



## City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Joe Erceg, MCIP  
Chair, Development Permit Panel  
**Date:** December 15, 2005  
**File:** 0100-20-DPER1-  
01/2005-Vol 1  
**Re:** **Development Permit Panel Meetings Held on November 30, 2005 and  
December 14, 2005**

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### Panel Recommendation

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

- i) a Development Permit (DP 05-300085) for the property at 9200 Bridgeport Road;
- ii) a Development Permit (DP 05-309312) for the property at 3200 & 3600 Lysander Lane and 3720 & 3780 Cessna Drive; and
- iii) a Development Permit (DP 04-286809) for the property at 22311 Westminster Highway;

be endorsed, and the Permits so issued.

Joe Erceg, MCIP  
Chair, Development Permit Panel

WC:blg

### Panel Report

The Development Permit Panel considered the following items at its meetings held on November 30, 2005 and December 14, 2005:

DP 05-300085 – HCL HOLDINGS LTD. – 9200 BRIDGEPORT ROAD (November 30, 2005)

The Panel considered a Development Permit application to permit the construction of an automobile dealership on a site zoned Automobile-Oriented Commercial District (C6). Variances to reduce the parking stall landscape setback along the east and west property lines are included in the proposal. The applicant and the building contractor provided an overview of the project including building form and character, exterior building materials and landscaping. The applicant also advised that the site would be subdivided into two (2) lots so that the existing office building on the western portion of the site could be located on a separate lot although both buildings would share the vehicle access to Bridgeport Road. Staff indicated the parking stall landscape setback variance along the west property line resulted from the proposed subdivision and that new landscaping would mitigate the parking stall landscape setback variance along the east property line. In response to queries from the Panel, staff indicated that the proposal responded to the lighting concerns cited at the Public Hearing for the site rezoning. The building contractor then provided additional information on the proposed building materials and colours and site landscaping. There were no comments from the public on the proposal.

The Panel recommends that the Permit be issued.

DP 05-309312 – MUSSON CATTELL MACKEY PARTNERSHIP ARCHITECTS –  
3200& 3600 LYSANDER LANE AND 3720 & 3780 CESSNA DRIVE (November 30, 2005)

The Panel considered a Development Permit application to permit the installation of new windows on the third storey of an existing building on a site zoned Airport District (AIR). Mr. Reid, representing the applicant, indicated that the installation of the new windows would enable a previously unoccupied portion of the building to be converted from a computer room into office space. Mr. Reid further advised that the new windows would match the existing windows colour and tint. There were no additional comments from staff or the public on the proposal.

The Panel recommends that the Permit be issued.

DP 04-286809 – RICHMOND ROSEDALE GARDENS LTD. –  
22311 WESTMINSTER HIGHWAY (December 14, 2005)

The Panel considered a Development Permit application to permit the construction of 35 townhouse units and eight (8) duplex units on a site zoned Comprehensive Development District (CD/156). Variances to reduce the setback along Westminster Highway setback for a recycling enclosure and along Sharpe Avenue for project signage and mailboxes are included in the proposal. An additional variance to permit tandem parking in the duplex units is also included. The architect, Mr. Wayne Fougere, provided an overview of the project including the proposed setback variances. Staff advised that the rezoning bylaw associated with the project was adopted by Council and that the project was intended to be a phased development. In response to questions from the Panel, staff advised that a cross-access easement in favour of 22331 Westminister Highway was secured at the site rezoning and that no additional cross-access agreements are required as the adjacent lands to the east are able to gain vehicle access from Sharpe Avenue. Mr. Fougere provided additional details on the outdoor amenity areas, building materials and colour scheme proposed in response to additional queries from the Panel. There were no comments from the public on the proposal.

The Panel recommends that the Permit be issued.



## Development Permit Panel

Wednesday, December 14<sup>th</sup>, 2005

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, 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 November 30<sup>th</sup>, 2005, be adopted.*

**CARRIED**

### 2. DEVELOPMENT PERMIT DP 04-286809

(Report: November 22, 2005; File No.: DP 04-286809) (REDMS No. 1600607)

APPLICANT: Richmond Rosedale Gardens Ltd.

PROPERTY LOCATION: 22311 Westminster Highway

INTENT OF PERMIT:

1. To permit the construction of a 43 dwelling unit development at 22311 Westminster Highway on a site zoned Comprehensive Development District (CD/156) with 35 townhouse units and 8 duplex units; and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) reduce the required front yard setback to Westminster Highway from 6 m to 1.5 m for a recycling enclosure;
  - b) reduce the required front yard setback to Sharpe Avenue from 4.5 m to 0.65 m for project signage and mailboxes;
  - c) permit 16 tandem parking spaces within the 8 duplex units.

### **Applicant's Comments**

Mr. Wayne Fougere, Project Architect, advised that the variance being requested for the setbacks related to the mail structure along Sharpe Avenue and to a fenced garbage and recycling enclosure along Westminster Highway.

### **Staff Comments**

Mr. Holger Burke, Acting Director of Development, advised that Council adopted the rezoning bylaw for the project on November 28<sup>th</sup>, 2005. He stated that it was proposed to develop the site in two phases starting with the duplexes and some of the townhouses on Sharpe Avenue. He noted that there was a cross-access agreement to 22331 Westminster Highway secured during the site rezoning. He further stated that a cross-access agreement for the adjacent site to the east (22351 Westminster Highway) was not deemed necessary as this site could get access from Sharpe Avenue when the road is extended as part of the subject development.

### **Correspondence**

None.

### **Gallery Comments**

None.

### **Panel Discussion**

In response to a question from the Chair on the amenities being provided, Mr. Fougere advised that there would be a large triangular space between buildings, which included outdoor play areas and passive areas. Using a model of the proposed development, Mr. Fougere described where the play areas would be located, and advised that some play equipment for tots would be installed in the central play area. Mr. Fougere then responded to questions on the finishes and colours of the units. He stated that there would be vinyl siding, and using coloured renderings he explained that a storm grey had been chosen for the overall colour with strong-coloured accent colours for the trim and doors. In addition, there would be coloured hardi-plank shingles and coloured wood trim painted a dark colour. The front doors would also be painted in strong colours. In response to a question from the chair, Mr. Fougere confirmed that staff had approved the proposed finishes and the Design Panel had not made comments on the finishes.

### **Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

- 1. Permit the construction of a 43 dwelling unit development at 22311 Westminster Highway on a site zoned Comprehensive Development District (CD/156) with 35 townhouse units and 8 duplex units; and*

2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to:*
  - a) *reduce the required front yard setback to Sharpe Avenue from 4.5 m to 0.65 m for project signage and mailboxes.*
  - b) *reduce the required front yard setback to Sharpe Avenue from 4.5 m to 0.65 m for project signage and mailboxes.*
  - c) *permit 16 tandem parking spaces within the 8 duplex units.*

**CARRIED**

**3. DEVELOPMENT PERMIT DP 05-293524**

(Report: November 18<sup>th</sup>, 2005 File No.: DP05-293524) (REDMS No. 1623747)  
(Letter: Terra Firma Development Company Ltd.)

APPLICANT: Lawrence Doyle Architect Inc.

PROPERTY LOCATION: 7360 Elmbridge Way

**INTENT OF PERMIT:**

1. To permit the construction of 3 high rise residential towers with approximately 310 dwelling units, including 12 townhouses, with a 3 storey parkade, at 7360 Elmbridge Way on a site zoned Downtown Commercial District (C7); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to:
  - a) permit 63 parking spaces in tandem (126 total parking spaces)
  - b) reduce the manoeuvring aisle width from 7.5 m to 6.7 m; and
  - c) Increase the maximum height (of the elevator penthouse only) from 45 m to 45.5 m.

**Applicant's Comments**

Mr. Larry Doyle, architect and Mr. Chris Evans, representing the applicant were in attendance. Using drawings and a model, Mr. Doyle described the proposed development, which would be located at the corner of Elmbridge and Alderbridge Way. He advised that there was an existing residential tower on the adjacent site to the east and a proposed 3-tower residential development by Cressey on the adjacent site to the south, which has just been approved. He stated the site was zoned C7 allowing for a 3.0 FAR which was well fitted to development of 3 towers.

Mr. Doyle explained that since Alderbridge Way was a main street vehicle access was discouraged so vehicle access was provided from a lane at the south end of the site. The lane would be upgraded and also provide the main pedestrian entrance to the southern tower. The towers would be located so that they would be at least 80 feet apart from each other along with the existing tower to the east. In addition, he noted that the proposed easterly tower was designed to minimize the visual impact on the existing tower to the east. He added that the proposed towers were also 80 feet away from the Cressey development to the south.

Mr. Doyle stated that, as in most City Centre developments in Richmond, the parking would be located above grade in a 3 level parking structure with townhouses units incorporated to screen the parking area from the street. There would be 3 entrances to the towers, however, the only parking entrance would be from the lane. The 4<sup>th</sup> floor would be completely landscaped and the applicant had worked with planning staff and the landscape architect to develop a useable, interesting space. There would also be an amenity space within the third tower with a lounge, change rooms, outdoor swimming pool and hot tub.

Mr. Doyle then referred to the variances being requested, and stated that the variance for the height was to allow an extension of the elevator machine room, but this would only be about 1.5 feet above the allowable height. The other variances being requested related to the parking. He stated that the applicant was requesting a 22 feet drive aisle but would maintaining the 8 feet 8 inch wide parking spaces. In addition, some tandem parking spaces were being requested. Mr. Doyle stated that total parking provided would be 530 spaces, and that the tandem parking requested was not 126 spaces as shown on the City's notice but rather approximately 163 tandem parking spaces were being proposed.

A brief discussion ensued between the Panel, staff and applicant and it was determined that the incorrect information had been advertised in relation to the number of tandem parking spaces being requested for this development. Because of this discrepancy, the Chair explained that the application would have to be re-advertised and that the current hearing could not proceed. Staff advised that in all likelihood this application could be re-advertised in time for inclusion on the agenda of the Development Permit Panel meeting scheduled for January 11, 2006.

It was moved and seconded

*That Development Permit DP 05-293524, for the property at 7360 Elmbridge Way be referred to staff for clarification of the parking spaces being requested, and subsequent re-advertisement, for consideration at a future meeting of the Panel.*

**CARRIED**

**4. New Business**

There was no new business

**5. Date Of Next Meeting:**

The next meeting of the Development Permit Panel meeting will be held on Wednesday, January 11<sup>th</sup>, 2006.

**6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:00 p.m.*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, December 14<sup>th</sup>, 2005.

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Joe Erceg, Chair  
General Manager, Urban Development

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Valerie Wilmot  
Executive Assistant, Human Resources





## Development Permit Panel

Wednesday, November 30<sup>th</sup>, 2005

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, General Manager, Urban Development Division, Chair  
Jeff Day, General Manager, Engineering and Public Works  
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 November 16<sup>th</sup>, 2005, be adopted.*

**CARRIED**

### 2. Development Permit DP 05-300085

(Report: November 8th, 2005 File No.: DP 05-300085) (REDMS No. 1687769)

APPLICANT: HCL Holdings Ltd.

PROPERTY LOCATION: 9200 Bridgeport Road

#### INTENT OF PERMIT:

1. To permit the construction of an automobile dealership at 9200 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 to reduce the side-yard parking setback from 1.5 m to a minimum of 0.85m along the western property line and to a minimum of 1.18m along the eastern property line.

### **Applicant's Comments**

Priscilla Chan and Todd Ho, representing the applicant, accompanied by Mr. John Sharp, the building contractor, introduced themselves to the Panel. Mr. Sharp stated that the applicants were locating a Mitsubishi dealership on this site. The existing office building at the western edge of the site would be subdivided off and used for offices. The proposed automobile dealership building would be finished with glass, smooth stucco and alucabond panels. The existing hedge along the east property line would be replaced with a new hedge and some trees. Mr. Sharp then provided additional details on the vehicle entrance from Bridgeport Road and the free standing pylon sign that would be installed close to the entrance.

### **Staff Comments**

Mr. Holger Burke, Acting Director of Development, advised that staff supported the variance requested on the west side of the site as it was a result of the subdivision of the existing office building. The variance along the eastern property line was also supported since the applicant would be replacing the existing hedge and planting some trees as well. Mr. Burke, also stated that the school tenant currently occupying the existing office building did not have a valid business license and would be vacating the building by the end of the year.

In response to a query from the Panel, Mr. Burke advised that during the public hearing for the rezoning application, the original proposal involved a commercial stripmall development and there was some concern that lighting would spill into residential areas. This project did not have a free standing light structure on Sea Island Way and staff believe the wall mounted signage was integrated into the building design.

In response to queries from the Panel, Mr. Sharp advised that the building would have a glass frontage with alucabond panels and a smooth white stucco finish at the back of the building. The office building on the western edge of the site is a part of the Development Permit but there would be no exterior building alterations. The landscaping on the eastern part of the site would consist of a hedge and trees, and on the western edge a hedge and ground cover would be planted.

### **Correspondence**

None.

### **Gallery Comments**

None.

### **Panel Discussion**

None.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of an automobile dealership at 9200 Bridgeport Road on a site zoned Automobile-Oriented Commercial District (C6); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the side-yard parking setback from 1.5 m to a minimum of 0.85m along the western property line and to a minimum of 1.18m along the eastern property line.*

**CARRIED**

### 3. Development Permit DP 05-307022

(Report: November 7<sup>th</sup>, 2005; File No.: 05-307022) (REDMS No. 1683431)

APPLICANT: FRPD Holdings Ltd.

PROPERTY LOCATION: 12360 No. 5 Road

INTENT OF PERMIT: To permit the construction of a new floating dock structure at 12360 No. 5 Road within an area designated as an Environmentally Sensitive Area (ESA) and zoned Light Industrial District (I2).

### Applicant's Comments

Mr. Mark Tiller, Engineer and Mr. Mark Kelly representing FRPD Holdings Ltd. advised that this application was for a new floating ramp, which would expand the company's capacity for handling bulk barge cargo. The existing ramp, which was shared with Mainland Sand and Gravel would be relocated on-site. After the relocation of the ramp, a wheel wash for trucks would be installed. The existing dock could no longer be shared because of usage conflicts.

In response to a queries from the Panel, Mr. Kelly advised that the new ramp was longer and had more capacity to handle containerized cargo. More Marine primarily transported containerized cargo material along with other bulk cargo such as lumber and industrial equipment.

In response to a query from the Panel, Mr. Tiller advised that the owner of the site had verbally committed to having a truck wash installed.

### Staff Comments

Mr. Holger Burke, Acting Director of Development, advised that the proposed use was legitimate and a cleaner use since most goods would be in containers, and lessened the site area being used for sand, gravel and bulk aggregate. He stated that the owner of the site was committed to installing a truck wash, which would be used by Mainland Sand and Gravel.

### Correspondence

Mr. John Pedersen, 12180 No. 5 Road, Richmond (Schedule 1)

### Gallery Comments

Mrs. Anna Marie Clump, 12200 No. 5 Road and Mr. Pedersen, 12180 No. 5 Road, stated their concern about the dirt and silt problems which occurred as a result of uncovered trucks used to transport sand, gravel and bulk aggregate. She asked about the frequency of road cleaning on No. 5 Road and how this compared with other industrial sites. She also showed the Panel some large and small rocks, which flew out of the trucks when they travelled to and from Mainland Sand and Gravel's facility.

In response to a query from the Panel, Mr. Doug Newton, Transportation Department, advised that the City cleaned this area of No. 5 Road approximately once or twice a week and the cost of the cleaning was paid for by Mainland Sand and Gravel. He stated that the dirt was due to airborne dust from piled material on the site, uncovered truck loads, and dirt from truck wheels especially during the wet season. He noted that the RCMP and the Ministry of Transportation were responsible for enforcing truck load covering, and advised that staff will speak to Mainland Sand and Gravel and the RCMP concerning truck load covering enforcement.

In response to a query from the Panel, Mr. Burke advised that FREMP approval has been granted for this application and the applicant was providing planting compensation on a South Arm Island.

In response to a query from the Committee, Mr. Kelly stated that their facility was opened from 7:30 am to 4:30 pm daily and there was no intention to expand operating hours. He noted that containers were not presently stored on site, however this possibility would be explored in the future. The Panel Chair advised the applicant that the Panel could recommend issuance of a Development Permit on the condition that a written commitment and a security for the installation of a wheel wash is provided.

### Panel Discussion

Chair stated that because the products were containerized, gravel dust would be reduced.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would permit the construction of a new floating dock structure at 12360 No. 5 Road within an area designated as an Environmentally Sensitive Area (ESA) and zoned Light Industrial District (I2) subject to the applicant providing a written guarantee, including a proposed time frame, as well as a monetary security for the installation of a wheel wash for trucks.*

**CARRIED**

**4. Development Variance Permit DV 05-307913**

(Report: November 9<sup>th</sup>, 2005; File No.: DV 05-307913) (REDMS No. 1673583)

APPLICANT: Sanford Design Group

PROPERTY LOCATION: 15100 Knox Way

INTENT OF PERMIT: To vary the provisions of Zoning and Development Bylaw No. 5300 to reduce the required setback and landscaping for the off-street parking spaces along a public road from 3 m to 2.64 m along Knox Way and to 1.52 m along Savage Road on a site zoned "Light Industrial District (I2)" located at 15100 Knox Way.

**Applicant's Comments**

The applicant was not present.

**Correspondence**

Roger J. Robillard, President, Morgan Industrial Holdings Inc., 1700 Savage Road, Richmond.

**Panel Discussion**

It was agreed that since the applicant was not present, this application would be referred to a future meeting of the Development Permit Panel.

**Panel Decision**

It was moved and seconded

*That Development Variance Permit DV 307913 be referred to a future meeting of the Development Permit Panel.*

**CARRIED**

**5. Development Permit DP 05-309312**

(Report: October 28<sup>th</sup>, 2005 File No.: DP 05-309312) (REDMS No. 1688486)

APPLICANT: Musson Cattell Mackey Partnership Architects

PROPERTY LOCATION: 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive

INTENT OF PERMIT: To permit the addition of windows on the third storey of the existing building at 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive on a site zoned Airport District (AIR) and partially designated an Environmentally Sensitive Area (ESA).

**Applicant's Comments**

Mr. Bill Reed, representing the applicant, advised that the existing building was originally constructed for Canadian Airlines and no windows were provided on the third floor due to mainframe computers located in these areas. Mr. Reed, with the aid of a computer generated rendering, provided an overview of where the applicant would like to install the new windows. Mr. Reed also indicated that the new windows would match the existing windows in terms of colour and tint.

**Staff Comments**

None.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

None.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would permit the addition of windows on the third storey of the existing building at 3200 and 3600 Lysander Lane and 3720 and 3780 Cessna Drive on a site zoned Airport District (AIR) and partially designated an Environmentally Sensitive Area (ESA).*

**CARRIED**

**6. Adjournment**

It was moved and seconded

*That the meeting be adjourned at 4:10 p.m.*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, November 30<sup>th</sup>, 2005.

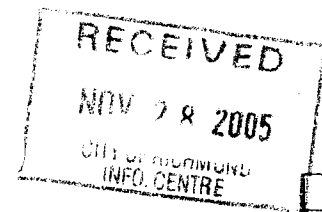
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Joe Erceg, Chair  
General Manager, Urban Development Division

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Desiree Wong  
Committee Clerk

Schedule 1 to the Minutes of the  
Development Permit Panel Minutes held  
on Wednesday, November 30<sup>th</sup>, 2005.



		INT
	DW	
	GJ	
	KY	
	DAW	
	DB	
	WB	

Because of throat cancer and a laryngectomy I do not have a normal speaking voice so I would like you to consider this printed presentation.

**WITH REGARD TO THE DEVELOPMENT PERMIT  
APPLICATION NOTED BELOW I ASK TO YOU TO CONSIDER  
THE ATTACHED COMMENTS.**

**DEVELOPMENT PERMIT DP 05-307022**

(Report: November 7<sup>th</sup>, 2005; File No.: 05-307022) (REDMS No. 1683431)

APPLICANT: FRPD Holdings Ltd.

PROPERTY LOCATION: 12360 No. 5 Road

INTENT OF PERMIT: To permit the construction of a new floating dock structure at 12360 No. 5 Road within an area designated as an Environmentally Sensitive Area (ESA) and zoned Light Industrial District (I2).

**Manager's Recommendations**

*That a Development Permit be issued which would permit the construction of a new floating dock structure at 12360 No. 5 Road within an area designated as an Environmentally Sensitive Area (ESA) and zoned Light Industrial District (I2).*



My name is John Pedersen and I live at 12180 No. 5 Rd.

We have lived at this address for 30 years and the sand dredge spoil site and sand haul operation has been in operation all this time.

The current atrocious pollution emanating from the site started when they began gravel storage and barge operations about three years ago.

The development permit requested should be contingent on adequate, proven pollution amelioration **IN PLACE** before the permit is approved. A record of the level of pollution is in some respect measured by the number of times the City of Richmond public works crews have cleaned and washed the road.

The current pollution is most apparent during rainy or moist weather situations, not uncommon in Richmond, and No. 5 Rd. is a slippery mess as far north as Steveston highway. Washing the road moves the silt to the unpaved margin on the east side of the road and when dry becomes a dust cloud with every passing vehicle. The weekly road washing promised is totally inadequate as the road can become inundated with silt in less than a day during wet weather. A wheel washing facility was promised to be installed last June, then deferred to this December. There is no evidence of any construction of the washing facility at this time.

I do not believe this level of pollution would be tolerated in any other area of Richmond and I remind you this is not construction site pollution. It is a constant business operation.

Questions: Is not FREMP approval required for this permit?