



To: Richmond City Council **Date:** January 21, 2003
From: David McLellan **File:** 0100-20-DPER1
Chair, Development Permit Panel
Re: **Development Permit Panel Meeting Held on January 15, 2003**

Panel Recommendation

1. That the recommendations of the Panel to authorize the issuance of:
 - i) a Development Permit (DP 02-211163) for the property at 9111, 9131 & 9151 Blundell Road and 7731, 7771 & 7831 Heather Street;
 - ii) a Development Variance Permit (DV 02-218206) for the property at 12380 & 12420 Trites Road;be endorsed, and the Permits so issued.

2. That the alterations to the parkade, landscaping, exterior finishes and exit stairs at 4151 Hazelbridge Way be deemed to be in general compliance with the Development Permit (DP 01-115457) issued for that property.

David McLellan
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered three development permits, one development variance permit and one general compliance matter at its meeting held on January 15, 2003. Only three of these items, however, are at a stage to be considered by Council.

DP 02-211163 – FOUGERE ARCHITECT LTD. – 9111, 9131 & 9151 BLUNDELL ROAD AND 7731, 7771 & 7831 HEATHER STREET

The proposal to construct 50 townhouses in the McLennan South Neighbourhood did not generate any public comment. Although there is a reduction in the number of visitor parking spaces, the total number of spaces exceeds bylaw requirements by a substantial margin. The Panel questioned elements of the streetscape along the new street and was satisfied that the layout provided was appropriate.

The Panel recommends that the permit be issued.

DV 02-218206 – SUNCOR DEVELOPMENT CORPORATION – 12380 & 12420 TRITES ROAD

The proposal to vary the minimum road width and the frontage requirements for four lots in this proposed subdivision just north of Andrews Road on the east side of Trites Road generated some comment from the adjacent developer. The neighbour was particularly concerned about the new preplan created by the applicant, the continuity of sidewalks and buffering to their holdings on the north. It was noted that the proposed preplan has no legal authority and need not be the only pattern for the development of the lands to the north. The Panel indicated that it would be sympathetic to an application for a similar road width on the adjacent lands and directed staff to review the standards for road dedication and construction in such areas. The Panel was satisfied that the variances proposed would permit the land to develop in a reasonable fashion and similar consideration should be given to adjacent projects.

The Panel recommends that the permit be issued.

DP 01-115457 – FAIRCHILD DEVELOPMENTS LTD. – 4151 HAZELBRIDGE WAY

The Aberdeen mall reconstruction requires a general compliance ruling to accommodate the provisions of a hotel which was recently approved by Council. These changes include an extension to the parkade, provision of additional exit stairs, additional landscaping and some alteration to the exterior finishes. The Panel was satisfied that these changes are appropriate given the expanded uses in this complex.

The Panel recommends that the alterations to the parkade, landscaping, exterior finishes and exit stairs be deemed to be in general compliance with the Development Permit issued.

DJM:djm



Development Permit Panel

Wednesday, January 15, 2003

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: David McLellan, General Manager, Urban Development, 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 3:33 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, December 11th, 2002, be adopted.

CARRIED

2. Development Permit DP 02-199072

(Report: December 18/02 File No.: DP 02-199072) (REDMS No. 900671, 930437)

APPLICANT: George and Maria Blazenko

PROPERTY LOCATION: 7511 Garden City Road

INTENT OF PERMIT:

1. To allow development of a three unit townhouse project on a property zoned Comprehensive Development District (CD/120), and
2. To vary the regulations in the Zoning and Development Bylaw to:
 - a) reduce the General Currie Road setback from 6m (19.685 ft.) to 4.2m (13.78');
 - b) reduce the side yard setback (from the south property line) from 1.2m (3.937 ft.) to 1m (3.281 ft.) for a projecting portion of the second floor;
 - c) to reduce the required setback for gateways/ landscape structures from 2m (6.526') to 0 for an arbour structure over the entrance drive; and to

- d) decrease the minimum lot size from 800m² (8,611 m²) to 722m² (7,771.798 ft²).

Applicant's Comments

Mr. Rod Lynde, Lynde Designs, with the aid of a model, materials board and a landscape plan, said that the small infill project could present as a continuous development with the remaining three lots to be developed. The requested variances and the exterior finishes were reviewed. Mr. Lynde considered the project to be better than that originally proposed and he thanked staff for their input.

Staff Comments

The Manager, Development Applications, Joe Erceg, said that the location of the lane for this small project had set the future program for the lots to south and west of the subject property. Mr. Erceg acknowledged the applicant's response to staff and Advisory Design Panel recommendations and noted that the project complied with the area guidelines.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair said that the project looked good in spite of the difficulty of designing on small lots. The degree of attention given during the rezoning process to ensure the independent development of the four lots was noted.

Panel Decision

It was moved and seconded

That a development permit be issued for a property at 7511 Garden City Road that would:

1. *Allow development of a three unit townhouse project on a property zoned Comprehensive Development District (CD/120), and*
2. *Vary the regulations in the Zoning and Development Bylaw to:*
 - a) *reduce the General Currie Road setback from 6m (19.685 ft.) to 4.2m (13.78');*
 - b) *reduce the side yard setback (from the south property line) from 1.2m (3.937 ft.) to 1m (3.281 ft.) for a projecting portion of the second floor;*

- c) *to reduce the required setback for gateways/ landscape structures from 2m (6.526') to 0 for an arbour structure over the entrance drive; and*
- d) *decrease the minimum lot size from 800m² (8,611 m²) to 722m² (7,771.798 ft²).*

CARRIED

3. Development Permit DP 02-203975

(Report: December 13/02 File No.: DP 02-203975) (REDMS No. 841733, 930442)

APPLICANT: Memorial Gardens (BC) Ltd.

PROPERTY LOCATION: 8420 Cambie Road

INTENT OF PERMIT:

1. To allow the re-development of the Richmond Funeral Home on a site zoned Comprehensive Development District (CD/2); and,
2. To vary the provisions of the Zoning and Development Bylaw to:
 - a) reduce the number of required parking spaces from 117 to 103; and
 - b) increase the percentage of small car parking spaces from 30% to 40%.

Applicant's Comments

Mr. Cosimo Casale, the representative of Memorial Gardens, reviewed the adjacent properties and provided the following information in his introduction of the project, that: only one of the two buildings currently on the site was in use; current access to the site is provided from Brown Road (2) and Cambie Road; current parking included 56 spaces with an additional 10 spaces available for overflow; the existing perimeter landscaping was extensive; the current structure was unsalvageable; increased interior space was required to appropriately serve all cultures; the unique design of the building exterior provided an appropriate transition from each of the adjacent uses; the number of parking spaces had been increased to 103; the existing trees on the site were retained; a Fung Shei master had been involved in the design process; and, all Design Panel comments had been addressed. Mr. Casale concluded his comments by thanking staff and all others involved in the design evolution of the project.

Mr. Brian Shigetomi, architect, with the aid of a site plan, context plan and photoboard, said that proposed building would be located on the southern portion of the property. The current facility would remain in use until the completion of the new building at which point the existing facility would be demolished. Mr. Shigetomi also reviewed the adjacent conditions and he noted the addition of a buffer along the residential edge. A hedge separating the adjacent commercial property was to be maintained. The existing Cambie and Brown Road landscaping was to be infilled. The exterior building materials were reviewed as were the elements added to bring natural light into the building.

Staff Comments

The Manager, Development Applications, Joe Erceg, said that the applicant's had worked very co-operatively with staff and the Advisory Design Panel. In addition, Mr. Erceg said that staff were supportive of the requested variances, which had partially resulted from the retention of the existing trees.

Mr. Casale, in response to questions from the Panel, provided the following additional information, that: arrangements, including shuttle services, had been made for off site parking in addition to the 30 spaces that would remain available on site during the construction phase; the exterior design of the building provided a neutral statement which encompassed each of the different ethnic cultures; the internal layout provided a variety of culturally appropriate places; and, the parking requirements of the last number of years had been analysed with a determination that the proposed 103 stalls would be more than adequate, which would, along with the alliances/shuttle arrangements previously mentioned and the typical time frame of services, eliminate an affect on other parking in the area. Mr. Shigetomi provided an explanation of the design rationale for the placement of the washroom space.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair said that his initial concerns relating to the requested parking variances had been mitigated by the explanations given and the arrangements made for off site parking/shuttle services. Mr. McLellan thanked the applicants for their co-operation with staff on the landscape plan.

Panel Decision

It was moved and seconded

That a Development Permit be issued for a property at 8420 Cambie Road that would:

1. *Allow the re-development of the Richmond Funeral Home on a site zoned Comprehensive Development District (CD/2); and to*
2. *Vary the provisions of the Zoning and Development Bylaw to:*
 - a) *reduce the number of required parking spaces from 117 to 103; and*
 - b) *increase the percentage of small car parking spaces from 30% to 40%.*

CARRIED

4. **Development Permit DP 02-211163**

(Report: December 12/02 File No.: DP 02-211163) (REDMS No. 905018, 930443)

APPLICANT: Fougere Architecture Ltd.

PROPERTY LOCATION: 9111, 9131 & 9151 Blundell Road and 7731, 7771 & 7831 Heather Street

INTENT OF PERMIT:

1. To permit the development of 50 townhouse units on a site zoned Comprehensive Development District (CD/129) and that would;
2. Vary the regulations in the Zoning and Development Bylaw to:
 - a) reduce the number of visitor parking spaces required from ten to seven, and,
 - b) allow porches with columns to project up to 2m into the front yards.

Applicant's Comments

Mr. Wayne Fougere, architect, with the aid of a materials board, elevations, a site plan and a context plan, provided a summary of the 50 unit project on 2 acres of land. The units had been faced onto the streets where possible, with the remaining interior units faced onto an internal mews system that provided an interesting and unique pedestrian core through the property. The maintenance of an existing hedge planting with the addition of a row of trees and buildings set back from the property line had been provided to offer adequate privacy screening to the residential lot on the north east property line. Two open areas had been provided, one of which included children's play equipment, which had been developed in a lush fashion with a lot of colour and texture.

Staff Comments

The Manager, Development Applications, Joe Erceg, noted that the rezoning had been adopted earlier in the month. Mr. Erceg said that staff supported the proposed project and that the project complied with the area guidelines. The parking variance was noted to have been supported by staff at the rezoning.

In response to a question from the Chair, Mr. Fougere provided the rationale for the orientation of Buildings 3 and 4 and the Keefer Avenue driveway. Mr. Jamieson, Planner, said that Transportation staff had not supported individual driveways onto Keefer Avenue.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair expressed his appreciation for the design of the project, and the mews treatment.

Panel Decision

It was moved and seconded

That a development permit be issued for a property at 9111, 9131 and 9151 Blundell Road, and 7731, 7771 and 7831 Heather Street that would:

1. *Permit the development of 50 townhouse units on a site zoned Comprehensive Development District (CD129) and that would;*
2. *Vary the provisions of the Zoning and Development Bylaw to:*
 - a) *reduce the number of visitor parking spaces required from ten to seven, and,*
 - b) *allow porches with columns to project up to 2m into the front yards.*

CARRIED

5. Development Variance Permit DV 02-218206

(Report: December 16/02 File No.: DV 02-218206) (REDMS No. 921318, 930445)

APPLICANT: Suncor Development Corporation

PROPERTY LOCATION: 12380 & 12420 Trites Road

INTENT OF PERMIT: To vary the minimum road right-of-way width for a local residential roadway from 17 m (55.77 ft.) to 15 m (49.21 ft.) and to vary the minimum frontage requirement in Comprehensive Development District (CD/61) from 8 m (26.25 ft.) to 7.8 m (25.59 ft.) on four (4) of the proposed single-family residential lots.

Applicant's Comments

Ms. Olga Ilich, Suncor Development Corp., and Mr. Kush Panatch, President, Centro Properties Group, were present. Ms. Ilich, with the aid of an artists rendering and a context plan, reviewed the properties that had been discussed at the public information meeting and those included in the rezoning application. Ms. Ilich said that the request for the narrowing of the road right-of-way was to allow the improved utilization of the lots. A design plan was provided to demonstrate the shared driveway concept proposed for the lots without lane access. A rear garage would be maintained for those lots thereby providing a screen from the industrial property at the rear along with improved frontages.

Staff Comments

The Manager, Development Applications, Joe Erceg, said that staff were supportive of the requested variances and also that there were no technical concerns involved in the reduction of the width of the road right-of-way. In addition, Mr. Erceg said that due to the controversial nature of the area, the uncertainty of timing and whether the balance of the neighbourhood would develop, it was preferable to not leave a portion of the site undeveloped. It was Mr. Erceg's opinion that the shared driveway proposal would also provide a slightly different product than per usual.

In response to a question from the Chair, Mr. Erceg said that current road standards required a sidewalk on one side of the road and that this was deemed adequate for the proposed development before the Panel and also for future development to the north as opposed to the double sidewalk to the south which had been necessitated by the pedestrian connection of the public trail to the waterfront. Mr. Erceg confirmed for the Chair that the CD/61 zone could be included in the review of the Zoning Bylaw as well as the sidewalk and road standard issues raised.

A suggestion was made that the landscape feature to be included in the middle of the eyebrow contain a gathering space as part of the plan.

Correspondence

Mr. Steve Kurrein, Progressive Construction Ltd. – attached as Schedules 1 and 2.

Gallery Comments

Mr. Steve Kurrein, General Manager, Residential Development, Progressive Construction Ltd., confirmed for the Chair that the lots of concern were Lots 22 – 28 as no rear yard separation from adjacent lots was evident. Mr. Kurrein expressed his concern and objection to the altered conceptual plan provided by the applicant as the altered plan contained a lane connecting the adjacent property to the north to the subject property.

The Chair responded that the issue of the altered concept plan would not be addressed by the Panel.

Mr. Kurrein also expressed the concern that if a connection to the easterly road formed a part of the connection of the public walkway to the waterfront a double sidewalk could be required on the easterly road. Mr. Kurrein said that he was unaware that a single sidewalk was possible in this zone. The Chair responded that he believed the connection to the public walkway was located further to the east and that staff would review the matter.

Mr. Erceg, in response to a question, said that the illustration of an east/west lane to the north of the eyebrow was to demonstrate the possibility of a lane only. A discussion with Progressive Construction during the rezoning process would determine if the lane was required and also if access to Trites Road was required. Mr. Erceg noted that if the Panel were to support the requested variances it would not be supporting the concept plan as provided.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued that would vary the minimum road right-of-way width for a local residential roadway from 17 m (55.77 ft.) to 15 m (49.21 ft.) and vary the minimum frontage requirement in Comprehensive Development District (CD/61) from 8 m (26.25 ft.) to 7.8 m (25.59 ft.) on four (4) of the proposed single-family residential lots at 12380 and 12420 Trites Road.

Prior to the question being called direction was given that staff should review the location of the easterly connection to the public walkway; whether a double sidewalk should be required on the easterly connection; and, the continuation of the 15m road right-of-way, with a single sidewalk, through the adjacent properties to the north and south of the subject property. The question on the motion was then called and it was **CARRIED**.

6. **GENERAL COMPLIANCE - REQUEST BY FAIRCHILD DEVELOPMENTS LTD.
FOR A GENERAL COMPLIANCE RULING AT 4151 HAZELBRIDGE WAY**
(Report: December 23/02 File No.: DP 01-115457) (REDMS No. 927999)

APPLICANT: Fairchild Developments Ltd.

PROPERTY LOCATION: 4151 Hazelbridge Way

Applicant's Comments

The applicant was not present.

Staff Comments

None.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

None.

Panel Decision

It was moved and seconded

That the attached plans be considered to be in general compliance with Development Permit DP 01-115457.

CARRIED

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:39 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 15, 2003.

David McLellan
Chair

Deborah MacLennan
Administrative Assistant

Schedule 1 to the minutes of the Development Permit Panel meeting held on Wednesday, January 15, 2003.

Telephone (604) 273-8868 Fax No. (604) 270-8238

PROGRESS

CONSTRUCTION LTD.

5591 NO. 3 ROAD - RICHMOND, B.C.

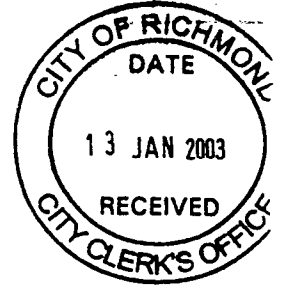
V6X 2C7

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

To Development Permit Panel
Date: <u>January 15, 2003</u>
Item # <u>5</u>
Re: <u>DV 02-218206</u>
<u>12380 + 12420 Triles Rd.</u>

✓ DW

January 7th 2003



Dear Sirs,

Re : Application for Development Variance Permit DV 02 - 218206, Suncor Development Corporation

It is with some hesitation that we write to you with our concerns regarding this Development Variance Permit. All too often our voice of reason is directed at City staff in a united appeal with fellow developers. It is rare indeed that we feel compelled to speak out against a fellow member of the development industry.

In this case we must regretfully do this.

We own land adjacent to the subject property on both the south and north sides. Our property to the south has received 3rd reading of a bylaw to create 29 lots. Our lands to the north are the subject of a re-zoning and subdivision application. Neither application requires any variances from Richmond's regular standards.

We object to the proposed variance in road right of way from 17 meters to 15 meters. We have been required to dedicate 17 meters adjacent for the same north/south road. We have been required to provide sidewalks on both sides of the road. The reduction in road right of way is only possible if one sidewalk is eliminated. We think it is unreasonable and unfair to say 2 sidewalks are required on our site, but only one immediately next door.

The argument in favor of this variance, contained in the staff report, says in part that it is to make odd shaped lots easier to build on and does not establish a precedent. We beg to disagree. The applicant purchased the subject property in the full knowledge that a portion of the land on the east side could not be developed until adjacent land to the east is developed or alternatively Richmond would have to be convinced that they should purchase the remainder for future park. The subdivision layout that was presented at public hearing specifically showed 27 saleable lots in a simple north south grid pattern and a remainder parcel. The proposed variance shows no such parcel and 28 immediately

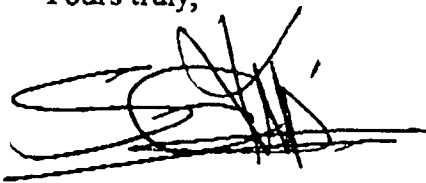
saleable lots. We attach copies of both layouts so you can see how much things have changed.

If the applicant reduced the number of lots by one, the 17 meter right of way could easily be accommodated and the necessity for the requested lot width variance would also be negated.

If this Variance Permit is granted then Richmond is saying that local roads only need one sidewalk. You can be assured that all developers in the future will be asking for the same variance.

The proposed subdivision layout and house plans raise other issues which are not under the purview of the Development Permit Panel - we will be writing to the City of Richmond separately on these matters.

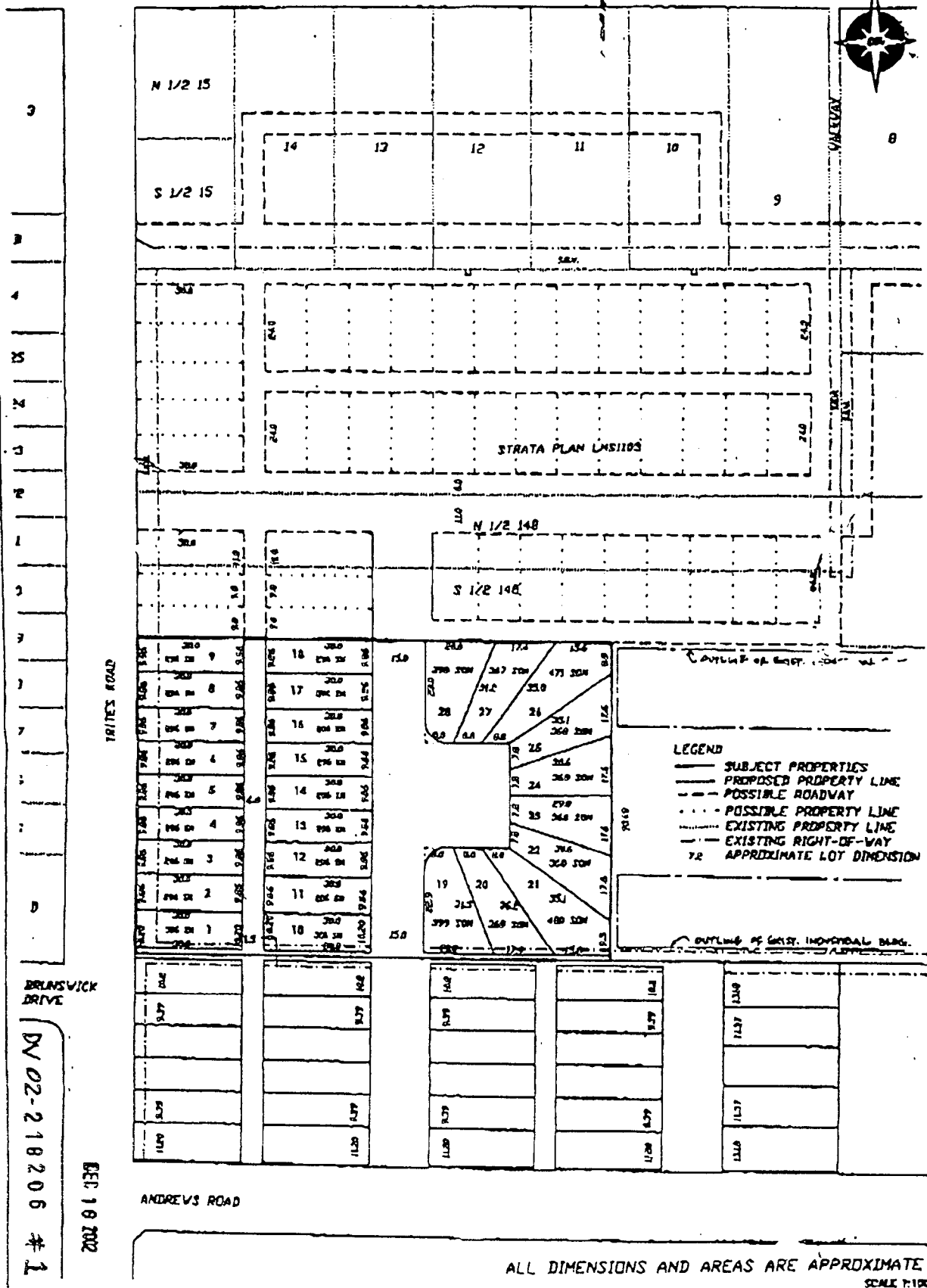
Yours truly,



Steve Kurrein
General Manager, Residential Development

cc. Holger Burke, City of Richmond
Janet Lee, City of Richmond

MONCTON STREET



BRUNSWICK DRIVE

DV 02-218206 #1

DEC 10 2002

ANDREWS ROAD

ALL DIMENSIONS AND AREAS ARE APPROXIMATE
SCALE 1:1000

12380/12420 TRITES ROAD - SUBDIVISION LAYOUT

DS Lee Engineering

308 - 8171 Cuth Road, Richmond, BC Tel: (604) 276-8565

Rev#	Date	Drawn	Ch'd	Comment
0	0 DEC 02	DSL	DSL	FOR DISCUSSION PURPOSES

MONCTON STREET



WALKWAY

N 1/2 15

S 1/2 15

14

13

12

11

10

9

8

SRV

STRATA PLAN LMS1103

SRV

SRV

TRITES ROAD

TURNAROUND ROW

1

2

N 1/2 148

S 1/2 148

LEGEND

- SUBJECT PROPERTIES
- PROPOSED PROPERTY LINE
- - - POSSIBLE ROADWAY
- · · POSSIBLE PROPERTY LINE
- · · · · EXISTING PROPERTY LINE
- - - EXISTING RIGHT-OF-WAY
- 7.2 APPROXIMATE LOT DIMENSION

3

D

4

25

24

3

2

1

0

9

3

7

5

i

D

BRUNSWICK DRIVE

480

PROGRESS

CONSTRUCTION LTD.

5591 NO. 3 ROAD - RICHMOND, B.C. V6X 2C7

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

To Development Permit Panel
Date: <u>January 15, 2003</u>
Item # <u>5</u>
Re: <u>DV 02-218206</u>
<u>12380 + 12420 Trites Rd.</u>

January 12th 2003

Dear Sirs,

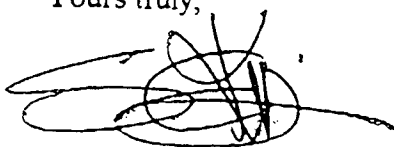
Re : Application for Development Variance Permit DV 02 - 218206, Suncor Development Corporation

Further to our letter of January 7th 2003, we write to clarify our position in this matter.

We are prepared to support the variance application providing the following issues are addressed :

1. That a 15 meter right of way become the accepted standard for all internal roads adjoining the subject application.
2. That a single sidewalk be the acceptable servicing standard for such roads.
3. That the subdivision concept plan for adjacent lands be the same as that presented at the Public Hearing and specifically that on the adjacent lands to the north, no rear lane be required and no egress to Trites Road.
4. That any garage or coach house located in a rear yard with no rear lane or other separation from adjacent yards, be extensively landscaped with mature vegetation to shield it from adjacent rear yards. This would apply to proposed lots 22 to 28 inclusive.

Yours truly,



Steve Kurrein

General Manager, Residential Development



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e-mail address: progressivedev@telus.net