



# City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Joe Erceg  
Chair, Development Permit panel  
**Date:** September 17, 2020  
**File:** DP 17-775868  
DP 18-818671  
DV 20-896703  
**Re:** **Development Permit Panel Meetings Held on July 24, 2019,  
December 11, 2019 and September 16, 2020**

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### Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
  - a) a Development Permit (DP 17-775868) for the property at 8140 No. 2 Road;
  - b) a Development Permit (DP 18-818671) for the property at 4693, 4720, 4740 Vanguard Road and Road Parcel Richmond Key 20909; and
  - c) a Development Variance Permit (DV 20-896703) for the property at 2151, 2511, 2611, 2651 No. 7 Road and PID 001 928-899;be endorsed, and the Permits so issued.

Joe Erceg  
Chair, Development Permit panel  
(604-276-4083)

WC/SB:blg

### Panel Report

The Development Permit Panel considered the following items at its meetings held on July 24, 2019, December 11, 2019 and September 16, 2020.

DP 17-775868 – MCDONALD'S RESTAURANT OF CANADA LTD. – 8140 NO. 2 ROAD  
(July 24, 2019)

The Panel considered a Development Permit (DP) application to permit the construction of minor building additions, exterior renovations, and the installation of a dual drive-through lane system at the existing McDonald's restaurant on a site zoned "Community Commercial (CC)". A variance is included in the proposal for reduced minimum interior (south) side yard for a detached accessory building containing garbage and recycling facilities.

Architect, Andrea Scott, of Lovick Scott Architects, Inc., provided a brief presentation, including:

- The applicant is proposing a dual drive-through lane system on the south side of the existing McDonald's restaurant.
- The existing garbage and recycling facilities of the restaurant will be relocated from the southwest corner to the southeast corner of the restaurant and will be designed as a detached, fully enclosed and roofed building.
- A new wood fence will be installed along the south property line to provide screening and mitigate potential noise impact of the proposed dual drive-through lane system on the existing residential townhouse development to the south.
- Pedestrian routes to the restaurant will be improved to enhance accessibility and safety of pedestrians.
- Additional landscaping is proposed on-site including planting of a variety of shrubs.
- The existing restaurant building will be upgraded to the new McDonald's standards which include a square and linear building form and the use of high-quality metal cladding materials, among others.
- A white-coloured canopy wraps around the building to provide weather protection for pedestrians.
- The two drive-through windows will be redesigned using new materials and colours.
- A new meeting room for staff will be constructed in the southwest corner of the restaurant in lieu of the existing garbage and recycling facility which will be relocated.
- The exterior renovations to the existing restaurant will be similar to the renovated McDonald's restaurants in Metro Vancouver and reflect the character of recent renovations to the neighbourhood shopping centre.

In reply to Panel queries, Ms. Scott acknowledged that: (i) the existing chain link fence to the south of the restaurant building will be retained and a new wood fence along the south property line will be installed; (ii) there will be no changes to the existing rooftop mechanical equipment; (iii) the roof parapet will be redesigned but its existing height will be maintained; (iv) the volume of the new drive-through speakers will automatically adjust to the ambient noise levels; (v) the predicted noise levels of the new drive-through speakers comply with the City's Noise Regulation Bylaw as indicated in the applicant's acoustical report; (vi) the ordering area in the drive-through will be expanded but maintained in its current location; (vi) no complaints have been reported regarding noise in the existing drive-through from residents of the adjacent residential development to the south; (vii) existing trees along the south property line will be retained to provide a buffer to the adjacent residential development to the south; and (viii) there will be no changes to lighting on the south side of the restaurant building.

In response to a Panel query, staff confirmed that there is a drive aisle between the McDonald's restaurant building and the adjacent residential townhouse development to the south.

Staff noted that: (i) staff support the proposed variance for the required minimum south side yard setback for the accessory building for garbage and recycling as it improves upon the existing unenclosed and unroofed garbage facilities located in this same area; (ii) the accessory building will be located approximately 16 m from the neighbouring townhouse development to the south; (iii) the applicant will provide a cash-in-lieu contribution to the City for upgrades to the existing traffic signal at No. 2 Road and at the entrance to the neighbourhood shopping centre; (iv) an Electric Vehicle (EV) charging station for two cars will be provided at the surface parking area of the restaurant; and (v) staff appreciate the retention of all existing trees on the site and the addition of new groundcover to supplement on-site planting areas.

No correspondence was submitted to the Development Permit Panel meeting regarding the application.

The Panel expressed support for the project, noting that the proposed side yard setback variance will improve the restaurant's existing garbage and recycling facilities. The Panel also expressed appreciation for the proposed improvements to on-site pedestrian circulation.

The Panel recommends the Permit be issued.

DP 18-818671 – CHRISTOPHER BOZYK ARCHITECTS LTD. – 4693, 4720, 4740  
VANGUARD ROAD AND ROAD PARCEL RICHMOND KEY 20909  
(December 11, 2019)

The Panel considered a Development Permit (DP) application to permit the construction of two industrial buildings on a site zoned "Industrial Retail (IR1)". Variances are included in the proposal for increased maximum building height and reduced minimum vehicle maneuvering aisle width.

Architect, Christopher Bozyk, of Christopher Bozyk Architects, Ltd., and Gordon Yeh, of Alliance Partners, provided a brief presentation, including noting that: (i) the proposed height for the two buildings would allow more intensive use of the industrial space; (ii) the applicant has reduced the amount of glazing for the buildings in response to comments of staff and the Advisory Design Panel to enhance energy efficiency and sustainability, and mitigate the potential for bird strikes on the two buildings.

In response to Panel queries, Christopher Bozyk and Gordon Yeh noted that: (i) the two industrial buildings will provide stacked warehouse units; (ii) the two large freight elevators provided in each building can accommodate vehicles such as vans and forklifts; (iii) there is a large drive aisle on the second floor of the two buildings; (iv) an elevator for pedestrian use will be provided in each building; (v) each warehouse unit is approximately 3,000 square feet; and (vi) large loading spaces are provided on the site.

Staff noted that: (i) staff support the two proposed variances; (ii) the proposed height variance will allow for more intensive use of the site; (iii) the proposed variance for minimum vehicle maneuvering aisle width has been reviewed and supported by Transportation staff and is consistent with similar variances granted to other projects; (iv) changes to the building's cladding materials have been made in response to ornithologist's recommendations to mitigate potential bird strikes; (v) green roofs and solar panels will be installed on the two buildings; (vi) 10 percent of the required parking stalls or seven parking stalls will be provided with Level 2 electric vehicle charging; and (vii) the applicant will provide a voluntary contribution to the City's Public Art Fund.

In reply to queries from the Panel, staff noted that: (i) historically, the neighbouring property to the north of the subject site has informal loading access to the subject site; however, an easement formalizing the arrangement is not in place or currently proposed by the applicant; (ii) the number of parking stalls proposed for the project exceeds the minimum requirement in the Zoning Bylaw; (iii) the neighbouring property to the north has the ability to provide on-site loading; and (iv) there will be a restrictive covenant registered on title as a condition of Development Permit issuance to reinforce the site zoning and provide notification to future purchasers of strata lots with regard to the zoning of the property.

The Panel expressed support for the project, particularly the design of the two buildings, the loading scheme, servicing of upper levels of the buildings, and the project's sustainability features.

No correspondence was submitted to the Development Permit Panel meeting regarding the application.

The Panel recommends the Permit be issued.

DV 20-896703 – DAGNEAULT PLANNING CONSULTANTS LTD. – 2151, 2511, 2611, 2651  
NO. 7 ROAD AND PID 001-928-899  
(September 16, 2020)

The Panel considered a Development Variance Permit (DV) application to vary the provisions of Richmond Zoning Bylaw 8500 for reduced minimum front yard and interior site yard setbacks, and reduced minimum lot area on a site zoned “Agriculture (AG1)”. The purpose of the application is to resolve an encroachment issue with existing agricultural buildings and structures, allowing them to remain, and to facilitate a proposed subdivision that would reduce the number of lots within the Agricultural Land Reserve (ALR).

Applicant, Brian Dagneault, of Brian Dagneault Planning Consultants Ltd., provided a brief presentation, including:

- The site has been farmed by the family of the current owner for a long time, and it is time for the owner to pass on the farm to the next generation.
- The application is sought to correct historical anomalies with some of the agricultural buildings, some built as far back as 1938 and now found to be in nonconformance with Zoning Bylaw setback requirements.
- The proposal is to subdivide the site from four lots into three lots, provide access to No. 7 Road, relocate property lines to match boundaries of current areas of farm activity, and provide for succession planning by providing two farming lots to the owner’s farming children.
- The cluster of four smaller agricultural buildings in the southeastern portion of the site were constructed in 1938 into the 1940’s and they encroach over the current south property line into the adjacent lot, which is also under the same ownership. The proposal would move the property line south of the existing buildings, but the buildings would require the requested setback variance.
- The proposed property lines are also located to split up the existing agricultural buildings between the intended farm holdings.

Staff noted that the proposal: (i) would reduce the number of lots in the ALR, which is supported by City Policy; (ii) does not create additional residential potential beyond the existing three lots having residential development potential; and (iii) was reviewed and supported by the City’s Food Security and Agricultural Advisory Committee.

In response to Panel queries, staff and Brian Dagneault confirmed that: (i) the existing four agricultural buildings in the southeast portion of the site straddle the property line; and (ii) the issue will be resolved through the proposal.

No correspondence was submitted to the Development Permit Panel meeting regarding the application.

The Panel expressed support for the farming succession planning and remedying the non conformances of the agricultural buildings.

The Panel recommends the Permit be issued.