



**To:** Richmond City Council  
**From:** Joe Erceg  
Chair, Development Permit Panel  
**Date:** March 5, 2014  
**File:** 01-0100-20-DPER1-  
01/2014-Vol 01  
**Re:** **Development Permit Panel Meetings held on February 26, 2014 and  
September 16, 2009**

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**Staff Recommendation**

That the recommendation of the Panel to authorize the issuance of:

- i. a Development Permit (DP 12-612510) for the property at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road; and
- ii. a Development Permit (DP 08-431155) for the property at 4008 Stolberg Street (formerly 9420, 9460 and 9480 Cambie Road);

be endorsed, and the Permits so issued.



Joe Erceg  
Chair, Development Permit Panel

SB:blg

### Panel Report

The Development Permit Panel considered the following items at its meetings held on February 26, 2014 and September 16, 2009.

DP 12-612510 – POLYGON DEVELOPMENT 192 LTD. – 8311, 8331, 8351, AND 8371  
CAMBIE ROAD AND 3651 SEXSMITH ROAD  
(February 26, 2014)

The Panel considered a Development Permit application to permit the construction of a three-phase residential development containing 528 dwellings units at 8311, 8331, 8351, and 8371 Cambie Road and 3651 Sexsmith Road on a site zoned “High Rise Apartment (ZHR12) Capstan Village (City Centre)”. No variances are included in the proposal.

Applicant Chris Ho, Polygon Homes, Architect Gwyn Vose, IBI/HB Architects and Landscape Architect Jennifer Stamp, Durante Kreuk Architects provided a brief presentation regarding the proposal, including:

- The project includes three towers, two mid-rise buildings, an amenity building, residential townhouses, and landscaped roof decks.
- The western tower has a unique “flat-iron” expression; the central tower has a square and compact form; and the eastern tower terraces down towards the north; and townhouses wrap around the eastern, southern and western edges of the property.
- The landscaped podium roof at the north side rises eastward towards the amenity structure.
- The four storey amenity building at the northwest corner provides direct access to the large outdoor deck and rooftop.
- The landscape design includes (i) landscaped open spaces adjacent to the building entries, (ii) raised patios fronting the townhouses, (iii) mid-block public pathway fronting the townhouses along the east side of the development, and (iv) planting of various species of trees at the north side of the development’s parking podium which fronts onto a strip mall.

In response to Panel queries, Mr. Ho and Ms. Stamp advised that:

- The mid-rise forms accommodate the density bonus granted to the project and provide a strong urban edge to the proposed large park.
- Pedestrian routes are provided from the main entries of the development to the existing Aberdeen Canada Line station and to the future Capstan Canada Line station.
- The applicant is currently in discussion with Engineering regarding the surface treatment on the proposed crosswalk at the northeast side of the future diagonal road.
- The Public Art to be located at the proposed park will be integrated with the entry plaza.

Staff supported the Development Permit application and requested variances. Staff advised that:

- Through the rezoning, the applicant will contribute funding towards the construction of the future Capstan Canada Line station.

- Transportation Demand Management measures include (i) special crosswalk across Cambie Road, (ii) improvements of the Hazelbridge Way frontage along the proposed park, (iii) provision of Electric Vehicle (EV) charging stations in 20% of parking stalls, and (iv) pre-ducting of additional 25% of parking stalls for future installation of EV charging stations.
- 80 residential units or approximately 15% of the units have Basic Universal Housing Features (BUHF).
- The development proposal is (i) District Energy Utility (DEU) ready, (ii) designed to meet LEED Silver equivalency, and (iii) meets the OCP standards for aircraft noise mitigation.

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

Cambie Road resident Ms. Sandra Melin addressed the Panel and expressed concern regarding the current traffic congestion along Cambie Road and the hazards of making left turns onto Brown Road. She requested installation of traffic lights at the intersection.

In response to the query, staff advised that there was a traffic impact analysis done at the rezoning stage and the developer had committed to provide traffic signal upgrades in a number of intersections in the area via a Servicing Agreement, including a proposed special pedestrian crossing at Cambie Road. The exact locations for the traffic signal upgrades have not yet been determined and the City would look into the concern. Ms. Melin was invited to contact City staff to further discuss the matter.

The Panel expressed support for the project, noting that it is unique and well thought out.

The Panel recommends that the Permit be issued.

DP 08-431155 – ELEGANT ALEXANDRA GATE GP LTD.  
(FORMERLY ORIS DEVELOPMENT (CAMBIE) CORP. – 4008 STOLBERG STREET  
(FORMERLY 9420, 9460 AND 9480 CAMBIE ROAD  
(September 16, 2009)

The Panel considered a Development Permit application to permit the construction of a mixed-use development including approximately 193 dwelling units in three (3) four-storey buildings, as well as approximately 166 m<sup>2</sup> (1,788.1 ft<sup>2</sup>) of commercial space and 175.3 m<sup>2</sup> (1,886 ft<sup>2</sup>) of indoor amenity space at 9420, 9460 and 9480 Cambie Road on a site zoned “Low Rise Apartment (ZLR22) – Alexandra Neighbourhood (West Cambie)” (formerly Comprehensive Development District (CD/196)).

Applicant, Dana Westermarck, of Oris Development (Cambie) Corp. and Architect, Patrick Cotter, provided a brief presentation regarding the proposal, including:

- The proposal is intended to integrate with the proposed development to the west, across Stolberg Street (Cambie I). The driveway location and some amenities on the site interconnect with Cambie I, with the Cambie I development providing the subject development required affordable housing units and a daycare facility.

- The central courtyard organizes the proposed development site plan and includes the indoor amenity space and a small commercial unit.
- The Cambie I development includes three (3) six-storey residential buildings, while the subject site includes three (3) four-storey residential buildings which: (i) step down toward future developments to the south, and (ii) provide a substantial setback to the east.
- The elevation of road grades toward the centre of the development permits grade level access to the courtyard and to short-term surface parking and an attractive connection to the street.
- Units on the lower two (2) floors are two-storey townhouse units with direct access from the courtyard and from the garage below; the third and fourth floors feature single-storey units.
- Instead of a traditional 'horseshoe' design, the apparent mass of the proposed development has been sub-divided into three (3) building components, each with a recessed portion of the wings of the building that create key-ways that insinuate the separation of the three (3) wings.
- The architectural expression relates to, but softens the urban treatment of Cambie I with details such as wood lattice thereby: (i) accommodating scale and expression, and (ii) creating a good connection between the building and the surrounding context and streets.

Staff supported the Development Permit application and requested variances. Staff advised that the applicant presented the project to the Advisory Design Panel (ADP) on two occasions. The concept of the development was discussed the first time the applicant presented to the ADP, and the development plans were discussed the second time. The applicant had responded well to the ADP's comments and suggestions, as well as to staff's input.

In response to Panel queries, staff advised:

- The proposed scheme had satisfactorily addressed the significant urban design issues identified during the rezoning process.
- The neighbour to the east attended the November 26, 2008 Panel meeting when Cambie I was presented and a notice of the September 16, 2009 Panel meeting was sent to both of the mailing addresses provided.
- The applicant had attempted to directly contact the resident to inform her that the development application was being considered by the Panel on September 16, 2009.

In response to Panel queries, Mr. Westermarck, Mr. Cotter, and landscape architect, Mr. Mark Van der Zalm advised:

- A generous amount of private outdoor space for each residential unit is provided along Cambie Road, including patio enclosures and planters. Repetitive stairs were not brought down to the sidewalk in order to enable more planting and better screening from the busy street. It is well integrated and provides a balance to provide visual connection with a little separation and screening.
- Stolberg Street would rise up to the centre of the site, and there would be steps to transition down in other areas.
- The landscape plan includes small to mid-stature flowering trees, planted mostly in the inner courtyard with a soil volume that provides a measure of protection as well as the ability to ensure the trees reach their mature height.

- Future adjacent development could include berming along the common property boundary to define a substantial landscaped area between developments and provide depth to planters that would allow for substantial planting.
- Trees have been set back from the building to prevent conflict with the mature canopy.
- There are no existing trees on the site as it is presently occupied by a paved parking lot.

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

A comment was made that the staff report addresses sustainability-based objectives and that the applicant should be proud of the sustainability components of the project.

The Chair stated that he was pleased to see that concerns regarding the liveability of some of the internalized bedrooms were mitigated by the use of translucent, glazed panels on walls and doors framing the stairs, as well as the use of clerestory windows to bring light into the interior bedrooms.

The Panel recommends that the Permit be issued.