



## City of Richmond

## Report to Council

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**To:** Richmond City Council

**Date:** July 23, 2003

**From:** Jeff Day  
Chair, Development Permit Panel

**File:** 0100-20-DPER1

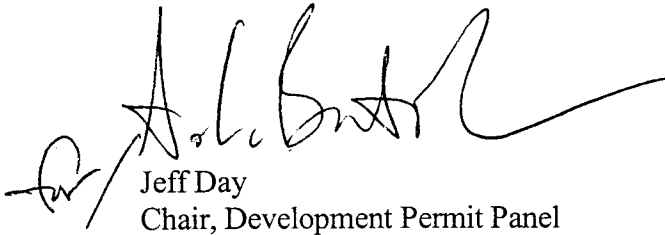
**Re:** Development Permit Panel Meeting Held on July 16, 2003

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### Panel Recommendation

1. That the recommendations of the Panel to authorize the issuance of:
  - i) a Development Permit (DP 02-219529) for the property at 8220, 8240 Garden City Road & 9020, 9040 Dixon Avenue
  - ii) a Development Permit (DP 02-222274) for the property at 3591 & 3611 Chatham Street

be endorsed, and the Permits so issued.



Jeff Day  
Chair, Development Permit Panel

**Panel Report**

The Development Permit Panel considered two Development Permits at its meeting held on July 16, 2003.

DP 02-219529 – ASP ARCHITECTS INC. – 8220, 8240 GARDEN CITY ROAD & 9020, 9040 DIXON AVENUE

The proposal to construct 21 townhouse units having its access from Dixon Avenue generated correspondence from a representative of the adjacent townhouse project located east of the proposed site. Concern was expressed regarding the proposed location of the garbage and recycling areas. The variance, if approved, would allow for the installation of a centrally located garbage container and one bin.

Overall the Panel was satisfied that the proposed design of the townhouse project as appropriate and appreciated that the character of the development took into account the height of the adjacent buildings as well as the efforts made for the tree retention and replacement plan.

The Panel recommends that the permit be issued.

DP 02-222274 – PETER FONG – 3591 & 3611 CHATHAM STREET

The proposal to construct a mixed-use development containing four (4) two-storey townhouse units above four (4) commercial retail units generated one piece of correspondence from the building owner of the adjacent mixed-use building located east of the proposed site. Concern was expressed regarding how the proposed development's preload has impacted the adjacent building. The Panel found that the issue raised did not relate directly to the issuance of the Development Permit, however it was noted that the applicant was aware of the damage and was waiting for the provision of an Engineer's report from the adjacent property owner.

The Panel commented on the planting area at the south-west corner of the property that it could be impacted by pedestrians walking through the landscaping and further that consideration be made to prevent pedestrian access. It was also mentioned that the front balcony design would be a solid design to provide privacy for the bedrooms located on the third storey. The Panel was satisfied that the project was appropriate for the Steveston Commercial District.

The Panel recommends that the permit be issued.

JD:alb



## Development Permit Panel

Wednesday, July 16<sup>th</sup>, 2003

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

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 Wednesday, June 25<sup>th</sup>, 2003, be adopted.*

**CARRIED**

### 2. Development Permit DP 02-219529

(Report: Feb. 12/03 File No.: DP 02-219529) (REDMS No. 946136)

APPLICANT: ASP Architects Inc.

PROPERTY LOCATION: 8220, 8240 Garden City Road & 9020, 9040 Dixon Avenue

INTENT OF PERMIT:

1. To allow the development of 21 townhouse units containing a total floor area of 2,869 m<sup>2</sup> (30,882.669 ft<sup>2</sup>); and
2. To vary the provisions of Zoning and Development Bylaw 5300 to permit the following:
  - a) reduce the road setback along Dixon Avenue from the required 6.0 m (19.685 ft.) to 0.6 m (1.969 ft.) for a mail kiosk/entry sign and a refuse/recycling enclosure;

- b) reduce the road setback along Dixon Avenue from the required 6.0 m (19.685 ft.) to 5.0 m (16.404 ft.) for building projections on two (2) townhouse units;
- c) reduce the road setback along Garden City Road from the required 6.0 m (19.685 ft.) to 5.0 m (16.404 ft.) for building projections on five (5) townhouse units; and
- d) reduce the minimum lot width requirement from 80 m (262.47 ft) to 40.92 m (134.252 ft.) along Dixon Avenue.

#### **Applicant's Comments**

Mr. Jim Simpson and Mr. Russell Poulston, of ASP Architects Ltd., accompanied by Mr. Keith Koroluk, Landscape Architect, used site plans to explain the proposed development to the Panel. Advice was given that the proposed 21 unit townhouse complex would be constructed on property located in the area of Garden City Road and Dixon Avenue; that the main access to the development would be from Dixon Avenue; and that the complex would be served by a single lane.

Further advice was given that the development character would be sympathetic with the two storey multi-family complex located to the east of the subject property; that of the 21 units proposed, 16 would be two-storey in height and five three-storey in height; the roof line was varied and included bay windows and dormers; and the exterior of the buildings would be stucco, with secondary cladding material on the larger three-storey townhouse units to reduce the scale of the three-storey units. As well, a single lane right-of-way comprises part of the development, in addition to a secondary lane, with public rights-of-passage cross access agreements to allow connection to future development to the south, to Garden City Road and to the shopping centre to the north.

Mr. Koroluk then used site plans to explain the proposed landscaping for the project and to describe the fencing and outdoor details. He stated that the existing trees removed from the property would be replaced with trees on a ratio of 2 to 1; that these replacement trees would be a minimum of 10 centimetres in calliper size, with increased planting along the public lane, and would be planted in such a way to provide privacy to adjacent residents. Mr. Koroluk expressed the belief that the replacement planting would help to establish the character of the complex. He added that each of the front gardens would provide outdoor amenity space for the residents. Mr. Koroluk further advised that the applicant had agreed to repair or replace any damaged existing fence panels along the neighbouring properties on the east and west side of the consolidated subject property.

#### **Staff Comments**

The Manager, Development Applications, Joe Erceg, advised that staff supported the project. He referred to the Public Hearing held in October, 2002, and to the concerns of Mr. and Mrs. Danny Chung, about the removal of trees, and stated that the applicant had received correspondence from Mr. & Mrs. Chung which expressed support for the currently proposed tree retention and replacement plan. Mr. Erceg referred to the variances being requested and explained that the proposed reduction in road setback to 0.6 metres was to allow a mail kiosk/entry sign and a refuse/recycling enclosure.

**Correspondence**

Mr. Joe Chicorelli, 9088 Dixon Avenue (Schedule 1)

**Gallery Comments**

None.

**Panel Discussion**

During the brief discussion which ensued, in response to a question about whether individual garbage containers would be permitted, advice was given that the variance, if approved, would allow for the installation of a centrally located garbage containers and one bin.

**Panel Decision**

It was moved and seconded

*That a Development Permit (DP 02-219529) be issued for property at 8220, 8240 Garden City Road and 9020, 9040 Dixon Avenue on a site zoned Comprehensive Development District (CD/43) that would:*

1. *allow the development of 21 townhouse units containing a total floor area of 2,869 m<sup>2</sup> (30,882.669 ft<sup>2</sup>); and*
2. *vary the provisions of Zoning and Development Bylaw 5300 to permit the following:*
  - a) *reduce the road setback along Dixon Avenue from the required 6.0 m (19.685 ft.) to 0.6 m (1.969 ft.) for a mail kiosk/entry sign and a refuse/recycling enclosure;*
  - b) *reduce the road setback along Dixon Avenue from the required 6.0 m (19.685 ft.) to 5.0 m (16.404 ft.) for building projections on two (2) townhouse units;*
  - c) *reduce the road setback along Garden City Road from the required 6.0 m (19.685 ft.) to 5.0 m (16.404 ft.) for building projections on five (5) townhouse units; and*
  - d) *reduce the minimum lot width requirement from 80 m (262.47 ft) to 40.92 m (134.252 ft.) along Dixon Avenue.*

**CARRIED**

**3. Development Permit DP 02-222274**

(Report: June 9/03; File No.: DP 02-222274) (REDMS No. 1017288)

APPLICANT: Peter Fong

PROPERTY LOCATION: 3591 and 3611 Chatham Street

**INTENT OF PERMIT:**

1. To permit the construction of a mixed-use development containing four (4) two-storey townhouses above four (4) commercial retail units on a site zoned Steveston Commercial (Three-Storey) District (C5); and
2. To vary the off street parking and loading provisions of Zoning and Development Bylaw No. 5300 to permit the following:
  - a) reduce the setback along the south property line on Chatham Street from 3.0 m (9.843 ft.) to 1.7 m (5.577 ft.) for parking stall encroachments;
  - b) reduce the setback along the east and west property lines on the south side of the proposed building from 1.5 m (4.921 ft.) to 1.2 m (3.937 ft.) for parking stall encroachments;
  - c) reduce the setback along the east and west property lines on the north side of the proposed building from 1.5 m (4.921 ft.) to 0.0 m (0.0 ft.) for parking stall encroachments;
  - d) reduce the setback along the north property line of the subject site from 1.5 m (4.921 ft.) to 0.51 m (1.673 ft.) for parking stall encroachments; and
  - e) reduce the minimum area for a loading space from 28.0 m<sup>2</sup> (301.399 ft<sup>2</sup>) to 20.85 m<sup>2</sup> (224.43 ft<sup>2</sup>).

**Applicant's Comments**

Mr. Kevin Lee, of Kevin C. Lee Architect, representing the applicant, used site plans to explain the design of the building and the location of the proposed parking. He stated that the comments of the Advisory Design Panel had been taken into consideration, and as a result, wooden planters would be added to the balconies of the townhouse units; the exterior of the building would be clad with Hardi-Plank siding, accented with wood trim, painted doors, and a cedar roof which would match the adjacent roof line.

Mr. Lee further advised that the sidewalk would be extended across the front of the proposed building to abut with the adjacent commercial buildings to encourage pedestrian traffic along Chatham Street. He advised however that continuous access to the west was blocked by a low concrete block, an existing gas meter and a landscape planter on the adjacent property.

**Staff Comments**

Mr. Erceg advised that staff supported the project, which had been designed to fit with the buildings on either side. He stated that even with the variances being requested by the applicant, the subject property would have better screening and landscaping than the other properties in the area.

### Correspondence

Dawn McKinney, 12488 No. 3 Road (Strata Manager and Co-owner of a building at 3631 Chatham Street) Schedule 2. (Mr. Lee advised that the applicant was aware of the damage and was waiting for the provision of an Engineer's Report from the complainant.)

### Gallery Comments

None.

### Panel Discussion

Reference was made to the planted area located at the south-west corner of the property, and concern was expressed about pedestrians walking through the landscaping to access the adjacent building. Mr. Lee was asked to consider ways to prevent the pedestrians from walking through that area.

Reference was made to the proposed balcony design for the front of the building, and in response to questions, advice was given that the balconies would be solid to provide increased privacy for the bedrooms located on the third floor; however, the balconies on the second floor would be altered to make them similar to the adjacent buildings (i.e. open railing with spindles).

### Panel Decision

It was moved and seconded

*That a Development Permit be issued for 3591 and 3611 Chatham Street that would:*

1. *permit the construction of a mixed-use development containing four (4) two-storey townhouses above four (4) commercial retail units on a site zoned Steveston Commercial (Three-Storey) District (C5); and*
2. *vary the off street parking and loading provisions of Zoning and Development Bylaw No. 5300 to permit the following:*
  - a) *reduce the setback along the south property line on Chatham Street from 3.0 m (9.843 ft.) to 1.7 m (5.577 ft.) for parking stall encroachments;*
  - b) *reduce the setback along the east and west property lines on the south side of the proposed building from 1.5 m (4.921 ft.) to 1.2 m (3.937 ft.) for parking stall encroachments;*
  - c) *reduce the setback along the east and west property lines on the north side of the proposed building from 1.5 m (4.921 ft.) to 0.0 m (0.0 ft.) for parking stall encroachments;*
  - d) *reduce the setback along the north property line of the subject site from 1.5 m (4.921 ft.) to 0.51 m (1.673 ft.) for parking stall encroachments; and*
  - e) *reduce the minimum area for a loading space from 28.0 m<sup>2</sup> (301.399 ft<sup>2</sup>) to 20.85 m<sup>2</sup> (224.43 ft<sup>2</sup>).*

4. New Business

None.

5. Date Of Next Meeting: Wednesday, July 30<sup>th</sup>, 2003

6. Adjournment

It was moved and seconded

*That the meeting be adjourned at 3:55 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, July 16<sup>th</sup>, 2003.

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Jeff Day  
Chair

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Fran J. Ashton  
Executive Assistant – City Clerk's Office



Attn: City Planning Dept - Brian Guzzi  
City of Richmond  
6911 No 3 Road  
Richmond, BC V6Y 2C1

July 10, 2003

SCHEDULE 1 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING HELD ON WEDNESDAY,  
JULY 16<sup>TH</sup>, 2003.

Dear Sir:

Re: Notice of Application for Development Permit  
#DPO2-219529 set for July 16, 2003 3:30

As a resident living adjacent to the proposed site, and as head of the strata council for 9088 Dixon Ave I have a concern regarding ITEM 2(A).

Firstly, was this not taken into consideration in the original plans?

Secondly, would individual sewerage removal instead of one large refuse container not be more sanitary. It has proven to be tedious with our particular strata development.

As well I have noticed rodents from the wall area that frequent the trash container area and have personally destroyed two two have wandered across the road to our residence area.

Unfortunately I cannot attend due to job requirements. Should you have any questions for me I can be reached at #1-9088 Dixon Ave., Richmond V6Y 1E1 or residence 604-204-2522.

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Thank you  
Joe Chicorelli

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THIS DAMAGE HAS BEEN CAUSED BY THE PRELO,  
PLACED BESIDE 3631 CHATHAM ST; (ON THE SITE IN INTRES  
I AM AWARE MR. FONG WANTS TO MAKE CHANGE  
TO THE SETBACK ALONG <sup>221</sup> THIS PROPERTY LINE,  
THIS IS A HUGE CONCERN TO THE WELFARE OF

THE DAMAGED BUILDING ON 3631.

MR. FONG IS AWARE OF THIS DAMAGE AND IS  
WAITING FOR MORE INFORMATION.

THANK YOU FOR YOUR ATTENTION.

Alan Wong

Dawn McKinney  
12488 No. 3 Road,  
Richmond, BC  
V7A 1X5

June 17, 2003  
File: 4709

**Re: 3631 Chatham Street, Richmond**

## **Introduction**

In accordance with your request, on May 23, 2003 we visited the commercial residential building located at 3631 Chatham Street in Richmond. The purpose of the field visit was to examine reported settlement damage that had occurred recently on the west side of the existing building.

## **Observations**

The subject property consists of a group of units with commercial space on the ground floor and two storey residential above the commercial space. The adjacent lot to the east is filled with a sand preload. The east and west sides of the preload are supported with three Lock Blocks above grade with a small slope above the Lock Blocks. The preload appears to be about 10 feet high and extends close to the property line.



Figure 1 View from front of building along the west side looking north.

The proximity of the preload to the subject building is visible in Figure 1.

Access to the residential units is by a concrete staircase attached to the west wall of the building as shown in Figure 1. The staircase is the closest structure to the preload and has settled and rotated outward at the top. The rear of the building at the staircase is shown in Figure 2.

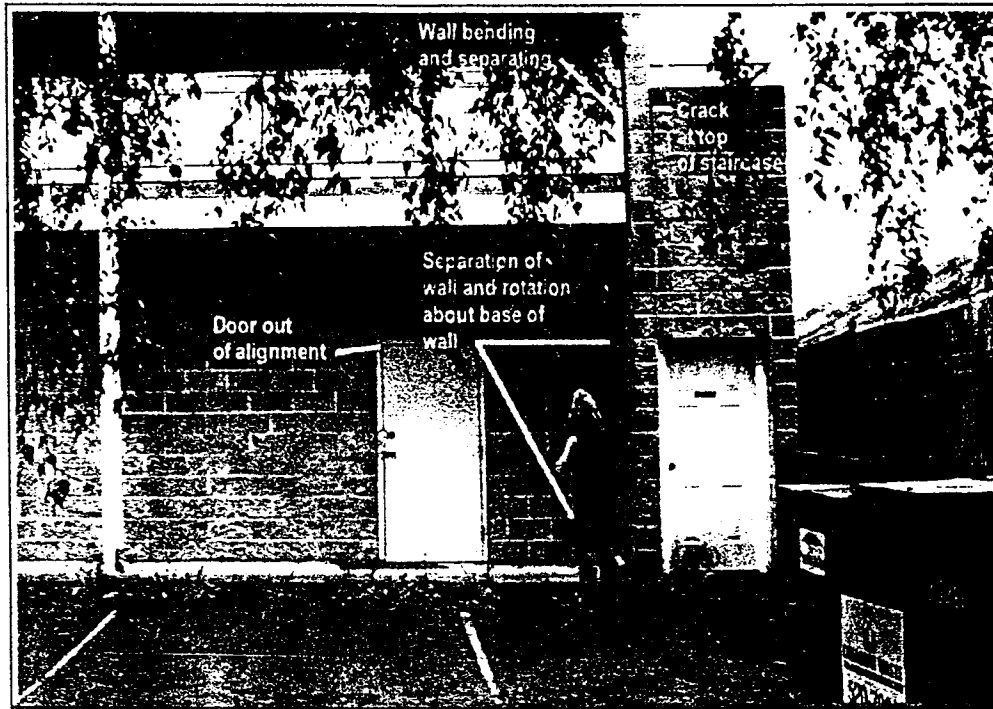


Figure 2. View of the rear of the building on the west property line.

It appears that settlement has occurred adjacent to the preload with the largest settlement closest to the preload and decreasing with increasing distance from the preload. The result is differential settlement. The staircase appears to have rotated about the base of the concrete exterior wall of the building with the rotation toward the preload at the top of the staircase. This has resulted in the exterior building wall bending and separating from the floor at the second storey. It appears that the wall is restrained above the floor at the roof level and the combination of restraint at the top of the wall and rotation of the lower portion of the wall has resulted in the bending of the wall.

Using a level with a laser, the settlement of the exterior concrete wall was estimated to be of the order of 70 to 80 mm. The separation of the wall from the deck floor on the second storey was measured to be 40 mm as shown in Figure 3. The settlement of the wooden deck on the upper level and the sidewalk on the lower level at the rear of the building appears to extend about 3 to 5 metres from the west wall.

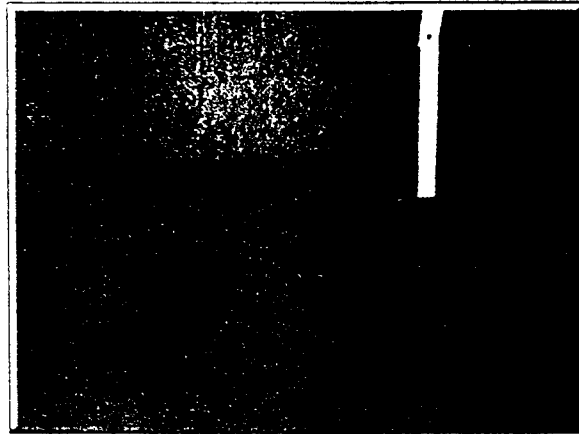


Figure 3. Separation of deck floor from concrete wall at top of staircase.

Access was not available to the ground floor nor residential unit adjacent to the west wall at the time of our field visit so that settlement and damage could not be assessed in these areas.

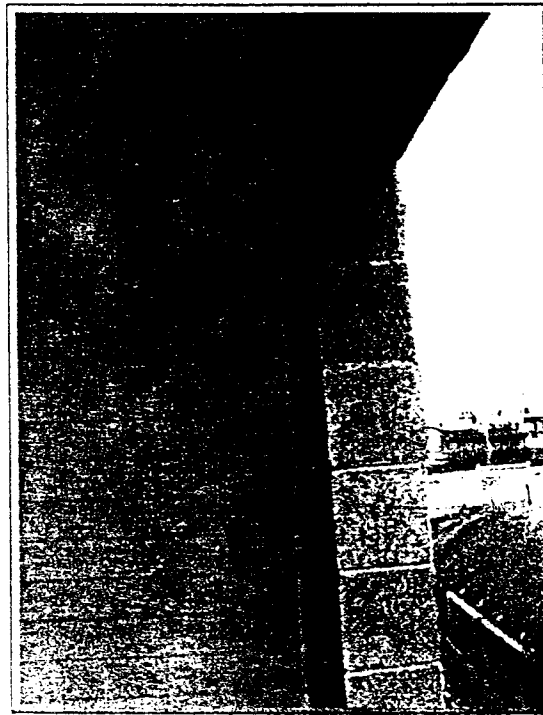


Figure 4. Entry to rear deck at top of stairs. West concrete block wall is restrained at roof level and separated at floor level with 40 mm of movement of wall to west toward preload.

## Conclusions

Based upon the visible cracking and separation of the west wall of the building at 3631 Chatham Street and measured vertical displacement of the wall, we conclude that the adjacent preload has caused settlement of the west concrete wall of the building and portions of the floor within about 3 to 5 metres of the west wall.

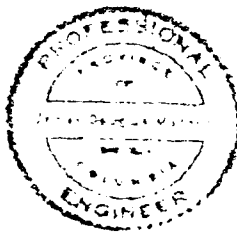
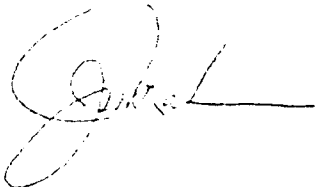
## Recommendations

Repair to the building will likely involve the raising of the exterior concrete block wall by underpinning. This could be accomplished by screw piles founded in the sand underlying the compressible silt that is believed to occur at this site. The depth to the sand would have to be confirmed by drilling and the density of the sand determined in order to design the screw piles. The raising of the wall should be carried out in conjunction with a structural engineer.

Although we did not have the opportunity to view the ground floor slab, we would expect that there would be settlement of the slab adjacent to the settled wall as is the case of the sidewalk at the rear of the building. The slab, if cracked and settled could be repaired either by removal and replacement or by injection grouting beneath the slab.

We trust that this information is sufficient for your present requirements. Should you have any questions or require any additional information, please call.

Yours truly,  
GeoPacific Consultants Ltd.



Jim Madsen, M.Sc., P.Eng.  
Principal