



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: January 18, 2006
File: 08-4105-06-01/2006-
Vol 01
Re: **Development Permit Panel Meetings Held on January 11, 2006**

Panel Recommendation

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

- i) a Development Permit (DP 05-292191) for the property at 6099 Alder Street (formerly 9420, 9440 Westminster Highway & 9411, 9431 Ferndale Road);
- ii) a Development Variance Permit (DV 05-307913) for the property at 15100 Knox Way; and
- iii) a Development Variance Permit (DV 05-315947) for the property at 11540 Pelican Court;

be endorsed, and the Permits so issued.


Joe Erceg, MCIP
Chair, Development Permit Panel

WC:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on January 11, 2006:

DP 05-292191 – WESTERN FERNDAL HOLDINGS LTD. – 6099 ALDER STREET (FORMERLY 9420, 9440 WESTMINSTER HIGHWAY & 9411, 9431 FERNDAL ROAD)
(January 11, 2006)

The Panel considered a Development Permit application to permit the construction of 48 townhouse units on a site zoned Comprehensive Development District (CD/164). A variance to increase the ratio of small car parking stalls permitted is included in the proposal. Mr. Wayne Fougere, the project architect, provided a brief overview of the project. There were no comments from staff or the public on the proposal.

The Panel recommends that the Permit be issued.

DV 05-307913 – SANFORD DESIGN GROUP – 15100 KNOX WAY (January 11, 2006)

The Panel considered a Development Variance Permit to reduce the landscape setback for off-street parking spaces on a site zoned Light Industrial District (I2). The application was originally scheduled to be presented at the November 30, 2005 meeting, but was referred to a future meeting as the applicant was not present. Mr. Dave Sanford, representing the applicant, indicated that on-site perimeter landscaping was provided, that some street trees on the City boulevard would be replaced, and that there were no plans to provide perimeter fencing around the site. Mr. Masa Ito, landscape architect, advised that the grade change along with the combination of trees, roses and shrubs proposed would provide adequate landscape screening. Mr. Kirk, the applicant, stated that building was comprised of 16 small industrial units and that he would not object to prohibiting perimeter fencing should the Panel so request. Staff advised that sufficient landscaping was being provided and that the variance did not impact the number of parking spaces being provided.

Mr. Roger Robillard, representing the owner of 1700 Savage Road (directly across Savage Road from the subject site), submitted two letters and was present to express concerns about the reduced landscape setback along with increasing traffic congestion in the area. In response to this concern, staff advised that on-site parking considerably exceeded the City's zoning requirements. The Panel recommended that the Permit be amended to prohibit perimeter fencing along the Savage Road and Knox Way frontages. The Permit has been amended as requested by the Panel.

The Panel recommends that the Permit be issued.

DV 05-315947 – BILL & SANDRA DERUITER – 11540 PELICAN COURT
(January 11, 2006)

The Panel considered a Development Variance Permit to reduce the required rear yard setback from 4.6 m (15 ft.) to 1.2 m (4 ft.) to permit a garage addition to a single-family dwelling on a site zoned Land Use Contract (LUC/002). Mr. DeRuiter, the applicant, indicated that the variance was being requested so that he could construct a double car garage and that his neighbour had no objections to the variance. Staff stated that the variance was required due to the Land Use Contract and noted that if the property was located within a standard Single-Family Housing District, a variance would not be required. There were no comments from the public on the variance.

The Panel recommends that the Permit be issued.



Development Permit Panel

Wednesday, January 11th, 2006

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, General Manager, Urban Development Division, Chair
Jeff Day, General Manager, Engineering and Public Works
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on December 14th, 2005, be adopted.

CARRIED

2. Development Permit DP 05-292191

(Report: December 13th, 2005 File No.: DP 05-292191) (REDMS No. 1618207)

APPLICANT: Western Ferndale Holdings Ltd.

PROPERTY LOCATION: 6099 Alder Street (Formerly 9420, 9440 Westminster Highway and 9411, 9431 Ferndale Road)

INTENT OF PERMIT:

1. To permit the construction of 48 townhouse units at 6099 Alder Street on a site zoned "Comprehensive Development District (CD/164)"; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to increase the permitted number of small parking spaces from 30% to 33% to permit an additional 3 small parking spaces.

Applicant's Comments

Mr. Wayne Fougere, Architect, representing the applicant, advised that this project consisted of 48 townhouse units facing Westminster Highway, Alder Street and Ferndale Road. He advised that he was available to answer questions.

Staff Comments

Mr. Holger Burke, Acting Director of Development, stated that staff had no additional comments.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Mr. Joe Erceg, Chair stated that the Panel liked the project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 48 townhouse units at 6099 Alder Street on a site zoned "Comprehensive Development District (CD/164)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to increase the permitted number of small parking spaces from 30% to 33% to permit an additional 3 small parking spaces.*

CARRIED

ITEM 3 – Moved to the end of the agenda as the applicant was late.

4. DEVELOPMENT PERMIT DP 05-298331

(Report: December 8th, 2005; File No.: DP 05-298331) (REDMS No. 1660354)

APPLICANT: Willow Construction Ltd.

PROPERTY LOCATION: 9051 Blundell Road

INTENT OF PERMIT:

1. To permit the construction of 12 Townhouse Dwellings at 9051 Blundell Road on a site zoned Comprehensive Development District (CD/121); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Increase the maximum site coverage from 40% to 42%;
 - b) Reduce the front yard setback from 4.5 m to 3.0 m for a portion of the easterly building, only, and to 0.0 m for mailbox/signage structure;
 - c) Reduce the rear yard setback from 3.7 m to 1.8 m for the westerly building, only;

- d) Increase the maximum building height from 12 m to 12.6 m for decorative roof appurtenances;
- e) Permit a small car parking space for one visitor parking space; and
- f) Permit a tandem parking arrangement for eight of the twelve townhouse dwellings.

Applicant's Comments

Mr. Wayne Fougere, Architect, representing the applicant, advised that this townhouse project consisted of two buildings with six Victorian-style units each. The variance in height was requested in order to provide finials and roof details. In response to a query from the Panel, Mr. Fougere advised that there was an existing hedge between the pub and this site which would be maintained. The materials used on the building consisted of brick at the base, wood trims in different colours, hardy shingle and vinyl sidings; units would have different combinations of colours. This site would provide ingress/egress for the project to the north which had not yet been constructed. He stated that the main living areas were above grade and it was not possible to provide noise buffers. In response to a query from the Panel, the applicant stated that the marketing program would include disclosure to let purchasers know about the pub next door.

Staff Comments

No additional comments.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Chair stated that this was a very good project.

Panel Decision

That a Development Permit be issued which would:

1. *Permit the construction of 12 Townhouse Dwellings at 9051 Blundell Road on a site zoned Comprehensive Development District (CD/121); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Increase the maximum site coverage from 40% to 42%;*
 - b) *Reduce the front yard setback from 4.5 m to 3.0 m for a portion of the easterly building, only, and to 0.0 m for mailbox/signage structure;*
 - c) *Reduce the rear yard setback from 3.7 m to 1.8 m for the westerly building, only;*

- d) Increase the maximum building height from 12 m to 12.6 m for decorative roof appurtenances;*
- e) Permit a small car parking space for one visitor parking space; and*
- f) Permit a tandem parking arrangement for eight of the twelve townhouse dwellings.*

CARRIED

5. DEVELOPMENT PERMIT DP 05-300965

(Report: December 6th, 2005; File No.: DP 05-300965) (REDMS No. 1628798)

APPLICANT: LPA Development & Marketing Consultants Ltd.

PROPERTY LOCATION: 5411 Moncton Street

INTENT OF PERMIT: To permit the construction of a 50-unit two-storey seniors assisted living complex at 5411 Moncton Street on a site zoned Comprehensive Development (CD/169).

Applicant's Comments

Mr. Ron Yuen, Architect, representing the applicant, advised that the community had some concerns with the original design of this project and the design had been tweaked to address these concerns. He stated that this was a 50-unit 2 storey building designed to maintain the character of the surrounding residences. A public pathway leading to the road to the North could be used by residents in the area and would be fully accessible to wheelchairs etc. In response to queries from the Panel, Mr. Jonathan Losee, Landscape Architect, advised that the development's irrigation system could be used by residents wishing to plant a garden. He also stated that the public path was smooth and at grade.

Staff Comments

Mr. Holger Burke, Acting Director of Development noted that this site went through a public process during rezoning and that the applicant had addressed the community's concerns.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

On behalf of the Panel, Chair thanked the architect for listening to community concerns and producing such an appealing project.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a 50-unit two-storey seniors assisted living complex at 5411 Moncton Street on a site zoned Comprehensive Development (CD/169).

CARRIED

6. DEVELOPMENT PERMIT DP 05-306274

(Report: December 12th, 2005; File No.: DP 05-306274) (REDMS No. 1711089)

APPLICANT: Adera Equities Inc.

PROPERTY LOCATION: 9211, 9231, 9251 Ferndale Road

INTENT OF PERMIT:

1. To permit the construction of a 76 unit four-storey apartment building over a one (1) level parkade at 9211, 9231, 9251 Ferndale Road on a site zoned Comprehensive Development District (CD/166); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the minimum west side yard setback from 6.0 m to 3.22 m to permit building projections into the setback area;
 - b) Decrease the minimum north rear yard setback for the underground parkade structure from 2 m to 0.44 m;
 - c) Decrease the minimum west side yard setback for the underground parkade structure from 2 m to 1.89 m;
 - d) Decrease the minimum east public road setback for the underground parkade structure from 3.6 m to 2.51 m.

Applicant's Comments

Mr. Derek Chung, representing the applicant advised that this project twinned their first project RED 1 to the north of this site. He noted that the Advisory Design Panel's concerns had been addressed by providing a dedicated children's play area, and providing a secondary entrance and stairs from units to Katsura Street. With the aid of a model, Mr. Holger Burke, Acting Director of Development, pointed out the setback variance requested on the west side of the project which would be used for bay window projections.

In response to a query from the Panel, Mr. Chung advised that a program had been set up, at no cost to the purchaser, to make units universally accessible if requested. He stated that 4 units per floor were designed to be easily convertible to accommodate universal accessibility.

Staff Comments

No additional comments.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Chair stated that this was a well done project.

Panel Decision

It was moved and seconded

1. *Permit the construction of a 76 unit four-storey apartment building over a one (1) level parkade at 9211, 9231, 9251 Ferndale Road on a site zoned Comprehensive Development District (CD/166); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Reduce the minimum west side yard setback from 6.0 m to 3.22 m to permit building projections into the setback area;*
 - b) *Decrease the minimum north rear yard setback for the underground parkade structure from 2 m to 0.44 m;*
 - c) *Decrease the minimum west side yard setback for the underground parkade structure from 2 m to 1.89 m;*
 - d) *Decrease the minimum east public road setback for the underground parkade structure from 3.6 m to 2.51 m.*

CARRIED

7. DEVELOPMENT VARIANCE PERMIT DVP 05-307913
(Report: Nov. 9, 2005; File No.: DVP 05-307913) (REDMS No. 1673583)

APPLICANT: Sanford Design Group

PROPERTY LOCATION: 15100 Knox Way

INTENT OF PERMIT: To vary the provisions of Zoning and Development Bylaw No. 5300 to reduce the required setback and landscaping for the off-street parking spaces along a public road from 3 m to 2.64 m along Knox Way and to 1.52 m along Savage Road on a site zoned "Light Industrial District (I2)".

Applicant's Comments

Mr. Dave Sanford, representing the applicant, advised that the minor variance was requested in order to provide increased landscaping on the site. He noted that the applicant would also be replacing street trees on the city's boulevard. He stated that site coverage was well below what was allowable for the site and that parking had been provided in accordance with zoning requirements. With the aid of photographs, Mr. Sanford advised the Panel that some of the businesses in the surrounding area were fenced with chainlink fencing, and some also used their parking spaces for storage. In response to a query from the Panel, he advised that the applicant would not fence the property but would use landscape to enhance the area. Mr. Massa Ito, Landscape Architect, advised that the site was elevated above the roadway, and stated that trees, roses and shrubs would be planted and these would eventually form a visual screen for the road and for motorists.

Mr. Kirk, applicant, advised that the building being constructed would have 16 small industrial units. In response to a query from the Panel he stated that he would have no objections to a restriction being put on the Development Variance Permit prohibiting fences from being erected around the site.

Staff Comments

Mr. Holger Burke, Acting Director of Development, noted that the applicant would be providing additional landscaping on site, as well as replanting street trees on the City's boulevard. He stated the building was setback from the street and the additional landscaping would give the appearance of having two rows of trees buffering the site. In response to a query from the Panel, Mr. Burke advised that the variance requested would not affect the number of parking spaces the applicant had to provide.

In response to a query from the Panel, Mr. Kirk, applicant, advised that if the request for a setback variance was not granted, the units would be uneconomical, as they would be too small.

Correspondence

Morgan Industrial Holdings, 1700 Savage Road. (2 letters) (attached as Schedule 1 and forms a part of these minutes).

Gallery Comments

Mr. Roger Robillard, Morgan Industrial Holdings, advised that he had erected fences around his site because he had been robbed several times and stated that he was concerned with the increased parking demand in the area which was already congested.

In response to this concern, Mr. Burke advised that the parking provided by this project meets the City's zoning requirements - the property is zoned industrial and requires 27 parking spaces, the applicant is providing 54.

Panel Discussion

Chair stated that this was a well done project, noting that the applicant would provide additional landscaping and would also be adding street trees to the City's boulevard. He advised that if approved, the Development Variance Permit would be amended to restrict fencing of the site. Mr. Burke confirmed that the zoning does not permit separate office use which would require a higher number of parking spaces. Discussion also ensued concerning the use of parking spaces for storage on adjacent development sites, and a suggestion was made that staff alert the City's Bylaw Officers concerning these infractions.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Zoning and Development Bylaw No. 5300 to reduce the required setback and landscaping for the off-street parking spaces along a public road from 3 m to 2.64 m along Knox Way and to 1.52 m along Savage Road on a site zoned "Light Industrial District (I2)" located at 15100 Knox Way subject to the Development Variance Permit being amended to prohibit the use of fencing along either Knox Way or Savage Road.

CARRIED

8. **DEVELOPMENT VARIANCE PERMIT DVP 05-315947** (Report: December 13th, 2005; File No.: DVP 05-315947) (REDMS No. 1693986)

APPLICANT: Bill and Sandra DeRuiter

PROPERTY LOCATION: 11540 Pelican Court

INTENT OF PERMIT: To vary the provisions of Land Use Contract (LUC/002) to reduce the required rear building setback from 4.6 m (15 ft.) to 1.2 m (4 ft.) to permit construction of a garage addition.

Applicant's Comments

Mr. Bill De Ruiter, the applicant, advised that he wished to construct a double garage, and stated that his neighbour had no objections to this endeavor.

Staff Comments

Mr. Holger Burke, Acting Director of Development stated that this variance was required because of the Land Use Contract, and noted that if this property was located in a standard Single-Family Housing District zone, no variance would be required.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

None.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Land Use Contract (LUC/002) to reduce the required rear building setback from 4.6 m (15 ft.) to 1.2 m (4 ft.) to permit construction of a garage addition on a site located at 11540 Pelican Court.

CARRIED

3. Development Permit DP 05-293524

(Report: December 15th, 2005; File No.: DP 05-293524) (REDMS No. 1721792)

APPLICANT: Lawrence Doyle Architect Inc.

PROPERTY LOCATION: 7360 Elmbridge Way

INTENT OF PERMIT:

1. To permit the construction of 3 high rise residential towers with approximately 309 dwelling units, including 12 townhouses, with a 3 storey parkade, at 7360 Elmbridge Way on a site zoned Downtown Commercial District (C7); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) permit 163 parking spaces in tandem (326 total parking spaces);
 - b) reduce the manoeuvring aisle width from 7.5 m to 6.7 m; and
 - c) increase the maximum height (of the elevator penthouse only) from 45 m to 45.5 m.

Applicant's Comments

Chair advised that this Development Permit application was presented at the December 14th, 2005 meeting of the Panel, therefore it would be in order for Mr. Doyle, Architect, and Mr. Evans, representing the applicant, to present clarification on the variance in parking spaces requested only. Mr. Lawrence Doyle advised that the new parking lane on Alderbridge Way would provide some additional street parking for this project. There were three levels of parking, as well as at grade parking in the parkade. All tandem parking would be in a secured for residents only area and no tandem parking is proposed for visitors. In response to a query from the Panel, Mr. Doyle advised that three laybys had been provided for moving truck use. He noted also that traffic from the project would exit through the new lane to the south.

In response to a query from the Panel, Mr. Burke advised that the project towers met the City's guidelines for separation of buildings - both on the site and from neighbouring properties.

Staff Comments

Mr. Holger Burke, Acting Director of Development advised that staff had no additional comments, stating that this Development Permit Application had been referred from the December 20th, 2006 Permit Panel Meeting so that the applicant could address the requested variance in parking spaces.

Correspondence

George Munson, Apartment 1708 – 7380 Elmbridge Way (attached as Schedule 2 and forms a part of these minutes)

Noordin Sayani, Terra Firma Development Company Ltd., 1080 Howe Street, #800, Vancouver (2) (attached as Schedule 3 and forms a part of these minutes)

Sherry Wen, 7380 Elmbridge Way, #809, (attached as Schedule 4 and forms a part of these minutes)

Stanya Horsky, 7380 Elmbridge Way, #1707, (attached as Schedule 5 and forms a part of these minutes)

Michael Chao, PIBC, 6391 Westminster Highway, #260, Richmond, (attached as Schedule 6 and forms a part of these minutes)

Gallery Comments

Mr. George Munson, 7380 Elmbridge Way, advised that he was concerned about site distances being obstructed by cars parking on Elmbridge Way, and the volume of traffic that would be generated by this project. In response to this concern, Mr. Wei, Acting Director of Transportation, advised that this issue had been reviewed by Transportation staff who advised that there would be adequate site lines in both directions.

Panel Discussion

In response to a query from the Panel, the applicant advised that at point of sale of the apartment units, parking stalls would be assigned. Discussion ensued on this topic and the applicant agreed that he would place a restrictive covenant on title prior to the issuance of the Building Permits to ensure that tandem parking spaces would be assigned only to units with two or more bedrooms. Mr. Wei, Acting Director of Transportation, indicated that there had been no complaints regarding tandem parking in high rise residential projects and that his staff supported the proposed tandem parking variance.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 3 high rise residential towers with approximately 309 dwelling units, including 12 townhouses, with a 3 storey parkade, at 7360 Elmbridge Way on a site zoned Downtown Commercial District (C7); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *permit 163 parking spaces in tandem (326 total parking spaces)*
 - b) *reduce the manoeuvring aisle width from 7.5 m to 6.7 m; and*
 - c) *increase the maximum height (of the elevator penthouse only) from 45 m to 45.5 m.*

subject to the registration of a Restrictive Covenant to assign the tandem parking spaces only to units with two or more bedrooms, prior to the Building Permit being issued.

CARRIED

9. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:35 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 11th, 2006.

Joe Erceg, General Manager
Urban Development Division
Chair

Desiree Wong
Committee Clerk



Morgan Industrial Holdings Inc.
1700 Savage Road
Richmond, British Columbia
Canada V6V 3A9
Tel: 604-247-0035

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✓	GJ	JK
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November 29, 2005

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

Schedule 1 to the minutes of the
Development Permit Panel Meeting
Wednesday, January 11th, 2006

DV 05-307913

Dear Sirs:

Re: Notice of Application, Permit DV 05-307913

We own the property at 1700 Savage Road, directly opposite the property that is the subject of the above referenced application. Unfortunately, prior commitments prevent me from attending your meeting on November 30 relative to this application and therefore have written to express our concerns.

I have limited information about this proposed development as we have not been provided with any details of the proposal or the reasons for the application to relax the setbacks. However, it does seem that such is required to permit more parking and the construction of a high-density multi unit building. We understand that this complex is expected to have about 20 units and it is not unreasonable to expect that this will add 60 cars daily to this small neighborhood.

In our view the present set back requirements were conceived and designed to achieve a two-fold purpose:

- a) to create a pleasant landscape buffer between the street and the buildings & parking area; and
- b) to restrict the building envelope and achieve a balanced floor space to site area ratio.

Most of the Richmond industrial zones have done an excellent job of maintaining and promoting development within these or similar restrictions and, in my opinion, the result is that the Richmond industrial areas are now achieving the standards of other new industrial communities. It is one of the reasons our business decided to move here and we do not wish to see a step backwards.

While the issue of the .36m relaxation along Knox Road is not particularly significant, we strongly object to your permitting the loss of 50% of the landscape buffer along Savage Road. This will only create a bumper to bumper effect of the cars on the street and cars in the parking lot and no green space in between. This is exactly what the by-laws were created to avoid.

Finally, when we acquired our lands and built our building in 2003, we did so within these restriction and we had to make compromises. I am sure the other owners in the neighborhood have done the same. I do not think that there is any compelling reason to now change the rules and set a precedent that will see a permanent erosion of green space.

Yours truly

Roger J Robillard
President

MORGAN

Morgan Industrial Holdings Inc.
1700 Savage Road
Richmond, British Columbia
Canada V6V 3A9
Tel: 604-247-0035

December 12, 2005

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

By Fax: 604-276-4052

Attention: Kevin Eng

Dear Sirs:

Re: Notice of Application, Permit DV 05-307913

This is a follow up letter to our letter of November 29 and today's phone call with respect to the above referenced application.

We have now had the opportunity to review the application and drawings for the proposed development. From our perspective, this is essentially a 28,000 square foot high occupancy building in an industrial zone. The 38 car parks are essentially reduced to 22 when a light manufacturing or storage use requires access to the 16 loading points. It is not uncommon for such a 1,600 square foot unit to require 5 - 6 car parks for employees and customers. This would be an addition of some 70 cars to the street and create a disruption for the entire industrial neighborhood.

Consequently, we object in the strongest terms to this project proceeding as planned and have referred this matter to our legal counsel. The proposed congestion could, in particular, have some financial consequences and risks to our business as we are located directly opposite. Large tractor-trailer units will not be able to maneuver through a congested street. We expect that this congestion will result in the need for forklifts to access the street to unload cargo.

We would like your office to provide us with details regarding the authority of your office to vary the design regulations. Where is the discretionary power found to permit such variations and what are the principles and guidelines with respect to such discretion? What are the considerations when making such a determination? Our project was designed within the guidelines and bylaws. Needless to say it is annoying to have to waste our time arguing to preserve what the City's Planning department created.

We also understand that there is another hearing scheduled but we have received no notice of such?

Yours truly


Roger J. Robillard
President

cc. Hobbs & Giroday, Barristers & Solicitors
cc. City of Richmond, Legal Department
cc. Neighbours

Schedule 2 to the minutes of the
Development Permit Panel Meeting
Wednesday, January 11th, 2006

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

To Development Permit Panel	
Date:	JAN 11, 06
Item #	3
Re:	7380 Elmbridge Way

Dear Sir:

Regarding the application by Lawrence Doyle Architect Inc. for a development permit, number DP 05-293524 at 7360 Elmbridge Way. We are against this project in it's present form. In 1995 when we bought our suite on the 17th floor at 7380 Elmbridge for almost three hundred thousand dollars we were told that if there was more apartments built there would be a height restriction and on the 17th floor we would not lose our view. Now it seems that the rules are changing and the value of our property will be reduced. Our view will be the neighbours window. We will now be surrounded by nine more towers and about 1,000 suites. Do you have a plan for all of the people and the traffic that is going to be generated here? I very much doubt it. I am probably wasting paper but thank you for the opportunity.

Thank you, George Munson

Apt. 1708 - 7380 Elmbridge



EXECUTIVE HOTELS AND REM
To Development Permit Panel
Date: December 14 2005
Item #: 2
Re: DP 05-293524

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TERRA FIRMA DEVELOPMENT COMPANY LTD.

800 - 1080 Howe Street, Vancouver, BC V6Z 2T1

Tel: 604 642 5252 Fax: 604 642 5251

December 5, 2005

Schedule 3 to the minutes of the
Development Permit Panel Meeting
Wednesday, January 11th, 2006

05-293524

Mr. David Weber
Director, City Clerk's Office
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1
Fax: 604 278 5139

Dear Mr. Weber:

Received your notice reference 7360 Elmbridge Way.

Please note section 2 a) We believe that tandem parking is allowed but cannot be counted as parking required for the overall project and b) The federal aviation board has a restriction on how high or what height is allowed for the tower. The Richmond city law states that the allowable height is from the high crest of the frontage road while really the federal aviation board requires that the height limitation is based on sea level.

The areas around the proposed site is roughly four feet above sea level. Please give us a written explanation if they meet this requirement.

Thank you.

Yours truly,

Noordin Sayani

TERRA FIRMA DEVELOPMENT COMPANY LTD.

800 - 1080 Howe Street, Vancouver, BC V6Z 2T1

Tel: 604 642 5252 Fax: 604 642 5251

December 13, 2005

Mr. David Weber
Director
City Clerk's Office
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1
Fax: 604 278 5139

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Dear Mr. Weber:

DP 05 - 293524

Re: Lawrence Doyle Architect Inc.
7360 Elmbridge Way

This has reference to our letter dated 5th December 2005. Please note the letter was written by mistake. We are withdrawing our letter and we request you to disregard it. We apologize for the inconvenience caused.

Thank you.

Yours truly,


Noordin SayaniEncl: letter dated 5th December 2005.

Date: Dec.7, 2005

To: Director, City Clerk's Office
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Re: Notice of Application
For a Development Permit
DP 05-293524

To Development Permit Panel	
Date:	Dec 14, 2005
Item #	3
Re:	DP 05-293524

Schedule 4 to the minutes of the
Development Permit Panel Meeting
Wednesday, January 11th, 2006

	DW	
✓	GD	JS
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	WB	

08-4105-20-05-293524

Dear Sir or Madam:

I am a resident and owner at Unit 809, 7380 Elmbridge Way. I won't be able to attend the Development Permit meeting, but would like to express my concerns through this letter on building 3 high-rises in such a tiny lot at 7360 Elmbridge Way.

My apartment faces to the west directly to the jobsite, so I can see clearly that site is definitely too cluster to include 3 buildings, and would be much better to build 2 buildings maximum instead.

I have gone through the "Report to Development Permit Panel", from which I can see that the applicant has tried to take some measures to compromise all the troubles that will be caused if their application is approved. However, since they started at such an unreasonable planning by putting 3 buildings into an obviously too small area, no matter what they do, the layout still looks awkward and very much cluster, which will greatly depreciate the value of the building to its east, i.e., 7380 Elmbridge, especially the apartments that only get the view and sunlight to the west, just like mine, due to the location of their Tower B. It will also compromise the value of their new developed building as well.

I would suggest that a permit for building two high-rises instead of three on this tiny lot be considered, so that the applicant have more flexibility to really take all their neighbors into concern and won't infringe onto other people's interest too much. This way, on the other hand, will be to the advantages of their own community as well both at the short and long run.

Thank you for looking into my concerns.

Best regards,



Sherry Wen
Unit 809, 7380 Elmbridge Way

hand delivered

C. Achim

RECEIVED

DEC 13 2005

April 24, 2005

Dear Sir / Madam,

Two most influential newspapers in B.C., the Vancouver Sun and the Province, published recently articles on Richmond development. I strongly oppose their endorsement of some of the projects as a desirable future for our town.

One of the articles was accompanied with a lovely picture of three condo towers on Gilbert and Alderbridge Streets. Those towers, a future home to nearly 300 families, are crowded together and practically "wall to wall" on the plot. And half a block away, on two parking lots, on Alderbridge between Elmbridge and Westminster, there already are requests for development permits for SIX condominium towers with homes for 600 families, in the same block with Marriott, Hilton, Richmond Inn and a seven years old condominium tower, where I live with 137 other families.

You can certainly imagine how disturbed I am ~~am~~ with the prospect of being crowded so senselessly. When we were buying our homes, I enquired with the Urban Planning Department about the possibility of the high-rise development on the adjacent parking lots. I was informed that our city prefers mixed use development and that low-rise housing will be build there for the elderly, because of the proximity to the hospital. Now, a City Planner told me that the City does not have the money for the project and the two lots were sold to private developers.

The City of Richmond also has a most ridiculous rule: The 17 floor towers can stand as close as 75 feet to each other! The formerly green Richmond – The Garden City! How ironic that every City employee has on the back of the business card a motto " Our vision is for the City of Richmond to be the most appealing, livable, and well managed community in Canada".

Please, look at the picture of a now selling property (which had cut all the lovely grown-up Ponderosa pines on Gilbert already), pull the plans of a proposed development from your files and REJECT THE PERMITS TO DEVELOP A PROVERBIAL "CONCRETE JUNGLE" in the west Richmond. (Please, disregard the trees on the upper levels of a requested development as drawn by the architect. These will need to be cut down in three years, as it happened in our building, otherwise their roots will destroy the membrane.)

I hope I can get your attention. A short version of this letter was already published in Vancouver Sun on Saturday. I am not the only one, who is very concerned with the proposed overbuilding. My hope is reinforced by the fact that this is an election year, when politicians often will listen to the voices of people. Please, do not let yourselves to be dragged to the catering of the developers' greed! Thank you.

Cc: Malcolm Brody

Derek Dang

Evelina Halsey-Brandt

Sue Halsey-Brandt

Rob Howard

Kiichi Kumagai

Bill McNulty

Harold Steves

Linda Barnes

Olga Illich

Raymond Chan

Richmond News

Richmond Review

Stanya Horsky

Stanya Horsky

#1707 7380 Elmbridge Way

Richmond B.C. V6X 4A1

(604) 270-7177

Schedule 6 to the minutes of the
Development Permit Panel Meeting
Wednesday, January 11th, 2006

		INT
	DW	
	GJ	
	KY	
	DAW	
	DB	
	WB	

December 13, 2005

City of Richmond
City Clerk's Office
6911 No. 3 Road
Richmond, BC V6Y 2C1
Attention: David Weber

Dear Sir:

Re: 7360 Elmbridge Way, Richmond

PI 05-29352

ASSET MANAGEMENT
GROUP (B.C.) INC.

On behalf of the Strata Corporation of Strata Plan LMS 2355, we would like to submit our comments about the development of a three high-rise tower complex, with a total of approximately 310 dwelling units.

PROPERTY & ASSET
MANAGEMENT

COMMERCIAL
SALES & LEASING

SYNDICATION &
CONSULTING
SERVICES

Our Strata is the next-door building immediately to the east, and we are quite concerned about having such a massive development next door. While we are not in a position to stop an outright development, even though the scale is massive, we are certainly not in favour of the city allowing the developer to exceed the provisions through the variances of the Zoning and Development Bylaw No. 5300, as it would result in 1) more traffic coming in and going out of the development; 2) increasing the building height.

FACILITIES
MANAGEMENT

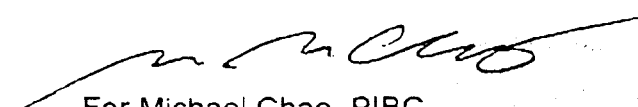
Allowing 63 tandem parking spaces and reducing the aisle width would result in either more vehicles being allowed to park or reducing the parking area, which would result in more residential spaces being created.

British Columbia
#260, 6391 Westminster Hwy
Richmond, B.C. V7C 4V4
Phone: (604) 270-1100
Fax: (604) 270-8685

In this respect, on behalf of 138 strata lot owners, we would like to put on record that Strata Plan 2355 of 7380 Elmbridge Way in Richmond is not in favour of any relaxation of the Zoning and Development bylaw.

Calgary
Edmonton

Respectfully yours,
York West Asset Management Group (BC) Inc.
Agent for Strata Plan LMS 2355


For Michael Chao, PIBC
Managing Broker