



City of Richmond

Report to Council

To: Richmond City Council

Date: October 27, 2025

From: Wayne Craig
Chair, Development Permit Panel

File: DP 24-040880
DP 25-008025

Re: Development Permit Panel Meeting Held on April 30, 2025

Staff Recommendations

1. That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 24-040880) for the property located at 2051 Anson Avenue be endorsed and the Permits so issued; and
2. That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 25-008025) for the property at 2211 Anson Avenue be endorsed and the Permits so issued.

Wayne Craig
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered the following items at its meeting held on April 30, 2025.

DP 24-040880 – DREAM CASA DEVELOPMENT– 2051 ANSON AVENUE (April 30, 2025)

The Panel considered a Development Permit (DP) application to permit the construction of a rear yard infill building at 2051 Anson Avenue on a site zoned “Small-Scale Multi-Unit Housing (RSM/L)”. The application includes a variance to reduce the minimum interior side yard along one of the side lot lines from 4.0 m to 1.5 m for the front principal building.

The applicant, Gurjot Punia, of Dream Casa Development, and the landscape architect, provided a brief visual presentation highlighting:

- The project has been designed to provide an appropriate interface with existing neighbouring properties.
- An entry porch is proposed for the coach house in the rear yard to enhance the visual appearance of the front façade fronting onto the rear lane.
- A landscaped outdoor space is proposed at the back of the coach house.
- Garbage and recycling bins are proposed to be located in the rear yard for shared use of residents of the coach house and the front principal building.
- On-site parking is provided for the proposed development, including two parking spaces in the garage for the front principal building and one surface parking stall for the coach house, with all vehicles accessing the site from the lane.
- The proposed landscaping for the subject site includes, among others, planting of two new trees, shrubs and grasses.
- The proposed exterior cladding materials for the coach house and front principal dwelling include Hardie-board panels, asphalt shingles, fluted channels and stones, which are consistent with the character of the neighbourhood.
- Windows are proposed on the north and south elevations of the coach house; however, no windows are proposed on the east and west elevations to avoid overlook into neighbouring properties.

Staff noted that (i) the subject property was rezoned in June 2024 to permit small-scale multi-unit housing (SSMUH) in accordance with the provincial legislation (Bill 44) along with approximately 27,000 other properties in the City including properties in the Burkeville neighbourhood, (ii) the proposed rear yard infill unit is consistent with the “Small-Scale Multi-Unit Housing (RSM/L)” zoning of the subject property, (iii) registration of an aircraft noise sensitive covenant on Title is required as part of the DP to ensure that aircraft noise mitigation measures are incorporated into the building design, (iv) the proposed variance is supported by staff, the proposed setback is generally consistent with the setback requirement for other lots along Anson Avenue and in Burkeville that are less than 15.0 m wide, and the proposed variance would provide space for living areas for the proposed two-bedroom secondary suite on the ground floor in the front principal building, and (v) the principal building in the front

yard does not form part of the subject DP application aside from the proposed side yard setback variance.

In reply to queries from the Panel, the applicant noted that (i) on-site lighting will be downward-focused to avoid light spillover onto neighbouring properties, and (ii) the proposed surface paving material for the on-site pedestrian walkways and the surface parking stall for the proposed coach house is concrete; however, the applicant is willing to use permeable pavers.

In reply to queries from the Panel, staff confirmed that (i) the minimum side yard setback requirement for properties zoned “RSM/L” that are less than 15.0 m wide is 1.2 m on both sides; however, the subject property is approximately 15.24 m wide and the minimum side yard requirement for this lot width is for one of the side yards to be 4 m in width, and (ii) the proposed landscaping for the project is consistent with the City’s guidelines and includes the planting of native species.

Richard Mayencourt (Burkeville resident) delegated to the Panel, expressing opposition to the proposed variance, noting that it is unnecessary given the size of the proposed building and could set a precedent for similar future developments.

Lori Cockerill (Burkeville resident) delegated to the Panel, expressing concern about increased on-street parking and queried about (i) the number of bedrooms in the proposed coach house and principal dwelling, (ii) the rezoning of Burkeville from single-family to small-scale multi-unit housing, and (iii) whether the proposed variance would be precedent-setting.

In reply, the applicant confirmed that the coach house includes two bedrooms, and the principal dwelling contains a two-bedroom secondary suite and four bedrooms on the second floor. Staff noted that the proposed three on-site parking stalls meet “RSM/L” zoning requirements and that the development complies with the City’s June 2024 rezoning under Provincial Bill 44, which allows up to four units per lot. Staff also clarified that lots under 15 m wide may have 1.2 m side setbacks without the need for a variance and that any variance approved by the Panel is considered on a case-by-case basis.

Victoria MacCuish (Burkeville resident) expressed concern about garage conversions to living space, increased on-street parking, and flooding caused by newer homes at higher elevations. She queried the size of the proposed coach house, flood mitigation measures and landscaping requirements.

In reply, staff advised that the coach house is 230 square feet, the project meets zoning requirements for building coverage (45 per cent) and landscaping (minimum 20 per cent), and on-site perimeter drainage will be required as part of the Building Permit to manage stormwater. Margaret Robins (Burkeville resident) expressed concern about the number of units, on-street parking impacts, garage conversions, and drainage. She queried the location of the side yard variance and the centring of the principal dwelling.

In reply, staff noted that the variance applies to the east side yard and that the dwelling is centred on the lot with 1.5 m setbacks on both sides.

Andy Baxter (Burkeville resident) queried whether the City could introduce a resident-only on-street parking permit program.

In reply, the Chair advised that the proposed development meets City parking requirements and that a resident permit program would fall under the purview of the City's Transportation Department.

Mark Reid (Burkeville resident) queried the location of the proposed variance and sought clarification on details provided in the mailed Notice of DP.

In reply, the Chair confirmed that the variance applies to the principal dwelling and that staff would be available after the meeting to provide further information.

Amanda Porcheron (Burkeville resident) expressed concern about the potential impact of the proposed development on neighbourhood character and community feel.

In response to a general query, the Chair also advised that Provincial Bill 47, which requires certain minimum densities within 800 m of transit stations, would have affected eleven lots in Burkeville; however, the City opposed this as the area is separated from Aberdeen Station by the Fraser River.

The Panel directed staff to work with the applicant to (i) consider the use of permeable pavers in lieu of concrete for the surface paving treatment of the on-site pedestrian pathways and surface parking stall, and (ii) register an additional legal agreement as a condition of DP issuance that would prohibit the conversion of the two-car garage into any habitable space. Also, the Panel advised the applicant to engage with residents of neighbouring properties, inform them of the project's construction process and address their concerns.

In response to direction from the Panel, the applicant has incorporated permeable pavers in lieu of concrete for the on-site pedestrian pathways and surface parking stall and registered a legal agreement prohibiting the conversion of the two-car garage into habitable space. In addition, the applicant has agreed to engage with neighbouring residents to provide information on the construction process.

The Panel recommends the Permit be issued.

DP 25-008025 – DREAM CASA DEVELOPMENT– 2211 ANSON AVENUE
(April 30, 2025)

The Panel considered a Development Permit (DP) application to permit the construction of a rear yard infill building at 2051 Anson Avenue on a site zoned “Small-Scale Multi-Unit Housing (RSM/L)”.

The applicant, Gurjot Punia, of Dream Casa Development, and the applicant's landscape architect, provided a brief visual presentation highlighting:

- The project has been designed to provide an appropriate interface with existing neighbouring properties.
- Two parking spaces are provided for the front principal building in a garage off the lane and one surface parking stall is provided for the coach house with access from the lane.
- A front porch is proposed on the front façade of the coach house to enhance the appearance of the rear lane.
- Shared garbage and recycling bins and air source heat pumps are proposed to be located in the rear yard.
- Decorative fence is proposed along the east and west side yards of the subject property.
- Proposed landscaping for the subject site includes, among others, planting of trees, shrubs and grasses.
- The proposed surface paving treatment for the on-site pedestrian pathway and surface parking stall will be changed from concrete to permeable pavers.
- The proposed design for the coach house in the subject property is similar to the design of the coach house at 2051 Anson Avenue.

Staff noted that (i) the subject property is zoned “Small-Scale Multi-Unit Housing (RSM/L)” which was applied to the property in June 2024 in accordance with the Province’s Bill 44, (ii) the proposed rear yard infill development is consistent with the City’s Zoning Bylaw, (iii) an aircraft noise sensitive use covenant will be registered on Title to ensure that aircraft noise mitigation measures are incorporated into the building design, (iv) there is no proposed variance associated with the project, and (v) the front principal building is not part of the subject development permit application.

In reply to queries from the Panel, staff confirmed that (i) the subject property is approximately 14.6 m wide and the required side yard setback is 1.2 m on either side, as the lot is less than 15.0 m in width, and (ii) the proposed placement of buildings on the subject property is virtually the same as on the property at 2051 Anson Avenue.

In reply to a query from the Panel, staff noted that the size of the proposed surface parking stall for the coach house meets the City’s Zoning Bylaw requirement for small car parking stall.

In reply to a query from the Panel, the applicant noted that they will consider variation in colours for buildings on the proposed development to differentiate them from the buildings on the property at 2051 Anson Avenue.

Andy Baxter (Burkeville resident) delegated to the Panel, expressing concern that the proposed double car garage in the coach house could potentially be converted into habitable space given the size of the living area, noting that most laneway homes typically provide only a single car garage.

In reply, staff noted that the size of the proposed double-car garage complies with the City's Zoning Bylaw. The Chair further advised that the Panel would recommend registration of a legal agreement prohibiting the conversion of the garage into any form of habitable space.

Victoria MacCuish (Burkeville resident) queried whether the proposed front principal dwelling includes a direct entrance from the garage off the lane.

In reply, the Chair confirmed that a pedestrian door is provided from the rear of the garage, along with a pedestrian pathway connecting the garage to the front principal dwelling.

Lori Cockerill (Burkeville resident) queried whether all single-family homes in the Burkeville neighbourhood have been rezoned to small-scale multi-unit housing under Bill 44 and whether the City has considered increasing public transit in response to higher density and vehicle numbers.

In reply, staff confirmed that the entire Burkeville neighbourhood has been rezoned from single-family to small-scale multi-unit housing in accordance with Bill 44. The Chair further advised that while transit service provision is the responsibility of TransLink, Council continues to support and advocate for improved transit services and transportation amenities to address the impacts of Bill 44 across Richmond communities.

A Burkeville resident expressed concern about the current on-street parking situation in the neighbourhood due to its proximity to Vancouver International Airport and the BCIT Campus, as well as the lack of public transit. The resident noted that non-residents often park in the area, creating conflicts with residents' on-street parking needs.

A Burkeville resident queried about the possibility of installing a ride-sharing station in the neighbourhood to help address residents' transportation needs.

In reply, the Chair advised that ride-sharing services are operated by private entities and are outside the Panel's purview; however, the City supports and advocates for the increased availability of ride-share and other transportation initiatives throughout Richmond.

The Panel directed staff to work with the applicant to (i) ensure that the proposed on-site pedestrian pathways and surface parking stalls are constructed of permeable pavers in lieu of concrete, (ii) revise the landscape plan for the project to include a variety of species to be planted on-site in order to provide some variation to the proposed landscaping for the property at 2051 Anson Avenue, (iii) introduce a different colour scheme for the buildings on the subject property to differentiate them from the buildings on the property at 2051 Anson Avenue, and (iv) register an additional legal agreement as a condition of DP issuance that would prohibit the conversion of the double car garage into any form of habitable space.

In response to direction from the Panel the applicant has implemented all requested revisions, including the use of permeable pavers for the on-site pedestrian pathways and surface parking stall, the enhancement of the landscape plan to incorporate a greater variety of plant species, and the introduction of a new grey colour scheme to distinguish the buildings from those on the adjacent property at 2051 Anson Avenue. In addition, the applicant has registered a legal agreement prohibiting the conversion of the double-car garage into any form of habitable space, as required by the Panel.

The Panel recommends the Permit be issued.