



CITY OF RICHMOND

REPORT TO COUNCIL

TO: Richmond City Council
FROM: David McLellan
Chair, Development Permit Panel
DATE: January 17, 2001
FILE: 0100-20-DPER1
RE: Development Permit Panel Meeting Held on January 10, 2001

PANEL RECOMMENDATION

1. That the recommendations of the Panel to authorize the issuance of a Development Permit (DP 00-178301) for the property at 7831 Minoru Blvd. be endorsed, and the Permits so issued.
2. That the changes to interior floor plans, building corners and balconies, reduction in building height and number of residential units, and the increase in parking at 7060 and 7080 St. Albans Road be deemed to be in general compliance with the Development Permit (DP 97-117092) issued for that property.

A handwritten signature in cursive script, appearing to read "David McLellan".

David McLellan
Chair, Development Permit Panel

PANEL REPORT

The Development Permit Panel considered two development permits and one general compliance matter at its meeting held on January 10, 2001.

DP 00-178301 – CANADA SHIN YAT TONG MORAL SOCIETY – 7831 MINORY BLVD.

The proposal to construct a congregate housing facility on the north west corner of Minoru Blvd. and Blundell Road generated a significant amount of public comment on traffic control at that intersection. Transportation staff have been subsequently directed to report out to committee on this issue. None of the several letters received nor the personal representations made to the Panel had any concern in the regard to the concept or design of the project on the subject property. The Panel raised questions in regard to the sidewalks, screening, use of motorized scooters, level of care provided and the architectural details.

The Panel was satisfied that the design is appropriate for the site and recommends that the permit be issued.

DP 97-117092 – JAN TIMMER – 7060 AND 7080 ST. ALBANS ROAD

The proposal to make modest adjustments including:

1. combining the three penthouses into two units;
2. replacing enclosed balconies on upper floors with open balconies;
3. changing building corners from 45 degrees to 90 degrees, and minor modification of the lower five levels of the Granville Avenue façade to create more distinctive architectural features (similar to the “Monaco”);
4. fine tuning of the interiors in response to purchasers’ comments;
5. reducing the overall height from 157 to 154.2”; and
6. reducing the number of units from 363 to 362, and increasing the number of parking spaces from 541 to 557.

was found by the Panel to be in general compliance with the form and character established in the original Development Permit.

The Panel recommends that the these items be deemed to be in general compliance with the Development Permit issued.

DJM:djm



MINUTES

DEVELOPMENT PERMIT PANEL

Wednesday, January 10, 2001

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: David McLellan, General Manager, Urban Development, Chair
Chuck Gale, General Manager, Engineering and Public Works
Lauren Melville, Manager, Policy and Research

The meeting was called to order at 3:30 p.m.

The Chair introduced the members of the Development Permit Panel to the audience and explained the procedures.

1. **MINUTES**

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on December 13, 2000 be adopted.

CARRIED

2. **2. DEVELOPMENT VARIANCE PERMIT DV-176117**

(Report: December 13/00, File No.: DV 00-176117) (REDMS: 226907)

APPLICANT: Akash Nijjer

PROPERTY LOCATION: 11511 Granville Avenue

INTENT OF PERMIT:

To vary the maximum setback from a public road in the Agricultural District (AG1) from 50 m (164.042 ft.) to 54.52 m (178.87 ft.), in order to accommodate a portion of a proposed new 993.76 m² (10,697 ft²) dwelling.

APPLICANT'S COMMENTS

Mr. Rod Lynde, Developer, advised the Panel that Mr. Nijjer had requested that the application be referred to the January 24, 2001 Development Permit Panel meeting as he was out of town.

STAFF COMMENTS

None

GALLERY COMMENTS

None

CORRESPONDENCE

None

PANEL DISCUSSION

None

PANEL DECISION

It was moved and seconded

That the application by Akash Nijjer Development Variance Permit (DV 00-177075) to vary the setback from a public road in the Agricultural District (AG1) from 50m (164.042 ft.) to 54.52 m (178.87 ft.), in order to accommodate a portion of a proposed new 993.76 m² (10,697 ft.²) dwelling at 15311 Granville Avenue be referred to the January 24, 2001 meeting of the Development Permit Panel.

CARRIED

3. DEVELOPMENT PERMIT DP 00-178301

(Report: December 4/00 File No.: DP 00-178301) (REDMS: 206955)

APPLICANT: Canada Shin Yat Tong Moral Society

PROPERTY LOCATION: 7831 Minoru Boulevard

INTENT OF PERMIT:

1. To permit the construction of a congregate housing facility on a site zoned Townhouse and Apartment District (R3); and
2. To Vary the regulations in the Zoning and Development Bylaw to:
 - allow up to 10 small car parking stalls on a site containing less than 30 stalls; and
 - reduce the setbacks from 6 m (19.685 ft.) to 0.3 m (.984 ft.) at the rear for a garbage/recycling enclosure and to 4.5 m (14.764 ft.) at the front for an entry vestibule and portico with columns.

APPLICANT'S COMMENTS

Mr. John Higgins, Tielker Sims Architects, and Mr. Jonathan Losee, Landscape Architect, with the aid of a model, artists renderings and drawings and architectural plans, presented the proposed development to the panel.

Mr. Higgins stated that the drawings represented the changes requested by the Advisory Design Panel. The developments surrounding the proposed development had been taken into consideration during the planning phase. An arborist had been hired early in the process to advise on tree preservation matters. As a means of increasing landscaping and retention of trees a parking variance for 10 small vehicles has been requested.

The project includes an enclosed garden for the use of residents, studio type apartments, an entrance area wing with an entry in close proximity to the street, and an activity and meal program for the residents.

The building was designed to resemble a large villa. The scale was broken down to retain a residential character. Two courtyards are incorporated into the plan. The east courtyard contains a large oak tree and a wooden deck and the west courtyard will provide an area for outdoor activities/games.

Each floor contains a meeting/recreation/lounge room and a laundry room. The main floor provides a storage area for motorized scooters. A tub room is located on the third floor and a hairdressing area has been provided on the second floor.

Stoned ash stucco was chosen as the exterior finish material with a darker material on the wings and a lighter color on the main portion of the building. A sympathetic collage of colours completed the design chosen with windows being of a green colour and the fascias of a burgundy tint which are intended to bring out the brighter colours of the roof shingle. Tan coloured brick will be utilized in the piers of the fence that surrounds the property.

Mr. Jonathan Losee, landscape architect, noted that an arborist, due to the number of large caliper oak trees on site, had been hired to assist in working around the trees. The arborist was to be on call during the pre-load and construction phases. Some trees were lost, mainly along the eastern edge of the property and some along the city property, and those trees will be replaced by a series of street trees.

As the building elevation was raised there is a step up from Minoru Boulevard. There is to be a ramp access to the entry way and the entry way will contain an overhang for a seating area. The east courtyard is a view courtyard with a raised pile deck for seating areas. Around the perimeter there are smaller gardens which will contain a seasonal variety of plantings. The west courtyard provides more hard surface for table and chair use.

STAFF COMMENTS

The Manager, Development Applications, Joe Erceg, noted that the project meets the Development Permit guidelines for the area. He also noted the cooperative attitude of the developers.

In answer to questions from the Chair it was stated that the separation of the public and interior sidewalks was for privacy reasons and also that no medical function was

intended to be undertaken. As this project did not fall under the Care Act it was primarily residential with a recreation program and provision of three meals a day.

Mr. Higgins noted that scooter use was limited to outdoor areas only (as per terms of the lease) and that the main floor scooter storage area provided for power access. Mr. Higgins also noted that provision has been made in each suite for wheelchair use. The handicapped stalls and the combined width of the stalls were referred to as being adequate for the needs of those residents requiring assistance from vehicles to scooters or wheelchairs.

It was asked if the BC Hydro transformer pad located outside of the fenced area could be made to appear more residential from the street side.

Mr. Losee responded to a question on the security along the separating fence by noting that the pathway is lit by small bollard lights with the plantings kept under two feet so as to maintain an open space between these and the eye level branches of the larger trees.

Ms. Melville noted the 7 centimetre requirement for trees planted along the street, and complimented the landscape plan. In answer to a question regarding intended improvement for the Minoru Blvd./Blundell Road intersection Mr. Erceg responded that staff were currently investigating this.

GALLERY COMMENTS

Mr. Michael Ostashek, #315, 7471 Blundell Road, stated that while he was opposed to the extra traffic he was more opposed to a traffic light being installed at the intersection because he had been informed that a light could in fact increase the traffic on Minoru Blvd. In mentioning area residents' concerns over the height and esthetics of the proposed building it was clarified that the building would range from 6" to 15" above the curb level with the overall height of the building, with its pitched roof, being less than the surrounding buildings due to its having no underground parking. It was also clarified that the placement of the driveway would be as far north as possible and that 25 parking stalls, 10 of which are smaller stalls, were considered adequate. Mr. Ostershek also questioned the location of the recycling kiosk in that the 8 x 15 ft. enclosure was only 12" from the property line.

A resident of 7680 Minoru Boulevard expressed her concerns over the traffic issues and referred to the closing off of Heather Street. Also questioned was the adequacy of the visitor parking.

CORRESPONDENCE

Mr. Richard Pace/Ms. Debbie Martin, 207-7751 Minoru Boulevard – attached as Schedule 1.

Ms. A. FitzGerald, 4-7740 Abercrombie Drive – attached as Schedule 2.

J.A. Hermanson, #26-7740 Abercrombie Drive – attached as Schedule 3.

S. Greenwood, #2 – 7740 Abercrombie Drive – attached as Schedule 4.

Ms. M. Cochran, 48-7740 Abercrombie Drive – attached as Schedule 5.

Ms. M. Fleming/G.C. Fleming, #8-7740 Abercrombie Drive – attached as Schedule 6.

Ms. K. Keller, #28-7740 Abercrombie Drive – attached as Schedule 7.

Ms. M. Ellis, #5-7740 Abercrombie Drive – attached as Schedule 8.

PANEL DISCUSSION

The developers were complimented for their design.

PANEL DECISION

It was moved and seconded

That a Development Permit be issued for a property at 7831 Minoru Boulevard that would:

1. Permit the construction of a congregate housing facility on a site zoned Townhouse and Apartment District (R3); and

2. Vary the regulations in the Zoning and Development Bylaw to:

- allow up to 10 small car parking stalls on a site containing less than 30 stalls; and***
- reduce the setbacks from 6 m (19.685 ft.) to 0.3 m (.984 ft.) at the rear for a garbage/recycling enclosure and to 4.5 m (14.764 ft.) at the front for an entry vestibule and portico with columns.***

CARRIED

4. DEVELOPMENT PERMIT DP 00-182675

(Report: December 19/00, File No.: DP 00-182675) (REDMS: 248576)

APPLICANT: J. C. Lu Ltd.

PROPERTY LOCATION: 12051 No. 1 Road

INTENT OF PERMIT:

To allow the replacement of the existing temporary structure along the front of the Super Grocer with a new glass and steel addition totalling 66.888 m² (720 ft²) for the purpose of selling flowers, plants and related materials.

APPLICANT'S COMMENTS

Mr. Rod Lynde, 8171 Claysmith Road, Developer, stated that the proposed project is not an expansion of but an effort to beautify the current temporary structure. The temporary structure would be replaced by a glass and steel addition totalling 720 square feet. The parking was considered adequate to accommodate the addition.

STAFF COMMENTS

The Manager, Development Applications, Joe Erceg, noted that this is a small addition and that some adjustments had been made to the initial proposal.

In response to a question from the Chair regarding the Steveston Heritage theme, Mr. Erceg stated that the proposed design was a compromise due to there being an existing temporary structure in place. Mr. Erceg acknowledged that the design does not go as far as it could to meet the guidelines. Mr. McLellan expressed his concern over the long term use of the open storage area.

In response to a comment by Mr. Gale on the lack of Heritage theme Mr. Lynde said that the front wall could be altered to include a stronger Heritage presence. Mr. Gale stated his concern for the potential possibility of the addition to move into the sidewalk area.

Mr. Brian Guzzi, staff, then stated that cut back walls were recommended so that the entire cut flower display would be open. The owner was reluctant for various reasons and was trying to make as much of the floral display by the terraced approach as possible.

Ms. Melville asked what "related materials" referred to, the answer being potting soil and fertilizer, etc. It was clarified that shopping carts are not stored in this area. Ms. Melville expressed her concern about the transparency to the street in that she would like to see it more closely resemble the Granville Island theme.

In appreciating the hanging baskets and lights which be incorporated into the detailing, it was questioned whether thought had been given to other amenities, such as benches, that could make this more of a people place.

GALLERY COMMENTS

Mr. Masa Ito, 3180 Hunt Street, referred to the Granville Island theme, and encouraged the applicant to review this in an effort to make the project more pedestrian friendly.

CORRESPONDENCE

None

PANEL DISCUSSION

Ms. Melville stated that she thought the application should be referred back to staff for further review.

The Chair stated his concern over the outdoor storage area noting that more investigation was needed. He also noted that the parapet wall and the detailing required further review.

PANEL DECISION

It was moved and seconded

That a Development Permit for 12051 No. 1 Road, on a site zoned Steveston Commercial Two-Storey District (C4), which would allow the replacement of the existing temporary structure along the front of the Super Grocer with a new glass and steel addition totalling 66.888 m² (720 ft²) for the purpose of selling flowers, plants and related materials be referred to staff for further review of the detailing and the parapet wall of the proposed addition, and investigation of the future use of the storage area.

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CARRIED

5. NEW BUSINESS

GENERAL COMPLIANCE – APPLICATION BY JAN TIMMER FOR A GENERAL COMPLIANCE AT 7060 AND 7080 ST. ALBANS ROAD DP 97-117092

(Report: January 4, 2001, File No.: DP 97-117092) (REDMS: 251864)

STAFF COMMENTS

Mr. Alex Jamieson, staff, noted the staff concerns over the use of awnings.

PANEL COMMENTS

The Chair noted questioned the canopies and their relation to the Strata Council as far as colours, cost etc. In response Mr. Timmer said that the canopies would require replacement every four to five years and that this, and colour, would fall under Strata responsibility.

Mr. Timmer also clarified for the Chair that the proposed changes to the parking would not affect the outward appearance of the building in Phase 3. When asked how the proposed changes are an improvement, Mr. Timmer replied that the building plan had been simplified.

PANEL DECISION

It was moved and seconded

That the following amendments be deemed in General Compliance with the approved Development Permit (DP 97-117092):

1. ***combining the three penthouses into two units;***
2. ***replacing enclosed balconies on upper floors with open balconies;***
3. ***changing building corners from 45 degrees to 90 degrees, and minor modification of the lower five levels of the Granville Avenue façade to create more distinctive architectural features (similar to the “Monaco”);***
4. ***fine tuning of the interiors in response to purchasers’ comments;***
5. ***reducing the overall height from 157 to 154.2”; and***
6. ***reducing the number of units from 363 to 362, and increasing the number of parking spaces from 541 to 557.***

CARRIED

5. **ADJOURNMENT**

It was moved and seconded

That the meeting be adjourned at 4:55 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 10, 2001.

David McLellan
Chair

Deborah MacLennan
Recording Secretary

RICHARD PACE/DEBBIE MARTIN
207-7751 Minoru Blvd.,
Richmond, B.C.
V6Y 3G7

✓	DW	DW
	KY	
	AS	
	DB	
	SF	

00-178 301

Jan. 3, 2001

Richmond Development Permit Panel
C/O City Clerk,
City of Richmond
6911 No. 3 Road,
Richmond, B.C.
V6Y 2C1

Dear Sir,

Re: applicant Canada Shin Yat Tong Moral Society
7831 Minoru Blvd Permit DP 00-178301

As residents on Minoru Blvd., with our driveway being immediately next door to the property in question, we are opposed to any amendments allowing more or additional vehicles in this area.

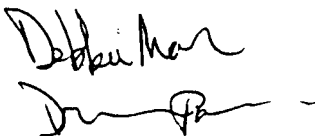
Minoru Blvd. has become a thoroughfare for people to avoid No. 3 Road and the lower part of the block and Blundell intersection has become very dangerous.

It often takes 10 minutes or more just to pull out of our driveway, and difficult to see due to cars parked on the street, often traffic is backed up past the driveway trying to make a left turn onto Blundell, and it can take 10-15 minutes in the morning to get onto Blundell because of Minoru having become an artery rather than a residential street.

A traffic light at the intersection of Minoru/Blundell with left turn indicators would help, lessen the backup of traffic and the impatience and frustration of those residents using Minoru/Blundell because they live there (unlike those using it to avoid No. 3 Road) and make the intersection safer.


Sorry we are unable to attend the Permit Panel meeting, but hope our concerns will be given consideration. Please call us at 278-5263 if we can be of further assistance.

Yours truly,



Richard Pace
Debbie Martin

received by
Fax Jan 4, 00



DAP meeting
Jan. 10/2001

A. FitzGerald:

4 - 7740 Abercrombie Drive
Richmond, B.C.
V6Y 3 G6
(604) 270 - 4202

City of Richmond
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Attention: Development Permit Panel

Schedule 2 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, January 10, 2001.


As a very nearby senior resident, I thank you for the copy of the
NOTICE OF APPLICATION FOR A DEVELOPMENT PERMIT
D.P. 00-17830

Development of this site is inevitable, and with it will come a sharp increase in the number of cars to add to an already over-loaded and very hazardous T-meeting of Minoru & Blundell. Currently only a flashing red light is installed, which does not permit a safe left-hand turn off Minoru onto Blundell. There is also a pedestrian crossing there, and children on their way to the nearby school as well as seniors and others have to rely on drivers who have just made the left hand turn being able to stop for them. It is heart-wrenching on many occasions how close it is to becoming a horrible accident.

Add the West bound bus stop there, and the traffic (especially Friday & Saturday nights) coming from the Seven-11 store on the S.E. corner of No. 3 & Blundell (open all night) and which is nearly all composed of young adults who come screeching around the corner from No. 3 down Minoru, and...I think you will agree that a traffic survey should be made at this time. As far as I am concerned, the T-intersection requires a full red-amber-green light with a pedestrian push-button at the cross walk.

Your concerned consideration would be appreciated.

Yours very truly,


Annie FitzGerald

DPP meeting
Jan 10/2001

#26 7740 Abercrombie Drive
Richmond, B.C. V6Y 3G6
January 9, 2001

City Clerk
City of Richmond
6911 No. 3 Road
Richmond BC

Schedule 3 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, January 10, 2001.

Dear Sirs:

I am a recipient of your "Notice of Application" for a Development Permit DP00 178301 for a housing permit at 7831 Minoru Boulevard which was sent to me because I am a neighboring resident of the project. I am a user of the 'T' shaped intersection of Minoru and Blundell both as a pedestrian and as a motorist. I have watched the growing development of this intersection for the past decade and the intensity of growth is my concern ... as is the expansion, now under review ... which will culminate in the construction of the new "congregate housing facility" in question.

My concern is this: when the City allows the third major development in a few years of all site in this "T" shaped intersection .. is there an attendant traffic study that is done to determine the need for safe and proper traffic lights? The intersection is currently chaotic because of lines of construction vehicles and the worker employee cars. This may be the hint of things to come with new entrances to Minoru, more tenants, more street parking and many more pedestrians who attend schools, shops and who simply walk for leisure.

There is no "red and green" traffic light at the intersection... yet it serves Minoru (one of Richmond's two main commercial streets which is also a feeder to the City of Vancouver) and the formidable east-west traffic of Blundell. Already the sightlines for all users (vehicular and pedestrian) are less than ideal and movements are simply an unregulated "after you, Alphonse" honor system for entering or crossing either Minoru or Blundell at all hours, and for all modes. Have your planners done a traffic analysis that suggests improvement or is the City content to leave the intersection unchanged and dangerous?

With expansion, a modern city gains contributors and tax-payers. Does a city also see the need for spending some of the gains on traffic safety for its citizens....men, women, children, students, shoppers, golden age seniors, apartment dwellers., vehicle drivers both private and commercial, condo owners, commuters ad infinitum!

Yours very truly


J.A. Hermanson

278 8302

DPP meeting
Jan. 10/2001

#2 - 7740 Abercrombie Drive
Richmond, B.C. V6Y 3G6
January 8, 2001

Traffic Department,
City of Richmond

Schedule 4 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, January 10, 2001.

Dear Mr. Gilchrist,

Re: Traffic Light at Minoru Boulevard and Blundell.

I am a recipient of your "Notice of Application" for a Development Permit DP 178301 for a housing permit at 7831 Minoru Boulevard which was sent to me because I am a neighboring resident of the project. I am a user of the "T" shaped intersection of Minoru and Blundell both as a pedestrian and as a motorist. I have watched the growing use of this intersection for the past decade and the intensity of growth is my concern.

My concern is this: when the City allows the third major development in a few years of all site in this "T" shaped intersection..... is there an attendant traffic study that is done to determine the need for safe and proper traffic lights? The intersection is currently chaotic. There is no "red and green" traffic light at the intersection... yet it serves Minoru (one of Richmond's two main commercial streets which is also a feeder to the City of Vancouver) and the formidable east-west traffic of Blundell. Already the sightlines for all users (vehicular and pedestrian) are less than ideal and movements are simply as unregulated "after you" honor system for entering or crossing either Minoru or Blundell at all hours, and for all modes. Have your planners done a traffic analysis that suggest improvement or is the City content to leave the intersection unchanged and dangerous?

I hope that you will have an opportunity to review my concerns at this intersection.

Respectfully Submitted,



S. Greenwood
(phone 270-2862)

DPP meeting
Jan 10, 2001

48-7740 Cherrystone Lk.
Richmond, B.C.
V6Y 3G6

Dear Mr. Gilchrist -

RE: Development Number

DP00-178301

I wish to express my concern regarding the new development in progress at Blundell Rd. and Munro Blvd. I understand this is to be a Senior's Housing of some sort. The traffic at this intersection is very heavy and even now a difficult area to turn on and off Blundell Rd. With a new group of housing developments it will add further problems to deal with. It would be of some help if a traffic light with turn lights could replace the blinking amber light at this intersection. Perhaps your department will consider this important issue before serious problems occur.

Thank you

Mrs. M. Cochran

PHONE: 278-1886

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Schedule 5 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, January 10, 2001.

DPP meeting
JAN 10/2001

#8-7740 Abercrombie Dr.
Richmond BC V6Y 3G6
Jan. 17/01

Traffic Dept.
City of Richmond

Schedule 6 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, January 10, 2001.

ATTENTION: Mr. Bob Kilchrist

Dear Sir: RE: Traffic Light at Intersection
of Minore Blvd. & Blundell St.

It is our understanding that an application has
been filed for a 38-unit Senior Complex at the
above location.

This intersection is already a very busy and
dangerous corner with flashing yellow & red lights.
There is also a complex located on the south
side of Blundell with their main & only entrance
forming part of this intersection. This would
appear to be poor planning and possibly should
not have been allowed.

Considering the above, a proper set of traffic
lights should be installed, along with pedestrian
lights, for the safety of all concerned.

Thank you for your consideration.

Madalyn Fleming
MB Fleming

(53-0994)

DPP meeting
Jan. 10/2001

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Schedule 7 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, January 10, 2001.

The Meadows,
28-7740 Abercrombie Dr.
Richmond, B.C.
V6Y 3G6

Tele. # 244-8104

Mr. Bob Gilchrist,
Richmond Municipal Hall,
7831 Minoru Blvd.,
Richmond, B.C.

Dear Mr. Gilchrist,
I have been informed that the vacant
lot on the corner of Blundell & Minoru Blvd.
"DP00-178301" is to have a Senior's
Residence built on the above-mentioned
property. What a nice idea!
The reason I am writing is to inform
you of my concern re "Signal lights at the
Intersection of Blundell & Minoru Blvd.
Up to the present time & since I moved
to the above ^{mentioned} address in 1994 I have been
very apprehensive when making a left turn on
Blundell. In fact I have stopped going that
way & now turn right onto Minoru & back onto
#13 Rd; not totally convenient at all times!
Now more than ever I believe we must
do whatever we can to have a full (red & green)
signal light installed before Residents take up
Residence.
Thank you for giving me the opportunity to express my
concerns.

Sincerely,
(Mrs.) Katharine Keller

DPP meeting
Jan 10, 2001

Schedule 8 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, January 10, 2001.

2001-01-09
#5 - 7740 Abercrombie Dr.
RICHMOND, B. C.
V6Y 3G6
Tel. 270 3392

The Richmond Development Panel

REFERENCE: to DP 00-178301, Schedule "A"

Dear Sir,

My concern would be traffic. There are quite a number of condos, and townhouses now on Minoru, each with cars entering and leaving, as well as the general traffic. This makes for a pretty busy street at present.

Now for the intersection at Blundell and Minoru. Blundell, with two lanes of east and two lanes of west traffic, and also cars leaving and entering the townhouses on the south side of Blundell, results in a very busy intersection. Left turns from any direction, are also a problem. At the present time we only have a yellow and red flashing caution sign above the intersection.

Enclosed is a very rough sketch of the possible cars in the area. Not shown are cars that may be parked along the curbs.

Sincerely,

Mrs. Mary Ellis

