



## City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Joe Erceg, MCIP  
General Manager, Planning and  
Development  
**Re:**

**Date:** September 07, 2006  
**File:** 01-0100-20-DPER1-  
01/2006-Vol 01

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### Staff Recommendation

1. That the recommendations of the Panel to authorize the issuance of:
  - i) a Development Permit (DP 05-293675) for the property at 8291 and 8311 No. 2 Road;
  - ii) a Development Permit (DP 05-300277) for the property at 5171 Steveston Highway;
  - iii) a Development Permit (DP 05-319300) for the property at 20499 & 20599 Westminster Highway;
  - iv) a Development Permit (DP 06-325113) for the property at 7060 Ash Street;
  - v) a Development Permit (DP 06-335989) for the property at 5880 No. 3 Road (Unit 50 - 8100 Ackroyd Road); and
  - vi) a Development Permit (DP 05-297678) for the property at 8228 Westminster Highway (formerly 8200 and 8220 Westminster Highway).

  
Joe Erceg, MCIP  
Chair, Development Permit Panel

### **Panel Report**

The Development Permit Panel considered the following items at its meetings held on August 30, 2006, July 26, 2006, and April 12, 2006:

DP 05-293675 – 359664 BC LTD. – 8291 AND 8311 NO 2 ROAD  
(August 30, 2006 and July 26, 2006)

The Panel considered a Development Permit application to permit construction of 12 townhouse units on a site zoned “Townhouse District (R2 – 0.7)”. Variances are included in the proposal to: increase lot coverage, reduce the north side yard setback and reduce the front yard setback for a mailbox structure. The proposal was originally presented at the Development Permit Panel meeting on July 26, 2006 but was referred to the August 30, 2006 meeting to allow staff and the applicant to explore relocating the driveway from the south side of the lot or to improve the landscaping buffer adjacent to the driveway along the south side of the lot should driveway relocation not be feasible.

At the July 26 meeting, the Architect, Mr. Tom Yamamoto and Landscape Architect, Mary Chan-Yip provided brief descriptions of the project.

Six (6) letters were submitted by five (5) local area residents expressing concerns about the density, driveway location and variances. Mr. Johnson Lee of 8273 No. 2 Road was present to express concerns about the driveway location and variances being requested.

At the August 30 meeting, Yoshi Mikamo, Architect, provided a brief description of the project including reviewing the alternative site plans that were explored to address the Panel’s referral on the driveway location.

Two (2) letters were submitted expressing concerns about the density, driveway location, variances, removal of survey markers, removal of a portion and sagging of neighbour’s fence.

James Koo spoke for a neighbour to the south and expressed concerns about noise, lights, density and the desire for landscaping that includes trees and a higher fence to separate the proposed townhouse site from the neighbour’s property.

In response to a query from the Panel, Staff stated that the City’s Transportation Department advised that a reduced driveway width could be considered provided that a minimum 6 m (19.6 ft.) driveway width is provided at the access to the site. The Panel advised the applicant that the reduce driveway width would enable more landscaping and that a 2 m (6.5 ft.) height hedge should be provided instead of the proposed 1.5 m (4.9 ft.).

Subsequent to the Panel meeting, a revised site plan and landscape design were received as requested by the Panel. The changes provide two (2) new trees in a new planting area adjacent to the driveway and a taller 2 m. height hedge planting along the south property line. The revised drawings form a part of the Development Permit forwarded to Council for permit issuance.

The Panel recommends that the Permit be issued.

DP 05-300277 – MATTHEW CHENG ARCHIECT INC. – 5171 STEVESTON HIGHWAY  
(August 30, 2006)

The Panel considered a Development Permit application to permit the construction of seven (7) townhouse units on a site zoned “Townhouse District (R2)”. Variances are included in the proposal to: reduce the minimum lot width, permit four (4) tandem parking spaces, reduce the front yard setback and permit projections for bay windows and an entry porch.

The architect, Mr. Matthew Cheng, and Landscape Architect, Mr. Masa Ito, provided brief descriptions of the proposed two-storey project, which had been changed from a previous scheme that had a mix of two (2) and three storey units. There were no existing trees on the property and measures were being taken to protect neighbouring existing trees.

Staff advised that as a result of concerns expressed during the January 17, 2005 Public Hearing, the proposal now included only two-storey units.

A letter of objection was submitted.

Marion Ferguson, 10671 Hollymount Drive expressed the following concerns: the start date of construction, noxious weeds, landscape buffer, and flooding of lower homes to the north during strong rains.

June Hanson, 1066 Hollymount Drive, addressed the Panel briefly and repeated the concerns expressed by her neighbour, Mrs. Ferguson.

The developer, Daljit Dhani, advised that construction would start when the Building Permit was issued (the Chair added that this could potentially be within a month), that the weeds had recently been cleared, and he volunteered to have someone clean the site again.

The Chair advised that the applicant plans to include a 1.8 m (6 ft.) high fence on the property line. He further advised that the proposed townhouses to the south of her home would not drain any storm water onto her property, or her neighbours’ properties as full perimeter drainage would be required with disposal into the City’s storm system.

The Panel recommends that the Permit be issued.

DP 05-319300 – EAGLE RIDGE ENTERPRISES – 20499 & 20599 WESTMINSTER HIGHWAY  
(August 30, 2006)

The Panel considered a Development Permit application to permit the construction of an industrial/warehouse building with approximately 1,993 m<sup>2</sup> (21,452 ft<sup>2</sup>) and a perimeter landscape buffer at 20499 and 20599 Westminster Highway on a site zoned Business Park Industrial District (I3). No variances are included in the proposal.

Mr. Wayne Grafton of Eagle Ridge Enterprises, and Mr. Masa Ito, Landscape Architect, provided brief descriptions of the proposal.

The Panel advised that the site was visible to drivers using the east gateway to Richmond, from Highway 91. For this reason it was important that not only perimeter landscaping be at this site, but also that landscaping be done in the middle of the site as well.

There were no comments from the public on the proposal.

Subsequent to the Panel meeting, a revised landscape design was received as requested by the Panel incorporating landscaping elements internally on the site and along the common property line between the two (2) lots. The revised drawings form a part of the Development Permit forwarded to Council for permit issuance.

The Panel recommends that the Permit be issued.

DP 06-325113 – AM-PRI CONSTRUCTION LTD. – 7060 ASH STREET  
(August 30, 2006)

The Panel considered a Development Permit application to permit the construction of a 17 unit townhouse development at 7060 Ash Street (formerly 7040 and 7060 Ash Street) on a site zoned Comprehensive Development District (CD/35). Variances are included in the proposal to reduce the front yard setback for front entry porches, a garbage enclosure and mailbox structure.

The Architect, Yoshi Mikamo, and Landscape Architect, Mr. Masa Ito, provided brief descriptions of the project.

Staff advised that there was concern expressed at the April 18, 2006 Public Hearing regarding pedestrian safety in the area and that frontage improvements were required as a condition of rezoning along Ash Street to the intersection with Granville Avenue.

There were no comments from the public on the proposal.

The Panel recommends that the Permit be issued.

DP 06-335989 – KASIAN ARCHITECTURE INTERIOR DESIGN & PLANNING LTD. –  
5880 NO 3 ROAD (UNIT 50 – 8100 ACKROYD ROAD)  
(August 30, 2006)

The Panel considered a Development Permit application to permit exterior renovations to the existing Boston Pizza restaurant at 5880 No 3 Road (Unit 50 - 8100 Ackroyd Road), zoned "Downtown Commercial District (C7)". No variances are included in the proposal.

Scott Douglas, representing the Architectural firm, provided a brief description of the renovation project to bring the exteriors up to current designs for Boston Pizza.

The Chair noted that the new No. 3 Road entrance will be quite an improvement.

There were no comments from the public on the proposal.

The Panel recommends that the Permit be issued.

DP 05-297678 – FORTUNE VENTURE ENTERPRISES LTD. – 8228 WESTMINSTER  
HIGHWAY (FORMERLY 8200 & 8220 WESTMINSTER HIGHWAY)  
(April 12, 2006)

The Panel considered a Development Permit application to permit the construction of a high rise mixed-use commercial and residential building with approximately 43 dwelling units and 345 m<sup>2</sup> (3,715 ft<sup>2</sup>) of ground floor commercial space on a site zoned Downtown Commercial District (C7). Variances to reduce public road setbacks, to reduce the number of required parking spaces and to reduce the parking manoeuvring aisle are included in the proposal.

The architect, Matthew Cheng, and Alison Conde, landscape architect, provided brief descriptions of the project. In response to a question from the Panel, Mr. Cheng advised that the bike parking on the ground floor was accessible for seniors riding scooters. He also advised that an accessible unit had been provided.

A letter was submitted expressing concern about traffic congestion and the variance. Staff confirmed that a parking study had been undertaken and traffic projections were in line with road network capacity.

There were no comments from the public on the proposal.

The Panel recommends that the permit be issued.



## Development Permit Panel

Wednesday, July 26, 2006

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

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 20, 2006 be adopted.*

**CARRIED**

### 2. Development Permit DP 05-293675

(Report: June 26, 2006 File No.: DP 05-293675) (REDMS No. 1747427)

APPLICANT: **359664 BC Ltd.**

PROPERTY LOCATION: **8291 and 8311 No. 2 Road**

INTENT OF PERMIT:

1. To permit the construction of 12 townhouse units at 8291 and 8311 No. 2 Road on a site zoned "Townhouse District (R2 - 0.7)"; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Increase the permitted lot coverage from 40% to 42%;
  - b) Reduce the north side yard setback from 3 m to 2 m with a maximum 0.2 m room projection at the second floor; and
  - c) Reduce the front yard setback from 6 m to 4.5 m for a mailbox structure with roof.

### **Applicant's Comments**

Tom Yamamoto, Architect, addressed the Panel on behalf of the applicant, 359664 B.C. Ltd., and stated that the project is designed to match the character of the street and the neighbourhood. There is a central amenity area. The design offers similar or smaller building massing than the neighbouring duplex massing. The three proposed duplexes at the rear have 2 storeys. He advised that originally the driveway was on the north edge of the site, but that after the rezoning process, Public Hearing, and discussions with City staff, it was relocated to the south side. The south edge location offered a more sensitive open space transition to the neighbouring duplex, which was recessed and had a 4-foot side yard setback. He noted that the neighbouring duplex to the north of the site also had a straight 4-foot side yard setback.

In response to questions from the Panel, Mr. Yamamoto advised that:

- in two units, in each building, there is third floor attic space which is habitable space and includes windows on the front and on the side;
- the mailbox is a small structure located in the outdoor amenity area beside the recycling box collection area, and has been relocated so that it is no longer beside the driveway; this small scale project would generate a small amount of traffic on this major arterial road and that 1.8 m fencing was proposed along the south edge to mitigate the impact of the driveway on the neighbouring home.

Mary Chan-Yip, a Principal with DMG Landscape Architects advised the Panel that the mailboxes were shown in the correct location on the site plan and L1 landscape plan (or plan #3A). The landscape design reinforced the street friendly environment in the area. Each yard along No. 2 Road is reinforced with a low picket fence and with evergreen shrub material, providing an effective separation between the private and public realm. 15 cm calliper trees were proposed along No. 2 Road for a mature streetscape. Along the central drive aisle of the site, six cm calliper trees will be planted in order to provide internal scale.

In response to questions from the Panel, Ms. Chan-Yip advised that 26 trees that were removed from the site are being replaced with 25 new trees and the applicant will make a cash contribution to the City. She advised that tree-planting opportunities were limited on the site. There was a sanitary sewer right-of-way along the west edge of the site and Engineering would not permit tree planting in this area.

### **Staff Comments**

In response to questions from the Panel, Jean Lamontagne, Director of Development advised that:

- the proposed variance from 40% to 42% complies with the Rezoning application that was approved by City Council;
- it is not uncommon for the City to approve a mailbox variance, citing, for safety reasons, that a more visible mailbox is preferable.

### Gallery Comments

Mr. Johnson Lee addressed the panel and expressed his concern that the driveway adjacent to his home, 8273 No. 2 Road, would have a negative impact on the occupants of his home. He stated that the vehicles using the driveway would create noise beneath the home's windows. Mr. Lee referred to a letter, dated July 17, 2006, which he submitted to the City (Schedule 1). Mr. Lee also expressed concern with the lot coverage variance, side yard setback variance and proposed location of the project's mailbox.

### Panel Discussion

Discussion ensued with the following points being raised:

- in discussion with the City's traffic department, it was suggested that the project's driveway should accommodate eventual widening from 6 m to 7.5 m so it would minimize the number of driveways and would provide for a wider access in the future, should other properties in the area be redeveloped on this major arterial road;
- the proposed fence between Mr. Lee's home and the site's driveway is 6 feet high and should shield the car headlights so that they are not visible to residents of Mr. Lee's home;
- although the developer would have no difficulty providing a cedar hedge for the neighbour's property, it would not be feasible on Mr. Lee's property due to a retaining wall and 6-inch gap between the sidewalk and the house;
- putting the driveway in the middle of the site would mean losing the amenity area and/or having to encroach on both side yards which could raise view issues; in addition the City would lose the ability to expand the driveway in the future;
- a narrower driveway may raise safety concerns, such as accessibility to the site by fire-rescue vehicles;

### Correspondence

Johnson Lee, 8273 No. 2 Road, dated July 17, 2006 (Schedule 1)

Zong Wen Yu, 8351 No. 2 Road, dated July 17, 2006 (Schedule 2)

Gar Man Lee, 8271 No. 2 Road, dated July 18, 2006 (Schedule 3)

Tseng Chih-Li, 8251 No. 2 Road, dated July 18, 2006 (Schedule 4)

Zong Wen Yu, 8351 No. 2 Road, dated July 20, 2006 (Schedule 5)

Yin Fong Leung, 8273 No. 2 Road, dated July 21, 2006 (Schedule 6)



### Panel Decision

It was moved and seconded

- (1) *That Development Permit DP 05 – 293675 be referred to staff to explore driveway relocation or incorporation of a landscape buffer;*
- (2) *That Development Permit DP 05 – 293675 be referred to staff for the purpose of exploring the potential of relocating the driveway from the south side of the lot to a central location;*
- (3) *That staff explore ways to improve the landscaping buffer adjacent to the driveway along the south side of the lot, should driveway relocation not be feasible; and*
- (4) *That Development Permit DP 05 – 293675 be brought forward at the August 30, 2006 meeting of the Development Permit Panel.*

**CARRIED**

### 3. Development Permit DP 05-306362

(Report: June 19, 2006 File No.: DP 05-306362) (REDMS No. 1938169, 1681857, 1894153)

APPLICANT: G.A. Construction Ltd.

PROPERTY LOCATION: 6551 No. 4 Road

INTENT OF PERMIT:

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

### Applicant's Comments

Tom Yamamoto, Architect, presented the applicant's arborist's report and tree replacement strategy (Schedule 7). The applicant will supply and install replacement trees on the site. There will be a total of ten 15-cm trees planted around the lot to replace five trees taken down.

### Staff Comments

Mr. Lamontagne referred the Panel to his Memorandum, dated June 19, 2006 (Schedule 8), and stated that the applicant had satisfactorily addressed the issue of installing a cedar hedge against the fence along the north property line, and in addition had satisfactorily addressed the issue of supplying and installing replacement trees on the site.

### Correspondence

None.

### Gallery Comments

None.

### Panel Discussion

In response to a query from the Panel, Mr. Lamontagne stated that the cedar hedge would be along the north property line in response to the Panel's specific request, and that along the south property line there would be a tree and shrubs.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would:*

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

**CARRIED**

#### **4. Canada Line – Aberdeen, Lansdowne and Richmond – Brighthouse Stations**

(Report: July 19, 2006 File No.: 10-6525-07) (REDMS No. 1889578)

Edward LeFlufy, Canada Line Rapid Transit Inc., introduced Mr. Chris McCarthy, Architect, InTransitBC and Eric Steadman, Architect, of the firm Busby Perkins and Will.

Mr. McCarthy used a power point presentation to highlight the following points: (Schedule 9).

- 3.3 km of the Canada Line are served by the Aberdeen, Lansdowne and Richmond-Brighthouse stations along No. 3 Road, which link three major retail destinations;
- the Richmond-Brighthouse station is the south terminus of the Canada Line and will be served by a bus mall;
- a station-oriented retail strategy is being completed;
- it is estimated that by the year 2021 the estimated peak hour ridership at Aberdeen will be 260 passengers; at Lansdowne, 300 passengers; and at Richmond Brighthouse, 2,280 passengers;

- with regard to roles and responsibilities of the parties involved in the Canada Line, the City of Richmond's role is that of development control within the City, while InTransitBC is responsible for the stations and guideway, CLCO is responsible for property negotiation, and TransLink is responsible for detailed design and construction of the bus loops;
- the project design accomplishments include a straightened guideway alignment along No. 3 Road, guideway bent structures have been eliminated north of Capstan Way, a dual elevated guideway is provided between Bridgeport Road and Capstan Way, and a single elevated guideway is provided south of Lansdowne;
- the Aberdeen Station has shifted to the south in order to improve the guideway alignment, and there has been a relocation and re-orientation of the Alderbridge station to the new Lansdowne station site;
- the Richmond-Brighouse station is located on the east side of No 3 Road and the station has been reoriented with its entry to the south; the station has been reoriented with an entry to the south, there is a bus mall scheme agreement newly in place; the station has up and down escalators, which was possible, as this station has a single platform design;
- with regard to design of the Richmond stations, the general approach has been to create a 'family of stations' that are visually distinct from Vancouver and Airport stations; the design principles include openness and transparency for safety and views and transit-oriented development;
- the three stations have distinctive roof forms as well as glazing that emphasizes transparency and openness.

Mr. Steadman described the stations and noted the following points:

- the stations are considered civic buildings and their importance was taken into consideration during the design process;
- the stations have been designed with safety and comfort in mind so that the stations will encourage the use of transit and a reduction of dependence on cars;
- the stations will incorporate such elements as curved wood roof structures, a glazing system, and high quality finish materials to clearly identify them as a family of stations;
- the wood elements will relate the stations to other high quality civic spaces in the City of Richmond, such as Richmond City Hall and the Olympic Speed Skating Oval;
- in addition, wood refers to Richmond's industrial and seafaring heritage and will provide contrast to harder concrete elements of the Canada Line, such as the guideway;
- glazing is key as it will emphasize transparency at the platform level which will assist passengers as they find their way from the station and to the surrounding neighbourhood;

- light steel framing supports the glazing and roof structures;
- there is a consistent base building design supplemented with bold colours to differentiate the elements of the stations and one station from another, similar to a strategy that may be employed for the ancillary block cladding;
- public areas of the stations will incorporate durable tile floor finishes and metal panel wall finishes;
- station signage is incorporated into system-wide service chaseway elements at the platform and concourse level.

Edward LeFlufy stated that the station concourses were approximately 600 mm higher than the adjacent sidewalk level. For the purpose of this Panel meeting, Canada Line had contracted Phillips Farevaag Smallemberg to prepare a hypothetical study to illustrate how this grade difference could be addressed using the Lansdowne Station as an example. It showed the appearance of the station concourses as they could be developed. He advised that site analysis had been undertaken and that landscape elements such as urban orchards, water features, open spaces, vestibules, etc., could be incorporated in the forecourts at the stations in the future.

He reported that at the Richmond-Brighouse Station, a third party would be developing residual properties.

#### **Staff Comments**

Joyce Chang, Project Manager, Major Projects Team spoke briefly, and said that overall the work done on integrated development at the stations has been very positive. She stated that the City is pleased with the bus mall at the Richmond-Brighouse station and the City would like to see integrated or associated development at all the stations. She commented positively that the guideway alignment had been straightened, that the dual guideway had been restored, and that there would be a single guideway from Lansdowne Station to the Richmond-Brighouse Station.

She referred the Panel to her memo, dated July 19, 2006 (Schedule 9) and highlighted four points:

- down escalators are an essential way to move people at the station and the City strongly requests CLCO to consider down escalators in all stations;
- the City would prefer to see a financial contribution by CLCO or efforts made by InTransitBC towards integrating the grade difference in the station concourse level and grade level of the boulevard for greater passenger convenience; it is appreciated that information has been provided on concepts to address grade transition at stations but it is important for the City to be informed on how these ideas will be implemented and at what cost;
- the City has indicated to InTransitBC a strong preference for retail at each of the No. 3 Road stations, and the City is seeking a commitment that a retail component will be included by opening day.

### Panel Discussion

Discussion ensued with the Panel receiving the following information:

- the architects will look at all options for cladding materials, including opaque glazing; the architects were encouraged to consider polycarbonate cladding for the ancillary space;
- CLCO is open to City recommendations regarding the distinguishing colours for each station;
- the maintenance schedule is the responsibility of the operations and maintenance group, once the stations are built; anti-graffiti coatings for glass were proposed in the stations, and wood elements would be kept out of reach yet still visible; this strategy has proven effective on the Millennium Line; CLCO understood the significance of the use of wood;
- street trees and the design of the stations' entry plazas is the responsibility of the City;
- CLCO is developing an advertising program which is primarily targeted at the guideway level;
- bicycles will be accommodated on the trains, and in the 2,500 lb capacity elevators, which are the same as other stations; without down escalators at the stations, some transit riders would need to use the elevator which conflicts with cyclist use of elevators; CLCO was strongly urged to reconsider use of bicycle runnels parallel to the stairwells, but the idea was rejected by the operator; bicycle racks and lockers will be provided in each of the stations;
- pick up and drop off ("kiss and ride") locations will be considered for each station;
- there is a gap between the station roofs and the exterior glazing which is larger on the west elevations as the prevailing winds come from the east; there is a roof overhang to mitigate the impacts of wind and wind-driven rain;
- the stations were designed to be distinctive from one another; in response to public input, Richmond stations were designed to be a "family of stations";
- the curbside sidewalk at the Lansdowne Station in the landscape concept is too narrow, adjacent to the bike path and bus stops; pedestrians should be rerouted to the east side of the station through the "urban garden";
- at other existing stations, light levels are programmed to lower at night;
- there may be an opportunity to look at incorporating an illumination display similar to that used in Torino, Italy, through the Urban Integration Fund;
- the material study model would be made available for display at City Hall;

The Chair summarized the Panel discussion by saying that the City has passed a formal recommendation requesting that CLCO reconsider the provision of down escalators at all three stations, and reiterated Richmond's strong preference for the provision of both retail kiosks and a commercial-retail unit at each of the three stations for opening day of the Canada Line. CLCO was commended on the quality of the presentation.

#### **Panel Decision**

It was moved and seconded

- (1) *That staff continue to work with CLCO to incorporate design changes to the Aberdeen, Lansdowne and Richmond-Brighouse Stations (as outlined in the memorandum dated July 19, 2006 from Joyce Chang, Project Manager, Major Projects Team) and;*
- (2) *That staff reinforce with CLCO representatives that CLCO be requested to revisit the down escalator issue, and;*
- (3) *That staff reinforce with CLCO representatives that CLCO make provisions for retail activity at the Aberdeen, Lansdowne and Richmond-Brighouse Stations.*

#### **5. Date Of Next Meeting:**

It was moved and seconded

*That the Development Permit Panel meeting tentatively scheduled for Wednesday, August 16, 2006 be cancelled, and that the next Development Permit Panel is scheduled for 3:30 p.m., Wednesday, August 30, 2006.*

**CARRIED**

#### **6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 5:35 p.m.*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, July 26, 2006.

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Jeff Day  
Chair

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Sheila Johnston  
Committee Clerk

8273 No. 2 Road  
Richmond, BC, V7C 3M2  
17 July 2006

Mr. David Weber  
Director, City Clerk's Office, City of Richmond  
6911 No. 3 Road, Richmond, BC, V6Y 2C1

**SCHEDULE 1 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING OF WEDNESDAY, JULY 26,  
2006.**

		INT
	DW	
✓	GJ	
	KY	
	DAW	
	DB	
	WB	

Dear Mr. Weber,

Subject: Application for a Development Permit DP 05-293675

The applicant: 359664 BC Ltd.

Property Location: 8291 and 8311 No. 2 Road

Date & Time of the meeting: Wednesday, July 26, 2006 at 3.30 pm

Thank you in sending me the notice of the above application for a development permit, DP05-293675 by 359664 BC Ltd. The notice I received on 14 July.

By reading the intent of the permit, I have a very strong object on them. The reasons are (1) The PDD policy and the habitual allowance granted to an particular applicant and (2) By comparing the difference applicants' intents of the same area, the PDD should not grant allowance to one who asks for more allowance but ignore those who is a honor persons who do not claim more allowances.

The intent of the permit:

1. To permit the construction of 12 townhouse units.....  
Please refer to DP 04-271746 on 8171 & 8191 No. 2 Road, and RZ 04-269844 on 8431 & 8451 No. 2 Road, the applicants asked for ten (10) townhouse units. Why allow 359664 BC Ltd. for twelve (12) townhouse units?
2. To vary the provisions of the Zoning & Development Bylaw No. 5300 to:
  - a) Increase the permitted lot coverage from 40% to 42%.....  
Please refer to DP 04-271746, the applicant required 38% although the maximum is 40%. Also refer to RZ 04-269844, the applicant required 40% coverage. If the 40% is the PDD Policy. Why allow 359644 BC Ltd. .... 42% lot coverage? To grant further allowance must having a very good reasons otherwise City Bylaw is useless.
  3. b) Reduce the north side yard setback from 3 m to 2 m with a maximum 0.2 m room projection at the second floor.....  
Please refer to both DP 04-271746 and RZ04-269844, all applicants did not ask for more benefits. They all know the allowed lot coverage is 40% and if they reduce the setback that means they ask for more than 40%. That is the reduction is on top of 42%. Why?
  4. c) Reduce the front yard setback from 6 m to 4.5 m for a mailbox .....  
It is applicant duty to construct a mailbox in a townhouse area. Otherwise the PDD will not approve the application. There is no reason why the builder construct a mailbox by reduce the front yard setback. The reduction is on top of the claimed 42%. The mailbox is in favor of the builder to sell their townhouses but not their neighbors and the public. The total increase the permitted lot coverage will become 45%+. Do you think it is good for the public.

Yours faithfully,

Johnson Lee

Encl.





**City of Richmond**

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

**Notice of Application  
For a Development Permit  
DP 05-293675**

**Applicant:** 359664 BC Ltd.  
**Property Location:** 8291 and 8311 No. 2 Road

**Intent of Permit:**

1. To permit the construction of 12 townhouse units at 8291 and 8311 No. 2 Road on a site zoned "Townhouse District (R2 - 0.7)"; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Increase the permitted lot coverage from 40% to 42%;
  - b) Reduce the north side yard setback from 3 m to 2 m with a maximum 0.2 m room projection at the second floor; and
  - c) Reduce the front yard setback from 6 m to 4.5 m for a mailbox structure with roof.

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

**Date:** Wednesday, July 26, 2006  
**Time:** 3:30 p.m.  
**Place:** Council Chambers, Richmond City Hall

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

To obtain further information on this application, or to review supporting staff reports, contact the Planning & Development Department, (604-276-4395), first floor, City Hall, between 8:15 a.m. and 5:00 p.m., Monday through Friday, except statutory holidays, between July 14, 2006 and the date of the Development Permit Panel Meeting. Staff reports on the matter(s) identified above are available on the City website at <http://www.richmond.ca/cityhall/council/agendas/dpp/2006.htm>.

David Weber  
Director, City Clerk's Office

DW:w1



The English translation of the letter to the City of Richmond by Mr. Zong Wen Yu, of 8351 No. 2 Road (The original letter is written in Chinese)

**SCHEDULE 2 TO THE MINUTES OF THE DEVELOPMENT PERMIT PANEL MEETING OF WEDNESDAY, JULY 26, 2006.**

		INT
	ØW	
✓	GJ	
	KY	
	DAW	
	DB	
	WB	

17 July 2006

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

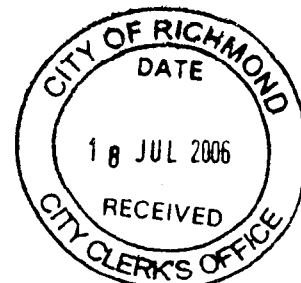
This refers to the Application for a Development Permit, DP 05-293675  
The Applicant: 359664 BC Ltd.  
Address (Property Location): 8291 and 8311 No. 2 Road

- (1) I object to permit the applicant to construct 12 units of townhouse. It is because the other townhouses in the same area are permitted only 10 units.
- (2) I object to permit the lot coverage from 40% increase to 42%. It is because the other townhouses in the same area are allowed and are using only 38% and 40% respectively.
- (3) I object to permit the yard setback (the distance in between the townhouses to the fence) reduce from three (3) meters to two (2) meters and permit the second floor to extend out zero point two (0.2) meter to the fence.
- (4) I object to permit reduce the front yard setback from six (6) meters to four point five (4.5) meters to construct a mailbox. The developer should use the land (within the allowable lot coverage say 40%) to construct a mailbox.

(signed in Chinese name)  
Zong Wen YU  
8351 No. 2 Road

I authorize Johnson LEE of 8273 No. 2 Road to represent me to speak in the Development Permit Panel meeting on 26 July 2006. Mr. Lee will speak on my behalf (only in this application for a development permit). Mr. Lee can not speak other business not related to this application.

Encl. the original letter in Chinese



*[Handwritten signature]*

SCHEDULE 3 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING OF WEDNESDAY, JULY 26,  
2006.

8271 No. 2 Road  
Richmond, BC, V7C 3M2  
18 July 2006

Mr. David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road, Richmond  
BC, V6Y 2C1

		INT
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✓	GJ	
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	DB	
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Dear Mr. Weber,

Subject: Application for a Development Permit DP 05-293675

The applicant: 359664 BC Ltd.  
Property Location: 8291 and 8311 No. 2 Road  
Date of the meeting: Wednesday, July 26, 2006 at 3.30 pm

Thank you in sending me the notice of the above application for a development permit which I received on 17 July 2006.

I have a strong objection on the content of the permit proposed by the applicant. The reasons are (1) The usual policy and the habitual allowance granted to an particular applicant and (2) No department can jump over the City Bylaw and to allow further allowance on top of the maximum.

1. To permit the construction of 12 townhouse units.

Please refer to DP 04-271746 on 8171 & 8191 No. 2 Road, and RZ 04-269844 on 8431 & 8451 No. 2 Road. All applicants asked for 10 townhouse units. We should allow 10 units only.

2. To vary the provisions of the Zoning & Development Bylaw No. 5300 to:

a) Increase the permitted lot coverage from 40% to 42%

Please refer to DP 04-271746, the builder required 38%. The RZ 04-269844 applicant required 40%. We should allow DP 05-293675 applicant the maximum 40% only.

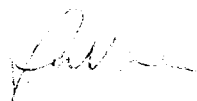
b) Reduce the north side yard setback from 3 m to 2 m with a maximum 0.2 m room projection at the second floor.

Please refer to both DP 04-271746 and RZ04-269844. All applicants did not ask for the reductions. In a simple calculation method, the reduction percentage is 40% on 3 meters.  $(3-2+0.2)$  divided by 3 = 1.2 divided by 3 = 40%. Nobody can ask for 40% discount.

c) Reduce the front yard setback from 6 m to 4.5 m for a mailbox structure.

The reduction is all in favor to the DP 05-293675 applicant who can make more profit by using the garden land. This will induce environment and security to the residence.

Yours faithfully,

  
Gar Man Lee



SCHEDULE 4 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING OF WEDNESDAY, JULY 26,  
2006.

8251 No. 2 Road  
Richmond, BC  
V7C 3M2  
July 18, 2006

		INT
✓	DW	
✓	GJ	
	KY	
	DAW	
	DB	
	WB	

DP 05-293675

Mr. David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road, Richmond  
BC, V6Y 2C1

Dear Mr. Weber,

Re: Application for a Development Permit DP 05-293675

The applicant: 359664 BC Ltd.  
Property Location: 8291 and 8311 No. 2 Road  
DPP meeting: Wednesday, July 26, 2006

Thank you in extend me a notice of Application for a Development Permit, DP05-293675.

I do not accept that the applicant's proposal to break the City Bylaw. It seems that an honest persons follow the law while some other is not. The City should check upon the break.

I do not accept the applicant to build 12 townhouses in the sites of 8291 and 8311 No. 2 Road. The sites of 8171 and 8191 No. 2 Road built 10 townhouses. The sites of 8431 and 8451 No. 2 Road will build 10 townhouses. Why the sites close to my home to have 12 townhouses?

I also do not accept the applicant to vary the provisions of the Zoning and Development Bylaw No. 5300. The applicant must not break the law. By breaking the law, the applicant will benefit:

- To increase the permitted lot coverage from 40% to 42% will create environment problems to their neighbors as well as to the public. It is not fair to the past and existing builder and developer who do not claim for increases.

To reduce the north side yard setback from 3 m to 2 m with a maximum 0.2 m room projection at the second floor will create inconvenience to the townhouse residence and disturbance to the their neighbors. The simple calculation on the percentage of reduction is  $(3 - 2 + 0.2) / 3 = 1.2 / 3 = 40\%$ . The reduction of the setback is 40%. Can you got 40% discount from any store shop (Saveway) or home supply shop (Canadian Tire)?

To reduce the front yard setback from 6 m to 4.5 m for a mailbox structure with roof will create environment and noise problems to the townhouse front residence. Also create density and security to the public and the pedestrians. The reduction is only benefit to the applicant/developer who can build more structure on top of 42% lot coverage. They can sell their townhouse more expense and to make more profit.

Yours truly,

*Tseng Chih-Li*

Tseng Chih-Li

cc: Coun. Linda Barnes



SCHEDULE 5 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING OF WEDNESDAY, JULY 26,  
2006.

8351 No. 2 Road  
Richmond, BC  
V7C 3M2  
July 20, 2006

Mr. David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road, Richmond  
BC, V6Y 2C1

Dear Mr. Weber,

Re: Development Permit Application, DP 05-293675  
in connection of Zoning Amendment Bylaw 7795, RZ 04-270815  
8291 and 8311 No. 2 Road

3:30  
a

A red rezone application and a blue development permit application sign boards are standing in the site of 8291 and 8311 No. 2 Road, which are in just my north side, a week ago. The applicant is Tom Yamamoto Architect Inc., who act on behalf of 359664 BC Ltd applying to Urban Development Department to build townhouses in my neighbor land.

From the Site Plan submitted by the Architect to UDD I know that an exiting driveway is on my side. Further reading to the notes, I found the file manager would try to relocate the exiting driveway to the centre of the development site or plant a substantial landscaping in between the exiting driveway and the end of the internal driveway facing to their neighbor property line if the driveway stays in the proposed site plan.

The exiting driveway is very affecting my daily life. In fact my home doors and windows are in line of the internal & exiting driveways. Something must be done either by plant landscaping along the exiting driveway, or relocate the exiting driveway to the centre of the development site. In all cases, the north and south end sides of the internal driveway should have landscaping there in protect their neighbor privacy, security by free of disturbance.

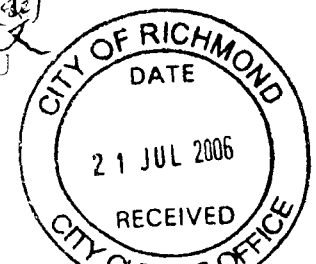
In conclusion, I object Tom Yamamoto's site plan. The applicant should consider and or to adopt the site plans either of 5988 Lancing Road at 7851 No. 2 Road, 8171 and 8191 No. 2 Road, or 8431 and 8451 No. 2 Road. I urge UDD should not approve Tom Yamamoto's proposal. His site plan affects all his neighbors, their townhouse residence and the public.

Thank you for your attention to put forward my letter in the Development Permit Committee for their kind consideration.

Yours truly,

于宗文  
Zong Wen YU

cc: Mr. Holger Burke, Manager UDD



SCHEDULE 6 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING OF WEDNESDAY, JULY 26,  
2006.

8273 No. 2 Road  
Richmond, BC  
V7C 3M2  
21 July 2006

Mr. David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road, Richmond  
BC, V6Y 2C1

Dear Mr. Weber,

Re: Application for a Development Permit DP 05-293675

The applicant: 359664 BC Ltd.  
Property Location: 8291 and 8311 No. 2 Road  
DPP meeting: Wednesday, July 26, 2006

Thank you in extend me two notices of Application for a Development Permit DP 05-293675 in which I received on 14 July and 17 July 2006 respectively.

I am very concerning of the Bylaw, I think very one should follow the Law of the City. It seems that the applicant 359664 BC Ltd. do not follow the Law and let all honest people stand in behind. They claim benefit, allowance and variance on very small points that no other builders in the same places along No.2 Road from the house numbers 7851 to 8451 might and have claimed such abnormal rights.

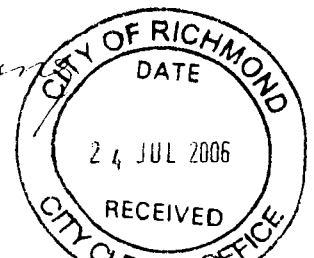
The applicant 359664 BC Ltd. claim for 12 townhouse units but all other builders made or claimed for 10 townhouse units in the similar piece of land. No builders design such bad site plan except Tom Yamamoto architect. In addition affecting their neighbors, his site plan would have increased the lot coverage by 5% (42 - 40), setback variance by 40%!!! (1.2 divided by 3), the front yard setback variance by 25%!! (1.5 divided by 6) and increase the townhouse units by 20%!!! (2 divided by 10).

Tseng Chih-Li of 8251 No. 2 Road, Garman Lee of 8271 No. 2 Road, Johnson Lee of 8273 No. 2 Road, Zong wen Yu of 8351 No. 2 Road, Anh Tran of 8391 No. Road and S. Nanthakumar of 8393 No. 2 Road, except 8371 No. 2 Road which is now on sales, are all objecting the proposed site plan and the variances claimed by the applicant 359664 BC Ltd.

For my personal concern I have a very strong objection to the north side yard setback reduce from 3 m to 2 m and with a 0.2 m room extension. Townhouse site plan is absolutely difference from houses or duplex planning. The setback must have enough room for the townhouse residence to run through because townhouses have more residence. When a townhouse built in line of single houses, there is no allowance given to reduce the setback. For this subject, you can refer to the sites of 5988 Lancing Road (7851 No. 2 Road), 8171/8191 No. 2 Road and 8431/8451 No. 2 Road. Those site builders do not reduce their setback as they understand the reduction would affect the townhouse residence and their neighbors. The places closed to their left or right sides neighbors would be a 3 m setback or a piece of garden land. I urge the City do not give reduction to the applicant and, in addition to require them to plant landscaping at north and south end of the internal driveway facing to their neighbors.

Yours sincerely,

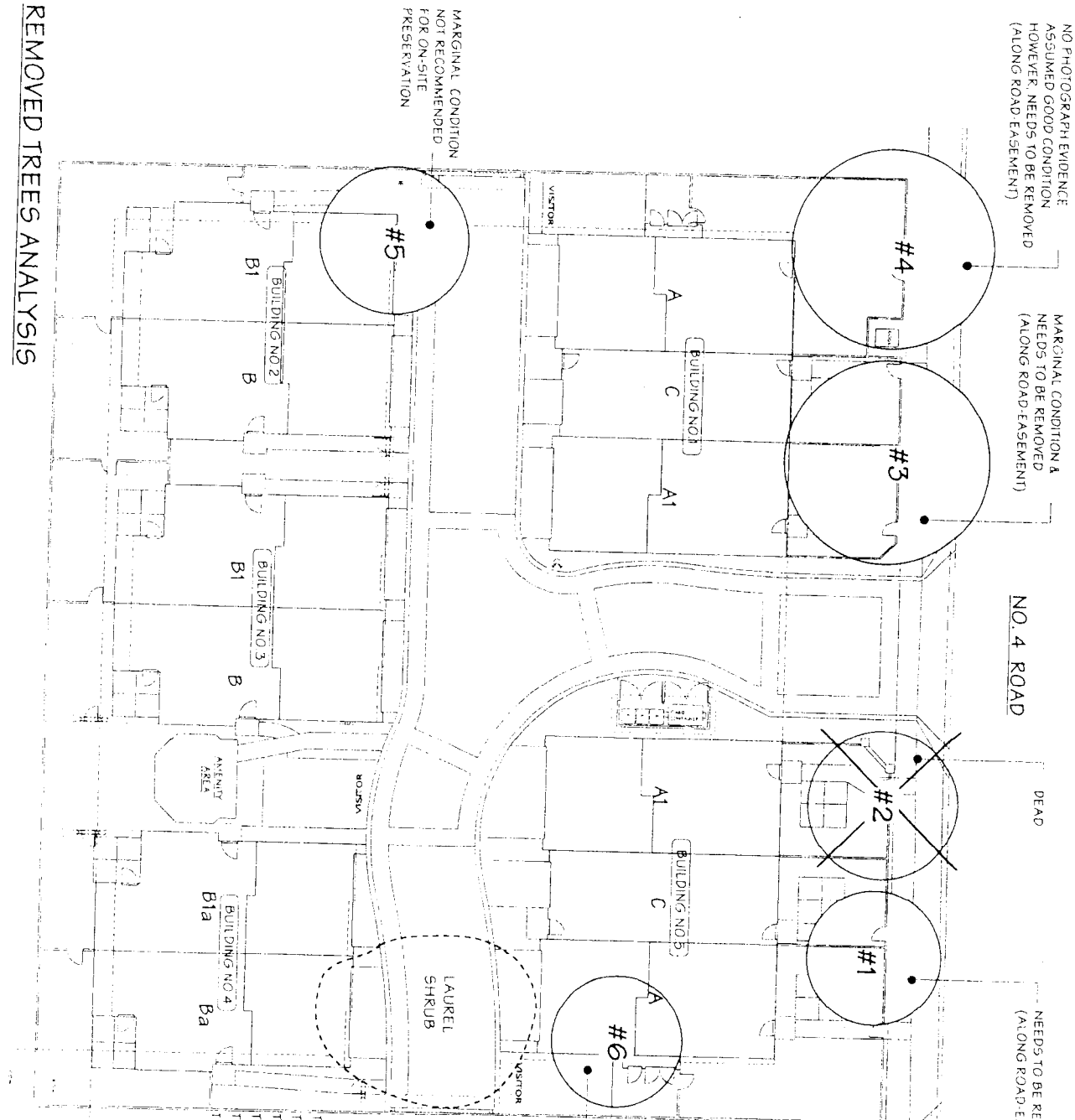
*Yvonne Leung*  
Yin Fong Leung



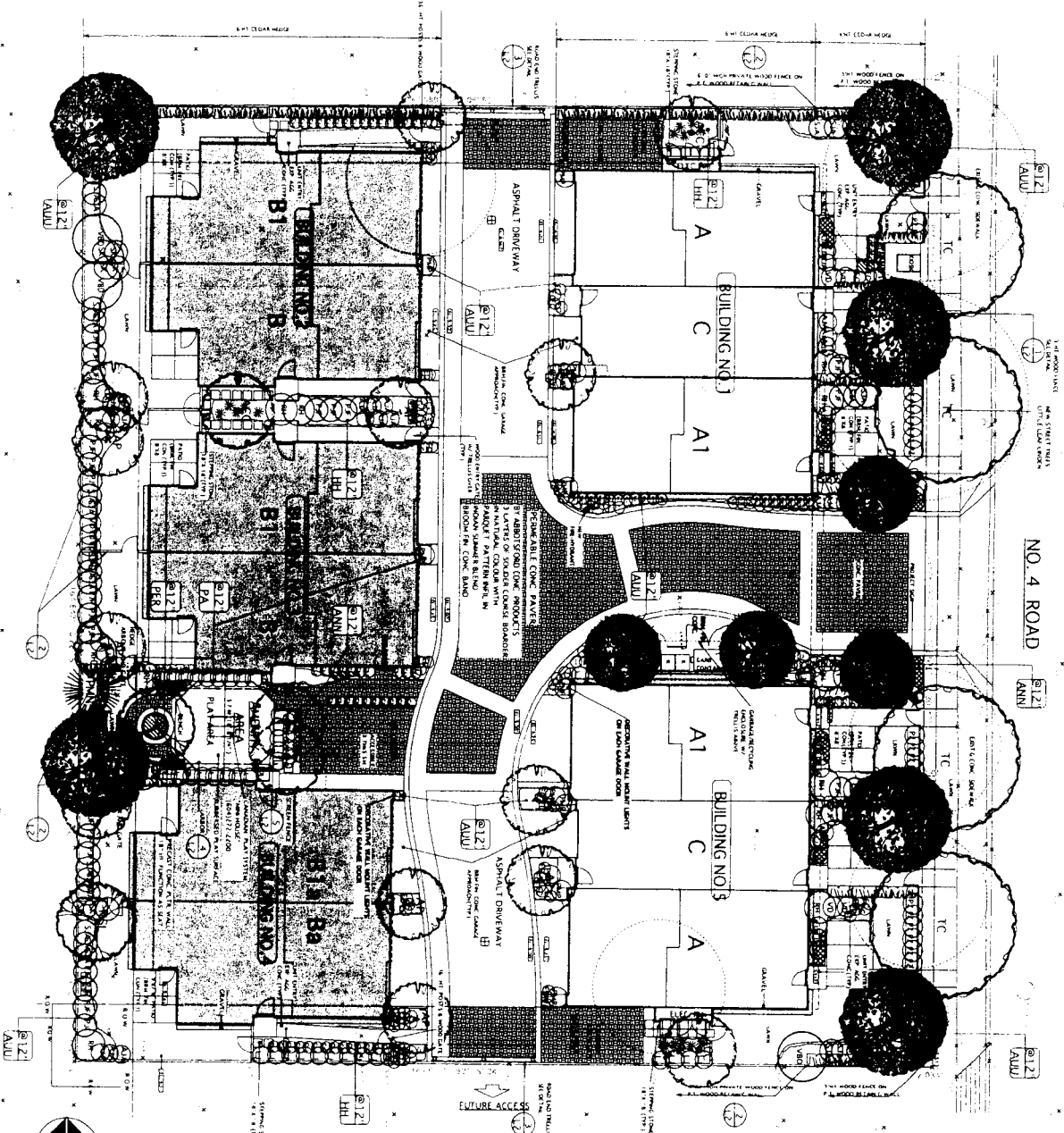
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cc: Coun. Bill McNulty

REMOVED TREES ANALYSIS



- TREE # 1. CONIFER (EST DBH SIZE 60cm +)
- TREE # 2. CONIFER (EST DBH SIZE 60cm +)
- TREE # 3. D. FIR (EST. DBH SIZE 60cm +)
- TREE # 4. DEC (EST DBH SIZE 30-40cm)
- TREE # 5. D. FIR (EST DBH SIZE 60cm +)
- TREE # 6. DEC (EST DBH SIZE 60cm +)

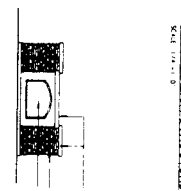
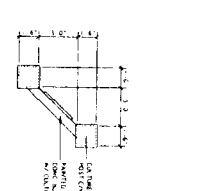


**PLANT LIST**

6551 NO. 4 ROAD RICHMOND

SYMBOL	PLANT NAME	QUANTITY	NOTES
1	PLANTING	1	SEE PLAN FOR LOCATION
2	PLANTING	1	SEE PLAN FOR LOCATION
3	PLANTING	1	SEE PLAN FOR LOCATION
4	PLANTING	1	SEE PLAN FOR LOCATION
5	PLANTING	1	SEE PLAN FOR LOCATION
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48	PLANTING	1	SEE PLAN FOR LOCATION
49	PLANTING	1	SEE PLAN FOR LOCATION
50	PLANTING	1	SEE PLAN FOR LOCATION

NOTES:  
 1. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.  
 2. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.  
 3. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.  
 4. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.  
 5. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.  
 6. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.  
 7. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.  
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 9. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.  
 10. ALL PLANTING TO BE INSTALLED IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT'S SPECIFICATIONS.



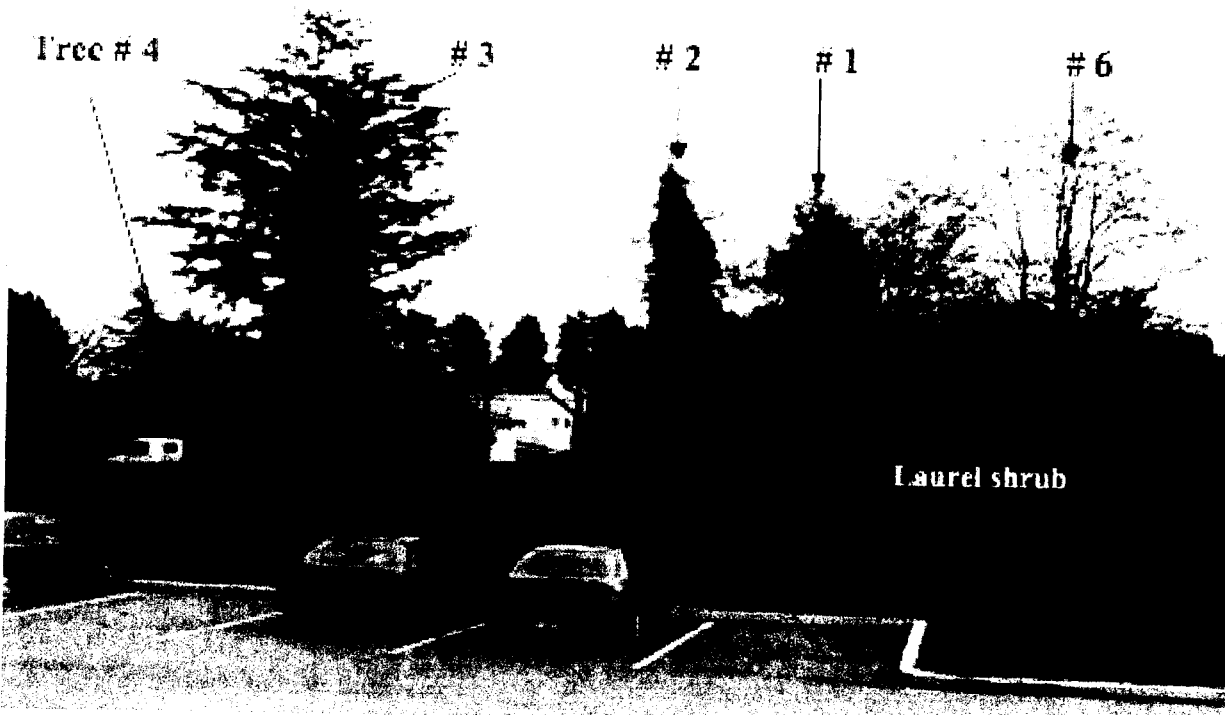
NO.	REVISION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
2	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
3	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
4	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
5	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
6	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
7	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
8	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
9	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH
10	ISSUED FOR PERMIT	01/15/2024	JANET W. SMITH	JANET W. SMITH

**ITO**  
 & ASSOCIATES  
 LANDSCAPE ARCHITECTS  
 3180 West 10th Street  
 Anchorage, AK 99503  
 Phone: (907) 271-2112  
 Fax: (907) 271-2113  
 Email: info@itoak.com

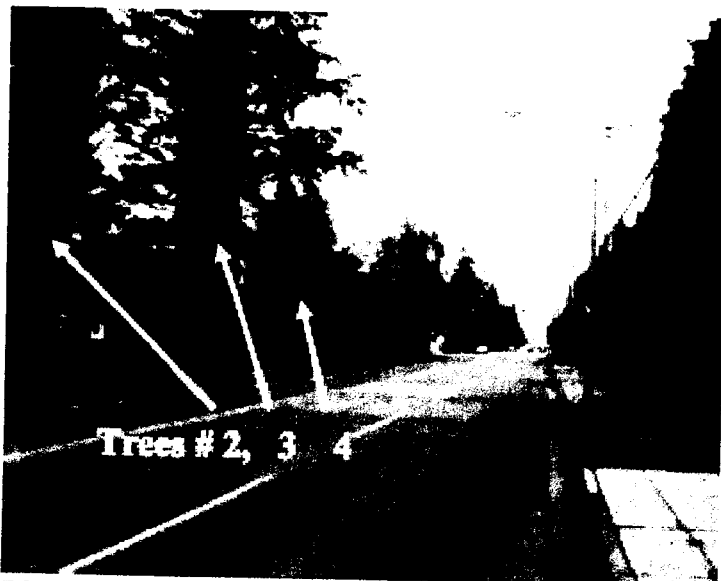
LANDSCAPE PLAN

Appendix 2

Photographs of trees prior to land clearing at 6551 No. 4 Road, Richmond



Photograph 1 shows rear view of trees # 1, 2, 3, 4 and 6 on subject property



Photograph 2 shows Trees # 2, 3 and 4 from No. 4 Road



Photograph 3 shows Tree # 5

Photographs taken by: Johnson & Ross Cheng Ltd. November 24, 2004





**City of Richmond**  
Planning and Development Department

SCHEDULE 8 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING OF WEDNESDAY, JULY 26,  
2006.

## Memorandum

*To Development Permit Panel - June 28/06*

**To:** Development Permit Panel  
**From:** Jean Lamontagne  
Director of Development  
**Date:** June 19, 2006  
**File:** DP 05-306362  
**Re:** Application by – G.A. Construction Ltd. for Development Permit at  
6551 No. 4 Road (referral from Development Permit Panel Meeting of  
June 14, 2006)

The Development Permit (report from the Director of Development dated May 17, 2006 attached) regarding the above was presented to the Development Permit Panel for consideration at their meeting held on June 14, 2006.

At the June 14, 2006 Development Permit Panel Meeting it was moved and seconded:

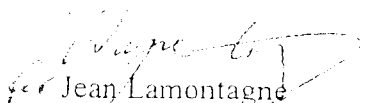
*That Development Permit DP 05-306362 be referred back to staff to:*

- a) Meet with the applicant to ensure the City's two trees to replace one tree policy is upheld; and*
- b) to investigate if a significant hedge can be placed along the north side of the property; and*
- c) refer Development Permit DP 05-306362 to the June 28, 2006 Development Permit Panel.*

The applicant has agreed to supply and install a Cedar hedge against the fence along the north property line as per the request of the Panel.

The applicant has agreed to supply and install replacement trees as per the Official Community Plan (OCP) Policy. The applicant's arborist is developing the strategy and will have a detailed presentation for the Panel at the June 28, 2006 Development Permit Panel Meeting.

Staff recommend that the Development Permit be issued.

  
Jean Lamontagne  
Director of Development

WC/GL:blg  
Att.



City of Richmond  
Administration

SCHEDULE 9 TO THE MINUTES OF  
THE DEVELOPMENT PERMIT PANEL  
MEETING OF WEDNESDAY, JULY 26,  
2006.

## Memorandum

To: Development Permit Panel  
From: Joyce Chang  
Project Manager, Major Projects Team  
Date: July 19, 2006  
File: 10-6525-07-01/2006-Vol 01  
Re: **Canada Line – Aberdeen, Lansdowne and Richmond–Brighouse Stations  
Memo to Development Permit Panel for July 26, 2006**

### Origin:

The design of the Canada Line Aberdeen, Lansdowne and Richmond - Brighouse Stations are scheduled for presentation to the Richmond Development Permit Panel on July 26, 2006.

### Background:

The City of Richmond, Canada Line Rapid Transit Inc. (CLCO), and TransLink executed the Richmond Access Agreement (RAA) on November 30, 2004. The RAA grants TransLink access to City streets and lands on which the Canada Line rapid transit system will operate. The RAA is similar to the access agreements with other jurisdictions including the City of Vancouver and the Vancouver International Airport Authority regarding the Canada Line. The RAA exempts the Canada Line project from rezoning, development permit and building permit approvals for all transit related infrastructure and fixed facilities within the City of Richmond.

The Design Advisory Process (DAP) identified within the RAA is the process by which the City of Richmond will provide advice to the Canada Line project on the design of fixed facilities, primarily transit stations. The DAP identifies an 8 step process with a 16 week timetable that involves 2 public open houses, 1 presentation to the Richmond Advisory Design Panel (ADP) and 1 presentation to the Richmond Development Permit Panel (DPP) by Canada Line representatives (CLCO). Richmond cannot require the Canada Line project to comply with the City's preferences regarding the design of fixed facilities for the rapid transit project but Richmond assumes that Canada Line project will act in good faith and attempt to address Richmond suggestions and requests. The final step in the DAP is a Design Report prepared by the proponent (ITBC) which will include 30 to 35% design drawings and a response to the Development Permit Panel advice.

### Summary:

In general, the design information provided by CLCO, InTransitBC and TransLink regarding the proposed Canada Line Aberdeen, Lansdowne and Richmond - Brighouse Stations does not provide the equivalent level of design development or detailed design information that is normally provided by other applicants as part of the normal development review process in the City of Richmond. CLCO's intent for requesting early commentary by the Richmond Advisory Design Panel and the Development Permit Panel was to facilitate incorporation of advice during design development noting that the completion date for the project is fixed – November 30, 2009. Given the above qualification, Richmond staff have addressed four (4) specific questions from the Development Permit Panel regarding the Aberdeen, Lansdowne and Richmond - Brighouse Stations.

1. How do the Aberdeen, Lansdowne and Richmond - Brighthouse Station designs comply with the Vision adopted by Council for the line at the Council workshop of April 2005?

a) Issue: Transit-Oriented Development (TOD) Direction:

Aberdeen Station – CLCO has now acquired 4020 No. 3 Road to locate the Aberdeen Station and there is a significant amount of residual land not required for the station. CLCO continues to negotiate with developer(s) regarding the redevelopment of residual land surrounding the Aberdeen Station. Richmond is not involved in these negotiations. CLCO indicates that one proponent is interested to develop a mixed-use project with a retail podium and an office tower including strong integration with the transit station. However, no drawings are yet available to describe this potential project.

Lansdowne Station – This is a stand-alone station and CLCO has made no mention of a request from a development interest for a direct connection with this station at present.

Richmond – Brighthouse Station – CLCO continues to negotiate with developer(s) regarding high-rise office development over the bus loop and an alternate scheme that includes the construction of a 'bus mall' between Buswell Street and No. 3 Road. There are no proponent drawings available to describe these alternative development scenarios at this time.

b) Issue: Achievement of Richmond's Best and Final Offer (BAFO) Design Guidelines:

Comments: Richmond's BAFO design guidelines identified a series of preferences regarding the design of the Canada Line stations on No. 3 Road. The following Richmond BAFO preferences are followed by a description of how CLCO/InTransitBC have responded.

- Maintain continuity in the general appearance of Richmond stations – The three stations along No. 3 Road are similar in appearance.
- Make stations visually distinct from the Airport and Vancouver segments – The No. 3 Road stations are elevated and incorporate a distinctive roof form.
- Strengthen Richmond's identity as a distinct community and contribute towards a unique image for the City – The use of a wood roof form on the No. 3 Road stations is unique to Richmond and reflects the use of wood in other major projects such as the Olympic Oval.
- Station design should aid in way finding – The extensive use of glazing on the No. 3 Road stations will aid in the identification of landmarks around stations. The detailed design of the station plazas are the responsibility of the City and can further assist in way finding.
- Create a 'family of stations' for the Canada Line Richmond segment that share a set of characteristics that are different from those in Vancouver – InTransitBC have proposed a family of stations with a hierarchy created for single versus dual platform stations.
- The stations should include, among other things, an extensive use of glass for the sides and roofs of stations and associated weather protection – InTransitBC has proposed a relatively transparent design for the No. 3 Road stations.
- Establish a consistent base building colour palette, roofline and/or building profile, signage format, wind/rain protection – The wood roof element will add distinction to the station platform and should be visible from the street. The colour scheme has not yet been addressed. The background information and rationale to verify that the roof element will provide adequate weather protection has not been provided. An integrated signage strategy with preliminary typical signs has not yet been developed.
- Incorporate features that make it quick and easy for passengers on trains to determine, both day and night, when they are on the Richmond segment of the Canada Line (i.e. extensive use of glass to allow views out of the stations – The high degree of transparency in the No. 3 Road transit station will help orient passenger regarding the time of day and location along the transit line.

- Incorporate a bold use of colour, murals, art and materials including other features that are distinctive for Richmond and easily visible from train windows upon entering a station) – InTransitBC is developing a programme for public art at the stations as on the Millennium Line and CLCO has agreed to contribute \$2 million towards the integration of the elevated guideway with the urban fabric along the east side of No. 3 Road.
- Within Richmond's 'family of stations' provide for design variations that celebrate the special roles, characters, and opportunities of each location and unique neighbourhood (i.e. in architectural features, associated public open spaces, public art) – The Canada Line project scope split between Richmond and CLCO/InTransitBC places the responsibility for station plaza design with Richmond. The design of public spaces including station plazas will occur in the preliminary and detailed design phases regarding the restoration of No. 3 Road.

c) Issue: Connection Cost with Adjacent Development

Comment: It is the understanding of Richmond staff that if direct pedestrian connections will be made between adjacent development and any Canada Line station, that all costs associated with these additional connections to any station would be the responsibility of the relevant developer/property owner (i.e. not the City of Richmond, CLCO or InTransitBC).

d) Issue: Transit Plaza Design

Comment: The Canada Line project scope split between Richmond and CLCO/InTransitBC places the responsibility for station plaza design with Richmond. The design of public spaces including station plazas will occur in the next preliminary and detailed design phases regarding the restoration of No. 3 Road.

e) Issue: Station Location – The Lansdowne Station has been relocated.

f) Issue: Site Planning – Site planning is addressed in more detail below.

g) Issue: Construction Timing / Capstan Station – CLCO continue to negotiate provisions for the future Capstan Station with the landowner however land and timing issues are unresolved.

2. What Aberdeen, Lansdowne and Richmond - Brighthouse Station design changes have already been made by CLCO and InTransitBC, as result of discussions with Richmond staff?

General Station Comments

- Straddle bents have been eliminated along No. 3 Road.
- Dual guideway has been restored between Bridgeport and Aberdeen Stations.
- The guideway alignment along No. 3 Road has been straightened.
- The guideway cross-over of No. 3 Road near the terminus station has been avoided.
- CLCO has provided \$2 million in additional funding to enhance guideway integration with fronting development along No. 3 Road.
- A cost saving measure by CLCO to construct a single guideway between Lansdowne and Richmond-Brighthouse Stations has the effect of reducing the mass and visual impact of the elevated guideway structure in the heart of Richmond City Centre.
- CLCO has funded extra consulting work to investigate alternative development strategies around the Aberdeen and Richmond-Brighthouse Stations to advance TOD principles

- CLCO has provided regular updates on land negotiations with other parties however these negotiations have not been concluded.
- CLCO has funded redevelopment studies of the fronting property at 7931 Alderbridge Way (guideway/roadway pinch-point) in an attempt to replace the existing sidewalk and to provide space for a bike lane on the west side of the street. While negotiations continue, the main impediment to a land use solution in this location is the recently negotiated aircraft noise policy that precludes residential development on the subject property. Accordingly, YVR will not support a partial rezoning of this property to permit residential land use.
- Station design has allowed for retail space and has incorporated wood elements into the roof.
- TransLink has agreed to cost-share landscape improvements as part of the Major Road Network (MRN) program in the restoration of No. 3 Road.
- CLCO have negotiated provisions for the future Capstan Station with the land owner.

#### Aberdeen Station Comments

- CLCO has renamed the Aberdeen Station (formerly Cambie).
- CLCO continues to negotiate with developer(s) regarding the redevelopment of residual property at the Aberdeen Station in an attempt to achieve associated or integrated development adjacent to this station.

#### Lansdowne Station Comments

- CLCO has agreed to shift the location of the Alderbridge Station closer to Lansdowne Road in recognition of the new importance for this cross street and connections to other facilities.
- CLCO has agreed to change the name of the Lansdowne Station (formerly Alderbridge).
- CLCO is currently investigating the relocation of the large Pin Oak trees along the Lansdowne Mall frontage of No. 3 Road into the reconfigured centre medians.

#### Richmond – Brighthouse Station Comments

- CLCO has agreed to incorporate 'Brighthouse' in the name of the south terminus station.
- CLCO has agreed to relocate the traction power station off the No. 3 Road right-of-way.
- Reoriented the station entry to the south to better address pedestrian access from the south in recognition of shortening the Richmond segment of the Canada Line.
- CLCO/InTransitBC have agreed to reconfigure the 'base case' bus loop configuration to eliminate bus access from Saba Road through the rear lane.
- CLCO continue to negotiate with developer(s) regarding the development of an office tower over the 'base case' bus loop at this station.
- CLCO/InTransitBC/Richmond continue to negotiate an alternate, more comprehensive redevelopment scenario surrounding this station that would create a 'bus mall' connecting Buswell Street and No. 3 Road south of the station.

3. What changes are Richmond staff still seeking to improve the Aberdeen, Lansdowne and Richmond - Brighthouse Station designs that could be accommodated easily?

a) Aberdeen Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> <li>• Illustrate Richmond's streetscape concept plan (Option C) on the station site plan.</li> <li>• Indicate existing and proposed property lines and easements.</li> <li>• If escalators do not extend to boulevard grade provide site plan to address grade transition and include an allowance for design and construction costs.</li> </ul>
Transportation Integration	<ul style="list-style-type: none"> <li>• Dimension precisely the space for sidewalk and bike lane connections around the station.</li> <li>• Ensure adequate circulation space for the bike lane (1.5m lane + 0.5m shy distance) on the west side of the Aberdeen station.</li> <li>• Locate Passenger Pick-Up and Drop-Off (PPUDO) parking spaces along the south side of Cambie Road west of No. 3 Road in locations approved by Richmond Transportation staff or within any future adjacent development parking structure with agreement by property owner.</li> <li>• Locate any service parking on nearby cross streets in locations approved by Richmond Transportation staff or within the parking structure of any future redevelopment of the adjacent residual land.</li> <li>• Show how the station passenger ground connections enhance the sidewalk and adjacent development.</li> <li>• Specify the type, number and location of bicycle lockers on site plan.</li> </ul>
Station Design	<ul style="list-style-type: none"> <li>• Ensure that service and utility connections as well as any cabling will be hidden from view and not tacked to the exterior of the guideway, columns or station.</li> <li>• Advance the glazing design and detailing.</li> <li>• Reduce the amount of ancillary space on the ground plane under the station, if possible to maximize visibility through the station at grade.</li> <li>• Define the 'red' cladding material enclosing the ancillary space 'architectural concrete block'. Consider higher quality cladding material.</li> <li>• Indicate what provisions will be incorporated to all façade materials to facilitate maintenance and the removal of graffiti. CLCO indicates that 'scratchitti film' will be used on glazing and finished 'soldice block' will be used on solid walls.</li> <li>• Incorporate bicycle runnels (stair gutters) in the design of all stairways.</li> <li>• Explain the annotation 'potential future retail below station'.</li> </ul>
Transit Integration	<ul style="list-style-type: none"> <li>• Provide preliminary anticipated bus route plans to explain transit integration.</li> <li>• Identify the number and location of bus bays and stops, if any, for transit integration.</li> <li>• Identify the number and location of HandyDART stops.</li> <li>• Provide bus shelters in the vicinity of each bus stop near the Aberdeen Station.</li> </ul>
Transit-Oriented Development	<ul style="list-style-type: none"> <li>• Advance the redevelopment of residual land surrounding the Aberdeen Station to achieve associated or integrated development with the station to the podium level for opening day of the Canada Line.</li> <li>• If any of the existing retail/commercial buildings are to remain in the short term (i.e. November 2009) for the opening of the Canada Line then reconfigure the interim parking to conform with the City of Richmond design guidelines for parking lots (i.e. 1 tree for every 2 parking spaces).</li> </ul>
Other Related	<ul style="list-style-type: none"> <li>• Explain the CLCO/InTransitBC station maintenance program including any limits of work, frequency of litter pick-up, removal of graffiti, repairs to equipment and furnishings, etc.</li> <li>• Ensure that the future traction power station at the Aberdeen Station is located off the No. 3 Road right-of-way and preferably accommodated within the parking structure of any future redevelopment.</li> </ul>

b) Lansdowne Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> <li>• Illustrate Richmond's streetscape concept plan (Option C) on the station site plan.</li> <li>• Indicate existing and proposed property lines.</li> <li>• Define property acquisition, easements and rights-of-way required for construction of the Lansdowne Station.</li> <li>• Provide clarification of pruning required for the large Pin Oak trees along the Lansdowne Mall frontage on No. 3 Road.</li> <li>• If escalators do not extend to boulevard grade provide site plan to address grade transition and include an allowance for design and construction costs.</li> <li>• Contribute to the cost of the station plaza design and construction.</li> </ul>
Transportation Integration	<ul style="list-style-type: none"> <li>• Dimension precisely the sidewalk and bike lane space around the station footprint.</li> <li>• Ensure adequate circulation space for the bike lane (1.5m lane + 0.5m shy distance) on the west side of the Lansdowne station</li> <li>• Locate Passenger Pick-Up and Drop-Off (PPUDO) parking spaces within the Lansdowne Mall parking lot in the short term and eventually along the north side of Lansdowne Road west of No. 3 Road in locations approved by Richmond Transportation staff.</li> <li>• Locate any service parking within the Lansdowne Mall parking lot in the short term or within the parking structure of any future redevelopment of the adjacent residual land.</li> <li>• Show how the station passenger ground connection enhances the sidewalk connections to adjacent development including the future east-west greenway along Lansdowne Road and the Lansdowne Mall</li> <li>• Specify the type, number and location of bicycle lockers on site plan</li> </ul>
Station Design	<ul style="list-style-type: none"> <li>• Show pedestrian amenities in the station, seating, litter receptacles, signage at station platform level.</li> <li>• Advance the glazing design and detailing</li> <li>• Ensure that service and utility connections as well as any cabling will be hidden from view and not tacked to the exterior of the guideway, columns or station.</li> <li>• Reduce the amount of ancillary space on the ground plane under the station, if possible to maximize visibility through the station at grade.</li> <li>• Define the 'green' cladding material enclosing the ancillary space</li> <li>• Indicate what provisions will be incorporated to all façade materials to facilitate maintenance and the removal of graffiti. CLCO indicates that 'scratchitti film' will be used on glazing and finished 'soldice block' will be used on solid walls.</li> <li>• Incorporate bicycle runnels (stair gutters) in the design of all stairways.</li> <li>• Explain the annotation 'potential future retail below station'</li> </ul>
Transit Integration	<ul style="list-style-type: none"> <li>• Provide bus route plans to explain transit integration</li> <li>• Identify the number and location of bus bays and stops, if any, for transit integration, including future frequent shuttle buses to Oval and DFO land</li> <li>• Identify the number and location of HandyDART stops.</li> <li>• Provide bus shelters in the vicinity of each bus stop.</li> </ul>
Transit-Oriented Development	<ul style="list-style-type: none"> <li>• Consult with Lansdowne Mall representatives regarding the incorporation of retail use(s) in the station for opening day</li> <li>• Ensure adequate circulation space around the station with connections to Lansdowne Mall</li> </ul>
Other Related	<ul style="list-style-type: none"> <li>• Indicate with drawings and illustrations how the transition from dual to single guideway south of the Lansdowne Station will be addressed.</li> <li>• Acquire from the property owner of 7931 Alderbridge Way (guideway/roadway pinch-point) and provide additional land to the City along this frontage on the west side of No. 3 Road to replace the existing sidewalk and to provide space for a bike lane on the west side of the street</li> <li>• Explain the CLCO/InTransitBC station maintenance program including any limits of work, frequency of litter pick-up, removal of graffiti, repairs to equipment and furnishings, etc</li> </ul>

c) Richmond-Brighthouse Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> <li>• Illustrate Richmond's streetscape concept plan (Option C) on the station site plan.</li> <li>• Indicate existing and proposed property lines</li> <li>• If escalators do not extend to boulevard grade provide site plan to address grade transition and include an allowance for design and construction costs.</li> <li>• Contribute to the cost of the station plaza design and construction.</li> <li>• Provide an update on CLCO negotiations with adjacent property owners regarding integrated/associated development.</li> </ul>
Transportation Integration	<p>Bus Loop Option</p> <ul style="list-style-type: none"> <li>• No bus access from Saba Road through the north-south rear lane.</li> <li>• Superimpose bus turning radius on the bus loop to demonstrate adequate space.</li> <li>• Provide traffic signal and left turn bay at intersection with No. 3 Road.</li> <li>• Locate any service parking on nearby cross streets in locations approved by Richmond Transportation staff or within the parking structure of any future development.</li> <li>• Indicate lighting for the bus loop and security provisions for the station environment.</li> <li>• Provide PPUDO spaces in locations approved by Richmond Transportation staff.</li> <li>• Dimension the space for sidewalk and bike lane connections around the station.</li> <li>• Demonstrate how an additional 3.0 m is accommodated along the site's eastern edge for a sidewalk along the back lane for pedestrian connection to the bus exchange and station.</li> <li>• Show precisely how pedestrians circulate between buses and the station entrance.</li> <li>• Specify the type, number and location of bicycle lockers on site plan.</li> </ul>
Station Design	<ul style="list-style-type: none"> <li>• Reduce the amount of ancillary space on the ground plane under the station to maximize visibility through the station at grade.</li> <li>• Advance the glazing design and detailing.</li> <li>• Ensure that service and utility connections as well as any cabling will be hidden from view and not tacked to the exterior of the guideway, columns or station.</li> <li>• Incorporate bicycle runnels (stair gutters) in the design of all stairways.</li> <li>• Indicate what provisions will be incorporated to all façade materials to facilitate maintenance and the removal of graffiti. CLCO indicates that 'scratchitti film' will be used on glazing and finished 'soldice block' will be used on solid walls defining ancillary spaces.</li> <li>• Explain the annotation 'potential future retail below station'.</li> </ul>
Transit Integration	<ul style="list-style-type: none"> <li>• Provide detailed site plans for the bus loop and bus mall options.</li> <li>• Identify all active / storage bus bays and stops for the transit exchange options.</li> <li>• Identify the number and location of HandyDART stops.</li> </ul>
Transit-Oriented Development	<ul style="list-style-type: none"> <li>• Provide a comprehensive TOD approach to the Richmond-Brighthouse Station that would incorporate more property acquisition by CLCO and create an east-west bus mall connecting Buswell Street and No. 3 Road to the south of the transit station.</li> <li>• If CLCO proceeds with the 'Base Case' bus loop design then Richmond prefers that the bus loop be designed and constructed to permit the future development of a residential or office tower over top of the bus loop. Provide the concept design for a theoretical high-density development on the residual station lands to demonstrate future development potential in conjunction with the terminus station.</li> </ul>
Other Related	<ul style="list-style-type: none"> <li>• Ensure that the traction power station at the Richmond-Brighthouse Station is located off the No. 3 Road right-of-way and preferably accommodated within the parking structure of any future development on the residual property for the station.</li> <li>• Explain the CLCO/InTransitBC station maintenance program including any limits of work, frequency of litter pick-up, removal of graffiti, repairs to equipment and furnishings, etc.</li> </ul>



4. What changes are Richmond staff still seeking to the Aberdeen, Lansdowne and Richmond - Brighouse Station designs that may be more difficult to accommodate?

a) Aberdeen Station

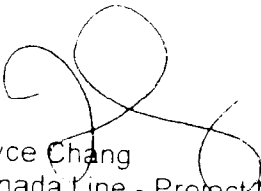
Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> <li>Contribute to the cost of the station plaza design and construction.</li> </ul>
Traffic & Transportation	<ul style="list-style-type: none"> <li>Richmond prefers a station design which is fully integrated into adjacent development with retail presence to enhance passenger circulation and personal safety.</li> </ul>
Station Design	<ul style="list-style-type: none"> <li>Extend the escalators to the elevation of the adjacent boulevard eliminating the <math>\pm 0.54\text{m}</math> grade change and the need for stairs and ramps to access the station from the street (i.e. lower the elevation of the ticket hall from 2.44m to 1.9m).</li> <li>Provide escalators in both directions (up and down) between the station platforms and the street boulevard.</li> <li>Provide details and budget associated with the InTransitBC public art programme at this transit station.</li> </ul>
Transit Integration	<ul style="list-style-type: none"> <li>Show the revised bus routes that will link with the terminus bus loop and assign the bus bays to specific bus routes.</li> </ul>
Transit-Oriented Development	<ul style="list-style-type: none"> <li>Ensure retail use(s) are incorporated into this transit station for opening day.</li> <li>Work with the Aberdeen Mall to provide convenient pedestrian connections.</li> <li>Develop a purpose built TOD on residual land adjacent to the transit station.</li> </ul>
Other Related	<ul style="list-style-type: none"> <li>Provide a station attendant during the first 5 years of operation to ensure a safer station environment during the introduction phase of the Canada Line.</li> </ul>


b) Lansdowne Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> <li>Contribute to the cost of the station plaza design and construction.</li> </ul>
Traffic & Transportation	<ul style="list-style-type: none"> <li>Generous space for pedestrians and cyclists to flow-through around the immediate transit station footprint.</li> </ul>
Station Design	<ul style="list-style-type: none"> <li>Extend the escalators to the elevation of the adjacent boulevard eliminating the <math>\pm 0.54\text{m}</math> grade change and the need for stairs and ramps to access the station from the street (i.e. lower the elevation of the ticket hall from 2.44m to 1.9m).</li> <li>Provide escalators in both directions (up and down) between the station platforms and the street boulevard.</li> <li>Provide details and budget associated with the InTransitBC public art programme at this transit station.</li> </ul>
Transit Integration	<ul style="list-style-type: none"> <li>Show the revised bus routes that will link with the terminus bus loop and assign the bus bays to specific bus routes.</li> </ul>
Transit-Oriented Development	<ul style="list-style-type: none"> <li>Ensure purpose built retail uses are incorporated into the station design opposite to the station entry for opening day (i.e. in addition to kiosks at the station entry).</li> <li>Work with the Lansdowne Mall to provide convenient pedestrian connections.</li> </ul>
Other Related	<ul style="list-style-type: none"> <li>Provide a station attendant during the first 5 years of operation to ensure a safer station environment during the introduction phase of the Canada Line.</li> </ul>

c) Richmond-Brighthouse Station

Issue	City of Richmond Specific Requests
Site Planning	<ul style="list-style-type: none"> <li>Contribute to the cost of the station plaza design and construction.</li> </ul>
Traffic & Transportation	<ul style="list-style-type: none"> <li>Provide ample sidewalk space around the station footprint to allow relatively high volume of pedestrians and transferring passengers to circulate.</li> <li>Ensure convenient and safe kiss &amp; ride spaces in close proximity of the station</li> <li>Strong retail presence to enhance personal safety.</li> </ul>
Station Design	<ul style="list-style-type: none"> <li>Extend the escalators to the elevation of the adjacent boulevard eliminating the <math>\pm 0</math> 54m grade change and the need for stairs and ramps to access the station from the street (i.e. lower the elevation of the ticket hall from 2.44m to 1.9m).</li> <li>Provide details and budget associated with the InTransitBC public art programme at this transit station.</li> </ul>
Transit Integration	<ul style="list-style-type: none"> <li>Minor geometric modifications at the intersection of the proposed bus exchange access on No. 3 Road as part of the signalization work.</li> <li>Comprehensive, high quality pedestrian amenities for waiting bus passengers.</li> <li>Richmond prefers an east-west bus mall concept to integrate bus circulation into an open street environment</li> </ul>
Transit-Oriented Development	<ul style="list-style-type: none"> <li>Richmond prefers that CLCO develop and construct a larger more comprehensive transit-oriented development at the terminus station than the 'Base Case' scenario. Encompass a larger land assembly than the 'Base Case' scenario' with a higher concentration of mixed-uses (retail, commercial, office and residential) development in close proximity to the station.</li> <li>Provide a reconfigured bus exchange at the terminus station including an east-west bus mall connecting Buswell Street and No. 3 Road.</li> <li>If CLCO proceeds with the 'Base Case' scenario for the terminus station then construct a high-density mixed-use (retail, commercial and/or office) development at the Richmond-Brighthouse station on terminus station residual land for opening day of the Canada Line.</li> <li>At a minimum ensure retail use(s) are incorporated into this transit station for opening day.</li> </ul>
Other Related	<ul style="list-style-type: none"> <li>Provide a station attendant during the first 5 years of operation to ensure a safer station environment during the introduction phase of the Canada Line.</li> </ul>

  
 Joyce Chang  
 Canada Line - Project Manager,  
 (247-4681)

  
 Brian Guzzi, MCIP, MCSLA  
 Urban Design Coordinator,

BG/JC bg

Attachments from Canada Line regarding the Aberdeen, Lansdowne and Richmond-Brighthouse Stations



## Development Permit Panel

Wednesday, August 30, 2006

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
Robert Gonzalez, Director, Engineering  
Mike Kirk, General Manager, Corporate Services

The meeting was called to order at 3:35 p.m.

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on July 26, 2006, be adopted.*

**CARRIED**

### 2. Development Permit 05-293675

(Report: August 8, 2006 File No.: DP 05-293675) (REDMS No. 2005557, 1747427)

APPLICANT: 359664 BC Ltd.

PROPERTY LOCATION: 8311 No. 2 Road (Formerly 8291 and 8311 No. 2 Road)

INTENT OF PERMIT:

1. Permit the construction of 12 townhouse units at 8311 No. 2 Road on a site zoned "Townhouse District (R2 - 0.7)"; and

2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Increase the permitted lot coverage from 40% to 42%;
  - b) Reduce the north side yard setback from 3 m to 1.7 m with a maximum 0.2 m room projection at the second floor; and
  - c) Reduce the front yard setback from 6 m to 4.5 m for a mailbox structure with roof.

### Applicant's Comments

Yoshi Mikamo, Architect, addressed the Panel on behalf of the applicant, 359664 BC Ltd., and stated that they have worked with staff to address issues that were identified by the Development Permit Panel at the July 26, 2006 meeting, including the issues of relocating the driveway to a central location and improving the landscaping along the south property line.

Mr. Mikamo stated that relocation of the driveway was explored. Two (2) storey structures accessed via a centrally located driveway was considered; however, the turning radii required for SU-9 trucks would require shifting structures toward the north and south property lines and associated setback variances would be required. This scheme would have resulted in the loss of outdoor amenity space and would have involved the loss of an accessible visitor parking space.

Introducing two (2) three (3) storey buildings adjacent to the centrally located driveway would address issues associated with setback variances and would provide a sufficient truck turning radius; however, widening of the driveway access from 6m (19.6 ft.) to 7.5 m (24.6 ft.) at the time the adjacent property develops would be difficult to undertake, and the applicant is averse to the introduction of a three (3) storey building form.

Mr. Mikamo explained that the revised scheme included the following:

- the north side-yard was reduced from 3 m to 1.7 m, with a 0.2 m room projection by variance;
- a landscape buffer was provided along the south edge of the driveway, thus mitigating the impact of the development on neighbouring duplexes;
- a cedar hedge along the south edge of the driveway is 1.5 m in height;
- additional trellis structures with flowering climbing vines at both the north and south ends of the internal driveway were added;
- privacy fencing would be 1.8 m in height and would be constructed of solid wood;
- there would be a fence of lower height in the 6 m front yard setback from No. 2 Road;
- a 6 m wide driveway at the south edge of the property would allow for future expansion to 7.5 m width;

### **Staff Comments**

Wayne Craig, Acting Director of Development stated that, at the time of rezoning the property, the driveway was located along the north property line, and that during the September 10, 2004 Public Hearing a resident to the north of the property requested that the driveway location be investigated.

### **Correspondence**

Johnson Lee, 8273 No. 2 Road, dated August 28, 2006 (Schedule 1)

Yin Fong Leung and Johnson Lee, 8273 No. 2 Road, dated August 28, 2006 (Schedule 2)

### **Gallery Comments**

James Koo identified himself as the translator for a friend who is a resident of a home adjacent to the property. He summarized his friend's concerns that noise and lights from the proposed development would have a negative impact on the lifestyle enjoyed by the neighbours.

In addition, Mr. Koo stated his friend's desire to see the number of proposed townhouses on the site reduced from twelve (12) to ten (10).

In closing, he stated that his friend would like to see landscaping that includes trees and a higher fence erected between the proposed townhouse site and her property.

In response from an enquiry from the Chair, Mr. Craig advised that as a result of the redesign of the site, a 1.5 m emerald hedge would be planted, a wood trellis structure approximately 2.4 metres (8 ft.), high with climbing and flowering landscaping, would be constructed at the juncture of the drive aisles, and a 1.8 metre (6 ft) high fence would be installed along the property line..

### **Panel Discussion**

Discussion ensued addressing the following points:

- at the time of rezoning there was a setback of 1.5 m variance noted;
- at the September 10, 2004 Public Hearing, Council directed that an exploration of options regarding the location of the driveway be pursued; the applicant and staff did so, and after looking at the option of having a central driveway, it was concluded that a south driveway was preferential;
- the City's Transportation Department advised that options to reduce the drive aisle width could be considered to allow for more landscaping to be done. The minimum driveway width at the access to the site is 6 metres (19.6 ft.).
- the Panel advised the applicant that a more substantial hedge, of 2 metres (6.5 ft.) in height, instead of the proposed 1.5 metres (4.9 ft.), would enhance the landscaping scheme.

### Panel Decision

It was moved and seconded

*That, subject to the applicant working with staff to incorporate the suggested landscape and site plan changes to the driveway, including a hedge no less than 2 metres high along the south property line, a Development Permit be issued which would:*

1. *Permit the construction of 12 townhouse units at 8311 No. 2 Road on a site zoned "Townhouse District (R2 - 0.7)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
  - a) *Increase the permitted lot coverage from 40% to 42%;*
  - b) *Reduce the north side yard setback from 3 m to 1.7 m with a maximum 0.2 m room projection at the second floor; and*
  - c) *Reduce the front yard setback from 6 m to 4.5 m for a mailbox structure with roof.*

**CARRIED**

### 3. Development Permit 05-300277

(Report: August 8, 2006 File No.: DP 05 - 300277) (REDMS No. 2001752, 2000426)

APPLICANT: **Matthew Cheng Architect Inc**

PROPERTY LOCATION: **5171 Steveston Highway**

INTENT OF PERMIT:

1. To permit the construction of seven (7) townhouse at 5171 Steveston Highway on a site zoned "Townhouse District (R2)"; and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Reduce the minimum front yard setback from 6 m to 4.5 m and to permit projections of maximum 0.4 m for bay windows and 1.2 m for a covered entry porch;
  - b) Reduce the minimum lot size width from 30 m to 27.26 m; and
  - c) Permit 4 tandem parking spaces (in 2 townhouse units).

### Applicant's Comments

Matthew Cheng, Architect, advised that improvements to the design have been made, as a result of comments from staff and the Advisory Design Panel. He highlighted the following changes:

- the building height was lowered from a three (3) storey building height to a uniform two- (2) storey building height;

- accessible parking would be provided;
- a unit for occupancy by the disabled would be provided.

In response to a query from the Chair, Mr. Cheng advised that one unit is identified as an adaptable unit with a staircase that is wide enough if, in the future, the unit has to accommodate a chairlift.

Masa Ito, Landscape Architect, advised that all units would be fully landscaped. He stated that the paving treatment on site is permeable, and patterning and colour have been incorporated into the design of the site, improving the permeability and the appearance.

In answer to a query from the Chair, Mr. Ito confirmed that there were no existing trees on-site, but that three deciduous trees on the neighbouring properties to the north and east would be protected by the applicant, and that the landscape design includes: 12 new trees, shrub, ground cover, ferns and ornamental grass planting.

### **Staff Comments**

Mr Craig confirmed that as a result of concerns expressed during the January 17, 2005 Public Hearing, the applicant had responded by lowering the height of the buildings from three (3) storeys to two (2) storeys.

### **Correspondence**

M. D. Whiting, 5151 Steveston Highway, dated August 30, 2006 (Schedule 3)

### **Gallery Comments**

Marion Ferguson, 10671 Hollymount Drive, advised the Panel that she lives in a home directly north of the property. She expressed concern that homes to the north of the proposed development might experience flooding during strong rains unless the developer raised the height of the properties adjacent to the proposed seven townhouse development.

The Chair advised that when parcels of land are redeveloped, full perimeter drainage is provided and that the proposed townhouses to the south of her home will not drain any storm water onto her, or her neighbours' properties. He stated that all drainage from the proposed development would be disposed into the City's storm system.

Mrs. Ferguson requested information regarding:

- the proposed start date of construction, and the estimated completion date of construction at the site, and stated the concern that the site is overgrown with weeds;
- whether there would be more than shrubs separating the proposed development from adjacent properties;

The developer, Daljit Dhami, advised that:

- as soon as the City issued a building permit, construction on the site would begin; (the Chair added that this could potentially be within a month);

- he had recently directed someone to visit the site and to clear the weeds, and he volunteered to have someone clean the site again. The Chair added that the developer should use the City's good neighbour guidelines to assuage the concerns of other property owners in the area.

In response to a question from Mrs. Ferguson, the Chair advised that the applicant plans to include a 1.8 metre (6 ft.) high fence on the property line between the proposed development and her home, and that it is advisable to wait until the fence is erected to plant cedars on her site

June Hanson, 1066 Hollymount Drive, addressed the Panel briefly, and repeated the concerns expressed by her neighbour, Mrs. Ferguson.

### **Panel Discussion**

Panel members urged the applicant to follow the City's good neighbour guidelines.

### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of seven (7) townhouses at 5171 Steveston Highway on a site zoned "Townhouse District (R2)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
  - a) *Reduce the minimum front yard setback from 6 m to 4.5 m and to permit projections of maximum 0.4 m for bay windows and 1.2 m for a covered entry porch;*
  - b) *Reduce the minimum lot size width from 30 m to 27.26 m; and*
  - c) *Permit 4 tandem parking spaces (in 2 townhouse units).*

**CARRIED**

**4. Development Permit 05-311765**  
(Report: August 3, 2006 File No.: 05-311765) (REDMS No. 1693859)

APPLICANT:                      **Alan Clark**  
PROPERTY LOCATION:        **10351 Palmberg Road**



**INTENT OF PERMIT:**

1. To permit the construction of a single-family dwelling and accessory buildings at 10351 Palmberg Road on a site zoned Agricultural District (AG1) and designated as an Environmentally Sensitive Area.

**Applicant's Comments**

Alan Clark advised the Panel that the site is 4.8 acres and that the proposed development occurs within the treed portion of the Environmentally Sensitive Area (ESA).

He further advised that approximately two-thirds of the site, located at the rear, would continue to be actively farmed by the site's previous owner. Vegetables for commercial sale are farmed at the site.

The front one-third of the site contains trees and the applicant has identified which trees are to be removed in order to accommodate the footprint of the proposed building, a single-family dwelling. To compensate, 78 trees, as well as shrubs and ground cover plants, will be added to the site.

Mr. Clark remarked that there is a huge ditch in front of the property, which the Department of Fisheries and Oceans (DFO) has deemed to be a stream. The ditch would remain and would have two crossings constructed over it, which have been approved by the DFO.

**Staff Comments**

Mr. Craig advised that the proposed development would result in a net loss of habitat, and that a consultant's report confirms there are neither raptors/raptor nests on the site, nor any other species are at risk.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

In response to a query from the Panel, Mr. Clark confirmed that the ESA extends throughout the entire site.

The Chair noted that portions of the proposed tennis court, parking garage, and paved patio areas extend beyond the City's established maximum setback of 50 m for dwellings. For this reason he was uncomfortable in recommending to Council the removal of the ESA without full compensation. The preference would be to have the structures placed within the maximum 50 m setback.

The Panel expressed concern that no-net loss was not achieved, and advised the applicant that an opportunity existed to reconfigure the proposed buildings by moving them forward to lessen the impact on the ESA land, while providing more area at the back. The Panel does not support removal of additional trees in the process of reconfiguring the site.

The development appears to have a bigger impact on the ESA than is desirable. The applicant was advised by the Panel to explore moving the tennis court, parking building and paved patio areas so that they would be within the 50 m setback. The Panel saw no problem with the septic field and any structure related to the septic field.

### Panel Decision

It was moved and seconded

1. *That Development Permit 05-311765 be referred to staff to explore ways to minimize the impact on the Environmentally Sensitive Area (ESA).*
2. *That the residential building and associated residential accessory buildings (excluding any septic field associated structures) respect the 50 metres maximum setback.*
3. *That Development Permit 05-311765 be brought forward at the September 27, 2006 meeting of the Development Permit Panel.*

CARRIED

### 5. Development Permit 05-319300

(Report: August 3, 2006 File No.: DP 05-319300) (REDMS No. 1888476)

APPLICANT: **Eagle Ridge Enterprises**

PROPERTY LOCATION: **20499 and 20599 Westminster Highway**

INTENT OF PERMIT:

1. To permit the construction of an industrial/warehouse building and a perimeter landscape buffer at 20499 and 20599 Westminster Highway on a site zoned Business Park Industrial District (I3).

### Applicant's Comments

Wayne Grafton of Eagle Ridge Enterprises stated that there would be one building on the western site and two buildings on the eastern site.

Masa Ito, Landscape Architect, advised the Panel that the property lines would be lined with trees and shrubs and the area along the highway would be landscaped as well.

In response to a query from the Panel, Mr. Ito stated that additional landscaping elements would be added to the buffer between the site and the neighbouring school site, in addition to the existing hedge that already acts as a buffer.

**Staff Comments**

None.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

The Chair commented that the site is visible to drivers using the east gateway to Richmond, from Highway 91. For this reason it is important that not only perimeter landscaping be at this site, but also that landscaping be done in the middle of the site as well.

The applicant advised the Panel that landscaping elements would be added along the shared property line between the two subject sites, and adjacent to the loading area on the westerly site.

**Panel Decision**

It was moved and seconded

*That, subject to landscaping elements being incorporated internally on the site, a Development Permit be issued which would permit the construction of an industrial/warehouse building and a perimeter landscape buffer at 20499 and 20599 Westminster Highway on a site zoned Business Park Industrial District (I3).*

**CARRIED**

**6. Development Permit 05-320225**

(Report: August 2, 2006 File No.: DP 05-320225) (REDMS No. 2007750)

APPLICANT: **Sungrand Developments Ltd.**

PROPERTY LOCATION: **11651, 11671, 11691, 11711 Steveston Highway**

INTENT OF PERMIT:

1. To permit the construction of a twenty seven (27) unit two-storey townhouse development at 11651, 11671, 11691, 11711 Steveston Highway on a site zoned "Townhouse District (R2 – 0.6)"; and

2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Reduce the front yard setback from 6 metres (19.6 ft.) to 4.3 metres (14 ft.) for Building No. 2 and No. 3 along a portion of the Steveston Highway frontage;
  - b) Reduce the west side yard setback from 3 metres (9.8 ft.) to 1.6 metres (5.2 ft.) for Building No. 8, at the northwest corner of the site;
  - c) Permit both the recycling and mailbox/entry gate structure to be located within the front yard setback; and
  - d) Increase the permitted site coverage from 40% to 41%.

### **Applicant's Comments**

David Kominek, representing Tom Yamamoto Architect, advised that each of the proposed 27 units will be two (2) storey townhouses.

He further advised that each unit would have side-by-side parking garages, and all pedestrian walkways would be placed away from the drive aisles.

The request to increase the site coverage to 41% would accommodate covered porches for the units fronting Steveston Highway.

In response to a query from the Panel, Mr. Kominek stated that since a neighbour, who resides to the north of the site, requested at the December 14, 2005 Public Hearing that the setback between the proposed development and the residence be increased from 3 m to 4.5 m, the setback for Building No. 8 (located at the northwest corner of the site) has been increased to 4.5 m.

### **Staff Comments**

Mr. Craig advised that the Petro-Canada station, located on the eastern adjacent property, has initiated rezoning and development permit applications to facilitate redevelopment. The preliminary plans indicate a hedge, shrubs and a tree along the western property line adjacent to the subject site.

### **Correspondence**

None.

### **Gallery Comments**

None.

### **Panel Discussion**

None.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of a twenty seven (27) unit two-storey townhouse development at 11651, 11671, 11691, 11711 Steveston Highway on a site zoned "Townhouse District (R2 – 0.6)"; and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
  - a) *Reduce the front yard setback from 6 metres (19.6 ft.) to 4.3 metres (14 ft.) for Building No. 2 and No. 3 along a portion of the Steveston Highway frontage;*
  - b) *Reduce the west side yard setback from 3 metres (9.8 ft.) to 1.6 metres (5.2 ft.) for Building No. 8, at the northwest corner of the site;*
  - c) *Permit both the recycling and mailbox/entry gate structure to be located within the front yard setback; and*
  - d) *Increase the permitted site coverage from 40% to 41%.*

**CARRIED**

**7. Development Permit 06-325113**

(Report: August 10, 2006 File No.: DP 06-325113) (REDMS No. 1799657, 2007276)

APPLICANT: **Am-Pri Construction Ltd.**

PROPERTY LOCATION: **7060 Ash Street (formerly 7040 and 7060 Ash Street)**

INTENT OF PERMIT:

1. To permit the construction of a 17 unit townhouse development at 7060 Ash Street (formerly 7040 and 7060 Ash Street) on a site zoned Comprehensive Development District (CD/35); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) Reduce the front yard setback from 6 m to 1.52 m for a garbage enclosure and a mailbox enclosure; and
  - b) Permit 0.8 m single-storey entry porches to project into the front yard setback

**Applicant's Comments**

Yoshi Mikamo, Architect, advised that 17 townhouse units, each two (2) storeys high, are planned for the site. The buildings are mostly duplexes.

In response to a query from the Panel, Mr. Mikamo stated that the plan would include possible accessible unit conversion for Unit A, the west unit of Building 6. The conversion would be simple and would include the possibility of a chairlift on a staircase adjacent to the kitchen.

In response to queries regarding landscaping, Masa Ito, Landscape Architect, advised:

- the site plan was extensively landscaped to replace trees removed from the site;
- large trees are planned for the front of the site, with tall growing plants at each corner;
- 3 trees will be retained on the site, 2 at the front and 1 which may be relocated on-site subject to confirmation from the applicant's arborist;
- play equipment on site is geared toward toddlers, and would include a slide and a climbing structure.

#### **Staff Comments**

Mr. Craig advised that there was concern expressed at the April 18, 2006 Public Hearing regarding pedestrian safety in the area. Pedestrian safety at the crosswalk at Granville Avenue and Ash Street will be addressed as frontage improvements along Ash Street to the intersection with Granville Avenue. This is required as a condition of rezoning.

#### **Correspondence**

None.

#### **Gallery Comments**

None.

#### **Panel Discussion**

In response to a query, the applicant advised that the site will be well lit by wall-mounted lights. In addition, the common area will benefit from lights on the arbour structure.

#### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of a 17 unit townhouse development at 7060 Ash Street (formerly 7040 and 7060 Ash Street) on a site zoned Comprehensive Development District (CD/35); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
  - a) *Reduce the front yard setback from 6 m to 1.52 m for a garbage enclosure and a mailbox enclosure; and*
  - b) *Permit 0.8 m single-storey entry porches to project into the front yard setback*

**CARRIED**

**8. Development Permit 06-330473**

(Report: August 8, 2006 File No.: DP 06-330473) (REDMS No. 2000544)

APPLICANT: **Kasian Architecture Interior Design & Planning Ltd.**

PROPERTY LOCATION: **11388 Steveston Highway**

INTENT OF PERMIT:

1. To permit an exterior renovation and addition to the existing Canadian Tire store at 11388 Steveston Highway on a site zoned "Comprehensive Development District (CD/34)."

**Applicant's Comments**

Ken Mah, representing Kasian Architecture Interior Design & Planning Ltd., stated that the plan addresses a 373 m<sup>2</sup> (4,015 ft<sup>2</sup>) addition to the Canadian Tire store at 11388 Steveston Highway.

The design includes:

- an upgrade of the existing pedestrian crosswalk on Coppersmith Place;
- the eastern canopy and stone colonnade across the front (north) elevation will be extended to the end of the building in order to provide rain protection for pedestrians;
- to further enhance the appearance of the building, a spandrel glass window, beneath the canopy at the east end of the building, will be added;
- the existing fence and stone colonnade along Coppersmith Place will be retained because it adds a layer of visual interest to the east elevation.

**Staff Comments**

None.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

None.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued for an exterior renovation and addition to the existing Canadian Tire store at 11388 Steveston Highway on a site zoned "Comprehensive Development District (CD/34)."*

**CARRIED**

### 9. Development Permit 06-335989

(Report: August 8, 2006 File No.: DP 06-335989) (REDMS No. 1993786)

APPLICANT: **Kasian Architecture Interior Design & Planning Ltd.**

PROPERTY LOCATION: **5880 No 3 Road (Unit 50 – 8100 Ackroyd Road)**

INTENT OF PERMIT:

1. To permit exterior renovations to the existing Boston Pizza restaurant at 5880 No 3 Road (Unit 50 - 8100 Ackroyd Road), zoned "Downtown Commercial District (C7)".

### Applicant's Comments

Scott Douglas, representing Kasian Architecture Interior Design & Planning Ltd., distributed colour plans for the proposed renovations to the Boston Pizza restaurant at No. 3 and Ackroyd Roads. (Schedule 4)

He advised that Boston Pizza has a rotational program whereby their stores are renovated approximately every seven years in order to bring the exteriors up to current designs. The features of this application include:

- a new entry facing No. 3 Road would be added; the new entry is part of the corporate prototype;
- with the exception of the existing washroom and kitchen facilities, the remainder of the interior would be rebuilt and renovated, with changes to the floor plan and ceiling heights;
- a new tower would replace the existing skylight construction that faces No.3 Road;
- exterior upgrades include a new colour scheme, upgraded fascia signage, and exterior building materials.

### Staff Comments

None.

### Correspondence

None.



**Gallery Comments**

None.

**Panel Discussion**

The Chair noted that the new No. 3 entrance will be quite an improvement.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued that would permit exterior renovations to the existing Boston Pizza restaurant at 5880 No 3 Road (Unit 50 - 8100 Ackroyd Road), zoned "Downtown Commercial District (C7)".*

**CARRIED**

**10. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 5:00 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 30, 2006.

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Joe Erceg  
Chair

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Sheila Johnston  
Committee Clerk

<b>To Development Permit Panel</b>	
Date:	<u>AUG 30, 2006</u>
Item #	<u>2</u>
Re:	<u>DP05-293675</u>

8273 No. 2 Road  
 Richmond, BC, V7C 3M2  
 28 August 2006

Mr. David Weber  
 Director, City Clerk's Office  
 City of Richmond  
 6911 No. 3 Road, Richmond  
 B.C., V6Y 2C1

**SCHEDULE 1 TO THE MINUTES OF  
 THE DEVELOPMENT PERMIT  
 PANEL MEETING OF WEDNESDAY,  
 AUGUST 30, 2006.**

		INT
	DW	
	GJ	<i>[Signature]</i>
	KY	
	DAW	
	DB	
	WB	

Dear Mr. Weber,

Re: Application for a Development Permit DP 05-293675

The applicant: 359664 BC Ltd.  
 Property Location: 8311 No. 2 Road (formerly 8291&8311 No. 2 Road)  
 Date & Time of the Meeting: Wednesday, August 30, 2006 at 3.30 pm

DP05-293675

Thank you in sending me an agenda notice of application for a development permit, DP05-293675. The agenda notice I received on 19 August. Together with the agenda notice I have downloaded the DP Panel minute of July 26 and received some information from Mr. Wayne Craig (with thanks) today before I can write to you.

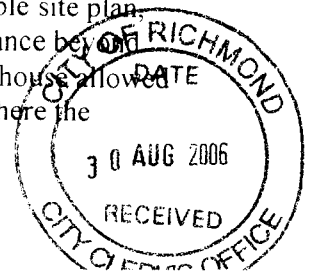
(1) Concerning the minute of July 26:

- a) Under the Gallery Comments: The content should be that both Mr. Lee of 8273 No. 2 Road and Miss Yu (representing her father) of 8351 No. 2 Road the internal and exit driveways would have a negative impact on occupants of their homes.
- b) Under the Panel Discussion: The City traffic department suggested that the project's driveway should be widened from 6 m to 7.5 m. Both the owners of 8271, 8273 and 8351 No. 2 Road have expressed they would not sell nor develop their homes within 30-40 years. If a narrower driveway may raise safety concerns, this narrower 6 m driveway would endanger the human life of 8311 No. 2 Road's residents, visitors or their neighbors last for 40 years after their neighbors consider to redevelop their 40 years old properties. Who so cares? Who responses?

(2) Relocation of the driveway to central location:

The reasons of objecting the driveway to be relocated in the central are loss of outdoor amenity area, increase variances, loss of a visitor parking space, more work to the developer to alter the site plan, alter house design, future widen the driveway to 7.5 m, a lower lot coverage and the tandem parking etc. All of these problems arising are because of your decision made and allowance given to the developer to construct 12 townhouse units.

You can refer to 4 similar townhouse files in your file. Those sites are in the surrounding areas, having the same area land, all in No. 2 Road, between Blundell Road and Colville Road. Some of the site have two faces to the roads (site 8311 No. 2 Road is one face). You allowed them to have 10 townhouse units. Those 10 townhouse units developers built their houses at the floor area between 1400-1500 sf each townhouse (average 1450 sf each). For 10 units, the developer only have 14,500 sf floor area in the same piece land area as what the architects or the developer of 8311 No. 2 Road have the same. Those developers easy plan a suitable site plan, put more amenity area, wide driveway of 7.5 m width, do not asking you for variance beyond the maximum 40% lot coverage to 42%, not to reduce yard sitback from the townhouse allowed 3 m to 1.8 m (note: the 1.2 m is for single/duplex house but not for townhouse, where the



townhouse must have 3 m yard setback because they have more resident living there). The more important things are those townhouse site plan would not affect the daily life of their neighbors. That is why you did not receive any complains from the neighbors of the 4 townhouse sites along No. 2 Road closing to the site of 8311 No. 2 Road.

When you permit Mr. Yamamoto to build 12 townhouse units, the developer plan to build their townhouses at the average of 1450 sf each. Use 12 multiple by 1450 equal to 16,400 sf floor area in the same piece of land as what you allowed the former developers to build for 14,500 sf. You can see what is the result, the architects can not plan a "not so good" site plan, less amenity areas, narrowed driveway not care of safety, not follow the City bylaw and asking for addition variance, reducing yard setback etc. all because the architect cannot put 16,400 sf floor area in the same land as what the former 4 townhouse unit developers can do. (Note: in fact the #8311 applicant claims for 16,466 sf floor area) This would create lot of problems, the architect refuses to relocate the driveway to the central location because he has used all the allowance given to him. They claims because of amenity, parking, their works load and townhouse height problems etc. They do not count that they have claimed for 2% addition variance up to 42% lot coverage and 41% discount (reduction) on the setback, both yard and front setbacks.

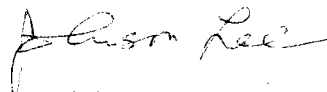
(3) Concerning the intent (content) of the permit:

The applicant claims for lot coverage increase from 40% to 42% and reduce north side yard setback from 3 m to 1.7 m are all the result of allowing 12 townhouse units and consequence planning 16,466 sf floor area. If the City mistaking gave allowance to the developer, please do not give further or continue to give variances and reduction etc. I strongly object the City to give variances and reduction allowance to the applicant.

(4) Conclusion:

I understand the council have approve the applicant to build 12 townhouse units, but I know the council have not approve the development permit. It is my suggestion that you should not allow the applicant to have totally 16,466 sf floor area. Their architect can plan an average townhouse unit of 1200 sf each making the total floor area to 14,400 sf floor area same as the former 4 townhouse developers did. That is in agree with the City Bylaw, safe the public for a good 7.5 m driveway, more amenity area, good to their neighbors. However the developer may not earn good profit on this project, I would say sorry.

Yours faithfully,



Johnson Lee

cc: Mr. Jean Lamontagne, Director of Deveopment

SCHEDULE 2 TO THE MINUTES OF THE DEVELOPMENT PERMIT PANEL MEETING OF WEDNESDAY, AUGUST 30, 2006.

<b>To Development Permit Panel</b>	
Date:	<u>AUG 30 2006</u>
Item #:	<u>2</u>
Re:	<u>DP05-293675</u>

8273 No. 2 Road  
Richmond, BC  
V7C 3M2  
28 August 2006

		INT
	DW	
	GJ	<i>JS</i>
	KY	
	DAW	
	DB	
	WB	

DP05-29367

Mr. David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No. 3 Road, Richmond  
BC, V6Y 2C1

Dear Mr. Weber,

Re: Application for a Development Permit DP 05-293675  
The applicant: 359664 BC Ltd.  
Property Location: 8311 No. 2 Road  
DPP meeting: Wednesday, August 30, 2006

Concerning the above application for a development permit, I have a dispute with the applicant Mr. Tom Yamamoto on the landmark pin, the declining down of my fence and the removing off of part of my fence by their staffs.

I have written a letter to Mr. Yamamoto and hoping to settle them before your development permit panel and the council to approve their application, or my asking can never be settled when they begin to work.

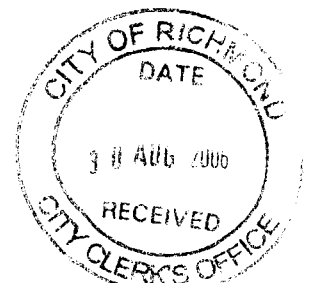
Thank you to put forward my concerns to the Development Permit Panel for consideration.

Yours faithfully,

*Ying Fong Leung*  
Ying Fong Leung  
Johnson Lee

Encl. copy of letter to Mr. Yamamoto

*Johnson Lee*



Fax to 604-731-1327

8273 No. 2 Road  
Richmond, BC, V7C 3M2  
Tel: 604-277-7375  
28 August 2006

Mr. Tom Yamamoto  
2386 Oak Street, Vancouver  
B.C., V6H 4J1  
Tel: 604-731-1127

Dear Mr. Yamamoto,

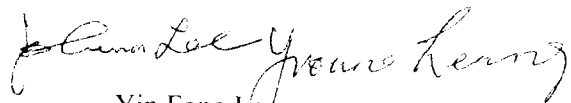
Subject: Development Permit Application DP 05-293675  
Regarding the properties located at 8291 and 8311 No. 2 Road

This is referring to my letter dated 26 December 2005 concerning the location of the landmark pins, both in the front and back yards, the declining fence to your site due to the digging out of mud by your digger and the removing down of part of my fence by your staffs.

- (1) You neither answer my asking nor to replace the old landmark pin to the original place. In addition, you put your own pin in the wrong place and threw away my old landmark pin in the front yard and put an iron pin into my fence in the back yard. I am disappointing of your action. Please tell me why you did it? Please let us or our surveyors to settle the dispute or I have, no alternative, to go though legal proceeding.
- (2) Regarding the declining down of my fence, and the action of your removing part of my fence. I have put the removed fence back to the original place. Please telephone me or let sit down to have a discussion before you go further in handle your own land.

Thank you for your immediate attention.

Yours faithfully,



Yin Fong Leung  
Johnson Lee

*This Copy*  
cc: Mr. David Weber, Director, City Clerk's Office

Aug. 30-06.  
I am apposed to  
the changes being  
proposed to 5171  
Stevenson Hwy.

M. D. Whiting  
5151 Stevenson  
Richmond, Va.  
VTE2K5



**KASIAN**  
 ARCHITECTURE INTERIOR DESIGN  
 AND PLANNING LTD  
 #350 1555 West Pender St  
 Vancouver BC V6G 2T1  
 P 604.683.1445  
 F 604.682.2877  
 www.kasian.com

SCHEDULE 4 TO THE MINUTES OF  
 THE DEVELOPMENT PERMIT  
 PANEL MEETING OF WEDNESDAY  
 AUGUST 30, 2006.



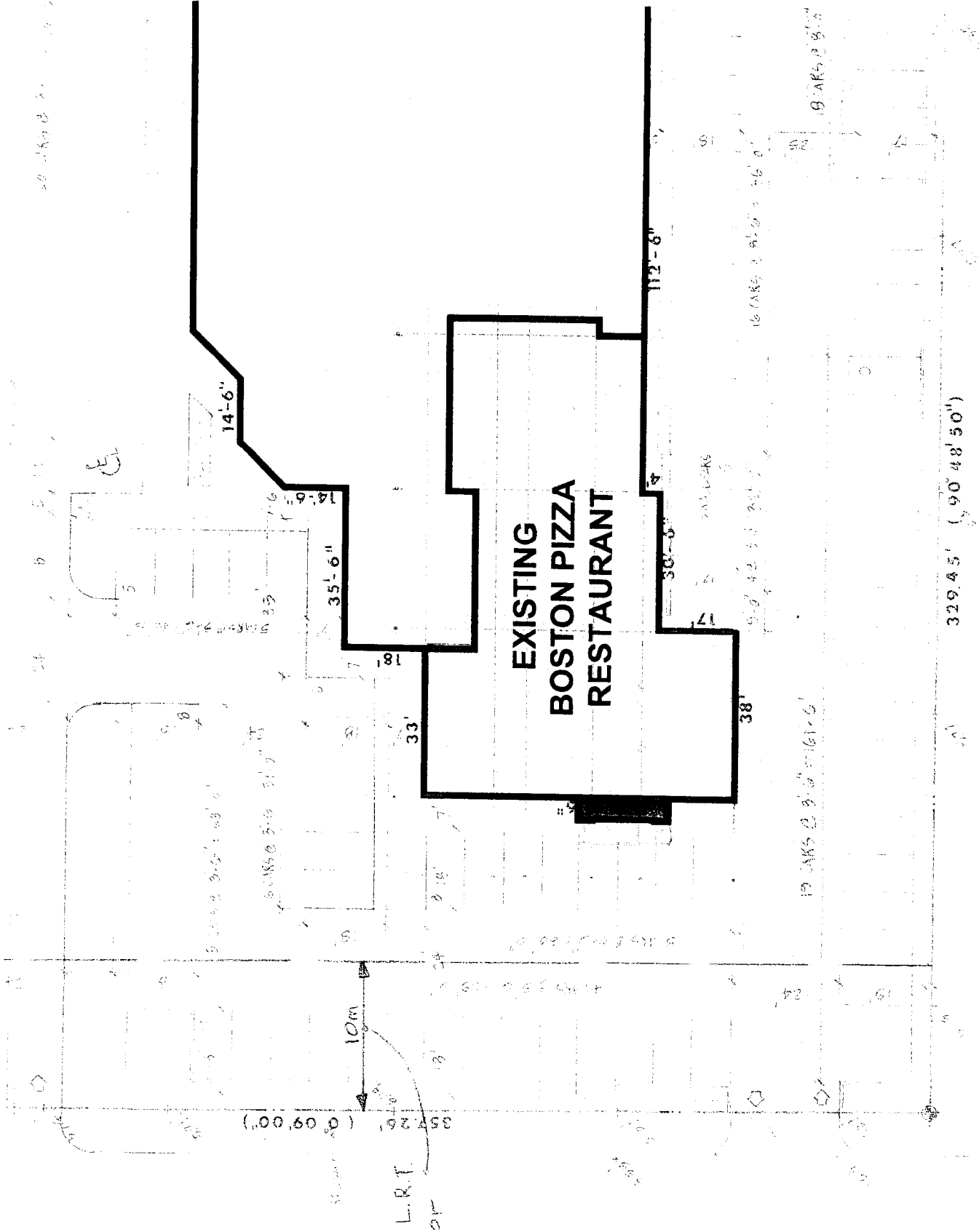
**BOSTON PIZZA**  
 RICHMOND BC

1700 14th St  
 14th Project 1400  
 1700 14th St  
 1700 14th St

SITE PLAN

DP-A2

r.00





**KASIAN**  
 ARCHITECTURE INTERIOR DESIGN  
 AND PLANNING LTD  
 #350 1555 West Pender St  
 Vancouver BC V6G 2T1  
 F 604.683.7827  
 www.kasian.com



**BOSTON PIZZA**  
 RICHMOND, B C

DATE: 11/11/11  
 FILE NO: 11-001-0-00  
 PROJECT NO: 11-001-0-00  
 SHEET NO: 11-001-0-00

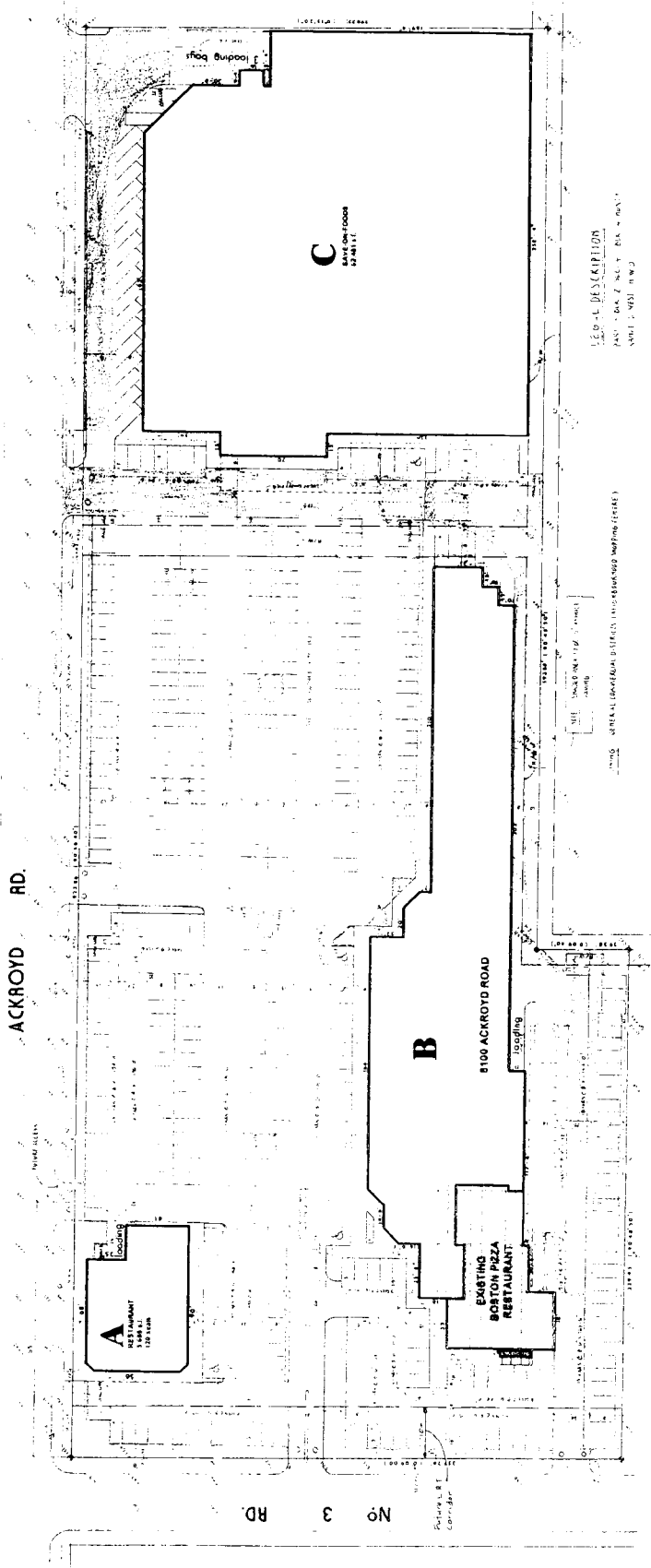
PARKING PLAN

**DP-A1**

r100

**TENANT LIST FOR 8100 ACKROYD ROAD, WHITE SPOT & SAVE-ON FOODS - RICHMOND, BC**

UNIT #	TENANT	SQ.FT.	SQ.M.	CLASSIFICATION	STALLS / 100 SQ.M.	STALLS REQD.
195	SPECIALTY CHICKEN RESTAURANT	1134	105.0	GROUP A, DIV 2	10	10.5
185	ACKROYD INSURANCE AGENCY	891	82.8	GROUP D	4	3.3
180	HAPPY FAMILY DIM SUM	693	64.3	GROUP A, DIV 2	10	8.3
175	MEDICAL CLINIC	891	82.8	GROUP D	3	2.5
170	SUN HANG TRAVEL CO. LTD	891	82.8	GROUP D	3	2.5
165	LONG RIVER ENT - HERBAL STORE	891	82.8	GROUP E	4	3.3
160	ACKROYD PHARMACY	894	82.8	GROUP E	4	3.3
155	PFC HOMEWARES	893	82.8	GROUP D	3	2.5
150	DRYCLEANERS	894	82.8	GROUP D	3	2.5
145	HAIR SALON	894	82.8	GROUP D	3	2.5
140	DENTAL CLINIC	911	84.6	GROUP D	3	2.5
130	MUCH MORE CAFE RESTAURANT	1892	175.5	GROUP A, DIV 2	10	17.5
110	TOP SHANGHAI RESTAURANT	2768	257.2	GROUP A, DIV 2	10	25.7
100	LIQUOR STORE	9430	876.0	GROUP E	4	35.0
80	BO-KONG RESTAURANT	2875	267.1	GROUP A, DIV 2	10	26.7
70	RICHARD EGO HAIR SALON	1525	141.7	GROUP D	3	4.3
60	BLENZ COFFEE LTD	1019	94.7	GROUP A, DIV 2	10	9.5
50	BOSTON PIZZA (EXISTING)	3600	333.3	GROUP A, DIV 2	10	52.0
50	BOSTON PIZZA (NEW ADDITION)	96	8.9	GROUP A, DIV 2	10	0.9
	WHITE SPOT	5695	529.1	GROUP A, DIV 2	10	52.9
	SAVE-ON FOODS	62481	5804.7	GROUP E	4	232.2
	<b>TOTAL AREA</b>	<b>96100</b>		<b>TOTAL STALL REQD</b>	<b>501.3</b>	
				<b>TOTAL STALL PROVIDED</b>	<b>508.0</b>	



LEGEND  
 1. 100' x 200' x 10' (10' x 10' x 10')

DATE: 11/11/11

No 3 RD





**KASIAN**  
 ARCHITECTURE INTERIOR DESIGN  
 AND F. FINING LTD  
 #350 5535 Woodbine Rd  
 Vancouver, BC V8C 2T1  
 P: 604 683 4145  
 F: 604 683 2877  
 www.kasian.com

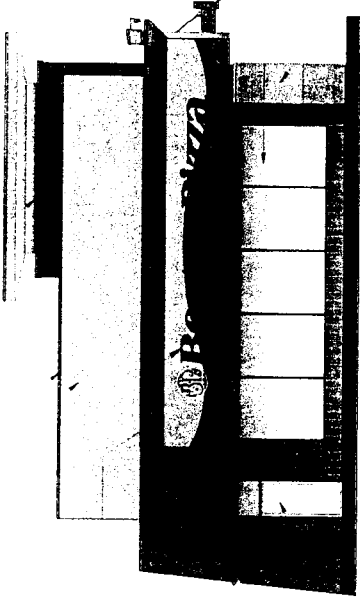


**BOSTON PIZZA**  
 RICHMOND, B.C.

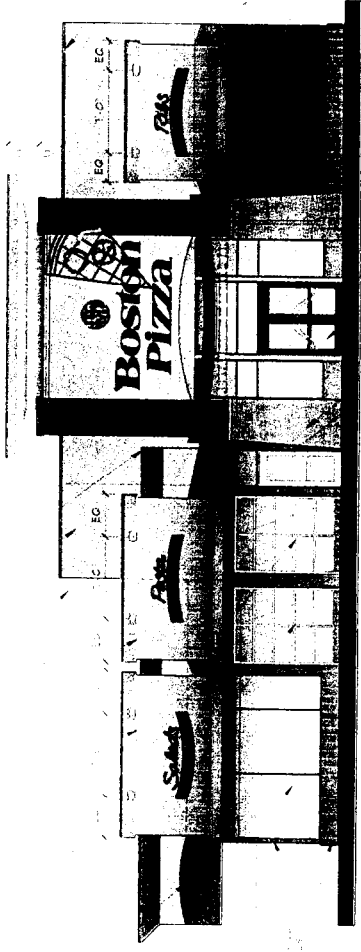
DATE: 11/11/11  
 DRAWN BY: J. L. LEE  
 CHECKED BY: J. L. LEE  
 PROJECT NO: 1111111111

NORTH ELEVATION  
 WEST ELEVATION  
 SOUTH ELEVATION

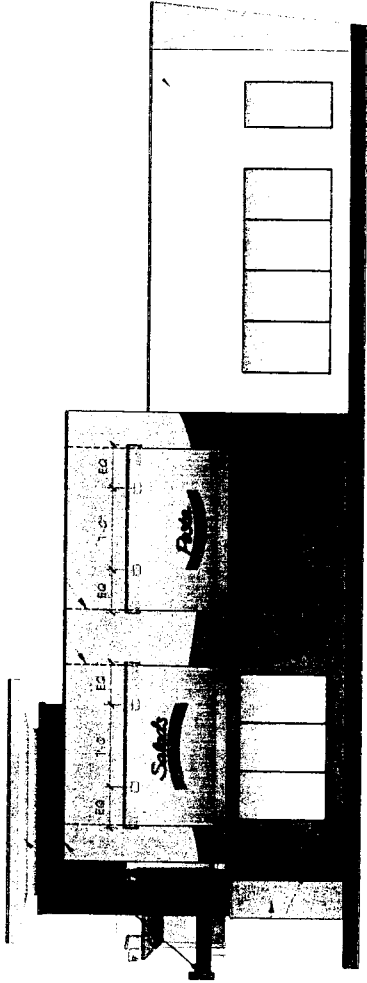
**DP-A5**



1 PROPOSED NORTH ELEVATION  
 3/32" = 1'-0"



2 PROPOSED WEST ELEVATION  
 3/32" = 1'-0"



3 PROPOSED SOUTH ELEVATION  
 3/32" = 1'-0"



**KASIAN**  
 ARCHITECTURE INTERIOR DESIGN  
 AND PLANNING LTD  
 #150 1555 West Beaver Creek Rd  
 Richmond BC V6G 2T1  
 P 604 883 4145  
 F 604 882 7877  
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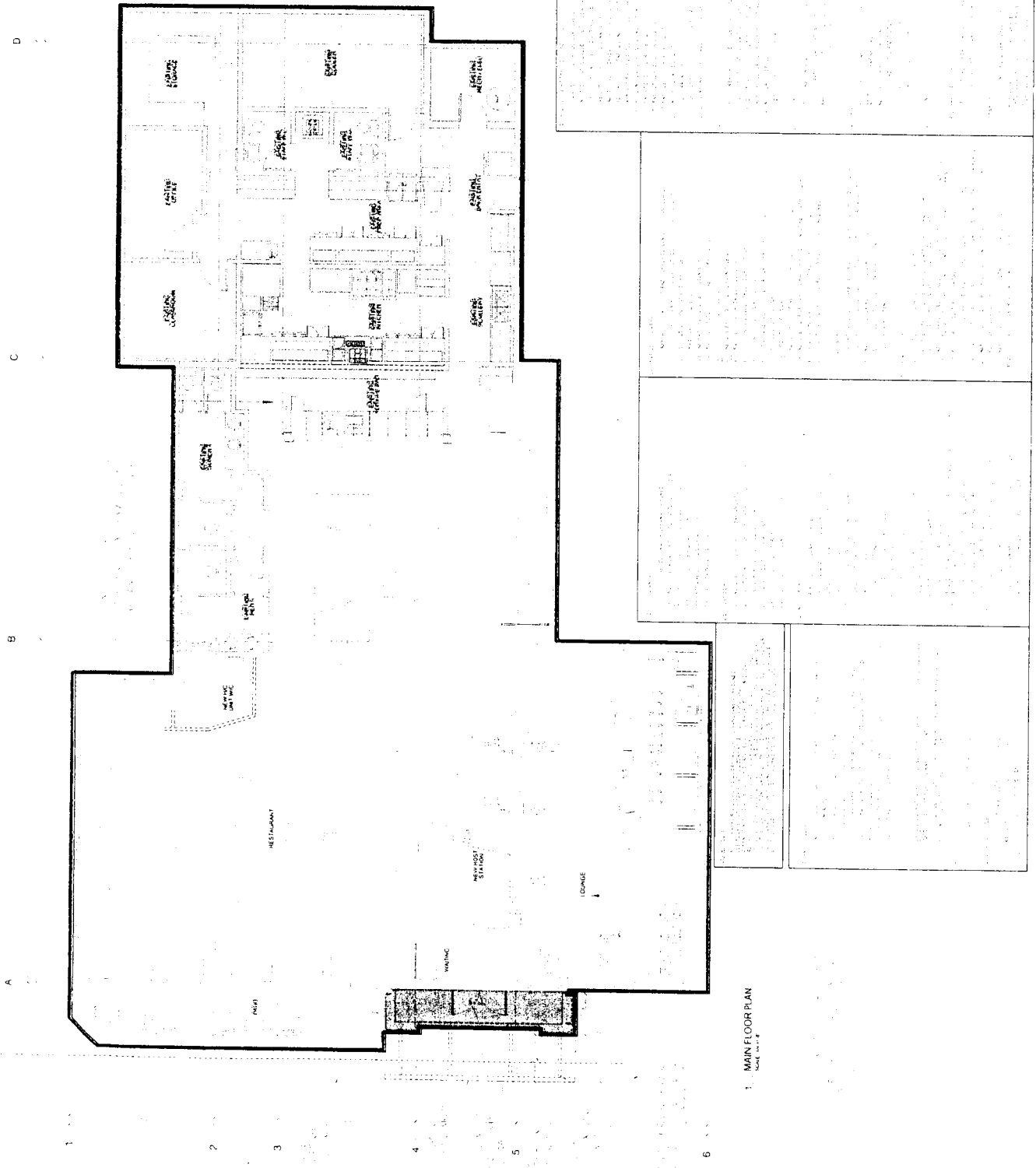
**BOSTON PIZZA**  
 RICHMOND, B.C.

DATE: 07/11/11  
 BY: J. L. [unclear]  
 PROJECT: BOSTON PIZZA

FURNITURE &  
 MILLWORK PLAN

**DP-A4**

r.00



1. MAIN FLOOR PLAN  
 Scale: 1/8" = 1'-0"



**KASIAN**  
ARCHITECTURE INTERIOR DESIGN  
AND PLANNING LTD

#130 1555 West Beaver St  
Markham, ON L3R 0Y1  
P 905.481.4142  
F 905.481.2877  
www.kasian.com



**BOSTON PIZZA**  
RICHMOND, B.C

EXISTING PHOTOS

DP-A3

