



City of Richmond
Urban Development Division

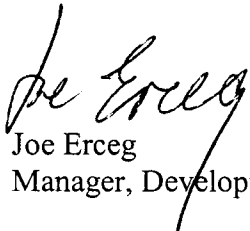
**Report to
Development Permit Panel**

To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: April 7, 2003
File: DP 02-221446
Re: **Application by Grand Span Dev. Ltd. for a Development Permit at
4791 Steveston Highway**

Manager's Recommendation

That a Development Permit be issued for 4791 Steveston Highway, on a site zoned Comprehensive Development District (CD/135), which would:

- 1) Allow the development of eight (8) detached single-family townhouses and two (2) duplex townhouses for a total of twelve (12) townhouse units containing a total floor area of 2,002 m² (21,550 ft²); and
- 2) Vary the provisions of Zoning and Development Bylaw 5300 to allow tandem parking for four (4) units.



Joe Erceg
Manager, Development Applications

BFG:blg
Att.

Staff Report

Origin

Grand Span Dev. Ltd. has applied to the City of Richmond for permission to develop eight (8) detached single-family townhouses and two (2) duplex townhouses for a total of twelve (12) units at 4791 Steveston Highway.

A copy of the development application filed with the Urban Development Division is appended to this report.

Development Information

Site Area:	3,640.101 m ² (39,183 ft ²)
Building Area:	2,001.995 m ² (21,550 ft ²)
Density:	32 du per ha 13 du per ac.
Site Coverage:	40% Allowed 36% Proposed
F.A.R.:	0.55 or 2,001.995 m ² (21,550 ft ²) Allowed 0.55 or 2,001.995 m ² (21,550 ft ²) Proposed
Parking:	27 Spaces (24 resident spaces and 3 visitor spaces) Required 27 Spaces (24 resident spaces and 3 visitor spaces) Proposed

Findings of Fact

Criteria and policies for the issuance of Development Permits appear in Schedule 2 of Bylaw 7100, the Official Community Plan, 2.4 Steveston Area Plan. The Development Permit guidelines are followed by the applicant's response in *bold italics*.

8.2 Development Permit Guidelines

8.2.1 Settlement Patterns

- .1 Cohesive Environment: Integrate private and public road/pathways. Avoid "insular neighbourhoods" and respect site context. Provide public waterfront views and access. *Complies.*
- .2 Pedestrian Oriented Development: Establish small blocks easy to walk, a cohesive public trail network, built form at a human scale plus improved access to local services and amenities. *Complies.*
- .3 Neighbourhood Identity: Enhance features such as edges, focal points, and nodes that make neighbourhoods distinct and improve linkages. Build on local character attributes and define links between neighbourhoods. *Complies.*
- .4 Views: Provide views to the river and Sturgeon Bank. Incorporate views of Steveston Village from the river and contribute to attractive public streets and public spaces. *Complies.*

- .5 Natural, Built, and Human Heritage: Retain, respect, reuse, and enhance public enjoyment of historic structures, sites and their contexts. Protect and enhance significant landscape features. Provide complementary amenities such as trails. Celebrate the heritage of Steveston through public art and other means. **Complies.**

8.2.2 Massing and Height

- .1 Cohesive Character Areas: Respect adjacent existing development. **Complies.**
- .2 Shifts in Scale: Ensure gradual transition between larger riverfront structures and existing low-rise residential buildings. Use changes in scale to reinforce significant areas. **Not Applicable.**

8.2.3 Architectural Elements

- .1 Animated streetscapes provide visual diversity, human scale, and pedestrian orientation. Use architectural elements and special treatments to enhance special areas and distinguish public to private transitions.
 - .1 Retail shops should: **Not Applicable.**
 - .1 Front streets not parking lots and utilize shop windows for displays.
 - .2 Provide an average frontage of 4.6 m with a maximum frontage of 15.2 m.
 - .3 Where appropriate, provide outdoor displays and restaurant seating up to 37 m² in size. If enclosed, fencing should not exceed 0.9 m in height.
 - .2 Residential neighbourhoods should:
 - .1 Provide grade oriented units with individual front doors adjacent to public roads or along internal streets. **Complies.**
 - .2 Promote public accessibility, off-street routes should extend no further than 76 m before being intercepted by a publicly accessible street and no further than 36 m before being intercepted by an alternative pedestrian route (i.e. trail, lane, or driveway). **Complies.**
 - .3 Industrial development should: **Not Applicable.**
 - .1 Provide windows and doors onto streets in high pedestrian areas.
 - .2 Incorporate fenced service and storage yards for security and safety but maintain significant views and enhance properties with vegetation, street furniture, public art, etc.
 - .3 Parking to be kept away from public view.
 - .4 Visually interesting buildings that complement adjacent development. .
 - .4 Marinas should: **Not Applicable.**
 - .1 Allow views of the water.
 - .2 Include shelter from sun, wind and rain.
 - .3 Provide architectural features or public art to create distinctive landmarks.
 - .4 Incorporate interpretative material to enhance public appreciation of the area.
- .2 Roofscapes
 - .1 Roofing forms and materials should be consistent with the traditional character of Steveston. **Complies.**
 - .2 Mechanical equipment must be concealed from view. **Complies.**
 - .3 Vents must be positioned to avoid negative impact on adjacent residential uses. **Complies.**
- .3 Exterior Walls and Finishes
 - .1 Front facades-should incorporate projecting and/or recessed features. **Complies.**
 - .2 Use high quality building materials that are natural, durable and preferably wood or non-patterned stucco. **Complies. (Hardi-plank.)**
 - .3 Trim should be simple and designed to enrich the architectural character of the structure. **Complies.**
 - .4 Building colours should be compatible with the traditional character of Steveston. **Complies.**

- .5 Exposed end or party walls should be finished consistent with the front façade of the building. **Complies.**
- .4 Weather Protection
 - .1 Weather protection shall be provided for retail areas at grade, shared residential building entries, transit stops, buildings set far back from sidewalks, places of public gathering and anywhere a gap of existing weather protection can be filled. **Complies.**

8.2.4 Landscape Elements

- .1 Public Open Spaces
 - .1 Facilitate the physical and visual continuity of the open space network in Steveston. **Complies.**
 - .2 Provide open space along the riverfront in the form of boardwalks and natural areas.
 - .3 Enhance the openness of public spaces onto roads. **Complies.**
 - .4 Incorporate privately owned publicly accessible open spaces where they enhance the relationship of the development with neighbouring uses.
 - .5 Open onto parks and trails creating pedestrian friendly edge treatments designed to enhance safety, surveillance, accessibility, etc.
 - .6 Complement the intended activities of any adjacent open space.
- .2 Street Edges
 - .1 Provide high quality, co-ordinated street improvements. **Complies.**
 - .2 Restrict driveway entries along sidewalks and provide safe, pedestrian friendly crossings. **Complies.**
 - .3 Conceal utility wires and related equipment. **Complies.**
 - .4 Create “display gardens” and provide public art. **Complies regarding gardens, not to public art.**
- .3 Private Open Spaces
 - .1 Deck and patio design should be a natural extension of indoor spaces. **Complies.**
 - .2 Designed with a maximum of a half-storey difference between usable outdoor space and the primary indoor area. **Complies as to eight (8) units, the four duplex units have a greater separation to grade than one-half storey.**
 - .3 Usable front yards that maintain some view of the street with no high fences, provide privacy for residents, create layers of transition between the street and the building. **Complies.**
 - .4 Main living level should be no greater than 1.2 m difference in elevation from the sidewalk. Where the grade is greater the yard should be raised to an elevation equal to half the total difference in grade. Total grade change should be no steeper than 1 in 3. **Complies.**
 - .5 Consider clustering shared open space.
- .4 Trees and Vegetation
 - .1 Maintain and incorporate existing trees and mature vegetation. **Complies.**
 - .2 Site and select trees to enhance the existing neighbourhood features. **Complies.**
 - .3 Avoid consistent planting of street trees in even rows. **Complies.**
 - .4 Plant native species rather than ornamental vegetation. **Complies.**
 - .5 Incorporate planters, window boxes and container garden for interest and colour. **Complies.**

8.2.5 Parking

- .1 Lanes
 - .1 Access lanes from secondary streets. **Does not comply. The only access to this site is from Steveston Highway.**
 - .2 Minimize driveway crossings of pedestrian routes. **Complies.**
 - .3 Consolidate parking and service entrances. **Complies.**

- .2 Minimize the visual impact of parking by:
 - .1 Concealment of parking structures. ***Complies.***
 - .2 Surface parking lots located at the rear of buildings should be limited in size to 0.13 ha. ***Complies.***
 - .3 Landscape or fence the perimeter with trees and ensure that 70% of any parking lot is shaded. ***Complies.***
 - .4 Ensure parking surface materials complement the treatment of adjacent pedestrian areas. ***Complies.***
- 3 Residential Areas
 - .1 Garage entries should not be located in the front facades. ***Complies.***
 - .2 Garage entries should receive special architectural and landscape treatments. ***Complies.***
 - .3 Driveways are not to be gated and kept as narrow as possible. ***Complies.***
 - .4 Where the garage door of a unit is not adjacent to its front door then a back door should be provided to gain access to the unit interior. ***Complies.***

Development surrounding the subject site is as follows:

To the north, are existing single-family residential dwellings;

To the east, is an existing single-family residential dwelling;

To the south, across Steveston Highway are an existing single-family residential dwellings. Also located across Steveston Highway is a heritage house referred to as the Branscombe House located at 4900 Steveston Highway; and

To the west, is an existing single-family residential dwelling.

Staff Comments

Staff comments are followed by the applicant's response marked in ***bold italics.***

Initial Staff Comments

1. The project statistics summary should be revised and refer to Comprehensive Development District (CD/135). For example, the allowed height in this zone is 11 m (36.089 ft.) within 16 m (52.493 ft.) of Steveston Highway and then 9 m (29.528 ft.) north of this zone. The floor area ratio (F.A.R.) calculations should be shown on the plans. Crawl spaces should be no greater than 1 m (± 3 ft.) in height. ***The applicant has complied.***
2. The rezoning report indicated that a grassed/treed boulevard must be provided between the new sidewalk located adjacent to the new property line and the existing curb along Steveston Highway. This is not reflected on the current Development Permit plans. See also the 'Urban Design Comments' below regarding this issue. ***After further consideration, Richmond Engineering and Works staff reviewing the Servicing Agreement have concluded that leaving the existing sidewalk adjacent to the curb is the appropriate boulevard development strategy. The landscape architect proposes to remove five existing trees (i.e. 4 black locust and 1 poplar) along the boulevard in the vicinity of the new driveway entrance to the site. These trees are an inappropriate species in close proximity to the overhead hydro wires, have been severely pruned and have irregular crowns. As part of the overall compensation package for the removal of existing trees the applicant has proposed to plant 4 magnolia trees along the boulevard strip and retain the remaining 5 large deciduous trees on the boulevard. A total of 28 replacement trees are proposed.***

3. The landscape plan must clearly identify if any existing trees or shrubs are proposed for retention and, if not, what additional landscape compensation will be provided. Please refer to the 'Urban Design Comments'. ***The applicant has complied and proposes to remove a total of 13 existing site trees including 5 existing boulevard trees. The applicant proposes a total of 28 large replacement trees as compensation.***
4. The landscape and architectural plans continue to differ regarding the number and location of proposed trees along the internal driveway. These areas need to be as heavily landscaped as possible. ***The landscape drawings indicate the current proposed planting strategy.***
5. This development qualifies for individual unit refuse and recycling collection provided that adequate service vehicle access can be provided. It is understood that the roadway design has been modified to accommodate the City of Richmond access requirements for service vehicles. Please superimpose the required turning radius information on the site plan. For minimum service vehicle access requirements and other related information please check the City of Richmond, Waste Management Guidelines available on the City website at the following address: www.city.richmond.bc.ca/recycle. ***The applicant indicates that the laneway intersection has been reconfigured to accommodate the minimum turning radius of the Richmond service vehicles but the turning radius has not been superimposed on the site plan.***
6. Consider reducing the side yard space between units to a maximum of 1.219 m (4 ft.) in order to increase the lane width and reduce the amount of side yard area between units (this may mean no openings are permitted under the Building Code if the distance between the buildings is less than 2.438 m or 8 ft.). Furthermore, consider widening the distance from building face to building face along the east-west lane segment to a minimum of 9.601 m (31.5 ft.). ***In order to provide typical roof overhangs of 0.61m (2 ft.) the distance between units has been reduced to 1.524m (5 ft.)***
7. The applicant should review the proposed parking area under the second floor decks of the 'C' units and provide appropriate fire separation. Ensure that a fire hydrant is within 90 m (295ft.) of each entrance to all dwellings. Input from the Richmond Fire Department is required regarding emergency fire fighting access. ***The applicant indicates that 1 hour fire separation will be provided. In addition, the applicant has submitted a preliminary code analysis.***
8. The Transportation Department has concerns about the accessibility of the visitor parking spaces adjacent to the property lines. These visitor parking spaces need to be identified and designated as such on the plans. Shift the visitor parking stalls away from the property line. ***Additional manoeuvring provisions for the visitor parking stalls have been incorporated into the site plan.***
9. The grade difference between the stairs, doors and decks facing Steveston Highway should be reduced as much as possible. Sections indicating the site grades and any retaining walls (particularly visible from Steveston Highway) would be helpful. ***The applicant does not wish to assign floor space within the units to entry stairs therefore the entire grade change from the boulevard to the main living level for the units along Steveston Highway occurs in a single run of stairs with a small porch landing at the door. Providing intermediate landings or increasing the size of the porch would extend the porch projections into the road setback and result in a road setback variance.***

10. Perspective renderings and a model are required for this project. ***The applicant has confirmed that a model and renderings will be provided for the Development Permit Panel meeting.***
11. If there is no opportunity to provide an indoor amenity space within this development, then the applicant should provide to the City of Richmond, a contribution in the amount of \$12,000.00 (\$1,000.00 per unit x 12 units) towards the provision of indoor amenity space elsewhere in the City. ***The applicant has not agreed to provide a \$12,000.00 contribution for the provision of indoor amenity space elsewhere in the City.***
12. Provide a series of continuous sectional elevations across the site to illustrate the relationship between the proposed buildings and the existing residential lots around the site including proposed grade transitions around the perimeter of the site and the proposed landscape buffering and screening to adjacent, existing single-family residential dwellings. ***The applicant has complied.***
13. In addition to architectural elevations for each façade of every building, provide a series of continuous building elevations around the entire perimeter of the site. ***The applicant has complied.***
14. The use of vinyl siding is discouraged while wood or hardi-plank siding with wood trim is encouraged. Consider incorporating a secondary exterior cladding material into the façade design, and ensure that the secondary cladding material wraps around building corners and appears on more than one elevation. ***No vinyl cladding will be used; the proposed cladding will consist of 'Hardi-Panel, Hardi-Plank or Hardi-Shingle'.***
15. The applicant is requested to design the lane according to minimum City standards. See the attached typical sketch – Schedule 2. The lane can be drained with a centre swale or crowned. The lighting should not create glare to provide direct illumination into the adjacent units. The applicant is encouraged to provide a minimum concrete walkway with a minimum width of 1.5 m (4.921 ft.) adjacent to the public lane. ***The detailed design of the lane will be covered in the Servicing Agreement including the driveway entrance, rollover curbs, sub-surface drainage and overhead lighting. The applicant has provided a 1.219m (4 ft.) walkway on both sides of the north-south lane and a 0.914m (3 ft.) walkway along the north side of the east-west lane.***
16. Consider installing pedestrians scale, decorative lampposts and light fixtures along the proposed laneway. ***The applicant has indicated a preference for decorative laneway lighting however the detailed design of the lane will be dealt with in the Servicing Agreement.***
17. Define all the proposed paving materials on the ground plane. The use of decorative paving materials is encouraged. ***The applicant has indicated the intent with regard to decorative paving on walkways, patios and the laneway however the detailed design of the laneway paving will be dealt with through the Servicing Agreement.***
18. Consider an entry sign/mail kiosk and enhanced landscape treatment in the vicinity of the main vehicle entry for the project. ***The applicant has complied.***
19. Identify any significant existing vegetation on or immediately adjacent to the subject site intended to be retained and show the location of protection fencing or hoarding during the construction period. ***Acknowledged by the applicant.***

20. Consider enhanced landscape buffering and screening between the proposed residential units and the surrounding single-family residential properties. ***The applicant has complied with additional small tree planting in the side and rear yards.***
21. Identify the location and height of all existing and proposed fences on the site plan or landscape plan. Indicate existing fences to be retained and the location of proposed new fences. Agree to repair, replace and/or paint any existing perimeter fence to be retained subject to the approval of the owner. Provide a design detail for all proposed fences. ***The applicant has complied.***
22. Use a variety of landscape treatments to create a layered frontage that defines private from public space along Steveston Highway but still retains a strong connection between the unit entries and the street. Consider a combination perimeter fence, entry gate and overhead trellis structure in this regard. Design the railings and fences with jogs that permit the retention of the existing large trees along Steveston Highway complete with supplemental tree and shrub planting. ***The applicant has complied and also setback the fence along Steveston Highway to accommodate foundation planting in front of the fence on private property.***
23. Provide appropriate boulevard street tree planting along Steveston Highway given the desire to retain as many healthy, existing trees along Steveston Highway. Space any proposed street trees with consideration to conflicts with existing trees and existing or proposed utilities. ***The applicant has complied. See item 2 above.***
24. Provide typical cross sections, conceptual site grades and spot elevations at key locations to better illustrate the proposed site grading strategy for the lane and around the perimeter of the site. Indicate the schematic location of perimeter drainage around the perimeter of the site. ***The applicant has included proposed spot elevations at key location on the landscape plan but typical cross sections at the perimeter of the site have not been provided to more clearly explain the intent of site grading. The applicant has agreed to provide 2 typical cross sections at the property line for the Development Permit Panel meeting.***
25. Consider raised panel garage door units or upper level glazing in the double garage doors. ***The applicant has complied.***

Development Coordinator Comments

1. Any variances need to be clearly identified on the plans. ***The request to permit tandem parking is the only variance. The 'C' units have in effect 3 parking spaces (i.e. 2 tandem stalls internally and 1 covered outside stall). Richmond staff have expressed a concern regarding the possible conversion of 1 internal parking stall to habitable space however the proposed development conforms with the zoning. If this issue had been identified at the rezoning stage the 'C' units could have been located closer together with the elimination of the outside parking stalls. This in turn would have created additional side yard space to deal more effectively with the grade transition in the side yards of the 'C' units. Given the current situation, staff recommends a covenant restricting the conversion of garage space to habitable space. In addition, staff recommend that this issue be identified in the 'prospectus'.***
2. Lawn should be considered between the detached units and the fences should be removed. ***The applicant proposes the side yards between buildings as screened, storage areas and believes that gravel is the appropriate surface treatment.***

3. A landscape Letter of Credit in the amount of \$43,100.00 ($\pm 21,550 \text{ ft}^2 \times \$40.00/\text{ft}^2 \times 5\%$) is required prior to Council consideration. ***Acknowledged by the applicant.***
4. This project is subject to rezoning conditions as identified in the rezoning report (Richmond rezoning file RZ 01-198910 - see REDMS document # 719756). The following is a list of requirements to be dealt with prior to final adoption of the rezoning application which have been taken from the rezoning staff report:

Legal requirements, specifically:

1. *A 2m wide road dedication across the entire frontage of Steveston Highway;*
2. *The registration of a restrictive covenant ensuring that there be no direct vehicular access to Steveston Highway and that the only means of access is to the lane.*

Development requirements, specifically:

1. *The granting of a 6 m wide right-of-way (Public passage and utilities) for the lane over the proposed drive aisle;*
2. *Enter into the City's standard Servicing Agreement for the design and construction of the following works:*
 - a) *Provision of a 1.5 m concrete sidewalk located adjacent to the new property line and a grassed/treed boulevard between the new sidewalk and the existing curb along the entire Steveston Highway frontage;*
 - b) *Lane construction within the 6 m right-of-way, which shall include rollover curbs, asphalt paving, laneway lighting and storm drainage.*
3. *The processing of a Development Permit application to a level satisfactory to the Manager, Development Applications.*

Acknowledged by the applicant. The above rezoning requirements will be completed prior to the Development Permit Panel meeting.

Community Planning Comments

1. Since a site specific Comprehensive Development District zone was created for this site, staff (as well as City Council and the neighbourhood) would not expect any variances to be necessary. The current plans show patio roof projections with post supports extending into the side yards and rear yard setbacks. These variances were not requested during the rezoning process when Comprehensive Development District (CD/135) was established and this zone only allows porches to extend to a maximum of 2.8 m (9.186 ft.) into the front yard. It is recommended that the applicant make minor adjustments to the building layouts in order to eliminate any requested variances for patio roof projections into the side and rear yards.
The applicant has complied and the only requested variance is to permit tandem parking.

Building & Zoning Comments

1. Show the setback requirements as 'minimum' on the site plan. ***The setbacks are noted on the site plan.***
2. Variances are strongly discouraged, however if deck projections are proposed into the required setbacks, then variances will be required. If variances are requested by the applicant then dimension each individual deck projection clearly on the site plan in metric and (imperial) and include a complete list of all requested variances in the project statistical

summary. Preferably, it is recommended that the applicant make minor adjustments to the building layouts in order to eliminate any requested variances for deck projections into the side yards. ***There are no setback variances requested however, there are minor roof projections over patio doors that extend 0.914m (3 ft.) into the rear setback but these projections do not require a variance.***

3. Ensure that a fire hydrant is within 90 m (295 ft.) of each entrance to all dwellings. ***There is an existing fire hydrant on the Steveston Highway boulevard that complies with the above requirement.***
4. If the distance between buildings is less than 2.438 m (8 ft.) then no openings are permitted along these walls. ***The applicant proposes a minimum 1.524m (5 ft.) separation between buildings and there are no wall openings along these façades of those buildings.***
5. Input from the Richmond Fire Department is required regarding emergency fire fighting access. ***Acknowledged by the applicant.***

Urban Design Comments

1. Redesign the building façades along Steveston Highway to reflect and respect the heritage character of the Branscombe House on the south side of Steveston Highway. ***The applicant has complied with minor modifications to the building façades that are partially sympathetic to the heritage character of the Branscombe House.***
2. The porches along Steveston Highway appear understated and out of scale with the façade design along this streetscape. It is suggested that the applicant increase the scale of the entry elements along Steveston Highway. ***Increasing the porches will require a variance.***
3. Provide a tree survey and an arbourist report regarding the existing trees on site. Prior to finalizing the design of off-site improvements through the Servicing Agreement, submit an alternative boulevard design that will permit the retention of as many existing large trees along Steveston Highway as possible. Include in this schematic boulevard design, mitigation measures to enhance the survival of the large existing site trees along Steveston Highway. Identify other existing site trees to be retained and indicate the location of protection fencing or hoarding. ***The location of all existing and previous large site trees has been indicated on the landscape plan. The applicant has already or proposes to remove 13 large, existing trees on the site and the adjacent boulevard. As compensation the applicant proposes 28 replacement trees at a size that is acceptable to Richmond staff. The existing sidewalk will remain adjacent to the curb in order to minimize construction impacts to the remaining large trees along the boulevard. The applicant acknowledges that installation of protection fencing for the existing trees to remain will be required prior to the commencement of construction.***
4. On the landscape plan, identify all recently removed site trees that were greater than 15 cm (6 in.) in caliper size. Also indicate all existing site trees that are greater than 15 cm (6") in caliper size that are proposed for removal. Provide two (2) replacement trees at a minimum size of 10 cm (4 in.) in caliper for each previous and proposed tree removal greater than 15 cm (6 in.) in caliper size. ***The location of all existing and previous large site trees has been indicated on the landscape plan. The applicant has already or proposes to remove 13 large, existing trees on the site and the adjacent boulevard. As compensation the applicant proposes 28 replacement trees at a size that is acceptable to Richmond staff.***

Engineering and Public Works Comments

1. Prior to the Development Permit application proceeding to the Development Permit Panel, ensure the completion of the City of Richmond, Urban Development Division requirements noted in the rezoning staff report (RZ 01-198910). For the off-site improvement requirements as part of the rezoning approval refer to item 4 in the Development Coordinator's comments above. ***Acknowledged by the applicant. The rezoning requirements including the 2m dedication along Steveston Highway, the restrictive covenant limited access, the public rights of passage right of way for the lane and the Servicing Agreement will be completed prior to the Development Permit Panel meeting.***
2. Consider a 1.5 m (4.921 ft.) wide, concrete walkway along one side of the internal laneways. ***The applicant has complied.***

Transportation & Traffic Comments

1. Revise the curb alignment to reflect a driveway crossing rather than curb returns for vehicle entry to this project. ***The applicant has complied and the engineering drawings associated with the Servicing Agreement with detail the roadway entry to the site.***
2. Visitor parking spaces need to be identified and designated as such. ***Acknowledged by the applicant.***

Garbage & Recycling Comments

1. This development qualifies for individual unit refuse and recycling collection provided that adequate service vehicle access can be provided. It is understood that the roadway design has been modified to accommodate the City of Richmond access requirements for service vehicles. Please superimpose the required turning radius information on the site plan. For minimum service vehicle access requirements and other related information please check the City of Richmond, Waste Management Guidelines available on the City website at the following address: www.city.richmond.bc.ca/recycle. ***The applicant indicates that the laneway intersection has been reconfigured to accommodate the minimum turning radius of the Richmond service vehicles but the turning radius has not been superimposed on the site plan.***

Advisory Design Panel Comments

This development application was presented to the Richmond Advisory Design Panel on Wednesday, March 5, 2003. The following text is taken from the relevant minutes of that meeting and refers to agenda item #2. The Design Panel comments are followed by the applicant's response marked in ***bold italics***.

DP 02-221446

4791 Steveston Highway

Applicant: Grand Span Developments Ltd. (represented by Mr. Dana Westermarck)

Architect: Gomerberoff Bell Lyon Architects Ltd.

Landscape Architect: Ito & Associated Ltd.

(Formal Presentation)

The comments of the Panel were as follows:

- A model should have been provided. The front units looked out of place, including the colours used. ***A model will be provided for the Development Permit Panel meeting.***
- The foundation plantings, especially street-side, could be expanded to add to the front yard look; a suggestion that the use of Pieris could block windows; the use of spruce trees, which would fill out with age, was of concern; the use of pavers to complete the internal roadway was suggested; the need to prevent overview of the fences on the side units was noted. ***The applicant has amended the proposed planting along Steveston Highway, increased the amount of decorative paving at the vehicle entry and provided additional small tree planting in the side yards to address the overview into adjacent sites.***
- An opportunity had been missed to have turned the buildings around with garages on the opposite sides to allow more amenable spaces (Mr. Westermarck responded that only one entrance was permitted so a driveway could not run down the two sides of the property). ***This would require 2 driveway entries from Steveston Highway and a less efficient site plan arrangement.***
- The accessible units, good washroom size, and pocket doors were appreciated. ***Acknowledged by the applicant.***
- The site planning and buildings were not ideal, but the lengthy process was acknowledged. The L-shaped buildings were considered awkward, as were the hidden doors. The three-storey buildings at the front of the property were of concern. The front buildings had undistinguished window treatments and a design vocabulary that resulted in a bland, suburban feel. The 'C' units did not appear to be a part of the project. The clear-storey windows were an odd element. The gables require more prominent architectural detailing such as circular vents, etc. The colour of the 'C' units highlighted the separation from the other units. The entries of the 'C' units were not inviting with their small landings and lack of canopy or roof protections. It was suggested that the addition of stone trim at the base of all buildings would better tie the project together. ***The applicant has introduced more heritage character into the façade treatments, revised the glazing and fenestration, adjusted the colour scheme and attempted to make the design of the front and rear units more consistent.***

Critique and Decision

The decision of the Panel was that the project move forward subject to the above noted comments being addressed.

Analysis

Conditions of Adjacency

The conditions of adjacency were a major issue during the rezoning phase. The applicant has responded by adjustments in the site plan and building layout to ensure that there are no requested side or rear yard variances. The patios of the 'C' units are perched approximately 0.8m (2.63 ft.) above the elevation of the adjoining properties. This grade change is accomplished with low retaining walls/sloped bank with a screening hedge around these patios at the upper level. In addition, the applicant has increased the number of proposed small trees to be planted around the perimeter of the site particularly along the side and rear yards to help alleviate the potential overview from the proposed units into the adjacent properties. While this development proposal will result in the loss of 13 large site trees, this proposal will retain the 5

trees along the boulevard, which will help to add scale and maturity to the proposed development. Finally the applicant has made modest gestures to reflect and respect the heritage character of the nearby Bransombe House on the south side of the Steveston highway. Richmond staff appreciates the neighbourhood concerns regarding this development and accordingly have worked with the applicant to mitigate these impacts wherever possible. Richmond staff believes this proposal demonstrates reasonable sensitivity to the surrounding site context and recommend support of this development application.

Site Planning and Layout

The site planning and building layout is dictated by the site access constraints. The lane design will conform to the minimum Richmond standards and the applicant has attempted to locate smaller open spaces around the intersection of the 2 lanes in order to create a larger, central open area. The decorative laneway paving helps to create spaces that are more comfortable to pedestrians at the vehicle entry to the site and at the intersection of the 2 lanes. The applicant has also proposed walkway connections along the both lanes.

Architectural Form and Character

The architect has responded to the concerns of the Design Panel and has introduced more heritage character into the façade treatments, revised the glazing and fenestration, adjusted the colour scheme and attempted to make the design of the front and rear units more consistent.

Landscape Design

The landscape architect has proposed significant replacement tree planting throughout the site as compensation for the loss of 13 large existing trees. This replacement tree planting has been used to green the laneway system, augment the existing boulevard planting and increase the screening and buffering along both the side and rear yards.

Variances

The applicant has requested one (1) variance to allow tandem parking for four (4) units. The 'C' units have in effect 3 parking spaces (i.e. 2 tandem stalls internally and 1 covered outside stall. Richmond staff have expressed a concern regarding the possible conversion of 1 internal parking stall to habitable space however the proposed development conforms with the zoning. If this issue had been identified at the rezoning stage the 'C' units could have been located closer together with the elimination of the outside parking stalls. This in turn would have created additional side yard space to deal more effectively with the grade transition in the side yards of the 'C' units. Given the current situation, staff recommends a covenant restricting the conversion of garage space to habitable space. In addition, staff recommend that this issue be identified in the real estate 'prospectus' for the property. Nevertheless there are numerous recent and relevant precedents to support this variance request for tandem parking. Richmond staff recommends support of the requested variances with the provision of a covenant and notification in the prospectus.

Conclusions

City of Richmond staff support this Development Permit application and recommend approval.



Brian Guzzi, Landscape Architect
Planner - Urban Design

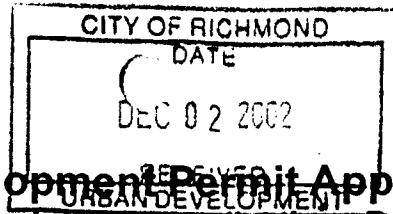
BFG:blg

Prior to final approval of the Development Permit, the applicant is required to provide the following:

1. An Irrevocable Letter of Credit for landscape construction in the amount of \$43,100.00 (21,550 ft² x \$40.00/ ft² x 5%).
2. Provision of a covenant to prevent the conversion of garage space to habitable area and notification of this issue in the prospectus.



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



Development Permit Application
Development Applications Department

(604) 276-4000 Fax (604) 276-4052

Please submit this completed form to the Zoning counter located at City Hall. All materials submitted to the City for a *Development Permit Application* become public property, and therefore, available for public inquiry.

Please refer to the attached forms for details on application attachments and non-refundable application fees.

Property Address(es): 4191 Sturson Hwy
 Legal Description(s): LOT 91 SEC. 35 BAN RTW
Plan 45903 NWD
 Applicant: GRAND SPAN DEV. LTD.

Correspondence/Calls to be directed to:

Name: DANA WESTERMARK
 Address: #21 - 4111 GARRY ST.
RICHMOND ME 219
Postal Code

Te. No.: 604 618 - 2265 241 4657
Business Residence
 E-mail: DANA.WESTERMARK@TEWS.NET 604-241-4697
E-mail Fax

Property Owner(s) Signature(s): [Signature]

Please print name

or
 Authorized Agent's Signature: [Signature]
 Attach Letter of Authorization
DANA WESTERMARK
 Please print name

* SITE PROFILE DONE @ REZONING STAGE RZ01-198910

For Office Use	
Date Received: <u>DEC. 02/2002</u>	Application Fee: <u>\$ 3,810.00</u>
File No.: <u>DP. 02-221446</u>	Receipt No.: <u>15-0011637</u>
<small>Only assign if application is complete</small>	

ENTERED



No. DP 02-221446

To the Holder: GRAND SPAN DEV. LTD.
Property Address: 4791 STEVESTON HIGHWAY
Address: C/O DANA WESTERMARK
#21 – 4111 GARRY STREET
RICHMOND, BC V7E 2T9

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans #1 and #2 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #2 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #1 and #2 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #5 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

To the Holder: GRAND SPAN DEV. LTD.
Property Address: 4791 STEVESTON HIGHWAY
Address: C/O DANA WESTERMARK
#21 – 4111 GARRY STREET
RICHMOND, BC V7E 2T9

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$43,100.00.

- 5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
- 6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF

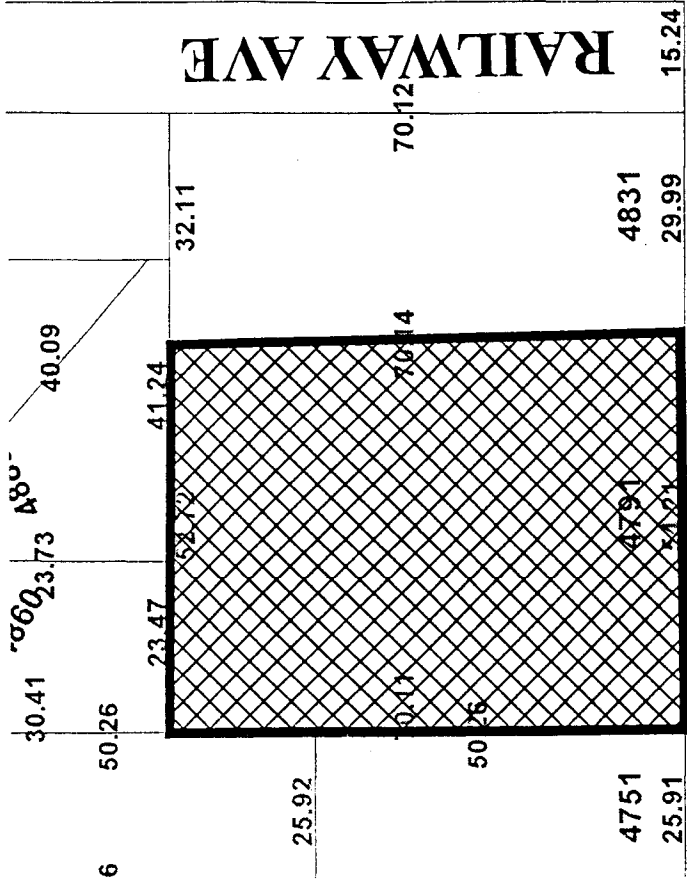
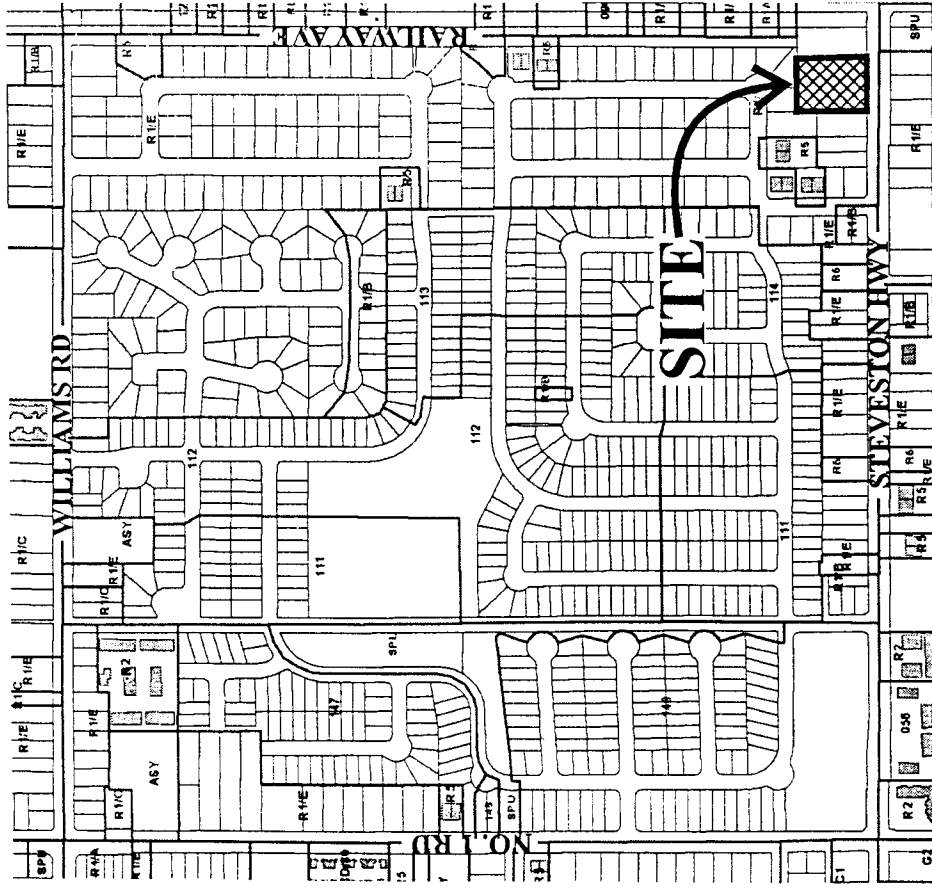
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF

MAYOR



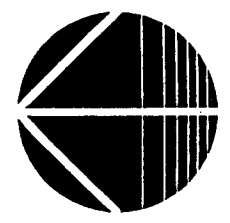
City of Richmond



STEVESTON HWY

25.58	24.88	24.28	24.68
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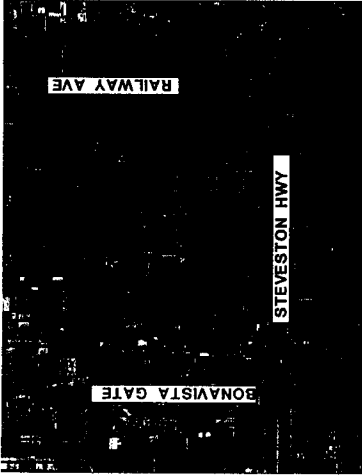
DP 02-221446



Original Date: 12/13/02
 Revision Date:
 Note: Dimensions are in METRES

APR 08 2003

DP 02-221446



NOTE:
 FOR HARD SURFACE & PAINTS
 MATERIALS & DETAILS REFER
 TO LANDSCAPE DRNGS.

NOTE:
 GARBAGE PICK UP &
 RECYCLING TO BE
 DOOR TO DOOR.

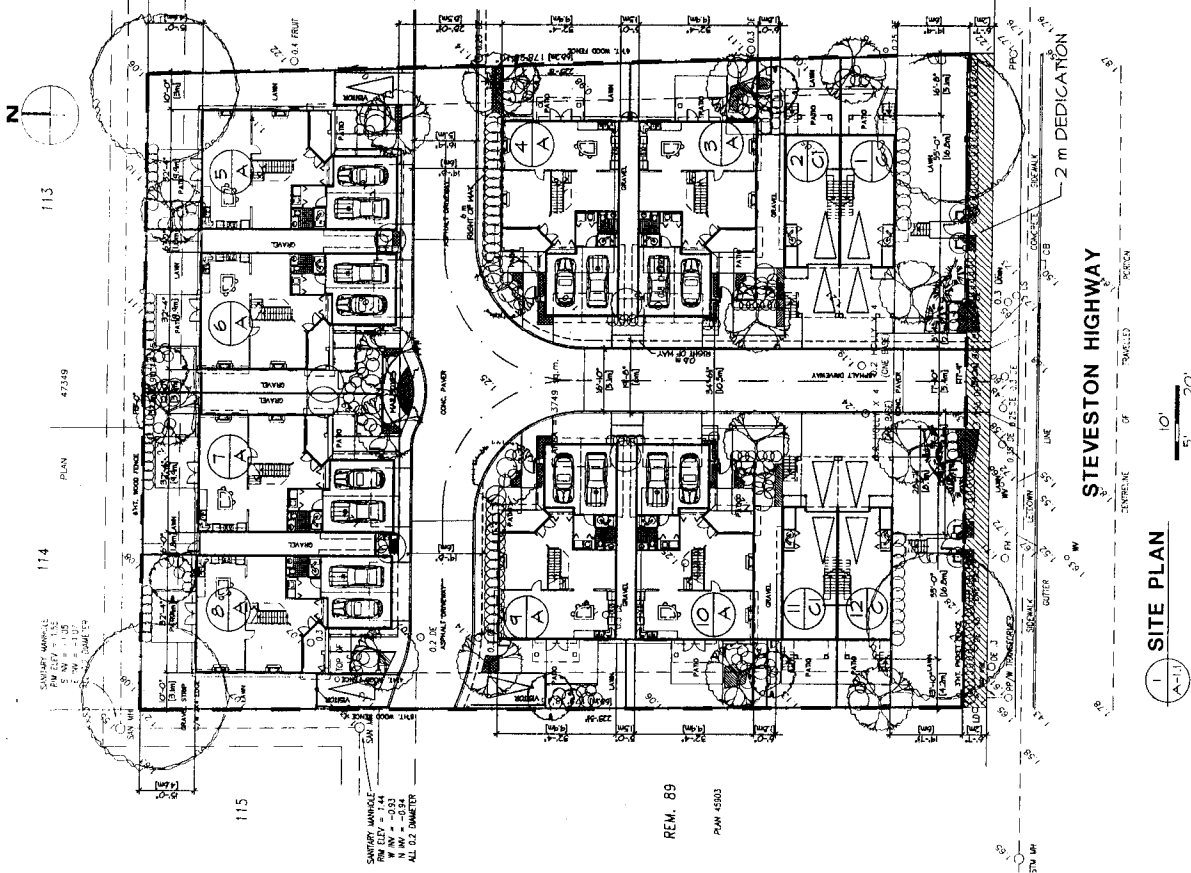
CONTEXT PLAN



PROJECT STATISTICS

ALL DIM & CALCULATIONS ARE APPROXIMATE

CIVIL ADDRESS:	4791 STEVESTON HWY					
LEGAL ADDRESS:	Lot 91 Section 28 Block 4 North Range 1 West Plan 45603 M4D					
ZONING:	GD /B5					
SITE AREA:	34,895 SF (0.8000 AC)					
DENSITY CALCULATION:						
F.S.R.:	0.31					
TOTAL F.S.R. AREA:	10,817 SQ. FT.					
HEIGHT:	11 M (36') WITHIN 18 M OF STEVESTON HWY; THEN 9 M (29') NORTH OF THIS ZONE.					
LOT COVERAGE:	0.31					
SETBACKS:						
PROPOSED:	FRONT 20 FT, SIDE 5M (16 FT), REAR 4.8M (15 FT)					
PARKING CALCULATION:						
REQUIRED:	2.0 SPACES/UNIT					
PROVIDED:	0.2 SPACES/UNIT					
TOTAL PARKING PROVIDED:	21					
UNIT COUNT:						
NO.	TYPE	SIZE	UNIT AREA	TOTAL AREA	COVERAGE	TOTAL COV.
1	A	336K	27205	107000	14.7%	11800
2	E	35K	1160	4630	1.3%	2420
3				21550	61.9%	14220



SITE PLAN

10' = 1"

STEVESTON HIGHWAY

2 m DEDICATION

MAR 21 2003

DP 02-221446

#3a

REVISIONS

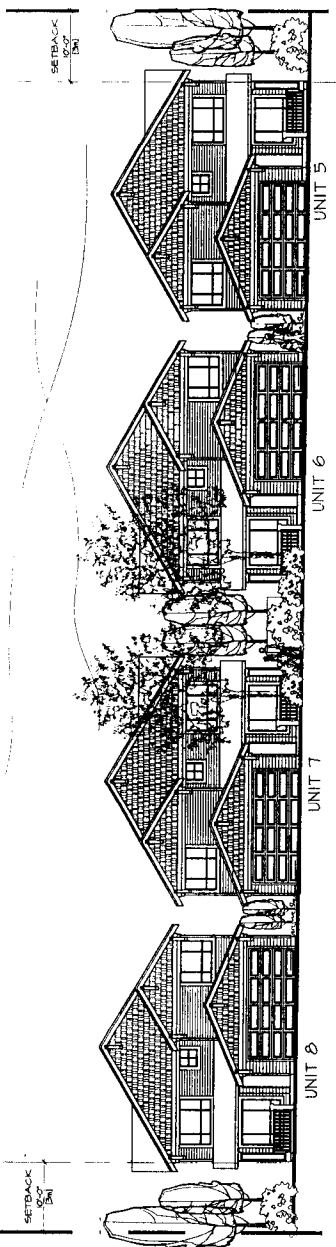
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2		REVISED PER COMMENTS
3		REVISED PER COMMENTS
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29		REVISED PER COMMENTS
30		REVISED PER COMMENTS

4781 STEVESTON HIGHWAY
RICHMOND, BC
12 UNITS
FOR GRAND SPAN DEVELOPMENT LTD

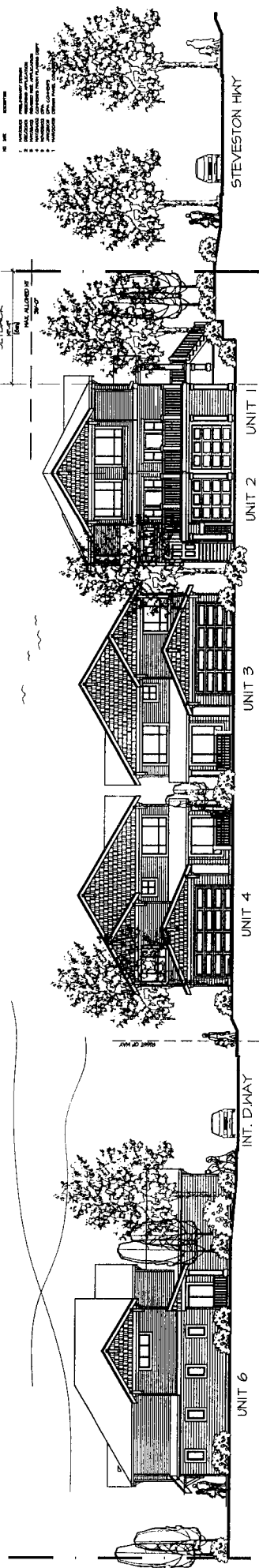
STREET SCAPES

DATE	DC	DR	TR	SCALE	1/8" = 1'-0"
DRAWN BY	TD	TD	TD	DATE	106-STEVESTON/0303
CHECKED BY	TD	TD	TD	JOB NO.	0108
DATE	TD	TD	TD	JOB NAME	0108

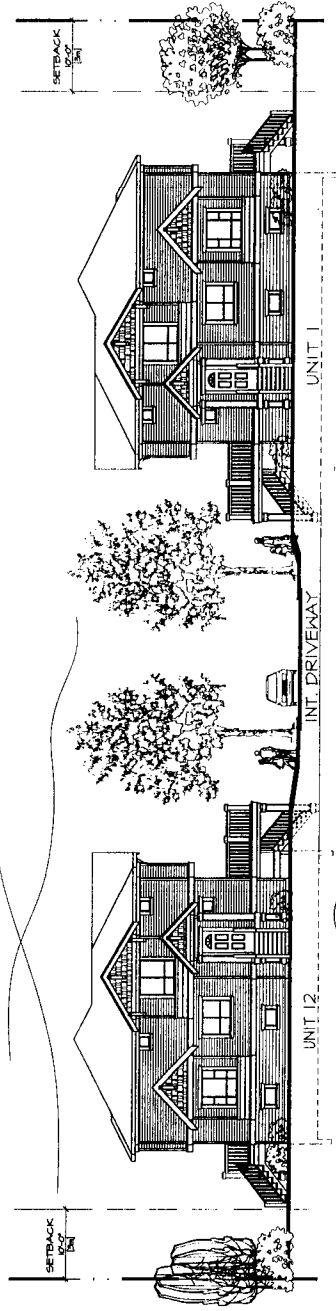
A-1.2



1
A-1.2
STREETSCAPE ALONG
INTERNAL DRIVEWAY FACING NORTH



2
A-1.2
STREETSCAPE ALONG
INTERNAL DRIVEWAY FACING EAST

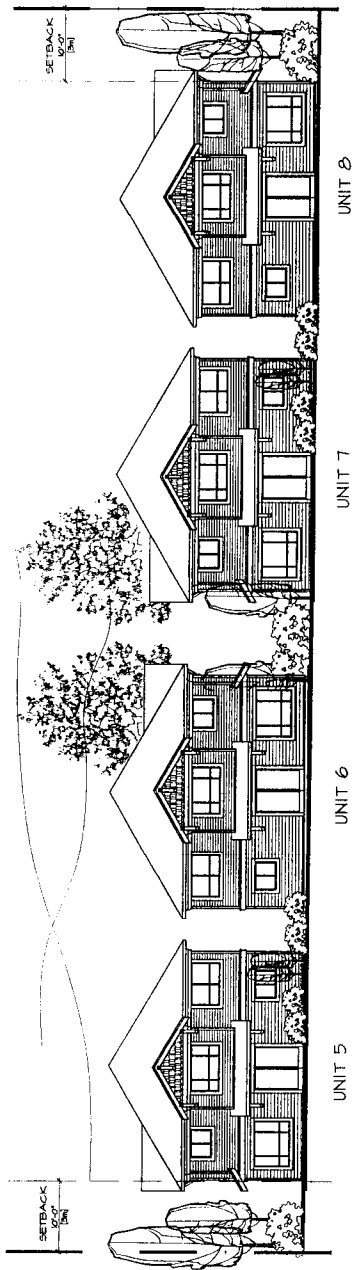


3
A-1.2
STREETSCAPE ALONG
STEVESTON HIGHWAY

MAR 21 2003

DP 02-221466

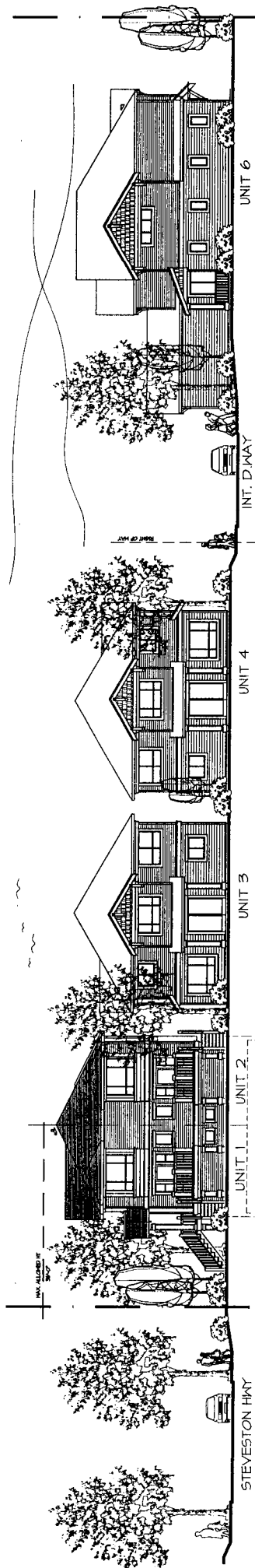
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1
A-1.3
STREETSCAPE ALONG
BACK OF SITE - FACING SOUTH

REVISIONS

- 1. APPROVED FOR PERMITTING
- 2. APPROVED FOR PERMITTING
- 3. APPROVED FOR PERMITTING
- 4. APPROVED FOR PERMITTING
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- 10. APPROVED FOR PERMITTING
- 11. APPROVED FOR PERMITTING
- 12. APPROVED FOR PERMITTING



2
A-1.3
STREETSCAPE ALONG
INTERNAL DRIVEWAY FACING WEST

4791 STEVESTON HIGHWAY
RICHMOND, BC

12 UNITS
FOR GRAND SPAN DEVELOPMENT LTD.

STREETSCAPES

DATE: -
DRAWN BY: DC
CHECKED BY: 1/11/03 - 1-07
SCALE: 1/8" = 1'-0"
PLOTTED: -
JOB FILE: 15B-STREETSCAPES
JOB NUMBER: 0108

A-1.3

1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2Y6

ARCHITECT: JAMES H. LYON
 1000 WEST 10TH AVENUE, SUITE 100
 VANCOUVER, BC V6H 2Y6

REVISIONS
 NO. DATE DESCRIPTION
 1 02/22/03 INITIAL DESIGN
 2 03/01/03 REVISED PER COMMENTS

MAR 2 1 2003

DP 02-221446

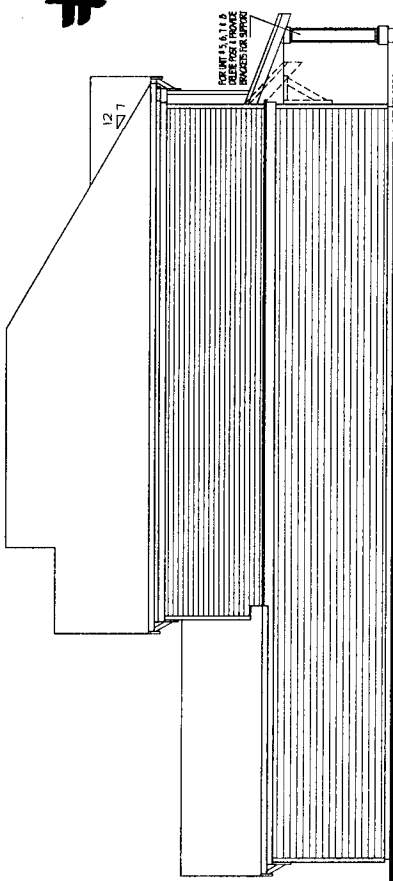
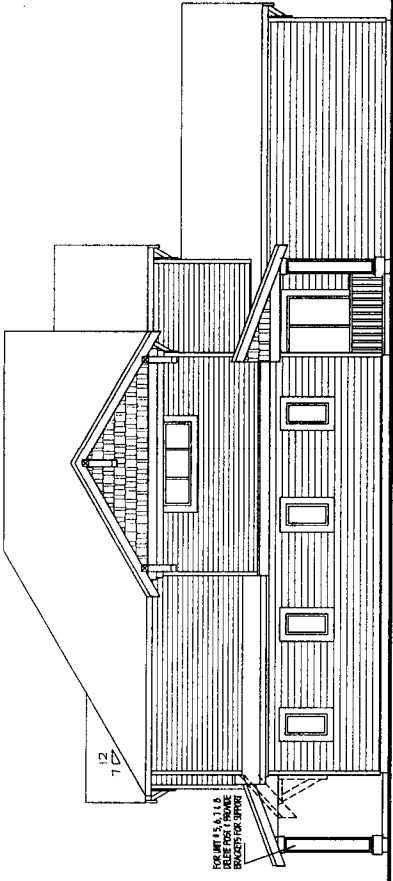
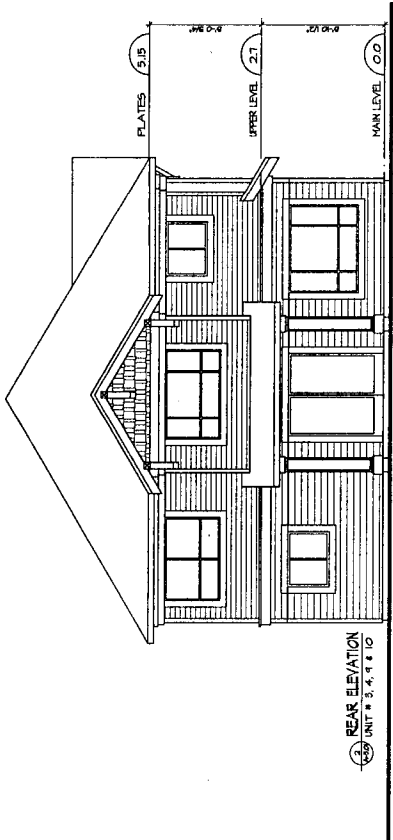
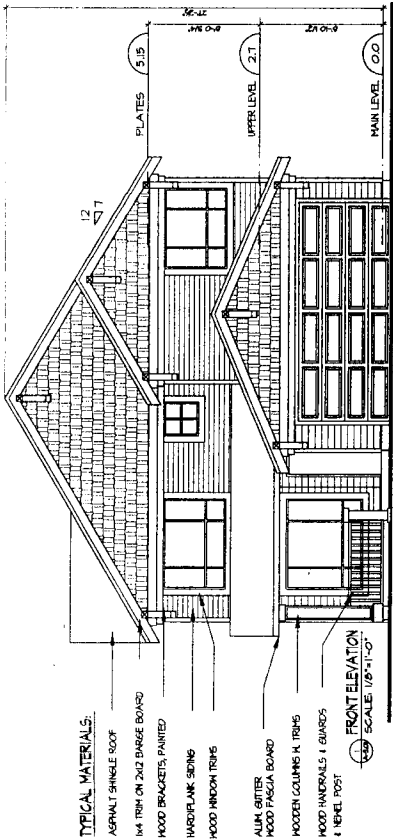
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4781 STEVENSON HIGHWAY
 RICHMOND, BC
 12 UNITS
 PORTLAND FAN DEVELOPMENT LTD

UNIT A
 ELEVATIONS

DATE: 02/22/03
 DRAWN BY: JH
 CHECKED BY: JH
 SCALE: 1/8" = 1'-0"
 JOB NO.: 100-1000
 JOB TITLE: ARCHITECT
 JOB NUMBER: 01008

A-3.1



REVISIONS

NO.	DATE	DESCRIPTION
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2		ISSUED FOR PERMIT
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MAR 2 1 2003

DP 02-221466

#4b

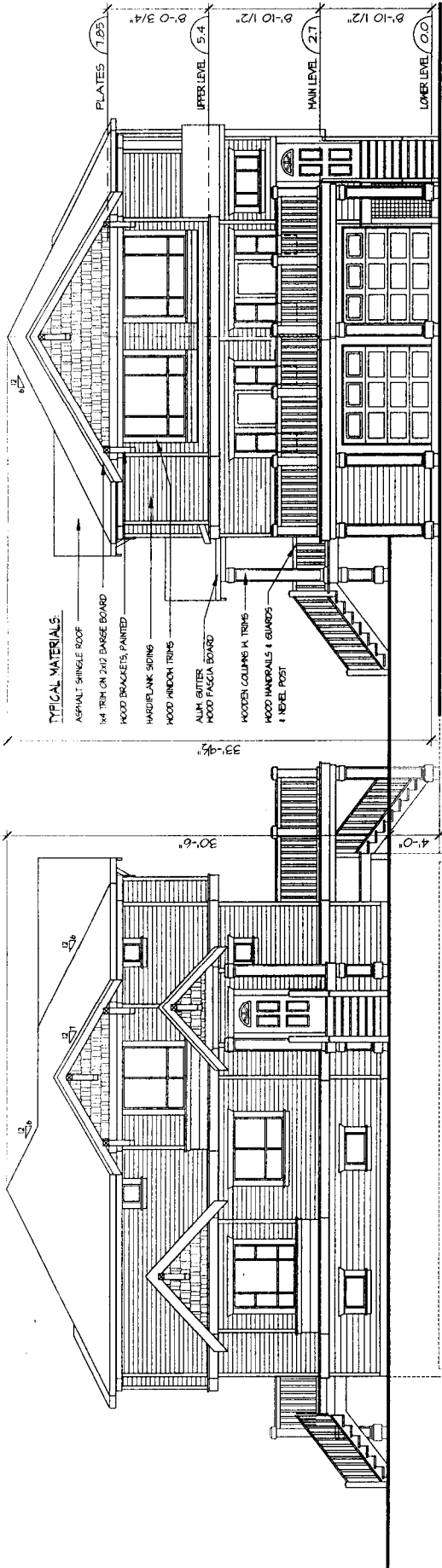
4791 STEVESTON HIGHWAY
RICHMOND, BC
12 UNITS
FOR GRAND SPAN DEVELOPMENT LTD

**UNIT C
FLOOR PLAN**

DATE: 04/2001
DRAWN BY: [unintelligible]
CHECKED BY: [unintelligible]
SCALE: 1/4" = 1'-0"
PLotted: [unintelligible]
JOB NO.: 01-0100
JOB NUMBER: 0108

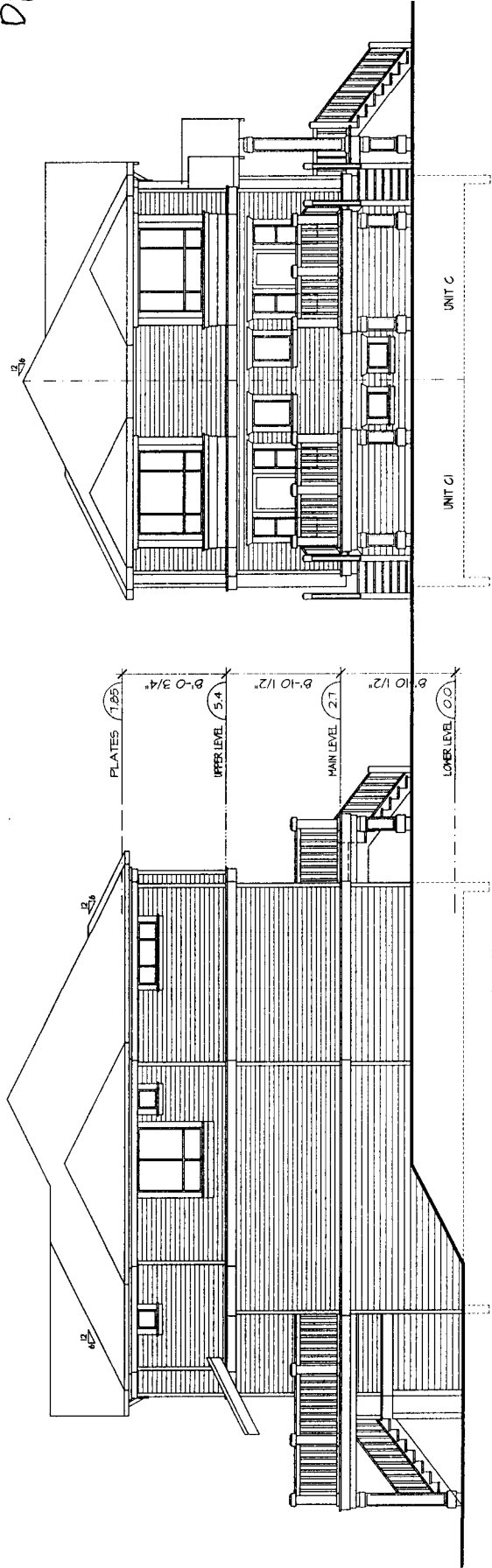
A-3.2

MAX. ALLOWED HT
36'-0"



1 SIDE ELEVATION UNIT C
ALONG STEVESTON HWY

2 FRONT ELEVATION
ALONG INTERNAL DRIVEWAY



3 SIDE ELEVATION UNIT C
ALONG STEVESTON HWY

4 REAR ELEVATION
UNIT C

- REVISIONS**
- | NO. | DATE | DESCRIPTION |
|-----|------------|----------------------|
| 1 | 11/15/2001 | PRELIMINARY |
| 2 | 01/10/2002 | REVISIONS TO PERMITS |
| 3 | 02/10/2002 | REVISIONS TO PERMITS |
| 4 | 02/10/2002 | REVISIONS TO PERMITS |
| 5 | 02/10/2002 | REVISIONS TO PERMITS |
| 6 | 02/10/2002 | REVISIONS TO PERMITS |

MAR 21 2003
 DP 02-221446

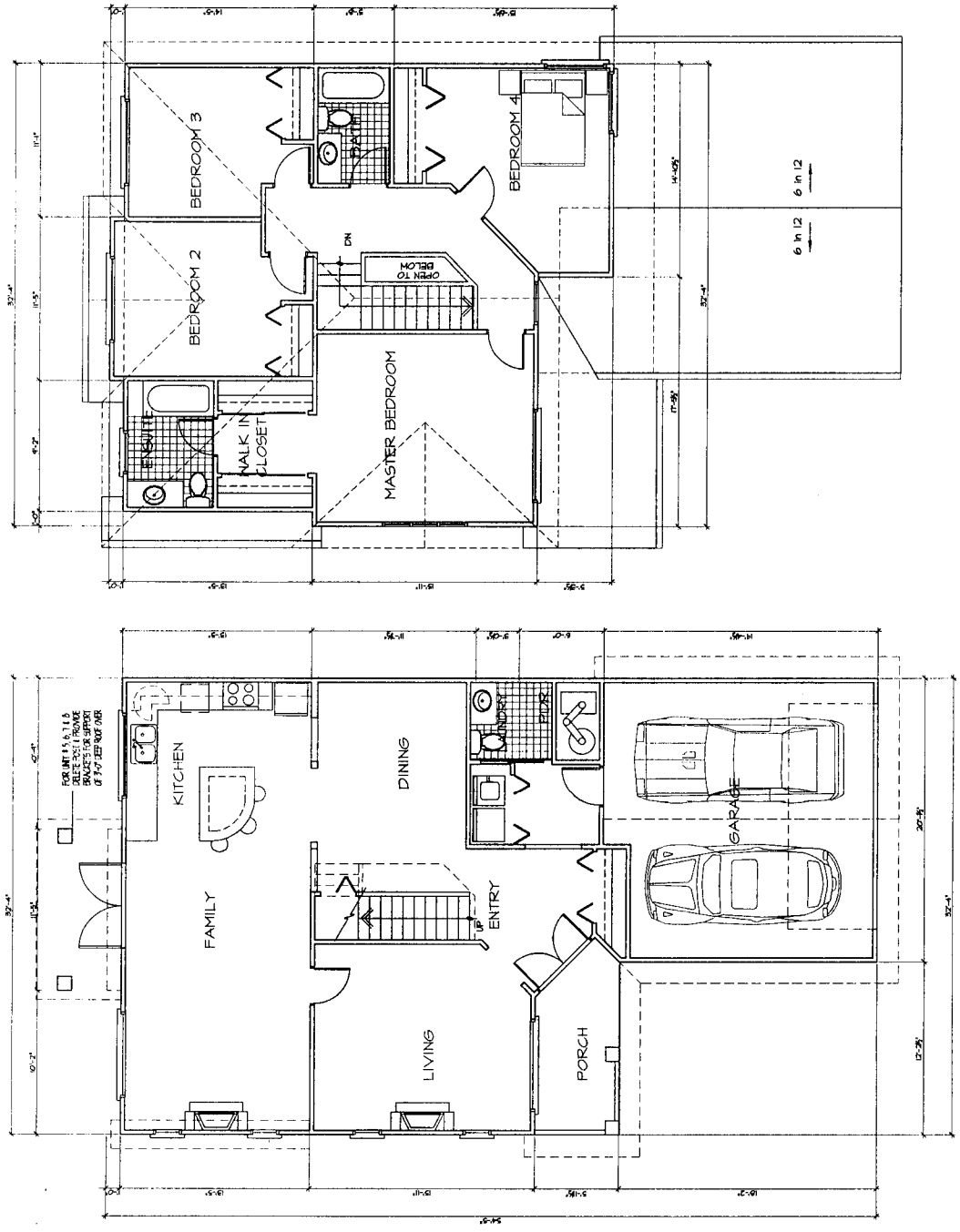
#5a.

4791 STEVESTON HIGHWAY
 RICHMOND, BC
 12 UNITS
 FOR GRAND SPAN DEVELOPMENT LTD

UNIT A
FLOOR PLAN

DATE: 04/17/2001
 DRAWN BY: TB
 CHECKED BY: TB
 SCALE: 1/8" = 1'-0"
 PLOTTED: 108-LJWG
 CAD FILE: 0108
 JOB NUMBER: 0108

A-2.1



2
UPPER FLOOR
 SCALE: 1/8" = 1'-0"
 1,025 SQ.F.

1
MAIN FLOOR
 SCALE: 1/8" = 1'-0"
 1,060 SQ.F.
 373 SQ.F. GARAGE
 TOTAL FINISHED AREA 2,085 SQ.F.

REVISIONS

NO.	DATE	DESCRIPTION
1		ISSUED FOR PERMIT
2		ISSUED FOR PERMIT
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5		ISSUED FOR PERMIT
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10		ISSUED FOR PERMIT

MAR 21 2003

DP 02-221446

#5b.

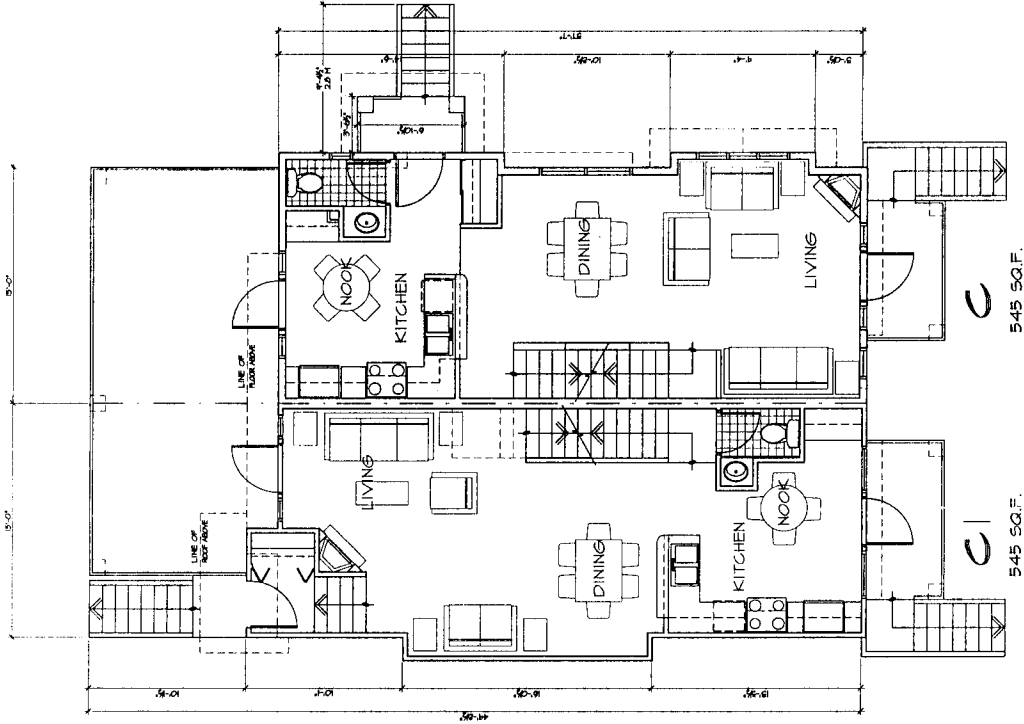
4701 STEVESTON HIGHWAY
RICHMOND, BC

12 UNITS
FOR GRAND SPAN DEVELOPMENT LTD

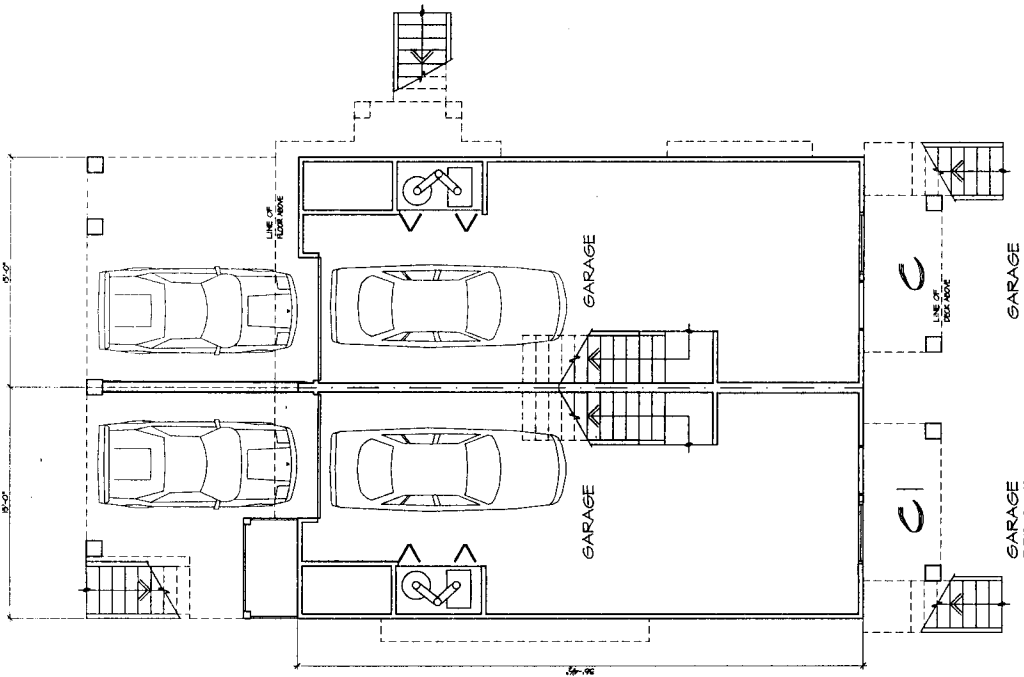
**UNIT C & C1
FLOOR PLANS**

DATE	MAY/2001
DRAWN BY	DC
CHECKED BY	DC
SCALE	1/4" = 1'-0"
PLOTTED	108-C-DWG
CAD FILE	
JOB NUMBER	0108

A-2.2



UNIT 'C' TOTAL FINISHED AREA 1,160 SQ.F.
UNIT 'C1' TOTAL FINISHED AREA 1,260 SQ.F.



REVISIONS	NO.	DATE	DESCRIPTION
1			ISSUED FOR PERMITTING
2			ISSUED FOR PERMITTING
3			ISSUED FOR PERMITTING
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MAR 21 2003

DP 02-221446

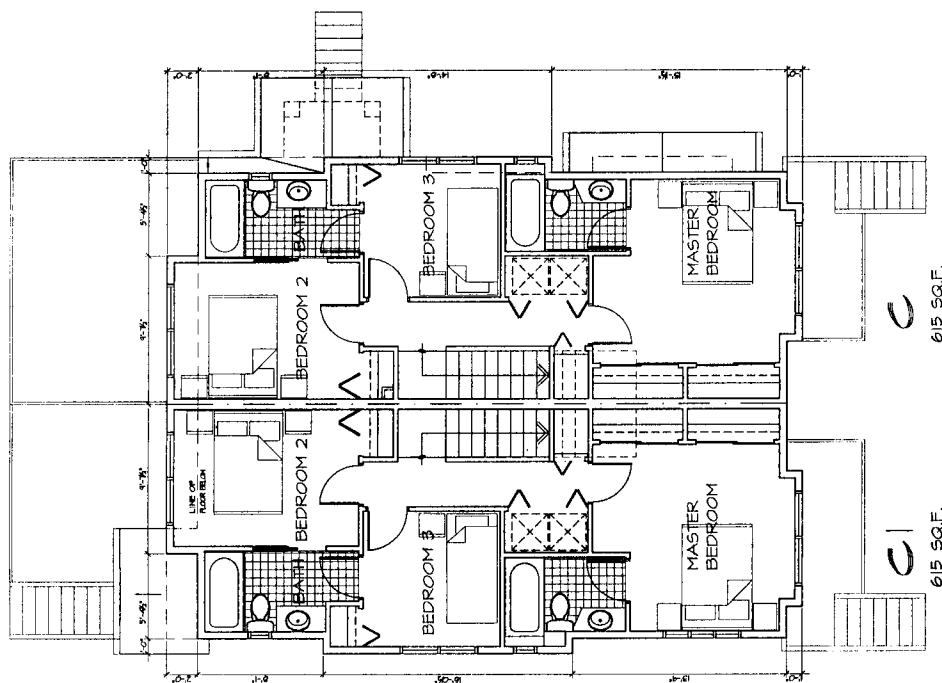
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4781 STEVENSON HIGHWAY
RICHMOND, BC
12 UNITS
FOR GRAND SPAN DEVELOPMENT LTD

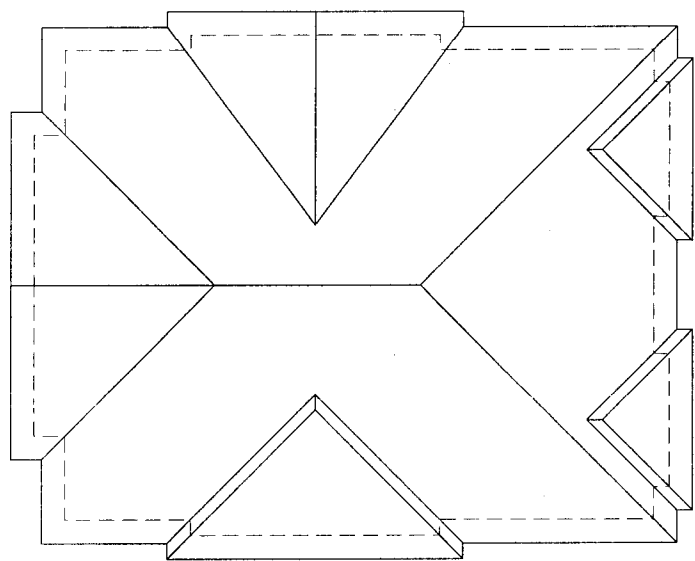
UNIT C & C1
FLOOR & ROOF PLAN

DATE	10/17/2001
DRAWN BY	DC
CHECKED BY	DC
SCALE	1/4" = 1'-0"
PLOTTED	108-C-DMG
CAD FILE	108-C-DMG
JOB NUMBER	0108

A-2.3



1 UPPER FLOOR
A-2.3



2 ROOF PLAN
A-2.3