



**To:** Richmond City Council

**Date:** January 11, 2022

**From:** Joe Erceg  
Chair, Development Permit Panel

**File:** 01-0100-20-DPER1-  
01/2022-Vol 01

**Re:** **Development Permit Panel Meeting Held on May 13, 2020**

---

**Staff Recommendation**

That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 18-821292) for the properties at 3208 Carscallen Road and 3200 No. 3 Road (formerly 3208 and 3211 Carscallen Road) be endorsed and the Permit so issued.

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

WC/SB:blg

## Panel Report

The Development Permit Panel considered the following item at its meeting held on May 13, 2020.

DP 18-821292 – PINNACLE LIVING (CAPSTAN VILLAGE) LANDS INC. –  
3208 CARSCALLEN ROAD AND 3200 NO. 3 ROAD  
(FORMERLY 3208 AND 3211 CARSCALLEN ROAD)  
(May 13, 2020)

The Panel considered a Development Permit (DP) application to permit the construction of a single-tower high-density residential building, consisting of 207 dwelling units, including 41 affordable housing units, and a two-tower, mixed-use, high-density building including retail and café/restaurant space, 131 hotel rooms and 115 residential units in the south tower, and retail and office space in the north tower, on a lot zoned "Residential/Limited Commercial and Artist Residential Tenancy Studio Units (ZMU25) Capstan Village (City Centre)". Variances are included in the proposal for increased maximum permitted projections for balconies and architectural features.

Architect, John Bingham, of Bingham Hill Architects, and Landscape Architect, Peter Kreuk, of Durante Kreuk Landscape Architects, provided a brief presentation, including:

- The subject development represents Phases 3 and 4 of the four-phase high-rise mixed-use development.
- The new westerly private road [Cst. Thomas Agar Road] along the south side of Building K (Phase 4) provides, among others, a passenger pick-up and drop-off area for the hotel in Building K and a Kiss and Ride facility for the future Canada Line Capstan Station.
- A weather-protected pedestrian arcade is proposed along the north side of the westerly private road.
- The proposed auto-court on Phase 4 provides loading spaces, a garbage and recycling collection area, access to the underground parkade for Phases 3 and 4, and an alternate drop-off and pick-up area for the hotel.
- The new easterly private road to the south of Building J (Phase 3) provides connection to Sexsmith Road.
- Ground level townhouses in Building J front onto the new easterly private road and Sexsmith Road.
- 41 Affordable housing units are distributed throughout Building J.
- The red vertical fins on the face of Building L located at the corner of No. 3 Road and Sea Island Way provide a strong corner treatment and help make the building a landmark in the area.
- A linear park is proposed underneath the Canada Line guideway along No. 3 Road fronting the proposed development and extends around the corner to the Sea Island Way frontage. The linear park is proposed to include an outdoor exercise area and weather-protected support facilities are provided within the building immediately adjacent to the park.
- The buildings in the proposed development have been sited and designed to allow solar access to the common outdoor amenity areas.
- Inaccessible green roofs are provided on Phase 3 and Phase 4 buildings.

In reply to Panel queries, the design team acknowledged that: (i) there is adequate maneuvering space for trucks in the auto-court including those used for garbage and recycling collection; (ii) planting along the No. 3 Road frontage is part of a bioswale system; and (iii) the green space on the roof decks of buildings help mitigate heat island effect.

Staff noted that: (i) 41 affordable housing units will be provided in Building J (Phase 3); (ii) 65 Basic Universal Housing (BUH) units are proposed, including all 41 affordable housing units; (iii) there are extensive Servicing Agreements associated with the proposed development for frontage works along No. 3 Road and Sea Island Way and for the construction of the Kiss and Ride facility for the future Canada Line Capstan Station; (iv) the project has been designed to achieve the City's Aircraft Noise Sensitive development standards; (v) the proposed development will be District Energy Utility (DEU) ready; (vi) the two proposed variances associated with the project are similar to variances granted on previous phases of the overall development; and (vii) the proposed variances contribute to greater articulation of the building façade and are located well above grade, which will not impact pedestrian circulation and vehicle sightlines.

In reply to a Panel query, staff advised that the provision of affordable housing is a requirement of the project through rezoning.

Correspondence was submitted to the Development Permit Panel regarding the application by Richmond resident, Stanley Liu, to the Development Permit Panel meeting regarding the application. Staff noted that the email correspondence asked questions related to: (i) the impact of affordable housing to the neighbourhood and its effect on market prices; (ii) the height of the buildings; and (iii) whether off-site traffic improvements associated with the project along Sea Island were considered. Staff added that staff have responded to Mr. Liu and provided detailed answers to his queries.

The Panel expressed support for the project, noting that it is consistent with the master plan for the overall project at rezoning.

The Panel recommends the Permit be issued.