



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg, MCIP
Chair, Development Permit Panel
Date: July 04, 2006
File: 01-0100-20-DPER1-
01/2006-Vol 01
Re: **Development Permit Panel Meeting Held on March 29, 2006, April 12, 2006,
May 24, 2006 and June 28, 2006**

Panel Recommendation

1. That the recommendations of the Panel to authorize the issuance of:
 - i) a Development Permit (DP 05-304533) for the property at 7071 Bridge Street;
and
 - ii) a Development Permit (DP 05-292371) for the property at 9800 Alberta Road;be endorsed, and the Permits so issued.

2. That the recommendation of the Panel to **DENY** the issuance of a Development Permit (DP 06-327868) for the property at 6780 No. 4 Road be endorsed and the Permit **NOT** be issued.


Joe Erceg, MCIP
Chair, Development Permit Panel

JL:sb
Att.

Panel Report

The Development Permit Panel considered the following items at its meetings held on June 28, 2006; May 24, 2006; April 12, 2006 and March 29, 2006:

DP 05-304533 – AM-PRI CONSTRUCTION LTD. – 7071 BRIDGE STREET
(April 12, 2006, May 24, 2006 and June 28, 2006)

Council and the Panel considered a Development Permit application to permit the construction of 17 townhouse units on a site zoned Comprehensive Development District (CD/35). A variance to reduce the front yard setback for recycling and garbage enclosures is included in the proposal. The proposal was presented at the Development Permit Panel meetings of April 12, 2006, May 24, 2006 and June 28, 2006. The proposal was considered by Council on June 21, 2006 and was referred to the Panel to investigate the possibility of having larger trees planted on the site.

At the April 12th and May 24th meetings, the architect, Mr. Tom Yamamoto, and landscape architect, Mr. Masa Ito, provided brief descriptions of the project, including proposed new trees to replace the three (3) large Evergreen trees on the property which were to be saved and were irrevocably damaged during demolition in the Summer of 2005.

At the June 28th Panel meeting, a revised tree replacement proposal was presented by Masa Ito, landscape architect, and Steve Hill of Maple Leaf Tree Movers.

Staff reported that the applicant has been collaborative in this process and has met with City staff in a timely manner to address Council's concern. Staff and the City's arborist have worked together to find a proper solution to replace the removed trees. The applicant had retained Maple Leaf Tree Movers Ltd. and charged them with finding three (3) very large coniferous trees. In addition, the applicant had signed an agreement with the City to provide a security for maintenance of the new trees. The replacement trees were not required before a period of six (6) months, so there is confidence on the part of the applicant and the tree experts he has retained, that suitable trees could be found.

Discussion ensued and the key elements of the replacement of the trees arrived at by the Panel and the applicant were: three (3) evergreen coniferous trees, each with a minimum height of 35 feet, maintenance after planting to include watering, and no option to proceed with different trees without coming back to the City for specific approval. The applicant is responsible for the transplanting, maintenance and nurturing of the trees. Even if the trees do not transplant it is the responsibility of the applicant to replace them and to extend the warranty for two (2) years after the replacement trees are planted. The applicant was to sign a contract (completed and attached as **Attachment 1**).

Staff added that if these provisions were not followed and if the transplanted trees did not succeed, the applicant would have to come back and appear before the Development Permit Panel.

There were no comments from the public on the proposal.

The Panel recommends that the Permit be issued.

DP 05-292371 – MATTHEW CHENG ARCHITECT INC. – 9800 ALBERTA ROAD

(March 29, 2006 and June 28, 2006)

The Panel considered a Development Permit application to permit the construction of six (6) townhouse units on a site zoned Comprehensive Development District (CD/155). No variances are included in the proposal. The proposal was originally presented at the Development Permit Panel meeting on March 29, 2006 and was referred to staff in order to allow the applicant to resolve design issues regarding the proposed project with staff.

At the March 29th meeting, the architect, Mr. Matthew Cheng, provided a brief description of the project. The Chair expressed his dissatisfaction with the proposal and the applicant's minimal design response to direction given by Advisory Design Panel and staff.

At the June 28th meeting, the architect Mr. Matthew Cheng, the developer, Mr. Mo Taha, and the landscape architect, Mr. Andrew Moolin provided brief descriptions of the revisions made to the proposal. The existing tree at the front of the property was being retained and should it not survive, it would be replaced. The project had been lowered, back doors re-instated, articulation improved, more room provided for landscaping along the West side and landscaping improved including new trees along the West property line with structural soil under the driveway.

The Chair indicated that appropriate security would need to be provided for a replacement tree if it were needed with a warranty for an appropriate period of time. He stated that there was a stump at the rear of the property and that at least one (1) tree had been removed from the property. He noted that the size of the proposed trees at 7 to 8 cm dbh was minimal and should be increased to at least 10 cm dbh. He recommended that the applicant drop the project further as low as they could without raising flood proofing or servicing issues. The developer agreed to both conditions.

Staff stated that a letter was received from Asha, Richard, Prahba and Gurmel Singh of 9821 Alberta Road expressing concerns regarding traffic near the local school, visibility as residents drive in and out, and property values.

Mr. Fred Carron of 9820 Alberta Road was present to express his displeasure with the project design. He referred to the lower development across Alberta Road and asked that the proposed development be lowered at least 2' so that the rooftop would not be higher than adjacent buildings. He expressed concern that the rear of his property would be lower than the development and asked that the developer take special measures to ensure he did not experience drainage problems. He complimented the developer on the measures taken to retain the front tree and agreed with the developer that the school district Gary Oak had not been damaged by the developer. He asked the City to take stock of the existing trees along Alberta Road. He complimented the City on the Williams Road street trees and was not satisfied with the Alberta Road street trees.

Since the Development Permit Panel Meeting, staff have continued to work with the applicant regarding the project elevations, proposed new tree planting and tree retention security. The project elevation has been lowered a further 0.2 m to 2.2 m geodetic, which is almost 0.5 m lower than the crown of Alberta Road. Of the 11 new trees proposed, five (5) have been increased in size to 10 cm dbh. A registered arborist has been retained to supervise the retention of the western red cedar tree. Should the existing tree not survive within two (2) years of

landscape installation, a letter of credit has been provided in the amount of \$1,800.00 as security for a replacement tree and two (2) year maintenance contract.

The Panel recommends that the Permit be issued.

DP 06-327868 – JAGTAR SINGH SIHOTA – 6780 NO. 4 ROAD- DENIAL

(June 28, 2006)

The Panel considered a Development Permit application to permit the construction of a local commercial building, consisting of 548 m² (5,899 ft²) of ground floor commercial space and one (1) second floor dwelling unit on a site zoned Local Commercial District (C1). Variances to: reduce the North side yard setback for a garbage enclosure; to reduce the number of commercial off-street parking spaces; to permit residential and commercial tandem parking spaces; and to permit small parking spaces are included in the proposal.

Six (6) townhouse units on a site zoned Comprehensive Development District (CD/155). No variances are included in the proposal. The proposal was originally presented at the Development Permit Panel meeting on March 29, 2006 and was referred to staff in order to allow Mr. Jagtar Sihota, the applicant, and Mr. Nirbhai Viridi, architect, provide descriptions of the proposal. The applicant believed that the location of surface parking at the front of the building would make the site more marketable to prospective tenants. The applicant believed that if the parking was located at the rear of the building, the commercial units would not be leasable, the site would be unsafe for children and women, that there would be issues of crime at the site, and that residents' lives would be disrupted with undue noise.

Staff stated that a Development Permit had been recently issued for the project in October of 2005. Staff met with Mr. Sihota and Mr. Viridi a few months ago to discuss the project and the parking lot issue. Staff felt that the issues raised in the applicant's letter could be dealt with in accordance with the original Development Permit through detailed design.

The Chair stated that the proposed redesign is a very suburban model with a sterile pedestrian environment, and is a model the City is moving away from. He stated that the original design was a good one with provisions for landscaping, seating, pedestrian walkways, and bicycle racks which were made in the original design. It was felt that some of the elements could be modified to lessen some of the concerns raised by the applicant without moving the building on the site.

There were no comments from the public on the proposal.

The Panel recommends that the Permit **NOT** be issued. Staff were asked to work with the applicant to explore the possibility of addressing the applicant's concerns of safety and pedestrian residential access through a General Compliance to the approved Development Permit.



Development Permit Panel

Wednesday, June 28, 2006

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Jeff Day, General Manager, Engineering and Public Works
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services

The meeting was called to order at 3:30 p.m.

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on June 14, 2006, be adopted.

CARRIED

2. Development Permit DP 05-306362

(Report: May 17, 2006 File No.: DP 05-306362) (REDMS No. 1681857, 1938169) (Referred from the June 14, 2006 DPP Meeting)

APPLICANT: G. A Construction Ltd.

PROPERTY LOCATION: 6551 No. 4 Road

INTENT OF PERMIT:

1. To permit the construction of 12 townhouse units at 6551 No. 4 Road on a site zoned Comprehensive Development District (CD/155); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the north side yard setback from 3 m to 2 m to accommodate portions of the building; and
 - b) Reduce the south side yard setback from 3 m to 2 m to accommodate portions of the building.

Applicant's Comments

Masa Ito, landscape architect, reported that on June 27, 2006, his client Gary Aujla had authorized the 2:1 replacement ratio for planting of trees to replace the trees taken down on the property. He further reported that the applicant was willing to place a hedge along the north side of the property.

Mr. Ito stated that there was no drawing to present to the Panel due to the client agreeing to the conditions only the day before the Development Permit Panel (DPP) meeting.

In response to inquiries from the Chair, he stated that the applicant's arborist has estimated that there were previously 6 trees on the property based on an archival photo, one of which was dead. He confirmed that 10 replacement trees would be planted to replace the trees removed from the property. When asked by the Chair if the arborist report had been discussed and agreed to with staff, Mr. Ito confirmed that the report had been discussed with staff.

Mr. Ito indicated that they were willing to plant 10 replacement trees at 15 cm dbh. He stated that they would need to investigate what stock is available and that if there is not sufficient space onsite, that they would need to determine an appropriate cash contribution for the trees that could not be accommodated onsite.

Staff Comments

Jean Lamontagne, Director of Development, reported that staff had received the arborist's report on June 27, 2006, the day before the DPP meeting and that the report confirmed that 6 trees had been removed from the site, one of which was a dead tree. Mr. Lamontagne added that the replacement trees would be expected to be planted at a ratio of 2 to 1 with minimum 15 cm dbh in compliance with the Official Community Plan, bringing to 10 the total number of replacement trees.

Correspondence

None.

Gallery Comments

Mr. Fred Carron, 9820 Alberta Road, expressed his frustration at the removal of trees from this site and other sites along Alberta Road and stated he had not seen any significant replacement of trees. He stated his unhappiness at the deforestation of the MacLennan area due to densification and development. He asked that the City take an inventory of the remaining existing trees on Alberta Road to decide which should be retained and inform developers before they take the site preparation step. He acknowledged that the City's new park at the corner of Garden City Road and Alberta Road is attractive, but his fear is that Alberta Road will look quite different if the removal of trees continues. He had no difficulty with removal of trees, but did have difficulty with not replacing them with significant trees.

Panel Discussion

The Chair expressed his unhappiness with the applicant's failure to act quickly after the June 14, 2006 DPP meeting and that no revised landscape drawings were available at this meeting for the public or the Panel to review.

He stated that developers do not need a permit to preload a site, but that the City's recently adopted tree bylaw stipulates that a permit to remove trees from a site is needed. Council has made it clear that if developers ignore the tree bylaw and remove trees the City will prosecute those developers. Further, there is no reason that an individual or a developer should remove trees before the permit process has been followed.

The Chair stated that there was no serious effort on the part of the developer and that he was disappointed in the applicant's report, made by Mr. Ito, and hoped that it would not be repeated at the next presentation.

Panel Decision

It was moved and seconded

That Development Permit DP 05-306362 be deferred to the July 26, 2006 meeting of the Development Permit Panel.

CARRIED

3. Development Permit 05-304533

(Report: March 7, 2006, File No.: DP 05-304533) (REDMS No. 1704258, 1899095, 1935557, 1894221, 1826979) (Referred from the June 12, 2006 Council Meeting)

APPLICANT: Am-Pri Construction Ltd.

PROPERTY LOCATION: 7071 Bridge Street

INTENT OF PERMIT:

1. To permit the construction of 17 townhouse units at 7071 Bridge Street on a site zoned "Comprehensive Development District (CD/35)"; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the front yard setback from 6 m to 2.1 m for a recycling enclosure and a garbage enclosure.

Applicant's Comments

Masa Ito, landscape architect, reported that the applicant is willing to comply and to work with the City arborist to achieve the best outcome for the City and applicant. The applicant has retained a tree removal specialist.

Staff Comments

Jean Lamontagne reported that the applicant has been collaborative in this process and has met with City staff in a timely manner to address Council's concern. Staff and the City's arborist have worked together to find a proper solution to replace the removed trees. The applicant has retained Maple Leaf Tree Movers Ltd. (Schedule 1) and charged them with finding three (3) very large coniferous trees. In addition, the applicant has signed an agreement with the City to provide a security for maintenance of the new trees. The replacement trees are not required before a period of six months, so there is confidence on the part of the applicant and the tree experts he has retained, that suitable trees can be found.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Discussion ensued regarding the difference between a "very large" tree and a "large tree". In seeking clarification and definition, the Chair asked the representative from Maple Leaf Tree Movers, along with the applicant, to address the Panel. During the discussion the following points were made:

- Steve Hill, the contractor, has over 20 years of experience in transplanting trees, and the company has over 40 years of experience;
- the damaged trees were 70 feet high;
- the security amount for each of the 3 proposed replacement trees is \$8,000 and a 45 foot tree would cost this amount;
- large trees can be found in the Fraser Valley area and are available for purchase and transplanting;
- replanting a mature tree, with a root ball of 12 feet, is a very involved process, but there are a variety of trees that will be able to take root in the space provided at the site;
- the trees chosen to be replanted on the site should have a history of transplanting or root pruning; each transplanted tree is different and not all trees will transplant well, but something like a Western red cedar will work and will transplant well;
- two years is a reasonable amount of time for a tree to show that it will survive the transplant; if a tree is not thriving it will usually show in the first year and is usually due to the level of maintenance after the transplant;

Development Permit Panel
Wednesday, June 28, 2006

- the tree contractor will provide full maintenance and watering for the transplanted trees at the site for a period of 2 years, and when the irrigation system kicks in, irrigation will take the place of watering;
- there will not be much soil settlement if the soil is compacted well; the contractor will remove sand from the transplant site and replace it with top soil, thereby providing the best conditions for vertical settlement;
- in Richmond the high water table may affect the root system of a transplanted tree, but Maple Leaf Tree Movers Ltd., a Richmond company, has a success rate of between 90 and 95% in transplanting and maintaining trees.

The key elements of the replacement of the trees arrived at by the Panel and the applicant were: 3 evergreen coniferous trees, each with a minimum height of 35 feet, maintenance after planting to include watering, and no option to proceed with different trees without coming back to the City for specific approval. The applicant is responsible for the transplanting, maintenance and nurturing of the trees. Even if the trees do not transplant, it is the responsibility of the applicant to replace them and to extend the warranty for two years after the replacement trees are planted. The applicant has to sign a contract.

Jean Lamontagne added that if these provisions were not followed, and if the transplanted trees did not succeed, the applicant would have to come back and appear before the Development Permit Panel.

Panel Decision

It was moved and seconded

That a Development Permit (DP 05-304533) be issued which would:

1. *Permit the construction of 17 townhouse units at 7071 Bridge Street on a site zoned "Comprehensive Development District (CD/35)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the front yard setback from 6 m to 2.1 m for a recycling enclosure and a garbage enclosure.*

CARRIED

4. Development Permit 05-292371

(Report: June 1, 2006 File No.: DP 05-292371) (REDMS No. 1884647, 1767481)

APPLICANT: Matthew Cheng Architect Inc.

PROPERTY LOCATION: 9800 Albert Road

INTENT OF PERMIT:

1. To permit the construction of six (6) townhouse units at 9800 Alberta Road on a site zoned "Comprehensive Development District (CD/155)".

Applicant's Comments

Mo Taha, the developer, and Matthew Cheng, architect, addressed the Panel. Mr. Taha reported that the Red Cedar tree in the front yard of the project has been retained and protective tree fencing had been installed. In response to an inquiry from the Chair, Mr. Taha stated that any impact to the tree occurred before he became involved with the project and that he had been working with the arborist to ensure the survival of the tree. Fill had been removed from the root zone and new topsoil provided. He remarked that if anything happened to the tree it would be replaced.

Mr. Cheng reported that the project had been lowered by 0.6 m and that the slab elevation and building height had been dropped by 0.3 m each, thereby making the height of the project more compatible with the height of adjacent buildings. The ground floor had been recessed on the west side of the property to allow more opportunity for landscaping. In addition, the building had been pushed back from the driveway. He advised that the roof forms had been articulated and that south facing cantilevered decks had been added to make the project more visually interesting.

In response to a question from the Panel regarding why the slab had not been lowered further, Mr. Taha responded that there might be problems if the project is lowered further. He stated that the slab grade of the project was now approximately 0.2 metres lower than a neighbouring property, and is compatible with the grade of the building to the west. He stated that the project now had a lower roof than the roof of the neighbouring building.

In response to another inquiry from the Panel Mr. Cheng responded that the back doors had been removed to provide room for landscaping between the garages, but that they had been put back in response to suggestions provided by City staff.

Andrew Moolin, landscape architect, addressed the Panel reporting that landscaping had been changed and that planting opportunities beside the building were minor. More substantial material was located along the west edge including trees. Although reluctant at first to locate trees in this narrow area, structural soil would be provided under the driveway to support the new trees. Thirteen new trees had been put on the site, including 5 along the west side. Their size was between 7 and 8 cm dbh because trees of this size seem to withstand transplant shock better than larger trees.

Correspondence

Jean Lamontagne stated that one piece of correspondence had been received (Schedule 2) from Asha Singh, Richard Singh, Prahba Singh and Gurmel Singh living at 9821 Alberta Road, Richmond. Mr. Lamontagne mentioned some of the concerns raised in the letter: traffic problems near the local school, visibility as residents drive in and out, and property values.

He noted that as the landscape plan had been modified, the security would need to be modified as well.

Staff Comments

Staff confirmed for the Panel that the project fits with the proposed zoning.

Gallery Comments

Mr. Fred Carron, 9820 Alberta Road, stated that one key to development in the City is to harmonize existing housing stock with new developments. There were 12 older properties on the south side of Alberta Road. This project was the first development and will have an impact on future developments. He expressed his displeasure in this project looking like a big box. He mentioned that the development across the street from the site in question is 3 feet below grade and he did not see why this project cannot be dropped by a minimum of 2 feet so that the rooftop is no higher than the rooftops of adjacent and surrounding buildings. Mr. Carron expressed concern that the rear of his property will be lower than the development, and as a result, special measures are needed to ensure he did not experience drainage problems at the rear of his lot. He stated that the developer should be complimented for the concerted efforts made to retain the tree at the front of the property. He shared the developer's opinion that they had had nothing to do with the damage done to the school property Oak tree. He felt the cedar looked healthy and should be retained. He asked the City to take stock of the existing trees along Alberta Road. He was concerned that 6 cottonwood trees had been removed between the properties to the west. He complimented the City on the street trees planted along Williams Road, but he did not feel that the trees planted along Alberta Road were appropriate.

Panel Discussion

The Chair indicated that appropriate security would need to be provided for a replacement tree if it was needed with a warranty for an appropriate period of time. He stated that there was a stump at the rear of the property and that at least one tree had been removed from the property.

In answer to a Panel question, staff advised that the parking at the site of this project exceeded requirements.

The Chair noted that the size of the proposed trees at 7 to 8 cm dbh was minimal and should be increased to at least 10 cm dbh. He recommended that the applicant drop the project further; as low as possible, without raising flood proofing or servicing issues. The developer agreed to both conditions and to advise staff so that Council can be advised.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of six (6) townhouse units at 9800 Alberta Road on a site zoned "Comprehensive Development District (CD/155).

CARRIED

5. Development Permit DP 06-327868

APPLICANT: Jagtar Singh Sihota

PROPERTY LOCATION: 6780 No. 4 Road

INTENT OF PERMIT:

1. The construction of a local commercial building, consisting of ground floor commercial space and one (1) second floor dwelling unit on a site zoned Local Commercial District (C1).

Applicant's Comments

Mr. Jagtar Sihota, the applicant, and Mr. Nirbhai Viridi, architect, addressed the Panel.

Mr. Viridi's presentation included a letter, with two attached drawings, which he distributed to the Panel (Schedule 3). He used the drawings to illustrate the proposed new design which Mr. Viridi said addressed all safety, access and leasing concerns that his client, the applicant, had regarding the project.

Mr. Viridi's presentation included a letter (Schedule 4) which he read to the Panel. The applicant believed that the location of surface parking at the front of the building would make the site more marketable to prospective tenants. The applicant believed that if the parking was located at the rear of the building, the commercial units would not be leasable, the site would be unsafe for children and women, that there would be issues of crime at the site, and that residents' lives would be disrupted with undue noise. To illustrate his concerns he used a model of the proposed building.

Staff Comments

Jean Lamontagne stated that a Development Permit had been recently issued for the project in October of 2005. Staff met with Mr. Sihota and Mr. Viridi a few months ago to discuss the project and the parking lot issue. Mr. Lamontagne felt that the issues raised in the applicant's letter could be dealt with in accordance with the original Development Permit through detailed design.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The City's OCP states that a street front should be lively and animated, and for that reason parking lots were being moved to the rear of buildings. Discussion ensued regarding the original design versus the new design as proposed by the applicant's architect. The Chair stated that the proposed redesign is a very suburban model with a sterile pedestrian environment, and is a model from which the City is moving away. The City's guidelines had changed to avoid having buildings surrounded by a sea of parked cars.

The Chair stated that the original design was a good one with provisions for landscaping, seating, pedestrian walkways, and bicycle racks made in the original design. It was felt that some of the elements could be modified to lessen some of the concerns raised by the applicant without moving the building on the site.

Ms. Cathryn Volkering Carlile suggested that an alternative might be to move the residential entry to the Granville Avenue elevation.

The Chair commented that the applicant's concerns regarding crime, as well as the concerns about access to the proposed residential units above the commercial units, did not require the building being moved back, and did not justify changing the building's configuration.

Mr. Jeff Day stated that he could understand the applicant's concerns but that the City was trying to get away from a sea of parking at every intersection. It was felt that a different access for the residential entry and strategic location of the residential parking could be found instead of reverting to an older form of development. There was a concern that approving this older form of development would create an undesirable precedent.

Panel Decision

It was moved and seconded

That a Development Permit be denied which would permit the construction of a local commercial building, consisting of ground floor commercial space and one (1) second floor dwelling unit, at 6780 No. 4 Road on a site zoned Local Commercial District (C1).

Staff were asked to work with the applicant to explore the possibility of addressing the applicant's concerns of safety and pedestrian residential access through a General Compliance to the approved Development Permit.

CARRIED

6. New Business

1. Regarding the question of DPP meetings in August, 2006, staff will review which meeting in August can be cancelled.
2. The Panel raised the issue of landscaping maintenance on properties where a Development Permit has been issued, and staff advised that the City undertakes to check the landscaping maintenance for one year after installation. If it is determined that landscaping maintenance is unsatisfactory, the City can either withhold release of the landscaping security or another action could be taken. After the maintenance period had passed, the matter would be dealt with through Community Bylaws.

7. Adjournment

It was moved and seconded

That the meeting be adjourned at 5:20 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, June 28, 2006.

Joe Erceg
Chair

Sheila Johnston
Committee Clerk

FROM : Maple Leaf

PHONE NO. :

SCHEDULE 1 TO THE MINUTES OF THE DEVELOPMENT PERMIT PANEL OF WEDNESDAY, JUNE 28, 2006.

MIT 78 - JEAN LAMONTAGNE

Maple Leaf Tree Movers Ltd.

Attention: Paramjit Sandhu
AM-PRI Construction Ltd.
9751 No. 6 road, Richmond, B.C.
V6W 1E5

Date: June 19th 2006

Fax: 604-277-8457
Tel: 604-277-8453

QUOTATION

Dates: Job #	Quotation # PO #
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Location:	7071 Bridge Street Richmond, B.C.
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Project:	Supply and plant 3 mature conifer trees as per Alex Thorburn's specifications. Through the cooperation of Mr. Sandhu we feel that we should be able to source out these trees from existing development sites throughout Richmond. We will be looking for fir, spruce or western red cedar to replace the damaged trees in question. We have the capacity of locating the trees 20-35 feet in height with a caliper up to fourteen inches in diameter planted with a 94 inch root ball.
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Rental:	A 94 inch tree space \ 310 Deere loader . Hourly rate : \$340/hr with a 4 hour minimum.
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Cost:	Materials: Guide wire support at \$35 per line. Minimum four per tree. Ten yards of top soil - \$230 delivered.
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GST # 103492526
Quotation #

If there are any questions regarding this quotation, please contact us @ pager # 604-861-2580.

Thank you: Stephen B. Hill

Specializing in Tree Moving Since 1967
10471 Algonquin Dr.,
Richmond, B.C.,
V7A 3A5

Approved by PARAM SANDHU (AMPRU CORST LTD)
June 19, 2006



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
Phone 604-276-4007 Fax 604-278-5139

**Notice of Application
For a Development Permit
DP 05-292371**

Applicant: Matthew Cheng Architect Inc.

Property Location: 9800 Alberta Road

Intent of Permit:

To permit the construction of six (6) townhouse units at 9800 Alberta Road on a site zoned "Comprehensive Development District (CD/155)".

The Richmond Development Permit Panel will meet to consider oral and written submissions on the proposed development noted above, on:

Date: Wednesday, June 28, 2006
Time: 3:30 p.m.
Place: Council Chambers, Richmond City Hall

If you are unable to attend the Development Permit Panel meeting, you may mail or otherwise deliver to the **Director, City Clerk's Office**, at the above address, a written submission, which will be entered into the meeting record if it is received **prior to or at the meeting on the above date**.

To obtain further information on this application, or to review supporting staff reports, **contact the Planning and Development Department**, (604-276-4395), first floor, City Hall, between 8:15 a.m. and 5:00 p.m., Monday through Friday, except statutory holidays, between June 15, 2006 and the date of the Development Permit Panel Meeting. Staff reports on the matter(s) identified above are available on the City website at <http://www.richmond.ca/cityhall/council/agendas/dpp/2006.htm>.

David Weber
Director, City Clerk's Office

DW:wj

To Development Permit Panel
Date: <u>June 28 2006</u>
Item # <u>4</u>
Re: <u>9800 Alberta Rd</u>
<u>DP - 05 - 292371</u>

NOTICE OF APPLICATION

DP 05-292371

To Whom It May Concern:

I live at 9821 Alberta Road, Richmond, BC. I am writing in regards to Michael Cheung's impossible idea of trying to literally squeeze in 6 town homes between houses. I strongly oppose this application and I strongly encourage the City of Richmond to make the architect/builder Cheung to revise his application for 6 town homes, to perhaps something more fitting to the space like a duplex. On our street, this is all the space we can afford since the condominiums across the road have come up.

There are a number of problem which I will outline below.

- **Parking.** This is a HUGE and terrible situation right now. My family and I have no space to park our vehicles since we only have space for 2 vehicles. Being that each of my family members has a car (4), we need to park on the street, but there is NO ROOM due to the senior's home opening on 6460 #4 Road. Allowing for 6 town homes will crowd our street even further due to their guests and second cars parking on the street. **We need permit parking or resident parking only signs in front of our homes already; putting in 6 town homes cannot be squeezed in.**
- **Visibility.** Due to people parking on either side of our driveway and next to our other neighbors, and since the cemented sidewalk was paved, it is very, very difficult for us to get our vehicles out of our drive onto the street. Traffic coming

off of #4 Road, onto Alberta does not slow down and we are too close to the edge that there is an accident just waiting to happen.

- School. In the mornings and afternoons when children are being dropped off or picked up from school, the traffic jams so severely at the intersection of Alberta Road and #4 road and the intersection of Alberta and Garden City, that it takes about 10-15 minutes to clear up. Factoring in the parked cars on the street, plus neighbors and myself trying to get out of our drive way makes this task very dangerous as people lose tempers and get impatient. **6 town homes would not help this situation but make this worse.**
- Illegal activity. Since the growth around Garden City, Alberta, and Ferndale, my neighbors and I have had to call the police numerous times at times of fear for our homes and safety. I feel the safety and security of our homes is being affected because renters move into these town homes and do not care for their surroundings. There have been illegal parties, people blocking the streets with cars, loud fights, speeding down our streets by owners. Further detail of crimes on Alberta can be found with the local RCMP. **6 town homes will contribute to this activity as we know what type of people will move in.**
- Space. If someone from city hall came out to look at the site where the 6 town homes are to be built, anyone without an engineering degree or a proper architect degree could see that there is NO WAY that you could fit that many people on that small piece of land. If the city allows this building, they are asking for further problems due to the tenants of these town homes taking up current

neighbor's space for parking. If we can get resident parking for the space in front of my house it may be different, but as of yet, we don't, so NO SPACE.

- Value. Property value of our homes will decline due to the sight of 6 town homes and the people and vehicular traffic associated with them. This 6 town home idea is not fitting to our little neighborhood because it imposes on our privacy also. I hope you hear from the neighbor who is right beside this building site.

Michael Cheung has no idea what he is trying to jam into the lot he has. I only see profit to his motive, but not the location and setting of this neighborhood. Why would anyone try to squeeze in town homes in between single family dwellings? Michael Cheung will not have to live here in the crowded space we do as of now. We DO NOT need more people being jammed into the already too crowded, small area we live in.

I understand that this area unfortunately got zoned as multiple dwelling after we built our home here on Alberta, so if Cheung has the right to build, revise his plan to the highest limit our area can handle, which is the most, a duplex. Honestly, this is the amount of people we can afford to have in our area. Overpopulation will attract more problems.

In conclusion, we just have too much construction in our area. I have been dealing patiently with the builders and have tried to adjust to the traffic and people that have already crowded this area. Putting in more traffic and people is not the answer. We already need space to park our cars in front of our homes (for safety and security also), there is another issue in itself. Michael Cheung may have provided space for parking (undoubtedly, for 1 vehicle), but most families have 2 or more vehicles. To visualize, 6

town homes multiplied by a minimum of 2 vehicles each, we are looking at the bare
minimum (most likely more) of **12 more cars fighting for parking space.**

Please do the right thing for the betterment of our neighborhood and reject Michael
Cheung's application.

Thank you.

Asha Singh, Richard Singh, Prahba Singh, Gurmel Singh
604-897-8273

Nirbhai Virdi Architect

B. Arch. (Hon's), M. Arch., MAIBC

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Tel : (604) 649-7110 (604) 589-7009

Fax : (604) 589-2786

email : nvirdi@shaw.ca

Date: June 28, 2006

Project No.: 05-196-S

TO: Development Permit Panel

CITY of RICHMOND

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

Attn: **Mr. Joe Erceg, Chair ; Mr. Jeff Day & Ms. Cathy Volkering Carlile.**

PROJECT: GRANVILLE PLACE, Mixed Use Development.
6780 No. 4 Road, Richmond, BC.

File: DP 06-327868

Owner: Mr. Jagtar Sihota, Sihota Ventures Ltd.,
9800 Alexander Road, Richmond, BC. V6X 1C5

Dear Chair and Panel Members.

My name is Nirbhai Virdi & I am making presentation on behalf of Mr. Jagtar Sihota.

1. Background

A Development Permit [04-280263-6780 No. 4 Road] has been issued by the City Council for this Project on October 11, 2005. Mr. Jagtar Sihota had many concerns with the Design & Siting of the Building as follows;

- a. Apartment Parking & access from Parking to Apartment crosses the main Commercial Parking / Driveway. This is not safe for his Family & Children.
- b. Private Outdoor area for Apartment is open to & crosses across Commercial Parking making this layout unsafe for his Family & Children.
- c. Apartment Entrance is adjacent to Commercial Entrances, causing again the safety concerns.
- d. Mr. Sihota, had no luck with any potential Tenants in leasing his Building because they all wanted Parking on the front facing both Streets.
- e. Mr. Sihota had many discussions with Mr. Holger Burke of Planning Department on the above issue & it was agreed that the City will be willing to look at Parking on the front + Building at rear option.
- f. A new Development Permit application was applied with new set of Drawings with Parking on front + Building at rear in February 2006.

2. The New Development Permit Application.

As per new Design, we have addressed the problems associated with first Design as follows;

- a. Apartment Parking & access from Parking to Apartment is separate from the Commercial Parking / Driveway making this layout safe for his Family & Children.
- b. Private Outdoor area for Apartment is separate from Commercial Parking making this layout safe for his Family & Children.
- c. Apartment Entrance is totally separate & fenced from Commercial Entrances, making it safe & private.
- d. With this layout many potential Tenants have indicated their willingness in leasing his Building.

3. **Conclusion.**

Based on the foregoing, the new proposed Design addresses all safety & leasing concerns that Mr. Sihota had on this Project under previous Development Permit and we request your support & approval of our new Proposal.

I am available to answer any questions that you may have.

Thank you
Yours truly,

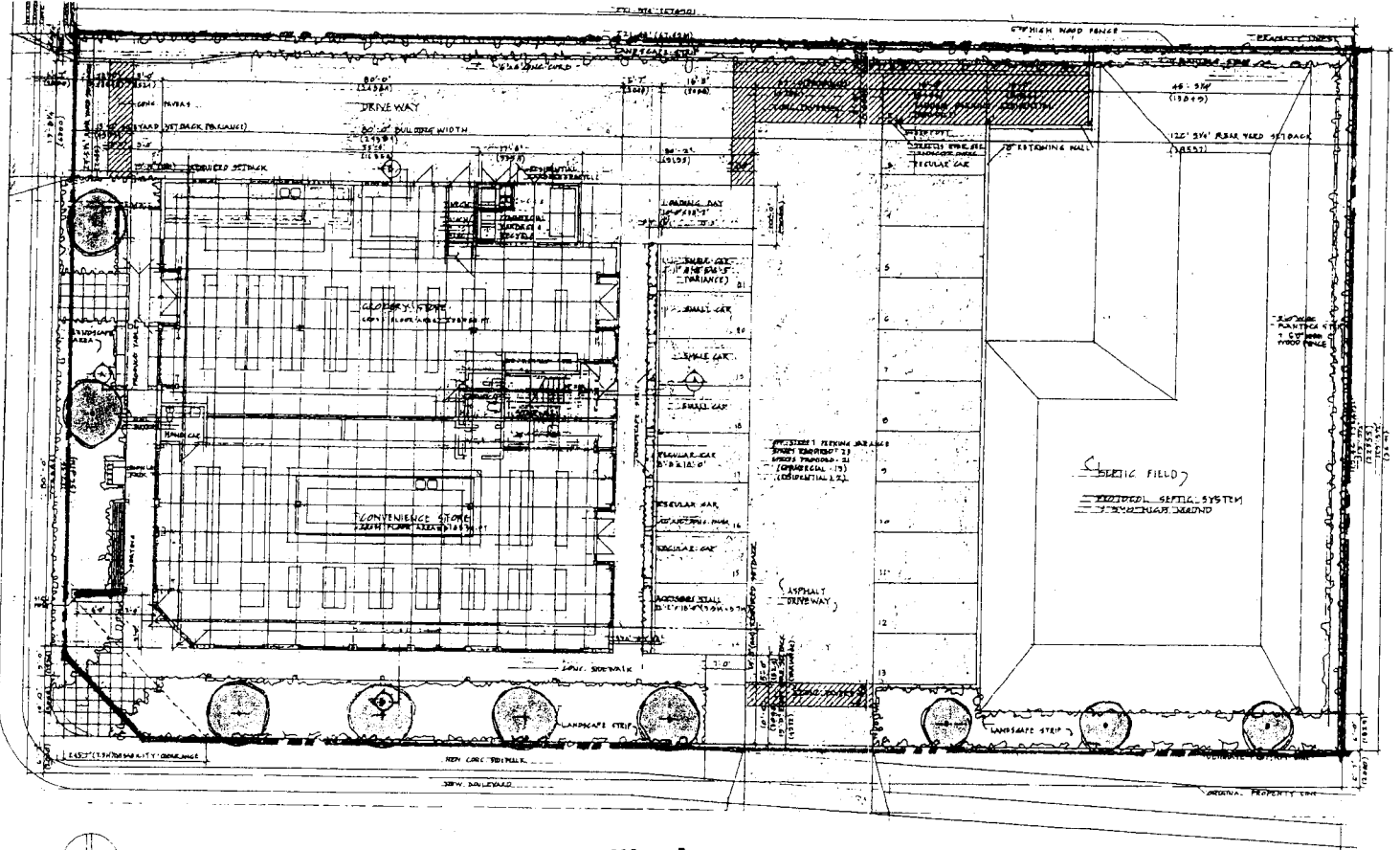


NIRBHAI VIRDI Architect
B. Arch. (Hon's); M. Arch; MAIBC

Attachments;

Drawing. A-1, Oct. 2005 - Existing Development Permit, Site Plan reduced Drawing.
Drawing. A-2, Feb. 2006 - Proposed Development Permit, Site Plan reduced Drawing.

No. 4 Road



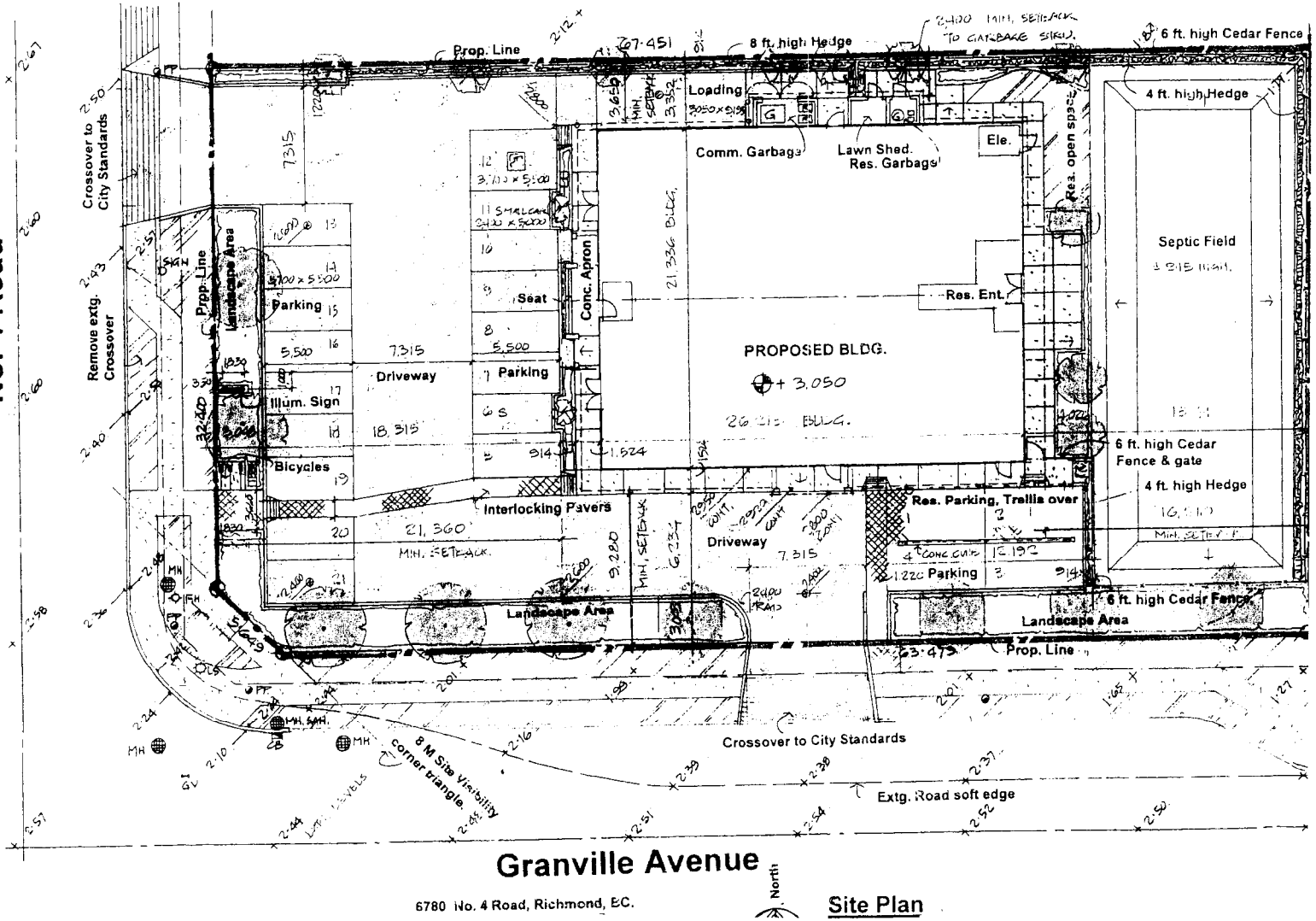
GROUND FLOOR PLAN
 scale 1/8" = 1'-0"

Granville Avenue

A1 ground
 granville
 mixed u
 6780 no
 Kenneth E
 Architects P
 1831 Poplar
 St SE 10771
 76 60 200

Drawing. A-1
 Oct. 2005 - Existing Development Permit,
 Site Plan reduced Drawing.

No. 4 Road



6780 No. 4 Road, Richmond, EC. **Site Plan**

Drawing. A-2
Feb. 2006 - Proposed Development Permit,
Site Plan reduced Drawing.

Application for Amendment of Development Permit

To:

The Panel,
Development Permit.
City of Richmond

Re: Amendment of Development Permit 6780 No.4 Road
Richmond

Respected Panel Members,

Development permit has been approved last October 2005. according to OCP it is parking is recommended back of the building. In this project it is Mix use Residential and commercial. We have to watch both commercial as well residential also.

I beg to say that in this proposal it must have a parking Lot in the front of the building for the following reasons.

First is the safety issue, this property zone for mix use residential and commercial, when we are looking for the requirements of commercial as well we have to look for the residential safety and a good environment.

1. Unsafe for small kids:

In this present development permit parking lot comes in the middle between backyard and the residential dwelling. when young children from the residential area will go to their backyard to play they always have to cross through the parking lot. I want this amendment that residential dwelling area must be connected with back yard. As this new application.

2. Unsafe for ladies and children:

Police always send the pamphlets home, how you protect your house. And how you keep your kids protected but in this case staff is only looking commercial OCP but totally ignore residential safety

Strangers are sitting 5 ft away from your residential dwelling front of main door. Commercial store parking lot is public place. No one can go and ask what are you doing here or why are you sitting here in the car. If you need a letter from police dept. their opinion which building is more safer they can tell you.

3. Break-in and rape.

When robbers or rapist is there sitting in the parking lot 5ft away from residential entry. Watching people going from house and coming back to the house. It will be scary for teen age girl to enter in her own house in winter after 6 pm when cars will front of her main door. I strongly urge that residential dwelling must be separate from commercial and must be connected with its backyard and should be authorized to have fenced and secure their side with full privacy.

4. Noise:

When sleeping at night. Commercial trucks stop at traffic lights and move upon green lights. Why this family have to suffer to sleep 15 ft away from traffic, when there is a possibility to live and sleep peacefully 80 ft away.

What is my fault? I support city staff. I fulfill their requirement for road widening .I dedicated over 2000 sq ft of land they needed for road widening, even more than that after development permit issued they ask another 200 sq ft from corner cut, they ask me if I want to I can put right of way, I said NO "you take it" Today they are questioning why I have tandem parking, if I had not dedicated my land then I did not have tandem parking.

I talk to The Manager Joe E^{CCED} about dedication; he said in future everyone has to dedicate their land at No 4 Rd for road widening. Now two properties has been developed from last year and no one dedicated their land but my dedication of land was

conditional of development permit which is present market value approximately \$120000. Even doing every thing still permit is not Suitable for business view neither it is good for family safety.

According to OCP building right in corner are 99% in shopping mall have joint parking with other stores. OR Parking lot facing 4 lanes busy St. Show me a One and only one store similar to this (Residential & Commercial mix use) which single store facing backside.

After receive Development Permit I talk several tenants. Not a single person like it. Lot of people concern about family safety and 100% people told there will be no business at all. Main issue they raised: (main complained is parking on wrong place)

which will be our main Entrance of store. Their attraction for business is neighbor hood school. For this purpose they want store may face towards No 4. Road. But store can't survive with walking customers. Corner stores are not high demand, but these are needy for the old retire people or people don't have their transportation. City should try to keep this heritage to survive not to let them fail.

Then second issue comes up for Handicap customers if main entrance is on front. Will any one would like to go there where they has to walk 80 ft to enter the store for 5 minutes shopping. They will not stop here they will go next 5 blocks where they have all other comfortable facilities are available.

You can't leave front and back both doors open. End of the day no one like to pay money from his pocket because of shoplifting.

No one want to rent this now and if suppose I may build according to development permit, I will be in very big financial loss or bankruptcy.

I dedicated a (\$120000) big land conditional to DP. Paid \$30000 city taxes from the time DP application.

If any thing happens or problem and we come to solve our problem ask for help to city hall, but why city don't consider this today. I am requesting you to look at my family safety issue, customer convenience and convenience of the business.

I shall be Thankful for this kindness to consider amendment to our development permit.

Yours Sincerely,

JAGTAR SIHOTA