



CITY OF RICHMOND

REPORT TO COUNCIL

TO: Richmond City Council
FROM: David McLellan
Chair, Development Permit Panel
DATE: December 6, 2000
FILE: 0100-20-DPER1
RE: Development Permit Panel Meeting Held on November 29, 2000

PANEL RECOMMENDATION

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

- i) a Development Permit (DP 00-086732) for the property at 23231 Hamilton Road and 23211, 23251 Dyke Road; and
- ii) a Development Variance Permit (DV 00-179841) for the property at 7460 Moffatt Road;

be endorsed, and the Permits so issued.

A handwritten signature in cursive script, appearing to read 'David McLellan'.

David McLellan
Chair, Development Permit Panel

PANEL REPORT

The Development Permit Panel considered three permit applications at its meeting held on November 29, 2000. One of the development permits is not being forwarded to Council for consideration, however, since there are outstanding issues.

DP 00-086732 – S-511 HOLDINGS LTD. – 23231 HAMILTON ROAD AND 23211, 23251 DYKE ROAD

The proposal to subdivide land immediately east of Fraserwood Business Park requires a development permit as it is within an environmentally sensitive area. The proposal did not generate any public comment. This subdivision would be the first phase in the establishment of a new road to serve the industrial lands at the east end of the City south of Highway 91. When this road is complete Dyke Road can be downgraded to a local street.

The Panel found that the landscaping plan was an appropriate means to compensate for the impact on the lands designated for natural habitat.

The Panel recommends that the permit be issued.

DV 00-179841 – HENDERSON ARCHITECT – 7460 MOFFATT ROAD

The proposal to convert two unused parking stalls into a workshop for the residents of this Co-op housing project on Moffatt Road did not generate any public comment. This amenity is greatly desired by the residents of the complex and it is quite apparent that there is surplus of parking given the socio-economic circumstances of the residents. An increase in demand for these parking spaces in the future is not anticipated as the circumstances of the residents are not expected to vary greatly from the current situation.

The Panel recommends that the permit be issued.

DJM:djm



MINUTES

DEVELOPMENT PERMIT PANEL

Wednesday, November 29th, 2000

Time: 3:30 p.m.

Place: Council Chambers
Richmond City Hall

Present: David McLellan, General Manager, Urban Development, Chair
Jim Bruce, General Manager, Finance & Corporate Services
Chuck Gale, General Manager, Engineering & Public Works

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

The Chair introduced the members of the Development Permit Panel to the audience and explained the procedures.

1. **MINUTES**

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on November 15th, 2000, be adopted as circulated.

CARRIED

2. **DEVELOPMENT PERMIT DP 00-086732**
(Report: October 30/00, File No.: DP 00-086732) (REDMS: 198801)

APPLICANT: S-511 Holdings Ltd.

PROPERTY LOCATION: 23231 Hamilton Road and 23211, 23251 Dyke Road

INTENT OF PERMIT: To permit the subdivision of land and the construction of roads and landscaping in a manner that protects and enhances the environmentally sensitive features of the area.

APPLICANT'S COMMENTS

Mr. Jim Breedman, of Phillips, Farevaag, Smallemberg, Landscape Architecture, accompanied by Mr. Glenn Brandt, representing the applicant, noted that there were three 'environmentally sensitive areas' in the area of the subject property. He then provided information on the landscape compensation to be undertaken to lessen the impact of the development of the property on the surrounding area, including (i) the removal of the blackberry growth on both sides of the Queen Canal in accordance with the Official Community Plan guidelines established for 'environmentally sensitive areas (ESA)'; and (ii) the provision of food sources and corridors for wildlife.

STAFF COMMENTS

The Manager, Development Applications, Joe Erceg, advised that the application now being considered was the result of a proposal to construct a new road alongside Queen Canal within the existing Queen Road right-of-way, to provide access to a proposed industrial subdivision. He stated that because the road right-of-way was in an 'environmentally sensitive area', an amendment was being made to the City's Official Community Plan to remove this area and to add the subject area. Mr. Erceg advised that staff were satisfied that there would be considerable improvement to the existing environmentally sensitive areas as the proposal would incorporate access roads and ensure that in the future, habitat could be maintained relatively undisturbed. He stated that it was anticipated that the amendment to the Official Community Plan would be adopted on December 11th, 2000, and he suggested that if the Development Permit application was recommended for approval by the Panel, that approval of the Permit be delayed until the bylaw had been adopted by Council.

PANEL DISCUSSION

Discussion then ensued among Panel members, the delegation and staff on the Development Permit application, during which information was provided by staff that the ditch on the south side of Hamilton Road, west of Queen Road was an existing ditch which comprised part of the area designated as being environmentally sensitive. Concern was expressed during the discussion about the likelihood of garbage being tossed into the ditch and questions were raised as to how this issue could be addressed. Information was provided that the proposed road would be constructed as far east as possible within the right-of-way, with a trail alongside on the west side to provide separation between the existing road and the canal, however it was noted that it would be very difficult to control the actions of the public.

Questions were also raised about the amount of landscape compensation to be provided by the applicant and advice was given that a total of approximately 2,300 sq. metres would be provided. Information was also provided on the configuration of the proposed subdivision, which would be for five lots with access provided from Queen Road. Questions were asked about the potential to provide access over the canal from Queen Road, and Mr. Brandt used site plans to explain in detail how access would be provided.

WRITTEN CORRESPONDENCE

None.

GALLERY COMMENTS

None.

PANEL DECISION

It was moved and seconded

That the following recommendation be forwarded to Council for adoption, subject to the adoption of the amendment to the Official Community Plan to remove that portion of the Queen Canal right-of-way from the Environmentally Sensitive Area:

That a Development Permit (DP 00-086732) be issued for property at 23231 Hamilton Road and 23211, 23251 Dyke Road, which would permit the subdivision of land and the construction of roads and landscaping in a manner that protects and enhances the environmentally sensitive features of the area.

CARRIED

3. DEVELOPMENT PERMIT DP 00-177493

(Report: November 6/00 File No.: DP 00-177493) (REDMS: 208327)

APPLICANT: Adera Equities Inc.

PROPERTY LOCATION: 5700 Andrews Road

INTENT OF PERMIT: To permit the development of a four-storey apartment building with 150 units and vary the bylaw to allow the following:

1. To reconfigure the building envelope for the parking structure to reduce the setback from 3.0 m (9.843 ft.) to 2.546 m (± 8.354 ft.) at the south-east corner and from 21.6 m (70.866 ft.) to 6.0 m (19.685 ft.) at the closest point along the south property line;
2. To reduce the setbacks for four E2 units at the south-east corner of the site from 3.0 m (9.843 ft.) to 2.5 m (± 8.202 ft.) and reduce the setbacks for four D3 units at the north-east corner of the site from 3.0 m (9.843 ft.) to 2.25 m (± 7.382 ft.);
3. To reduce the setbacks for two E1 units along the south property line of the site including two D1 units, one D2 unit and one C2 unit along the north property line of the site from 6.0 m (19.685 ft.) to 5 m (16.404 ft.);
4. To reduce the setbacks for three E2a units at the south-west corner of the site from 31.1 m (102.034 ft.) to 30.1 m (98.753 ft.);
5. To reduce the setbacks for balcony projections of 20 units; and
6. To allow 44 tandem parking stalls of the total 237 parking spaces for this project.

APPLICANT'S COMMENTS

Mr. Norm Couttie, representing the applicant, accompanied by Mr. Dwayne Seever, of Jonathon Losee Ltd., Landscape Architects, reviewed the project with Panel members. He noted that two broader issues, involving the existing development to the east of the subject site would see the completion of the easterly edge of the perimeter and the completion of the lagoon system. Mr. Couttie, in reviewing the project, advised that the proposal comprised the construction of a four storey, wood-framed building (L-shaped at each end) which would provide affordable housing to first time buyers, families and 'empty-nesters'. He used site plans and artists' renderings to fully explain the project to the Panel, during which he noted that the buildings would be constructed away from the perimeter to provide the residents of the existing buildings with greater access to the Fraser River.

Mr. Couttie advised that the proposal contained 17 fewer units than the previous project, and that minor variances would be required to reduce the amount of setback from portions of the buildings to accommodate balcony projections and building design features which would make the proposal different from the existing developments. Also reviewed during the presentation were such matters as (i) the proposed landscaping; (ii) the work required to complete the lagoon system; (iii) the design of the entire lounge and lobby area as an amenity and private meeting areas; and (iv) the design and appearance of the balconies of the corner units.

Mr. Couttie referred to the comments made by staff about possible improvements to the design of the project, and advised that the applicant had responded to those comments in writing. Reference was made to the proposal to provide a certain amount of tandem parking and he stated that the provision of such parking allowed parking requirements to be maintained. Reference was also made to the requirement for public art, and advice was given by Mr. Couttie that budget constraints did not permit full participation in the public art program and instead, attempts would be made to provide some form of public accessible art on the site. He added that other art forms which focused on the proposed West Coast theme would be located throughout the site.

STAFF COMMENTS

Mr. Erceg advised that staff supported the proposed application, and suggested that the proposal was superior in appearance to the adjacent buildings. He added that the variances being requested by the applicant for building setbacks were minor in nature and affected only a small portion of the building. Mr. Erceg advised further that the proposed site coverage was well below the maximum permitted and that the variance for tandem parking was common throughout the City. He concluded by indicating that staff were recommending that the permit be issued.

PANEL DISCUSSION

In response to questions from the Panel, the following information was provided:

- the balconies of the corner units were larger than normal (10 feet deep) and wrapped around the entire corner
- the walkway from the corner of the building to the westerly promenade, at the point where the width was significantly reduced, was intended to provide a turn-around for the adjacent parking.

Concerns were expressed about (i) the proposed location of the children's play area in relation to the water's edge of the adjacent lagoon, (ii) the difference in height of the weir constructed at the north end of the lagoon as compared to the weir at the southerly end, and (iii) the 'flat roof' design of the building. Discussion ensued amongst Panel members, the delegation and staff on these issues, and in response to questions, Mr. Couttie advised that:

- all individuals connected with the existing west lagoon were being urged to resolve the leakage problems now being experienced by residents and the variance in height of the weir surrounding the lagoon, and he voiced the opinion that the issues would soon be resolved
- the roof overhangs on the building would be wide, and the roof itself would be properly insulated and maintained to ensure that problems with leaks did not occur

Questions were also raised about (i) how temporary construction access would be provided to the subject property, and (ii) who would be responsible for maintenance of the landscaping. In response, advice was given that the developer had applied for temporary construction access in the park area at the south-westerly corner of the property, and that this area would be reinstated once the project had been completed. Further advice was given that the landscaping design now takes into consideration the type of maintenance which the City would like to see provided, to ensure that the plant material survived.

WRITTEN CORRESPONDENCE

Alfred and Jacqueline Chowne, #307 - 5800 Andrews Road (Schedule 1)
Lynda bomber, #227 - 5800 Andrews Road (Schedule 2)
Deidre Reid, #431 - 5600 Andrews Road (Schedule 3)

GALLERY COMMENTS

Mr. Alfred Chowne, of #307 - 5800 Andrews Road (see Schedule 1), expressed concern about the location of the play area adjacent to the lagoon and the danger which this could pose to small children. A discussion ensued with staff and the applicant on the feasibility of installing fencing around the lagoon. Mr. Couttie noted that the lagoon formed part of a natural ecosystem for the area, and that fencing would be difficult because of the expanse covered by the lagoon. He added that the playground would be for use by small children who would require adult supervision at all times.

PANEL DECISION

It was moved and seconded

That the following recommendation be forwarded to Council for adoption:

That a Development Permit (DP 00-177493) be issued to 5700 Andrews Road, which would permit the development of a four-storey apartment building with 150 units and vary the bylaw to allow:

- (1) ***Reconfiguration of the building envelope for the parking structure to reduce the setback from 3.0 m (9.843 ft.) to 2.546 m (±8.354 ft.) at the south-east corner and from 21.6 m (70.866 ft.) to 6.0 m 19.685 ft.) at the closest point along the south property line;***

- (2) **Reduction of the setbacks for four E2 units at the south-east corner of the site from 3.0 m (9.843 ft.) to 2.5 m (±8.202 ft.) and reduce the setbacks for four D3 units at the north-east corner of the site from 3.0 m (9.843 ft.) to 2.25 m (±7.382 ft.);**
- (3) **Reduction of the setbacks for two E1 units along the south property line of the site including two D1 units, one D2 unit and one C2 unit along the north property line of the site from 6.0 m (19.685 ft.) to 5 m (16.404 ft.);**
- (4) **Reduction of the setbacks for three E2a units at the south-west corner of the site from 31.1 m (102.034 ft.) to 30.1 m (98.753 ft.);**
- (5) **Reduction of the setbacks for balcony projections of 20 units; and**
- (6) **44 tandem parking stalls of the total 237 parking spaces for this project.**

CARRIED

4. DEVELOPMENT VARIANCE PERMIT DV 00-179841

(Report: October 30/00; File No.: DV 00-179841) (REDMS: 202532)

APPLICANT: Henderson Architect

PROPERTY LOCATION: 7460 Moffatt Road

INTENT OF PERMIT: To vary the off-site parking requirement for the Meadow Walk Housing Co-op by eliminating two parking spaces in order to build a new workshop in the underground parkade.

APPLICANT'S COMMENTS

Mr. Doug Henderson, of Henderson Architect, representing the applicant, advised that residents of the complex wished to have a carpentry shop constructed on the ground floor of the covered parking area. He noted that the site when originally constructed, had been developed to the maximum allowable floor allowance permitted, however, it had been determined that two adjoining parking stalls located in the area of the north-west corner of the covered parking lot would provide a suitable location for a carpentry shop. Mr. Henderson used drawings to explain in greater detail, the location of the proposed shop, noting that the result would be a workable structure, confined to the existing building envelope.

Mr. Mark Bowley, President of the Meadow Walk Housing Co-op, advised that many of the residents in the building, because of their circumstances, did not own motor vehicles, or had only one vehicle. He stated that because of this, the 80 parking stalls provided as part of the development, were never fully utilized. Mr. Bowley added that the 2 parking stalls proposed to be removed were never used because of their small size and the difficulties experienced by residents in trying to manoeuvre their vehicles in and out of these stalls. He further advised that the proposal had been addressed at a recent membership meeting, and that the membership had given its approval to the project.

STAFF COMMENTS

Mr. Erceg advised that staff had no concerns about the proposed variance as it was understood that the two parking stalls were not being used. He further advised that discussions had been held with the Manager of Zoning about parking requirements for affordable housing projects with a view to providing lower standards for these types of housing.

PANEL DISCUSSION

A brief discussion ensued, during which the Chair questioned Mr. Bowley on whether any consideration had been given by the Co-op to renting out their vacant parking stalls to area residents.

PANEL DECISION

It was moved and seconded

That the following recommendation be forwarded to Council for adoption:

That a Development Variance Permit (DV 00-179841) be issued for 7460 Moffatt Road which would vary the off-site parking requirement for the Meadow Walk Housing Co-op by eliminating two parking spaces in order to build a new workshop in the underground parkade.

CARRIED

5. DATE OF NEXT MEETING

The next meeting of the Development Permit Panel is scheduled to be held on Wednesday, December 13th, 2000.

6. ADJOURNMENT

It was moved and seconded

That the meeting be adjourned at 4:40 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, November 29th, 2000.

David McLellan
Chair

Fran J. Ashton
Executive Assistant

Schedule 1 to the Minutes of the
Development Permit Panel meeting
held on Wednesday, November 29th,
2000.

307 - 6800 Andrews Road,
Richmond, B.C. V7E 6M2

November 21, 2000

re: Development Permit Application - Permit DP 00-177493
5700 Andrews Road, Richmond, B.C.

Mr. Brian Guzzi
Urban Design Planner
City of Richmond.


Dear Mr. Guzzi,

Further to our recent contact with you we are writing,
as you suggested, to ask the Committee at the Public
Hearing on Nov. 29 to reconsider the location of the
play area at this new development. Our reasons are:

- 1) If the play area could be located closer to the new
building's common area room, at the apex of their
two wings, it would be within easy sight and reach
of parent(s) monitoring the play area.
- 2) We have lived on the southwest corner of the adjacent
building (5800 Andrews Road) for the past 3½ years.
In this time we have seen first-hand the inherent
danger of young children attracted to the waters of
the lagoon - this without even the attraction of a
play area here. The depth of the water is sufficient
to pose an obvious danger to children anytime.

The relocation would seem to be a relatively minor thing
to do for major safety and parental convenience reasons.

Thank you


Alfred & Jacqueline Chowne

cc: City Clerk

Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, November 29th, 2000.

3 - DPP MTG.
EMBER 29/00
Nov. 26/00

		INIT
	JRM	
✓	DW	DW
	KY	
	AS	
	DB	
	SF	
✓	Deb MacL...	

Re Intent of Permit of Property Location 5700 Andrews, DP 00-177493

Dear Sir,

My understanding of "reduce the setbacks" is that the developer wishes to build closer to the property edge or street or adjacent property. If this is correct then I object. If there is a bylaw in place now why should it be varied? The developer knew what the arrangement was in the first place. That is the deal. Any property that is supposed to be left uncovered or undeveloped leaves room for trees, flowers, grass, open space, etc., which is desirable. Why should the bylaw be changed just so the developer can cram a bit more into the complex?

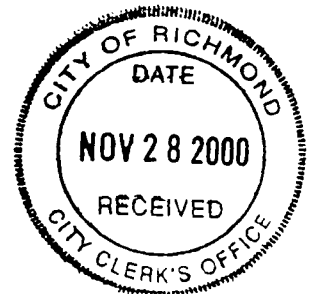
DP 00-17749

By the way, I hope the urban Development Division has checked up on this developer before he builds an apartment building like the one I just moved into at 5800 Andrews. We were just informed that our 31/2 - year old building has serious water ingress due to incorrectly installed cladding panels. The cost of repairs to the owners will be \$647,905.00. The developer and builder deny responsibility and refuse to cover any costs. This is unacceptable, developers can just throw up a building and then walk away. Someone has to make these companies culpable, **someone has to take a stand on behalf of the unsuspecting public that want to live in this community.**

Developers want as much as they can get it seems, but they are unwilling to be responsible in any way once it's sold. **This is not right, surely something can be done to protect us.**

Yours Sincerely,

Lynda Comber
227, 5800 Andrews Road
Richmond, BC V7E6M2
Phone 244-3912



Via Fax to: 278-5139

Schedule 3 to the Minutes of the Development Permit Panel meeting held on Wednesday, November 29th, 2000.

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

Re: Development Permit DP 00-177493, November 29th Development Permit Panel Meeting

Dear Development Permit Panel:

I am writing to express my opposition to the proposed development permit at 5700 Andrews Road.
Unfortunately, due to a last-minute work commitment, I am unable to attend in person.

I own an apartment at 5600 Andrews Road facing the proposed development. Many of us in this existing development were led to believe that no further development would take place on the adjacent lot. As you would expect, with my property facing the lot, I asked about proposed plans for the property at the time of my purchase back in the fall of 1997. While I fully understand that responsibility lies with the purchaser to verify this, I took the developer and the developer's sales staff at their word.

I would like to stress; however, that my opposition is not solely based on just my close proximity to this development and how the development would affect my own personal lifestyle.

Wildlife

The proposed development lot has become home to indigenous wildlife. Local heron can frequently be seen in the undeveloped lot despite a man-made water area located next to the lot. Clearly, the heron prefer the more natural habitat when given a choice. I ask you to consider having an environmental assessment or wildlife assessment done on this area before allowing further development.

Over-Crowding

As a Richmond resident who was born and raised in the community, I have generally supported the development that has taken place throughout our city. Let's face it, a condo complex such as mine allowed me to be in a position to live in the Steveston area despite single family housing prices beyond my reach at the time of my purchase. At some point though, even someone who generally supports development is forced to ask when "enough is enough."

Andrews Road and the south end of No. 2 Road are already heavily congested with traffic. The school and recreational facilities in the area are over-crowded. Many other developments, such as the former Steveston Packers site have been approved for development - these developments will further tax the existing services.

Can the area support yet another development? I don't think so.



(2)

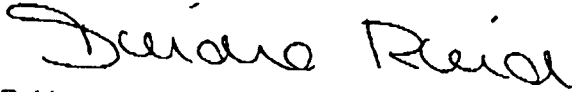
Additional condo developments are not needed

I also question the need for this development. The existing developments in this area continue to have units that remain unsold despite years of marketing and promotional activity. Other units that go up for sale through normal real estate transactions are on the market for long periods of time before being sold.

This proves that there is a low demand for this type of housing.

I thank you for your consideration of my issues as you review this development proposal.

Sincerely,



Deidre Reid
#431 - 5600 Andrews Rd
Richmond, B.C.
V7E 6N1
Telephone: 274-0274