



## City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** David McLellan  
Chair, Development Permit Panel  
**Date:** September 3, 2002  
**File:** 0100-20-DPER1  
**Re:** **Development Permit Panel Meeting Held on August 28, 2002**

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### Panel Recommendation

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

- i) a Development Permit (DP 01-198040) for the property at 4388 Moncton Street;
- ii) a Development Permit (DP 01-198041) for the property at 4388 Bayview Street;
- iii) a Development Permit (DP 02-203209) for the property at 7780 & 7820 Garden City Road;
- iv) a Development Variance Permit (DV 02-207969) for the property at 11591 Sealord Road;
- v) a Development Variance Permit (DV 01-198936) for the property at 5951 McCallan Road; and
- vi) a Development Variance Permit (DV 02-202908) for a portion of the property at 4020 Moncton Street

be endorsed, and the Permits so issued.

David McLellan  
Chair, Development Permit Panel

**Panel Report**

The Development Permit Panel considered four development permit and two development variance permit applications at its meeting held on August 28, 2002. One of the development permits was referred back to staff for further design work, while the Steveston Academy development variance permit is now ready for Council consideration.

**DP 01-198040 – PERKINS & COMPANY ARCHITECTURE AND URBAN DESIGN INC. – 4388 MONCTON STREET**

The proposal to construct 10 townhouses on Moncton Street across from Steveston Park did not generate any public comment. This item was previously reviewed by the Panel but was referred back to staff so that the setbacks relative to other homes in the neighbourhood was illustrated. The applicant altered the design so that most of the previously requested variances were eliminated. The Panel was satisfied that the redesign established a better relationship to the street and to neighbouring properties. The scope of the variances with the new design did not cause any concern from the Panel or the neighbours.

The Panel recommends that the permit be issued.

**DP 01-198041 – PERKINS & COMPANY ARCHITECTURE AND URBAN DESIGN INC. – 4388 BAYVIEW STREET**

The proposal to construct 20 townhouses on Bayview Street adjacent to Westwater Village generated comment from the representative of disabled persons as well as two letters from neighbours. The Panel had considered an earlier proposal for the site with 24 townhouses and an extensive list of variances at which time many neighbours expressed concerns about drainage, landscaping and trail design. Since first consideration at the Panel there has been an extensive redesign which eliminated most of the variances, provided assurances regarding drainage improvements and landscaping restoration as well as provided alternatives for the trail design. The disabled persons representative expressed a preference for the double ramp design, which the Panel concurred was the appropriate approach.

One of the correspondents was particularly concerned with the treatment around Phoenix Pond and the impact on birds. Staff noted that a previous development permit stipulated the landscaping treatment around that environmentally sensitive area.

The second correspondent remained unsatisfied with the design even after the most recent changes. It was noted that the applicant has complied with all of the siting and height requirements stipulated in the regulations and policies for the area.

The Panel recommends that the permit be issued.

**DP 02-203209 – GOMBEROFF BELL LYON ARCHITECTS – 7780 & 7820 GARDEN CITY ROAD**

The proposal to construct 27 townhouses near the north west corner of Garden City Road and Blundell Road generated attendance from one of the neighbours who was concerned about the details of access and fencing adjacent to their site. The Panel was impressed with the design of the project which is encumbered a variety of constraints. The reduction of one visitor stall would

allow an improvement to the amount of garden space given the severe constraints.

The Panel recommends that the permit be issued.

DV 02-207969 – TOM AND DES MORROW – 11591 SEALORD ROAD

The proposal to reduce the front yard setback and residential vertical envelope on a parcel north of Steveston Highway and west of No. 5 Road did not generate any public comment. The neighbourhood is one in which carports are quite common and a concern was raised on the Panel that this may not always be the best way to accommodate enclosed parking on each site. In this specific case, the Panel was satisfied that it is an appropriate design response.

The Panel recommends that the permit be issued.

DV 01-198936 – CHRIS AND JAYNE BIASUTTI – 5951 MCCALLAN ROAD

This proposal to construct a large carport at the south west corner of McCallan Road and Webster Road has generated considerable interest and debate. The Panel had previously considered this application and concurred with the staff recommendation which was to deny the application. Council did not accept that recommendation and referred the matter back to the Panel.

The new approach taken on this matter by the Panel based on comments provided by the applicant, was to consider a reorientation of the parcel in terms of the setbacks. The front yard, for example is defined in our bylaws as the shortest lot line on a public road. The applicants made the point that on their lot the house is oriented to McCallan Road which is legally defined as a side yard. The current application, thus would designate the McCallan Road side as the front yard and the Webster Road side as a side yard which would have a setback of 3 metres. The current structure on site would have to be scaled back to fit within these parameters.

Neighbourhood opposition to the proposal has become entrenched with each new iteration of the application based on the visual impact and a perceived impact on lines of site from the neighbouring driveway. The Panel was of the view that a fair solution would be to allow a reorientation of the front and side yards as proposed by the applicant.

The Panel recommends that the permit be issued.

DV 02-202908 – STEVESTON INDEPENDENT SCHOOL SOCIETY – PORTION OF 4020 MONCTON STREET

The proposal to convert the old B.C. Packers office on Moncton Street to a private school did not generate any public comment. A variance to certain setbacks is required in order that the new lot can fit within the subdivision which has been approved for the site. The Panel was satisfied that the proposal was appropriate given the characteristics of the site.

The Panel recommends that the permit be issued.

DJM:djm



## Development Permit Panel

Wednesday, August 28, 2002

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: David McLellan, 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 24, 2002, be adopted.*

### 2. Development Permit DP 01-198040

(Report: July 25/02 File No.: DP 01-198040) (REDMS No. 801251, 709579)

APPLICANT: Perkins & Company Architecture and Urban Design Inc.

PROPERTY LOCATION: 4388 Moncton Street

#### INTENT OF PERMIT:

To allow the development of 10 townhouse units on one (1) lot containing a total floor area of 1,231.3 m<sup>2</sup> (13,254.036 ft<sup>2</sup>); and

To vary the provisions of Zoning and Development Bylaw 5300 to permit the following:

1. The projection of the roofline for three (3) gable ends to a maximum of 1.091 m (3.579 ft.) above the 9.0 m (29.528 ft.) maximum building height within 10.0 m (32.808 ft.) from the property line abutting Moncton Street;
2. The reduction of minimum total area of private outdoor space from 37 m<sup>2</sup> (398.278 ft<sup>2</sup>) to 28.427 m<sup>2</sup> (306 ft<sup>2</sup>) for six (6) townhouse units; and
3. Allow tandem vehicle parking for six (6) of the townhouse uses.

### **Applicant's Comments**

Ms. Karen Hung, Perkins and Co., said that three previously requested variances had been eliminated from the project, and that the previously requested height variance for 3 gable end projections had been reduced from 2.057m to 1.091m. In addition, the setback from Moncton Street had been increased by pushing the buildings back 6 feet.

### **Staff Comments**

The Manager, Development Applications, Joe Erceg, said that in response to the Panel's request that the porch setbacks be compared to those of single family homes in the area, it was found that this project was set 3 ft. further back from Moncton than the single family homes.

Mr. Erceg said that the remaining variances were minor and added to the design of the project.

### **Correspondence**

None.

### **Gallery Comments**

None.

### **Panel Discussion**

The Chair said that he appreciated the applicant's efforts in addressing the Panel's previous concerns and that the noted amendments clearly improved the project.

### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued for 4388 Moncton Street on a site zoned Comprehensive Development District (CD/101), which would allow the development of 10 townhouse units on one (1) lot containing a total floor area of 1,231.3 m<sup>2</sup> (13,254.036 ft<sup>2</sup>); and*

*Vary the provisions of Zoning and Development Bylaw 5300 to permit the following:*

- 1. The projection of the roofline for three (3) gable ends to a maximum of 1.091 m (3.579 ft.) above the 9.0 m (29.528 ft.) maximum building height within 10.0 m (32.808 ft.) from the property line abutting Moncton Street;*
- 2. The reduction of minimum total area of private outdoor space from 37 m<sup>2</sup> (398.278 ft<sup>2</sup>) to 28.427 m<sup>2</sup> (306 ft<sup>2</sup>) for six (6) townhouse units; and*
- 3. Allow tandem vehicle parking for six (6) of the townhouse uses.*

**CARRIED**

**3. Development Permit DP 01-198041**  
(Report: July 22/02 File No.: DP 01-198041) (REDMS No. 812687, 710755)

APPLICANT: Perkins & Company Architecture and Urban Design Inc.

PROPERTY LOCATION: 4388 Bayview Street

**INTENT OF PERMIT:**

To allow the development of twenty (20) townhouse units on one (1) lot containing a total floor area of 2,945.673 m<sup>2</sup> (31,708 ft<sup>2</sup>); and

To vary the provisions of Zoning and Development Bylaw 5300 to permit tandem vehicle parking for six (6) of the twenty (20) townhouse units.

**Applicant's Comments**

Ms. Karen Hung, Perkins and Co., said that the previously requested variances had been reduced to one variance for tandem parking for six units. In addition, in order to address the previously identified building height relationship to the property to the east, the building height had been reduced by one foot by bringing the lowest floor level down to 2.6m. Ms. Hung reviewed other design revisions that had been made in order to address concerns raised at the previous presentation of the project.

**Staff Comments**

The Manager, Development Applications, Joe Erceg, said that in response to the project being referred to staff to address the issues of building height, landscaping, screening and site drainage, the height issue had been eliminated, upgrades had been made to the proposed drainage and that the applicant and staff had met with residents of Westwater Village to address the landscape issues. Mr. Erceg said that the development complied with the applicable guidelines and that the requested variance was minor.

**Correspondence**

Ms. L. Meginbir, 14 – 12331 Phoenix Drive – attached as Schedule 1.

Mr. L. Ware, 18- 12331 Phoenix Drive– attached as Schedule 2.

**Gallery Comments**

Ms. Frances Clark, 8160 Railway Avenue, secretary of the Richmond Committee on Disability, thanked staff for its efforts to retain the two ramps. Ms. Clark said that she would like to see more user friendly units in the development of these projects in addition to the few adaptable units proposed. It was also hoped that staff would encourage accessibility, both internally and externally.

### Panel Discussion

The Chair said that the redesign of the project, necessitated by concerns raised at the initial presentation of the project to the Panel in May, had been handled well. Area residents had met with the developer to resolve issues; ramp and drainage issues had been addressed; legislation was in place to protect wildlife and the Development Permit had protective measures that covered Phoenix Pond.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued for 4388 Bayview Street on a site zoned Comprehensive Development District (CD/103), which would allow the development of twenty (20) townhouse units on one (1) lot containing a total floor area of 2,945.673 m<sup>2</sup> (31,708 ft<sup>2</sup>); and*

*Vary the provisions of Zoning and Development Bylaw 5300 to permit tandem vehicle parking for six (6) of the twenty (20) townhouse units.*

**CARRIED**

At this point the Chair varied the order of the agenda to allow time for the applicant of item 4 to be present.

### 5. Development Permit 02-205966

(Report: August 7/02 File No.: DP 02-205966) (REDMS No. 818572)

APPLICANT: Westbank Projects Corporation

PROPERTY LOCATION: 11760 Steveston Highway

INTENT OF PERMIT:

To allow the development of a commercial/retail building on one (1) lot containing a total floor area of 1,299.940 m<sup>2</sup> (13,992.9 ft<sup>2</sup>); and

To vary the provisions of Zoning and Development Bylaw No. 5300 to permit the following:

1. Reduce the side yard setback along the east property line from 6 m (19.865 ft) to 3 m (9.843 ft); and
2. Reduce the rear yard setback along the south property line from 6 m (19.865 ft) to 3 m (9.843 ft).

### Applicant's Comments

Mr. Scott Douglas, Kasian Kennedy Architects, introduced Mr. Edward Teh, Westbank Projects Corporation and Mr. P.J. Mallen, Kasian Kennedy Architects, to the Panel.

Mr. Douglas said that the proposed project would allow a seamless completion of the Ironwood Shopping Plaza. The traffic and pedestrian patterns would remain the same, with architecture, materials, roof slopes and turrets consistent with the existing development. Mr. Douglas said that staff had recognized early in the process that a relaxation of the rear and side yard setbacks would be required if the community shopping centre zone was applied to this smaller parcel.

Concerns regarding the requested relaxations had been received from the Chevron station, the adjacent property to the east, and the result of discussions held with the owners of the station identified that refinements to design details had not met their concerns of visual continuity from the station thru to the shopping centre. Mr. Douglas said that the owners of the Chevron station did not want a pedestrian connection to the shopping centre.

Mr. Douglas said that the applicant was opposed to the inclusion of a breezeway as i) they are not popular from a CEPTED perspective; and ii) division of the building into two would adversely affect leasing potential.

#### **Staff Comments**

The Manager, Development Applications, Joe Erceg, said that staff supported the application as the project complied with the guidelines and the variances had been identified as part of the rezoning process.

#### **Correspondence**

None.

#### **Gallery Comments**

Mr. Larry Hardisty, Area Development Manager, Chevron Canada Limited, on behalf of the owners of the adjacent Chevron station, reviewed a written submission which is attached as Schedule 3 and forms a part of these minutes.

Mr. T. Ankenman, Ankenman Marshall Architects, the original architect for the Ironwood Town Pantry, said that it had always been envisaged that there would be a spacial opportunity between the sites. From an urban design perspective, the long wall proposed negated this opportunity, a circumstance that did not normally occur in new development. Mr. Ankenman said that two options that were consistent with the scale and character of Ironwood had been presented to Westbank but had been flatly rejected.

Mr. Hardisty requested that the information submitted, along with Chevron's long term involvement with the site, be taken into consideration prior to the Panel's decision. In response to a question from the Panel, Mr. Hardisty said that the station had been designed to be compatible with the Ironwood Shopping Plaza and to act as a bookend, and that additional monies had been spent to accomplish this.



Mr. Douglas pointed out that a visual connection and vehicle or pedestrian access did not exist at present, nor were contemplated or designed. Mr. Douglas said that from the intersection, exposure thru the Chevron station to Ironwood was minimal, as it would be to the back of the proposed building.

Mr. Ian Gillespie, Ironwood Shopping Plaza, prefaced his comments with a note of regret to Mr. Hardisty. Mr. Gillespie then said that no visual, vehicle or pedestrian connection between the Chevron station and Ironwood Shopping Plaza exists today and questioned what the pedestrian crossing would be for. Mr. Gillespie noted the loss of parking stalls the connection would incur. In response to a question from the Panel, Mr. Ankeman said that although discussions with several businesses had taken place, a formal lease agreement had not yet been achieved.

Mr. Hardisty questioned why no communication had been received on the matter until that received from the City. Mr. Hardisty said he could not support a variance for a wall that separates the two properties; and that although it had always been understood that the property would be developed, the Chevron station should not be affected by an economic drive.

Mr. Ankenman said that the breezeway proposed would be in the range of 60 – 80 feet wide.

#### **Panel Discussion**

The Chair said that Mr. Hardisty was accurate in his presentation of events and that Ironwood would not have happened if Chevron had not accomplished the road and corner improvements at No. 5 Road and Steveston Highway. Mr. McLellan expressed his concerns with the project as presented and said that the proposal was not consistent with the design theme of the Plaza.

Mr. McLellan pointed out that the west property line of Coppersmith Plaza abutted industrial property and said that he appreciated the comments received on the visual connection. Mr. McLellan said that isolation of the Chevron site would be a travesty and that he preferred the two building approach.

Mr. Day agreed with the Chair's comments and said that Chevron had built in good faith of the original intent and vision and that it would be a mistake to cut them off.

#### **Panel Decision**

It was moved and seconded

*That the application for a Development Permit for 11760 Steveston Highway on a site zoned Community Commercial District (C3), be referred to staff for work with the applicant on the development of a two building proposal.*

**CARRIED**

6. **Development Variance Permit DV 02-207969**  
(Report: July 25/02 File No.: DV 02-207969) (REDMS No. 819756)

APPLICANT: Tom and Des Morrow

PROPERTY LOCATION: 11591 Sealord Road

INTENT OF PERMIT: To vary the front yard setback from 6m (19.685 ft) to 4.328m (14.20 ft) and the residential vertical envelope (lot depth) or maximum height in order to permit the construction of a new single-storey two-car garage at 11591 Sealord Road.

**Applicant's Comments**

The applicant was present to answer questions.

**Staff Comments**

The Manager, Development Applications, said that written support had been received from the immediate neighbours and that staff supported the request.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

In response to a question from the Chair the applicant said that in his discussions with his neighbours an interest had been expressed for enclosing a carport but not for building new garages. The Chair expressed a small concern that others might follow this example.

**Panel Decision**

It was moved and seconded

*That a Development Variance Permit be issued that would vary the front yard setback from 6m (19.685 ft) to 4.328m (14.20 ft) and the residential vertical envelope (lot depth) or maximum height in order to permit the construction of a new single-storey two-car garage at 11591 Sealord Road.*

**CARRIED**

**4. Development Permit DP 02-203209**

(Report: August 7/02 File No.: DP 02-203209) (REDMS No. 821647)

APPLICANT: Gomberoff Bell Lyon Architects

PROPERTY LOCATION: 7780/7820 Garden City Road

**INTENT OF PERMIT:**

1. To allow the development of 27 townhouse units on a site zoned Comprehensive Development District (CD/127), and that would
2. Vary the regulations in the Zoning and Development Bylaw to:
  - i) reduce the required setback for the entry sign and garbage/ recycling enclosure from 2m (6.56') to 0, and to
  - ii) reduce the number of visitor parking stalls from 6 to 5.

**Applicant's Comments**

Ms. M. Bravo, Gomberoff Bell Lyon, Mr. Bruce Hemstock, Phillips Wuori Long Inc., and Ms. T. Kuss, Vice-President, Bogner Development Group Ltd., were present.

Ms. Bravo, with the aid of a site plan, reviewed the adjacent properties, the ring road, access and the fire access. Ms. Bravo then reviewed the design of the project, including the pedestrian walkway through the site, the central open space and the requested variances.

**Staff Comments**

The Manager, Development Applications, Joe Erceg, said the project met the Development Guidelines and that the requested variances were minor.

**Correspondence**

None.

**Gallery Comments**

Ms. Y. Chow, one of the owners of the property to the south, said that the proposed fence would block the access to 7840 Garden City Road and she requested that the fence be placed on 7840 Garden City property in order that future permission to remove the fence would not be required.

Mr. Erceg responded that a legal mechanism that allowed for access to the Ms. Chow's property was provided for in the rezoning bylaw. The fence could be removed at the request, and at the expense, of the owner of 7840 Garden City Road.

### Panel Discussion

The Chair said that he was impressed with the design, particularly the roof treatments and the gable ends, for this difficult site and that he was looking forward to the building of the project.

### Panel Decision

It was moved and seconded

*That a development permit be issued for a property at 7780/7820 Garden City Road that would:*

1. *Allow the development of 27 townhouse units on a site zoned Comprehensive Development District (CD/127), and that would*
2. *Vary the regulations in the Zoning and Development Bylaw to:*
  - i) *reduce the required setback for the entry sign and garbage/ recycling enclosure from 2m (6.56') to 0, and to*
  - ii) *reduce the number of visitor parking stalls from 6 to 5.*

**CARRIED**

### 7. Development Variance Permit (DV 01-198936) (Report: June 13/02 File No.: DV 01-198936) (REDMS No. 731946)

APPLICANT: Chris and Jayne Biasutti

PROPERTY LOCATION: 5951 McCallan Road

INTENT OF PERMIT: To vary the front yard setback from 6 m (19.685 ft.) to 2.438 m (8 ft.) in order to accommodate an existing scaled back carport.

### Applicant's Comments

The applicants were present to answer questions.

### Staff Comments

The Manager, Development Applications, Joe Erceg, referred to the memorandum on the matter that had been distributed to the Panel. The memorandum is attached as Schedule 4 and forms a part of these minutes. Mr. Erceg said that Transportation staff had attended the site and had found that site lines from the neighbouring property and the location of the McCallan driveway were of no concern.

In response to a comment from the Chair, Ms. Biasutti cited cost as the reason that additional drawings and plans had not been submitted. Ms. Biasutti said the roof and materials would be consistent with those of the house.

**Correspondence**

Ms. M. Croucher, 4960 Webster Road – Schedule 5.

**Gallery Comments**

None.

**Panel Discussion**

The Chair said that the actual orientation of the house was recognized. He then expressed his disappointment at the separation of two neighbours that the matter had caused.

**Panel Decision**

It was moved and seconded

*That the application for a Development Variance Permit at 5951 McCallan Road, to vary the front yard setback from 6 m (19.685 ft.) to 2.438 m (8 ft.) in order to accommodate an existing scaled back carport, be approved.*

**CARRIED**

**8. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 5:15 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 28, 2002.

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David McLellan  
Chair

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Deborah MacLennan  
Administrative Assistant

SCHEDULE 1 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING HELD ON WEDNESDAY,  
AUGUST 28, 2002.

August 28, 2002

City of Richmond  
6911 No 3 Road  
Richmond, BC  
V6Y2C1

<b>To Development Permit Panel</b>	
Date:	Aug. 28.02
Item #	3
Re:	4388 Bayview St

**Re: Development Permit Panel Meeting  
DP 01-198041**

Dear Sir/Madam,

Further to our letter of June 6, 2002, I am writing on behalf of the residents of Westwater Village, the complex adjacent to development site.

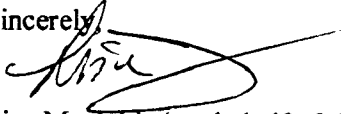
Upon review of the proposed development plan we still have grave concerns over the impact of this plan on our quality of living and the value of our properties.

1. While the number of stories in these units has been reduced the height of the units coupled with the increased in building lot height makes them approximately 9 feet higher than our existing units. This blocks views, sun and invades personal property.
2. The current layout of the development lies parallel to ours, again impacting the majority of the residents versus a perpendicular one which would limit the impact to the unlucky few.
3. Further, we were under the impression that the adjacent development would be the same distance as ours from the pathway, this is not consistently the case in the plans we have reviewed.
4. We are very disappointed in the development plans being proposed. There were a number of promises made to our residents in exchange for which support was provided for the rezoning of the BC Packers property. One of the main promises was access to a park in the south-east corner of the property. Not only is the park not there, the proposed units on the south of the property are adjacent to the dyke, limiting the green space available to all and being very inconsistent with the adjacent development.

We understand that the promises made in the negotiations of rezoning the Packer's property, were just that, promises, and that the developer has no obligation to abide by them save for their good will and reputation. As they do not return our phone calls, clearly these items are of little importance to them compared with the revenue they will generate from the development.

We expect that the City of Richmond, acting on behalf of its constituents can have more influence over the developer and produce a development that is more reflective of what was originally intended for the parcel of land and more in line with the community vision and adjacent property.

Sincerely,



Lisa Meginbir ( on behalf of the residents of Westwater Village)

14-12331 Phoenix Drive, Richmond, BC, V7E 6C2

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604-448-9440



SCHEDULE 2 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING HELD ON WEDNESDAY,  
AUGUST 28, 2002.

<b>To Development Permit Panel</b>	
Date:	<u>AUG 28.02</u>
Item #	<u>3</u>
Re:	<u>4388 Bayview St.</u>

Lyle Ware  
18 - 12331 Phoenix Drive  
Richmond, B.C.  
V7E 6C2

August 28, 2002

Mayor and Council  
c/o City Clerk of Richmond  
6911 No 3 Road  
Richmond, B.C.  
V6Y 2C1

**Re: Development Permit DP 01-198041**

Dear Mayor and Council

I wrote to council earlier about my concerns about this development and would like to further emphasize the uniqueness of Phoenix Pond and why the parcel of land under your consideration should be preserved as a park. First I should point out that the northside of Phoenix Pond, adjacent to the property under consideration, is dominated by a large number of very tall shoreline trees, outside the dyke, which I believe is unique in Steveston.

When Onni opened the paths around Phoenix Pond during the Tall Ships Festival I was able to observe numerous nesting hawks or peregrine falcons in these trees. I am not a bird expert so I am not sure if they were peregrine falcons, but it should be noted that peregrine falcons are considered endangered in Canada.

My neighbours have also likely observed these birds circling and hunting for food, or heard their cries. There are other animals living in Phoenix Pond and the shoreline trees such as raccoons, swans, and other birds. In the past, this area was fenced off by BC Packers and undoubtedly numerous animals have made it their home.

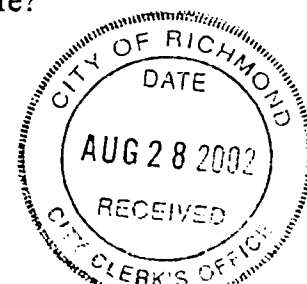
Think of Steveston shoreline between Garry Point and Phoenix Pond. Are there any other shoreline trees of this type, age, and number anywhere?

I can't think of any.

Think of Steveston's shoreline between Phoenix Pond and #3 Road Pier. Are there any shoreline trees inside or outside the dyke of this type, age, and number anywhere?

I can't think of any.

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My point is that there are very few shoreline trees, if any, for wildlife anywhere in this part of Steveston.

And just as we in Westwater Village do not want 3 storey monoliths backing onto our property blocking out our sunlight, I'm sure the wildlife around Phoenix Pond is feeling more stressed than we are.

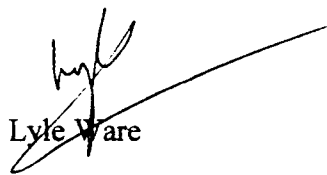
Currently Steveston's amenities attempt to support a much larger population than its own and to support that population we need many more parks. Whether thru our numerous restaurants, tourist attractions, baseball tournaments, wood carving shows, car shows, the Salmon Festival, the fishing industry, or the Tall Ships, Steveston in many ways is the cultural heart of Richmond and attracts a lot of people. Do we want these people to see only urban sprawl dominating our shoreline?

Onni's development will bring a larger number of new residents and tourists into our area and literally put these residences right on the doorstep of the unique environmentally sensitive area which is Phoenix Pond and the shoreline trees.

Hopefully, after this council meeting this area will still be unique. A new park is being developed in Terra Nova. Where are Steveston's new parks? I should point out that Onni's own website showed no development beside the shoreline trees as was pointed out in my last letter to council at your last meeting on this development. Immediately after the meeting, the website changed to show townhouses on the dyke. Is it any wonder why we have felt misled?

In conclusion, the residents of Westwater Village are basically the only neighbours to this massive development and our voices should be listened to with concern.

Thank you



Lyle Ware



SCHEDULE 3 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING HELD ON WEDNESDAY,  
AUGUST 28, 2002.



**Chevron**

August 28, 2002

City of Richmond  
Development Permit Panel  
6911 No.3 Road  
Richmond, BC  
V6Y 2C1

**Chevron Canada Limited**  
1500 - 1050 West Pender Street  
Vancouver, BC V6E 3T4  
Phone (604) 668-5300

**Marketing Department**

Re: Ironwood Plaza: Westbank Projects Corp.  
Application for Development Permit DP 02 - 205966 11760 Steveston Highway

We thank you for the opportunity to express our concerns and opposition to the commercial/retail building proposed for the lands adjacent to our service station at 11760 Steveston Highway. I would like to add that opposing a commercial development for Chevron is a very rare event. In fact, this is the first time in my career at Chevron that I have been put in this position.

To understand this better, I will first provide the background on the evolution of Ironwood Plaza. Mr. P.J. Mallen (Kasian Kennedy) in his letter to planning dated July 23, 2002 makes a reference to the history of this file (see page 10 of staff report dated July 25, 2002).

The history on the site, in our minds, did not start May 13, 2002, the date that we received formal notice from Richmond of a Public Hearing to rezone the Mattu lands. This file began April 1995 when Chevron was invited to participate in a development that would eventually become Ironwood Plaza.

To put this in the proper perspective, we offer, in chronological order, the following events that led to the shopping centre development as we see it today:

- |                   |   |
|-------------------|---|
| April 26, 1995 -  | Letter from Mr. George S. Schluessel (Procura Real Estate Services Limited) to Chevron regarding a land assembly at No.5 Road and Steveston Highway.                        |
| April 27, 1995 -  | Letter from Chevron to Mr. Schluessel confirming it's interest in pursuing a new shopping centre development at this location.  |
| August 18, 1995 - | Chevron's authorization for Westbank Projects Corp. to act as it's agent in a rezoning application which would include our service station use in the proposed development. |

- July 29, 1996 - Fax from Kasian Kennedy to Chevron enclosing a copy of their letter to Richmond, dated July 26, 1996, submitting the rezoning application and site plan (Drwg. SK-01) which envisaged a 4000 sq. ft. CRU on the Mattu lands and Chevron's facility "bookending" the S.W. corner of No.5 and Steveston Highway.
- November 19, 1996 - Public Hearing.
- November 21, 1996 - Letter to Chevron's Retail Manager from a customer, Karen Thomas, expressing her concern with our active support for the Ironwood Plaza proposal, particularly the onsite (service station) petition, and our presentation at the Public Hearing.
- March 19, 1997 - Letter from Procura Real Estate Services Ltd. to Chevron enclosing Preliminary Schedule of Ironwood Plaza.
- June 30, 1997 - Letter from Richmond to Westbank Projects Corp. enclosing the Development Permit for Ironwood Plaza, including our property at 11131 No.5 Road.
- September 11, 1998 - Chevron's facility ( Ironwood Town Pantry) opens at 11131 No.5 Road.

I respectfully submit that this is the true history of Ironwood Plaza, and the history that Mr. Mallen refers to is only in regards to the development of the Mattu lands. From your records, this process commenced January 31, 2001, almost 16 months before any contact was made with Chevron by the applicant. This contact, a telephone discussion with Mr. Edward Teh (Westbank Projects Corp.) on May 21, 2002 (the day of the Public Hearing), was initiated by myself to advise that we would be opposing their rezoning application because of the massive wall carrying the full length of our property.

After a lengthy discussion we agreed that, as we supported a commercial use for this property, we would not oppose the C3 zoning on the understanding that, given our past working relationship, we would develop a layout which was acceptable to both parties, ie. one that would not segregate us from the rest of Ironwood Plaza.

We subsequently met with his architect, P.J. Mallen, on May 28, 2002. On June 12, 2002, I met again with Mr. Teh to review what we had discussed. I was advocating two buildings to provide a 'breezeway' to preserve our visual integration with Ironwood Plaza ("bookend"). As this was not achieved, we retained Tim Ankenman, the original architect for the Ironwood Town Pantry, to help us realize our goal. He provided two options which were rejected outright by the applicant. It is interesting to note that your planning staff, in their Report to Committee dated March 25, 2002 (File: RZ 02 - 199709) at page 32, stated that they too would have preferred to see two smaller buildings on the site.

I now introduce you to Tim Ankenman who will comment on the two options proposed by us. However, before doing so, I would like to sum up by saying that, in today's world of development applications, it's hard to comprehend why no attempt in 16 months was made by the applicant to determine whether Chevron, an immediate neighbour and key component of Ironwood Plaza, had any concerns with their plan of development. This is not the way it is done at Chevron.

Sincerely,

A handwritten signature in black ink that reads "Larry D. Hardisty". The signature is written in a cursive, flowing style with a large initial "L".

Larry D. Hardisty  
Area Development Manager



## ProCura Real Estate Services Ltd.

Foreign Property Investment,  
Development and Management in Canada

205 - 11780 Hammersmith Way  
Richmond, B.C. V7A 5E3  
Bus: (604) 271-7730  
Fax: (604) 271-7375

26 April 1995

CONFIDENTIAL

Fax to: Chevron Canada (2 pages)

Fax number: (804) 688-5559

Attention: Mr. Larry Hardisty

Re: Riverside Industrial Park - Retail Development

Dear Larry:

As we discussed on the telephone, I would very much appreciate a letter from Chevron that I may present to various councillors and planners of the City of Richmond to assist us in doing a land assembly and development on the corner of #5 Road and Steveston Highway.

The proposed letter is as attached.

Thank you. I appreciate your support.

Yours sincerely,

George S. Schluessel

Attachment

April 27, 1995

Chevron Canada Limited  
Market Development  
1500 - 1050 West Pender Street  
Vancouver, BC V6E 3T4  
Phone (604) 668-5300  
Fax (604) 668-5559

Mr. George S. Schluessel  
Procura Real Estate Services Limited  
205 - 11780 Hammersmith Way  
Richmond, BC V7A 5E3

Dear Mr. Schluessel:

Retail Development—No. 5 Road and Steveston Highway, Richmond, B.C.

This letter serves to confirm Chevron's interest in cooperating with you and your investors in a proposed new shopping centre development at the corner of No. 5 Road and Steveston Highway.

To facilitate this development, Chevron would favourably consider a land exchange and move inwards on our existing site so that the land dedications required to improve the intersection could be given. We would then develop today's Town Pantry gas bar facility to address the growing demand in Richmond.

This letter is an expression of interest only, subject to negotiation and senior management approval. We are most anxious to review the design and commence negotiations with you once you have preliminary support.

Yours very truly,



Larry D. Hardisty  
Area Development Manager

bcc: K.R. Sawyer

WESTBANK

P R O J E C T S C O R P

August 18, 1995

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

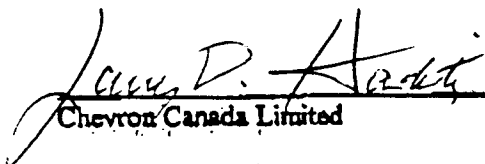
Dear Sirs:

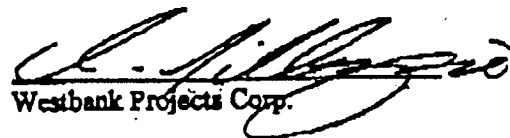
Re: Rezoning of SW Corner Site of Steveston Highway  
and No. 5 Road Belonging to Chevron Canada Limited

This letter serves to confirm that Chevron Canada Limited approves authorization for Westbank Projects Corp. to act as its agent in a rezoning application for the subject site to facilitate a new full serve gas station with "Town Pantry" convenience store and car wash complete with ingress - egress of both Steveston Highway and No. 5 Road (plan attached).

Chevron Canada Limited understands that this rezoning application forms part of a larger rezoning application involving up to 13 acres between No. 5 Road and the proposed Copper Smith Extension up to Steveston Highway.

Accepted this 18 day of August 1995 in the City of Vancouver, BC.

  
Chevron Canada Limited

  
Westbank Projects Corp.

Suite 700 1177 West Hastings Street, Vancouver, BC V6E 2X3  
Tel 604 / 683 8886 Fax 604 / 683 1708

Kasian  
Kennedy  
Design  
Partnership

Architects  
Interior Designers  
Planners

980 - 1188 W. Georgia Str.  
Vancouver, B.C.  
V6E 4A2

Tel: (604) 683-4145  
Fax: (604) 683-2827

F A X

TO: Chevron Canada Ltd.

DATE: Mon., Jul 29, 1996

FAX NO: 668-5369

PAGE 1 of 4

ATTENTION: Larry Hardisty

PROJECT Ironwood Plaza

FROM: MICHAEL MCDONALD

PROJECT 96028

RE Rezoning Application

MESSAGE

Larry:

As discussed, on behalf of Westbank Projects Corp, we have submitted a rezoning application for the development of the Steveston Highway and No. 5 Road development in Richmond. We enclose a copy of the submission for your review, comment and record.

Should you require any further information or clarification, please do not hesitate to contact our office directly.

Regards,  
Michael McDonald

City of Richmond  
Urban Development  
6911 No. 3 Road  
Richmond B.C.  
V6Y 2C1

July 26, 1996  
Project No. 96028

Attn: Mr. Ian Chang

Dear Sir:

Re: Ironwood Plaza  
Rezoning Application

On behalf of Westbank Projects Corp we are pleased to submit the following documentation in support of a rezoning application for the proposed development of Iron Wood Plaza at Steveston Highway and No. 5 Road in Richmond.

1. As outlined on the site plan (Drwg. SK-01) included with the rezoning application, the proposed development, incorporating 14.1 acres (615,072 s.f.) is comprised of four components. Site A, consisting of 8.84 acres (385,209 s.f.) is proposed as a C-3 Zone which would incorporate 119,800 s.f. of development including a Food Store (26,000 s.f.), London Drugs (30,500 s.f.), and CRU space (63,300 s.f.). Parking for 665 stalls has been provided for the site A component (5.6/1000 s.f.).
  2. Site B, consisting of 3.33 acres (145,062 s.f.) is proposed as an I-3 Zone which would incorporate a 2 story office building with 6,600 s.f. on the lower level and 8,000 s.f. on the upper level. A food catering establishment of 5,500 s.f. and CRU space of 5,100 s.f. are also proposed for the I-3 component of the site. Parking for 122 cars has been provided for the site B component (4.8/1000 s.f.).
- Total development for Site A (C-3) and B (I-3) will be 145,000 s.f. with provision for 787 parking stalls (5.4/1000 s.f. overall).
3. The Chevron site, consisting of .56 acres (25,697 s.f.) is also proposed for redevelopment as a CD Zone which would incorporate a 1620 s.f. convenience store, 6 multi-product dispensers for a total of 12 pump stations, and an automatic 'touchless' car wash. The development is proposed for 24 hour operation.
  4. Site C, consisting of .96 acres (41,816.5 s.f.) is also proposed as a future C-3 site with the future development of approximately 4,000 s.f. Parking for 85 cars will be provided in the future development of the site.

Our submission also includes preliminary sketch elevations of the proposed development (SK-02) as well as a legal/topographic survey indicating the location of existing buildings that will be demolished. In addition, we have included the Development Application Form, application fee, and letter of authorisation from Westbank Projects Corp.

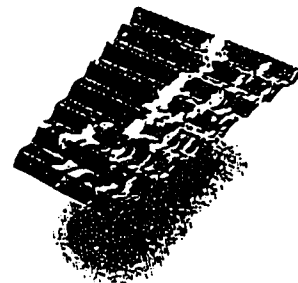
/2

The  
Kasian  
Kennedy  
Design  
Partnership

Architects  
Interior Designers  
and Planners

British Columbia  
and Alberta

980-1188 W. Georgia St.  
Vancouver, B.C. V6E 4A2  
Fax (604) 683-2827  
Tel. (604) 683-1145



Don J. Kasian  
BFS, MAIA, MAIBC  
MAAA, MRAIC

G. Gerald Kennedy  
BArch, MAIBC, MRAIC

Michael McDonald  
J.A. B.Arch, HONBL  
MAIBC

Alan G. Nakasho  
J.A. B.Arch, MAIBC, MRAIC

Associates  
Brian Ellis  
BFS, MAIA, MAIBC  
CAA, MRAIC

Kenneth Gotsky  
J.A. B.Arch

Bruce O'Regan  
B.Arch, MAIBC, MRAIC

COPY

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City of Richmond  
Ironwood Rezoning Application  
July 26, 1996  
Page Two

Should you require further information or documentation supporting this application,  
please do not hesitate to contact our office directly.

Sincerely yours,

The Kasian Kennedy Design Partnership  
Architects Interior Designers Planners

Michael McDonald  
B.A., B.Arch (Hons), M.A.I.B.C.  
Principal

cc Mr. Brent Sawchyn  
Westbank Projects Corp



10420 Seaham Crescent  
Richmond, B.C.  
V7A 3Y5

November 21, 1996

Mr. Randy Johnson  
Manager Retail  
Chevron Canada Limited  
1500 - 1050 W. Pender St.  
Vancouver, B.C. V6E 3T4

Dear Mr. Johnson:

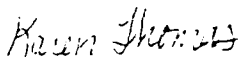
I have been a Chevron customer for over 10 years because I believe in the quality product that Chevron sells. However, recent events have caused me to consider making a change in the gas stations I patronize. I would like to raise my concerns with regard to two related issues.

Firstly, I frequent the Chevron facility at No. 5 Rd and Steveston Hwy. in Richmond. While purchasing gas on three occasions in the last 4 weeks, I was approached by people petitioning for a proposed shopping mall development to be built adjacent to the Chevron property. Chevron's allowance of this activity was completely inappropriate and unprofessional. I visit Chevron to purchase fuel, not to be bothered by people who have nothing to do with Chevron Canada Ltd.

The second issue I would like to raise is with regard to the conduct of your Area Development Manager, Mr. Larry Hardisty, who attended a public hearing on November 19 at Richmond City Hall. The public hearing dealt, in part, with Chevron's application to redevelop the gas station at No.5 Rd. and Steveston Hwy. I appreciate Mr. Hardisty's position as a spokesperson for the site. However, I do not appreciate his opinions expressed as to the viability of an unrelated site, specifically Shellmont Shopping Plaza located at Williams Rd. and Shell Rd. I spoke briefly to Mr. Hardisty after the public hearing and he was sure he only spoke with regard to the actual viability of the Chevron station that used to be located at Shellmont Plaza. Unfortunately, I and other members of the audience interpreted his statements differently. His phrasing implied that Shellmont Plaza is not a viable shopping facility. Mr. Hardisty had absolutely no business commenting on the plaza's viability. If he did not intend to make statements directed at the plaza itself, then he should have been more careful in the phrasing of his words.

As a result of these events, I will no longer be patronizing Chevron Canada Limited. If you would like me to address these concerns further, please feel free to contact me at 275-7285 or 556-3104 (work).

Sincerely,



Karen Thomas

cc. Mr. Larry Hardisty

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L.D. HARDISTY  
NOV 27 1996



# ProCura Real Estate Services Ltd.

Foreign Property Investment,  
Development and Management in Canada

205 - 11780 Hammersmith Way  
Richmond, B.C. V7A 5E3  
Bus: (604) 271-7730  
Fax: (604) 271-7375

March 19, 1997

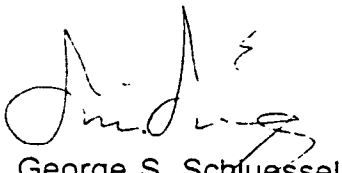
Mr. Larry Hardisty  
**Chevron Canada Ltd.**  
1500-1050 West Pender Street  
Vancouver, BC  
V6E 3T4

Dear Larry,

As requested, please find enclosed the Preliminary Schedule of Ironwood Plaza.

Thank you.

Yours truly,  
**PROCURA REAL ESTATE SERVICES LTD.**

  
George S. Schuessel  
President

/ll  
Encl.

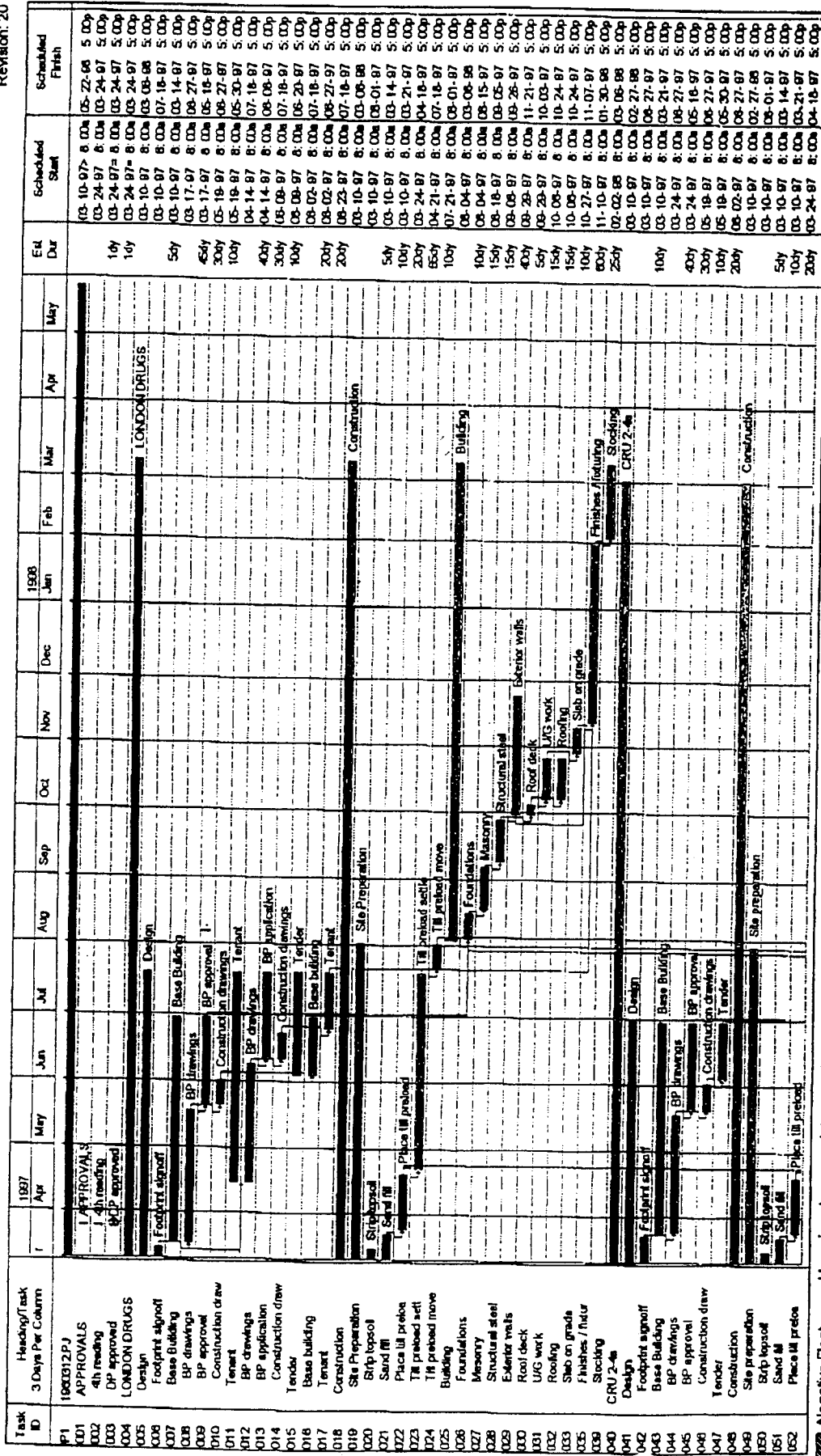
*C.C. R.I.S. - 3/24/97*

**L.D. HARDISTY**

**MAR 24 1997**

IRONWOOD PLAZA - PRELIMINARY SCHEDULE

Project: 1860312.PJ  
Revision: 20



Legend: Unassigned, Interrupted, Noncritical, Critical, Milestone

IRONWOOD PLAZA - PRELIMINARY SCHEDULE

Task #	Heading/Task 3 Days Per Column	1997 Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	1998 Jan	Feb	Mar	Apr	May	Est Dur	Scheduled Start	Scheduled Finish
063	TI preload set															65dy	04-21-97	07-16-97 5:00p
064	TI preload move															10dy	07-21-97	08-01-97 5:00p
065	Building															15dy	08-04-97	08-27-97 5:00p
066	Building															15dy	08-04-97	08-27-97 5:00p
067	FOOD STORE															15dy	08-04-97	08-27-97 5:00p
068	Design															65dy	03-10-97	03-20-97 5:00p
069	Footprint signoff															65dy	03-10-97	03-20-97 5:00p
070	Base Building															40dy	03-24-97	04-06-97 5:00p
071	BP drawings															30dy	05-19-97	06-27-97 5:00p
072	BP approval															10dy	08-09-97	08-20-97 5:00p
073	Construction draw															80dy	08-09-97	08-20-97 5:00p
074	Tenant															10dy	08-09-97	08-20-97 5:00p
075	BP drawings															20dy	08-02-97	08-27-97 5:00p
076	BP approval															20dy	08-02-97	08-27-97 5:00p
077	Construction draw															30dy	08-02-97	08-27-97 5:00p
078	Tenant															30dy	08-02-97	08-27-97 5:00p
079	Base building															5dy	03-10-97	03-14-97 5:00p
080	Construction															10dy	03-10-97	03-21-97 5:00p
081	Strip topsoil															20dy	03-24-97	04-18-97 5:00p
082	Strip topsoil															10dy	04-21-97	05-01-97 5:00p
083	Place fill preloa															10dy	05-04-97	05-14-97 5:00p
084	TI preload move															10dy	05-04-97	05-14-97 5:00p
085	Building															185dy	03-10-97	03-13-97 5:00p
086	Design															20dy	03-10-97	03-27-97 5:00p
087	Footprint signoff															30dy	04-07-97	05-16-97 5:00p
088	Base Building															30dy	04-07-97	05-16-97 5:00p
089	BP drawings															10dy	05-19-97	06-27-97 5:00p
090	BP approval															20dy	06-02-97	06-27-97 5:00p
091	Construction draw															5dy	04-14-97	04-18-97 5:00p
092	Tender															10dy	04-14-97	04-18-97 5:00p
093	Construction															10dy	04-21-97	05-02-97 5:00p
094	Strip topsoil															65dy	05-05-97	05-16-97 5:00p
095	Place fill preloa															5dy	05-19-97	06-15-97 5:00p
096	TI preload set															10dy	06-18-97	06-27-97 5:00p
097	TI preload move															10dy	06-25-97	07-13-97 5:00p
098	Building															15dy	08-09-97	08-20-97 5:00p
099	Foundations															40dy	08-09-97	08-20-97 5:00p
100	Structural steel															15dy	08-09-97	08-20-97 5:00p
101	Roof deck															5dy	08-29-97	09-03-97 5:00p
102	Roofing															15dy	10-09-97	10-24-97 5:00p
103	UDG work															10dy	10-09-97	10-17-97 5:00p

## IRONWOOD PLAZA - PRELIMINARY SCHEDULE

[illegible]

IRONWOOD PLAZA - PRELIMINARY SCHEDULE

Task ID	Heading/Task 3 Days Per Column	1997	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	1998	Jan	Feb	Mar	Apr	May	Est Dur	Scheduled Start	Scheduled Finish
144	Sand preloaded soil																	65dy	07-21-97	10-17-97 5:00p
145	Sand preloaded move																	5dy	10-20-97	10-24-97 5:00p
146	Building																	115dy	10-27-97	04-03-98 5:00p
147	Building																		10-27-97	04-03-98 5:00p
148	LIBRARY / OFFICE																		03-10-97	05-22-98 5:00p
149	Design																		03-10-97	05-22-98 5:00p
150	Footprint signoff																		03-10-97	05-22-98 5:00p
151	Base Building																		03-10-97	05-22-98 5:00p
152	BP drawings																		03-10-97	05-22-98 5:00p
153	BP approval																		03-10-97	05-22-98 5:00p
154	Construction draw																		03-10-97	05-22-98 5:00p
155	Tender																		03-10-97	05-22-98 5:00p
156	Construction																		03-10-97	05-22-98 5:00p
157	Site preparation																		03-10-97	05-22-98 5:00p
158	Strip topsoil																		03-10-97	05-22-98 5:00p
159	TM fill																		03-10-97	05-22-98 5:00p
160	Place sand prelo																		03-10-97	05-22-98 5:00p
161	Sand preloaded soil																		03-10-97	05-22-98 5:00p
162	Sand preloaded move																		03-10-97	05-22-98 5:00p
163	Building																		03-10-97	05-22-98 5:00p
164	Building																		03-10-97	05-22-98 5:00p
165	ONSITE WORK																		03-10-97	05-22-98 5:00p
166	Topsoil screening																		03-10-97	05-22-98 5:00p
167	Park lot settlement																		03-10-97	05-22-98 5:00p
168	From London Drugs																		03-10-97	05-22-98 5:00p
169	From CRU 2-4a																		03-10-97	05-22-98 5:00p
170	From Food Store																		03-10-97	05-22-98 5:00p
171	From CRU 8																		03-10-97	05-22-98 5:00p
172	From CRU 7																		03-10-97	05-22-98 5:00p
173	Asphalt subbase																		03-10-97	05-22-98 5:00p
174	From CRU 8																		03-10-97	05-22-98 5:00p
175	From CRU 9																		03-10-97	05-22-98 5:00p
176	From CRU 7																		03-10-97	05-22-98 5:00p
177	From CRU 8																		03-10-97	05-22-98 5:00p
178	From CRU 9																		03-10-97	05-22-98 5:00p
179	From CRU 7																		03-10-97	05-22-98 5:00p
180	Asphalt																		03-10-97	05-22-98 5:00p
181	Curbs																		03-10-97	05-22-98 5:00p
182	Landscaping																		03-10-97	05-22-98 5:00p
183	OFFSITE WORK																		03-10-97	05-22-98 5:00p
184	Slaverton Highway																		03-10-97	05-22-98 5:00p
185	No. 5 Road																		03-10-97	05-22-98 5:00p
186	Coppernath Place																		03-10-97	05-22-98 5:00p





RECEIVED JUL 1 0 1997  
City of  
RICHMOND

6911 No. 3 ROAD, RICHMOND, B.C. V6Y 2C1  
(604) 276-4000

CITY CLERK'S OFFICE 276-4007  
FAX 278-5139

June 30, 1997  
File: DP 96-000212

Westbank Projects Corp.  
Suite 700-1177 West Hastings Street  
Vancouver, B.C. V6E 2K3

Dear Applicant:

Re: Development Permit Application No. 96-000212  
11480, 11500, 11520, 11540, 11560, 11640, 11660, 11700, 11980 Steveston Highway and  
11071, 11091, 11131 No. 5 Road

---

Please find enclosed a copy of the above-noted Development Permit, executed by the Mayor and City Clerk.

Arrangements will now be made to have the necessary "Notice of Permit" filed for registration in the Land Title Office in New Westminster, after which a copy of the notice will be sent to you.

Yours truly,

J. Richard McKenna  
City Clerk

JRM:iem  
Encl. (1)

pc: Manager - Development Applications  
Permits & Licences, Attn: Ernie Nishi  
City Solicitor (with file)

L.D. HARDISTY  
SEP 2 - 1997

## Analysis

### Assessment of the Conditions of Adjacency

The applicant currently has third reading for the rezoning with the currently proposed land use and density; it is anticipated that the rezoning will be considered for adoption at the Council Meeting on August 26, 2002. The rezoning drawings indicated the same building massing as currently proposed on the development permit application drawings. At the time of rezoning, Richmond staff encouraged the applicant to rezone the property to Community Commercial District (C3) with the recognition that a 3 m side variance along the east property line as well as a 3 m rear yard variance would be required. A Chevron gas station located at the southeast corner of Steveston Highway and No. 5 Road along the east property of the subject site. Chevron owns the gas station and representatives of Chevron have indicated that they are unhappy with the requested variance. Chevron has been advocating for more visual openness to the Ironwood Plaza and that was the basis of their support for the original Ironwood Plaza rezoning. Chevron did not oppose the rezoning of the current site because they assumed a compromise could be reached regarding the design and massing of the proposed built form on the subject site. The applicant's architect was contacted and requested to give further consideration to a 'breeze way' or creating a gap in the proposed building for the subject site that would permit views into Ironwood Plaza from the Chevron site. The following information was communicated to the City of Richmond in response to this request.

*"On behalf of Westbank Projects Corp., we would like to make the following response to Mr. Hardisty's suggestion of implementing a breezeway through the proposed building proposed for the Mattu lands site.*

*Through the history of this file, Westbank Projects Corp. has met with Mr. Hardisty on three occasions. The project team heard a few concerns of Chevron's, the eastern neighbour of the project site. To date, it has been understood by the project team that the major concerns of Chevron have related to the negation of a visual connection to Ironwood Plaza by the proposed new building and the possible obscuring of the existing Chevron sign at the northwest corner of their site.*

*Through our previous meetings with Mr. Hardisty, it was understood by the project team that Chevron was not interested in the creation of a pedestrian link or a vehicular link between the two sites.*

*The suggestion that Chevron has offered to date for the applicant to consider (prior to today) has been the reversal of the massing of the building on site, putting the building to the west and the parking to the east. The implication of reversing the building as suggested is that the proposed new building would not participate in the existing patterns of the shopping centre (vehicular, pedestrian, nor massing). It has been the goal of the applicant to integrate the proposed building as a seamless addition to the already existing Ironwood Plaza.*

*A new and late suggestion from Chevron was heard today, that of a breezeway through the proposed building for the purpose of a pedestrian connection between Ironwood Plaza and the Chevron site.*

KKA Project #1256  
Tue, July 23, 2002-07-23

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

Attn: Brian Guzzi, Landscape Architect  
Development Planner – Urban Design

Dear Brian:

Re: Development Permit Application DP 02-2059966  
Commercial Building, 11760 Steveston Highway Richmond, B.C.

Thanks for the call and comments back from Larry Hardisty, representing Chevron.

On behalf of Westbank Projects Corp., we would like to make the following response to Mr. Hardisty's suggestion of implementing a breezeway through the proposed building proposed for the Mattu lands site.

Through the history of this file, Westbank Projects Corp. has met with Mr. Hardisty on three occasions. The project team heard a few concerns of Chevron's, the eastern neighbour of the project site. To date, it has been understood by the project team that the major concerns of Chevron have related to the negation of a visual connection to Ironwood Plaza by the proposed new building and the possible obscuring of the existing Chevron sign at the northwest corner of their site.

Through our previous meetings with Mr. Hardisty, it was understood by the project team that Chevron was not interested in the creation of a pedestrian link or a vehicular link between the two sites.

The suggestion that Chevron has offered to date for the applicant to consider (prior to today) has been the reversal of the massing of the building on site, putting the building to the west and the parking to the east. The implication of reversing the building as suggested is that the proposed new building would not participate in the existing patterns of the shopping centre (vehicular, pedestrian, nor massing). It has been the goal of the applicant to integrate the proposed building as a seamless addition to the already existing Ironwood Plaza.

A new and late suggestion from Chevron was heard today, that of a breezeway through the proposed building for the purpose of a pedestrian connection between Ironwood Plaza and the Chevron site.

Upon discussion with Westbank Projects Corp., we have concluded that this suggestion is, again, neither desirable nor logical for our client, or for Ironwood Plaza.

Firstly, the integration of a breezeway through the building reduces the proposed building area significantly and limits leasing flexibility. The notion of a breezeway through the building effectively renders a single, flexible building into two smaller, less internally configurable buildings. This is not desirable considering the life span of the building and the possibility of the accommodation of changing future tenants.

The breezeway also introduces a number of security problems to the building and Plaza. Typically, breezeways do not offer a lot of monitoring from their adjacent stores. The Building Code prohibits enough unprotected openings, or windows, from existing in them for monitoring. They are also a problem for police, monitoring the Plaza from outside the site, and persist as locations of vandalism, mischief and other crimes. Westbank Projects Corp. has even recently had to enclose an existing breezeway in an existing shopping centre in Cloverdale for these same security reasons.

Further to these other concerns, a pedestrian connection may not be appropriate to a site with a predominantly vehicular use and with almost exclusively vehicular access. The Chevron site is a retail use with its majority of users approaching the site in cars; the sale of fuel and the car wash service offer little to customers on foot. Furthermore, Chevron has not expressed a desire for a pedestrian connection to date, and this suggestion seems incongruent with their original concern for a 'visual connection' to Ironwood.

Westbank has already allowed for a pedestrian connection to pass along the east side of the building to connect Chevron with the Plaza, as Richmond staff suggested its inclusion. The team would also like to note that the integration of a pedestrian connection does not replace or improve an already existing condition. Moreover, it is noted that Westbank has already further articulated the central tower portion on the east façade through deepening its indentation and varying the roofline.

Thanks again for the call to pass on Chevron's suggestions. Note that we are open to further suggestions, however, it should be noted that Westbank and the design team feel that the implementation of this proposal is a great improvement to the shopping centre in lieu of the existing condition of preload and tall grass on site. We hope that this response clarifies our position on their request and look forward to hearing from you on this project.

Regards,

**Kasian Kennedy**  
Architecture Interior Design and Planning Incorporated

P.J. Mallen, B.A., M.Arch., MAIBC  
Project Architect

KKA Project #1256  
8/8/02

Kastan  
Kennedy

Architecture  
Interior Design  
and Planning  
Completed

Ankenman Marchand Architects  
293 East 2<sup>nd</sup> Avenue,  
Vancouver, B.C. V5T 1B8  
Fax: (604) 876-4451

Attn: Francois Marchand, MAIBC  
Ankenman Marchand Architects

Dear Francois:

Re: Development Permit Application DP 02-2059966  
Commercial Building, 11760 Steveston Highway Richmond, B.C.  
Proposed Alternate Schemes Option 1 and Option 2.

Thanks again for meeting with Christina Flanigan of Westbank Projects Corp and myself last week. On behalf of Westbank Projects Corp., we would like to make the following response to your two suggested site design partis, represented by your sketches Option 1 and Option 2 (attached for reference) presented at the meeting.

While both options do achieve a gross area that the application achieves (i.e., approximately 14,000 sq.ft.), they effectively split a single building into two. The 'two-building' schemes introduce a number of issues that make the project, in these two forms, unachievable as presented.

Splitting the building in half escalates building costs for any given project. The economy of scale in building a single building is lost in a two-building scheme. A higher construction cost would hinder the success and economic viability for an already budget-sensitive project.

Both schemes represent a reduction in parking. The current application offers a parking count of 60 stalls in an already parking deficient area. In fact, through the application process to date, it has been noted by City Staff that certain types of uses based on their relatively higher need for parking would not be supportable (i.e., restaurants). Their insistence on a retail-only scheme is best delivered by way of a single building of the relative depth shown in the application. The two-building schemes are more conducive to restaurant uses, which are, again, undesirable from the City's point of view.

Splitting the building in half restricts our client's flexibility in leasing. The two-building schemes negate internal partition reconfiguration for future tenants and restrict the types of tenants who could otherwise lease part of this building. As well, both options begin to create some areas of building that are challenging to lease for reasons of lack of proximity to parking and of hindered visibility from Steveston Highway.

It is noteworthy, however, that there is a tolerance by Chevron for a 3m setback along the east side of the subject property represented by both of these schemes.



Don J. Martin  
MAIA, MAIB, MAI, MAA, MAA, MAA

William Gordon  
MAIB, MAA, MAI, MAI

Crystal Graham  
MAI, MAI

Marla R. Hodgson  
MAIA, MAIB, MAI, MAA, MAA

Torrie Edwards  
MAI, MAI, MAI

Michael McDonald  
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Special Consultant:  
G. Gerald Kennedy  
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R. Michael Garrett  
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Senior Architect:  
Ann Gervasi  
MAI

Colleen Chisholm Patterson  
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Architect:  
Whitlock Bros  
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M. Scott Douglas  
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506

**Kasian  
Kennedy**

**Architects  
Interior Design  
and Planning**

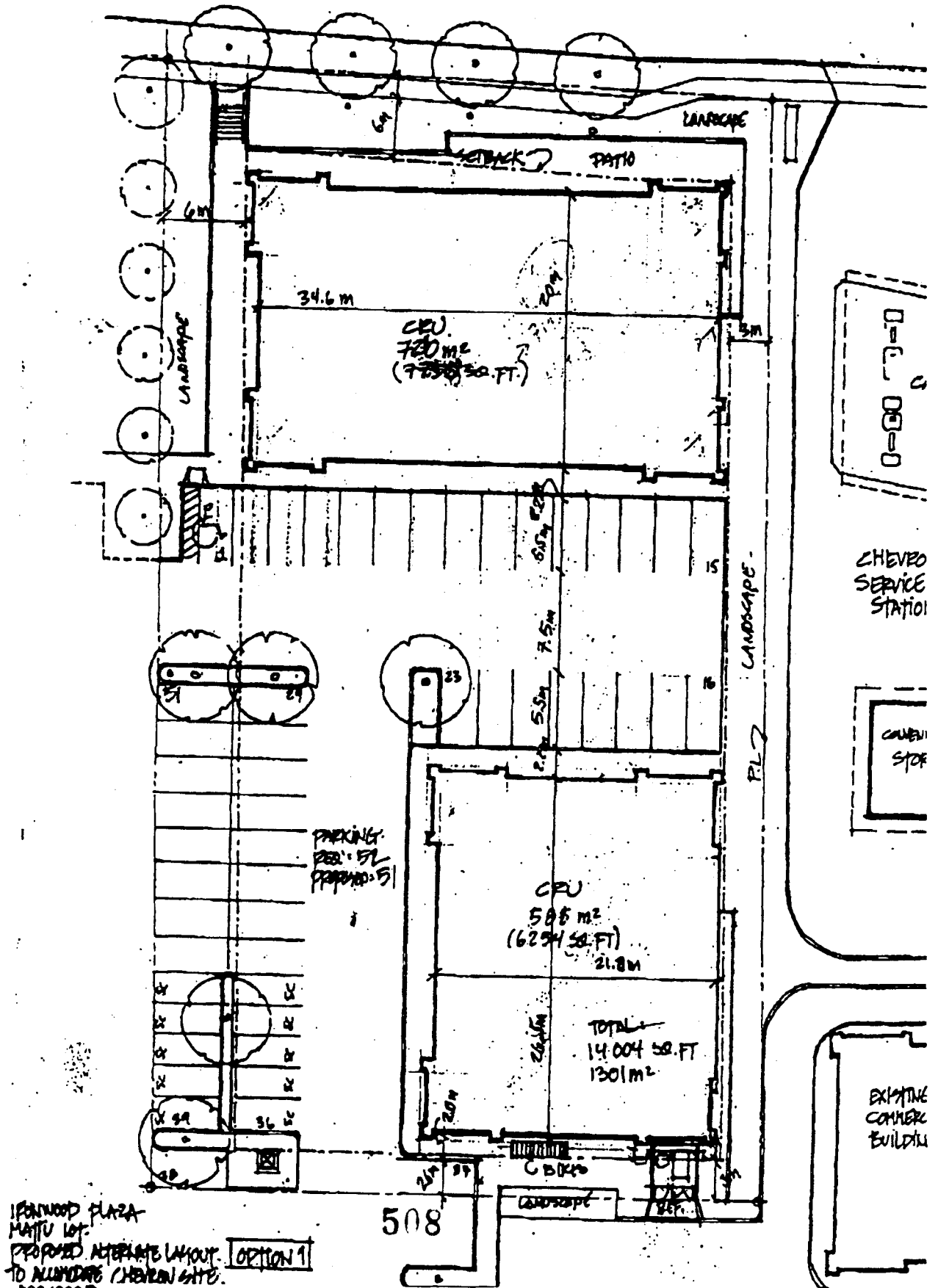
Thanks again for meeting with us to pass on Chevron's suggestions. We hope this letter further clarifies our client's position and communicates their needs on site in order for this development to be a viable and successful one.

Regards,

**Kasian Kennedy**  
Architecture Interior Design and Planning Incorporated

**P.J. Mallen, B.A., M.Arch., MAIBC**  
Project Architect

cc. Edward Teh, Westbank Projects Corp.  
cc. Alex Jamieson, City of Richmond







A pedestrian connection is required to the rest of the site.

There are no servicing concerns. The site can be serviced with all the relevant utilities, i.e. drainage, water and sanitary sewer.

Staff also note that a new tower sign will not be permitted on the site.

#### Variance for Setbacks

The proposal is to rezone the site to Community Commercial District (C3) which is consistent with the majority of the Ironwood Shopping Centre. (The portion of the site to the south with the Library is zoned Business Park Industrial District (I3)). A variance will be required at the Development Permit stage to accommodate a reduced setback for south and east property lines to 3m (9.84 ft) from the 6m (19.685 ft) setback requirement under the C3 zone.

#### Access

As part of the development of the Ironwood Shopping Centre, an easement was negotiated to ensure that access could be maintained to the subject site over the Ironwood property. The location of this easement will need to be adjusted to ensure that it lines up with the current drive aisles. In addition an easement will be required to ensure that access will be maintained to the garbage enclosure.

#### Analysis

At the time that the Ironwood Shopping Centre developed, it was envisioned that there would be some form of complementary commercial use on the subject site. In the staff report for the rezoning of the Ironwood Shopping Centre the following reference was made to the subject site. "The 0.30 ha (0.6 ac.) property at 11760 Steveston Highway, immediately west of the gas station, is not presently part of the development site. The applicant envisions that, in the future, this property could be added to the shopping centre and developed with a retail building."

While the subject property will be managed and controlled by Westbank in conjunction with the rest of the Ironwood Shopping Centre, ownership will be maintained by Mr. Mattu and the site will not be consolidated into the larger parcel. Therefore, in reviewing the application, one of the considerations of staff is, if at some point in the future the two sites are operated by different companies that may not always see eye to eye on various issues, the site must be able to operate on its own, independent of the larger site. Therefore easements for vehicular access and access to the garbage area are required and all parking for the new building is required to be contained within the site.

Another of staff's considerations when reviewing this proposal is its relationship to the surrounding community. While the new building will provide a bookend when viewing it from the rest of the Ironwood Shopping Centre, staff are concerned about a long blank wall on the eastern edge next to the gas station and the resulting image from the important gateway intersection of No. 5 Road and Steveston Highway. Staff would have preferred to see two smaller buildings on the site which would be similar in size to the other Ironwood buildings along Steveston Highway. In order to address staff's concerns the developer added a secondary roof element half way down the wall, brought glazing around the corner and along the wall and



Development Permit Panel  
Aug. 28/2002

City of Richmond  
Urban Development Division

## Memorandum

**To:** Development Permit Panel  
**From:** Joe Erceg  
Manager, Development Applications  
**Date:** August 27, 2002  
**File:** DV 01-198936  
**Re:** Development Variance Permit DV 01-198936  
Chris and Jayne Biasutti - 5951 McCallan Road

At the July 24, 2002 meeting, the Development Permit Panel passed the following referral motion. The applicants' and staff's response to each of these items is noted in *italic letters*.

**"That the application for a Development Variance Permit at 5951 McCallan Road, be referred to the August 28, 2002 meeting of the Development Permit Panel in order to:**

- 1) **to allow for DVP 01-198936 to be amended to incorporate a 3m setback from Webster Road and a 6m setback from McCallan Road;**

*The Biasuttis have agreed to amend their application accordingly and the attached Development Variance Permit (and plans) prepared by staff reflects this change.*

- 2) **that detailed architectural plans be provided by the applicant incorporating a 3m setback from Webster Road showing full finishing material details and the extent of any building enclosure;**

*The Biasuttis have not submitted detailed architectural plans because of holiday schedules and because they did want to spend any more money on a variance that may not be approved. However, they have submitted photographs reconfirming that the roof of the carport will be finished with the same roofing materials (asphalt shingles) as the existing house and that north and south gable ends of the carport will be finished to match the gable end of the existing house. There is no intent or requirement to enclose the sides of the carport. This is reflected on the attached Development Variance Permit prepared by staff.*

- 3) **that a detailed plan of the landscape improvements be provided by the applicant and reviewed with the owner of 4960 Webster Road regarding sightline/visibility concerns;**

*The Biasuttis have not submitted a detailed landscape plan because of holiday schedules and because they did not want to spend any more money on a variance that may not be approved. However, they have submitted photographs reconfirming that the west side of the carport will be landscaped with evergreen type hedging of sufficient size and the east side of the carport will be landscaped with various shrubs and vines. This is reflected on the attached Development Variance Permit prepared by staff.*



**No. DV 01-198936**

To the Holder: Chris & Jayne Biasutti  
Property Address: 5951 McCallan Road  
Address: 5951 McCallan Road, Richmond, B.C., V7C 2H5

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied as follows:
  - a) The dimension and siting of buildings and structures on the land shall be as shown on Plan #1 attached hereto.
  - b) The elevations shall be as shown on Plan #2 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$1,275.00.

5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
6. If the Holder does not complete the construction permitted by this Permit by December 31, 2002, this Permit shall lapse.

This Permit is not a Building Permit.



## Middle Arm Fraser River

[illegible]

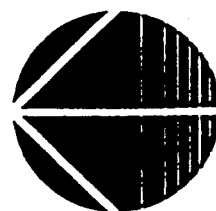
**WEBSTER RD**

MCALLAN RD

380	2500	2920	2940	2960	2300	2399
35.95	35.81	35.67	35.53	35.39	34.62	34.62
42	4911	4931	4951	4971	4991	21.81
36.12	36.12	36.12	36.12	36.12	36.12	23.99
42	21.03	20.42	20.42	20.42	20.42	21.03
42	21.03	20.42	20.73	21.03	21.03	21.03
36.12	36.12	36.12	35.53	35.39	34.62	34.62

# WESTMINSTER HWY

3880	3900	3920	3940	3960	3980	4000
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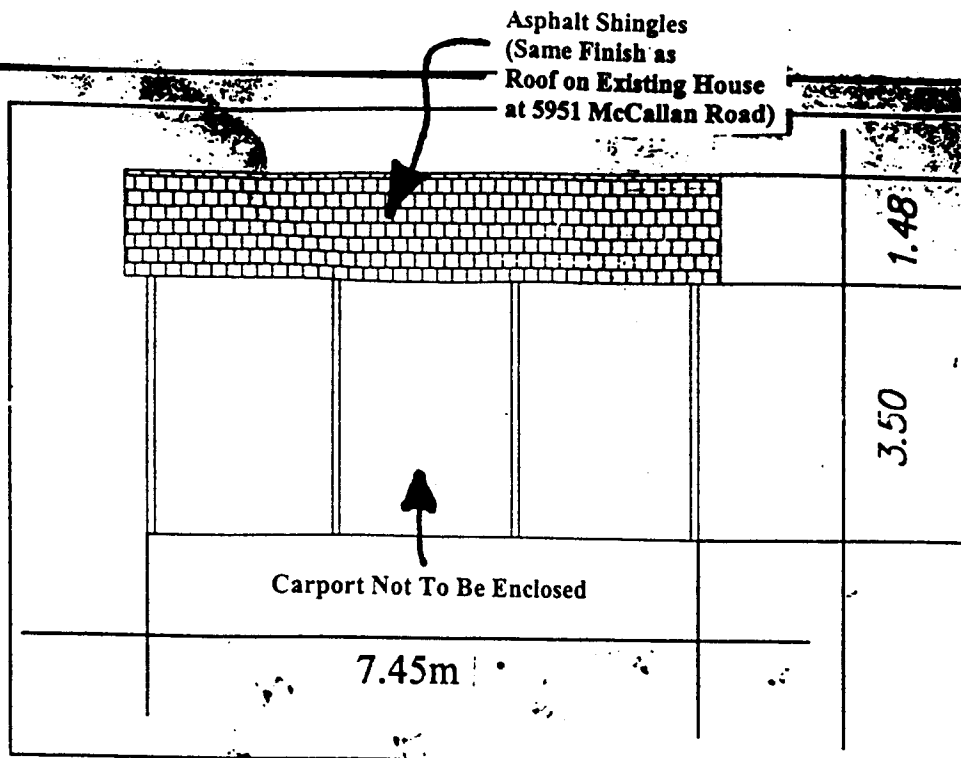


DV 01-198936  
SCHEDULE "A"

Original Date: 01/07/02

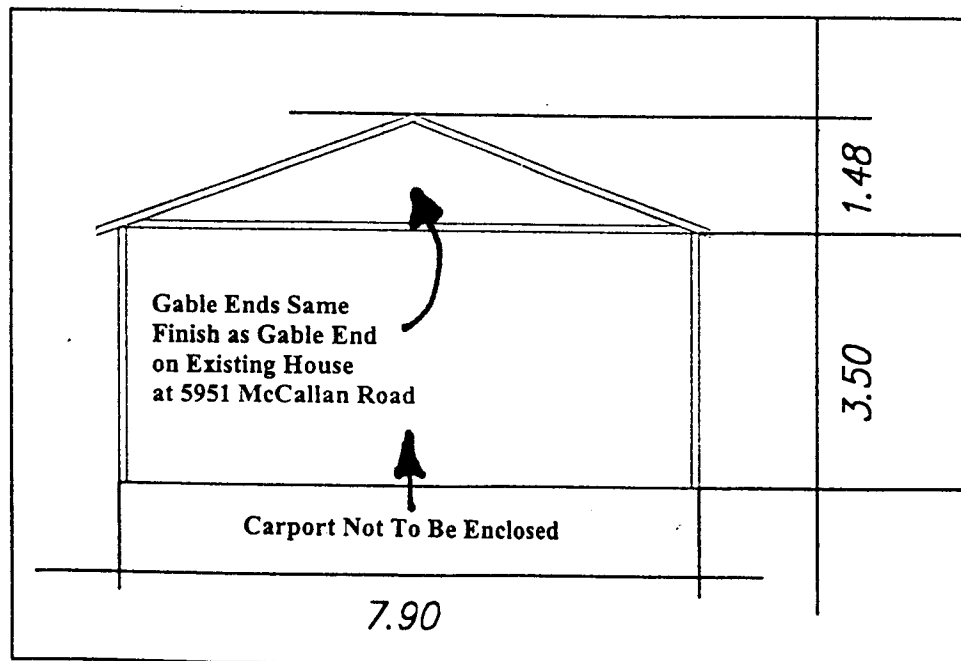
Revision Date:

**Note: Dimensions are in METRES**



**WEST  
ELEVATION**

Scale 1:100



**NORTH  
ELEVATION**

Scale 1:100

# 2

Elevations are geodetic (NAD 83) based on monument number 77H4603 located at the intersection of Westminster Highway and McCallum Road.



August 27, 2002

**ARBORTECH  
CONSULTING LTD.**

Professional Tree & Vegetation Consultants

Suite 204 - 3740 Chatham Street  
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ph 604 275 3494 fax 604 275 9834  
e-mail trees@arbortech.bc.ca

File: 01116

June 2002

514

DV 01-198936

To Development Permit Panel	
Date:	August 28, 2002
Item #	7
Re:	5951 McCallan Rd.

August 26, 2002

City of Richmond  
6911 No.3 Road  
Richmond, BC

Mr. David McLellan  
Chairman of Development Permit Panel  
RE. DVP 01-198936

Dear Sir:

RE: The Structure on 5951 McCallan Road

This Structure is like a wall the full length of my front yard cutting off my vision towards McCallan Rd. completely.

Should I not be able to see Webster Rd. to the left and to the right from my front yard?

Its dangerous backing out of my yard, because I can't see the traffic coming from McCallan Rd. until I'm sitting right on Webster Rd.

Its dangerous for the school children too in our area. The majority of them have to come down Webster Rd before turning on to McCallan.

The Structure is a storage shed with chain link walls and 2x4 cross bars facing my front door with a boat, a camper, firewood, bicycles, wheelbarrows, an old boat full of garbage-things hanging from the rafters, plus a van and a truck with a canopy which sits right up to Webster Rd. all winter long.

Many times my yard has been missed because the driveway is blocked by this structure.

Looking like a rancher? Isn't a rancher a low rambling connected building-not tall separate sections?

This structure is aesthetically not pleasing or fitting with our neighbourhood.

The trees that would have to be removed in order to re-locate this so called scaled back carport all sit around the perimeter of their yard.

The municipe bylaw front yard setback is 6m. Are the rules not expected to be followed? Not only to maintain the look of the neighbourhood but for safety sake?

I have lived with this front yard hazard for 2 years now with a structure that was put up illegally. As a citizen and taxpayer, am I not protected by the law?

Do I have to take legal action in order to correct this situation.

Thank you for listening to me

*Sincerely*  
*Marta Francher*