



CITY OF RICHMOND

REPORT TO COUNCIL

TO: Richmond City Council

DATE: July 28, 2000

FROM: Chuck Gale, Chair,
Development Permit Panel

FILE: 0100-20-DPER1-01

RE: Development Permit Panel Meetings Held on June 14 and 28, 2000.

PANEL RECOMMENDATION

1. That the recommendations of the Panel to authorize the issuance of:
 - (a) DP 98-138455, Richmond Estates - 3100 Francis Road
 - (b) DVP 00-173936, Norm Ferguson (Belvedere Homes Ltd.), 4671 Duncliffe Roadbe endorsed and the Permits so issued.

2. That the following be deemed to be in general compliance with their respective Development Permits:
 - (a)
 - (i) To reduce the size of the site from 12,592 m² (135,546 ft²) to 9,671.669 m² (104,108.4 ft²);
 - (ii) To decrease the number of floors from four to three and reduce the floor area from 5,333.389 m² (57,410 ft²) to 4,197.687 m² (45,185 ft²);
 - (iii) To revise the parking from 263 stalls to 186 stalls; and
 - (iv) To revise the site plan and landscape treatment,for property at 6388 River Road (Development Permit DP 98-153700);
 - (b) Introduction of a new driveway access to the Garden City Shopping Centre from Dixon Avenue, for property at 8040 Garden City Road (Development Permit DP 90-214); and
 - (c) Changes to the residential units including the minor changes to the building massing and form as well as the changes to the exterior envelope materials, for property at 11020 Williams Road (Development Permit DP 99-164714).

Chuck Gale, P. Eng.
General Manager, Engineering & Public Works

PANEL REPORT

The Development Permit Panel considered the following permits at its June 14 and 28, 2000 meetings:

A) From the June 14, 2000 DP Panel meeting:

1. DP 98-138455, Richmond Estates - 3100 Francis Road

- The proposal to construct 98 townhouses, 12 single-family homes, a naturally-landscaped pond and ancillary facilities on the old Seafair Ice Rink site located at the end of Francis Road generated a considerable amount of neighbourhood interest.
- As part of the proposal, height and setback variances are requested.
- The proposal was reviewed initially on April 26th. In light of the concerns raised by the neighbours and the Panel regarding building height, maintenance responsibilities and traffic concerns, the proposal was referred back to staff.
- The Panel was satisfied that the revised proposal reviewed on June 14th had addressed the building height and access concerns, and had clarified the maintenance responsibilities.
- The Panel was also satisfied with the amount of green space, and the high quality of architectural finishings and details proposed for the site.
- Due to the mixed opinions still in the neighbourhood regarding the traffic calming measures proposed by the developer in the adjacent Seafair neighbourhood, it was agreed by the Panel members that further discussion is required on this particular issue at the Public Works and Transportation Committee.

The Panel recommends that the permit be issued, and that a further decision is required through the Public Works and Transportation Committee regarding the proposed traffic calming measures.

2. DP 98-153700, General Compliance, Leyland Investment Corporation Ltd., On Behalf Of Ritchie Brothers Auctioneers (Epic Data) - 6388 River Road

- The proposal is for a general compliance in order to:
 - reduce the size of the site;
 - decrease the number of floors from 3 to 4;
 - reduce the number of parking stalls.
- The stated purpose of the general compliance is to enable subdivision of the property so that another business can be relocated in Richmond.
- This proposal did not generate any public input.

The Panel was satisfied that the proposal would not result in a loss of green space, and would support business in Richmond.

B) From the June 28, 2000 DP Panel meeting:

3. DVP 00-173936, Norm Ferguson (Belvedere Homes Ltd.), 4671 Duncliffe Road

- The proposal is for a Development Variance Permit, specifically that would vary:
 - the building envelope by 1.67 m (5.5 ft)
 - the front yard setback from 6 m (19.68 ft) to 3.6 m (12.0 ft)in the Single-Family Housing District, Subdivision Area A (R1/A) in order to permit the construction of a new single-family dwelling on the proposed corner lot to be subdivided from 4671 Duncliffe Road.
- The area is to be subdivided into 3 lots, one of which is a corner lot for which this variance is now being requested.
- The application falls within policy guidelines.
- Although there were a couple of letters of concern regarding the proposed variances, the Panel felt the application was a reasonable request.

The Panel recommends that the development variance permit be issued.

4. DP 90-214 General Compliance, (Farrell Estates Ltd.), 8040 Garden City Road

- The proposal is that the introduction of a new driveway access to the Garden City Shopping Centre from Dixon Avenue be deemed in general compliance with the Development Permit (DP 90-214).
- This proposal is acceptable as it will improve access to the area and although there were a few complaints, the developer agreed to address these.

The Panel was agreeable to deeming the new driveway to Dixon Avenue in general compliance with DP 90-214 recognizing that matter would also be dealt with by the Public Works and Transportation Committee.

5. DP 99-164714 General Compliance, Rostich Hemphill Architects, 11020 Williams Road.

- This proposal is on the former Shellmont Plaza site.
- The proposal is that changes to the residential units:
 - including minor changes to the building massing and form,
 - as well as changes to the exterior envelope material,be deemed in general compliance with the Development Permit (DP 99-164714)
- These changes relate to the roof pitch and exterior materials.
- The developer will meet the City rain screen requirements.
- No negative impacts are anticipated.

The Panel recommends that this proposal be deemed in general compliance with the approved DP 99-164714.

Chuck Gale, P. Eng.
General Manager, Engineering & Public Works

DEVELOPMENT PERMIT PANEL

Wednesday, June 14, 2000

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: David McLellan, Chair
Jim Bruce, General Manager, Finance & Corporate Services
Lauren Melville, Manager, Policy and Research

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, May 24th, 2000 be adopted.

CARRIED

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

(Report: April 4/00, REDMS: 154586, 155038, 135268, 143010)

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 townhouses on the interior of the site and along the west edge of the site from 9 m (29.528 ft.) to 10.75 m (35.269 ft.);
 - 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 3 m to 0.6 m (1.97 ft.) on the rear and to 0 on one side yard and to 1 m (3.28 ft.) 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 architectural perspectives and drawings, Mr. Ross Clouston, President of Talisman Homes and developer of the site, reviewed details of their development proposal and the four project design objectives, namely to: maximize open spaces; maintain and enhance the area's natural setting; create an upscale community with a seaside architectural character; and, build homes of many sizes and types. The single-family homes that will be built along Francis Road will have a townhouse appearance.

Mr. Clouston advised that several changes were made to their project plan, following the comments/suggestions made at the Development Permit Panel meeting of April 26th, 2000. With respect to neighbourhood issues, particularly the height of their proposed buildings, Mr. Clouston noted that they were able to reduce the building heights, while maintaining the architectural character of the homes, by lowering the pitch of the roof slopes. On the interior blocks of units, the height has now been changed from 41 ft. to 35 ft. All of the buildings adjacent to all neighbourhood homes will be 29 ft. in height (maximum). A height relaxation is still necessary, primarily to help increase the open space in the project and to provide variety in the architecture, particularly the roof form. A height relaxation would not have been necessary if they had chosen to build standard three-storey townhouse units. It should be noted that their site coverage is less than 33% and the site coverage allowed is 40%. Mr. Clouston then made reference to the RS5 zone of the City of Vancouver which allows new developments to be compatible with existing character homes in the neighbourhood.

With respect to traffic issues, Mr. Clouston noted that a traffic calming survey form was sent to 218 residents in the Seafair area and an open house was held on May 16th. Out of 68 comment sheets received from residents, 53 had requested for some form of traffic calming measures. Out of the 53 respondents, 43 expressed preference for traffic circles rather than curb bulges. In conclusion, Seafair residents do want some traffic calming measures in their area. As developer of the site, he is committed to providing three traffic calming measures at their expense. It is their recommendation to have the traffic circles at Fairfax Crescent (south), Fairfax Place, and Fairbrook Crescent.

As for the suggestion to close the median on Francis Road, Mr. Clouston explained that this would not be feasible as accessibility by fire and garbage trucks would be restricted.

On the issue of preventing traffic from travelling northbound from the site onto Seafair Drive, Mr. Clouston explained that they have moved the egress as far east as possible to accomplish this.

Mr. Clouston noted that Francis Road parking would include: five stalls in the turnaround, and 14 stalls on the south side of Francis Road. Additional parking will be accommodated via the provision of six additional visitor stalls within the complex.

STAFF COMMENTS

Mr. Holger Burke, Development Coordinator, reviewed the staff response to the main issues raised at the Development Permit Panel at its meeting on April 26th.

- As per the new plans, the number of units requiring height variances have been reduced from 98 to 71.
- As indicated by the developer, the building heights have been reduced by lowering the pitch of the roof slopes.
- As mentioned by the developer, the building heights have been reduced by lowering the pitch of the roof slopes. The height of the interior blocks of units and the row of units along the west dyke, have been changed from 41 ft. to 35 ft. The applicant has altogether eliminated the need for a variance along the south portion of the site (i.e. the row of units adjacent to Edgewater townhouses).
- The City will maintain the landscaped medians and the new storm sewer pipe to be located under the proposed pond adjacent to the dyke. While no detailed costs are available, they are expected to fall within normal maintenance figures.
- After a review of the various options with respect to revising the ingress/egress, it was determined that a continuous median along Francis Road would not be feasible. The egress situation has been improved by shifting the exit further east.
- Results of the May 16th Public Information Meeting on traffic calming measures (as contained in a report dated May 25, 2000 from the Transportation Department) reveal that Seafair residents support the idea of having traffic calming circles. A further report (dated June 14th, 2000), confirms the preferred location of these circles, namely: Fairfax Crescent (south), Fairbrook Crescent, and Fairfax Place. These traffic calming measures are supported by the Transportation Department.

Mr. Holger concluded his presentation by indicating that staff are recommending approval of this project.

CORRESPONDENCE

Ian Hers, #145-3031 Williams Road (attached as Schedule 1)

GALLERY COMMENTS

Ray Davidson, 115-3100 Williams Road, Council member of Edgewater Park, expressed concern over the possible use of their private road and suggested that some form of projection at the north end of the road be provided to deter its use. He noted that he is generally pleased with the proposed development. The developer has made a commitment to retain the fence along the private road while the project is under construction and to pay close attention to the drainage along the project's south property line to ensure no water runoff into the lower grade backyards of the townhouses adjacent to the subject property.

Responding to the first point raised by Mr. Davidson, Mr. McLellan, Chair, advised that the developer had made a commitment at the April 26th Development Permit Panel meeting to construct a curb extension along Francis Road to the private road to deter people from parking along this private road and from using it as a through street.

Derek Gudlaugson, 8351 Fairfax Place, sought clarification on the City processes and procedures with respect to development permit applications. He noted that a simple explanation of the processes would have been helpful. Mr. Gudlaugson then expressed the following concerns/comments: a) the developer should not be allowed to construct a water feature along the public dyke system; b) the City should have forced the developer to have less density; c) the ingress/egress should have been situated closer to the private road and along the south side of the property (not on Francis Road); d) he is opposed to the request for height variances; and, e) the existing parking stalls at the end of Francis Road should be retained. As to the issues related to traffic calming measures, Mr. Gudlaugson expressed the view that a proper traffic study should be undertaken. It appears that decisions are being made via a popularity contest among residents. More professional comments should be sought.

Mr. McLellan, Chair, provided information on the City processes and procedures with regards to development permit applications. He then advised that an appropriate report with regards to the issue of traffic calming measures will be prepared and submitted to the Public Works & Transportation Committee for consideration. The proposed traffic calming measures are being discussed at this time in light of the fact that it is an important component of the project. As for the water features proposed by the developer, City engineers will ensure that they are appropriate.

Julia Taylor, 9051 Wellmond Road, expressed the view that the developer has not presented convincing argument to justify the request for a height variance. She noted concern that this development will be precedent-setting in that new homes in the area will be allowed to be built up to 35 ft. There appears to be no guarantees that she will not be looking at buildings from her home.

Tony Carrigan, 3191 Francis Road, noted that the developer has addressed most of the concerns that he has had about the proposed development and expressed general support for the project. He noted that the traffic along Francis and No. 1 Roads will be a challenge. With respect to the plan to improve the north side of Francis Road, Mr.

Carrigan reiterated his request that efforts should be made to minimize the appearance of the homes being in a hollow. Perhaps the sidewalk could be built slightly lower.

Ben Whitaker, a resident of the Edgewater Townhouse complex, expressed concern that the townhomes proposed are not fully accessible.

Denise North, 8320 Fairfax Place, noted that she had spoken to several residents in the area who were unable to attend the public information meeting and who did not receive the second notice from the City with regard to the traffic calming plan. She expressed the view that the results should be considered null and void because residents were not provided sufficient information and that a more appropriate traffic study should be undertaken. She added that the traffic circles appear to be too closely spaced. In the case of Fairfax Crescent, residents will be faced with two traffic circles when they come out of their street.

Dr. Bret Finlay, 8491 Seafair Drive, advised that he had canvassed most of the residents on the southern side of Seafair Drive who have expressed general consensus that the traffic calming measures proposed by the developer are sufficient. The developer has made several major improvements to the project. He has no objections to the developer's request for a height variance.

Jason Leslie, 3151 Francis Road, expressed general support for the project. He inquired about the parking situation along Francis Road.

In response to Mr. Leslie's query on parking along Francis Road, it was noted that parking would be allowed on both sides of Francis Road.

Yugi O'Hara, 8771 Seafair Drive, requested for a copy of the architectural drawings.

PANEL COMMENTS

Lauren Melville, Panel member, expressed confidence that the project will be a high quality development and noted that the developer has made efforts to accommodate the issues/concerns raised by neighbouring residents.

Mr. McLellan, Panel Chair, noted that he has been impressed by work done by Talisman Homes and is confident that this will be a high quality project. He acknowledged the developer's efforts to bring down the height of the buildings. He supports the revised height variance request as this will allow the provision of more green space on the site. He assured that the granting of a height variance request should not be seen as precedent-setting as any variance request is granted on its own merit. With respect to the issue of traffic circles, this will require further decision making through the Public Works and Transportation Committee.

PANEL DECISION

It was MOVED and SECONDED:

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

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 townhouses on the interior of the site and along the west edge of the site from 9 m (29.528 ft.) to 10.75 m (35.269 ft.);
 - 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 3 m to 0.6 m (1.97 ft.) on the rear and to 0 on one side yard and to 1 m (3.28 ft.) 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.

3. NEW BUSINESS

GENERAL COMPLIANCE – APPLICATION BY SANDRA LEVY OF LEYLAND INVESTMENT CORPORATION LTD., ON BEHALF OF RITCHIE BROTHERS AUCTIONEERS (EPIC DATA) FOR A GENERAL COMPLIANCE AT 6388 RIVER ROAD DP 98-153700

(Report June 13/00, REDMS: 158884)

STAFF COMMENTS:

Mr. Holger Burke, Development Coordinator, provided a summary of the request for General Compliance. He noted that the applicant is requesting for:

- a reduction in the size of the site;
- a decrease in the number of floors (from four to three);
- a reduction in the number of parking stalls (from 263 to 186 stalls)

Mr. Burke advised that no new variances are being requested. Staff are generally supportive of the request, except for the added parking and driveway width on the River Road frontage.

PANEL COMMENTS:

Responding to a query from the Panel Chair on how the applicant was able to accommodate additional parking on the River Road frontage, Mr. Burke advised that the building was pushed back a bit. It should be noted that the slight shift in the building has not resulted in the loss of green space.

PANEL DECISION

It was MOVED and SECONDED:

That the following minor amendments be deemed in General Compliance with the approved Development Permit (DP 98-153700):

1. Reduce the size of the site from 12,592 m² (135,546 ft²) to 9,671.669 m² (104,108.4 ft²);
2. Decrease the number of floors from four to three and reduce the floor area from 5,333.389 m² (57,410 ft²) to 4,197.687 m² (45,185 ft²);
3. Revise the parking from 263 stalls to 186 stalls; and
4. Revise the site plan and landscape treatment.

4. **ADJOURNMENT**

It was moved and seconded

That the meeting be adjourned at 4:45 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, June 14th, 2000.

David McLellan
Chair

Aida Sayson
Recording Secretary

Schedule 1 to the Minutes of the
Development Permit Panel Meeting of
June 14, 2000

*DPP meeting
June 14, 2000*

Ian Hers
#145 - 3031 Williams Road
Richmond, B.C.
V7E 4G1

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

FAX: 278-5139

ATTN: Mr. Jay Richard McKenna, City Clerk

RE: NOTICE OF APPLICATION FOR A DEVELOPMENT PERMIT DP 98-
138455

98-138455

		INIT
	JRM	
✓	AB	AB
	DAW	
✓	AS	
	KY	

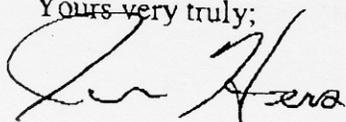
Dear Sir:

I wish to be on record as strongly opposed to all proposed amendments, and the density of the proposed development (i.e., too many units are planned for the available area).

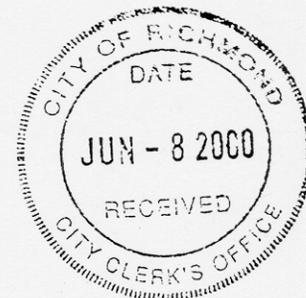
Essentially what is being proposed is a development-type consistent with that in central Richmond complete with higher than normal houses, virtually no set-backs and very little green space. This is not in keeping with existing housing in the Seafair and Mons neighbourhood.

My question to council and the planning department is what would be the rationale for approving the development, as proposed?

Yours very truly;



Ian Hers



DEVELOPMENT PERMIT PANEL

Wednesday, June 28, 2000

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: Chuck Gale, General Manager, Eng. and Public Works, Chair
Jim Bruce, General Manager, Finance & Corporate Services
Terry Crowe, Manager, Land Use

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, June 14, 2000 be adopted.

CARRIED

2. **DEVELOPMENT PERMIT DVP 00-173936**

(Report: June 5/00, REDMS:157809, 155736)

APPLICANT: Norm Ferguson (Belvedere Homes Ltd.)

PROPERTY LOCATION: 4671 Duncliffe Road

INTENT OF PERMIT: To vary the building envelope by 1.67m (5.5 ft) and the front yard setback from 6m (19.68 ft) to 3.6m (12.0 ft) in the Single-Family Housing District, Subdivision Area A (R1/A) in order to permit the construction of a new single-family dwelling on the proposed subdivision of the corner lot.

APPLICANTS' COMMENTS

With the aid of drawings, Rod Linde spoke on behalf of the applicant. He noted the subdivision of the existing lot into 3 lots, 2 interior and one corner. Site coverage of the lot in question is at 40%, and the floor area ratio is within limit. The style of the home is in keeping with other heritage style homes in the area.

STAFF COMMENTS

Mr. Holger Burke, Development Coordinator, reviewed the staff report noting that lot size falls within policy guidelines.

A brief discussion then ensued which clarified the roof encroachment and that no other variances had been granted in this area for similar type lots.

CORRESPONDENCE

Terence and Elin James (Schedule 1)
Dr. C.Y.S. Lee (Schedule 2)

PANEL DECISION

It was moved and seconded:

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

That a Development Permit be issued for 4671 Duncliffe Road which would:

- 1. Vary the building envelope by 1.67m (5.5 ft) and the front yard setback from 6m (19.68 ft) to 3.6m (12.0 ft) in the Single-Family Housing District, Subdivision Area A (R1A) in order to permit the construction of a new single-family dwelling on the proposed corner lot to be subdivided from 4671 Duncliffe Road.***

CARRIED

3. NEW BUSINESS

GENERAL COMPLIANCE APPLICATION BY TERRY McPHAIL OF FARRELL ESTATES LTD. ON BEHALF OF GARDEN CITY SHOPPING CENTRE REGARDING DEVELOPMENT PERMIT (DP 90-214) AT 8040 GARDEN CITY ROAD (Report June 26/00, REDMS: 160458)

STAFF COMMENTS:

Mr. Holger Burke, Development Coordinator, and Mr. Brian Guzzi, Development Planner, provided a summary of the request for General Compliance. It was noted that the applicant is requesting a new driveway crossing from Dixon Avenue into the Garden City Shopping Centre site.

Mr. Guzzi said that one resident has expressed concern as their property is located directly across from the proposed access, and that two trees, several shrubs and four parking stalls will be lost. With regard to the resident concern the developer has offered to provide a cedar hedge which should mitigate the issue of vehicle headlights for the property owner.

Staff support the request for amendment.

PANEL DISCUSSION

In response to a question from the Chair as to whether proximity to the corner posed a concern, the answer was no. It was noted that the grease traps will be located in the landscape zone with no affect to parking stalls, leaving stall reduction at four. Also noted was the benefit to the neighbour in having direct access from Dixon Avenue.

PANEL DECISION

It was moved and seconded:

That the introduction of a new driveway access to the Garden City Shopping Centre from Dixon Avenue be deemed in general compliance with the approved Development Permit (DP 90-214).

CARRIED

GENERAL COMPLIANCE APPLICATION BY NORM HUEY OF ROSITCH HEMPHILL ARCHITECTS ON BEHALF OF KBK NO. 61 VENTURES LTD. REGARDING DEVELOPMENT PERMIT (DP 99-164714) AT 11020 WILLIAMS ROAD

(Report June 26/00, REDMS: 161569)

STAFF COMMENTS

Mr. Holger Burke, Development Coordinator, said that any change to the commercial building would need a new development permit requiring a public consultation etc. The landscaping changes are relatively minor and can be dealt with at staff level. The changes pertain to the pitch of the roof and exterior materials. No negative impact is expected as a result of the change in pitch, and the change to the exterior envelope materials is a change to vinyl from hardiplank on all main panels, while maintaining wood trim around doors and windows.

Mr. Keith Hemphill, Rositch Hemphill Architects then displayed drawings evidencing the revised plans and the subtle nature of the changes.

PANEL DISCUSSION

During the discussion between the panel, staff and Mr. Hemphill it was identified that significant attention had been given to the building envelope detail, with assurance being given by Mr. Hemphill that the amount of detail along with inspection/field review procedures provides adequate rain screen. Mr. Bruce asked whether the roof height with the change is within the maximum allowable, Mr. Hemphill said yes.

Mr. Gale asked if there were any peril in this approval, or misunderstanding, with regard to the commercial corner. Mr. Hemphill replied it was understood that it is a separate issue.

PANEL DECISION

It was moved and seconded

That changes to the residential units including the minor changes to the building massing and form as well as the changes to the exterior envelope materials, be deemed in general compliance with the approved Development Permit (DP 99-164714).

CARRIED

4. **ADJOURNMENT**

It was moved and seconded

That the meeting be adjourned at 4:10 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, June 28th, 2000.

Chuck Gale,
Chair

Deborah MacLennan
Recording Secretary

Terence + Elin James
11891 Dunford Rd.
Richmond BC

June 22, 2000

V7E 3A6
274-1180

SCHEDULE 1 TO THE MINUTES OF
THE DEVELOPMENT PERMIT PANEL
MEETING HELD ON WEDNESDAY,
JUNE 28TH, 2000.

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

~~██████████~~ Notice of Application for a Development Variance Permit
DVP 00-173936:

As long-time residents of the area we are against any further minimization of setbacks or building envelopes in order to accommodate additional houses.

The minimums as they stand are already extremely small. With six metres for a backyard of a two thousand square foot house, people may as well purchase townhomes. We have gone from homes with large trees, a great deal of green space and adequate frontage for guests, to homes with almost no green space, no trees and back to back patios.

The bylaws requiring larger setbacks on corner lots than on traditional lots should still be enforced. There are a number of children playing in the area and decreased visibility on the corner should not be an option. The increased traffic and lack of parking in the area over the past few years is very evident and adds to the danger of the corner. It is true that there is a city-owned grassy boulevard on the corner, but it should not be up to the city to provide green space for homeowners and this space should be in addition to the landowners setback not instead of.

If the builder does not feel that he can build three houses using the existing minimums, then he should build two. There is still a market for slightly larger houses, but it would be an interesting concept to build less than the maximum house on the area and leave a little bit of grass. The houses would still sell.

Thank you for your consideration in this matter.

Terence + Elin James

11891 Dunford Rd.

TERRY + NORMA KETDE

4771 DUNCLIFFE RD.

Shaw + Guylaine Mercer
11871 DUNFORD RD.

Danny + Kathy Miller

4771 Duncliffe Rd.

PAT SAFIANUK

4740 DUNCLIFFE RD.



SCHEDULE 2 TO THE MINUTES OF
THE DEVELOPMENT PERMIT PANEL
MEETING HELD ON WEDNESDAY,
JUNE 28TH, 2000.

DPP Meeting
June 28, 2000

		INIT
✓	JRM	
	AB	
	DAW	
✓	AS	
	KY	

Dr. C.Y.S. Lee
4660 Duncliff Road
Richmond, B.C.
V7E-3N1
June 23, 2000

DVP 00-173936

TO: The city clerk

RE: Development Variance Permit DVP 00-173936
4671 Duncliff Road

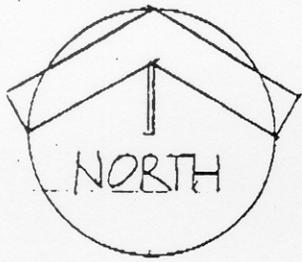
I am writing to voice my concern with allowing the variance, especially the setback from 6 m to 3.6 m, to pass through.

As you may know, this has become a residential neighbourhood of young families. There are a number of children and young adults on the road playing street hockey and basketball; and especially on Dunford Road, just on the west side of this particular lot. I have witnessed many cars whip around this corner heading north or southeast.

Allowing the setback from 6 m to 3.6m would pose an increase of line of sight obstruction in this corner for kids at play, pedestrians and cars. This could significantly increase the risk of a serious accident in the area, which would be regrettable. If a house can not be built under the existing codes or bylaws; then perhaps, the lot of 4671 Duncliff Road can not accommodate a subdivision into three building lots.

Yours sincerely,





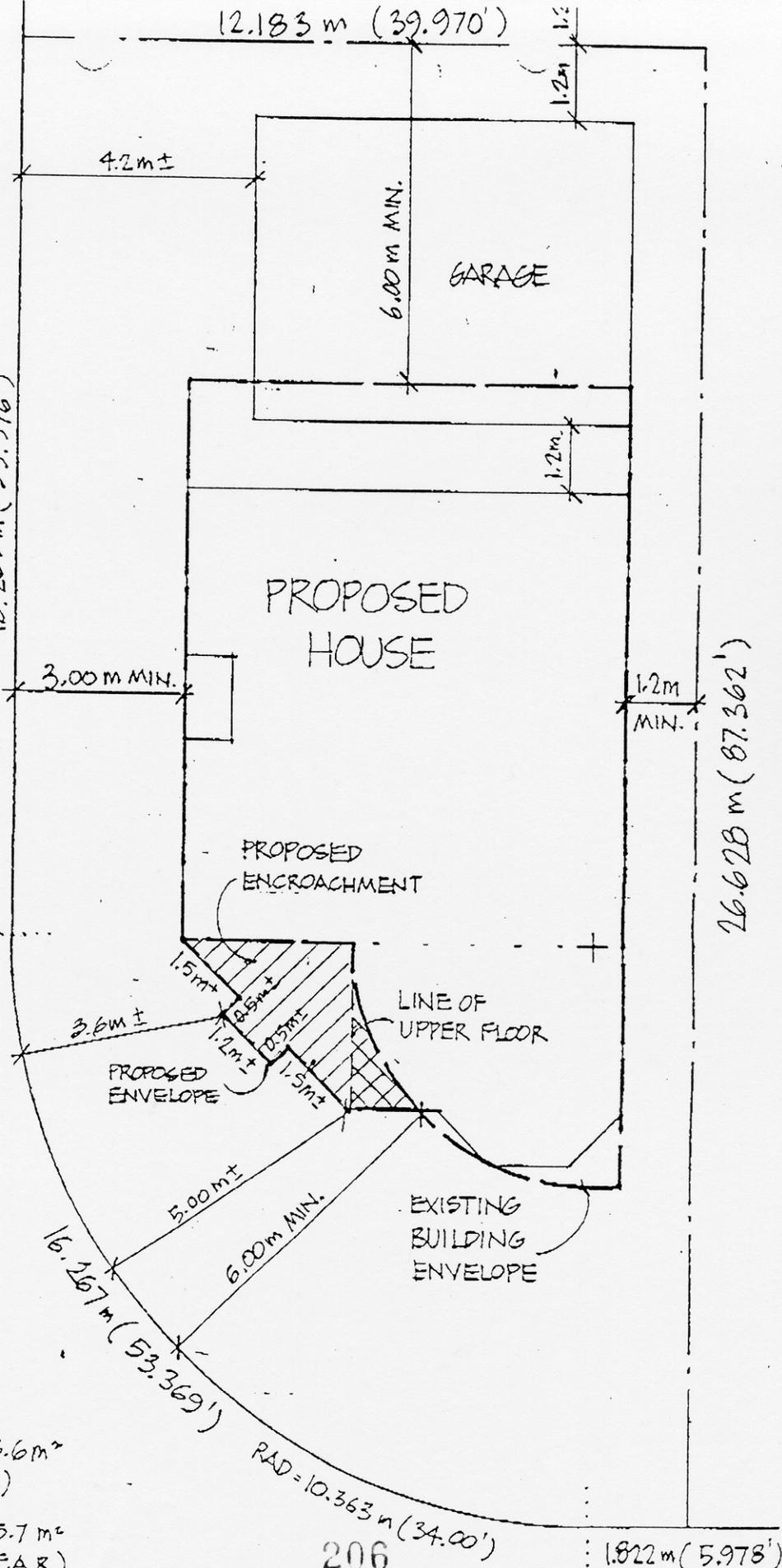
SITE PLAN

SCALE: 1/8" = 1m

DUNFORD ROAD

16.269 m (53.376')

12.183 m (39.970')



26.628 m (87.362')

LEGAL DESCRIPTION:

LOT 1
SEC. 2-3-7
PLAN

ANALYSIS:

LOT AREA 301.3 m²

MAX. SITE COV. @ 45% = 135.6 m²

THIS PLAN = 123.1 m² (40.1%)

MAX. FLOOR AREA @ .55 = 165.7 m²

THIS PLAN = 159.8 m² (.53 F.A.R.)

DV-00-1