



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: May 2, 2017
File: 01-0100-20-DPER1-
01/2017-Vol 01
Re: **Development Permit Panel Meetings Held on October 12, 2016 and
March 29, 2017**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) A Development Permit (DP 15-708644) for the property at 7260 Lynnwood Drive and 5320, 5340 & 5360 Granville Avenue; and
 - b) A Development Permit (DP 16-745853) for the property at 3031, 3211, 3231, 3291, 3311, 3331 and 3351 No. 3 Road and 8151 Capstan Way;

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 October 12, 2016 and March 29, 2017.

DP 15-708644 – YAMAMOTO ARCHITECTURE INC. – 7260 LYNNWOOD DRIVE AND 5320, 5340 & 5360 GRANVILLE AVENUE

(October 12, 2016)

The Panel considered a Development Permit application to permit the construction of 43 townhouse units on a site zoned “Medium Density Townhouses (RTM3)”. Variances are included in the proposal for reduced exterior side yard setback for the northeast building and reduced front yard setback along the south side of the new east-west road.

Karen Ma, of Yamamoto Architecture Inc., and Fred Liu, of Fred Liu and Associates Inc., provided a brief presentation, noting that:

- The project involves two new road extensions: the proposed north-south road at the east side of the subject site will connect to Lynas Lane and Lynnwood Drive and the proposed east-west road bisecting the site will connect to Lynnwood Drive in the future when the neighbouring property to the west develops.
- Nine meters of land are dedicated to the park along the southern edge of the site.
- The northern and southern parts of the subject site will each have an outdoor amenity area; the southern outdoor amenity area is proposed to be located at the south edge of the site facing McKay Neighbourhood Park to provide visual connection to the park.
- The proposal includes EnerGuide rating of 82 and pre-ducting for solar hot water heating.
- On order to protect existing trees on adjacent property to the west, a portion of the internal drive aisle at the northern part of the site has been moved away from the west property line.
- Areas of interlocking pavers would create visual interest.

In response to Panel queries, Mr. Liu advised that: (i) in addition to the enclosed play structure, the outdoor amenity areas also include bicycle parking stalls, mailboxes, seating under the trellis structures, and wood deck tree protection area; (ii) trees will be planted along the boulevard fronting Granville Avenue as part of the Servicing Agreement; and (iii) a 4 ft. high fence is proposed along the south edge of the southern outdoor amenity area.

In response to Panel queries, staff advised that the trees to be protected on the adjacent property to the west have the potential to be retained in the future redevelopment of the property.

Karen McDonald, of 24-7111 Lynnwood Drive, addressed the Panel expressing concern regarding the current lack of parking spaces in the neighbourhood; which she expects to worsen with the construction of the proposed development.

Correspondence was submitted to the Development Permit Panel regarding the application; expressing concern regarding the timeframe for connecting the existing Lynnwood Drive cul-de-sac to the proposed east-west road. Staff advised that the connection is subject to the future redevelopment of the property to the west of the subject site (i.e., 5300 Granville Avenue). There is currently no development application for the adjacent property and previous efforts by the applicant to include the property in the subject development application were unsuccessful.

In response to Panel queries, staff advised that: (i) the subject development meets the Parking Bylaw requirement; (ii) in addition to the road dedication, the applicant has provided an additional right-of-way to allow on-street parking on the new proposed roads; (iii) the proposed development will provide 86 resident parking spaces and nine visitor parking spaces, including two accessible parking spaces; for a total of 95 parking spaces; and (iv) the requested variances for the subject development were identified during rezoning.

The Panel acknowledged support for the project, noting that: (i) the project is well thought out; (ii) parking concerns have been addressed by the applicant; and (iii) the adjacency of the park to the southern outdoor amenity area is a positive feature of the project.

The Panel recommends that the Permit be issued.

DP 16-745853 – YUANHENG SEASIDE DEVELOPMENTS LTD. – 3031, 3211, 3231, 3291, 3311, 3331 AND 3351 NO. 3 ROAD AND 8151 CAPSTAN WAY
(March 29, 2017)

The Panel considered a Development Permit application to permit the construction of the first phase of a three-phase, high-rise, mixed use development comprised of 535 dwellings (including 41 affordable housing units) and street-oriented commercial uses on a site zoned “Residential/Limited Commercial and Community Amenity (ZMU30) – Capstan Village (City Centre)”. No variances are included in the proposal.

Architect, W.T. Leung, of W.T. Leung Architects, Inc., and Landscape Architect, Daryl Tyacke, of ETA Landscape Architecture, provided a brief presentation, noting that:

- The subject Development Permit is for Phase 1 of a multiple phase project. A new City-owned community centre will be provided as part of Phase 2 and a new City-owned waterfront park will be provided as part of Phase 3.
- 108 Basic Universal Housing Units are provided; including all of the affordable units.
- Proposed heights of six buildings in Phase 1 are varied and modulated and a bold and curved building façade anchors the prominent No. 3 Road and Capstan Way corner.
- A greenway is proposed along the Capstan Way frontage and public plazas are proposed along Capstan Way and at the No. 3 Road and new east-west street intersection.
- Native planting is proposed along the Capstan Way frontage.
- Colorful planting materials are proposed at the commercial intersections.
- A large multi-use outdoor space is provided at the podium rooftop level and green roofs and terraces between buildings provide suitable habitat for birds and insects.

In response to Panel queries, the design team advised that:

- The proposed outdoor amenity spaces are intended for the use of all Phase 1 residents and are programmed for the use of various age groups.
- A storage area for garden tools is provided for the community garden space.
- Extensive green roof areas could be accessed by a ladder for maintenance.
- The large volume of soil in the rooftop design will contribute to storm water management.
- The proposed water feature on the public plaza at the corner of No. 3 Road and Capstan Way will provide animation to the corner, should the proposed Public Art location not materialize.
- Electric outlets to be located along the sidewalk at Corvette Way could provide power for tree lighting along the street frontage.
- Proposed building heights in the subject phase and the second phase are varied.
- Servicing Agreements for off-site works along the surrounding streets of the subject development will be done in the first phase of the overall development, except for the north curb of new east-west road; which will be done in Phase 2.

Staff advised that: (i) the project will contribute funding for the future Capstan Canada Line Station and public open space requirements in keeping with the zoning requirements for the site; (ii) the project's significant Transportation Demand Management measures include end-of-trip cycling facilities, quick charging stations for electric vehicles, and electric vehicle parking for commercial units; (iii) the project is designed to be District Energy Utility ready and to achieve the City's aircraft noise mitigation standards; and (iv) there will be significant frontage works around the project; including the creation of the new east-west road, improvements to No. 3 Road, Capstan Way and Corvette Way, and integration of a new City pump station into the Capstan Way frontage.

In response to a Panel query, staff confirmed that off-site works are coordinated between the subject development and future development to the west along Capstan Way.

Olivia Xue, of 3111 Corvette Way, addressed the Panel querying whether: (i) road improvements will be done on Corvette Way to provide egress to Sea Island Way; and (ii) there are construction timelines for the future development to the west of the subject site.

In response, staff advised that: (i) the Servicing Agreement requires the applicant to reconstruct the north end of Corvette Way to allow vehicles to enter/egress Corvette Way from/to Sea Island Way; and (ii) the neighbouring site is currently under rezoning application and has not yet been considered by Council; thus, construction timelines for the project could not yet be determined.

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

The Panel expressed support for the project and commended the applicant for the design of the project and provision for significant amount of outdoor amenity spaces.

The Panel recommends that the Permit be issued.