



CITY OF RICHMOND

REPORT TO COUNCIL

TO: Richmond City Council

DATE: June 8, 2000

FROM: David McLellan
Chair, Development Permit Panel

FILE: 0100-20-DPER1

RE: **Development Permit Panel Meeting Held on May 24, 2000**

PANEL RECOMMENDATION

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

- i) a Development Permit (DP 98-148980) for the property at 6640, 6660 and 6680 Granville Avenue;
- ii) a Development Permit (DP 99-173032) for the property at 11160, 11180, 11188 Railway and 5193, 5195 Hummingbird Drive;
- iii) a Development Variance Permit (DV 00-087437) for the property at 11120 Sixth Avenue;

be endorsed, and the Permits so issued.

David McLellan
Chair, Development Permit Panel

PANEL REPORT

The Development Permit Panel considered two development permits and one development variance permit at its meeting held on May 24, 2000.

DP 98-148980 – MAEDA DEVELOPMENT LTD. – 6640, 6660 AND 6680 GRANVILLE AVENUE

The proposal to construct 19 townhouses south of Granville Avenue and west of Gilbert Road generated comment from some of the neighbours. The principal concern raised was how the project would affect the potential development of their own properties. Although the variances proposed seemed extensive, further examination by the Panel revealed that they were quite appropriate for the site given its unique circumstances. The most unique aspect is the fact that it is being developed on two separate parcels due to ownership considerations.

The Panel recommends that the permit be issued.

DP 99-173032 – CEDAR DEVELOPMENT (WESTWYN LANE) CORP. – 11160, 11180, 11188 RAILWAY AVENUE AND 5193, 5195 HUMMINGBIRD DRIVE

The proposal to construct 11 housing units on a parcel on the east side of Railway Avenue south of Steveston Highway also generated some comment by the neighbours. Although it was noted that the neighbours are pleased that the frontage on Hummingbird Drive will be developed with a single family home similar to that of the neighbours, some were concerned over the choice of some of the building materials proposed. Specifically there was a preference for cedar over “hardy” plank and asphalt shingles. The Panel was satisfied that there was a reasonable degree of similarity between the materials proposed.

The Panel recommends that the permit be issued.

DV 00-087437 – RITA AND JAMES BIELLI – 11120 SIXTH AVENUE

The proposal to vary the rear yard setback to accommodate a sun room addition in the Steveston Townsite did not generate any public comment. The Panel noted that this corner parcel is quite constrained due to the existing regulations and the proposed addition does not create an unreasonable impact on the neighbours.

The Panel recommends that the permit be issued.

DJM:djm

DEVELOPMENT PERMIT PANEL

Wednesday, May 24, 2000

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: David McLellan, Chair
Jim Bruce, General Manager, Finance & Corporate Services
Chuck Gale, General Manager, Engineering & Public Works

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 Wednesday, April 26, 2000 be adopted.

CARRIED

2. **DEVELOPMENT PERMIT DP 98-148980**

(Report: April 28/00, REDMS: 106599)

APPLICANT: Maeda Development Ltd.

PROPERTY LOCATION: 6640, 6660, and 6680 Granville Ave.

INTENT OF PERMIT: That a Development Permit be issued for 6640, 6660, and 6680 Granville Ave. which would:

1. Allow the development of a 2,850.358 m² (30,682 ft²) townhouse complex consisting of 19 townhouse residential units, zoned as follows:
 - Comprehensive Development District - CD/94 (6680 Granville Avenue); and
 - Comprehensive Development District - CD/95 (6640 and 6660 Granville Avenue).

2. Vary the provisions of the Zoning and Development Bylaw 5300 as follows:
 - a) Reduce the road setback along Granville Avenue from 6.0 m (19.685 ft.) to 4.0 m (13.123 ft.) for building projections to accommodate a portion of ten (10) porches and from 6.0 m (19.685 ft.) to 5.0 m (16.404 ft.) for building projections to accommodate a portion of six (6) upper floor bay windows, for the 'C' 'D' 'E' and 'F' units with frontage on Granville Avenue;
 - b) Reduce the rear setback along Granville Avenue from 4.5 m (14.764 ft.) to 2.5 m (8.202 ft.) for building projections to accommodate a portion of five (5) porches and from 4.5 m (14.764 ft.) to 3.5 m (11.483 ft.) for building projections to accommodate a portion of three (3) upper floor bay windows, for the 'E' and 'F' units which will have future frontage on Livingstone Place;
 - c) Reduce the rear setback from 6640 to 6660 Granville Avenue from 4.5 m (14.764 ft.) to 3.0 m (9.843 ft.) for a covered mailbox/garbage kiosk at the entry from Livingstone Place, and;
 - d) Reduce the visitor parking requirement from five (5) visitor parking stalls to four (4) visitor parking stalls.

APPLICANTS' COMMENTS

With the aid of drawings and a model, Mr. Wayne Fougere, architect, provided the following information:

- A total of 19 townhouses will be constructed on two separate parcels of land and in two phases.
- The complex will be built at an FSR of .64, less than what would be allowable at .69.
- The majority of the townhouses will be in duplex form. Only the townhomes situated at the north/east corner of the site (adjacent to the existing three-storey townhouse complex) will be three-storeys in height.
- Exterior material include: asphalt shingle, vinyl siding, and wood accents.
- The site has been designed to accommodate the City's requirement for a future east/west lane, parallel to Granville Ave.

STAFF COMMENTS

Mr. Joe Erceg, Manager, Development Applications, advised that staff are recommending approval of the project. Council has approved the rezoning of the site. The developer intends to construct the common facilities as part of the project's phase one. The request for setback variances is relatively minor.

PANEL COMMENTS

In response to a query from Panel members, Mr. Erceg provided the following clarification:

- The parking variance request was needed due to the phasing of the project.
- The developer and architect have responded positively to guidelines provided by staff (e.g. providing street frontage along Granville Ave.).
- As to who will bear the cost for developing Livingstone Place, it is staff's preference that there be some cost sharing with residents of Comstock Road. It should be noted, however, that adjacent residents along Comstock Road have expressed opposition to such a road.

Responding to queries from the Panel, Mr. Fougere and Mr. Stacey Maeda, developer, provided the following information:

- Timing of the phase two component will be dependent on the sale of units in phase one.
- Construction of phase one will include the pedestrian walkway along Livingstone Place, the tot lot, the mail kiosk, etc.
- To alleviate concerns regarding possible water leakage, the overhangs have been extended to 1.6 ft. (from 1 ft.). The overhangs will measure 2 ft. (including the gutter).
- The limited amount of greenery on the site is largely due to site constraints, particularly the requirement to dedicate a parcel of land for a future east/west lane. Outdoor space is provided though via individual patio spaces, a tot lot, and a treed area to the south/east corner of the site.

GALLERY COMMENTS

Mr. John Caunce, of 6600 Granville Ave., noted that he is presently looking into how their property could be redeveloped. He would like clarification on the possible access point to his site as he has been receiving conflicting information from staff on this matter. He would also like to know who owns the 10 ft. strip of land situated south of his property.

Responding to Mr. Caunce, Mr. Erceg advised that properties along the west could certainly submit applications for rezoning and a development permit. He clarified that vehicular access to these sites will be via the east/west lane that will commence from this project.

As to who owns the 10 ft. strip of land south of his property, Mr. Caunce was advised to contact the Information Centre to obtain the information.

Mr. Winn, representing Ms. Shirley Olafsson of 6711 Comstock Road, informed the Panel that while Ms. Olafsson is not opposed to the proposed development per se, she is concerned that her property will be expropriated for road purposes (i.e. to extend Livingstone Place) and that she would not receive appropriate compensation for her land. Ms. Olafsson has lived in that property for over 40 years and a road right along her property will result in her property being split to both sides of the road. There is also a lot of confusion at the present time as to what she can and cannot do with her property.

Mr. McLellan, Chair, advised that expropriations are done only when a dire public need exists. Ms. Olafsson can be assured that there is no pressure from the City to sell her property. As for what she can do with her property, it would be best for her or her agent to check the City's Official Community Plan.

CORRESPONDENCE

None.

PANEL DECISION

It was moved and seconded:

That the following recommendation be endorsed and forwarded to Council for adoption:

That Development Permit 98-148980 be issued for property located at 6640, 6660, and 6680 Granville Ave. which would:

- 1. Allow the development of a 2,850.358 m² (30,682 ft²) townhouse complex consisting of 19 townhouse residential units, zoned as follows:***
 - Comprehensive Development District - CD/94 (6680 Granville Avenue); and***
 - Comprehensive Development District - CD/95 (6640 and 6660 Granville Avenue).***
- 2. Vary the provisions of the Zoning and Development Bylaw 5300 as follows:***
 - a) Reduce the road setback along Granville Avenue from 6.0 m (19.685 ft.) to 4.0 m (13.123 ft.) for building projections to accommodate a portion of ten (10) porches and from 6.0 m (19.685 ft.) to 5.0 m (16.404 ft.) for building projections to accommodate a portion of six (6) upper floor bay windows, for the 'C' 'D' 'E' and 'F' units with frontage on Granville Avenue;***
 - b) Reduce the rear setback along Granville Avenue from 4.5 m (14.764 ft.) to 2.5 m (8.202 ft.) for building projections to accommodate a portion of five (5) porches and from 4.5 m (14.764 ft.) to 3.5 m (11.483 ft.) for building projections to accommodate a portion of three (3) upper floor bay windows, for the 'E' and 'F' units which will have future frontage on Livingstone Place;***
 - c) Reduce the rear setback from 6640 to 6660 Granville Avenue from 4.5 m (14.764 ft.) to 3.0 m (9.843 ft.) for a covered mailbox/garbage kiosk at the entry from Livingstone Place, and;***
 - d) Reduce the visitor parking requirement from five (5) visitor parking stalls to four (4) visitor parking stalls.***

3. DEVELOPMENT PERMIT DP 99-173032

(Report: April 28/00, REDMS: 146591)

APPLICANT:	Cedar Development (Westwyn Lane) Corp.
PROPERTY LOCATION:	11160, 11180, 11188 Railway Avenue and 5193, 5195 Hummingbird Drive
INTENT OF PERMIT:	That a Development Permit be issued for 11160, 11180, 11188 Railway Avenue and 5193, 5195 Hummingbird Drive which would:

1. To allow the development of an 11 unit townhouse complex consisting of five duplex townhouse residential units and one detached residential townhouse unit zoned as Townhouse District (R2).
2. To vary the provisions of the Zoning and Development Bylaw 5300 as follows:
 - a) Reduce the road setback along Railway Avenue from 6.0 m (19.685 ft.) to 0.610 m (2.0 ft.) for a mail and recycle kiosk; and
 - b) Reduce the road setback along Railway Avenue from 6.0 m (19.685 ft.) to 1.524 m (5.0 ft.) for a mail and recycle kiosk.

APPLICANTS' COMMENTS

With the aid of photographs, drawing boards, and a model, Dana Westermarck, developer, noted that there was much public input from the neighbourhood with respect to designing the project. The project design that is before the Panel is the design that is most acceptable to the neighbourhood. The architecture of the complex will be consistent with the surrounding neighbourhood. For instance, the design/massing/roofline will be similar to the complex to the north (the gated community called Westwind Terrace). The single-family home will be oriented to Hummingbird Drive to maintain the character and rhythm of the neighbourhood streetscape. There will be extensive landscaping on the site.

As for garbage and recycling, the complex will be on City curbside garbage collection and blue box collection. Residents of this complex will have to bring their garbage and recycling out to the enclosure located at the main entrance.

STAFF COMMENTS

Mr. Joe Erceg, Manager, Development Applications, advised that staff are recommending approval of this project. He noted that the developer had gathered a significant amount of input from the neighbourhood with respect to the design of the project. The variances being requested are relatively minor. With regards to the issue of compliance with City design guidelines, it appears that the developer will not be using natural materials (i.e. wood siding or cedar roof). The developer is proposing the use of alternative quality material.

PANEL COMMENTS

Responding to queries from the Panel, Mr. Westermarck provided the following information:

- Cedar shingles will be used for the one single-family home along Hummingbird Drive so that it is consistent with the immediate neighbourhood. As for the other buildings, asphalt shingles will be used in light of current concerns about the quality of cedars. It appears that the quality of cedars is slipping which makes it difficult for the developer to meet warranty requirements. As for the wall finishes, "hardy plank" will be used instead of wood siding.
- Three visitors parking stalls will be provided. It is their view that the third visitors parking stall should be deleted because it impacts on the landscaping.

In response to the issue of a third visitors parking spot, the Chair noted that a re-advertising of the development permit application will be needed if the developer wishes to reduce the number of visitors parking stalls.

GALLERY COMMENTS

Ms. Pat Roll of 1110 Railway Ave. (resident of Westwind Terrace), expressed support for the project. She inquired about what would be done to that piece of land that extends out to Railway Ave. She also noted that the cedar shingles in their development appear to be holding up quite well after 11 years.

In response to Ms. Roll's query, it was clarified that the piece of land in question will be removed and Railway Ave. will now go right through.

Mr. Demer Wong of 5191 Hummingbird Drive (situated immediately south/east of the project), raised two issues/concerns:

- He queried as to why the lots south of the proposed development are zoned for townhouse development.
- He noted that the alignment of building 5 blocks the view and air circulation from his backyard.

Responding to Mr. Wong's query on the zoning of the adjacent lots, the Chair noted that the issue of rezoning is beyond the scope of the Panel.

Mr. Les Kiss of 5251 Hummingbird Drive noted that he works for the forestry industry and, therefore, knows that cedars are quite durable. He is concerned that the developer is now reneging on his original commitment to use cedar shingles and wood siding.

Mr. Westermarck, responding to the above comments, provided the following response:

- With respect to the issues/concerns raised by Mr. Wong, it should be noted that they have doubled the setback requirement on the south side of their property. In addition, there will be trees and fencing between the proposed development and Mr. Wong's property.
- With respect to the building material issue, cost was never a factor between the choice of "hardy plank" siding and asphalt shingle over wood siding and cedar shingle. They just have serious concerns over the durability of the natural materials at this time. "Hardy plank" is a better quality product for sound proofing and the colours will hold.

Mr. Erceg clarified that the City's design guidelines call for the use of quality material and not necessarily natural material.

PANEL DECISION

Mr. Gale advised that while he appreciated Mr. Wong's comments, he does not feel that the proposed development adversely impacts his property, particularly since the setback has been doubled and appropriate fencing between the two properties will be provided.

It was moved and seconded that:

That the following recommendation be endorsed and forwarded to Council for adoption:

That Development Permit 99-173032 be issued for property located at 11160, 11180, 11188 Railway Avenue and 5193, 5195 Hummingbird Drive which would:

- 1. Allow the development of an 11 unit townhouse complex consisting of five duplex townhouse residential units and one detached residential townhouse unit zoned as Townhouse District (R2).***
- 2. Vary the provisions of the Zoning and Development Bylaw 5300 as follows:***
 - a) Reduce the road setback along Railway Avenue from 6.0 m (19.685 ft.) to 0.610 m (2.0 ft.) for a mail and recycle kiosk; and***
 - b) Reduce the road setback along Railway Avenue from 6.0 m (19.685 ft.) to 1.524 m (5.0 ft.) for a mail and recycle kiosk.***

4. **DEVELOPMENT PERMIT DV 00-087437**

(Report: April 28/00, REDMS: 149525)

APPLICANT: Rita and James Bielli

PROPERTY LOCATION: 11120 Sixth Avenue

INTENT OF PERMIT: That a Development Variance Permit be issued for 11120 Sixth Avenue which would vary the rear yard setback in the Single-Family Housing District, Subdivision Area A (R1/A) from 6 m (19.685 ft.) to 5.1 m (16.732 ft.), in order to build a proposed sun-room addition to the north-eastern corner of the existing dwelling.

APPLICANTS' COMMENTS

Mr. and Mrs. James Bielli indicated that they would be available to respond to queries from the Panel. They noted that the variance request is relatively minor and that their neighbours have not expressed any objections to this variance request.

STAFF COMMENTS

Mr. Joe Erceg, Manager, Development Applications, advised that staff support this variance request because it is relatively minor.

GALLERY COMMENTS

None.

PANEL COMMENTS

The Chair noted that the current setbacks along three sides of the property are quite large and that the proposed sun-room addition would not have an adverse impact on the adjacent home.

PANEL DECISION

It was moved and seconded that:

That the following recommendation be endorsed and forwarded to Council for adoption:

That a Development Variance Permit 00-087437 be issued for property located at 11120 Sixth Avenue which would vary the rear yard setback in the Single-Family Housing District, Subdivision Area A (R1/A) from 6 m (19.685 ft.) to 5.1 m (16.732 ft.), in order to build a proposed sun-room addition to the north-eastern corner of the existing dwelling.

5. **ADJOURNMENT**

It was moved and seconded

That the meeting be adjourned at 4:25 p.m.

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, May 24, 2000.

David McLellan
Chair

Aida Sayson
Recording Secretary

DEVELOPMENT PERMIT PANEL

Wednesday, April 26, 2000

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: David McLellan, Chair
Jeff Day, Director, Engineering & Public Works
Lauren Melville, Manager, Policy and Research

The meeting was called to order at 3:40 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 Wednesday, March 29th, 2000 be adopted.

CARRIED

2. **DEVELOPMENT PERMIT DP 98-138455**

(Report: April 4/00, REDMS: 135268, 143010, 119475)

APPLICANT: Richmond Estates Ltd.

PROPERTY LOCATION: 3100 Francis Road

INTENT OF PERMIT: That a Development Permit be issued for 3100 Francis Road which would:

1. Permit the construction of 98 townhouses, 12 single-family homes, a naturally-landscaped pond and ancillary facilities on a property zoned Townhouse District (R2); and

2. Vary the regulations in the *Zoning and Development Bylaw* to:
 - Increase the allowable height of certain townhouses from 9 m (29.528 ft.) to 11.5 m (37.729 ft.); and increase the height of townhouses along the west property line to 12.5m (41'),
 - Reduce the side-yard setbacks for single-family dwellings from 3 m (9.843 ft.) to 0.6 m (1.968 ft.) (for each lot);
 - Reduce the setback to Francis Road from 6 m (19.685 ft.) to 4.5 m (14.764 ft.) for the main building wall, and to 4 m (13.123 ft.) for projections, porches and entry features; and
 - Reduce the setbacks for single-family garages from 3m to 0.6 m (1.97 ft.) on the rear and to 0 on one side yard and to 1m (3.28') on the other side yard.
3. Permit development adjacent to an Environmentally Sensitive Area (ESA) in a manner which mitigates against adverse effects on the local environment and enhances wildlife habitat; and
4. Allow subdivision of the property as per the conditions of the development permit drawings.



APPLICANTS' COMMENTS

With the aid of drawings and a model, Mr. Ross Clouston, President of Talisman Homes and developer of the site, provided the following information:

- The 7.3 acre project site is considered one of Richmond's last waterfront parcels.
- Talisman Homes is involved in heritage restoration and in the development of projects that are detail-oriented (i.e. not "cookie cutter" sites). One successful development in Richmond is the Sherwood Townhouse project. Talisman Homes has won several design awards over the years, including the 1998 Golden Georgie Award and an award from the City of Richmond.
- Talisman Homes has retained the Sherwood Townhouse design team for this project.
- In terms of site context, to the north across Francis Road are single-family homes; to the east is a private road access to the Edgewater townhouses and single-family homes; to the south are townhouses; and to the west is the dyke.
- The project has been designed with the following four objectives in mind:
 - It is their intent to maximize the view corridors, both from and to the site. Within the site, there will be a significant water feature and a generous amount of open space will be provided.
 - The site's natural setting will be maintained. The City's guidelines with respect to how environmentally sensitive areas should be maintained will be followed.

- An upscale community is envisioned to be created. The architectural character of the site will be that of a relaxed seaside complex. Good quality exterior material will be used (i.e. no vinyl or asphalt, etc.)
- Homes in the project site will be of varying types and sizes. For example, there will be single-family homes, two-bedroom townhouse units (approximately 1,200 sq.ft. in size), and three-bedroom townhomes (approximately 1,700 sq.ft. in size).
- Several measures are being proposed to respond to concerns and issues from neighbouring residents, specifically with respect to vehicular traffic in the area. These include the provision of: traffic circles and curb extensions at three intersections on Seafair Drive; a channelized exit (right turn only) to prevent traffic leaving the site to travel northbound onto Seafair Drive; turn restriction signage; a landscaped median on Francis Road, etc. Talisman Homes will pay for all studies and construction of traffic-calming measures.
- There will be a public information meeting on May 9th to gather further public input on the traffic-calming proposals prior to a final decision on this matter.

STAFF COMMENTS

Mr. Joe Erceg, Manager – Development Applications, advised that the bylaw to rezone the subject property has received third reading. While the developer has met all rezoning requirements; the bylaw has not been forwarded to Council for adoption in light of the fact that the project has gone through a major redesign. In addition, major concerns related to traffic in the area have emerged. In view of these recent developments, it is staff's intent to bring forward, at the same time, the rezoning bylaw and Development Permit plan to Council for adoption and approval, respectively.

Mr. Erceg noted that staff are recommending approval of the project. Their recommendation is based on the following:

- Considerable improvements from the original design have been noted.
- Much attention has been given to both the architectural and landscape treatment.
- There have been improvements as well re: treatment of the environmentally sensitive area.

Mr. Erceg added that the variances requested by the applicant are being supported. Re: the height variance request, this is only for the buildings located in the middle of the site and along the dyke. It is staff's view that the extra height will not impact on the views of neighbouring properties. The request for front yard setback along Francis Road is considered minor.

In closing, Mr. Erceg pointed out that the applicant is in the process of responding to concerns over traffic issues. The applicant will be funding the traffic calming improvements along Seafair Drive. In addition, a public information will be held on May 9th with neighbouring residents to gather further input on the traffic calming proposals.

Responding to queries from the Panel Chair, Mr. Erceg provided the following clarification:

- The relocation of the main access to/from the site, to align with Seafair Drive, is a change from the original plan. This is the first time that this relocation is being presented.
- Impact on the view corridors to the dyke will occur regardless of how high the buildings are constructed (i.e. whether the building height is 29 ft. or 41 ft.).

- Benefits to the height variance request include the provision of more open space within the site and improvements over the earlier proposal with regard to ESA and water features.

Responding to a query from the Chair on the rationale for subdividing the lot along Francis Road into single-family lots within an R2 zone, Mr. Clouston indicated their desire to achieve diversity and choice within this community. It is merely a difference in ownership form.

CORRESPONDENCE

Veronica and Brendan Farrelly, 8251 Seafair Drive (Schedule 1)
C. Rogier, P. Rogier, and M. Rogier, 3011 Blundell Road (Schedule 2)
Ted Sharples and Wendy Phillips, 3391 Blundell Road (Schedule 3)
Jim Reichert, 3840 Blundell Road (Schedule 4)
Open Letter to the Residents of Blundell Road (Schedule 5)
Henry Frate, 8451 Seafair Drive (Schedule 6)
M. Forman, 9131 Wellmond Road (Schedule 7)
Doris Perry, 3291 Blundell Road (Schedule 8)
N. Moore, 8271 Seafair Drive (Schedule 9)
Mr. and Mrs. B. MacDonald (Schedule 10)
Brett and Jane Finlay, 8491 Seafair Drive (Schedule 11)
Veronica Farrelly, 8251 Seafair Drive (Schedule 12)
Tony Carrigan, 3191 Francis Road (Schedule 13)
Resident, 3131 Francis Road (Schedule 14)
Bernardita, Rivera, 3171 Francis Road (Schedule 15)
Tony Carrigan, 3191 Francis Road (Schedule 16)
Resident, 8491 Seafair Drive (Schedule 17)
Jacqueline Cheng, 8551 Seafair Drive (Schedule 18)
B. Nordhoff, 8571 Seafair Drive (Schedule 19)
Rajendra Parikh, 8731 Seafair Drive (Schedule 20)
Resident, 8751 Seafair Drive (Schedule 21)

GALLERY COMMENTS

The Chair advised that responses to comments by the gallery will be made by the developer and/or staff after everyone has had a chance to express their views.

John Cochran, Council member of the adjacent Edgewater Townhouse Complex, inquired as to which units will be 41 ft. in height. He noted that the height issue had been raised as a concern since the project's inception, but this has not been addressed. This is the first time that they have been notified of the height variance proposal and the request to increase the building height by 12 ft. (from 29 ft. to 41 ft.) is very significant. Two other concerns include: 1) increased traffic in the area, particularly the use of their private road as a through street, and 2) the use of their private road by guests of the new development. He noted that the Strata Council of Edgewater had asked for some treatment at the north/east corner of the private road to help address the concerns cited. Mr. Cochran also inquired about how the ditches will be treated and how this treatment will enhance the ESA.

Frances Clark, 8160 Railway Ave., Director of the Richmond Committee on Disability, inquired as to whether ground level accessibility will be found only in single-family homes and which of the units embrace universal design guidelines. She expressed concern that the housing mix does not address the accessibility needs of an aging population.

Julia Taylor, 9051 Wellmond Road (across the private road on the east), expressed concern re: the impact of site preparation on her home and neighbouring properties. She requested for assurance that drainage in the area will be handled appropriately. As to the height issue, Ms. Taylor advised that she and her neighbours had always indicated that they did not want anything higher than a two-level structure. She indicated that she did not understand why the Panel would allow a three-storey building in this area.

Candice McKinskey, 3551 Blundell Road (corner of Bowen Gate), expressed concern re: the volume of traffic and the increase in the amount of litter in the area as a result of people driving through Blundell Road to reach the new development. The potential for accidents is very high in this area.

John Gillis, 8751 Seafair Drive, indicated that he and his neighbours are concerned that there will be a substantial increase in the volume of traffic along their road. With 110 units proposed in the new development, there will be at least 200 vehicles entering/exiting the site. He inquired as to why the developer had not considered relocating the ingress/egress to the north/east end of the property, rather than a connector from Blundell Road and onto Seafair Drive. He noted that the proposed landscape median will not deter residents of the new complex from leaving their site and travel northbound (along Seafair Drive).

Dr. Bret Finlay, 8491 Seafair Drive, inquired as to how effective traffic calming measures would be, plans re: traffic during the construction period, and who will be responsible for maintaining the boulevards. He indicated that he is generally pleased with the proposed concept of the new development but would like assurances regarding his concerns.

Patty Silver, 8760 Seafair Drive, asked if the architectural plan for this project is a done deal and inquired as to how Council would be made aware of their concerns. She advised that she had spoken to a Councillor who indicated that he was unaware re: the specific plans re: this project. She noted the need for residents to contact Council members to express their concerns. Ms. Silver raised the following additional points: 1) the developer has not fully addressed the issue of public parking, especially for people who use the dyke; 2) by allowing residents to park in front along Francis Road, public parking is being taken away from the residents of Richmond; in this regard, a two-hour parking limit along Francis Road should probably be considered; 3) it appears that the City's Transportation Department has failed to account for traffic along Seafair Drive during the sunny/summer months; 4) why is there is only one ingress/egress for these many units, especially since most units will have at least 2 cars each.

Tony Carrigan, 3191 Francis Road, noted that he lives right across from the proposed development and he strongly opposes any suggestion to locate the access point to the front of his property or his immediate neighbours along Francis Road. This will have a detrimental effect on his family (i.e. traffic head lights would be shining onto his house; there is a potential of traffic accidents ending up in his front yard; it will be unsafe to back out of his driveway). He advised that while he understands and sympathizes with residents who live along Seafair Drive, it makes far more sense to restrict the traffic to the main arterial road of Seafair Drive. His second concern refers to the proposal to improve the north side of Francis Road. He expressed hope that the City will attempt to modify the plan

to maintain the lower elevation so that homes along Francis Road will not feel that they are in a hollow.

Yugi O'Hara, 8771 Seafair Drive (at the north/west corner of Francis Road), expressed concern regarding the potential for increased litter and traffic in the area. Public parking may be inadequate in this area as well.

Jason Leslie, 3151 Francis Road, noted support for the points raised by Tony Carrigan.

Eric Stolberg, 8431 Seafair Drive, inquired regarding justification for recommending approval of the height variance for this development when other nearby developments have not been allowed to go any higher.

Susan Moore, a resident of the Edgewater Townhouse Complex, who lives adjacent along the project's south property line, indicated that she and other residents of Edgewater were caught by surprise by the new plans for the project. She indicated that the variances, particularly the request for a height variance, should be disallowed. This well-established neighbourhood has no three-level building in its surrounding area. If this is indeed one of the last parcels with a waterfront view, then efforts should be made to protect these views.

Mary Olyizuk, 3251 Blundell Road, expressed concern regarding traffic flow along Blundell Road, especially with the anticipated 200 cars travelling along this road. The complex appears too dense. The single-family lots appear too narrow and takes away from the character of the subdivisions in the area. The increase in the population in the area will be a strain to the school system, the road and drainage systems, etc.

Ben Whittaker, resident of the Edgewater Townhouse complex, expressed that it is pointless to consider a home accessible if only a portion of the home is accessible. He noted that there are no homes in Richmond that can truly be considered wheel-chair accessible.

Ursula Grant, 8691 Seafair Drive, inquired as to how electrical wiring in the new complex will be handled – underground or will the existing electrical poles be used.

Fern Keen, 8591 Seafair Drive, expressed opposition to the density of the project. She noted that the rezoning application was based on 91 townhouse units and the increase to 110 units is unacceptable. With respect to the proposed traffic calming measures, the budgeted amount (\$20,000) appears to be inadequate. The developer must make a commitment on when the traffic calming measures will be completed. The concerns raised with respect to the traffic along Blundell Road is not an exaggeration. There are real concerns as to how 200 cars can be accommodated along these roads and where they will park. The location of the mail kiosk in the new development will cause further traffic in the area. It is unclear as to why single-family lots are being created as part of this large development. She would like to be clarified as to whether the flow of the water in the water feature will have an impact on the dyke to the north of Francis Road.

Christa Hughes, a resident on Belmont Road, inquired about the plans to clean up the ditches along the dyke. She had hoped that the subject site would have a larger open space allocated for a children's playground.

Joan Sprague, an Edgewater Townhouse resident, inquired about the setback between the south side of the new development and Edgewater and advised re: the terrible state of the ditch to the south of Williams Road.

Katrina Isaac Graham, a resident of Fairfax Ave., expressed concern about the height of the townhouses, especially along the dyke. She requested the developer for a definition of "affordable housing". The front yard setback along Francis Road appears to be too narrow. While she likes the traffic calming measures proposed, she would like to know their completion date and feels that the budgeted amount is inadequate. She indicated concerns as well as to where people will be park and why there is only one ingress/egress in the project.

Neil Bernbaum, a resident of the Edgewater Townhouse Complex and a real estate agent, advised that it has been difficult to sell his unit because potential buyers have expressed concern over the three-level units of the project and its impact on the view of the waterfront. He suggested a triangular siting (i.e. pie-shape) for the proposed townhouses along the south perimeter to allow Edgewater residents to retain their view of the waterfront. The proposed heights of the three-level units should be revisited.

Responding to two of the above-noted comments raised by residents, the Chair noted the following:

- Residents who are concerned about the potential impact of site preparation are encouraged to take an inventory of their homes. Such documentation will be vital should the homes be impacted by site preparation.
- The plan, as presented by the applicant at this meeting, is not a done deal. City Council is advised about the concerns of residents via the minutes of the Development Permit Panel meeting.

Mr. Clouston then provided the following response to the above queries/comments from neighbouring residents:

- With respect to the construction period, the project will be developed in four phases. Phase 1 will comprise construction of the single-family homes and clusters of townhouses along the northern portion of the property, and will involve the upgrading of Francis Road (including the widening of the road to its full width). The traffic calming measures (including the traffic circles) will be done immediately as part of Phase 1.
- Seafair Drive will not be used during the construction phase. Instead, temporary access will be provided via the north/east side of the subject site.
- An increase in the ground level, resulting from the upgrading along Francis Road, is not anticipated.
- Preparation of the site will not involve pre-loading, It is their intent to proceed with a raft foundation (i.e. the structure will sit on top of slab).
- Each unit will be allocated two parking stalls. Overall, they exceed the number of required spaces (including visitors parking) by one (i.e. 242 spaces required to 243 spaces proposed).
- The children's play space include a special play area with structure equipment, and an open play lawn with a little play house.
- On the drainage issue, their water feature will have no impact on the ditch to the north as this will be handled by the pumping station in that area. They will have a culvert system underneath their ponds which will be able to accommodate any storm water drainage requirements from the south.
- On the issue of accessibility of units, seven to eight units have bedrooms on the main floor. Most of their doorways are at least 3 ft. wide. In single-family homes, there is at least 900 sq.ft. of living space on the main floor.

- The interest of the majority of neighbouring residents had always been considered vis-à-vis to the provision of view corridors. With regards to the suggestion to modify the siting of the townhomes along the south property line (i.e. to a pie-shape), it is difficult to provide additional view corridors to only the residents of the Edgewater Townhouse Complex.
- They struggled with the location of the project site's ingress/egress. In the end, it was felt that locating the access via Seafair Drive was a far better alternative than locating it in front of a homeowner along Francis Road.
- On issues related to maintenance, the boulevard along Francis Road will be maintained by the homeowners via their strata corporation; the islands/medians will be maintained by the City. The party responsible for maintaining the culvert has not been determined.
- Electrical wiring along Francis Road will be located overhead. Wiring within the site will be underground.
- The developer is committed to providing all funds necessary to implement traffic calming measures in the area. It is hoped that final decisions on what measures will be undertaken can be finalized after the May 9th meeting with the neighbouring residents. They are unable to make a commitment, however, beyond Seafair Drive.
- As for their definition of affordable housing, they are constructing an upscale site which will not be outrageously expensive. The homes, however, are not entry level homes. They will be comparable to homes in the Sherwood Townhouse complex. Price ranges will be in the mid-to-low \$200,000 to \$400,000.
- The private road of the Edgewater Townhouse Complex will not be used during the construction phase. A curb extension along Francis Road to this private road will be constructed to deter people from parking along this private road and from using it as a through street.
- As per the requirement of residents of Edgewater, there will be no access at all from the proposed development to the east via the private road. The private road will be used only for emergency purposes.

In response to the points raised by the gallery, Mr. Erceg noted the following:

- The proposed location of the ingress/egress is acceptable to the City's transportation department and with emergency service providers.
- With reference to the approved housing complex in the former Shellmont Shopping Centre, some of the townhouse units are three-storeys high.

PANEL COMMENTS

Responding to a query from Jeff Day, Panel member, Mr. Clouston confirmed that the bridge to the dyke, and the proposed water and culvert features will be maintained by the strata corporation.

Mr. Day suggested that the gap between the two medians along Francis Road be closed to prevent traffic leaving the project site to travel northbound onto Seafair Drive. This option should be considered at the May 9th meeting. In reaction to this suggestion, Mr. Clouston noted the need to check on whether this is feasible in light of fire truck and garbage access.

Lauren Melville, Panel member, noted the importance of this site and acknowledged the improvement in the design of the project. She inquired about the following:

- what measures will be undertaken to ensure that homes on the single-family lots will be constructed to the standard of the rest of the development;

- was a computerized view corridor analysis undertaken;
- will the terracing of the three-storey buildings be possible; and
- will the public have access to the site via the bridge.

In reply to the above queries, Mr. Clouston noted the following:

- The single-family homes will be not be subdivided until most of these homes have been constructed. They intend to develop these homes themselves to ensure their quality feature.
- Based on their view corridor analysis, one would not know that there was a height variance.
- Terracing on the three-storey units has been done to some degree.
- Council did not approve of the public access to the site via the dyke.
- They will be unable to meet one of their design objectives (i.e. to maximize open spaces) if the height variance request is not granted. The height variance and variation in roofline enhance the architectural form and character of the buildings. A flat roofline will destroy the character of this development.

PANEL DECISION

The Chair noted that judging from the comments raised by neighbouring residents, resolution is required on several major issues, e.g. height and setback variances, traffic calming measures, etc.

It was moved and seconded

That the report on Development Permit Application (DP 98-138455) (dated April 4th, 2000, from the Manager – Development Applications) be referred to staff to work with the applicant in the provision of the following:

1. ***further detailed information on which sections of the project site exceed the height limit;***
2. ***an optional architectural plan that depicts a lower building roof form for the three-storey units;***
3. ***information on which items associated with the project will be maintained by the City and at what cost;***
4. ***a revised ingress/egress configuration that prevents traffic from travelling northbound from the site onto Seafair Drive; and***
5. ***the outcome of the May 9th public information meeting re: traffic calming measures.***

3. **ADJOURNMENT**

It was moved and seconded

That the meeting be adjourned at 6:00 p.m.

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, April 26th, 2000.

David McLellan
Chair

Aida Sayson
Recording Secretary

Schedule 1 to the DPP Minutes of
April 26, 2000

		INIT
	JRM	
✓	AB	✓
	DAW	
	AS	
	KY	

April 24, 2000

City of Richmond
7577 Elmbridge Way
Richmond, BC
V6X 2Z8

Re: Development Permit DP#98-138455
3100 Francis Road.

10 copies
Sent

DP 98-138455

Envelopes Individually
Addressed
8 Councillors
1 Mayor
1 City Clerk

Dear Sirs and Madames,

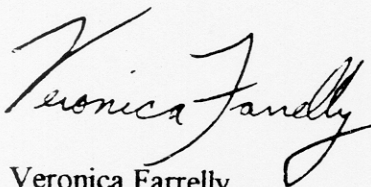
We have been residents of Seafair Drive for nine years. My husband and I have considered the Seafair area to be a quiet neighborhood with the exception of our roadway. Seafair Drive is the feeder road for all the subdivisions as well as being the thoroughway between Blundell and Francis Roads. Out of concern for the safety of our two young children, the traffic and particularly the excessive speeds of some drivers have often led us to consider the feasibility of moving.

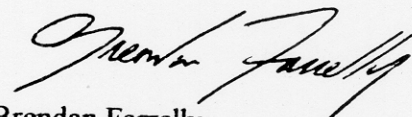
The development is bringing 110 new accommodation units. Where many households have more than one vehicle this amounts to substantially more vehicles in the neighborhood. It is imperative that adequate measures be taken to prevent new traffic problems.

The use of a traffic median system at the development site is considered a necessity. The proposals for Seafair Drive itself seem more difficult to determine effectiveness. We frequently travel Garry St. in Steveston where the pavement is narrowed down and find this makes driving more dangerous where drivers maintain their speed with less clearance from oncoming traffic. We feels that traffic circles could be more effective than narrowing the pavement. I believe that speed bumps could also serve well to reduce speeds.

Thank you for your consideration of our traffic concerns.

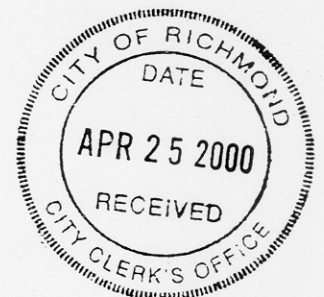
Sincerely,


Veronica Farrelly


Brendan Farrelly

8251 Seafair Drive
Richmond, BC, V7C 1X3

cc mayor and council members



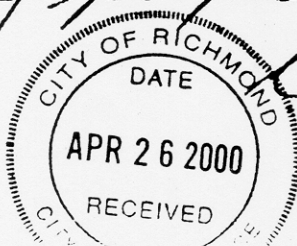
Attn: J. R. McKen

Schedule 2 to the DPP Minutes of
April 26, 2000

As the owner of the house
west on Blundell Rd. I protest
the extra traffic on an already
busy residential street & now
"intersection corner" of Blundell &
Seafair. This is already a problem
area & I have personally seen
several cars go through the
stop sign from Seafair onto
Blundell. More traffic is going
to cause real problems.

It would be wise to nip the
problem in the bud & go back &
re-configure the entrance for the
complex planned for 3100 Francis Rd.

your planned meeting of 3:30 pm.
makes it very difficult for the
working people to attend.



C. Rogier, P. Rogier & M. Rogier
3011 Blundell Rd. 271
Richmond BC V7C 1G2

Schedule 3 to the DPP Minutes of
April 26, 2000

TO J. Richard McKenna
City Clerk
City of Richmond

From Ted Sharples/Wendy Phillips
3391 Blundell Rd.
Richmond, B.C. V7C 1G5

Re: Propose Townhouse developement and 12 single family dwellings at 3100 Francis Road.

We wish to object to the above proposal and wish it to be turned down. Blundell Road West of No. 1 Rd. is already too busy without adding another 100 to 200 vehiles. We have one child attending Gilmore Elementry and are concerned enough having him cross Blundell Road with the present traffic and the disregard for speed limits. We have another child that will be attending Gilmore in Sept 2001 and have concerns for her safety as well. Since the project is on Francis then the access should also be on Francis.

We don't want anymore traffic on Blundell. Please convey this to the Council.

We are faxing this since it is not possible for us to be at the meeting.
Ted Sharples/Wendy Phillips



Schedule 4 to the DPP Minutes of
April 26, 2000

J. Richard McKenna, City Clerk
City of Richmond
7577 Elmbridge Way
Richmond, B.C. V6X 2Z8
Fax: (604)278-5139

April 26, 2000

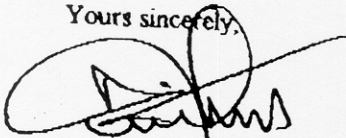
Dear Mr. McKenna:

Last night a concerned resident of Blundell Road came by my house at 3840 Blundell Road with the following letter re: **Proposed Building of 98 Townhouses and 12 Single Family Homes at 3100 Francis Road.** I also would like to express my concern in this matter:

I have been a resident of 3840 Blundell Road since August 1st, 1992. At this time the Seafair Community Centre was still active. I soon realized that the traffic was quite heavy in the evening, especially after 10 pm. This was due to the Pub closing, and all the patrons were heading home. Blundell Road via Seafair Drive was a favorite route, and the steady stream of traffic was quite upsetting to my family and myself. The noise factor became very disturbing at times. When the Community Centre closed it was quite a relief. However, Blundell Road still was a very busy street because of all the residential traffic, and it has become even busier over the past few years. There is constant speeding, sometimes in excess of 80 km per hour. I have voiced my concerns to the police on numerous occasions, suggesting that they put speed traps between #1 Road and the Dyke, but this never happens. The noise at times is almost unbearable from the "hot cars", motorcycles, and "boom boxes" racing up and down the street. The LAST thing we need is increased traffic volume from a large new development on Francis Road. We already have a serious traffic problem in the area which needs to be addressed. We must say "NO" to the proposed plan of access to the new development. An alternate solution must be chosen by the developer.

I am a "very concerned resident". Please give this matter very serious consideration !

Yours sincerely,



Jim Reichert
3840 Blundell Road
Richmond, B.C. V7C 1G4
Ph: 275-7630



Schedule 5 to the DPP Minutes of
April 26, 2000

Tuesday April 25, 2000

To: The Residents of Blundell Road

Re: Proposal of 98 Townhouses & 12 Single Family Homes at 3100 Francis Road

This is a notice to make the residents of Blundell Road aware of a meeting tomorrow, Wednesday, April 26th at 3:30 p.m. in the Council Chambers of Richmond City Hall. Their new address is 7577 Elmbridge Way, Richmond, B.C.

It is very crucial that we all try to attend this meeting to voice our concerns and objections to the entrance access and exit to the property as proposed by Richmond Estates Ltd.

In their proposed plan, most of the traffic from this development will be coming down Seafair Drive and Blundell Road to get to #1 Road. We estimate 200 more cars at least will be added to the area.

Everyone living on Blundell Road and Seafair Drive are already plagued with a major traffic problem. We don't need and cannot handle any more traffic.

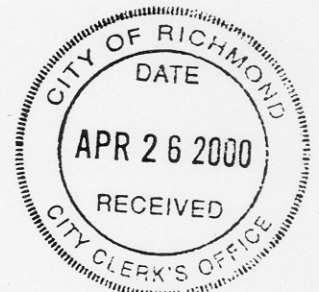
- Traffic down Blundell Road has increased immensely
- We have traffic using Blundell Road to get to the dyke area, Seafair Drive and area, and to the Gilmore School area as well as Quilchena and Bowen Drive as well as the traffic from the residents of Blundell Road.
- There is continuous speeding on Blundell Road. Hardly anyone keeps to the speed limit. Some cars travel at 60-80 km and it is a real safety concern for all of us. Because the street is wide, they also pass at high speeds. Many of us are scared to walk across the street, not to mention the noise level. We don't need any more cars to add to an already serious traffic pattern.

We, the residents on Blundell Road, must join forces with the residents of Seafair Drive and say NO to the proposed entrance access and exit plan and insist that the developer go back to the drawing board and choose an alternate solution.

There's a lot at stake here.

Let's all try to attend the meeting tomorrow and also write your concerns to:

J. Richard McKenna, City Clerk
City of Richmond
7577 Elmbridge Way
Richmond, B.C. V6X 2Z8
Tel: (604) 276-4007 Fax: (604) 278-5139

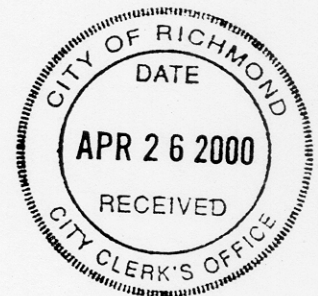


Schedule 6 to the DPP Minutes of
April 26, 2000

REGARDING DEVELOPMENT PERMIT DP 98-138455

As a longtime resident and realtor in the Seafair, Gilmore park, Richmond park, and Quilchena subdivisions, I strongly disagree with the applicants request for changes to the setback and height restrictions. Many homeowners, myself included. Have spent many thousands of dollars in renovations and many extra dollars conforming to setbacks and height restrictions. The result of the zoning has been to create one of the most livable and pleasant areas in Richmond. I feel that the developer has a wonderful opportunity to make a lasting and attractive contribution to our area and Richmond plus a truckload of money under existing setbacks and height restrictions.

Henry Frate
8451 Seafair dr.



Schedule 7 to the DPP Minutes of
April 26, 2000

M. Forman
9131 Wellmond Road
Richmond, B.C. V7E 1L4

April 26, 2000

**Development Permit Panel Meeting
City Of Richmond**

Meeting Date: **Wednesday April 26, 2000 at 3:30 PM**

To Whom It May Concern:

**Re. Richmond Estates Ltd. Application to Vary the Regulations
In the Zoning & Development Bylaw**

Thank you for your notification of this meeting. Unfortunately I work at the hospital and am unable to be present in person.

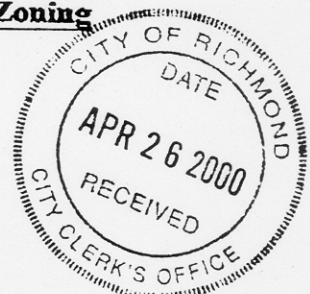
I believe our last meeting with you was in December, 1998. At that meeting many of our neighbors attended to ask questions of the owner and the developer. At that time they were trying to develop their property, but also wanted the neighborhood to have input and be considered in their plans.

I cannot therefore, believe that once again the owner/developer wants to bring up the same issues and are now asking for variances to the regulations in the Zoning and Development Bylaws.

I personally asked about the **height** of the complex, as did other neighbors. Although they were planning **three levels**, the bottom one being parking, we were assured that the height of the complex would be the same as that of the Edgewater Park, only the roof peaks and roof adornments being higher still. Thus already making it higher than Edgewater Park, I believe???

The request for changes to the setback regulations should also follow those used by Edgewater Park and regulations as set in the Zoning and Development Bylaw.
These changes would make a denser development: more structures and less green space.

If they are concerned about the area and the existing neighbors as they stated they are, then the guidelines for the height of their development should be that of the existing townhouses in Edgewater Park and that of the regulations as stated in the Zoning and Development Bylaw.



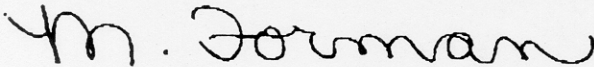
- 2 -

I

Please consider the neighborhood and its residents, some have lived in this area for over 40 years, they have lived, worked and contributed to this fine community and are now asking only that you keep this development to the specifications used in the other large townhouse complex in this subdivision, that of Edgewater Park and the regulations as stated in the Zoning & Development Bylaws.

PLEASE DO NOT ALLOW any variations to the regulations in the Zoning and Development Bylaw.

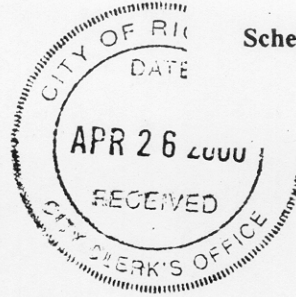
Your consideration of my comments are greatly appreciated.



M. Forman
9131 Wellmond Road
Richmond, B.C.

April 26, 2000

Doris Perry
3291 Blundell Rd.
Richmond, BC



Schedule 8 to the DPP Minutes of
April 26, 2000

For: Written Submission Meeting, April 26/00 at Council Chambers

**Re: The Application for Proposal for a Development Permit From
Richmond Estates Ltd. or construction of 98 townhouses and 12
single family homes at 3100 Francis Road, Richmond**

On behalf of my family, I would like to voice our concerns and objections to the development and the entrance and exit to the property as proposed by Richmond Estates Ltd. at 3100 Francis Road.

We have lived on Blundell Rd. for thirty-two years. We, along with all the other residents between No. #1 Rd. and Seafair Drive and the dyke area have always tolerated a serious traffic problem. We have many people walking & biking to the dyke area down Blundell Rd. We are very concerned for their safety as well. We have noticed that we now have an increase of cars, more speeding, more noise, more screeching of brakes, and more passing and dangerous driving practices. Friday, Saturday and Sunday nights are scary to say the least. Blundell Rd. seems to be a speedway with cars travelling between 60-90 km. Every resident on this street has their own horror story to tell about his or her traffic concerns.

We have seriously considered speedbumps or some barrier to slow down traffic before someone is seriously injured or killed.

We do not need or can handle any traffic from the development at 3100 Francis Road.

Mrs. Doris Perry
3291 Blundell Rd.
Richmond, BC

Mr. J. Richard Halsey Brandt,
City Clerk,
RICHMOND, B.C.

April 21, 2000.

Dear Sir:

Re Application for Development at 3100 Francis Rd.

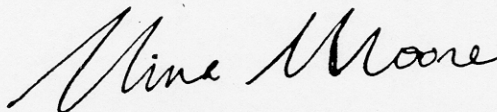
As residents of Seafair Drive, we are very concerned that, without precautions, Seafair Drive may become a through-road for speedy drivers and jeopardize the ambulatory safety of many adults and children in this area.

To prevent this, we believe it to be imperative that there be no vehicular access to the new development directly opposite Seafair Drive. We also feel there should be continued safe access to the dike, which is used by many Richmond residents, not only the Seafair ones.

We are very appreciative of the fact that Mayor Halsey Brandt and his Council are very motivated to maintain the livability of Richmond. Please help us to maintain the livability of the Seafair area by implementing ways of preserving the safety and livability of the Seafair neighbourhood.

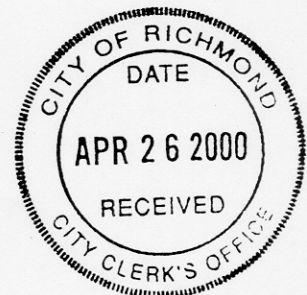
Thanking you,

Yours truly,



N. Moore

Encl: 12 copies for the kind attention of Mayor Halsey Brandt and his Council.



Mr. J. Richard McKenna,
City Clerk,
Richmond, B.C.

Schedule 10 to the DPP Minutes of
April 26, 2000

8531 Seafair Drive,
Richmond, B.C.

April 23, 2000

Dear Sir:

Re: Application for Development at 3100 Francis Road

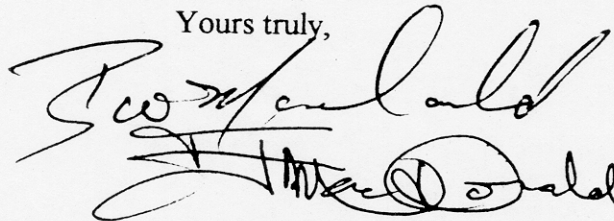
As 22 year residents of Seafair Drive, we feel compelled to express our concerns about the ever increasing volume and speed of traffic along our street. With the impending development at Seafair and Francis, it is even more apparent that steps must be taken to ensure Seafair Drive does not become a through-route for speeding drivers.

We believe that no vehicular access to the new development should be allowed at Seafair Drive.

We also feel it is imperative that traffic-calming measures be implemented along our street in order to preserve the ambience and quiet livability of this lovely area.

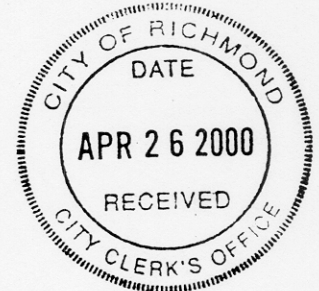
Thanking you,

Yours truly,

The block contains two handwritten signatures in black ink. The top signature is a cursive script that appears to read 'B. MacDonald'. The bottom signature is also in cursive and appears to read 'Mrs. B. MacDonald'. Both signatures are fluid and connected.

Mr. and Mrs. B. MacDonald

Encl: 12 copies for the attention of Mayor Halsey Brandt, and each Council Member.



BRETT AND JANE FINLAY
8491 SEAFAIR DRIVE
RICHMOND, B.C.
V7C 1X7

April 24, 2000

Richmond Development Permit Panel:

Dear Panel:

As concerned residents of Seafair Drive, we have now examined the documentation for the proposal at the old Seafair Arena site. Overall, we are very pleased with the proposal, and think it will significantly enhance the neighborhood. The care taken with the landscaping and appearance are notable. We have two concerns that we would like to ensure that are addressed.

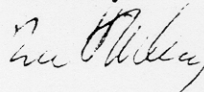
Seafair Drive is one of the prettiest streets in Richmond. It is also used as a major pedestrian route, with many travelling one way on the dyke, and returning by Seafair. However, after living on it for three years, we have been astounded at the traffic volume and speed on it. We have witnessed three major accidents due to excessive speed and failure to navigate curves on Seafair. In an informal survey we did, many vehicles averaged 70 km/h, and 20% of traffic actually used it as a throughfare between Francis and Blundell. Our concerns with the development relate directly to traffic volume and speed on Seafair.

Our first concern relates to traffic volume from the development on Seafair Drive. Since the entrance to the development aligns with Seafair Drive, we are extremely concerned that traffic will exit the development and continue up Seafair, thereby increasing traffic volume. This is completely unsatisfactory, and part of the development proposal must ensure that through traffic is unable to directly enter Seafair, but exit on Francis. We are also concerned about the construction traffic that might use Seafair prior to installation of the proposed barrier. Efforts should be made to gain assurances that this will not happen.

Our second concern deals with excessive traffic speed on Seafair. Traffic calming measures have been proposed, and we fully support these. Every effort should be made to keep Seafair Drive as a residential street, rather than a throughfare. Traffic calming would certainly help achieve this, as the temptation to fly down Seafair would be lessened, making the major arteries a more attractive option. The traffic calming proposed by the developer is certainly a very attractive option that should be endorsed.

In conclusion, we are in favor of the Seafair development, assuming that the traffic volume and speed issues are addressed specifically as outlined in the proposal. We look forward to having a well designed addition to our neighborhood, while retaining Seafair as a residential street. Thank you for considering our views.

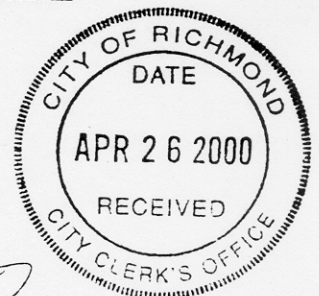
Sincerely,



Brett and Jane Finlay

cc. Richmond Mayor and Council Members

281



City of Richmond
7577 Elmbridge Way
Richmond, BC
V6X 2Z8

Re: Development Permit DP#98-138455
3100 Francis Road.

Dear Sirs and Madames,

I have been a resident of Seafair Drive for nine years. My husband and I have considered the Seafair area to be a quite neighbourhood with the exception of our roadway. Seafair Drive is the feeder road for all the subdivisions as well as being the throughway between Blundell and Francis Roads. Out of concern for the safety of our two young children, the traffic and particularly the excessive speeds of some drivers have often led us to consider the feasibility of moving.

The development is bringing 110 new accommodation units. Where many households have more than one vehicle this amounts to substantially more vehicles in the neighbourhood. It is imperative that adequate measures be taken to prevent new traffic problems.

The use of a traffic median system at the development site is considered a necessity. The proposals for Seafair Drive itself seem more difficult to determine effectiveness. We frequently travel Garry St. in Steveston where the pavement is narrowed down and find this makes driving more dangerous where drivers maintain their speed with less clearance from oncoming traffic. We feel that traffic circles could be more effective than narrowing the pavement. I believe that speed bumps could also serve well to reduce speeds.

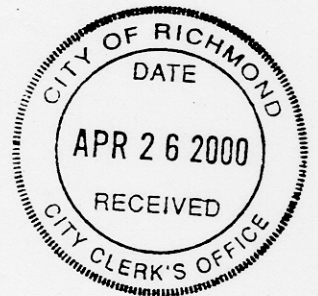
Thank you for your consideration of our traffic concerns.

Sincerely,

Veronica Farrelly

8251 Seafair Drive
Richmond, BC, V7C 1X3

cc mayor and council members



3191 Francis Road,
Richmond, B.C. V7C 1J1
tel: 275-4779 (h), 668-6360 (w)
November 29th, 1999.

*Resubmitted
during public
hearing, April 26*

Mr. Joe Erceg,
Manager of Development and Applications,
City of Richmond,
7577 Elmbridge Way,
Richmond, B.C. V6X 2Z8

Schedule 13 to the DPP Minutes of
April 26, 2000

Dear Mr. Erceg:

This letter is in regard to changes proposed for the west end of Francis Road in order to accommodate a new townhouse complex at the old Seafair Arena site. While the townhouse complex looks fine and I have no objections to its development, I do have two concerns regarding changes to the road system.

First, I have been lead to believe by the developer, Mr. Ross Clouston, that a major access road into the proposed site will be built directly in front of my house. This will have an obviously detrimental effect for my family and myself. For example, traffic head lights will shine into our house, there is a potential for traffic accidents ending up in our front yard, and, most importantly, we will find it almost impossible to safely back out of our driveway.

This will also have a detrimental effect in later years when we eventually try to sell our house because as you likely know, the house will be at a "t" intersection and as well, Feng Sheu (sp.) will be considered to be bad.

For these reasons, I strongly oppose the planned location of this road leading into the townhouse complex. It makes far more sense to restrict the traffic from one hundred new residences to the main arterial road of Seafair Drive, than to have it coming out at a "t".

Second, I have been informed that the City wishes to "improve" the north side of Francis Road, in front of the proposed townhouse complex. This improvement will likely mean raising the elevation of the north side of Francis to my property line. The proposal for a wider road with parking on both sides, a new sidewalk and a boulevard with trees will remove the rustic charm of this end of Francis Road with the current large grassy area and small asphalt sidewalk. If this must go ahead as proposed, I do hope that the engineers will attempt to modify the plans to maintain the lower elevation on the north side of Francis. I am afraid that as has happened in so many situations in Richmond when roads are

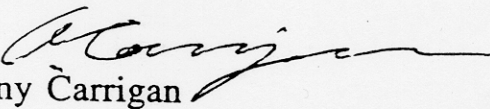
rebuilt, my property will appear to have sunk into a hollow. This may affect drainage, and will certainly affect the aesthetics of our house. As well, if the proposed new road in front of my house goes ahead, backing out of the driveway, up an incline, will be even more difficult and dangerous.

What I am requesting is that the City engineering department consider maintaining the current northside elevation by modifying proposed curb height and consequently sidewalk height. I would appreciate having someone with influence in designing this improvement to meet with me in front of my house, to look at other possibilities in the boulevard design.

I have been a long-time Richmond resident who loves this city and hopes to remain here. The flight in recent years to Ladner and North Delta by many Richmonditers has been due in good part to these ongoing "improvements". I don't want to be another person taking his family from this community.

As a long term taxpayer and voter, I hope my two concerns raised here are given honest consideration and some sort of compromise can be found that is a win-win for everyone.

Yours truly,


Tony Carrigan

cc Mayor Halsey-Brandt
Dave McLellan, Manager of Urban Development
Jim DeKleer, Engineering Assistant, Development and Processing
Ross Clouston, Talisman Homes

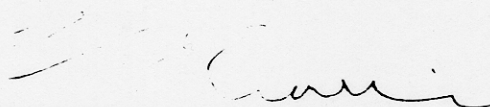
November 18, 1999

City of Richmond
Urban Development Division

Dear Sir or Madam,

I have met with Mr. Ross Clouston of Talisman Homes Ltd. and reviewed his plans dated November 12, 1999 to develop an upscale townhome development at the old Seafair Arena site. Except as noted below, I do not have any concerns with his proposal.

Sincerely,


Name _____ Address 3:31 FRANCIS

Comments:

November 18, 1999

City of Richmond
Urban Development Division

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Sincerely,

Name

Address

Comments:

I am Mrs. Bernadette Puccio who reside at 3171 Francis Road. As I understand the city would like a new sidewalk in front of my property. As a taxpayer not only it will look ugly it is not practical as you can see if you have a new sidewalk it has to be much higher as what it is now. You can not have this sidewalk built for 1 block only. Also think of all the seniors who walk every day to the dike & the sidewalk is higher. They might trip. I think it also ruin my frontage. I've been here for 15 yrs. already & my next door neighbor approx 30 yrs. My phone # is 275-6631

286

While I strongly object to the new entrance. It
practically gets out of my driveway. I hope you are
not going to do this. It is my worst night mare.

November 18, 1999

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Some

Sincerely,

Name Tony Corrigan Address 3191 Francis Rd.

Comments: I would really like the
Elevation of the north-side
sidewalk to remain the same.
It's much nicer to ~~appear to be~~
not ~~be~~
below the road. It don't want
something like the other new
main roads in Richmond where
the homes appear to be.

Sunk below the roads. ^{as well} the
natural feel of the current
side walk is nice and I
would like to see it
maintained.

The survey entrance way
~~is~~ proposed for ~~the~~ Spring
located across from my house
is also disagreeable. Fong Shien
will be affected. Also, ~~and~~
traffic coming and going out of
the entrance will be a bother
(if it must happen, how about moving it a few feet
to the west)
The rest looks okay.

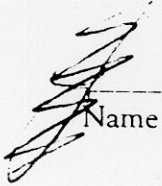
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Sincerely,


Name

8491 Seafair Drive
Address

Comments:

- concern re number of units
- concern re access off Seafair Drive and potential traffic increase
- please assess feasibility of additional traffic calming measures
eg speed bumps,
traffic circles along
Seafair 290
Dulley

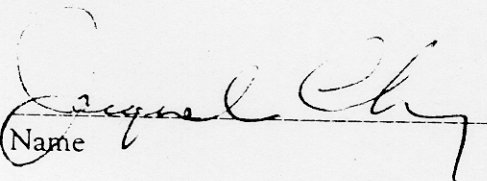
November 18, 1999

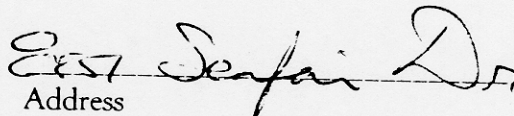
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Name


Address

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Sincerely,

Name

B. Nordhoff

Address

8571 Seafair Drive

Comments:

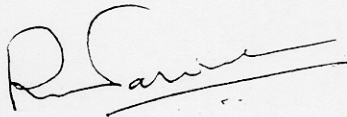
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Sincerely,



RAJENDRA

Name

PARIKH

Address

8731 SEAFAIR DRIVE

Comments:

Smaller single homes in flat will ~~effect~~ effect the property value of 66 ft lots houses. I suggest that instead of single home, could be a duplex type - two homes attached.

I believe that the rest of the planning seems fine to me.

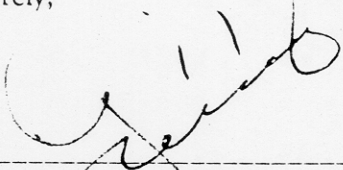
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Sincerely,



Name

8751 Seafair Drive ,

Address

Comments:

I strenuously object to the
possibility of a Bus route adjacent
to the area
