



CITY OF RICHMOND

REPORT TO COUNCIL

TO: Richmond City Council
FROM: David McLellan & Jim Bruce
Chairs, Development Permit Panel
DATE: April 4, 2001
FILE: 0100-20-DPER1
RE: Development Permit Panel Meetings Held in March 2001

PANEL RECOMMENDATION

1. That the recommendations of the Panel to authorize the issuance of:
 - i) a Development Permit (DP 00-183413) for the property at 10411 Hall Avenue;
and
 - ii) a Development Variance Permit (DV 01-112585) for the property at 11331
Coppersmith Way.be endorsed, and the Permits so issued.
2. That the revised trail location and landscaping plan at 23231 Hamilton Road, 23211 &
23251 Dyke Road be deemed to be in general compliance with the Development Permit
(DP 00-086732) issued for that property.


David McLellan & Jim Bruce
Chairs, Development Permit Panel

PANEL REPORT

The Development Permit Panel considered at its meeting held on March 14, 2001:

DP 00-183413 – TOMIZO YAMAMOTO ARCHITECTS LTD. – 10411 HALL AVENUE

The proposal to construct 27 townhouses in the neighbourhood west of Highway 99 and south of Cambie Road did not generate any public comment. The new design for the site was considered to be superior to that previously approved by Council especially in regard to the presentation of the buildings to the public street.

The Panel recommends that the permit be issued.

The Development Permit Panel considered at its meeting held on March 28, 2001:

DV 01-112585 – RIVERSIDE PROFESSIONAL CENTRE LTD. – 11331 COPPERSMITH WAY

The vary the maximum height of an office building in the business park south of Steveston Highway and west of Coppersmith Place did not generate any public comment. The Panel found the architectural design to be quite attractive and the variance would provide for more effective screening of the roof top mechanical equipment.

The Panel recommends that the permit be issued.

DP 00-086732 – S511 HOLDINGS LTD. – 23231 HAMILTON ROAD, 23211 & 23251 DYKE ROAD

The proposal to subdivide lands east of the Queens Canal at Dyke Road has advanced to the point where the detailed engineering has indicated that there is insufficient space to accommodate both the road and the trail. The Panel reviewed a scheme to accommodate the trail on the west side of Queens Canal which was found acceptable provided that the appropriate compensating landscaping was provided.

The Panel recommends that the revised trail location and landscaping plan be deemed to be in general compliance with the Development Permit issued.

DJM:djm



MINUTES

DEVELOPMENT PERMIT PANEL

Wednesday, March 28, 2001

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: David McLellan, General Manager, Urban Development Division
Terry Crowe, Manager, Policy Planning
Lani Schulz, Manager, Corporate and Strategic Planning

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 March 14, 2001 be adopted.

CARRIED

2. **DEVELOPMENT VARIANCE PERMIT DV 99-167938**

(Report: March 02/01 File No.: DV 99-167938) (REDMS: 218713)

APPLICANT: Interface Architecture Inc.

PROPERTY LOCATION: 9140 Granville Avenue

INTENT OF PERMIT:

1. To retain the existing side yard setback variance along the west property line of 3.575 m (11.73 ft.) rather than the 7.5 m (24.606 ft.) required in the Assembly District (ASY);
2. To vary the parking setback along Heather Street and Granville Avenue from 3 m (9.843 ft.) to 1.5 m (4.921 ft.);
3. To vary the standard parking space width from 2.65 m (8.694 ft.) to 2.50 m (8.20 ft.), and the small parking space from 5.0 m (16.404 ft.) x 2.4 m (7.874 ft.) to 4.60 m (15.092 ft.) x 2.30 m (7.546 ft.);

4. To vary the entrance of the east/west manoeuvring aisle from 7.5 m (24.606 ft.) to 6.73 m (22.08 ft.); and
5. To vary the number of standard parking spaces from 70% to 54%.

APPLICANT'S COMMENTS

Mr. John Lo, Interface Architecture Inc., provided meeting notes to the Panel and these are attached as Schedule 1 and form a part of these minutes. Mr. Lo noted the sideyard setback and parking variances. He explained that the gymnasium was to be demolished and in its footprint a two storey building would be provided that would retain the footprint while adding 2500 square feet of space.

The first Development Permit application had not required additional parking spaces, however, the current proposal was developed after having worked closely with the Planning and Transportation departments over the last few months.

STAFF COMMENTS

The Manager, Development Applications, Joe Erceg, reviewed the report. Mr. Erceg advised the Panel that the parking variance was to alter the dimensions of the stalls, and that this had been reviewed with the Transportation Department and was deemed to be acceptable. The enhanced landscaping was also noted.

In response to a question from the Chair pertaining to the long term plans of the church, Mr. Lo explained that the Church had purchased a second site on Sexsmith Road and that the two sites should be adequate for the Church's needs for the next ten years.

It was confirmed that the proposed planting types had been reviewed with the Parks Department.

GALLERY COMMENTS

None

CORRESPONDENCE

John Reykdal – 7071 Heather Street, Richmond – attached as Schedule 2.

PANEL DISCUSSION

The Panel supported the application noting the innovative means used in the design of the parking arrangement.

PANEL DECISION

It was moved and seconded

That a Development Variance Permit be issued for 9140 Granville Avenue which would give permission to:

- 1.) Retain the existing side yard setback variance along the west property line of 3.575 m (11.73 ft.) rather than the 7.5 m (24.606 ft.) required in the Assembly District (ASY);***

- 2.) *Vary the parking setback along Heather Street and Granville Avenue from 3 m (9.843 ft.) to 1.5 m (4.921 ft.);*
- 3.) *Vary the standard parking space width from 2.65 m (8.694 ft.) to 2.50 m (8.20 ft.), and the small parking space from 5.0 m (16.404 ft.) x 2.4 m (7.874 ft.) to 4.60 m (15.092 ft.) x 2.30 m (7.546 ft.);*
- 4.) *Vary the entrance of the east/west manoeuvring aisle from 7.5 m (24.606 ft.) to 6.73 m (22.08 ft.); and*
- 5.) *Vary the number of standard parking spaces from 70% to 54%.*

CARRIED

3. **DEVELOPMENT PERMIT DP 00-180949**
(Report: March 6/01 File No.: DP 00-180949) (REDMS: 288071)

APPLICANT: Riversong Inn Ltd.

PROPERTY LOCATION: 3900, 3940, 3960, 3971, 3980 Bayview Street and 12280 1st Avenue

INTENT OF PERMIT:

To allow the construction of a commercial development and parking on two lots zoned Steveston Commercial (Two-Storey) District (C4), and that would:

1. Vary the provisions of the *Zoning and Development Bylaw* to:
 - reduce the number of required off-street parking spaces from 53 to 48;
 - vary the width of drive-aisles from 7.5 m (24.606 ft.) to 6.7 m (22 ft.);
 - reduce the parking setback to a property line that abuts a public road from 3 m (9.843 ft.) to 0 in some locations, and reduce the other parking setback from a property line from 1.5 m (4.921 ft.) to 0 in some locations;
 - reduce the number of full-size parking stalls from 70% to 65%; and
 - permit the City lane to be used as a manoeuvring aisle for up to 8 parking stalls.
2. Allow the development of the foreshore in a manner which mitigates, as far as practicable, against the loss of the Environmentally Sensitive Area (ESA).

APPLICANT'S COMMENTS

Mr. Bill Fisher, Architect, and Mr. Bob Biely, Director, Riversong Inn Ltd., addressed the Panel.

Mr. Fisher, with the aid of an artists renderings and drawing, aerial photographs and a model, explained the location and siting of the property. The total project area was 9800 square feet in two separate buildings on the south property. Parking was to be provided on the north property. A public walkway was located on the west side which connected to the south side boardwalk. The design conforms to the Steveston Area Plan guidelines. The two roof forms are joined by an arbor which frames the view to the water. Wood details and canopies are used around the building and the exterior material is to be hardiplank.

There are 44 parking spaces on the north property, which is accessed from 1st Avenue. The landscape plan was briefly reviewed with the note that the central walkway will be of stamped concrete with a pattern.

STAFF COMMENTS

The Manager, Development Applications, Joe Erceg, reviewed the report noting that the project generally complied with Development Permit guidelines. The variances were thought to be minor and supportable. The applicant has agreed to fund an upgrade of the north parking lot on Bayview Street.

The site was noted to contain an ESA area with relatively little vegetation. It was suggested that a Development Permit could be issued subject to receipt of the FREMP recommendations.

The box culvert was to be reviewed during the servicing agreement process. The north parking lot was noted to require vegetation and it was suggested by the Panel that there be a Plan B for landscaping in the north lot. Mr. Erceg said that an opportunity should exist for planting on the edge of the right of way.

A brief discussion on Steveston parking issues, which included the use of the loading bays, took place. Mr. Biely advised that the Steveston Landing loading bays were well used.

CORRESPONDENCE

None

GALLERY COMMENTS

None

PANEL DISCUSSION

The Panel complimented the public walkway connection to the Boardwalk.

PANEL DECISION

It was moved and seconded

That a Development Permit be issued, subject to receipt of the FREMP recommendations and a Plan B landscape plan for the north lot, for 3900, 3940, 3960, 3971, 3980 Bayview Street and 12280 1st Avenue that would allow the construction of a commercial development and parking on two lots zoned Steveston Commercial (Two-Storey) District (C4), and that would:

- 1. Vary the provisions of the Zoning and Development Bylaw to:***
 - reduce the number of required off-street parking spaces from 53 to 48;***
 - vary the width of drive-aisles from 7.5 m (24.606 ft.) to 6.7 m (22 ft.);***
 - reduce the parking setback to a property line that abuts a public road from 3 m (9.843 ft.) to 0 in some locations, and reduce the other parking setback from a property line from 1.5 m (4.921 ft.) to 0 in some locations;***
 - reduce the number of full-size parking stalls from 70% to 65%; and***

- **permit the City lane to be used as a manoeuvring aisle for up to 8 parking stalls.**

2. Allow the development of the foreshore in a manner which mitigates, as far as practicable, against the loss of the Environmentally Sensitive Area (ESA).

CARRIED

4. DEVELOPMENT PERMIT DP 00-183611

(Report: March 5/01 File No.: DP 00-183611) (REDMS: 297089)

APPLICANT: Louie and Maureen Pulice

PROPERTY LOCATION: 9371 Blundell Road

INTENT OF PERMIT:

1. To permit the construction of a two-building multi-family development on a site zoned Comprehensive Development District (CD/28); and
2. To vary the regulations in the *Zoning and Development Bylaw* to:
 - a) Increase the allowable height of buildings from 9 m (29.528 ft.) to 10.8 m (35.433 ft.) and outside of the residential vertical building envelope; and
 - b) Allow parking stalls to be arranged in such a manner as to permit manoeuvring on the City lane.

APPLICANT'S COMMENTS

Mr. Fred Von Drathen, Architect, accompanied by Mr. Pulice, with the aid of an artist's renderings and drawings, reviewed the proposed multi family and detached single family units. The lot was noted to be a tight fit; the design conformed to the McLennan South guidelines. Mr. Von Drathen said that the project was heavily burdened by the cost of the lane.

STAFF COMMENTS

The Manager, Development Applications, Joe Erceg, explained that the plans generally conformed to the guidelines and that staff supported the minor variances.

In response to a question from the Chair regarding drainage and the sunken patio, Mr. Von Drathen said that retaining facilities would be implemented and that drainage pipes were below the grade of the patio. It was also determined that the actual colours to be used would be more vibrant than those presented.

GALLERY COMMENTS

None

CORRESPONDENCE

None

PANEL DISCUSSION

The Chair commended the attractiveness of the site.

PANEL DECISION

It was moved and seconded

That a Development Permit be issued for a property at 9371 Blundell Road that would:

- 1. Permit the construction of a two-building multi-family development on a site zoned Comprehensive Development District (CD/28); and***
- 2. Vary the regulations in the Zoning and Development Bylaw to:***
 - a) Increase the allowable height of buildings from 9 m (29.528 ft.) to 10.8 m (35.433 ft.) and outside of the residential vertical building envelope; and***
 - b) Allow parking stalls to be arranged in such a manner as to permit manoeuvring on the City lane.***

CARRIED

5. DEVELOPMENT VARIANCE PERMIT DV 00-184600

(Report: February 26/01 File No.: DV 00-184600) (REDMS: 286603)

APPLICANT: Stefan Wiedemann

PROPERTY LOCATION: 12831 No. 4 Road

INTENT OF PERMIT: To vary the maximum setback in the Agricultural District (AG1) from 50 m to 260 m from No. 4 Road in order to permit the construction of a new single-family dwelling outside and east of the Woodward Slough Environmentally Sensitive Area (ESA).

APPLICANT'S COMMENTS

Mr. Stephan Wiedemann, Architect, with the aid of an artist's renderings and drawings, provided explanation for the proposed siting of the buildings. A photoboard was used to illustrate the existing landscaping; all current trees will be retained. A two stage filtration pond is proposed that would drain into the slough. The owner was prepared to enter into a covenant with the City to protect the 50m setback. The owner was willing to deed 1400m of the top of the bank property to the City.

STAFF COMMENTS

The Manager, Development Applications, Joe Erceg, said the variance requested was substantial. The City owned Woodward Slough, which separates the subject property from Finn Road, runs along the entire west boundary of the site. The proposed location of the new house clusters the house with the existing houses on Finn Road.

Mr. Wiedeman provided information on the farm uses that were proposed for the property, animal husbandry and hay production, and also the reasoning behind not

locating the buildings further north - the proposed location provides the preferred view line from Finn Road and did not impair the use of the remainder of the property.

It was confirmed for the Chair that the existing buildings on the property are not of a heritage nature. Mr. Erceg said that while staff do not usually encourage these types of variances, this site was unique with clear advantages from the ESA perspective; and that the house siting was more appropriate than a No. 4 Road location.

GALLERY COMMENTS

None

CORRESPONDENCE

None

PANEL DECISION

It was moved and seconded

That a Development Variance Permit be issued to vary the maximum setback in the Agricultural District (AG1) from 50 m to 260 m from No. 4 Road in order to permit the construction of a new single-family dwelling outside and east of the Woodward Slough Environmentally Sensitive Area (ESA).

CARRIED

6. DEVELOPMENT VARIANCE PERMIT DV 01-112585

(Report: February 23/01 File No.: DV 01-112585) (REDMS: 291151)

APPLICANT: Riverside Professional Centre Ltd.

PROPERTY LOCATION: 11331 Coppersmith Way

INTENT OF PERMIT: To vary the maximum height for buildings in Comprehensive Development District (CD/34) from 12 m (39.37 ft.) to 12.446 m (40.833 ft.) for the roof of a proposed three-storey building and to 13.767 m (45.166 ft.) for architectural screening of the roof top mechanical equipment.

APPLICANT'S COMMENTS

Mr. David Porte, Riverside Industrial Centre, explained that two height relaxations were necessary to accomplish the overall height of the building and to provide screening for the roof top mechanical equipment.

STAFF COMMENTS

The Manager, Development Applications, Joe Erceg, briefly reviewed the staff report.

GALLERY COMMENTS

None

CORRESPONDENCE

None

PANEL DECISION

It was moved and seconded

That a Development Variance Permit be issued for 11331 Coppersmith Way which would vary the maximum height for buildings in Comprehensive Development District (CD/34) from 12 m (39.37 ft.) to 12.446 m (40.833 ft.) for the roof of a proposed three-storey building and to 13.767 m (45.166 ft.) for architectural screening of the roof top mechanical equipment.

CARRIED

7. NEW BUSINESS

GENERAL COMPLIANCE – REQUEST FROM S511 HOLDINGS LTD. FOR A GENERAL COMPLIANCE RULING AT 23231 HAMILTON ROAD AND 23211 & 23251 DYKE ROAD

(Report: March 28/01 File No.: DP 00-086732) (REDMS: 324301)

STAFF COMMENTS

Mr. Alex Jamieson, Planner, advised the Panel that unforeseen potential damage to the ESA had been identified during the engineering process of the road construction. The applicants, had, therefore, revised the plans to relocate the trail to the west side of the canal. Restoration planting was recommended to compensate for plants lost during the construction of the trail.

APPLICANT'S COMMENTS

Mr. Jim Braedon, Phillips Farevaag and Smallenberg, Architects, accompanied by Mr. Glen Brandt, Progressive Properties, said that there were safety issues around the old alders and that they were willing to plant the new trees now which would render the five year maintenance plan unnecessary.

PANEL DISCUSSION

The Chair noted that the relocation of the trail to the west side would provide continuity along the road.

PANEL DECISION

It was moved and seconded

That the attached plans for a trail with compensation planting at 23231 Hamilton Road and 23211 & 23251 Dyke Road be considered to be in general compliance with DP00-086732 issued by Council.

CARRIED

8. ADJOURNMENT

It was moved and seconded

That the meeting be adjourned at 4:53 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, March 28, 2001.

David McLellan
Chair

Deborah MacLennan
Recording Secretary