



To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: April 18, 2018
File: 01-0100-20-DPER1-
01/2018-Vol 01
Re: **Development Permit Panel Meetings Held on November 16, 2016,
August 9, 2017, October 25, 2017, November 16, 2017 and January 17, 2018**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) A Development Permit (DP 15-695475) for the property at 9611, 9631 and 9651 Blundell Road;
 - b) A Development Permit (DP 16-735564) for the property at 3328 Carscallen Road and 3233 & 3299 Sexsmith Road;
 - c) A Development Permit (DP 17-785221) for the property at 10019 Granville Avenue;
 - d) A Development Permit (DP 17-774043) for the property at 10475, 10491, 10511, 10531, 10551, 10571, 10591 and 10631 No. 5 Road; and
 - e) A Development Permit (DP 17-778607) for the property at 7760 Garden City Road;be endorsed, and the Permits so issued.


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

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on November 16, 2016, August 9, 2017, October 25, 2017, November 16, 2017 and January 17, 2018.

DP 15-695475 – 0884100 BC LTD. – 9611, 9631 AND 9651 BLUNDELL ROAD
(November 16, 2016)

The Panel considered a Development Permit application to permit the construction of 14 townhouse units on a site zoned “Town Housing (ZT-60) – North McLennan (City Centre)”. No variances are included in the proposal.

Architect, Piyush Sanghadia, of Yamamoto Architecture Inc.; and Landscape Architect, Denitsa Dimitrova, of PMG Landscape Architects, provided a brief presentation, noting:

- The subject site is a consolidation of three lots and is the last site to be developed in the block.
- The proposed development is comprised of 14 townhouse units clustered in five buildings; buildings fronting the street have two-storey end units, and a duplex and detached unit are located along the north property line.
- An EnerGuide rating of 82 and pre-ducting for solar hot water heating are proposed.
- A 42-inch height transparent wood fence and gates to individual townhouse front entries provide a pedestrian-oriented streetscape character along Blundell Road and Bridge Street.
- An arbour with vines is proposed at each walkway connecting to the sidewalk.
- A trellis with vines is proposed at the east end of the east-west internal drive aisle.
- The outdoor amenity area includes a children’s play area; with play equipment for children aged two to five years, mail kiosks, and a bench for caregivers.
- Visitor parking, walkways, driveway, and portion of drive aisle include permeable pavers.

In response to Panel queries, Mr. Sanghadia and Ms. Dimitrova advised that: (i) the proposed sustainability features for the project, including the use of energy star appliances and double glazing, are part of meeting the target of EnerGuide 82 rating for the project; (ii) shrub planting provides screening to the visitor parking stalls from the children’s play area; (iii) wood fiber ground surface treatment is proposed for the children’s play area; (iv) picket fencing and shrub planting provide separation to the children’s play area from the internal drive aisle; and (v) the units will be pre-ducted for future potential solar water heating.

Staff advised that: (i) one convertible unit will be provided for the proposed development; (ii) no variances are being proposed for the subject application; and (iii) there will be a Servicing Agreement for frontage improvements on Blundell Road and Bridge Street.

In response to a Panel query regarding whether it is possible to fully install the solar water heating system at the outset rather than pre-ducting the townhouse units, developer, Jackson Lee, of 0884100 BC Ltd., advised that: (i) the cost of installing a solar water heating system would have to be determined first; (ii) more research needs to be done regarding the efficiency of harnessing solar energy in Richmond's weather; and (iii) a high efficiency water heating system using gas powered boilers is currently being proposed for the townhouse units.

In response to a query from the Panel whether the applicant has considered incorporating high voltage electric vehicle charging in indoor car garages, Mr. Lee noted that: (i) from a market demand perspective, provision for electric car charging in the subject development was not considered by the applicant; and (ii) the applicant will investigate the feasibility of installing a 240-volt receptacle for electric vehicle charging in individual indoor car garages.

Discussion ensued regarding the need for the applicant to enhance the project's proposed sustainability features prior to the development application moving forward to Council. Staff was then directed to work with the applicant to investigate the possibility of enhancing the project's sustainability features including installation of a solar water heating system during project construction or provision for electric vehicle charging.

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

Subsequent to the Panel meeting, the design was revised to include a 240V receptacle in every townhouse unit garage for electric vehicle charging.

The Panel recommends that the Permit be issued.

DP 16-735564 – PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC.
– 3328 CARSCALLEN ROAD AND 3233 AND 3299 SEXSMITH ROAD
(August 9, 2017)

The Panel considered a Development Permit application to permit the construction of the second phase of a four-phase, high-rise, mixed-use development comprised of 418 residential units (including 12 affordable housing units), street-oriented commercial uses, and an Early Childhood Development (ECD) Hub on a site zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25)". Variances are included in the proposal for balcony reduced road setbacks and projections.

Architect, John Bingham, of Bingham Hill Architects; and Landscape Architect, Peter Kreuk, of Durante Kreuk Ltd. Landscape Architecture, provided a brief presentation, noting:

- The design responds to the scale of the roads fronting all sides of the development and existing and proposed developments in the area.
- Townhouses with extended canopies at the entrances essentially surround the development.
- The retail unit and three-storey Early Childhood Development (ECD) Hub are located along Carscallen Road.
- Public Art is proposed at the corner of Carscallen Road and Hazelbridge Way; complementing the Public Art across the street and at the Neighbourhood Park.

- The two vehicular entries to the development are proposed off Hazelbridge Way and the Private Road along the northern edge of the site.
- The ECD area has direct access to parking and drop-off in the parking structure.
- The ECD outdoor amenity area faces the Neighbourhood Park to the west and is sited to receive maximum solar exposure and screened with coloured glazing.
- Shared outdoor amenity areas; including community gardens, gathering and seating areas, and children's play areas, are proposed over five roof top locations.
- Extensive green roofs are proposed on the roof decks of the three towers.
- The building elevations have been broken down into a series of elements to provide a varied streetscape and a neutral colour palette for the building elevations is proposed.

In response to Panel queries, the design team advised that: (i) a large hospital-sized elevator will be used to transport materials and equipment for maintenance of the outdoor amenity areas on the upper levels of the building; (ii) a pedestrian crosswalk will be installed to provide safe pedestrian connection from the ECD Hub to the Neighbourhood Park; (iii) streetscape enhancements are proposed to offset the reduced road setback; (iv) the balconies projecting into the required road setback are not enclosed; and (v) the siting of the proposed towers in the subject phase preserves the view corridors of Phase 1 towers.

Staff noted that: (i) there is a Servicing Agreement for frontage improvements along Carscallen Road and Hazelbridge Way, as well as design coordination for the Private Road; (ii) 12 Affordable Housing Units are dispersed on several levels of the proposed development; (iii) 85 Basic Universal Housing Units (BUH) units are proposed, including all of the Affordable Housing Units; (iv) proposed variances related to balcony and architectural projections into the required road setback are located above grade and will not impact pedestrian circulation around the perimeter of the site; (v) a transitional parking strategy and voluntary contribution for the future Capstan Canada Line Station will be provided by the applicant prior to issuance of Building Permit for the subject application; and (vi) the development has been designed to meet the City's aircraft noise acoustical standards and to be connected to a future City District Energy Utility (DEU) system.

In response to a Panel query, staff confirmed that: (i) construction of the Neighbourhood Park will occur in phases; (ii) interim and some ultimate works in the park are associated with Phase 1 of the overall development and are ongoing; and (iii) a significant portion of the park will be constructed in the subject phase.

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

The Panel expressed support for the project and commended the design team for the significant work done for the project.

The Panel recommends that the Permit be issued.

DP 17-785221 – ARCUS CONSULTING LTD. – 10019 GRANVILLE AVENUE
(October 25, 2017)

The Panel considered a Development Permit application to permit the construction of a licensed child care facility for a maximum of 88 children with an accessory residential caretaker unit on a site zoned “Child Care (ZR8)- McLennan”. The proposal includes a variance for reduced landscape buffer width abutting a road.

Architect, Doug Massie, of Arcus Consulting Ltd., provided a brief presentation, noting:

- The current owner purchased the subject property with an approved Development Permit for child care facility for 88 children.
- The previously approved form and character of the development will be maintained and the residential character will enhance the adjacent single-family neighbourhood.
- The right-out vehicular exit on No. 4 Road was removed; improving the locations and programming for the playground spaces at the northern portion of the site.

In response to a Panel query, Mr. Massie advised that the wastewater in the proposed septic tank system will be processed and pumped out.

In response to a Panel query, staff advised that the accessory residential unit in the child care facility is intended for an employee or caretaker of the property.

Staff noted that:

- There is a Servicing Agreement associated with the project for frontage improvements along No. 4 Road and Granville Avenue and upgrade of the existing traffic signal at the No.4 Road and Granville Avenue intersection.
- The proposed child care facility must be licensed by the Vancouver Coastal Health (VCH) prior to operation. He added that VCH has been part of the review process for the project and will be further involved through the Building Permit application process.
- A localized landscape variance is proposed for a landscape width adjacent to the parking stalls close to the driveway on Granville Avenue and noted that while, the landscaped width is reduced, the planting intensity will provide adequate screening for parking stalls.

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

The Panel recommends that the Permit be issued.

DP 17-774043 – ANTHEM PROPERTIES GROUP LTD.
– 10475, 10491, 10511, 10531, 10551, 10571, 10591 AND 10631 NO. 5 ROAD
(November 16, 2017)

The Panel considered a Development Permit application to permit the construction of 47 townhouse units on a site zoned “Medium Density Townhouses (RTM3)”. Variances are included in the proposal for reduced front yard setback and increased number of small car parking spaces.

Developer, Nicholas Kasidoulis, of Anthem Properties Group, Ltd.; Architect, Shamus Sachs, of Integra Architecture Inc.; and Landscape Architect, Mary Chan Yip, of PMG Landscape Architects, provided a brief presentation, noting:

- The design includes three-storey townhouses along No. 5 Road; including two secondary suites, and two-storey units at the rear fronting the internal drive aisle.
- Existing large trees on-site are proposed to be retained and protected including a group of five trees at the outdoor amenity area.
- The proposed contemporary West Coast architectural style of the townhouse units complements the character of neighbouring developments.
- The landscape design is focused on providing strong pedestrian connections and interactions.
- Rear unit proposed back yard landscaping has been intensified to provide a buffer to the adjacent single-family homes.
- Selected trees and shrubs will provide habitat to wildlife; including birds and pollinators.
- An agricultural landscape buffer and street trees will be provided along No. 5 Road.

In response to a Panel query, Ms. Chan advised that the southeast corner trees to be retained are on existing grade, and the outdoor amenity area will be slightly raised to interface with the street.

In response to Panel queries, Mr. Sachs advised: (i) entry doors of the three-storey end units along No. 5 Road face the street; and (ii) a statutory right-of-way (SRW) over the north-south internal drive aisle in the subject development will allow access to future developments to the north and the existing townhouse development to the south should it be redeveloped in the future.

In response to Panel queries, staff confirmed that extensive consultation was conducted in the surrounding single-family neighbourhood regarding the application and other proposed developments in the area and the residents had expressed strong preference not to have any physical connection to the rear lane regardless of the potential ease of access to bus stops and commercial developments in the area that such connection would provide.

Staff noted that: (i) the project has been designed to achieve an EnerGuide rating of 82; (ii) five convertible units are proposed; (iii) the proposed agricultural landscape buffer along No. 5 Road has been reviewed and supported by the City's Agricultural Advisory Committee (AAC); (iv) the front yard setback variance is necessary due to the required road dedication and to accommodate the required drive aisle width and retention of large on-site trees at the southeast corner of the site; (v) the small car parking variance is intended to provide a parking stall to each of the two secondary suites; (vi) there is a Servicing Agreement associated with the subject application for frontage improvements along No. 5 Road; and (vii) the triplex units at the rear of the subject site were part of the proposal at rezoning and have not been changed.

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

The Panel recommends that the Permit be issued.

DP 17-778607 – INTERFACE ARCHITECTURE – 7760 GARDEN CITY ROAD
(January 17, 2018)

The Panel considered a Development Permit application to permit the construction of four townhouse units on a site zoned “Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub Area (City Centre)”. A variance is included in the proposal for a reduced rear yard setback.

Architect, Ken Chow, of Interface Architecture, provided a brief presentation, noting: (i) the site is an orphan lot surrounded by multi-family housing developments; (ii) vehicle access is provided through the adjacent townhouse development to the south and residents’ concerns were addressed by the applicant at rezoning; (iii) two convertible units are proposed; and (iv) the architectural form and character will blend well with surrounding developments.

In response to Panel queries, Mr. Chow advised: (i) there will be no adjacency issues with regard to the townhouse unit immediately adjacent to the south of Building 2 as a result of retaining existing fencing and matching the three-storey building height; and (ii) the developer would be amenable to providing 240-volt power for electric vehicle charging in garages of the two convertible units.

Staff noted that: (i) the terms of the access agreement reached by the developer and the Strata Council of the adjacent development to the south will be secured as a consideration to rezoning; and (ii) the proposed rear yard setback variance relates only to the ground floor of Building 1, as the second and third floors of the building step back to meet the required minimum side yard setback.

In response to a Panel query, staff confirmed that the variance request was identified at rezoning.

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

The Panel expressed support for the project subject to confirmation of the applicant’s commitment to install 240-volt power for electric vehicle charging in the dwelling units.

Subsequent to the Panel meeting, the design was revised to include the electric vehicle charging outlets.

The Panel recommends that the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council

Date: April 18, 2018

From: Cecilia Achiam
Chair, Development Permit Panel

File: 01-0100-20-DPER1-
01/2018-Vol 01

Re: **Development Permit Panel Meeting Held on February 28, 2018**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 16-721500) for the property at 10311 River Drive, be endorsed, and the Permit so issued.

Cecilia Achiam
Chair, Development Permit Panel

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on February 28, 2018.

DP 16-721500 – 10311 RIVER DRIVE – WESTERN-CITIMARK RIVER FRONT TOWNHOUSE PROJECT LTD.

(February 28, 2018)

The Panel considered a Development Permit application to permit the construction of 86 townhouse units and a two-storey mixed-use building with amenity space and a City-owned child care facility on a site zoned “Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)”. The proposal includes a variance for a reduced west side yard.

Architect, Wayne Fougere, of Fougere Architecture Inc.; and Landscape Architect, Mary Chan Yip, of PMG Landscape Architects, provided a brief presentation, noting:

- The project is the third phase of the four-phase Parc Riviera development which includes townhouses and a two-storey mixed-use building at the southwest corner of the site with amenity space and a City-owned child care facility.
- One public and two internal pedestrian walkways are provided from River Drive to the dike through the subject site.
- A one and a half-meter reduction of the required minimum setback for the west side yard for one building is requested. The variance is mitigated by park grade changes; which reduces the apparent height of the three-storey building adjacent to the park to a two-storey building.
- The depression between the dike and townhouse units on the north edge creates a symbolic slough design along the dike frontage.
- The two proposed planting schemes consist of native planting along the dike edge and urban planting along River Drive to provide transition to the neighbourhood.
- The Environmentally Sensitive Area (ESA) enhancement area planting along the north edge of the site is pulled into the site; providing a transition from natural to urban landscape.
- Primarily drought tolerant species are proposed for the project.
- While the project is located adjacent to a new Tait Park and in close proximity to the Tait Neighborhood School Park across River Drive, smaller scale on-site indoor and outdoor amenity spaces will also be provided.
- Separate outdoor play areas are provided for the child care facility.
- Pervious pavings are proposed in some areas on the site for groundwater recharge.
- Lighting will be provided for the mews and street edges.

In response to queries from the Panel, Mr. Fougere advised that: (i) raising the finished grade of the site to meet the future height of the dike was not considered due to potential additional cost to the project and height transition from the dike to the park and neighbourhood; (ii) all the townhouse units meet the required minimum floodplain elevation; (iii) the living spaces of the four-storey townhouse units adjacent to the dike and the three-storey units adjacent to the park are proposed to match the grades; (iv) there is elevator access to indoor and outdoor amenity areas at the second floor level of the mixed-use building; (v) the amenity area, stairs and elevator are separate from the child care facility; (vi) seven parking spaces are provided for the exclusive use of the child care facility; and (vii) the child care facility will have separate metering and electrical and mechanical room.

In response to Panel queries, staff noted that: (i) the proposed child care facility will be transferred to the City as a strata lot as part of the zoning requirements, and the strata plan will include, among others, general guidelines for maintenance; (ii) the applicant will not build affordable housing units on-site as the entire site provided funding towards the City's capital Affordable Housing Reserve; which was used to provide funding towards the Storeys project.

In response to a query from the Panel, Ms. Chan reviewed the extent of the ESA in the subject site, noting that townhouse decks along the north edge of the site will be contained with low rail fencing to provide separation between the semi-private outdoor amenity space and the ESA.

Staff advised that: (i) Servicing Agreements associated with the proposal include frontage works along River Drive, the construction of the public pedestrian walkway along the east edge of the site and dike improvements; (ii) the child care facility is a collaborative effort between City staff and the developer to fulfill zoning requirements; (iii) the ESA will be subject to a legal agreement to ensure maintenance by the future strata; (iv) five convertible units are proposed for the project; (v) the project has been designed to achieve EnerGuide 82 rating standards and the City's aircraft noise mitigation standards; and (vi) the proposed west side yard setback variance for the subject site is similar to the variance granted to Phase 2 development on the west side of the City park.

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

The Panel recommends that the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council
From: Robert Gonzalez
Chair, Development Permit Panel
Date: April 18, 2018
File: 01-0100-20-DPER1-
01/2018-Vol 01
Re: **Development Permit Panel Meeting Held on March 14, 2018**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 15-718109) for the property at 6020 Steveston Highway, be endorsed and the Permit so issued.

Robert Gonzalez
Chair, Development Permit Panel
(604-276-4150)

SB:blg

Panel Report

The Development Permit Panel considered the following item at its meeting held on March 14, 2018.

DP 15-718109 – DOUGLAS L. MASSIE, ARCHITECT – 6020 STEVESTON HIGHWAY
(March 14, 2018)

The Panel considered a Development Permit application to permit the construction of second floor and roof top additions on a site zoned “Neighbourhood Commercial (CN)” and “Agriculture (AG1)”. Variances are included in the proposal for increased building height, reduced side yard setback for a mechanical closet, and reduced maneuvering aisle width.

Architect, Douglas Massie, of Chercover Massie and Associates Ltd., and Landscape Architect, Travis Martin, of van der Zalm + Associates Inc., provided a brief presentation, noting:

- The commercial zoned portion of the property currently contains two commercial units and two child care classrooms on the ground floor and child care use for the entire second floor.
- The applicant is proposing to add a complete second floor to the existing building for child care use and a small office, as well as two stair structures and elevator access to a roof top children’s play area.
- The existing septic field is located in the agricultural zoned portion of the property and its size could accommodate the proposed addition.
- Roof top mechanical units will be screened to mitigate noise and comply with the City’s Noise Bylaw.
- Some existing building materials will be replaced and new materials will be added to improve the appearance of the building.
- The applicant has agreed to various covenants and agreements to allow the future widening of No. 2 Road and Steveston Highway and the proposed landscape design responds to this future condition.
- Bollards will be installed along the edge of the reduced children’s play area opposite the surface parking area adjacent to the south property line to provide safety to children.
- Proposed landscaping at the intersection of Steveston Highway and No. 2 Road mimics the landscaping in the City’s Fire Hall No. 2 across the street to create a node at the focal intersection and enhance the gateway feel to the intersection.
- A pedestrian walkway is proposed to be installed from the Steveston Highway and No. 2 Road intersection towards the building to enhance pedestrian accessibility to the site.
- Special paving treatment is proposed for vehicular entry points into the site.
- An existing on-site tree on the proposed right-of-way (ROW) along No. 2 Road will be removed due to its poor condition.
- Two trees are proposed to be planted on-site in other locations outside of the ROW.

- A solid wood fence is proposed to be installed along the south property line to provide visual and noise buffer to the neighbouring property to the south.
- The existing outdoor children's play area will be reduced in size to accommodate a larger parking area on the south side.
- The larger children's play area proposed on the roof of the building includes a variety of active and imaginative play opportunities, as well as areas for seating and socialization.
- Different types of ground materials are proposed on the roof top children's play area.
- Trees in movable planters are proposed to be installed on the roof top children's play area to provide shade and opportunities for children to experience seasonal changes.

In response to Panel queries, Mr. Massie advised that: (i) the roof top mechanical equipment units are located quite a distance away from neighbouring residential homes and will not pose potential noise concerns; (ii) the increase in building height will not pose a concern to the existing single-family home to the east of the site due to the single-family home's significant setback from its west property line; (iii) the agricultural zoned portion of the subject site has been well developed by the owner and planted with fruit bearing trees, with the hope the area could provide gardening opportunities for children in the day care facility and become a future demonstration farm to children in the community; and (iv) there are no proposed changes to the existing septic field on the agricultural zoned portion of the subject site.

Staff noted that the proposed new roof top equipment has been reviewed by an acoustic engineer and an acoustic report has been received; which confirms that the new equipment will comply with the City's Noise Bylaw. Staff advised that there are three proposed variances associated with the project and noted that: (i) the height variances are limited to the access routes to the roof top play area and will allow for the more intensive use of the building; (ii) the proposed service closet setback variance on the east side yard is limited to a distinct area both vertically and horizontally; and (iii) the proposed drive aisle setback variance along the No. 2 Road and Steveston Highway frontages is a function of the statutory right-of-way (ROW) that the applicant is required to provide for future widening of No. 2 Road and Steveston Highway. Staff further noted that there will be a City Work Order required prior to Building Permit issuance for a bus pad installation along Steveston Highway.

In response to a Panel query, staff confirmed that the City's Transportation staff have reviewed the proposed variance for minimum maneuvering aisle width and noted that similar variances have been granted to other commercial projects.

The Panel then expressed support for the project, noting the creative design of the project; particularly, the proposed roof top children's play area.

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

The Panel recommends that the Permit be issued.