



City of Richmond

Report to Council

To: Richmond City Council
From: Mike Kirk
Acting Chair, Development Permit Panel
Date: August 31, 2005
File: 01-0100-20-DPER1-
01/2005-Vol 01
Re: **Development Permit Panel Meetings Held on August 10, 2005 and
August 24, 2005**

Panel Recommendation

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

- i) a Development Permit (DP 04-275373) for the property at 9171 Ferndale Road;
- ii) a Development Variance Permit (DV 05-296470) for the property at 8051 Alanmore Place;
- iii) a Development Permit (DP 04-280280) for a property at 8711 Alexandra Road; and
- iv) a Development Permit (DP 05-292236) for the property at 11000, 11020, 11040, 11080, 11100 No. 5 Road and 12000 Steveston Highway;

be endorsed, and the Permits so issued.

Mike Kirk
Acting Chair, Development Permit Panel

WC:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on August 10, 2005 and August 24, 2005:

DP 04-275373 – GOMBEROFF BELL LYON ARCHITECTS GROUP INC.
- 9171 FERNDALE ROAD (August 24, 2005)

The Panel considered a Development Permit application to permit the construction of 11 townhouses and a nine-storey apartment building over a three-storey parkade, for a total of 148 dwelling units, on a site zoned Comprehensive Development District (CD/158). The architects, Mr. Julio Gomberoff and Mr. Paul Goodwin, provided a brief overview of the project, including vehicle access, building design and materials, building height and site buffering. The landscape architect, Ms. Mary Chan, provided an overview of the landscape design including the Garden City Road frontage landscaping, outdoor amenity space and a pedestrian walkway through the site to Garden City Road. Staff advised a letter citing concerns primarily related to the provision of access to the adjacent lot to the south (6100 Garden City Road) was submitted. In response to the letter, staff advised that the land use designation for the area and a development concept plan provided for the lots to the south as part of the subject site rezoning application indicate 6100 Garden City Road would be most effectively developed through a land assembly with the remaining lots to the south and no vehicle access to Garden City Road permitted. Ms. Cynthina Lo, representing the three (3) other adjacent lots to the south (6120 Garden City Road and 9071/9131 Ferndale Road) indicated that her clients objected to the development proceeding without providing access to 6100 Garden City Road.

In response to questions from the Panel, the developer's design team advised that appropriate garbage/recycling facilities are provided, a sidewalk currently exists along Garden City Road and the internal driveway would use a different pavement material to differentiate a pedestrian area. Mr. Gomberoff further advised that the developer is the owner of 6100 Garden City Road, is aware that no vehicle access is allowed to Garden City Road, and that the lot has limited development potential as a stand alone site. There were no additional comments from the public or staff on the proposed development.

The Panel recommends that the Permit be issued.

DV 05-296470 – GERTRUDE KROKE – 8051 ALANMORE PLACE (August 24, 2005)

The Panel considered a Development Variance Permit to reduce the minimum lot width requirement of the Single-Family Housing District, Subdivision Area E (R1/E) for the westerly lot of a proposed two-lot subdivision at 8051 Alanmore Place. There were no comments from the applicant, the public or staff on the proposed variance.

The Panel recommends that the Permit be issued.

DP 04-280280 – JLA ARCHITECTURE – 8711 ALEXANDRA ROAD (August 10, 2005)

The Panel considered a Development Permit to permit the construction of a karaoke entertainment building on a site zoned Automobile Oriented Commercial District (C6). Included with the proposal are variances to reduce the setback from Alexandra Road and Sorenson Crescent, to increase the percentage of allowable small car parking spaces and to reduce the vehicle manoeuvring aisles. The applicant, Mr. Wu, provided a brief overview of the project including the building design and materials, vehicle and pedestrian circulation and landscaping. Staff advised that the site was subject to a previously approved Development Permit but construction costs resulted in the revised proposal, that the setback variances resulted from the building design, and that the parking variances were reviewed by the Transportation Department.

In response to questions from the Panel, the applicant advised that the building design conforms to City guidelines for these facilities, there are no plans to use the roof deck except for emergency access and customer demographics support the small car parking space variance. The Panel and the applicant also discussed whether it was possible to reduce the significant small car parking space variance but determined that it would be at the expense of the internal pedestrian walkway and site landscaping. The applicant further advised that the trees proposed on the adjacent lot to the east would be provided at his cost, subject to an agreement with the adjacent property owner regarding this off-site landscaping. The applicant has subsequently confirmed that there are existing evergreen trees on the adjacent site to the east where the additional off-site landscaping was proposed, that a 1.2 m (4 ft.) fence will be installed along the east property line to maintain sightlines to the rear of the adjacent building and that additional landscaping will likely not be planted due to security & surveillance concerns related to entrances at the rear of the adjacent building. There were no comments from the public on the proposed development.

The Panel recommends that the Permit be issued.

DP 05-292236 – SANDHILL DEVELOPMENTS LTD. – 11000, 11020, 11040, 11080, 11100
NO. 5 ROAD AND 12000 STEVESTON HIGHWAY (August 10, 2005)

The Panel considered a Development Permit application to permit the construction of a commercial development, consisting of three (3) buildings, on a site zoned Comprehensive Development District (CD/161). Included in the proposal are variances to permit a setback relaxation to No. 5 Road for one (1) of the proposed buildings and to increase the percentage of small car parking spaces. The project designer, Ms. Andrea Scott, provided a brief overview of the project including pedestrian connections, building materials and landscaping. In response to a question from the Panel, Ms. Scott, advised that the garbage/loading area for the proposed pub was accessed from the rear lane. Staff advised that the notification area was expanded as was done for the site rezoning, that the development design was considered appropriate for the area and a separate process was required for the proposed pub liquor license application. In response to a Panel question, staff advised that the existing lot to the east is proposed as a future phase of this development and that the existing industrial building would screen the development from Highway 99. In response to a letter citing concerns related to the proposed pub and traffic at the intersection of No. 5 Road and Steveston Highway, staff indicated traffic improvements to the intersection were secured through the rezoning process. There were no additional comments from the public on the revised submission.

The Panel recommends that the Permit be issued.



Development Permit Panel

Wednesday, August 10th, 2005

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, General Manager, Urban Development, Chair
Jeff Day, General Manager, Engineering and Public Works
Mike Kirk, General Manager, Human Resources

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 July 27th, 2005, be adopted.

CARRIED

2. DEVELOPMENT PERMIT DP 04-280280

(Report: July 15th, 2005 File No.: DP 04-280280) (REDMS No. 1594006)

APPLICANT: JLA Architecture

PROPERTY LOCATION: 8711 Alexandra Road

INTENT OF PERMIT:

1. To permit the construction of a 444 m² (4,777 ft²) karaoke entertainment building at 8711 Alexandra Road on a site zoned Automobile Oriented Commercial District (C6); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the road setback from 6 m (19.685 ft.) to 0 m (0 ft.) for portions of the building along Alexandra Road and Sorenson Crescent;
 - b) Increase the allowable number of small car stalls from 30% (12 stalls) to 73% (27 stalls); and
 - c) Reduce the width of manoeuvring drive-aisles from 7.5 m (24.6 ft.) to 6.7 m (22 ft.).

Applicant's Comments

Mr. Michael Wu Applicant, advised that this project had been approved at a previous meeting of the Development Permit Panel, however, construction costs were too high and a decision was made to reduce the building floor area. He noted that revised design included the following items to address staff and Advisory Design Panel comments:

- the design of the building was semi-circular with the main floor at ground level;
- the second floor was reduced in size;
- the primary vehicle entrance to the site was off Alexandra Road with a second access on Sorenson Crescent;
- the streetscape walls of the building were animated through the use of coloured panels, with a different colour palette for the second floor;
- the primary building entrance was at the front of the building with the rear entrance being primarily used as an exit-only door;
- a drop off point adjacent to the vehicle access from Alexandra Road was added at the request of the Design Panel;
- a fenced garbage enclosure was included in the building design adjacent to the stairwell at the rear of the building;
- a willow tree was retained and permeable surfaces would be used in all landscaped areas;
- he indicated they were trying to plant some trees on the adjacent commercial site to the east to improve the site landscaping. He noted he had contacted the manager of the property concerning this issue, but did not have a response as yet. In response to a query from the Panel he advised that if this were not possible, he would install a 6' cedar fence along the property line; and
- a walkway from the parking lot to the building had been provided.

In response to a query from the Panel, staff advised that:

- the parking variances had been reviewed by the transportation department and were a function of the site size, tree retention, perimeter landscaping and the pedestrian walkway through the parking lot.

In response to a query from the Panel, Mr. Wu, advised that:

- the pedestrian walkway could not be landscaped because of the car overhang from the parking stalls, however, he noted that bollards would be used to light the walkway;
- the roof deck faced Alexandra Road and Sorenson Crescent and there was no plans to use this area except as an access to a fire-escape and the area was visible from inside the building;
- the building was further away from the single-family residence than in the previous proposal, and that trees would be planted to buffer the property and, as well, a full-time security guard would be employed to secure the area;

- the site fully met the city's requirements for setbacks and guidelines for openness for the intended use;
- in his business experience the client demographic typically drove compact cars;
- the architect had investigated a number of parking lot layouts and was convinced that this was the best solution for the placement of parking stalls on site;
- that if large car stalls were required, the pedestrian walkway would have to be eliminated; and
- the trees being suggested on the adjacent commercial site to the east would be provided at the developer's cost and that he would make every effort to contact the owner in order to get their approval to landscape this area.

Staff Comments

Mr. Holger Burke, Acting Director of Development, advised that the building had been reduced in size because of construction costs. Setback variances had been requested for the curved portion of the building. He noted that transportation staff supported the small car stalls variance because of the narrowness of the site, the provision of a walkway and the setback from Sorenson Crescent. He advised that the request for a variance for reduction in width of manoeuvring drive-aisles was fairly common.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Panel indicated that they wanted the applicant to further pursue the installation of landscaping on the adjacent commercial site to the east and to provide staff with an update on whether an agreement could be secured prior to the Development Permit being presented to Council.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a 444 m² (4,777 ft²) karaoke entertainment building at 8711 Alexandra Road on a site zoned Automobile Oriented Commercial District (C6); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - (a) *Reduce the road setback from 6 m (19.685 ft.) to 0 m (0 ft.) for portions of the building along Alexandra Road and Sorenson Crescent;*
 - (b) *Increase the allowable number of small car stalls from 30% (12 stalls) to 73% (27 stalls); and*

- (c) *Reduce the width of manoeuvring drive-aisles from 7.5 m (24.6 ft.) to 6.7 m (22 ft.).*

CARRIED

3. DEVELOPMENT PERMIT DP 05-292236

(Report: July 21st, 2005 File No.: DP 05-292236) (REDMS No. 1620814, 1614058)

APPLICANT: Sandhill Developments Ltd.

PROPERTY LOCATION: 11000, 11020, 11040, 11080, 11100 No. 5 Road and 12000 Steveston Highway

INTENT OF PERMIT:

1. To permit the construction of a commercial development with three (3) buildings at 11000, 11020, 11040, 11080, 11100 No. 5 Road and 12000 Steveston Highway on a site zoned Comprehensive Development District (CD/161); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
 - a) Reduce the public road setback (No. 5 Road) from 6 m to 4.2 m for the south building; and
 - b) Increase the percentage of the 123 required parking spaces, which are permitted to be for small cars, from 30% to 31% to permit one (1) additional small parking space.

Applicant's Comments

Ms. Andrea Scott, representing the applicant, briefly described the project and advised that a 6' wide pedestrian walkway was provided in front of the commercial buildings, a number of pedestrian walkways were incorporated into the site plan and pavement texture and colours were used to further distinguish the walkways and drive aisles. 2 trellis features, incorporating rock columns, were used to anchor the project and construction materials used complimented the Ironwood site across the road. In response to a query from the Panel, she advised that the garbage enclosure was adjacent to the proposed pub with access to the garbage area being provided from the rear lane.

Staff Comments

Mr. Holger Burke, Acting Director of Development, advised that:

- the rezoning application was approved for this site on July 25th, 2005;
- the applicant had hired a consulting firm to perform a public survey of residents in the area with regard to the proposed pub, and a meeting had been arranged for August 23rd, 2005 to hear public comments;
- staff were generally satisfied with the design of the project, and that a variance was requested for a road setback because of a road dedication requirements; and

- the applicant had acquired the property next to the site (12060 Steveston Hwy) with the intention of rezoning the site as a future phase of this commercial development and therefore the adjacency issues would be resolved through the future rezoning and Development Permit process.

In response to a query from the Panel, he advised that the existing industrial property would screen blank walls, and future development would also do the same.

Correspondence

Neil and Mary Friesen, 10711 Seamount Road, Richmond (attached as Schedule 1 and forms a part of these minutes). In response to a query from the Panel, Mr. Burke advised that the applicant had dedicated land along Steveston Highway and No. 5 Road and would be providing traffic improvements for the area and that the land use issue was dealt with through the rezoning process.

Gallery Comments

None.

Panel Discussion

Chair advised that the applicant had done a good job in developing the site, as well as with flood proofing issues.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of a commercial development with three (3) buildings at 11000, 11020, 11040, 11080, 11100 No. 5 Road and 12000 Steveston Highway on a site zoned Comprehensive Development District (CD/161); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
 - a) *Reduce the public road setback (No. 5 Road) from 6 m to 4.2 m for the south building; and*
 - b) *Increase the percentage of the 123 required parking spaces, which are permitted to be for small cars, from 30% to 31% to permit one (1) additional small parking space.*

CARRIED

Attached as Schedule 1 to the minutes of the Development Permit Panel Meeting of August 10th, 2005

To Development Permit Panel	
Date:	August 10, 2005
Item #	2
Re:	

August 3, 2005

City Clerk
City of Richmond,
6911 #3 Road,
Richmond, B.C.
V6Y 2C1

		INT
	DW	
✓	GJ	JS
	KY	
	DAW	
	DB	
	WB	

Dear Sir or madam:-

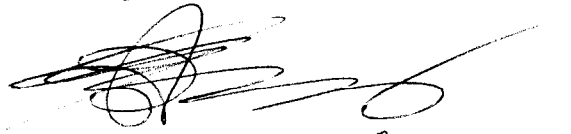
Re: Development permit DPO5-292236

We the under signed are not in favor of the development DPO5-292236.

Reasons:-

- The traffic at #5 Road + Steveston Hwy. is congested enough during rush hour and off periods.
- If with the development of a pub etc., it can cause more accidents during # rush hours.
- Steveston + #5 roads are not wide enough to allow more lanes of traffic.
- We have been residence of the Community for 23 odd years and feel that we should be able to voice our objection on this matter at this time.

NEIL FRIESEN
MARY FRIESEN
10711 SEAMOUNT RD.,
RICHMOND, B.C.
V7A 4P5



Mary Friesen

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:09 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, August 10th, 2005.

Joe Erceg
Chair

Desiree Wong
Committee Clerk



Development Permit Panel

Wednesday, August 24th, 2005

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Mike Kirk, General Manager, Human Resources, Chair
Robert Gonzalez, Acting General Manager, Engineering and Public Works
Lani Schultz, Director, Richmond Olympic Business Office

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 August 10th, 2005, be adopted.

CARRIED

2. Development Permit DP04-275373

(Report: July 29th, 2005 File No.: DP04-275373) (REDMS No. 1367673)

APPLICANT: Gomberoff Bell Lyon Architects

PROPERTY LOCATION: 9171 Ferndale Road

INTENT OF PERMIT: To permit the development of 11 townhouses and a nine-storey apartment over a three-storey parkade, with approximately 137 dwelling units, for a total of 148 dwelling units, on this site zoned Comprehensive Development District (CD/158) at 9171 Ferndale Road.

Applicant's Comments

Mr. Julio Gomberoff, introduced the members of his team. He then advised that:

- the site which is situated close to the corner of Westminster Highway and Garden City Road was a challenging one;

- the development site is not permitted to have vehicle access to Garden City Road so vehicle access to the site is from Ferndale Road;
- no variances were requested.

Mr. Paul Goodwin, Architect, advised that:

- the development consisted of a 9-storey mid-rise apartment over a 3-storey parkade;
- 11 townhouses are located adjacent to the private driveway access to Ferndale Road;
- the building was buffered from the gas station, to the north, by landscaping;
- material used on the townhouses flanking the entry drive would be the same as that used on the apartment building to create a presence for the entrance of the property;
- the apartment had a mixture of 1, 2 and 3 bedroom units; and
- a number of landscape areas were provided including an outdoor amenity area that included children play equipment.

Ms. Mary Chan, Landscape Architect, advised that:

- the greenway on the Garden City Road side of the site was developed as a continuation to the greenway on Garden City Road, and noted that a 3m bicycle path was provided along this area as well;
- stepped planters would be incorporated into the landscaping along Garden City Road which had been stepped back to deal with this edge and grading; entrances in this area would be treated with decorative columns and gates;
- a pedestrian walkway from Garden City Road to the main building entrance is located along the south side of the proposed mid-rise apartment;
- the vehicle entrances along Ferndale Road would be defined with flowering trees;
- each townhouse had semi private garden space and there was a pedestrian connection from Garden City Road to the units facing Garden City Road;
- a landscaped amenity area was provided on the second floor of the apartment buildings with a play area and trellis seating; and
- decorative pavement was incorporated into the entrance to the apartment building to give the appearance of a Plaza.

Staff Comments

Mr. Holger Burke, Acting Director of Development, stated that staff had no concerns with this development and advised that the rezoning of the site had been approved by Council and that there were no concerns from the neighbours at a Public Hearing of this rezoning.

Mr. Burke then indicated a letter raising concerns related to the development had been submitted by Ms. Cynthia Lo and while he had spoken with Ms. Lo regarding her concerns the following information was provided in response to the concerns cited:

- there was a restrictive covenant registered on this site prohibiting vehicle access to Garden City Road;
- the proposed development was not required to provide access to 6100 Garden City Road. The applicant for this development was the property owner of 6100 Garden City Road and was aware the site would not be granted vehicle access to Garden City Road upon redevelopment;
- that staff had requested the applicant provide a development concept plan for the adjacent lots to the south as part of the site rezoning and that the development concept provided indicated the four adjacent lots to the south could be developed through a land assembly; and
- access to Garden City Road would be prohibited if the properties to the south were redeveloped so vehicle access would have to be through Ferndale Road.

Correspondence

Ms. Cynthia Lo, Prudential Sussex Realty, representing property owners of 9071, 9131 Ferndale Road and 6120 Garden City Road (attached as Schedule 1 and forms a part of these minutes).

Gallery Comments

Ms. Cynthia Lo, Prudential Sussex Realty, stated that it was unfair that her clients were expected to provide 6100 Garden City Road vehicle access to Ferndale Road if the three properties she represented redeveloped. She stated access to 6100 Garden City Road should be provided by the proposed development.

Panel Discussion

In response to queries from the Panel, Mr. Gumberoff, Mr. Goodwin and Ms Chan-Yip, advised that:

- a pedestrian sidewalk was not provided along the private driveway to Ferndale Road although the driveway width and traffic was not anticipated to result in any conflicts. Mr Gumberoff, further advised that pavement differentiation would be included in the building permit submission to identify a pedestrian area along the driveway;
- the pedestrian walkway through the site connected to the existing sidewalk along Garden City Road;
- garbage and recycling facilities were located in the parkade structure and met City guidelines for these type of facilities; and
- 6100 Garden City Road, is owned by the applicant, and could not be efficiently developed independently of the surrounding area due to the existing lot size and setback requirements to Garden City Road.

Panel Decision

It was moved and seconded

That a Development Permit be issued that would permit the development of 11 townhouses and a nine-storey apartment over a three-storey parkade, with approximately 137 dwelling units, for a total of 148 dwelling units, on this site zoned Comprehensive Development District (CD/158) at 9171 Ferndale Road.

CARRIED

3. Development Permit DP 04-287774

(Report: July 26th, 2005; File No.: DP 04-287774) (REDMS No. 1616725)

APPLICANT: ATI Construction Ltd.

PROPERTY LOCATION: 11100 No. 1 Road

INTENT OF PERMIT:

1. To permit the construction of 17 two-storey townhouse units at 11100 No. 1 Road on a site zoned Townhouse District (R2-0.6); and
2. To vary the provisions of Bylaw 5300 to locate a mailbox/recycling/signage enclosure along No. 1 Road with a 0 m front yard setback.

Applicant's Comments

Mr. Yammamoto, representing the applicant, advised that:

- this was a small development in scale with developments to surrounding the site;
- he noted that a setback variance was requested for a combined mailbox/recycling area, and that garbage would be picked up at each individual unit; and
- the amenity area was a passive amenity space with a seating area. No children's play equipment was provided, as there was access to 2 nearby schools with playgrounds.

Staff Comments

Mr. Holger Burke, Director of Development, advised that staff recommended approval of this project. The applicant had retained existing trees, and had provided 4 adaptable units.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

In response to a query from the Panel, Mr. Yammamoto stated that a agreement to plant landscaping with the existing sewer right of way would be obtained, and the individual property owners would be responsible for landscape in the right of way area.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of 17 two-storey townhouse units at 11100 No. 1 Road on a site zoned Townhouse District (R2-0.6); and*
2. *Vary the provisions of Bylaw 5300 to locate a mailbox/recycling/signage enclosure along No. 1 Road with a 0 m front yard setback.*

CARRIED

4. Development Permit DP 05-290153

(Report: August 2, 2005 File No.: DP 05-290153) (REDMS No. 1621079)

(Note: Correspondence – Owner of 7808 Bennett Road, Richmond)

APPLICANT: Gurdev S. Lehl

PROPERTY LOCATION: 7831 Bennett Road

INTENT OF PERMIT:

1. To permit the construction of four (4) two-storey detached townhouse units at 7831 Bennett Road on a site zoned “Comprehensive Development District (CD/120)””; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the side yard setback from 1.2 m to 0.6 m for garage and fireplace projections.

Applicant's Comments

Mr. Rod Lynde, representing the applicant, advised that he was available to answer questions.

Staff Comments

Mr. Holger Burke, Acting Director of Development, advised that a letter raising concerns over the application had been submitted and offered the following comments in response to the identified concerns:

- the applicant has provided 2 visitor parking stalls, which exceeds the number required for the site;
- the developer was responsible for installing perimeter drainage and there should be no drainage from this site to neighbouring properties;
- a 1.8 m perimeter fence would be installed along the side property line, while a 1.2 m fence would be installed in the front yard; and

- the City's boulevard maintenance bylaw would require the property owners to maintain the boulevard in front of the proposed development.

Correspondence

Richard and Sue Latham, 7851 Bennett Road, Richmond (attached as Schedule 2 and forms a part of these minutes).

Gallery Comments

Mrs. Sue Latham, 7831 Bennett Road, stated she was concerned about whether a curb would be installed in front of the site and when the curb would be installed.

In response to the query, Mr. Holger Burke advised:

- that a curb would be installed in front of the site during its building stage.

Panel Discussion

In response to a query from the Panel, Mr. Lynde advised that there was a 10' chain link fence and chestnut trees on the park side of the building. Some landscape planting would be done in the rear yards adjacent to the park area but noted that larger trees were not allowed in the servicing right of way.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *Permit the construction of four (4) two-storey detached townhouse units at 7831 Bennett Road on a site zoned "Comprehensive Development District (CD/120)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the side yard setback from 1.2 m to 0.6 m for garage and fireplace projections*

CARRIED

5. Development Variance Permit DV 05-296470

(Report: August 3rd, 2005 File No.: DV 05-296470) (REDMS No. 1623845)

APPLICANT: Gertrude Kroke

PROPERTY LOCATION: 8051 Alanmore Place

INTENT OF PERMIT: To reduce the minimum width requirement of Single-Family Housing District, Subdivision Area E (R1/E) from 18 m (59.055 ft.) to 14.846 m (48.7 ft.) for the proposed westerly lot ("Parcel A") only in order to permit a two (2) lot single-family residential subdivision.

Applicant's Comments

None.

Staff Comments

None.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

None.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued for 8051 Alanmore Place which would reduce the minimum width requirement of Single-Family Housing District, Subdivision Area E (R1/E) from 18 m (59.055 ft.) to 14.846 m (48.7 ft.) for the proposed westerly lot ("Parcel A") only in order to permit a two (2) lot single-family residential subdivision.

CARRIED

6. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:10 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, August 24th, 2005.

Mike Kirk
Chair

Desiree Wong
Committee Clerk

PRUDENTIAL SUSSEX REALTY

August 19, 2005

To : The Richmond Development Permit Panel
Ms. Cecilia Achiam - Urban Design Planner

Cc : Mr. David Weber - Director, City Clerk's Office
City of Richmond

From : Cynthia Lo - Representative for Properties Owners of
9071 Ferndale Road, 9131 Ferndale Road and 6120 Garden City
Road, Richmond (Attached)

Re : 6060 and 6080 Garden City Road and 9171 Ferndale Road, Richmond
(Subject Property) - Development Permit Application

To Development Permit Panel
Date: <u>August 24th 2005</u>
Item #: <u>2</u>
Re: <u>9171 Ferndale Road</u>

My clients, owners of 9071, 9131 Ferndale Road, and 6120 Garden City Road, Richmond collectively have expressed the following concerns regarding the development permit application of the Subject Property, 9171 Ferndale Road, Richmond, after careful and detailed reviews of the available reports in its application file at the Richmond City Hall:

1. According to the City of Richmond **File RZ 04-271217 Attachment 4 Item 3**.(Attached), there is a conditional requirement by the City of Richmond for the approval of the rezoning application by the Developer of the Subject Property that the registration of a Restrictive Covenant to ensure that the only means of access is to Ferndale Road and that there be no access to Garden City Road be completed. Has this been complied by the Developer?
2. After development of the Subject Property, 6100 Garden City Road will become an isolated lot and sandwiched between the Subject Property and my clients' three properties which can be consolidated into one development. How is this isolated lot going to get access if it is going for rezoning and development in the future? Will 6100 Garden City Road be allowed to use Garden City Road as their development access in the future? Should the Subject Property development made allowance for access of 6100 in their design? Is there a concern that my clients will be obligated to provide access for this isolated lot in the future? If so, will my clients be equitably compensated? Or 6100 Garden City Road will be allowed to use Garden City Road as access since it is only a single lot, such that no access is required to be provided by either the Developer of the Subject Property, or my clients?

3. Should there be a registration of a cross access agreement to provide access from Ferndale Road through the Subject Property site to 6100 Garden City Road? If this cross access agreement has not been in place yet, how will the access issue for 6100 Garden City Road be resolved in the future, after the development of the Subject Property, and if my clients also develop their lands? My clients do not wish to inherit the burden of providing access to 6100 Garden City Road, should the owner of 6100 Garden City Road asks for access when my clients submit their development plan to the City of Richmond for approval in the future. It will not be equitable to my clients, if the Developer of the Subject Property has not been requested by the City of Richmond to provide an access for the owner of 6100 Garden City Road. In the current design proposed by the Developer for the Subject Property, no access is provided for 6100. It is prudent that the Development Permit Panel should address this issue prior to the final adoption of the Zoning Amendment Bylaw 7858, and prior to the development permit being issued to the Developer of the Subject Property as well.
4. According to the City of Richmond **File RZ 04-271217 Attachment 4 Item 4**. (Attached), the City had requested the Developer of the Subject Property to obtain a registration of a cross access agreement to provide access from Ferndale Road through the Subject Property site to 9131 Ferndale Road. However, the owner of 9131 Ferndale Road has not yet received any communication or a cross access agreement from the Developer of the Subject Property up to this date. Will the City ensure all conditional rezoning requirements, set by the City of Richmond, are complied by the Developer of the Subject Property prior to the final adoption of the Zoning Amendment Bylaw 7858, and prior to the development permit being issued to the Developer of the Subject Property?
5. According to the City of Richmond **File RZ 04-271217 Attachment 5** (Attached), the Developer of the Subject Property suggested to the City of Richmond, that this Attachment 5 was to demonstrate to the City of Richmond that the Developer's land assembly would not preclude lands to the south of its proposing development (the Subject Property) fronting Ferndale being developed as per the area plan indicated in Attachment 5. My clients, owners of 9071 Ferndale, 9131 Ferndale and 6120 Garden City were all shocked and dismayed to see a structure being planned and straddled onto their properties, as well as being presented, promoted, implied and suggested to the City of Richmond probably as the Developer's next/coming project after the Subject Property's development, without any of my clients' prior knowledge or consent! My clients do not know who the owner is for 6100 Garden City Road and how he/she feels about this, but my clients are definitely objecting to the use of their lands by the Developer of the Subject Property in the form of which was implied, suggested and presented to the City of Richmond in Attachment 5. This is very misleading to the general public and the Developer's motivation involving my clients' lands in the Subject

August 19, 2005

Property's development proposal to the Municipal Government without my clients' knowledge is not appreciated by my clients.

My clients would like the Richmond Development Permit Panel to address these issues during the Development Permit Panel Meeting, which has been scheduled for Wednesday, August 24, 2005 at 3:30PM in the Anderson Room, Richmond City Hall.

Should there be any questions from the Panel prior to the meeting, I can be reached at 604-868-3938.

Your prompt assistance is greatly appreciated.

Yours truly,

A handwritten signature in cursive script, appearing to read "Cynthia Lo".

Cynthia Lo

Conditional Rezoning Requirements

6060 and 6080 Garden City Road and 9171 Ferndale Road RZ 04-271217

Prior to final adoption of Zoning Amendment Bylaw 7858, the developer is required to complete the following requirements:

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of an aircraft noise covenant.
3. Registration of a restrictive covenant ensuring that the only means of access is to Ferndale Road and that there be no access to Garden City Road.
4. Registration of a cross access agreement to provide access from Ferndale Road through the subject site to 9131 Ferndale Road
5. Payment of \$4.00 per square foot of site area (e.g., approximately \$245,200) towards land acquisition and construction of future sub-area roads between Ferndale Road and Westminster Highway.
6. Contribution of \$0.60 per buildable square foot (e.g. \$88,920) towards the City's affordable housing fund.
7. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
8. Prior to issuance of a Building Permit, enter into a Servicing Agreement* for the design and construction of Garden City and Ferndale Road frontages complete with:
 - Garden City Road: pour a 2.5m concrete sidewalk/trail at property line, creating a 5m +/- grass and treed boulevard, with post top Type 1 decorative galvanized luminaire poles (City Spec L12.5) for walkway lighting. A curb and gutter edge is to be created behind the existing bike lane, which tapers towards the property line as it proceeds north, which will reduce the width of the new boulevard; and
 - Ferndale Road: widen existing street, installing curb and gutter, creating a 1.41m grass and treed boulevard (trees are to be 7 cm calliper Trembling Aspen), with post top decorative luminaire lighting (City spec L12.5), powder coated black, and a 1.75m concrete sidewalk at property line.

* Note: This requires a separate application.

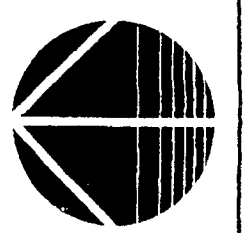
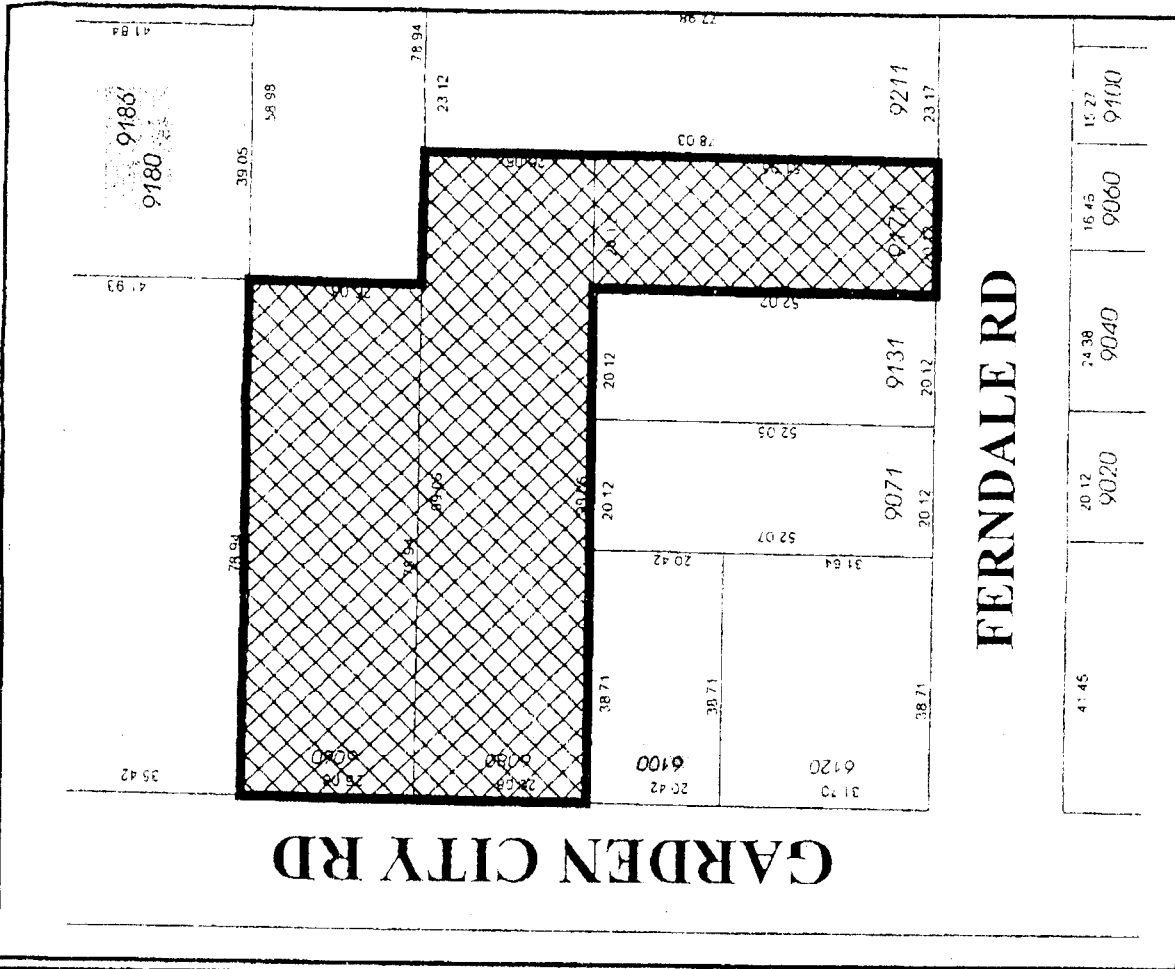
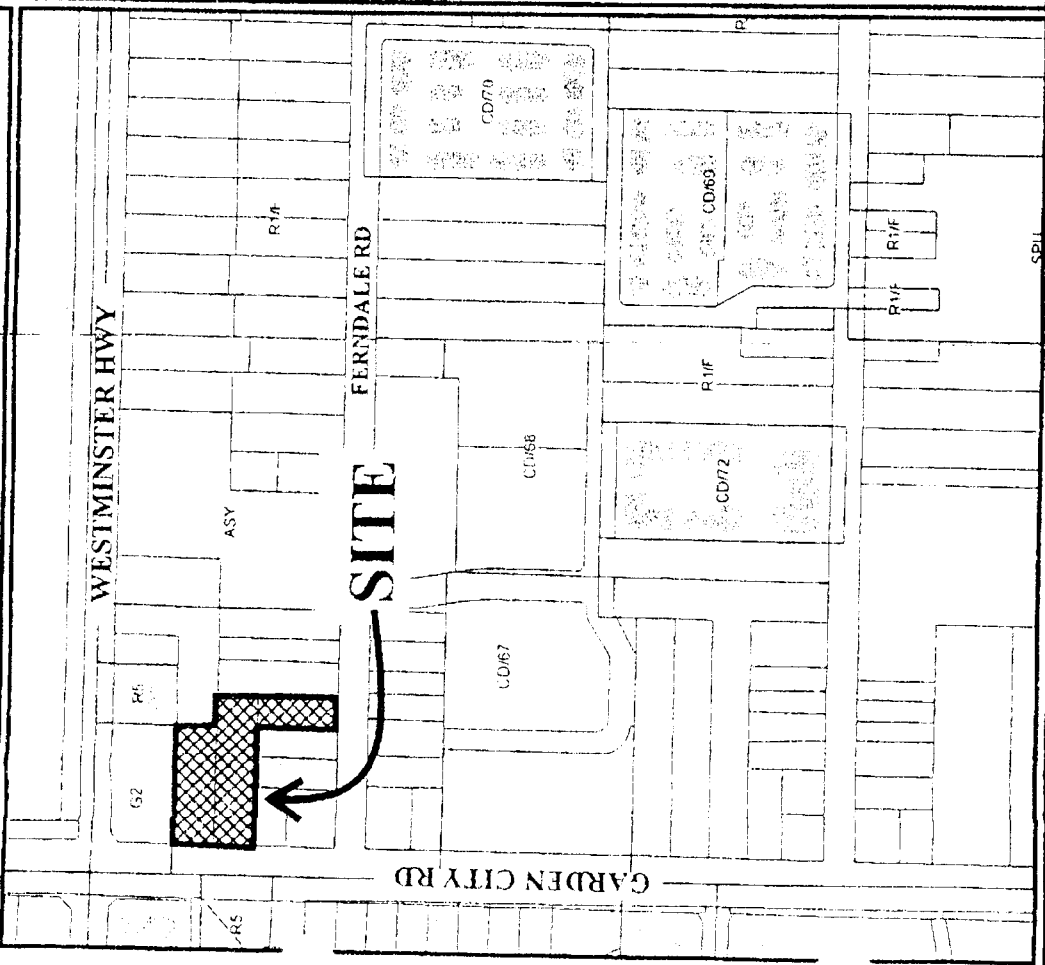
(SIGNED LETTER ON FILE)

Signed _____

Date _____



City of Richmond



DP 04-275373

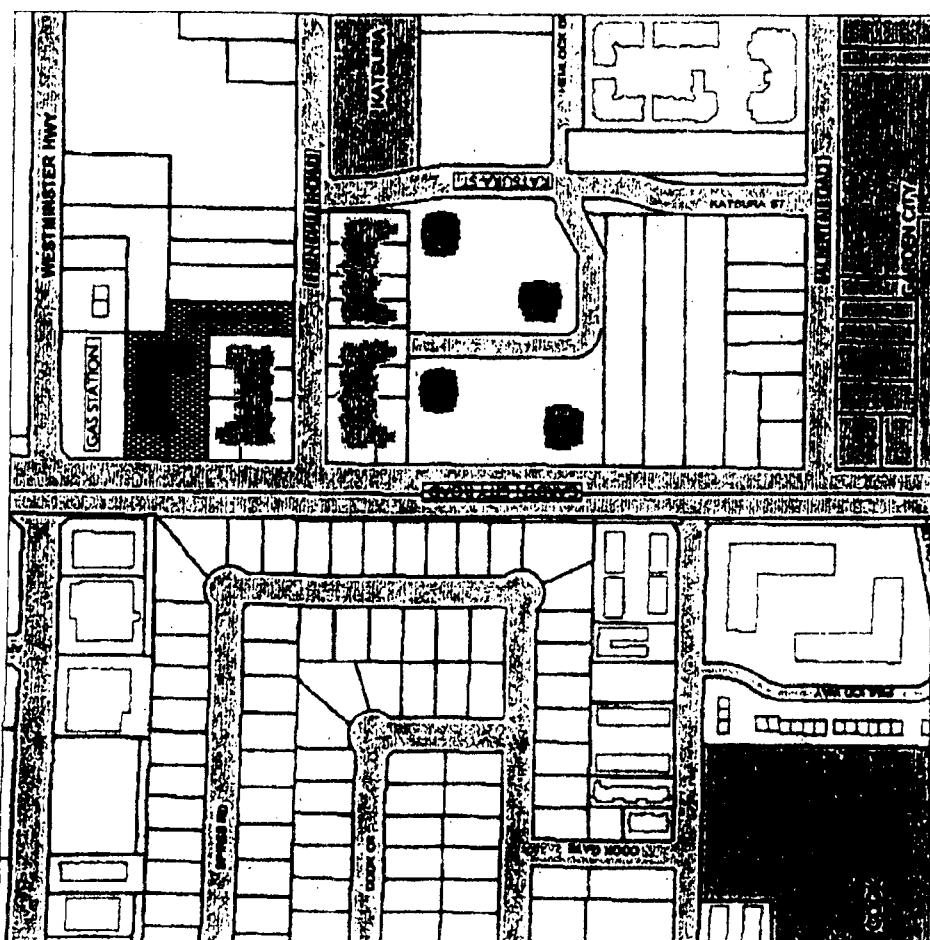
Original Date: 09/11/04

Revision Date:

Note: Dimensions are in METRES

ENTERED

CONTEXT PLAN



DRAWING LIST

DRAWING TITLE	DWG. NO.	SCALE
STRUCTURE AND CONCRETE	A-19	1" = 20'-0"
FOUNDATION	A-20	1/2" = 1'-0"
FOUNDATIONS	A-21	1/2" = 1'-0"
FOUNDATIONS	A-22	1/2" = 1'-0"
FOUNDATIONS	A-23	1/2" = 1'-0"
FOUNDATIONS	A-24	1/2" = 1'-0"
FOUNDATIONS	A-25	1/2" = 1'-0"
FOUNDATIONS	A-26	1/2" = 1'-0"
FOUNDATIONS	A-27	1/2" = 1'-0"
FOUNDATIONS	A-28	1/2" = 1'-0"
FOUNDATIONS	A-29	1/2" = 1'-0"
FOUNDATIONS	A-30	1/2" = 1'-0"
FOUNDATIONS	A-31	1/2" = 1'-0"
FOUNDATIONS	A-32	1/2" = 1'-0"
FOUNDATIONS	A-33	1/2" = 1'-0"
FOUNDATIONS	A-34	1/2" = 1'-0"
FOUNDATIONS	A-35	1/2" = 1'-0"
FOUNDATIONS	A-36	1/2" = 1'-0"
FOUNDATIONS	A-37	1/2" = 1'-0"
FOUNDATIONS	A-38	1/2" = 1'-0"
FOUNDATIONS	A-39	1/2" = 1'-0"
FOUNDATIONS	A-40	1/2" = 1'-0"
FOUNDATIONS	A-41	1/2" = 1'-0"
FOUNDATIONS	A-42	1/2" = 1'-0"
FOUNDATIONS	A-43	1/2" = 1'-0"
FOUNDATIONS	A-44	1/2" = 1'-0"
FOUNDATIONS	A-45	1/2" = 1'-0"
FOUNDATIONS	A-46	1/2" = 1'-0"
FOUNDATIONS	A-47	1/2" = 1'-0"
FOUNDATIONS	A-48	1/2" = 1'-0"
FOUNDATIONS	A-49	1/2" = 1'-0"
FOUNDATIONS	A-50	1/2" = 1'-0"
FOUNDATIONS	A-51	1/2" = 1'-0"
FOUNDATIONS	A-52	1/2" = 1'-0"
FOUNDATIONS	A-53	1/2" = 1'-0"
FOUNDATIONS	A-54	1/2" = 1'-0"
FOUNDATIONS	A-55	1/2" = 1'-0"
FOUNDATIONS	A-56	1/2" = 1'-0"
FOUNDATIONS	A-57	1/2" = 1'-0"
FOUNDATIONS	A-58	1/2" = 1'-0"
FOUNDATIONS	A-59	1/2" = 1'-0"
FOUNDATIONS	A-60	1/2" = 1'-0"
FOUNDATIONS	A-61	1/2" = 1'-0"
FOUNDATIONS	A-62	1/2" = 1'-0"
FOUNDATIONS	A-63	1/2" = 1'-0"
FOUNDATIONS	A-64	1/2" = 1'-0"
FOUNDATIONS	A-65	1/2" = 1'-0"
FOUNDATIONS	A-66	1/2" = 1'-0"
FOUNDATIONS	A-67	1/2" = 1'-0"
FOUNDATIONS	A-68	1/2" = 1'-0"
FOUNDATIONS	A-69	1/2" = 1'-0"
FOUNDATIONS	A-70	1/2" = 1'-0"
FOUNDATIONS	A-71	1/2" = 1'-0"
FOUNDATIONS	A-72	1/2" = 1'-0"
FOUNDATIONS	A-73	1/2" = 1'-0"
FOUNDATIONS	A-74	1/2" = 1'-0"
FOUNDATIONS	A-75	1/2" = 1'-0"
FOUNDATIONS	A-76	1/2" = 1'-0"
FOUNDATIONS	A-77	1/2" = 1'-0"
FOUNDATIONS	A-78	1/2" = 1'-0"
FOUNDATIONS	A-79	1/2" = 1'-0"
FOUNDATIONS	A-80	1/2" = 1'-0"
FOUNDATIONS	A-81	1/2" = 1'-0"
FOUNDATIONS	A-82	1/2" = 1'-0"
FOUNDATIONS	A-83	1/2" = 1'-0"
FOUNDATIONS	A-84	1/2" = 1'-0"
FOUNDATIONS	A-85	1/2" = 1'-0"
FOUNDATIONS	A-86	1/2" = 1'-0"
FOUNDATIONS	A-87	1/2" = 1'-0"
FOUNDATIONS	A-88	1/2" = 1'-0"
FOUNDATIONS	A-89	1/2" = 1'-0"
FOUNDATIONS	A-90	1/2" = 1'-0"

PROJECT DIRECTORY

COMPANY	CONTACT
AMERICAN R.C. CO.	...
CONCRETE CONTRACTORS	...
CONCRETE CONTRACTORS	...
CONCRETE CONTRACTORS	...

PROJECT STATISTICS

LEGAL DESCRIPTION
 TOTAL AREA (SQ FT) ...
 TOTAL ENCLOSURE ...
 TOTAL FLOOR AREA ...

TYPE	AREA (SQ FT)	PERCENT
PARKING
...

TOTAL BUILDING AREA (SQ FT) ...

FLOOR	AREA (SQ FT)
FIRST	...
SECOND	...

ADVERTISING AND AREAS NOT INCLUDED IN AREA (SQ FT)

TYPE	AREA (SQ FT)
...	...
...	...

TOTAL ...

UNIT COUNT

UNIT TYPE	NO.	TOTAL AREA (SQ FT)	PERCENT
...
...

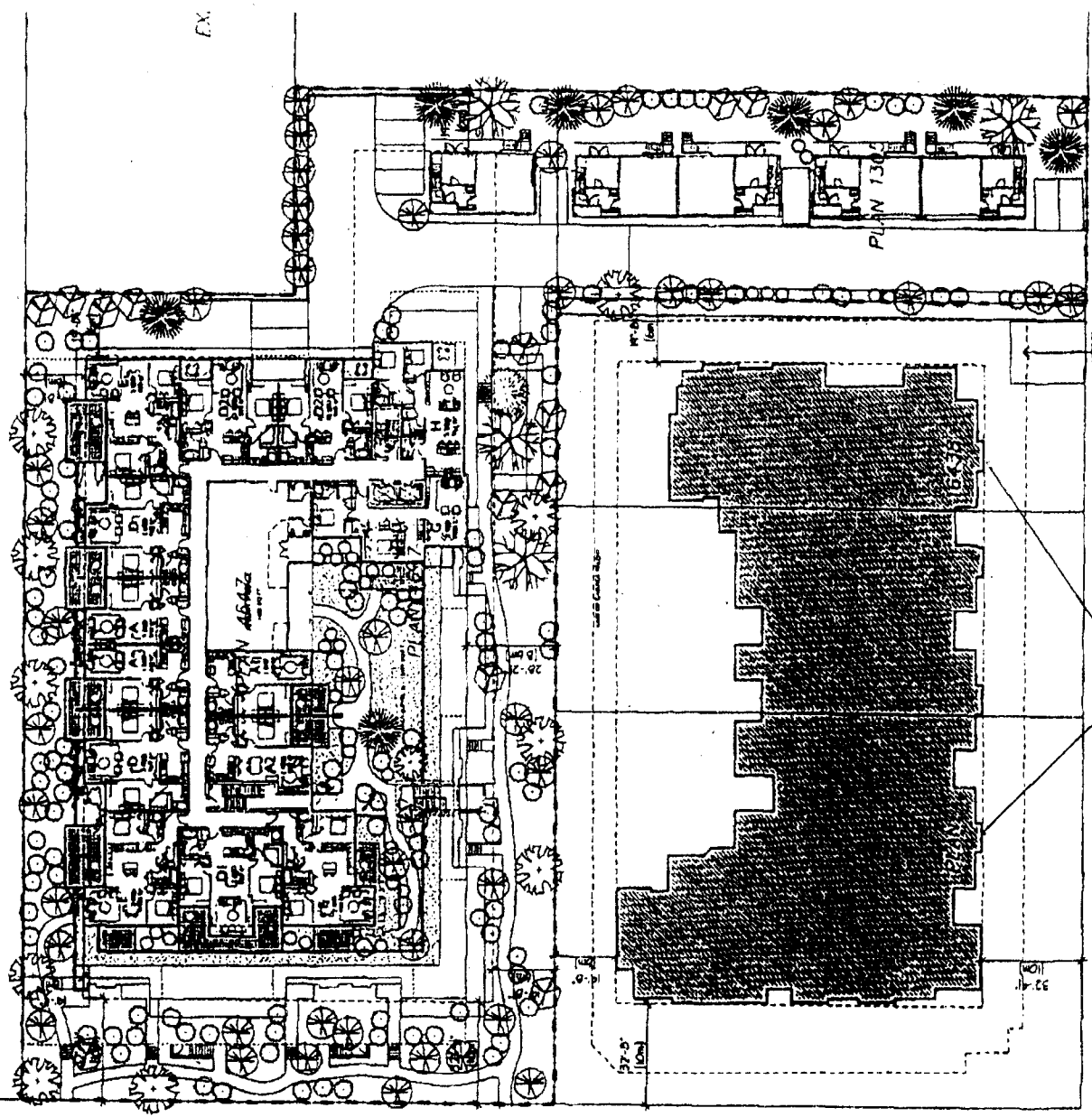
QUANTITY OF 1 AND 2 BEDROOM UNITS

UNIT TYPE	NO.	TOTAL AREA (SQ FT)
...
...



ATTACHMENT 5

GAZDEN CITY & FERRIS RD.
 MCKINNON, BC
 CONTENT PLAN &
 PROJECT STATISTICS
 0345
 A-1.00



SITE PLAN SCALE 1"=40'

*BUILDING DESIGNED/PLANNED
ON OWNERS' LANDS
WITHOUT THEIR PRIOR KNOWLEDGE*

Weber, David

From: Sue Latham [r_slatham@shaw.ca]
Sent: Tuesday, 23 August 2005 2:48 PM
To: Weber, David
Subject: Developement Permit DP05-290153

To Development Permit Panel	
Date:	August 24 th
Item #:	4
Re:	DP 05-290153

Reference: 7831 Bennett Road,
Re: Meeting Wednesday, August 24, 2005

Regarding the proposed development at 7831 Bennett Road, we do still have some questions and concerns. First and foremost is our concern regarding drainage between 7831 Bennett and 7851 Bennett Road. Hopefully there will be sufficient drainage between the two properties that we will not be flooded out in the case of heavy rains like we experienced this past winter. We would like to be reassured that when all is finished we will not have a big problem with dainagle.

Our second concern is the the property line between 7831 and 7851 would have a six foot fence to ensure privacy.

Thirdly, the new construction on Bennett Road has quite a few front to back duplexes in which the property between the road and the dwellings has become very unattractive with some residences keeping up the boulevard and others not. This is unfortunately, due to there not being a strata council, which would take care maintenance and cleaning up clutter and debris. We are hoping that this development will have a strata council or at least a plan to keep the property lawn and boulevard cut and clear of papers and clutter. There is very little sense in having a community plan to make this area attractive if the homeowners are not responsible, or are unwilling to keep their property neat and tidy.

Our last concern is that the property have a curb at the road. If there is not a curb, residents and visitor, in some cases, park on the the front lawn (examples on Acheson Road) thereby defeating the plan to keep the area attractive.

Already Bennett Road is a real hodgepodge of front lawns with some houses having ditches, some having the ditches filled in (some through new construction, some through what would appear to be the homeowners efforts) some having a curb and sidewalk in front and some of course not. I understand that the city plan is that within 5 years there will be enough development on Bennett Road that the ditches will be filled in but a lot of the houses are either fairly new single family dwellings, or some of the older houses, like ours, which will remain because it is a perfect location to live. So unfortunately the road is very unattractive at this time.

Thank you for your attention to these matters.

Best Regards
Richard and Sue Latham
7851 Bennett Road
Richmond, BC
604-278-1009

4

Schedule 2 to the minutes of the
Development Permit Panel held on
August 24th, 2005