



City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Joe Erceg, MCIP  
Chair, Development Permit Panel  
**Date:** September 22, 2004  
**File:** 0100-20-DPER1

**Re:** **Development Permit Panel Meetings Held on January 28, 2004;  
June 16, 2004; August 25, 2004 and September 15, 2004**

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### Panel Recommendation

1. That the recommendations of the Panel to authorize the issuance of:
  - i) a Development Permit (DP 03-249869) for the property at 7040 Blundell Road;
  - ii) a Development Permit (DP 04-010738) for the property at 7400 Heather Street;
  - iii) a Development Permit (DP 04-267499) for the property at 9100 & 9200 Ferndale Road (formally 6180 & 6200 Garden City Road & 9020, 9040, 9060, 9100, 9140 and 9200 Ferndale Road); and
  - iv) a Development Permit (DP 04-270943) for the property at 13160 Princess Street.be endorsed, and the Permits so issued.

  
for Joe Erceg, MCIP  
Chair, Development Permit Panel

WC:blg

## Panel Report

The Development Permit Panel considered the following items at its meetings held on January 28, 2004, June 16, 2004, August 25, 2004 and September 15, 2004:

DP 03-249869 – J.A.B. ENTERPRISES LTD. – 7040 BLUNDELL ROAD (January 28, 2004)

The Panel considered a Development Permit application to permit the construction of three (3) two-storey townhouse units on a site zoned Comprehensive Development District (CD/23). Included with the Development Permit application are variances to reduce the minimum west side yard setback from 3.0 m (10 ft.) to 1.63 m (5 ft.) and 1.32 m (4 ft.) for portions of one of the townhouse units in the southwest corner of the site. The respective setback variances are required to accommodate a portion of the building and to permit bay window and fireplace encroachments into the setback area. There were no comments from the public on this application. Staff indicated that they supported the proposed development.

The Panel recommends that the permit be issued.

DP 04-010738 – WILLIAM RHONE – 7400 HEATHER STREET (June 16, 2004)

The Panel considered a Development Permit application to permit the construction of eight (8) three-storey townhouses on a site zoned Comprehensive Development District (CD/120). The applicant, Mr. Rhone, provided a brief description of the project including the modified Craftsman approach to the buildings, the exterior finishes, and the landscaping treatment. The applicant also indicated that one (1) of the two (2) independent buildings at the rear of the site had been designed for accessibility, with wide corridors, a building projection that could accommodate a residential elevator, and a modified kitchen and bathroom. Included with the Development Permit application are variances to reduce the visitor parking requirements for the site from two (2) to one (1) and to increase the maximum permitted balcony and porch projections into the required setback from General Currie Road from 1 m (3 ft.) to 2.1 m (7 ft.). Staff indicated that the applicant had a rezoning application pending on the adjacent property to east (RZ 03-251948 - 9251 General Currie Road) and that it was understood with the applicant that upon approval the two projects would be consolidated to form a twelve (12) unit townhouse complex. In response to questions from the Panel regarding the visitor parking variance, staff indicated that considerable street parking is available on both Heather Street and General Currie Road and that one (1) additional space will be provided when the project to the east develops. There were not comments from the public on this application.

The Panel recommends that the permit be issued.

DP 04-267499 – MCALLISTER PROPERTIES LTD. – 9100 & 9200 FERNDALE ROAD  
(FORMALLY 6180 & 6200 GARDEN CITY ROAD & 9020, 9040, 9060, 9100, 9140 &  
9200 FERNDALE ROAD) (August 25, 2004)

The Panel considered a Development Permit application to permit the construction of two (2) four-storey residential apartment buildings, containing a total of 156 dwelling units, over a common parking structure on a site zoned Comprehensive Development District (CD/144). The applicant, Mr. Jeff Chong, Ledingham McAllister Properties Ltd., provided a brief description of the proposed development including adjacent conditions, exterior building materials and how a pedestrian greenway would connect Ferndale Road to the public walkway on the adjacent property. In response to questions from the Panel, staff advised that a lay-by would be provided on Ferndale Road for loading/unloading purposes, two (2) Chestnut trees would be retained at the corner of Ferndale Road and Garden City Road, new trees would be planted along Ferndale Road and sixteen (16) adaptable units would be provided. There were no comments from the public on this application. Staff had no additional comments on the proposed development.

The Panel recommends that the permit be issued.

DP 04-270943 – LONDON LANE DEVELOPMENT CORP. – 13160 PRINCESS STREET  
(September 15, 2004)

The Panel considered a Development Permit application that would permit a subdivision to create eight (8) single-family residential lots, whose rear yards abut the Agricultural Land Reserve (ALR), by establishing an ALR buffer in accordance with the Official Community Plan (OCP) Development Permit Guidelines. Included with the Development Permit application is a variance to the minimum right-of-way requirement in Subdivision Control Bylaw No. 6530 for a local residential road from 17 m (56 ft.) to 12.5 m (41 ft.) and 15 m (49 ft.). The applicant, Mr. Dana Westermarck, noted that the application was part of a general rezoning of the area and provided a brief explanation of the proposed reduced road right-of-way width, which would include curb and gutter, a sidewalk for both sides of a portion of the road, a single sidewalk for another portion and a landscape boulevard. There were no comments from the public on this application. Staff had no additional comments on the proposed development. The Panel Chair indicated that the proposed variances were consistent with the previous rezoning application conditions.

The Panel recommends that the permit be issued.



## Development Permit Panel

Wednesday, January 28<sup>th</sup>, 2004

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Jeff Day, General Manager, Engineering and Public Works, Chair  
Jim Bruce, General Manager, Finance and Corporate Services Division  
Mike Kirk, Manager, Human Resources Division

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

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, January 14th, be adopted.*

CARRIED

### 2. Development Permit DP 03-244883

(Report: January 9, 2003 File No.: DP 03-244883) (REDMS No. 1106072)

APPLICANT: James Lee, Architect

PROPERTY LOCATION: 8711 Alexandra Road

#### INTENT OF PERMIT:

1. To allow a 830.6 m<sup>2</sup> (9,479.6 ft<sup>2</sup>), three-storey karaoke building on a site zoned Automobile – Oriented Commercial District (C6); and
2. To vary the regulations in the *Zoning and Development Bylaw* to:
  - a) reduce the road setback from 6.0 m to 5.0 m on Alexandra Road and to 5.8 m on Sorensen Crescent;
  - b) reduce the rear yard setback from 25.0 m to 12.4 m adjacent to the residential zoning district to the north;
  - c) reduce the manoeuvring aisles from 7.5 m to 6 m; and
  - d) allow 48% of the parking spaces on-site (22 stalls) to be for small cars.

### Applicant's Comments

Mr. James Lee, Architect, representing the applicant advised that this development was devoted specifically for karaoke use. He noted that the building had a unique design. The upper area was comprised of smaller rooms and would be used by the general public, the lower area would house a private club and a dance floor. He stated that the Advisory Design Panel had approved this project but were concerned about the safety and security of the rooftop garden (which was added on due to a suggestion made by staff), and the lack of adequate parking on site. To address these concerns, he noted that:

- (1) 2 exits would be provided for the rooftop garden which would be used primarily for parties; these would be monitored by both staff and a TV monitor, if this proved to be problematic, the roof would be secured with no access available to the public.
- (2) a traffic consultant's report had been provided to the City's Transportation Department who disagreed with the recommendations of the report. After numerous discussions with the applicant it was agreed that the required number of parking stalls for this type of business was 76. He stated that only 45 parking stalls could be provided on this site, however, the applicant had verbal reciprocal agreements with two restaurant owners in the area, which would allow him to use their parking stalls after business hours and vice versa. In response to a query from the Panel, he advised that the owners of those properties would not agree to a restrictive covenant tying down the off-site parking agreements.

### Staff Comments

Mr. Holger Burke, Acting Development Applications Manager, stated that staff had suggested that the applicant use the roof deck as a green space, however, if safety was a concern to the Panel or neighbourhood, the suggestion could be retracted. He advised that this application was only brought to Panel because staff had been advised that the applicant would secure 31 offsite parking spaces via a legal covenant. However, the applicant had only recently advised that the owners of the adjacent property would not agree to a covenant and that arrangements with another restaurant were being proposed. He advised that staff could not support this offsite parking proposal. In response to a query from the Panel, Mr. Burke, Acting Development Applications Manager, advised that staff supported the proposed rear yard setback variance because the long term vision for the area to the north of the site was for mixed use/light industrial development.

Panel then noted their concern that the properties on Leslie Road were zoned single family residential and that even though the facade of the building was curved, the height of the building would impact the property immediately behind the development. In response to a query from the Panel Mr. Lee stated that there was a row of trees on the neighbouring property which buffered it from the development. He also stated that the site would be graded to the level of the neighbouring property in order to preserve the trees. Mr. Burke, noted that there was a large existing tree on the subject site that would be retained to buffer the proposed Karaoke building from the single family residence to the north.

In response to a query from the Panel, Ms. Donna Chan, Transportation Engineer, advised that the City's Transportation Department had reviewed the applicant's traffic study and although they agreed with the rates provided, they did not agree with the report's recommendation. She noted that after several discussions with the applicant it was agreed that the recommended parking stalls would be equivalent to what was required under the building code analysis.

#### Correspondence

None.

#### Gallery Comments

Mr. Caspar Fagel, 8740 Leslie Road, advised that he lived directly behind this site and noted that a three-storey building would dwarf his house, and especially, he did not support the reduced rear yard setback variance which the applicant requested. In response to a query from the Panel, staff advised that unless this was an establishment with a liquor licence, there would be no restrictions on operating hours. Mr. Fagel then noted that presently, his sleeping pattern was continuously disturbed because of noise made by either restaurants or their patrons until about 5:00 am in the morning.

Mrs. Diane Styles, 8680 Leslie Road, noted her concerns that she could not sleep at night because of the activities of restaurant patrons and other late night activities in this area. She also stated her concern that there was an illegal parking lot established at 8631 Alexandra Road.

Mr. Bert Lesage, 8660 Leslie Road, stated his concerns about sleepless nights because of activities of patrons in this area. He also noted his concern about the illegal parking lot at 8631 Alexandra Road.

#### Panel Discussion

Discussion then ensued among Panel Members and it was agreed that although the design of the building was attractive, due to the lack of adequate parking and the 50% reduction in the setback requested to the adjacent residential uses, they could not support this application.

#### Panel Decision

It was moved and seconded

*That a Development Permit for 8711 Alexandra Road that would:*

1. *Allow a 880.6 m<sup>2</sup> (9,479.6 ft<sup>2</sup>), three-storey karaoke building on a site zoned Automobile - Oriented Commercial District (C6); and*
2. *Vary the regulations in the Zoning and Development Bylaw to:*
  - a) *reduce the road setback from 6.0 m to 5.0 m on Alexandra Road and to 5.8 m on Sorensen Crescent;*
  - b) *reduce the rear yard setback from 25.0 m to 12.4 m adjacent to the residential zoning district to the north;*

- c) *reduce the manoeuvring aisles from 7.5 m to 6 m; and*
- d) *allow 48% of the parking spaces on-site (22 stalls) to be for small cars,*

**BE DENIED.**

**CARRIED**

**3. Development Permit DP 03-249869**  
(Report: January 7/2004 File No.: DP03-249869) (REDMS No. 1101215)

APPLICANT: J.A.B. Enterprises Ltd.

PROPERTY LOCATION: 7040 Blundell Road

**INTENT OF PERMIT:**

1. To allow development of three (3) two-storey townhouse units containing a total floor area of 550.45 m<sup>2</sup> (5,925 ft<sup>2</sup>) on one (1) combined lot with a total area of 2,300 m<sup>2</sup> (24,754 ft<sup>2</sup>); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 as follows:
  - a) reduce the side yard setback along the west property line from 3.0 m (9.843 ft.) to 1.63 m (5.35 ft.) for a portion of the principal building on one (1) townhouse unit at the south-west corner of the site; and
  - b) reduce the side yard setback along the west property line from 3.0 m (9.843 ft.) to 1.32 m (5.35 ft.) for a two-story box bay window and gas fireplace on one (1) townhouse unit at the southwest corner of the site.

**Applicant's Comments**

None.

**Staff Comments**

Mr. Holger Burke, Manager, Development Applications, advised that staff supported this application.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

None.

Panel Decision

It was moved and seconded

*That a Development Permit be issued for 7040 Blundell Road on a site zoned Comprehensive Development District (CD/23) which would:*

1. *Allow development of three (3) two-storey townhouse units containing a total floor area of 550.45 m<sup>2</sup> (5,925 ft<sup>2</sup>) on one (1) combined lot with a total area of 2,300 m<sup>2</sup> (24,754 ft<sup>2</sup>); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 as follows:*
  - a) *reduce the side yard setback along the west property line from 3.0 m (9.843 ft.) to 1.63 m (5.35 ft.) for a portion of the principal building on one (1) townhouse unit at the south-west corner of the site; and*
  - b) *reduce the side yard setback along the west property line from 3.0 m (9.843 ft.) to 1.32 m (5.35 ft.) for a two-storey box bay window and gas fireplace on one (1) townhouse unit at the south-west corner of the site.*

CARRIED

4. Adjournment

It was moved and seconded

*That the meeting be adjourned at 4:20 p.m.*

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, January 28<sup>th</sup>, 2004.

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Jeff Day, General Manager  
Engineering and Public Works, Chair

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Desiree Wong  
Recording Secretary





## Development Permit Panel

Wednesday, June 16, 2004

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair, General Manager, Urban Development  
Mike Kirk, General Manager, Human Resources  
Robert Gonzalez, Director of Engineering

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

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, May 26<sup>th</sup>, 2004, be adopted.*

**CARRIED**

### 2. Development Permit DP 04-010738

(Report: May 12/04 File No.: DP 04-010738) (REDMS No. 1214951, 1203629, 76621, 1214951)

APPLICANT: William Rhone

PROPERTY LOCATION: 7400 Heather Street

INTENT OF PERMIT:

1. To permit the construction of eight (8) three-storey townhouses at 7400 Heather Street at the corner of General Currie Road on a site zoned Comprehensive Development District (CD/120); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) reduce the number of visitor parking spaces from two (2) spaces to one (1) space; and
  - b) to increase the maximum permitted encroachment of balcony and porch projections into the required setback from General Currie Road from 1 m to 2.1 m.

### Applicant's Comments

Mr. Rhone, with the aid of a model, elevations, and sketches of the overall design and the corners, provided a review of the project. Mr. Rhone noted that one of the two independent buildings at the rear of the site had been designed for accessibility, with wide corridors, a projection that could accommodate a residential elevator, and a modified kitchen and bathroom. He also spoke about the modified Craftsman approach to the buildings, the exterior finishes, the extensive landscaping, and the desire for a residential look.

### Staff Comments

The Development Co-ordinator, Holger Burke, gave advice that although the rezoning for the site had not yet been adopted it was close to finalization. Advice was also given that the applicant had an application pending on the adjacent property for an additional four townhouses, and that it was understood with the applicant that upon approval the two projects would be consolidated to twelve units.

Mr. Burke then responded to questions from the Panel in regards the visitor parking variance and advised that considerable street parking is available on both Heather St. and General Currie Road. He also noted that an additional space will be provided when the project immediately to the east develops.

### Correspondence

None

### Gallery Comments

None

### Panel Decision

It was moved and seconded

*That a Development Permit be issued that would:*

1. *permit the construction of eight (8) three-storey townhouses at 7400 Heather Street at the corner of General Currie Road on a site zoned Comprehensive Development District (CD/120); and*
2. *vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
  - a) *reduce the number of visitor parking spaces from two (2) spaces to one (1) space; and*
  - b) *to increase the maximum permitted encroachment of balcony and porch projections into the required setback from General Currie Road from 1 m to 2.1 m.*

CARRIED

3. **Development Variance Permit DV 04-267698**  
(Report: May 27/2004 File No.: DV 04-267698) (REDMS No. 1258021, 613136)

APPLICANT: Amarjit and Pawanjit Hans

PROPERTY LOCATION: 10700 Granville Avenue

**INTENT OF PERMIT:**

To vary the maximum permitted area of the upper storey in the Agricultural District (AG1) zone from 2 ½ storeys (upper storey limited to 50% of the floor area situated below) to 3 storeys (upper storey limited to 68% of the floor area situated below) in order to permit construction of a new single-family dwelling that does not exceed the 10.5 m (34.449 ft.) height maximum.

**Applicant's Comments**

Mr. Rod Lynde, Lynde Designs, provided photographs to the Panel that offered several examples of similar type houses, and said that the design rationale for the project had been to concentrate the building on the lot in order to increase the open space around it to mitigate the impact on neighbouring properties.

A brief discussion ensued on the examples provided during which Mr. Lynde responded to a question from the Chair, that the proposals would meet the 2.5 storey requirement but were under a separate roof. Mr. Lynde noted that the staff report deemed the proposal acceptable. Mr. Lynde provided an illustration of the proposed house, the lower level of which would be partially covered by fill.

**Staff Comments**

The Development Co-ordinator, Holger Burke, said that staff were recommending approval of the variance.

Mr. Burke then responded to questions from the Panel by indicating that he was not aware of a previous approval of a similar type variance in the AG1 zone.

**Correspondence**

Ms. M. Stuart – 11231 Granville Ave. objecting to the application.

**Gallery Comments**

None.

**Panel Discussion**

Mr. Kirk indicated that he could not support the variance as it would set a precedence for the zone.

Mr. Gonzalez also indicated he could not support the variance for the same reason.

Mr. Erceg said that he conducted a site visit of the neighbourhood and that although there were many new houses in the neighbourhood, all were of a 2 or 2.5 storey height. Mr. Erceg also said that he was concerned about the precedent that approval of this variance would be set for agricultural lands in general. Further to this, Mr. Erceg said that he was concerned that the proposed house still read as a 3 storey, with some fill around it, and that the top storey had not been incorporated into the attic space or disguised in any sense. Mr. Erceg suggested that Mr. Lynde speak to staff about other examples of this nature. Mr. Erceg also stated that he believed that the attempt to give the appearance of a two storey house was only partially successful because a considerable amount of the lower level was still visible and the upper level was not concealed within the roof structure.

**Panel Decision**

It was moved and seconded

*That a Development Variance Permit, for 10700 Granville Avenue which would vary the maximum permitted area of the upper storey in the Agricultural District (AG1) zone from 2 ½ storeys (upper storey limited to 50% of the floor area situated below) to 3 storeys (upper storey limited to 68% of the floor area situated below) in order to permit construction of a new single-family dwelling that does not exceed the 10.5 m (34.449 ft.) height maximum, BE DENIED.*

CARRIED

**4. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 3:53 p.m.*

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, June 16, 2004.

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Joe Erceg  
Chair

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Deborah MacLennan  
Administrative Assistant

## ATTACHMENT 1

**MARGARET E. STUART**

11231 Granville Avenue  
Richmond, B.C. V6Y 1R7  
(604) 270-4515 phone  
(604) 270-1553 fax

May 21, 2004

City of Richmond

276-4063 - Bldg. Approvals-

This letter is written to register my objection to the building of a three story home at 10700 Granville. I do not feel that this will be a single family home. Instead, I feel it will house a large extended family as do many homes in this area. There are so many homes on this street already (only two stories) where the back yards are parking lots for up to 8 cars. This contributes to the pollution in the area and the costs of everyone's utility bills as large extended families use substantially more energy. These monster homes in Vancouver are now selling for a fraction of their original price as the market for them has dropped. No where in our neighbourhood are there three stories homes and to allow one to be build will permanently alter the appearance. Where will it stop? Will these extended families now start applying for 4 or 5 stories homes? I know of no single families who truly have several family members. These houses can only house multiple members of several families. They may be blood relatives but I am certain they are not a "single" family.

Sincerely,



Margaret Stuart

D.V.P. \_\_\_\_\_ 04-267698



**Development Permit Panel**  
**Wednesday, August 25<sup>th</sup>, 2004**

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

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

**1. Minutes**

It was moved and seconded  
*That the minutes of the meeting of the Development Permit Panel held on Wednesday,  
August 11<sup>th</sup>, 2004, be adopted.*

**CARRIED**

**2. Development Permit 04-255283**  
(Report: July 28/04; File No.: DP 04-255283) (REDMS No. 1217643)

APPLICANT: 598401 BC Ltd.

PROPERTY LOCATION: 22611 Westminster Highway

INTENT OF PERMIT:

1. To permit the construction of 11 townhouses at 22611 Westminster Highway on a site zoned Comprehensive Development District (CD/24); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to permit tandem parking.

### Applicant's Comments

Mr. Tyler Yamamoto, Tomizo Yamamoto Architects, with the aid of a model, elevations, an artist's rendering, and a site plan, provided an overview of the project that included information on the site plan, the central drive access from the south, the land swap with McLean Park that was included in the rezoning process, the relocation of the amenity area, and that no livable area was located on the ground floor due to flood plain requirements.

### Staff Comments

The Director of Development, Raul Allueva, had no further comments.

In response to questions from the panel, Mr. Yamamoto said that the roofing material would be asphalt; the ground floor exterior material would be Hardi-Plank with board and batton and vinyl material applied to the upper floors; and that, due to the close proximity of McLean Park, the amenity area would have seating provided for passive use.

### Correspondence

T. Darby, 78-22888 Windsor Court – Schedule 1.

### Gallery Comments

None.

### Panel Discussion

The Chair requested that staff review the tandem parking concerns raised by Ms. Darby about her townhouse complex.

Mr. Erceg said that he was pleased with the project and that it integrated well with McLean Park. Mr. Erceg also expressed his appreciation that the issues raised by a resident to the south at public hearing had been addressed.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would:*

- 1. Permit the construction of 11 townhouses at 22611 Westminster Highway on a site zoned Comprehensive Development District (CD/24); and*
- 2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit tandem parking.*

**CARRIED**

3. **Development Permit 04-265641**  
(Report: July 26/04; File No.: DP 04-265641) (REDMS No. 1314126)

APPLICANT: Lancing Properties Ltd.

PROPERTY LOCATION: 5980 Lancing Road, 7631, 7651, 7671 and 7711 No 2 Road

INTENT OF PERMIT:

1. To permit the construction of 24 townhouses at 5980 Lancing Road, 7631, 7651, 7671 and 7711 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:
  - a) To reduce the minimum side yard setback from 6 m to 4.5 m along No. 2 Road; and
  - b) To increase the maximum building height from 11 m to 11.12 m for a central portion of the roof on all 4 buildings; and
  - c) To permit tandem parking.

**Applicant's Comments**

With the aid of a model, elevations, a materials board and a landscape plan, Mr. Chris Chung, Robert Ciccozzi Architecture Inc., provided in his overview of the project information on the site plan, the location of the amenity area, landscape improvements, the style and colour scheme that tied well to the neighbourhood context, the exterior materials that would be utilized - Hardi-Plank, vinyl siding and wood panels, and asphalt roofs, and that the end units had been opened up to allow light into the project and the expression of corner views.

**Staff Comments**

The Director of Development, Raul Allueva, had no further comments.

In response to questions from the Panel information was given that the required amount of visitor, including disabled, parking had been provided; and, that the concerns raised by the property owner to the south, Mr. John Cameron, had all been adequately addressed.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

The Chair said that he liked the design of the units and the generous amount of open space provided on site.



**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of 24 townhouses at 5980 Lancing Road, 7631, 7651, 7671 and 7711 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:*
  - a) *To reduce the minimum side yard setback from 6 m to 4.5 m along No. 2 Road; and*
  - b) *To increase the maximum building height from 11 m to 11.12 m for a central portion of the roof on all 4 buildings; and*
  - c) *To permit tandem parking.*

**CARRIED**

**4. Development Permit 04-267499**  
(Report: July 28/04; File No.: DP 04-267499) (REDMS No. 1315604, 1315605)

APPLICANT: Ledingham McAllister Properties Ltd.

PROPERTY LOCATION: 9100 and 9200 Ferndale Road (formerly 6180 and 6200 Garden City Road and 9020, 9040, 9060, 9100, 9140 and 9200 Ferndale Road)

**INTENT OF PERMIT:**

1. To permit 2 four-storey residential buildings, totalling 156 apartments over a parkade structure on a site zoned Comprehensive Development District (CD/144); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:
  - a) Reduce the Ferndale Road (north) setback from 2.0 m to 0.9 m for the secondary entry pergola structure only; and
  - b) Reduce the Katsura Street (east) setback from 3.3 m to 2.9 m to the covered decks; and
  - c) Reduce the Garden City Road (west) setback from 8.8 m to 8.1 m to the balconies only.

**Applicant's Comments**

Mr. Jeff Chong, Ledingham McAllister, with the aid of site plan and elevations, described the adjacent conditions and the 2 four-storey buildings located over a common parkade. Mr. Chong also spoke about the proposed pedestrian greenway that would connect Ferndale Road to the existing public walkway on the adjacent property, and the exterior materials that would be utilized.

**Staff Comments**

The Director of Development, Raul Allueva, had no further comments.

In response to questions from the Panel, staff advised that a lay-by would be provided on Ferndale Road for loading/unloading purposes; that 2 Chestnut trees would be retained at the corner of Ferndale Road and Garden City Road, new trees would be planted along Ferndale Road; and, that 16 adaptable units would be provided.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

The Chair complimented the well-designed project.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued that would:*

1. *Permit 2 four-storey residential buildings, totalling 156 apartments over a parkade structure on a site zoned Comprehensive Development District (CD/144); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:*
  - a) *Reduce the Ferndale Road (north) setback from 2.0 m to 0.9 m for the secondary entry pergola structure only;*
  - b) *Reduce the Katsura Street (east) setback from 3.3 m to 2.9 m to the covered decks; and*
  - c) *Reduce the Garden City Road (west) setback from 8.8 m to 8.1 m to the balconies only.*

CARRIED

5. **Development Permit 04-269088**  
(Report: July 26/04; File No.: DP 04-269088) (REDMS No. 1313821)

APPLICANT: Patrick Cotter Architect Inc.

PROPERTY LOCATION: 7331 No. 4 Road

**INTENT OF PERMIT:**

1. To permit the construction of 16 townhouses at 7331 No. 4 Road on a site zoned Comprehensive Development District (CD/35); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300:
  - a) To increase maximum permitted lot coverage from 30% to 40%; and
  - b) To reduce the minimum side yard setback from 3 m to 2.5 m for projections from the north-west units; and
  - c) To reduce the side yard setback from 3 m to 1.4 m for the south-west unit; and
  - d) To permit projections into the side yard setback of 0.6 m for one-storey enclosed bays at grade on the south-east units; and
  - e) To permit tandem parking spaces for two units.

**Applicant's Comments**

Mr. David Wootton, Patrick Cotter Architect Inc., with the aid of elevations, an artist's renderings, a site plan and a model, provided an overview of the project that included information on the temporary, primary access from No. 4 Road; the projections that would encroach into the 3m setbacks; the large number of replacement trees, some of which are large calliper, that had been incorporated; the amenity space; and the road dedication allowance.

**Staff Comments**

The Director of Development, Raul Allueva, had no further comments.

In response to questions from the Panel, information was provided that a second phase was proposed to the south of this site that would incorporate adaptable units.

**Correspondence**

None.

**Gallery Comments**

A resident of 7311 No. 4 Road expressed her concerns regarding i) whether her property would be impacted by the reductions to the sideyard setbacks; and ii) the fence that had been knocked down and the sand overflow into her yard from the preload on the site.

Mr. Allueva responded that the property would be unaffected by the reductions to the sideyard setbacks.

Mr. Wootton responded that a number of fences along the boundary property lines would be replaced, and that a landscape buffer would be added. Mr. Wootton indicated that he would speak to the concerned resident, and that he would bring the concerns about the overflow of the preload into some of the yards and the downed fences to the attention of the developer.

Ms. M. Donschenko, 7271 No. 4 Road, questioned how close the development would come to her property, and expressed concern about the sand, fences and drainage.

### Panel Discussion

Direction was given to staff that the application be held until confirmation was received from the applicant that a meeting with the residents had been held and the issues concerning fencing and preload had been resolved.

The Chair noted his appreciation of the 2-storey units in this project.

### Panel Decision

It was moved and seconded

*That Development Permit be issued that would:*

1. *Permit the construction of 16 townhouses at 7331 No. 4 Road on a site zoned Comprehensive Development District (CD/35); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300:*
  - a) *To increase maximum permitted lot coverage from 30% to 40%; and*
  - b) *To reduce the minimum side yard setback from 3 m to 2.5 m for projections from the north-west units; and*
  - c) *To reduce the side yard setback from 3 m to 1.4 m for the south-west unit; and*
  - d) *To permit projections into the side yard setback of 0.6 m for one-storey enclosed bays at grade on the south-east units; and*
  - e) *To permit tandem parking spaces for two units.*

**CARRIED**

6. **Development Permit 04-269797**  
(Report: July 30/04; File No.: DP 04-269797) (REDMS No. 1316672, 1304733, 1249045)

APPLICANT: Hotson Bakker Boniface Haden Architects

PROPERTY LOCATION: 14791 Steveston Highway

#### INTENT OF PERMIT:

1. To permit 211 dwelling units (67 rental and 144 market housing) in four, 4-storey multiple-family apartment buildings with underground parking on a site zoned Comprehensive Development District (CD/134); and
2. To vary the provisions of CD/134 to reduce the required parking for the entire site from the minimum required 460 to 420.

#### Applicant's Comments

Mr. Norm Hotson and Mr. Stephane Laroye, Hotson Bakker Boniface Haden Architects, were present.

Mr. Hotson, with the aid of a model, site plan, elevations and a landscape plan, summarized the project as being an initial 4 buildings on the rivers edge in the general location of the Riverport Entertainment complex. The project comprises both rental and market housing unit, with a portion of the rental units, 5%, being adaptable. All parking will be underground, and although a reduction has been requested to the required parking amount the reduction would still comply with the normal standards of the Zoning Bylaw.

Additional phases to the south will comprise accommodation, commercial, restaurant and office with some marine oriented use.

Mr. Hotson spoke of the large public benefit of the project in the provision of a new public road that will provide access to a future public park; a walkway along the river; the public space that will be developed by the City at the end of Steveston Highway, and a float. He also spoke about the comprehensive landscape strategy for the project, including that the spaces formed by the L-shaped building would be available to the public and would be accessible from the walkway; that extensive landscape, including tree planting, was planned along the streets and within the zone of the river's edge; that pier elements would be included as well as lay-by's along the riverfront walkway to enhance the enjoyment of the setting; and, that the area of conservation along the water's edge complied with FREMP and other agency regulations.

#### **Staff Comments**

The Director of Development, Raul Allueva, said that the changes that had been made since the rezoning proposal were positive and that the overall quality of the public amenities was good. Mr. Allueva also said the changes to affordable and rental buildings were notable.

In response to questions from the Panel, Mr. Hotson provided details on the exterior materials and the building vocabulary; said that the buildings would comply with CMHC noise attenuation requirements for the location; noted the hedging and tree planting along the westerly edge that provide a visual screen to the CN right-of-way; and confirmed that the Disclosure Statement would contain information pertinent to the CN right-of-way. Mr. Hotson also identified the sidewalk access points and perpendicular walkways that would connect the waterfront walkway and the green courts.

#### **Correspondence**

None.

#### **Gallery Comments**

None.

### Panel Discussion

The Chair said that he was pleased with the project, including the industrial look and materials used for the buildings, and commended the applicant for providing waterfront amenities in excess of what was originally promised at rezoning and for the increase to the number of rental units that are being provided.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued that would:*

- 1. permit 211 dwelling units (67 rental and 144 market housing) in four, 4-storey multiple-family apartment buildings with underground parking on a site zoned Comprehensive Development District (CD/134); and*
- 2. vary the provisions of CD/134 to reduce the required parking for the entire site from the minimum required 460 to 420.*

**CARRIED**

### 7. Development Permit 04-270369

(Report. July 30/04; File No.: DP 04-270369) (REDMS No. 1305709, 1298457)

APPLICANT: Polygon Developments (43) Ltd.

PROPERTY LOCATION: 7140, 7180, 7200, 7240, 7246, 7260, 7280, 7320 Heather Street and the rear portions of 7131, 7151, 7171, 7191, 7231, 7251, 7271, 7311, 7331, 7351, 7371 Ash Street

#### INTENT OF PERMIT:

1. To permit 116 two and three-storey townhouses on a site zoned Comprehensive Development District (CD/143); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the setback for the entry gate (trellis) and recycling enclosure only from 2 m to 0 m on Sills Avenue.

#### Applicant's Comments

Mr. Kevin Shoemaker, Polygon Developments, provided a brief presentation.

#### Staff Comments

The Director of Development, Mr. Raul Allueva, said that in response to the issues relating to the interface of the project with the rear of the properties on Ash Street, that were identified during the rezoning process, staff had worked with the applicant to achieve a different unit type (2 storey) along that interface.

#### Correspondence

S. MacGougan, 7411 Ash Street – Schedule 2.

**Gallery Comments**

None.

**Panel Discussion**

In response to the correspondence that was received, the Chair noted that the project density was consistent with the requirements of both the Official Community Plan and the adopted rezoning for the property, and that Transportation staff were comfortable with traffic volume and access. Staff were directed, however, to refer the traffic problems identified in the correspondence for review.

The Panel appreciated the provision of 2 storey units along the Ash Street interface.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issues which would:*

1. *permit 116 two and three-storey townhouses on a site zoned Comprehensive Development District (CD/143); and*
2. *vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the setback for the entry gate (trellis) and recycling enclosure only from 2 m to 0 m on Sills Avenue.*

**CARRIED**

**8. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:35 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, August 25<sup>th</sup>, 2004.

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Joe Erceg  
Chair

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Deborah MacLennan  
Administrative Assistant

Schedule 1 to the Minutes of the  
Development Permit Panel meeting  
held on Wednesday, August 25<sup>th</sup>,  
2004.

August 24, 2004

<b>To Development Permit Panel</b>
Date: <u>AUG 25, 2004</u>
Item # <u>2</u>
Re: <u>22611 Westminster</u> <u>Hwy</u>

Attention: City Clerk – Rush Please (meeting today)

City of Richmond  
Fax: 604-278-5139

Re: Notice of Application for a Development Permit DP 04-255283

Item # 2 - To vary the provisions of the Zoning and Development Bylaw No. 5300 to permit tandem parking.

I support additional parking in the new development; however, in our development at Windsor Gardens there was to be garage tandem parking but most units have had the parking garage made into another room and only have 1 parking spot. This is a safety issue as we were not to have living quarters on the first floor due to the flood plain.

We are not allowed to park on the roads within the development as they are too narrow and therefore we have a terrible parking problem. We have no visitor parking for our area of the development causing visitors to search for street parking. With the 9 units currently being built and these additional 11 units there is a potential for at least 40+ cars as well as their visitors.

This area of Hamilton definitely has a horrendous parking problem that needs to be addressed before we continue to add to the current problem.

Thank you,

Trudie Darby  
78 – 22888 Windsor Court  
Richmond, BC V6V 2W6  
604-527-0442





FROM : www.blueangei

FAX NO. : 604 214

<b>To Development Permit Panel</b>	
Date:	<u>AUG 25 04</u>
Item #	<u>7</u>
Re:	<u>7140-7320 Heather St</u> <u>+ rear portions of 7131 -</u> <u>7371 Ash St.</u>

Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, August 25<sup>th</sup>, 2004.

	P1	INT
✓	JFM	
	DW	
	KY	
	AS	
	DB	
	WB	

Attention: City Clerk Wednesday, August 25, 2004

Re: DP 04-270369

I am writing in opposition to the scale of the proposed Polygon Development, to be situated in the heart of Ash and Heather Streets. I cite livability in a neighbourhood as something of value, and this is what is being lost.

04-27036

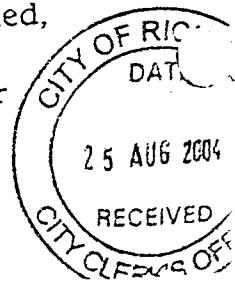
I have lived on Ash Street most of my life.

I attended the initial South McLennan planning meetings. The resident participants were made up of two main groups: those (mainly on Heather) who had development deals pending, pro high density for obvious reasons, and those who wanted to remain living here. We, the second group, wanted lower density to retain both the beauty and the livability of the area. The City of Richmond, as I remember, wanted this area high-density and certainly the developers did, evidenced by their ubiquitous presence at public meetings.

So, what has happened? High-density and sterile townhouses cover large tracts of land with no apparent end in sight. 'Clear cut' and concrete is fast demolishing the area's history and destroying its sense of community. Instead of a mix of housing styles, that creates visually what it underpins - diversity - not so far in the future, this beautiful garden like area, will soon be townhouses and a park. I suggest that this is not a true neighbourhood. A true neighbourhood is inclusive to a wide range of styles and yards, a mix of old and new. Here we are losing, fast, a sense of real identity, and it is being replaced with - my neighbour uses the term - "chicken coops".

Did I mention the traffic? It has increased dramatically, in tandem with high-density. Almost everyone that travels Ash (between Granville and Blundell), speeds. Most drivers don't even live on the street. They just drive through, fast, and never mind the people out walking, the children on the street, people with their dogs, the old people. Our formerly quiet street has been transformed into a speedway. In fact, from what I've witnessed, some of Richmond's infamous street racers hone their skills on our street.

On June 26 of this year, at around 7 p.m. one twenty-something did just this. He gunned his car to top speed: from Blundell to Granville, u turned, and repeated the stunt back down Ash. At the time I was assisting my ninety-year old aunt into my car, and my elderly parents were on their



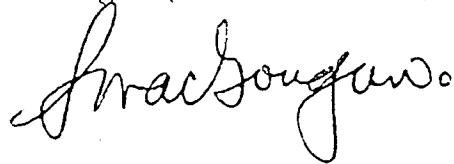
motorized scooters, ready to travel the short distance home. The image of my parents, too afraid to venture out onto the road they have lived on FOR OVER 50 YEARS, made me mad. As the road racer was about to make his third foray, I stood in the middle of the road and made him slow down. I am angry that my parents, who were here sandbagging Richmond's dyke during the great flood, could not use the road safely to go a distance of three houses. This is no longer a neighbourhood that includes and is safe for old people. This is a direct result of the development rush.

Two weeks ago the driver of a gold car, thought it was fun to travel the length of Ash Street, at high-speed backwards. According to my neighbour, he was one of the residents of a local crack house, down the street. Did I mention absentee landlords? Lots of bad people live in our neighbourhood, in rented houses 'in transition' by landlords that don't care about the repercussions to the neighbourhood. (My neighbours tell me that some of these houses are owned by the City of Richmond). Did I mention police presence? The police are routinely in our area. From my front window I've seen unsavoury characters being frisked and handcuffed. Police presence has increased in tandem with increased development.

Did I mention environmental concerns? Richmond has good recycling programs: blue box usage is high. But I understand that the greatest source of landfill refuse is construction materials. So, what are we really doing in support of the environment? Not much in this area. Even fairly new houses are being routinely torn down. These houses could last many years and be good homes for growing families. I don't understand our recycling efforts when a far greater environmental degradation is taking place, almost daily. What's the point of blue boxes when the whole house is going in the garbage?

I ask that livability be included in your deliberations. I believe it is important, not just for our area. It's important for the society of Richmond as a whole.

Sincerely,  
Sharon MacGougan (7411 Ash Street)





## Development Permit Panel

Wednesday, September 15<sup>th</sup>, 2004

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, General Manager, Urban Development, Chair  
Mike Kirk, General Manager, Human Resources  
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services

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

### 1. Minutes

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on Wednesday, August 25<sup>th</sup>, 2004, be adopted.*

**CARRIED**

Due to the applicant for Item 2 not being present the Chair varied the order of the agenda to hear Items 3 and 4 first.

### 3. Development Permit DP 03-254551

(Report: July 14/04 File No.: DP 03-254551) (REDMS No. 1307704)

APPLICANT: Wensley Architecture Ltd.

PROPERTY LOCATION: 8700 and 8800 Bridgeport Road

#### INTENT OF PERMIT:

1. To permit a large-format building supply retail store with rooftop parking at 8700 and 8800 Bridgeport Road on a site zoned Automobile-Oriented Commercial District (C6); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 as follows:
  - a) Reduce the road setback from 6 m to 2.7 m for the trellis structures only along Bridgeport Road and to 2.1 m for the trellis structures only along Sea Island

- Way; and
- b) Increase the maximum permitted height from 12 m to 12.4 m for the trellis structures on the roof parking level and to 19.5 m for the two (2) decorative “flag poles” mounted on the south elevation of the proposed building only

### **Applicant’s Comments**

With the aid of a model, context plan, and elevations, Mr. Barry Weih, Wensley Architecture Inc., provided an overview of the project which included the proposed at-grade and rooftop parking, the combination of different building materials, the high quality finishes including different textures and planes, the use of both spandrel and vision glass, and the rooftop screening.

### **Staff Comments**

The Director of Development, Raul Allueva, said that the applicant had worked with staff to satisfactorily address the concerns raised by the adjacent property operator concerning rooftop screening and the hours of operation of the loading area.

The applicant then responded to questions from Panel members regarding the buffer zone between the subject property and the hotel; the scheduling of deliveries; the colour scheme; whether a food service was included in the project; headlight glare, and vehicle access.

### **Correspondence**

None.

### **Gallery Comments**

None.

### **Panel Discussion**

Mr. Erceg said that he liked the project and that he appreciated the extent of the cooperation received from the applicant as the project offered more than the typical C6 development. Mr. Erceg also noted his appreciation for the accommodation of the potential RAV alignment and the plantings within the parking area.

### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued that would:*

1. *Permit a large-format building supply retail store with rooftop parking at 8700 and 8800 Bridgeport Road on a site zoned Automobile-Oriented Commercial District (C6).*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 as follows:*

- a) *Reduce the road setback from 6 m to 2.7 m for the trellis structures only along Bridgeport Road and to 2.1 m for the trellis structures only along Sea Island Way; and*
- b) *Increase the maximum permitted height from 12 m to 12.4 m for the trellis structures on the roof parking level and to 19.5 m for the two (2) decorative "flag poles" mounted on the south elevation of the proposed building only.*

**CARRIED**

**4. Development Permit DP 04-270943**

(Report: August 25/04 File No.: DP 04-270943) (REDMS No. 1323774)

APPLICANT: London Lane Development Corp.

PROPERTY LOCATION: 13160 Princess Street

**INTENT OF PERMIT:**

1. To permit the subdivision of eight (8) single-family residential lots whose rear yards abut the Agricultural Land Reserve (ALR); and
2. To reduce the minimum right-of-way requirement in Subdivision Control Bylaw No. 6530 for a local residential road from 17 m (55.77 ft.) to 12.5 m (41.01 ft.) and 15 m (49.21 ft).

**Applicant's Comments**

Mr. Dana Westermarck, applicant, noted that the application was part of the general rezoning of the area and that some issues had been addressed in the original rezoning application. Mr. Westermarck then spoke briefly about the proposed reduced road width which would include curb and gutter, a sidewalk on both sides of a portion of the road, a single sidewalk on another portion, and a landscaped boulevard.

**Staff Comments**

The Director of Development, Raul Allueva, had nothing further to add to the report.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

Mr. Erceg said that the proposed variances were consistent with the previous rezoning application conditions.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would allow the following:*

1. *The subdivision of eight (8) single-family residential lots whose rear yards abut the Agricultural Land Reserve (ALR); and*
2. *Reduce the minimum right-of-way requirement in Subdivision Control Bylaw No. 6530 for a local residential road from 17 m (55.77 ft.) to 12.5 m (41.01 ft.) and 15 m (49.21 ft.).*

**CARRIED**

### 2. Development Permit DP 03-253222

(Report: August 9/04 File No.: DP 03-253222) (REDMS No. 1319414, 1307905)

APPLICANT: Patrick Cotter Architect Inc.

PROPERTY LOCATION: 3251 Chatham Street

#### INTENT OF PERMIT:

To permit the construction of 105.6 m<sup>2</sup> (1,137 ft<sup>2</sup>) of commercial space and six (6) dwelling units at 3251 Chatham Street on a site zoned Steveston Commercial (Two-Storey) District (C4).

#### Applicant's Comments

Mr. David Wooton, Patrick Cotter Architect Inc., with the aid of a model, said that the design of the mixed use residential/commercial building blended well with the surrounding residential development. Mr. Wooton described the privacy features incorporated along the west property line, the finishing materials, new tree plantings, the special paving around the front entrance of the commercial unit, and the garbage and recycling location off the lane.

Mr. Wooton then spoke about the roof hatch access that was preferred by the architect due to the minimized visual impact provided from Chatham Street. Pictures of the access were provided. Mr. Wooton indicated that during the building permit stage two main concerns had been identified – handrails, and how the access would close and latch when standing on the stairs. It was Mr. Wooton's opinion that the concept would not be supported and he requested that the Panel recommend that the Building Department review this.

#### Staff Comments

The Director of Development, Raul Allueva, said that although staff agreed with the proposed hatch treatment, they were not confident that a Building Permit could be obtained.

The Chair indicated that it was not within the mandate of the Panel to make recommendations to the Building Department. He then offered two options to the applicant – a referral back to staff to allow further discussion on the hatch concept; or, proceed as is, with the possibility of a General Compliance to address the issue should the concerns of the Building Department be reconciled. Mr. Wooton chose to proceed.

Further discussion then ensued between the Panel members, staff, and the applicant, with particular emphasis on privacy and overlook, the hedge and fence along the west property line, and the location of the commercial parking.

### **Correspondence**

None.

### **Gallery Comments**

A resident of 3220 Broadway, said that the model was not to scale. He also indicated that the westerly portion of the lane was not open at present, and that only his neighbour used this lane at present. The resident then expressed his concerns about the truck and commercial traffic in the rear of the property.

Mr. J. Hamm, 11880 5<sup>th</sup> Avenue, also expressed concern that the back lane, which was not open, would be terribly congested. Mr. Hamm questioned the number of units allowed on such a small site.

A second resident of 3220 Broadway said that she wanted to reinforce the parking issues as she thought serious problems would occur as a result of parking in the lane. Drainage issues were also raised.

Mr. Dana Westermarck, 13333 Princess Lane, suggested that perpendicular parking on Fifth Avenue was appropriate for additional parking for both retail and residential use, as well as the surrounding neighbourhood, and he asked the Panel to support this. Mr. Westermarck provided an example of previous adhoc parking arrangements that had been made along Fifth Avenue, during construction of several nearby projects, that were quite intrusive.

### **Panel Discussion**

Mr. Erceg said that he like the project, which was sensitively designed with great materials. Further to this, however, Mr. Erceg said that the parking was poorly resolved and that he would be hesitant to move the project forward without the parking being addressed; that there was no functional way to get to the front of the building from the commercial parking location; and that while the possibility of street parking may exist it would raise concerns that would require consultation with area residents.

Mr. Kirk indicated his concern about the walking distance from the parking location, and said that he thought that if parking along Fifth Avenue was prohibited, it would be parked on anyway.

Ms. Volkering-Carlile said that privacy issues remained of concern, and that a referral to staff would allow a further opportunity to review the roof hatch concept.

**Panel Decision**

It was moved and seconded

*That DP 03-253222 be referred to staff for resolution of the issues related to parking, pedestrian access from the parking area to the commercial space, and the roof hatch concept.*

**CARRIED**

**5. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:15 p.m.*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, September 15<sup>th</sup>, 2004.

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Joe Erceg  
Chair

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Deborah MacLennan  
Administrative Assistant





## Development Permit Panel

Wednesday, September 15<sup>th</sup>, 2004

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, General Manager, Urban Development, Chair  
Mike Kirk, General Manager, Human Resources  
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services

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

### 1. Minutes

It was moved and seconded  
*That the minutes of the meeting of the Development Permit Panel held on Wednesday, August 25<sup>th</sup>, 2004, be adopted.*

**CARRIED**

Due to the applicant for Item 2 not being present the Chair varied the order of the agenda to hear Items 3 and 4 first.

### 3. Development Permit DP 03-254551

(Report: July 14/04 File No.: DP 03-254551) (REDMS No. 1307704)

APPLICANT: Wensley Architecture Ltd.

PROPERTY LOCATION: 8700 and 8800 Bridgeport Road

#### INTENT OF PERMIT:

1. To permit a large-format building supply retail store with rooftop parking at 8700 and 8800 Bridgeport Road on a site zoned Automobile-Oriented Commercial District (C6); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 as follows:
  - a) Reduce the road setback from 6 m to 2.7 m for the trellis structures only along Bridgeport Road and to 2.1 m for the trellis structures only along Sea Island

- Way; and
- b) Increase the maximum permitted height from 12 m to 12.4 m for the trellis structures on the roof parking level and to 19.5 m for the two (2) decorative “flag poles” mounted on the south elevation of the proposed building only

### **Applicant’s Comments**

With the aid of a model, context plan, and elevations, Mr. Barry Weih, Wensley Architecture Inc., provided an overview of the project which included the proposed at-grade and rooftop parking, the combination of different building materials, the high quality finishes including different textures and planes, the use of both spandrel and vision glass, and the rooftop screening.

### **Staff Comments**

The Director of Development, Raul Allueva, said that the applicant had worked with staff to satisfactorily address the concerns raised by the adjacent property operator concerning rooftop screening and the hours of operation of the loading area.

The applicant then responded to questions from Panel members regarding the buffer zone between the subject property and the hotel; the scheduling of deliveries; the colour scheme; whether a food service was included in the project; headlight glare, and vehicle access.

### **Correspondence**

None.

### **Gallery Comments**

None.

### **Panel Discussion**

Mr. Erceg said that he liked the project and that he appreciated the extent of the cooperation received from the applicant as the project offered more than the typical C6 development. Mr. Erceg also noted his appreciation for the accommodation of the potential RAV alignment and the plantings within the parking area.

### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued that would:*

1. *Permit a large-format building supply retail store with rooftop parking at 8700 and 8800 Bridgeport Road on a site zoned Automobile-Oriented Commercial District (C6).*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 as follows:*

- a) *Reduce the road setback from 6 m to 2.7 m for the trellis structures only along Bridgeport Road and to 2.1 m for the trellis structures only along Sea Island Way; and*
- b) *Increase the maximum permitted height from 12 m to 12.4 m for the trellis structures on the roof parking level and to 19.5 m for the two (2) decorative "flag poles" mounted on the south elevation of the proposed building only.*

**CARRIED**

**4. Development Permit DP 04-270943**  
(Report: August 25/04 File No.: DP 04-270943) (REDMS No. 1323774)

APPLICANT: London Lane Development Corp.

PROPERTY LOCATION: 13160 Princess Street

**INTENT OF PERMIT:**

1. To permit the subdivision of eight (8) single-family residential lots whose rear yards abut the Agricultural Land Reserve (ALR); and
2. To reduce the minimum right-of-way requirement in Subdivision Control Bylaw No. 6530 for a local residential road from 17 m (55.77 ft.) to 12.5 m (41.01 ft.) and 15 m (49.21 ft).

**Applicant's Comments**

Mr. Dana Westermarck, applicant, noted that the application was part of the general rezoning of the area and that some issues had been addressed in the original rezoning application. Mr. Westermarck then spoke briefly about the proposed reduced road width which would include curb and gutter, a sidewalk on both sides of a portion of the road, a single sidewalk on another portion, and a landscaped boulevard.

**Staff Comments**

The Director of Development, Raul Allueva, had nothing further to add to the report.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

Mr. Erceg said that the proposed variances were consistent with the previous rezoning application conditions.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would allow the following:*

- 1. The subdivision of eight (8) single-family residential lots whose rear yards abut the Agricultural Land Reserve (ALR); and*
- 2. Reduce the minimum right-of-way requirement in Subdivision Control Bylaw No. 6530 for a local residential road from 17 m (55.77 ft.) to 12.5 m (41.01 ft.) and 15 m (49.21 ft.).*

**CARRIED**

### 2. Development Permit DP 03-253222

(Report: August 9/04 File No.: DP 03-253222) (REDMS No. 1319414, 1307905)

APPLICANT: Patrick Cotter Architect Inc.

PROPERTY LOCATION: 3251 Chatham Street

#### INTENT OF PERMIT:

To permit the construction of 105.6 m<sup>2</sup> (1,137 ft<sup>2</sup>) of commercial space and six (6) dwelling units at 3251 Chatham Street on a site zoned Steveston Commercial (Two-Storey) District (C4).

#### Applicant's Comments

Mr. David Wooton, Patrick Cotter Architect Inc., with the aid of a model, said that the design of the mixed use residential/commercial building blended well with the surrounding residential development. Mr. Wooton described the privacy features incorporated along the west property line, the finishing materials, new tree plantings, the special paving around the front entrance of the commercial unit, and the garbage and recycling location off the lane.

Mr. Wooton then spoke about the roof hatch access that was preferred by the architect due to the minimized visual impact provided from Chatham Street. Pictures of the access were provided. Mr. Wooton indicated that during the building permit stage two main concerns had been identified – handrails, and how the access would close and latch when standing on the stairs. It was Mr. Wooton's opinion that the concept would not be supported and he requested that the Panel recommend that the Building Department review this.

#### Staff Comments

The Director of Development, Raul Allueva, said that although staff agreed with the proposed hatch treatment, they were not confident that a Building Permit could be obtained.

The Chair indicated that it was not within the mandate of the Panel to make recommendations to the Building Department. He then offered two options to the applicant – a referral back to staff to allow further discussion on the hatch concept; or, proceed as is, with the possibility of a General Compliance to address the issue should the concerns of the Building Department be reconciled. Mr. Wooton chose to proceed.

Further discussion then ensued between the Panel members, staff, and the applicant, with particular emphasis on privacy and overlook, the hedge and fence along the west property line, and the location of the commercial parking.

### **Correspondence**

None.

### **Gallery Comments**

A resident of 3220 Broadway, said that the model was not to scale. He also indicated that the westerly portion of the lane was not open at present, and that only his neighbour used this lane at present. The resident then expressed his concerns about the truck and commercial traffic in the rear of the property.

Mr. J. Hamm, 11880 5<sup>th</sup> Avenue, also expressed concern that the back lane, which was not open, would be terribly congested. Mr. Hamm questioned the number of units allowed on such a small site.

A second resident of 3220 Broadway said that she wanted to reinforce the parking issues as she thought serious problems would occur as a result of parking in the lane. Drainage issues were also raised.

Mr. Dana Westermarck, 13333 Princess Lane, suggested that perpendicular parking on Fifth Avenue was appropriate for additional parking for both retail and residential use, as well as the surrounding neighbourhood, and he asked the Panel to support this. Mr. Westermarck provided an example of previous adhoc parking arrangements that had been made along Fifth Avenue, during construction of several nearby projects, that were quite intrusive.

### **Panel Discussion**

Mr. Erceg said that he like the project, which was sensitively designed with great materials. Further to this, however, Mr. Erceg said that the parking was poorly resolved and that he would be hesitant to move the project forward without the parking being addressed; that there was no functional way to get to the front of the building from the commercial parking location; and that while the possibility of street parking may exist it would raise concerns that would require consultation with area residents.

Mr. Kirk indicated his concern about the walking distance from the parking location, and said that he thought that if parking along Fifth Avenue was prohibited, it would be parked on anyway.

Ms. Volkering-Carlile said that privacy issues remained of concern, and that a referral to staff would allow a further opportunity to review the roof hatch concept.

**Panel Decision**

It was moved and seconded

*That DP 03-253222 be referred to staff for resolution of the issues related to parking, pedestrian access from the parking area to the commercial space, and the roof hatch concept.*

**CARRIED**

**5. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:15 p.m.*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, September 15<sup>th</sup>, 2004.

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Joe Erceg  
Chair

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Deborah MacLennan  
Administrative Assistant