address: 3391 AND 3411 SEXSMITH ROAD  
Address: SUITE 300 - 911 HOMER STREET  
VANCOUVER, BC V6B 2W6

---

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #21 attached hereto.
4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
5. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$792,189.75 for ground level and roof/podium level landscaping to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.



Development Permit

No. DP 12-604012

To the Holder: PINNACLE INTERNATIONAL (RICHMOND) PLAZA INC.

Property Address: 3391 AND 3411 SEXSMITH ROAD

Address: SUITE 300 - 911 HOMER STREET  
VANCOUVER, BC V6B 2W6

---

7. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
- This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY  
OF , .

DELIVERED THIS DAY OF , .

\_\_\_\_\_  
MAYOR



# City of Richmond

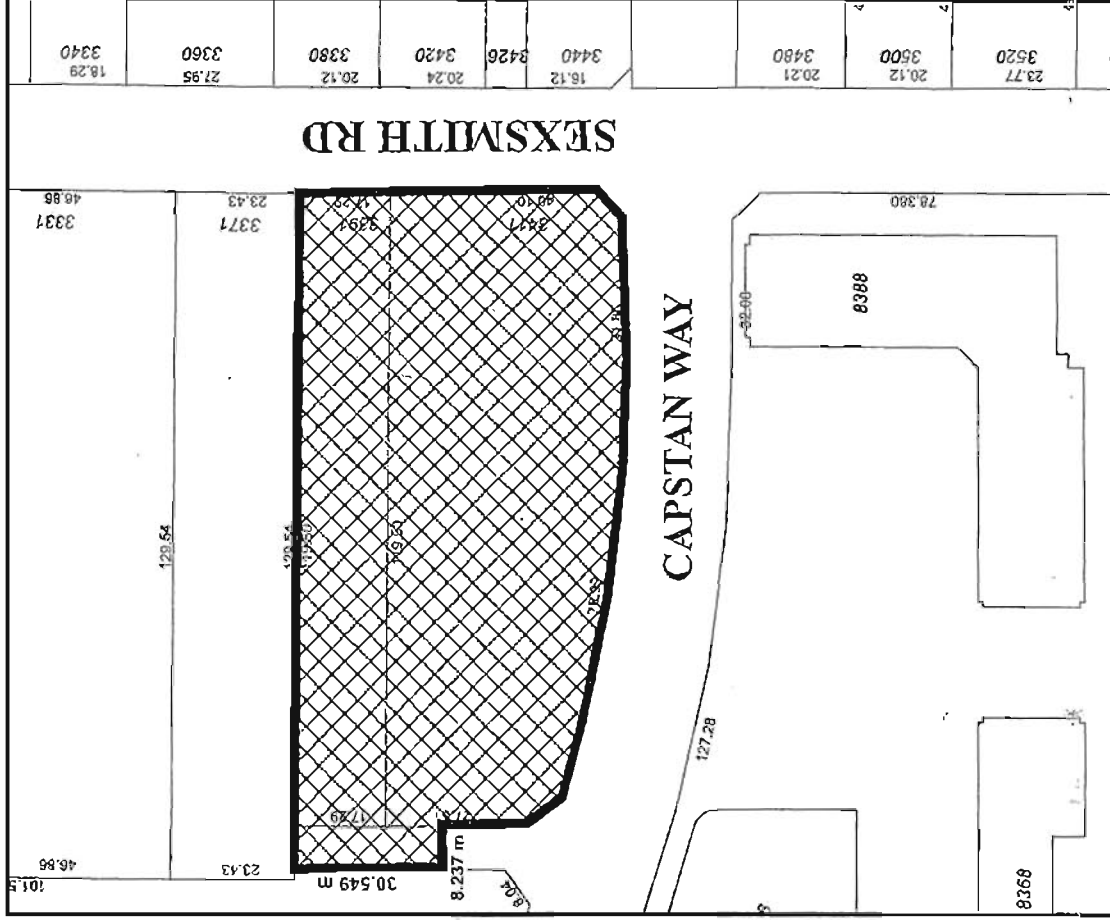


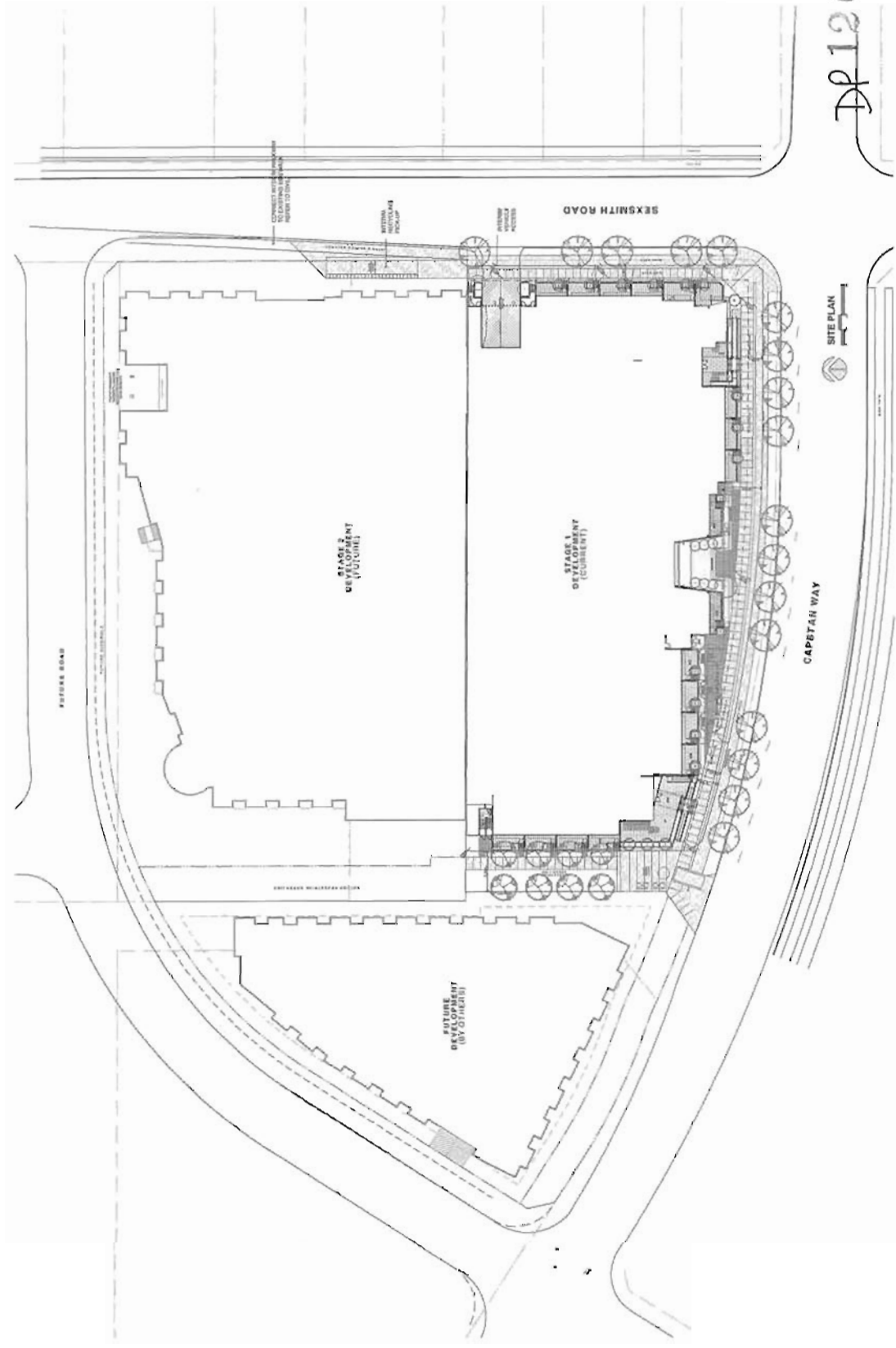
## DP 12-604012 SCHEDULE "A"

Original Date: 04/20/12

Revision Date: 01/09/13

Note: Dimensions are in METRES





JAN 10 2013

DP12604012  
#1

**Pinnacle Centre 1**  
@ Capstan Station  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 05, 2013

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

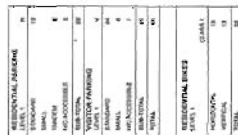
Richmond BC

DP1264012 #2

25

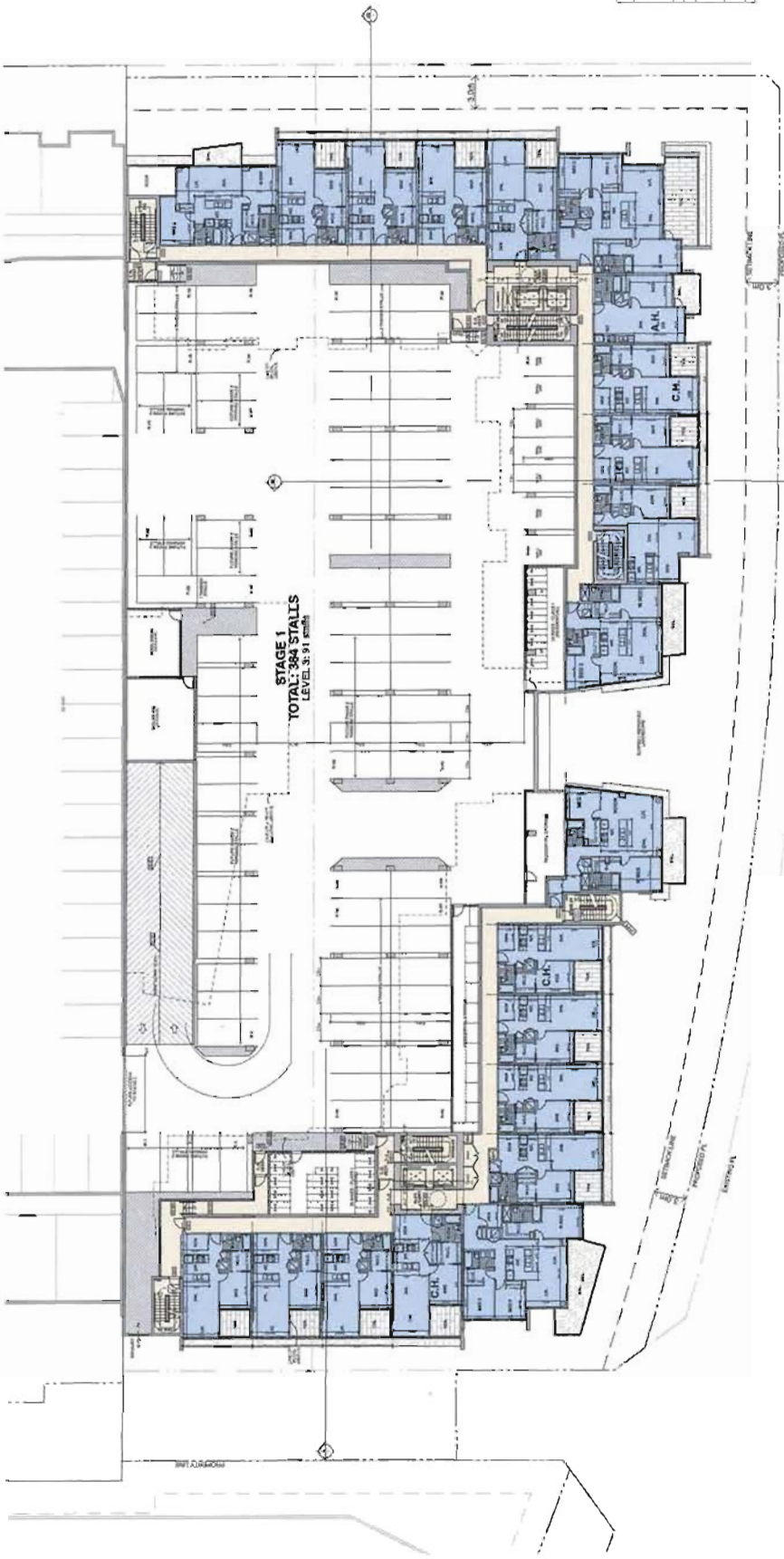












SEXSMITH ROAD

- NOTES:**
- "A.H." indicates locations for all Accessibility units.
  - "C.H." indicates locations for all Convertible units.
  - All other units to meet requirements for Aging-in-Place.

**NOTES:**

- "A.H." indicates locations for all Accessibility units.
- "C.H." indicates locations for all Convertible units.
- All other units to meet requirements for Aging-in-Place.

LEVEL 3



CAPSTAN WAY

RESIDENTIAL PARKING		
UNIT	1	2
UNIT	3	4
UNIT	5	6
UNIT	7	8
UNIT	9	10
UNIT	11	12
UNIT	13	14
UNIT	15	16
UNIT	17	18
UNIT	19	20
UNIT	21	22
UNIT	23	24
UNIT	25	26
UNIT	27	28
UNIT	29	30
UNIT	31	32
UNIT	33	34
UNIT	35	36
UNIT	37	38
UNIT	39	40
UNIT	41	42
UNIT	43	44
UNIT	45	46
UNIT	47	48
UNIT	49	50
UNIT	51	52
UNIT	53	54
UNIT	55	56
UNIT	57	58
UNIT	59	60
UNIT	61	62
UNIT	63	64
UNIT	65	66
UNIT	67	68
UNIT	69	70
UNIT	71	72
UNIT	73	74
UNIT	75	76
UNIT	77	78
UNIT	79	80
UNIT	81	82
UNIT	83	84
UNIT	85	86
UNIT	87	88
UNIT	89	90
UNIT	91	92
UNIT	93	94
UNIT	95	96
UNIT	97	98
UNIT	99	100

JAN 09 2013

DP12604012

#6

Pinnacle Centre 1  
@ Capstan Station  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013





**NOTES:**

- "A.M." Indicates locations for all Affordable units
- "C.H." Indicates locations for all Convertible units
- All other units to meet requirements for Aging-in-Place.

**LEVEL 4**



JAN 09 2013  
 DP 12604012  
 #7

**Pinnacle Centre  
 @ Capstan Station  
 Phase 1  
 Richmond BC**

**PINNACLE INTERNATIONAL  
 BINGHAM HILL ARCHITECTS**

JANUARY 09, 2013



**NOTES:**

- "A.H." indicates locations for all Accessible Housing units.
- "C.H." indicates locations for all Convertible units.
- All other units to meet requirements for Aging-in-Place.



JAN 09 2013

DP 12604012 #8

**Pinnacle Centre 1**  
@ Capstan Station  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013



JAN 09 2013

LEVEL 6

DP 12604012

#9

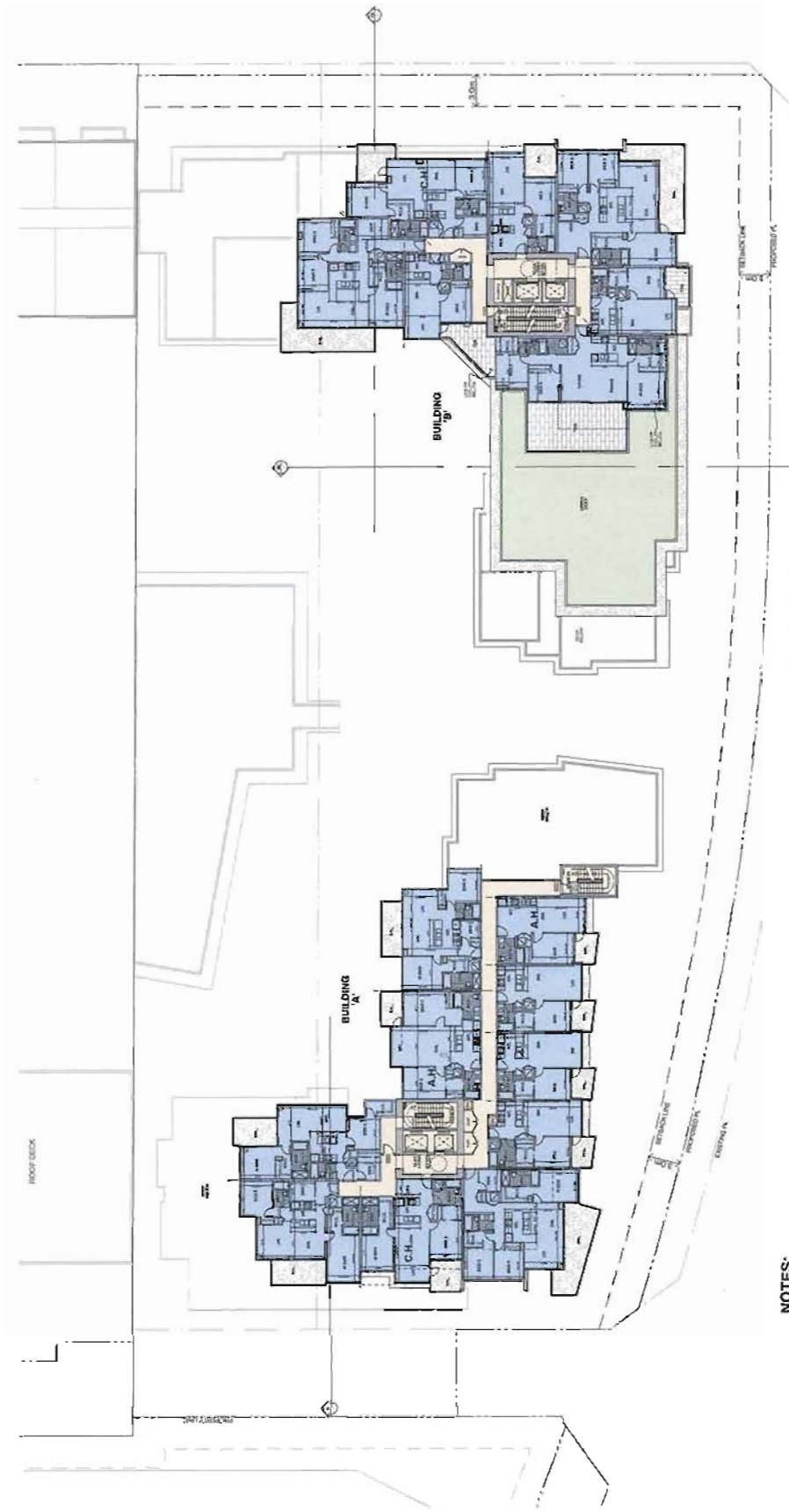
- NOTES:**
- "A.H." Indicates locations for all Accessible Housing units.
  - "C.H." Indicates locations for all Convertible units.
  - All other units to meet requirements for Aging-In-Place.

Pinnacle Centre  
@ Capstan Station  
Phase 1  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013





**NOTES:**

- "A.H." indicates locations for all Accessible Housing units
- "C.H." indicates locations for all Convertible units
- All other units to meet requirements for Aging-in-Place



LEVEL 7

JAN 09 2013

DP 12604012

#10

**Pinnacle Centre 1**  
@ Capstan Station  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013



JAN 09 2013

LEVEL 8



CAPSTAN WAY

DP 12604012  
#11

Pinnacle Centre  
@ Capstan Station  
Phase 1  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013



LEVEL 9-13



LEVEL 9 - 13

CAPSTAN WAY

DP12604012  
#12

21#

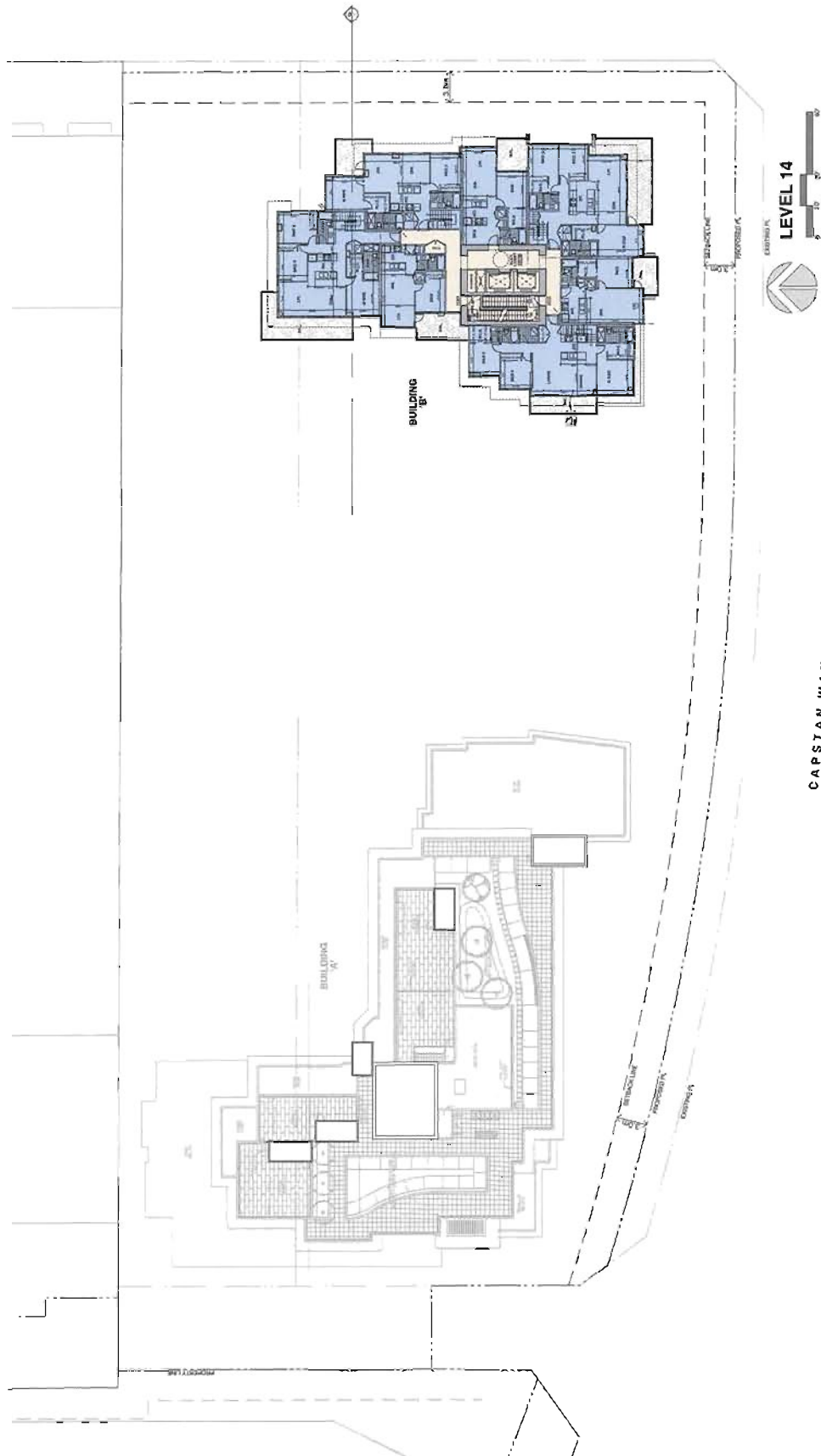
**Pinnacle Centre 1  
@ Capstan Station**  
Richmond BC

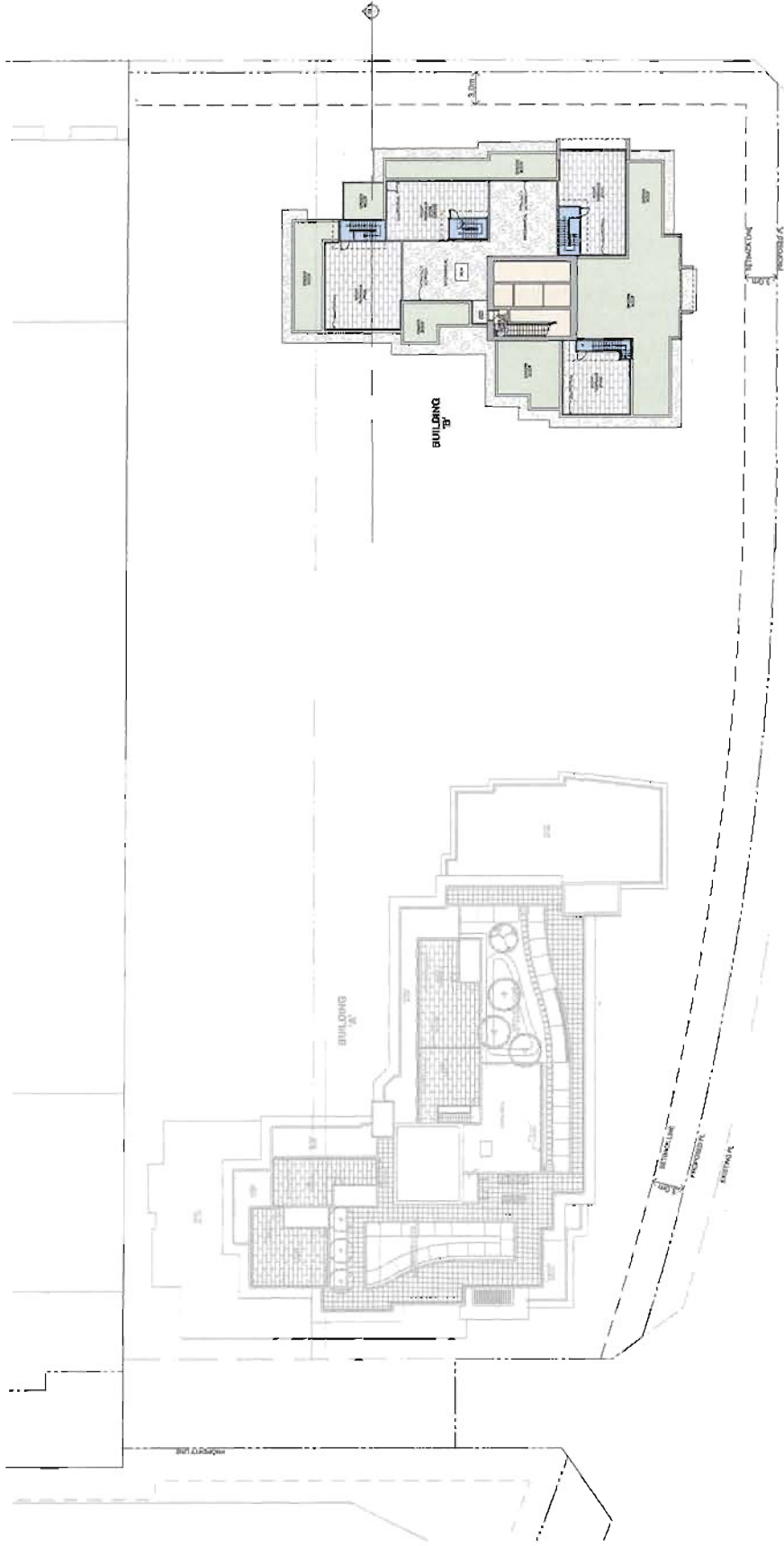
PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09. 2013

DP 12604012 #13

#13





JAN 09 2013

LEVEL 15 ROOF



DP12604012

#14

CAPSTAN WAY

Pinnacle Centre 1  
@ Capstan Station  
Richmond BC

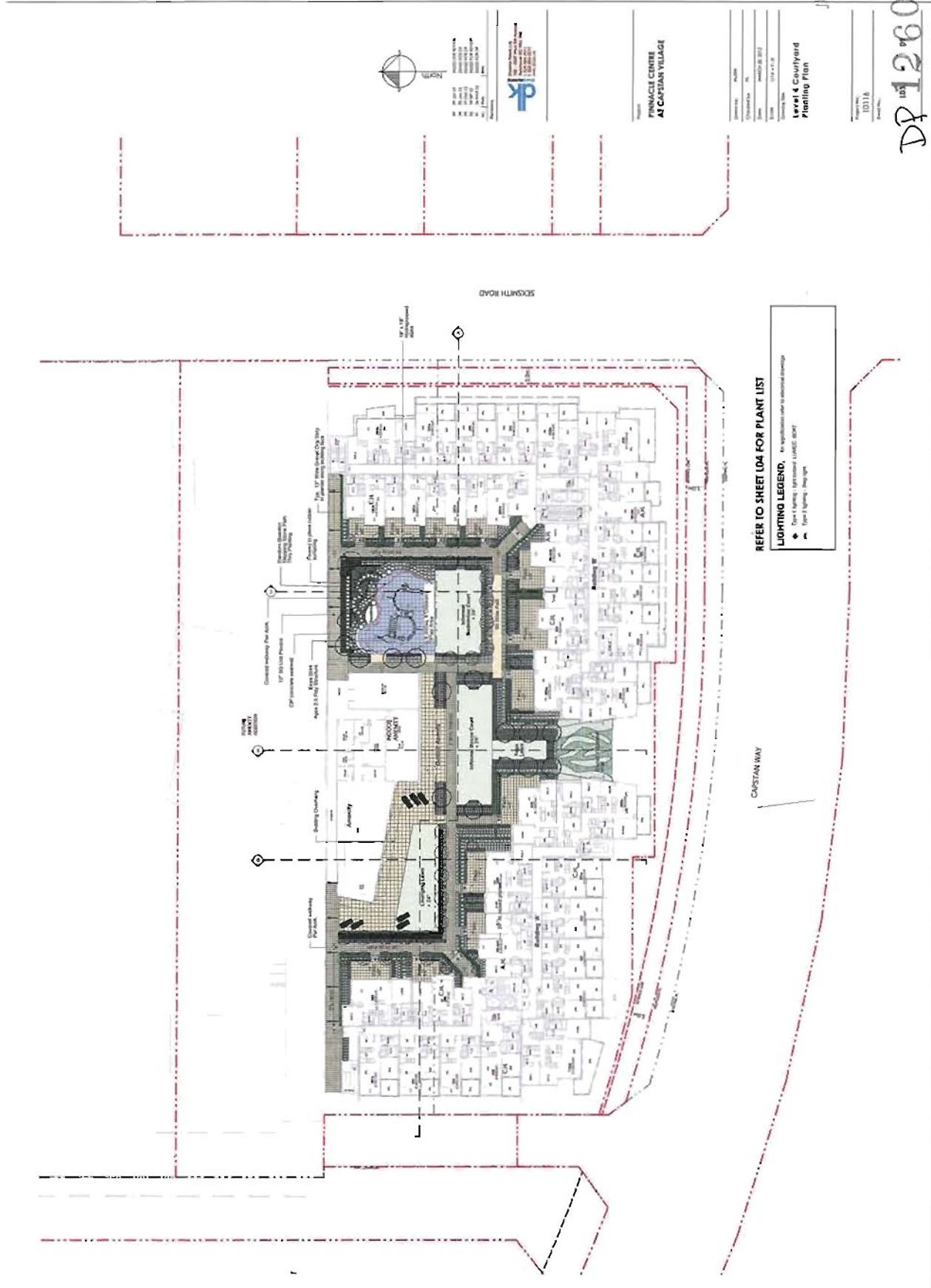
PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013









REFER TO SHEET 004 FOR PLANT LIST

LIGHTING LEGEND: No signification refers to additional drawings

• Type 1 Lighting - Light fixture - LUMES 300W

• Type 2 Lighting - Light fixture - Luminaire

CAPTAIN WAY

SEAGRANT ROAD



PRINCE CENTRE  
AT CAPTAIN VILLAGE

Project No.	10116
Client	10116
Design	10116
Construction	10116
Operating	10116
Planting	10116

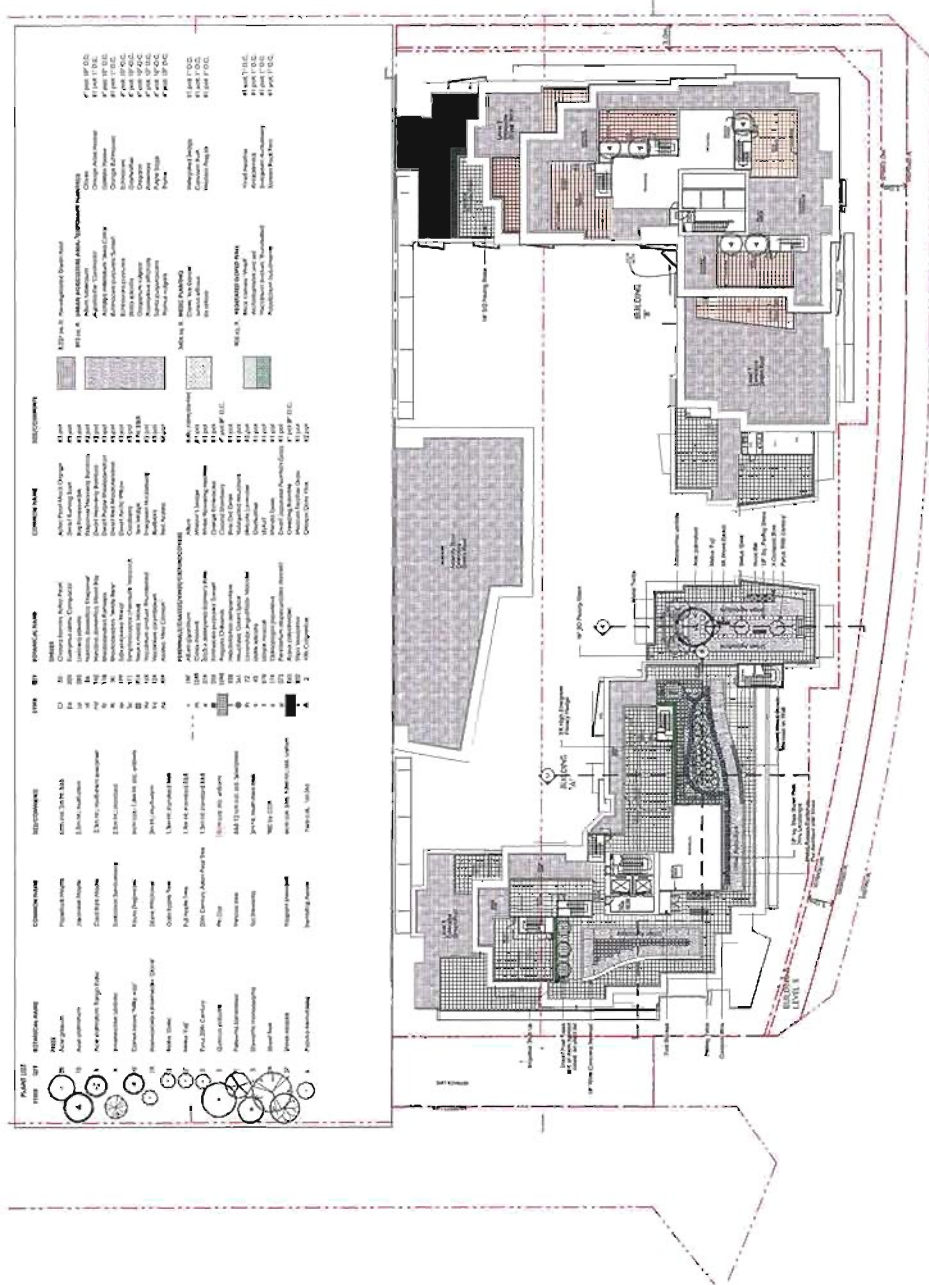
Level 4 Courtyard  
Planting Plan

JUN 09 2013

#15C

DP 12604012





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1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	



PINNACLE CENTRE  
 ALCAZAR VILLAGE

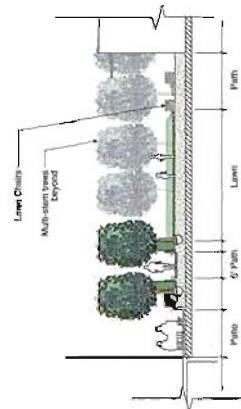
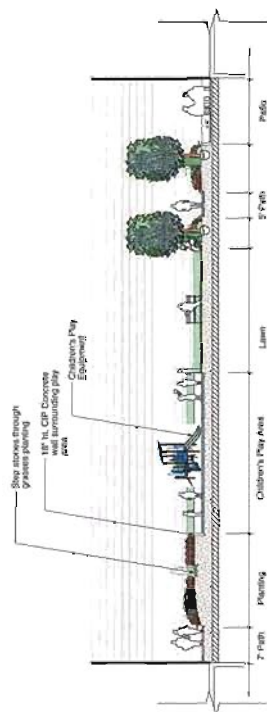
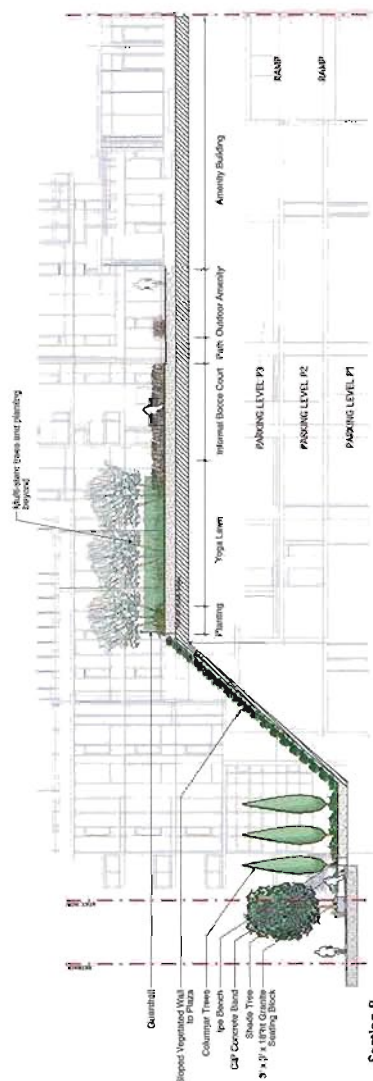
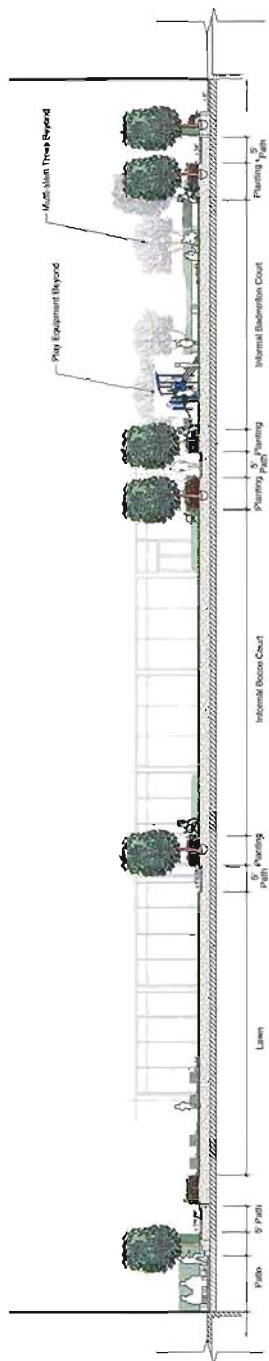
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Classified by	AL
Date	10-MAY-2012
Page	10 of 13

Levels & thru 15  
Landscape Plan

12604012

p5/#

50 50



Year	Total		Male		Female	
	No.	%	No.	%	No.	%
1990	10	1.0	5	0.5	5	0.5
1991	12	1.2	6	0.6	6	0.6
1992	15	1.5	8	0.8	7	0.7
1993	18	1.8	10	1.0	8	0.8
1994	20	2.0	12	1.2	8	0.8
1995	22	2.2	14	1.4	8	0.8
1996	25	2.5	16	1.6	9	0.9
1997	28	2.8	18	1.8	10	1.0
1998	30	3.0	20	2.0	10	1.0
1999	32	3.2	22	2.2	10	1.0
2000	35	3.5	24	2.4	11	1.1
2001	38	3.8	26	2.6	12	1.2
2002	40	4.0	28	2.8	12	1.2
2003	42	4.2	30	3.0	12	1.2
2004	45	4.5	32	3.2	13	1.3
2005	48	4.8	34	3.4	14	1.4
2006	50	5.0	36	3.6	14	1.4
2007	52	5.2	38	3.8	14	1.4
2008	55	5.5	40	4.0	15	1.5
2009	58	5.8	42	4.2	16	1.6
2010	60	6.0	44	4.4	16	1.6
2011	62	6.2	46	4.6	16	1.6
2012	65	6.5	48	4.8	17	1.7
2013	68	6.8	50	5.0	18	1.8
2014	70	7.0	52	5.2	18	1.8
2015	72	7.2	54	5.4	18	1.8
2016	75	7.5	56	5.6	19	1.9
2017	78	7.8	58	5.8	20	2.0
2018	80	8.0	60	6.0	20	2.0
2019	82	8.2	62	6.2	20	2.0
2020	85	8.5	64	6.4	21	2.1
2021	88	8.8	66	6.6	22	2.2
2022	90	9.0	68	6.8	22	2.2
2023	92	9.2	70	7.0	22	2.2
2024	95	9.5	72	7.2	23	2.3
2025	98	9.8	74	7.4	24	2.4
2026	100	10.0	76	7.6	24	2.4
2027	102	10.2	78	7.8	24	2.4
2028	105	10.5	80	8.0	25	2.5
2029	108	10.8	82	8.2	26	2.6
2030	110	11.0	84	8.4	26	2.6
2031	112	11.2	86	8.6	26	2.6
2032	115	11.5	88	8.8	27	2.7
2033	118	11.8	90	9.0	28	2.8
2034	120	12.0	92	9.2	28	2.8
2035	122	12.2	94	9.4	28	2.8
2036	125	12.5	96	9.6	29	2.9
2037	128	12.8	98	9.8	30	3.0
2038	130	13.0	100	10.0	30	3.0
2039	132	13.2	102	10.2	30	3.0
2040	135	13.5	104	10.4	31	3.1
2041	138	13.8	106	10.6	32	3.2
2042	140	14.0	108	10.8	32	3.2
2043	142	14.2	110	11.0	32	3.2
2044	145	14.5	112	11.2	33	3.3
2045	148	14.8	114	11.4	34	3.4
2046	150	15.0	116	11.6	34	3.4
2047	152	15.2	118	11.8	34	3.4



**PINNACLE CENTRE  
AT CAPTAIN VILLAGE**

JAN 09 2013

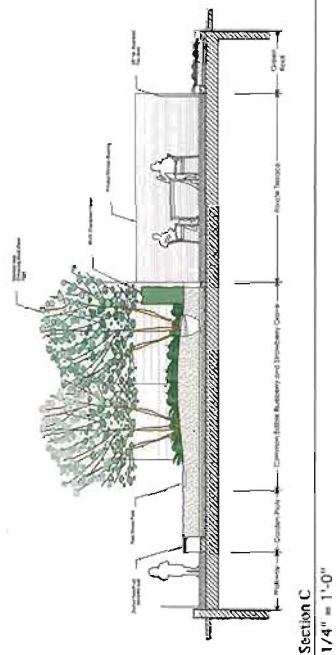
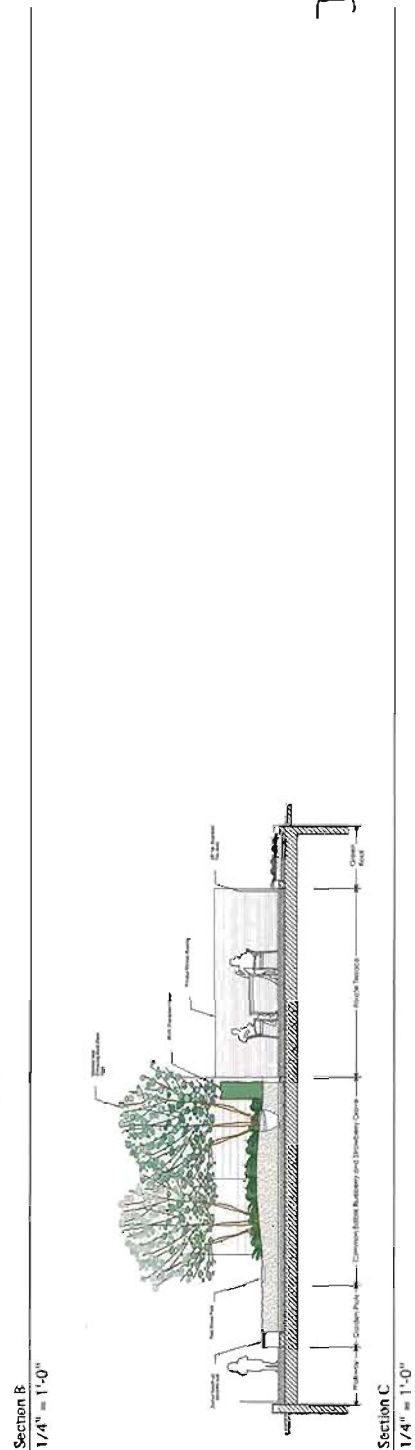
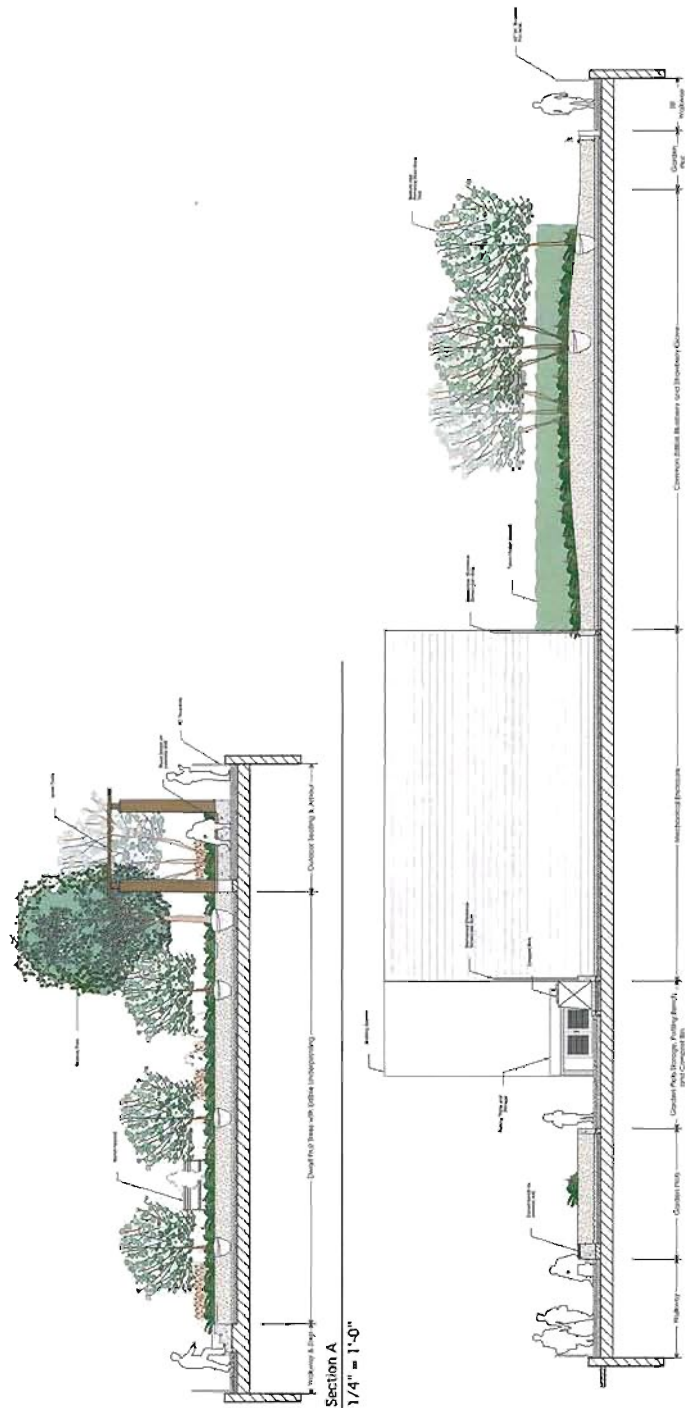
### Level 3 Courtyard Sections

12604012

#150

92101

501 14 07 40



**YP**  
 YOUNG & RUBICAM  
 1000 Avenue of the Americas  
 New York, NY 10020  
 Tel: 212 696 6000  
 Fax: 212 696 6001  
 E-mail: [info@yp.com](mailto:info@yp.com)  
 Website: [www.yp.com](http://www.yp.com)



MINNACLE CENTRE  
AT CAPTAN VILLAGE

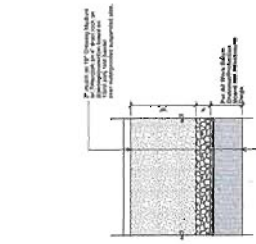
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Country	NI
Source	WORLD

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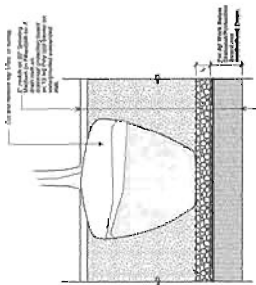
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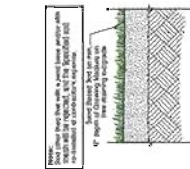
60 701



2 Typical Tree Planting in Slab - Over Parking  
Scale 1" = 1'-0"



2 Typical Tree Planting in Slab - Over Parking  
Scale 1" = 1'-0"



1 Slotted Lateral Drain  
Scale 1" = 1'-0"



6 Landscape Structures - Play Structure  
Scale 1" = 1'-0"

PROJECT  
PRINCE CENTRE  
AT CAUSTON VILLAGE

12604012  
#15g  
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DP

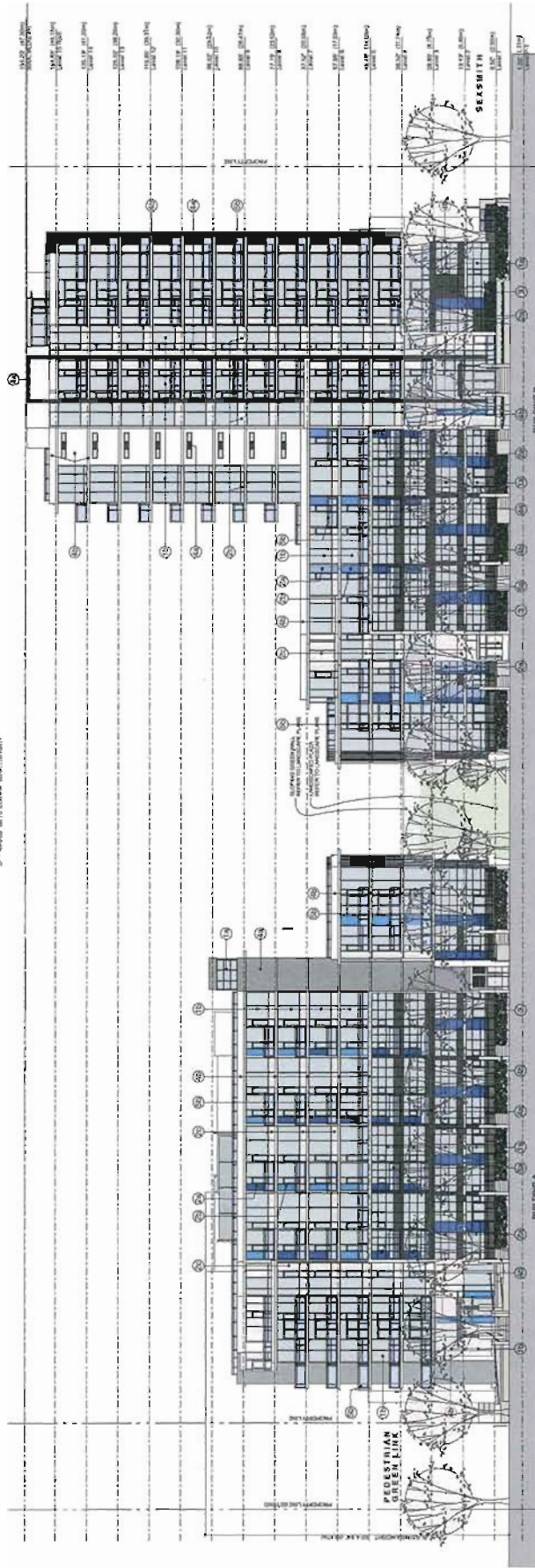






# LIST OF MATERIALS

- ① GLAZING IN ALUMINUM FRAMES
  - a - dark grey; match Slatline "Grey Velvet"
  - b - light frame material: clear anodized aluminum
- ② SPANDREL GLASS IN ALUMINUM FRAMES
  - a - dark blue; match General Paint "Sargazer" CL2045A
  - b - light blue; match General Paint "Lathrop" CL2333DM
- ③ METAL PANEL IN ALUMINUM FRAMES
  - a - dark grey; match Slatline Grey Velvet
- ④ PAINTED CONCRETE
  - a - dark grey; match General Paint "Steel Wood" CL3165A
  - b - white
- ⑤ ALUMINUM GLAZED GUARDRAILS
  - a - dark grey; match Slatline "Grey Velvet"
  - b - clear anodized aluminum



SOUTH ELEVATION  
FACING CAPSTAN

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DP 12604012

#16

ELEVATIONS

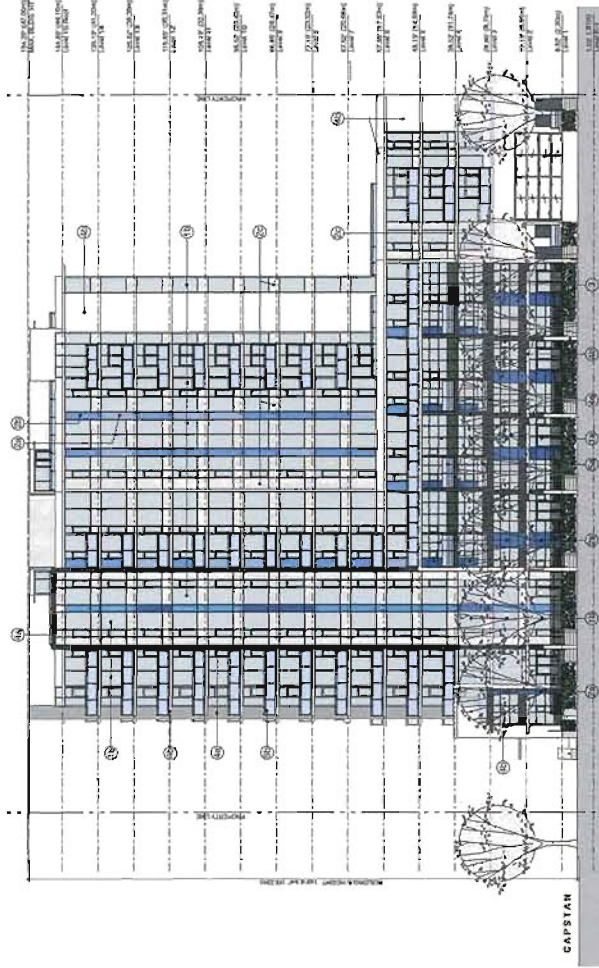
Pinnacle Centre  
@ Capstan Station  
Phase 1  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

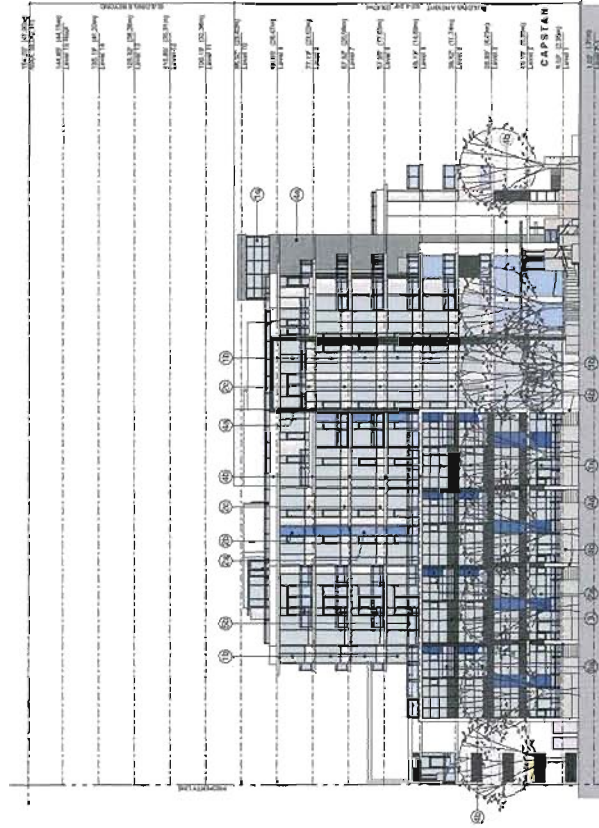
JANUARY 09, 2013

# LIST OF MATERIALS

- ① GLAZING IN ALUMINUM FRAMES
  - a - dark frame material: match Sunline "Grey Velvet"
  - b - light frame material: clear anodized aluminum
- ② SPANDREL GLASS IN ALUMINUM FRAMES
  - a - dark blue: match General Paint "Sungazer" CL2346A
  - b - light blue: match General Paint "Latitude" CL2343DM
  - c - silver
- ③ METAL PANEL IN ALUMINUM FRAMES
  - a - dark grey: match Sunline "Grey Velvet"
- ④ PAINTED CONCRETE
  - a - dark grey: match General Paint "Steel Wool" CL31165A
  - b - white
- ⑤ ALUMINUM GLAZED GUARDRAILS
  - a - dark grey: match Sunline "Grey Velvet"
  - b - clear anodized aluminum



**EAST ELEVATION**  
FACING SECKSMITH



**WEST ELEVATION**  
FACING PEDESTRIAN GREEN LINK

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ELEVATIONS #17

**Pinnacle Centre 1**  
@ Capstan Station  
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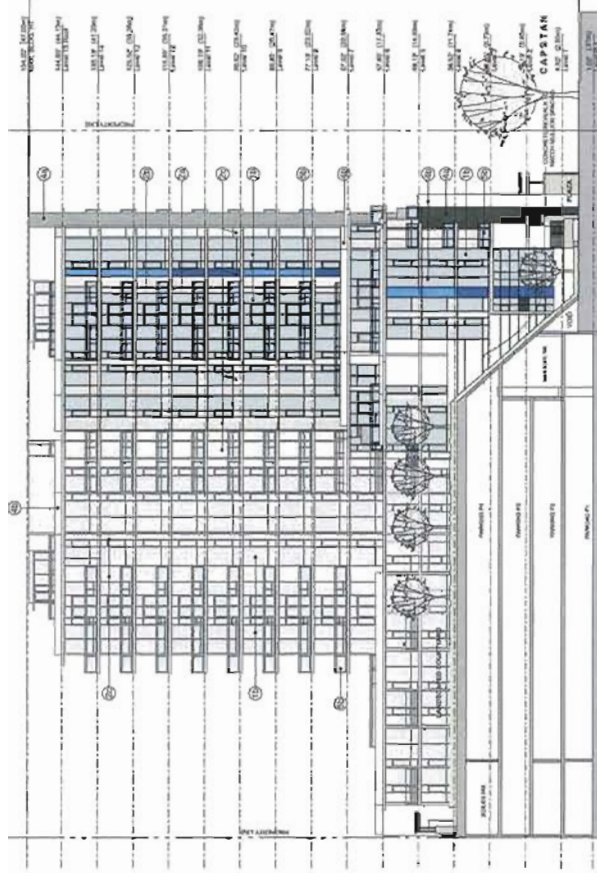
PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

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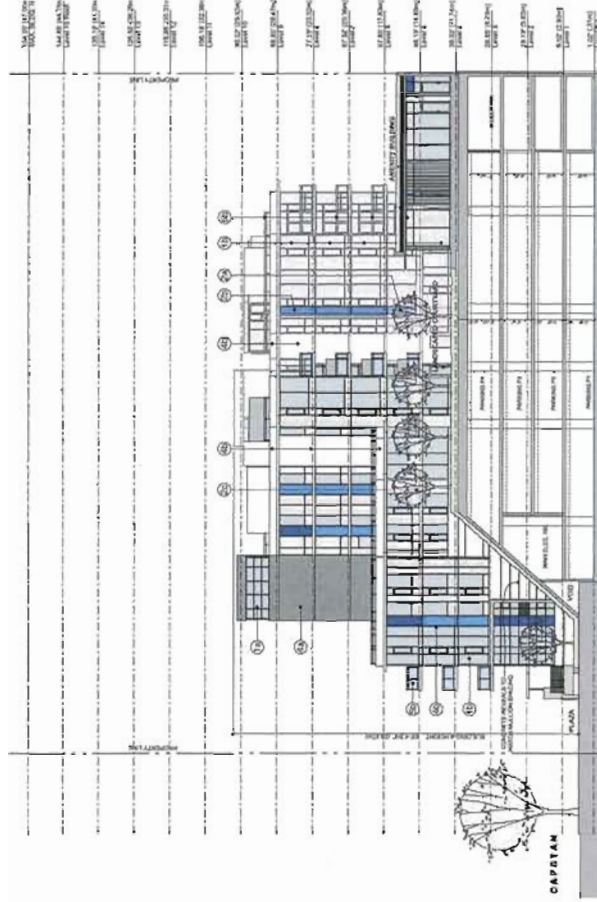


# LIST OF MATERIALS

- ① GLAZING IN ALUMINUM FRAMES
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  - b - light frame material: clear anodized aluminum
- ② SPANDREL GLASS IN ALUMINUM FRAMES
  - a - dark blue: match General Paint "Starliner" CL2346A
  - b - light blue: match General Paint "Latitude" CL2343DA
  - c - silver
- ③ METAL PANEL IN ALUMINUM FRAMES
  - dark grey: match Starline Grey Velvet
- ④ PAINTED CONCRETE
  - a - dark grey: match General Paint "Steel Work" CL3166A
  - b - white
- ⑤ ALUMINUM GLAZED GUARDRAILS
  - glass: clear
  - posts & rails:
    - a - dark grey: match Starline "Grey Velvet"
    - b - clear anodized aluminum



PARTIAL WEST ELEVATION  
(BUILDING BY FACING COURTYARD)



PARTIAL EAST ELEVATION  
(BUILDING A) FACING COURTYARD

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#18

ELEVATIONS

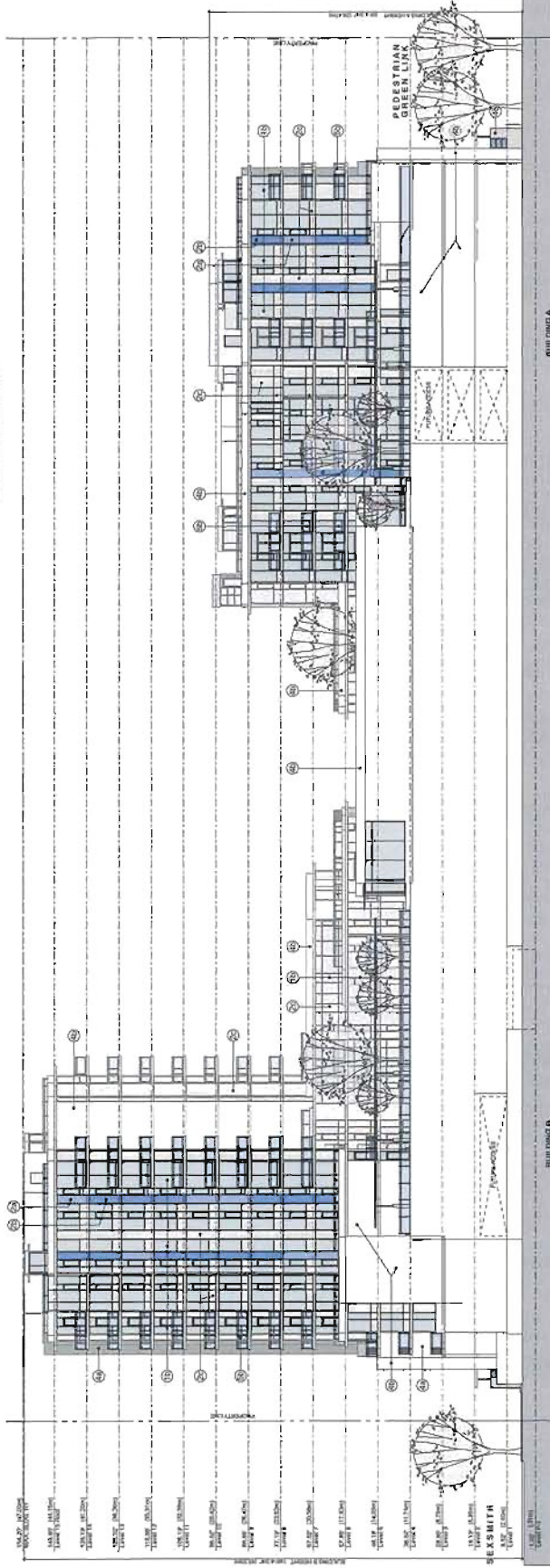
Pinnacle Centre  
@ Capstan Station  
Phase 1  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013

# LIST OF MATERIALS

- ① GLAZING IN ALUMINUM FRAMES
  - a - dark frame material: match Starline "Grey Velvet"
  - b - light frame material: clear anodized aluminum
- ② SPANDREL GLASS IN ALUMINUM FRAMES
  - a - dark blue: match General Paint "Starline" CL2346A
  - b - light blue: match General Paint "Lumide" CL2343DM
- ③ METAL PANEL IN ALUMINUM FRAMES
  - a - dark grey: match Starline "Grey Velvet"
- ④ PAINTED CONCRETE
  - a - dark grey: match General Paint "Steel Wool" CL3165A
  - b - white
- ⑤ ALUMINUM GLAZED GUARDRAILS
  - a - dark grey: match Starline "Grey Velvet"
  - b - clear anodized aluminum



NORTH ELEVATION  
FACING PHASE 2

JAN 09 2013

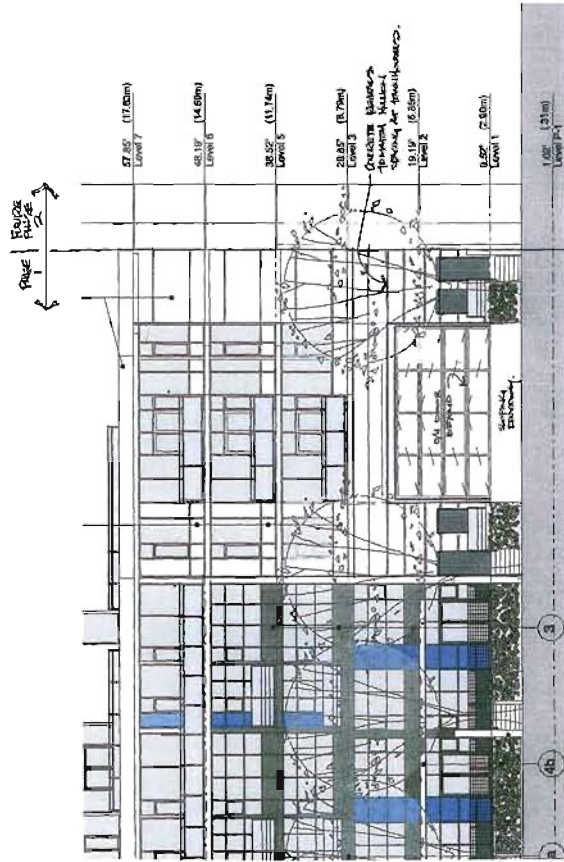
DP 12604012

#19

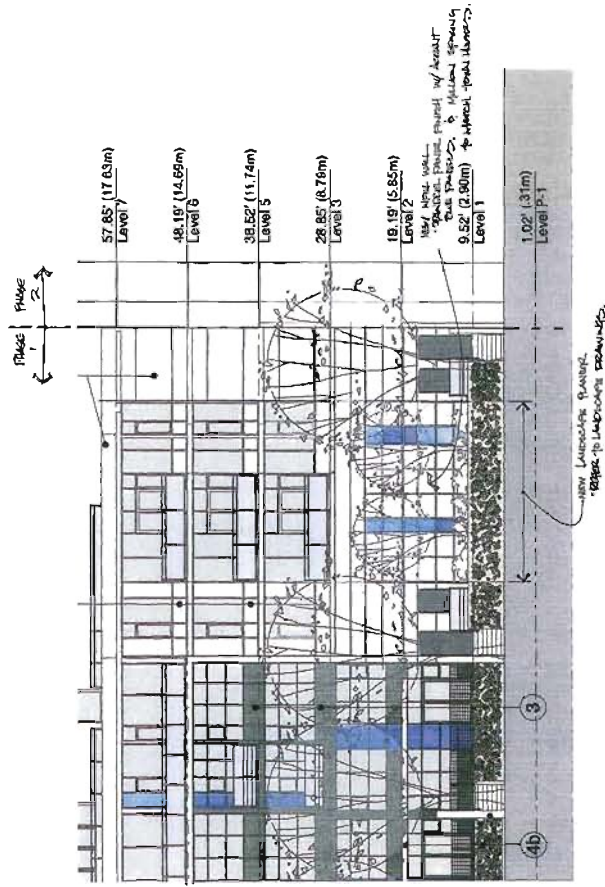
Pinnacle Centre 1  
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Richmond BC

Pinnacle International  
Bingham Hill Architects

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**PARTIAL EAST ELEVATION**  
Showing temporary driveway at Phase 1 Completion



**PARTIAL EAST ELEVATION**  
Showing driveway closure at Phase 2 Completion

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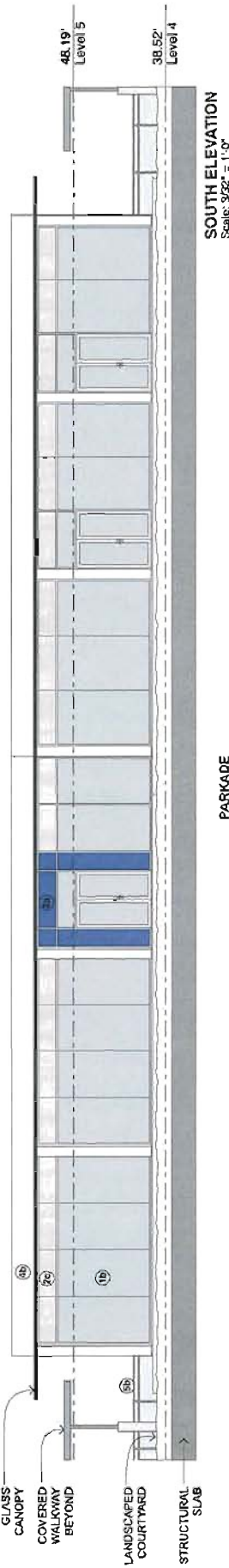
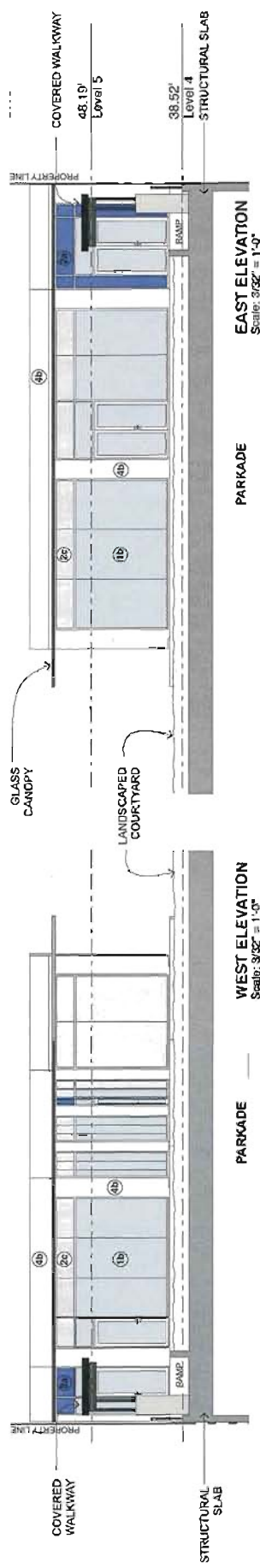
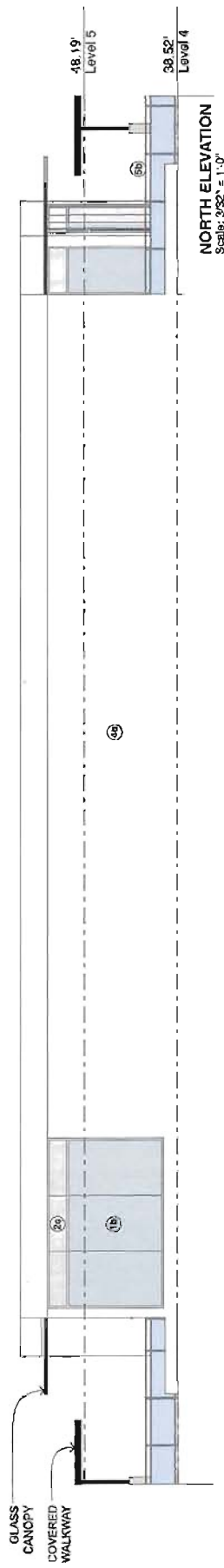
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PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013

Pinnacle Centre  
@ Capstan Station  
Phase 1  
Richmond BC





SOUTH ELEVATION  
Scale: 3/32" = 1'-0"

#### LIST OF MATERIALS

- ① GLAZING IN ALUMINUM FRAMES  
a - n/a  
b - light frame material: clear anodized aluminum
- ② SPANDREL GLASS IN ALUMINUM FRAMES  
a - dark blue: match General Paint "Stargazer" CL2348A  
b - n/a  
c - white
- ③ n/a
- ④ PAINTED CONCRETE  
a - n/a  
b - white
- ⑤ ALUMINUM GLAZED GUARDRAILS  
glass: clear  
posts & rails:  
a - n/a  
b - clear anodized aluminum

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#21

#### INDOOR AMENITY BUILDING ELEVATIONS

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@ Capstan Station  
Richmond BC

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BINGHAM HILL ARCHITECTS

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# ZONING STATISTICS

**CIVIC ADDRESS:** S191 & 3411 Sussanville Road and portion of unopened City lane on the north side of Capstan Way between Sussanville Road and No. 3 Road.

**LEGAL DESCRIPTION:** PID: 016-343-333, Lot 1, Section 28, Block 6 North, Plan LMP11315, Range 6 West, NW1D; Lot 2, Section 28, Block 5 North, Plan LMP 1315, Range 6 West, NW1D

**ZONING:** PCL-4

**PERMITTED USE:** Residential, Home-Based Business Dwellings

**PROPOSED USE:** 14 STOREY RESIDENTIAL (including 13 Affordable Housing Units & 19 Convertible Housing Units) L1 (2.3m geodetic); TOWNHOUSES (nonne-Based Business dwellings) & RESIDENTIAL LOBBIES L2 TO L14; 13 STOREY RESIDENTIAL

**SITE AREA:** 6959.0 sq.m.

**DENSITY:** PROPOSED

**FLOOR AREA RATIO (FAR):** 2.5

**FLOOR AREA (SFA):** 17,397.5 sq.m.

**REMAINDER/OVER:** 0.0 sq.m.

**LOT COVERAGE:** PERMITTED MAX. 90% 3.00m (9.84')

**SETBACKS:** PROPOSED 85% exclusive of Public Open Space SRW

**FRONT YARD (CAPSTAN):** PERMITTED 3.00m (9.84')

**REAR YARD (NORTH):** PROPOSED BLDG A: 6.10m (20.30')

**EXTERIOR SIDE YARD (BEXSMITH):** PROPOSED BLDG B: 5.99m (19.65')

**INTERIOR SIDE YARD (PEDESTRIAN GREEN LINK):** PROPOSED 0.00m (0.0')

**BUILDING HEIGHT:** PROPOSED 4.72m (15.49')

**NAV CANADA MAXIMUM:** PROPOSED 1.91m (6.27')

**LOT SIZE MIN:** PROPOSED BLDG A: 28.5m (93.40')

**AREA:** PROPOSED BLDG B: 45.3m (148.73')

**WIDTH:** PROPOSED 6.95m x 2

**DEPTH:** PROPOSED 118.4m (east-west)

**OCF & CCAP (see overlay drawing):** PROPOSED 118.4m (east-west)

**CAPSTAN STATION BONUS PUBLIC OPEN SPACE:** REQUIRED 5.0 sq.m./unit = 1,000 sq.m.

**INDOOR AMENITY SPACE:** REQUIRED 2.0 sq.m./unit = 400 sq.m.

**OCF OUTDOOR AMENITY SPACE:** REQUIRED 5.0 sq.m./unit = 1,000 sq.m.

**CCAP OUTDOOR AMENITY SPACE:** REQUIRED 10% net site area = 695.9 sq.m.

**PROPOSED:** 634.12 sq.m. City Maintained ROW = 1,000 sq.m.

**PROPOSED:** 368.04 sq.m. Strata Maintained ROW = 1,000 sq.m.

**PROPOSED:** 420.6 sq.m.

**PROPOSED:** 1,231.76 sq.m. at courtyard + 176.40 sq.m. at Bldg A L8 roof + 403.99 sq.m. at Bldg A roof = 1,812.15 sq.m.

**PROPOSED:** 230.87 sq.m. at grade + 465.36 sq.m. at courtyard = 696.23 sq.m.

# PARKING & LOADING

Parking Requirements	
<b>Zone 2A (current, pre-Canada Line Station)</b>	
Basic (not incl affordable housing)	1.2
Affordable Housing	0.8
Visitor	0.2
<b>Total Required</b>	<b>276</b>
Standard Stalls provided	237
Small Stalls Provided	22
Tandem Stalls Provided	54
<b>Subtotal</b>	<b>313</b>
Affordable Housing Stalls provided	12
Visitor Stalls Provided	40
<b>Total Stalls Provided (incl. HC Stalls)</b>	<b>365</b>
HC Stalls Provided at 2% of total required	6
<b>Zone 1 (future, post-Canada Line Station)</b>	
Basic (not incl affordable housing)	1.0
Affordable Housing	0.9
Visitor	0.2
<b>Total Required</b>	<b>239</b>
Standard Stalls Provided (1.0 per unit for 138 units)	138
Small Stalls Provided (1.0 per unit for 22 units)	22
Tandem Stalls Provided (2.0 per unit for 27 units)	54
<b>Subtotal (incl. 1.0 per unit for 189 units)</b>	<b>214</b>
Affordable Housing Stalls Provided	12
Visitor Stalls Provided	40
<b>Total Stalls Provided</b>	<b>266</b>
Surplus Standard Stalls (non-handem) assigned to future Stage 2 development through Legal Agreement	99
<b>Loading Requirements</b>	
Required Medium Size	1
Provided Medium Size (on-site)	1
Required Large Size	1
Provided Large Size (inform on Sussanville)	1
<b>Bicycle Parking Requirements</b>	
Required Class 1	250
Proposed Class 1	251
Horizontal (min. 67%)	170 (67.7%)
Vertical (Max. 33%)	81 (32.3%)
Required Class 2	40
Proposed Class 2	40

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DP 12604012

reference

# PROJECT STATISTICS

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

Pinnacle Centre 1  
@ Capstan Station  
Richmond BC

JANUARY 09, 2013

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DP 12604012

UNIT BREAKDOWN  
reference

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

**Pinnacle Centre  
@ Capstan Station  
Phase 1**  
Richmond BC

JANUARY 09, 2013





#### POLICY:

The proposed term of development is consistent with current municipal policies and guidelines. The following policies apply to this site:

- City of Richmond Zoning Bylaw
- City of Richmond Official Community Plan
- City of Richmond City Centre Area Plan
- Capstan Village Guidelines

#### SITING:

The proposed development is located at the northwest corner of Capstan Way and Sexsmith Road, and is the first stage of a comprehensive rezoning of the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road and Capstan Way.

#### URBAN FORM:

Following the guidelines encapsulated in the City Centre Area Plan (CCAP), the proposal provides a strong "street wall" fronting onto the adjacent streets and pedestrian walkways. Urban plazas adjacent to Capstan Way, and the north-south pedestrian green line at the west side of the property, will encourage pedestrian activity around this site. The units located at grade level are designed with flexible floor plans and direct pedestrian access to allow for home-based businesses, further enhancing the streetscape. The project has been divided into two distinct forms separated by a landscaped plaza on Capstan Way. The heights of each building are stepped and varied, creating a strong visual interest while responding to natural lighting conditions. The proposed form allows for daylight to penetrate into the extensive courtyard and minimizes the shadowing of adjacent properties and pedestrian green link.

The west building, Building A, is 8 stories with significant steps occurring at the 4<sup>th</sup> and 6<sup>th</sup> floors. The east building, Building B, is 14 stories with significant steps at the 4<sup>th</sup> floor and the addition of the tower form occurring at the 7<sup>th</sup> floor. Building B has a slightly lower podium at only 6 stories, which increases the vertical form of the 14-storey tower.

#### BUILDING HEIGHT:

The building height of the tower is proposed to be 47.0m geodetic, meeting the maximum allowable building height as permitted in the RCL4 zone. The siting of the tower at the northwest corner of Capstan Way and Sexsmith Road meets the horizontal separation requirements for tall buildings, as outlined in the CCAP. The location of the tower also ensures minimal impact on the adjacent statutory right of ways at Capstan Way and the pedestrian green link.

#### DENSITY:

A total Floor Area Ratio (FAR) of 2.50 is proposed, providing 200 units. Of these 200 units, 187 are market-housing units and 13 are affordable housing units. The affordable housing units are provided as required by the CCAP and encompass 5% of the total residential building area. These units are designed to satisfy the City's requirements for basic universal housing standards. Additionally, 10% of the market units, 19 in all, are provided as convertible housing units, and the remaining market units will provide aging-in-place features.

Indoor and outdoor public amenity spaces are provided for resident use and meet the requirements recommended in the CCAP and the CCAP.

#### TRAFFIC / PARKING:

Vehicle access for parking and loading is provided temporarily off Sexsmith Road. Once the next stage of development to the north is complete, the temporary access will be closed and all vehicle access for parking and loading will be off Hazelbridge Way. The temporary driveway will be removed and filled in with resident storage and landscaping to tie in with the existing building and landscape.

Parking is provided within the proposed 4-level parking structure. The number of parking stalls exceeds the current minimum requirements for Zone 2. However, once the next stage of development is complete, the surplus parking stalls will be assigned to that development, resulting in parking provisions in accordance with Zone 1 requirements.

Visitor parking and bicycle parking are provided as required by the zoning bylaws.

All areas located below the flood plain level (2.9 geodetic) will be serviced by exits as required by the City Zoning Bylaws.

Road improvements along Capstan Way and Sexsmith Road are to be provided as required by Rezoning.

#### MATERIALS:

Materials for the building exterior are envisioned to be a combination of cast-in-place concrete with an elastomeric coating and aluminum and glass window systems with spandrel glazing. These materials have been used in past projects and have a proven track record of quality and durability. A restrained colour palette is proposed, providing an unobtrusive backdrop for public art, artist studios, and other arts-related activities within the Capstan Village Artists District.

#### ARTISTS DISTRICT:

All street level units fronting onto the pedestrian green link, Capstan Way and Sexsmith Road, are designed as flexible townhouse units to allow for home-based businesses to occur in the Artists District. It is envisioned that these home-based businesses would typically encompass artist studios and galleries, with the ability for the public to access these spaces directly from the street. The distinct entry experience to the townhouses provides the opportunity for residents to create unique individualized patios at their entries, if desired.

#### LEED:

This project is proposed to meet a minimum LEED Silver equivalency.

#### CPTED:

CPTED design strategies implemented in this proposal include surveillance, territoriality, lighting and landscaping. The public open spaces, including sidewalks, bike paths, plazas, and the pedestrian green link will be visually open and well lit, with units fronting these spaces to provide overlook. The units at street level are separated from the public space by landscaped planters, guardrails, and elevated entrance patios. The courtyard and rooftop gardens will also be visually open and well lit with multiple means of egress provided. The parking structure and lobbies are designed to minimize alcoves and hidden corners, will be well lit, and the parking structure will be painted white. Glazing in elevator lobbies will be provided in accordance with the required building code equivalencies.

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## DESIGN RATIONALE

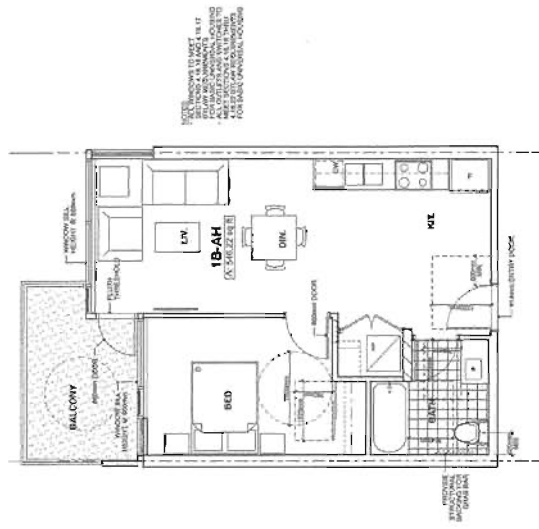
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Pinnacle Centre 1  
@ Capstan Station  
Richmond BC

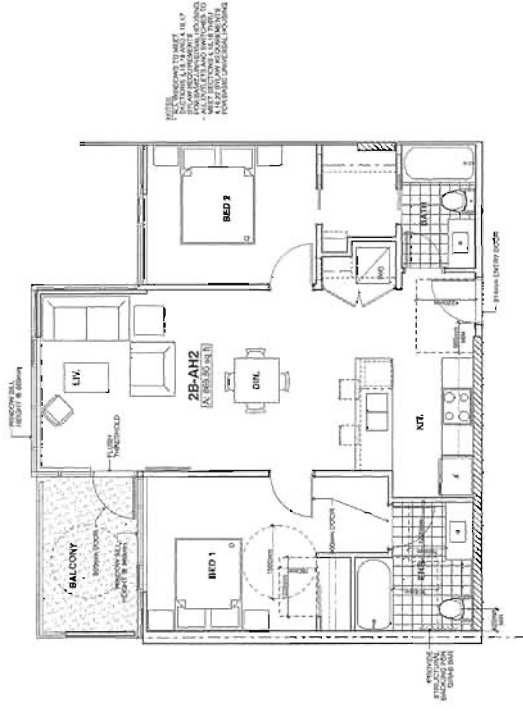
PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013

7



TYPICAL 1 BEDROOM  
AFFORDABLE HOUSING UNIT  
Scale: 1/8" = 1'-0"



TYPICAL 2 BEDROOM  
AFFORDABLE HOUSING UNIT  
Scale: 1/8" = 1'-0"

JAN 09 2013

DP 1260401

reference

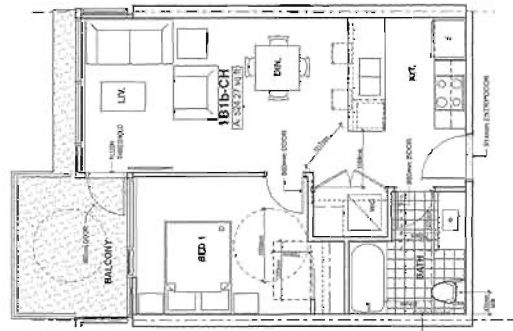
TYPICAL AFFORDABLE HOUSING LAYOUTS

Pinnacle Centre 1  
@ Capstan Station  
Richmond BC

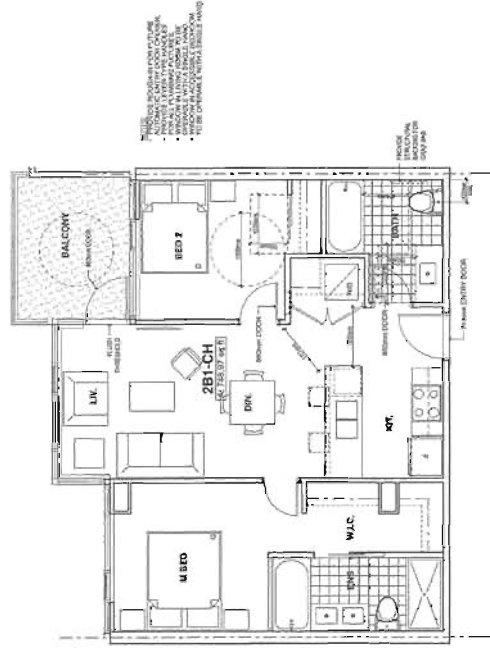
PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013

Richmond BC



TYPICAL 1 BEDROOM  
CONVERTIBLE UNIT  
Scale: 1/8" = 1'-0"



TYPICAL 2 BEDROOM  
CONVERTIBLE UNIT  
Scale: 1/8" = 1'-0"

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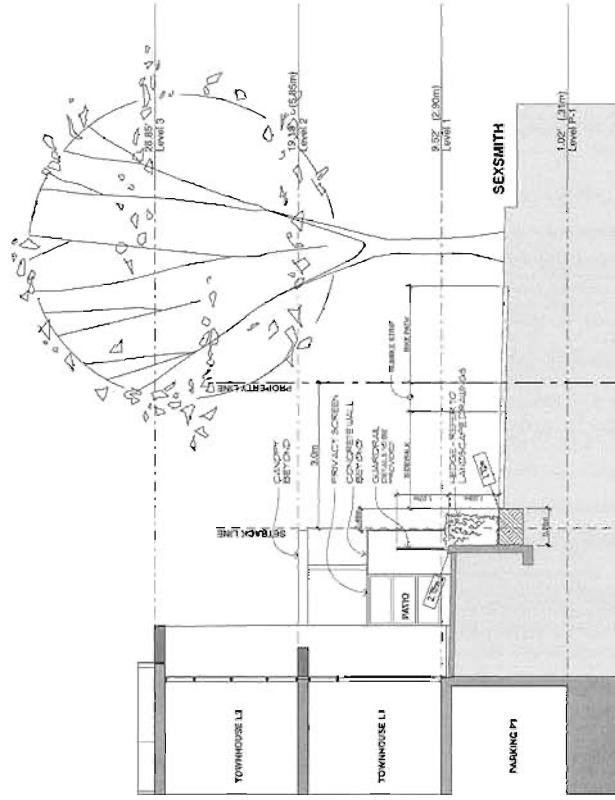
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TYPICAL CONVERTIBLE UNIT LAYOUTS

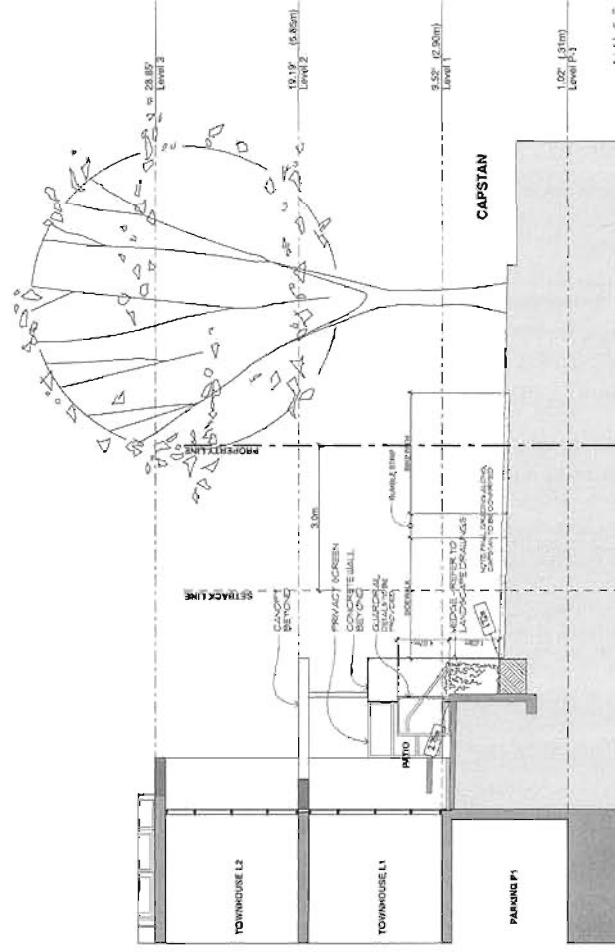
Pinnacle Centre  
@ Capstan Station  
Phase 1  
Richmond BC

PINNACLE INTERNATIONAL  
BINGHAM HILL ARCHITECTS

JANUARY 09, 2013



SECTION AT TOWNHOUSE PATIO  
FACING SEXSMITH



SECTION AT TOWNHOUSE PATIO  
FACING CAPSTAN

JAN 09 2013

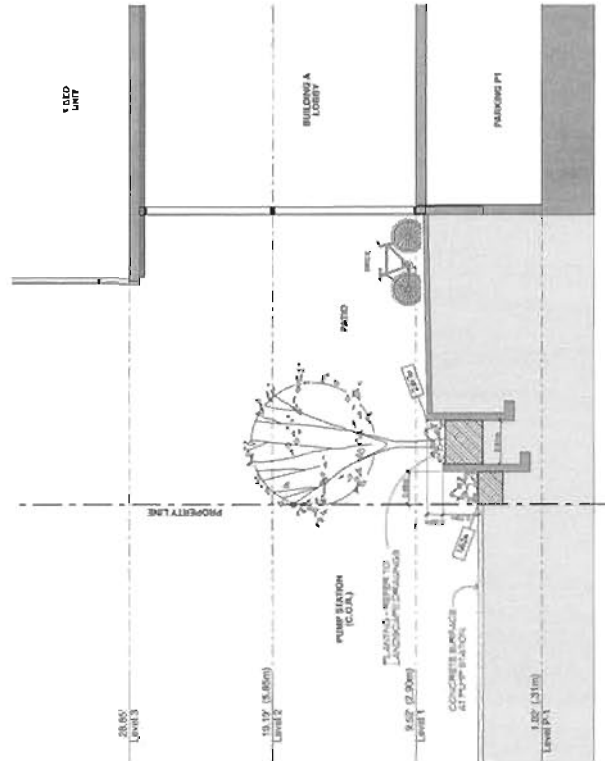
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reference

Pinnacle Centre 1  
@ Capstan Station  
Richmond BC

PINNACLE INTERNATIONAL  
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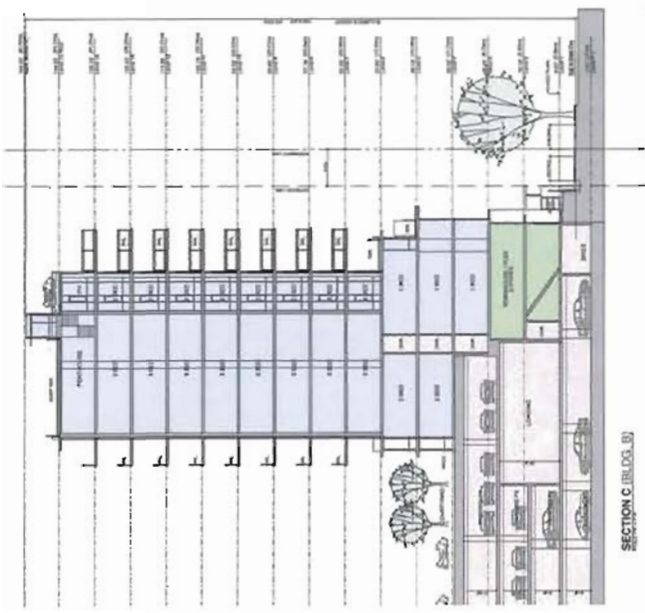
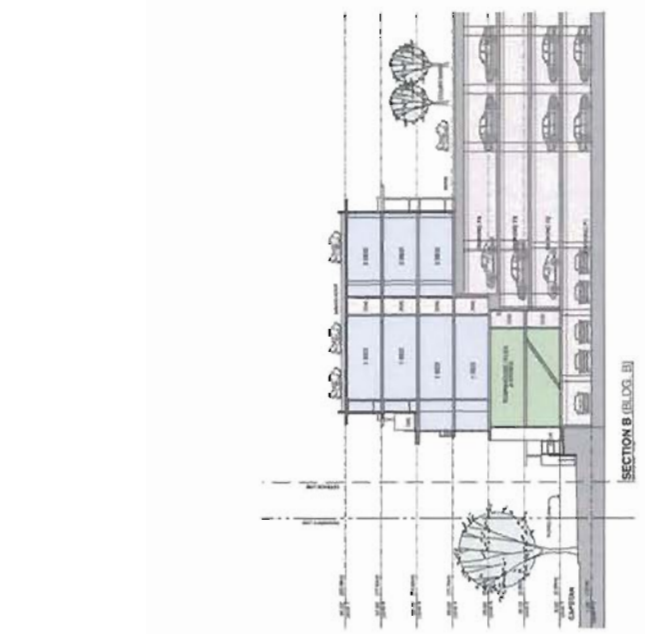
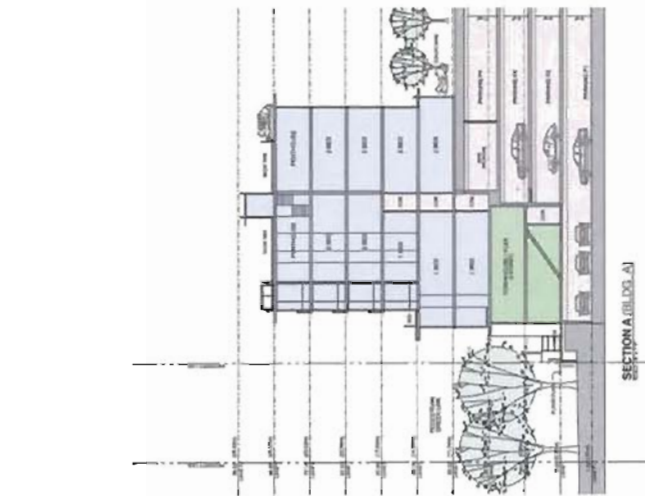
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BINGHAM HILL ARCHITECTS

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Pinnacle Centre 1  
@ Capstan Station  
Richmond BC



Scale: 1" = 40' 0"

North Arrow

dk

Design Group

PRINCE CENTER  
AT CAPTAIN VILLAGE

### GREEN SPACE SUMMARY - LEED CALCULATIONS

Green Space	30,000 sq ft
Landscaping	10,000 sq ft
Roof Greenery	0 sq ft
Water Features	0 sq ft
Other Green Space	0 sq ft
<b>Total Green Space</b>	<b>40,000 sq ft</b>
<b>Green Space Ratio</b>	<b>10.0%</b>

Category	Area (sq ft)
Landscaping	10,000
Roof Greenery	0
Water Features	0
Other Green Space	0
<b>Total Green Space</b>	<b>10,000</b>

STAN V

DP

JAN 05 2013

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reference

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