City of Richmond

Minutes

Development Permit Panel
Wednesday, March 25, 2015

Time:	3:30 p.m.
Place:	Council Chambers Richmond City Hall
Present:	Joe Erceg, Chair Dave Semple, General Manager, Community Services Victor Wei, Director, Transportation

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

Minutes

It was moved and seconded
That the minutes of the meeting of the Development Permit Panel held on Wednesday, March 10, 2015, be adopted.

CARRIED

1. Development Variance Permit 14-676341
(File Ref. No.: DV 14-676341; Xr: TE 14-672413) (REDMS No. 4503862)

APPLICANT: Rogers Communications Inc.

PROPERTY LOCATION: 11771 Fentiman Place

INTENT OF PERMIT:

Vary the provisions of "Richmond Zoning Bylaw 8500" to increase the maximum accessory structure height in the "Health Care (HC)" zoning district from 12 m (39.3 ft.) to 21 m (68.9 ft.) in order to permit the installation of a temporary telecommunications antenna pole at 11771 Fentiman Place.

Applicant's Comments

Kiersten Enemark, Standard Land Company, briefed the Panel on the proposed application, noting that (i) the temporary telecommunications antenna pole is proposed for 11771 Fentiman Place with the original design, (ii) community consultation yielded no opposition to the proposed temporary site, (iii) the temporary communications antenna pole is anticipated to be operational until October 2015 at the latest, (iv) first responders rely on cellular service in the area, and (v) a proposed permanent site for the telecommunications antenna was found in the area and the applicant is working with staff to finalize its design.

Staff Comments

Wayne Craig, Director, Development, noted that a separate application for the proposed permanent telecommunication site is forthcoming and that the proposed temporary telecommunications antenna pole will be decommissioned once the permanent site is operational.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

Discussion ensued with regard to maintaining cellular service in the area.

Panel Decision

It was moved and seconded

1. ***That a Development Variance Permit be issued which would vary the provisions of "Richmond Zoning Bylaw 8500" to increase the maximum accessory structure height in the "Health Care (HC)" zoning district from 12 m (39.3 ft.) to 21 m (68.9 ft.) in order to permit the installation of a temporary telecommunications antenna pole at 11771 Fentiman Place; and***

2. ***That Richmond City Council grant concurrence to the proposed temporary telecommunications antenna pole installation for the site located at 11771 Fentiman Place for period of time extending up until October 1, 2015.***

CARRIED

2. Development Permit 13-641791

(File Ref. No.: DP 13-641791) (REDMS No. 4360213)

APPLICANT: Urban Design Group Architects Ltd. on behalf of 0976440 B.C. Ltd., Inc. No. 0976440

PROPERTY LOCATION: 3011 No. 5 Road

INTENT OF PERMIT:

Permit the construction of a drive-through car wash and drive-through oil change service centre at 3011 No. 5 Road on a site zoned "Car Wash & Service Station (ZC35) – Bridgeport."

Applicant's Comments

Fariba Gharael, Urban Design Group Architects Ltd., briefed the Panel on the proposed application regarding (i) urban design, (ii) architectural form and character, (iii) landscape and open space design, and (iv) conditions of adjacency.

Patricia Campbell, PMG Landscape Architects, commented on the proposed landscape and open space design, noting that (i) street trees will be planted (ii) porous paving will be used, and (iii) bicycle lockers will be installed on-site.

Staff Comments

Mr. Craig commented on the proposed application noting that (i) the proposed development efficiently uses the space on-site, (ii) a servicing agreement is required for frontage improvements along No. 5 Road, and (iii) the proposed development will recycle grey water from the car wash operations and rain water from the building's roof.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would permit the construction of a drive-through car wash and drive-through oil change service centre at 3011 No. 5 Road on a site zoned "Car Wash & Service Station (ZC35) – Bridgeport."

CARRIED

3. Development Permit Variance 14-658670

(File Ref. No.: DV 14-658670) (REDMS No. 4375579)

APPLICANT: Habitat for Humanity Society of Greater Vancouver

PROPERTY LOCATION: 8180 Ash Street

INTENT OF PERMIT:

1. Vary the provisions of Richmond Zoning Bylaw 8500 to:
   a) vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and
   b) vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and to 0.60 m for proposed Lot 6; and
2. Permit subdivision of 8180 Ash Street into six (6) lots zoned "Single Detached (RS1/B)" for the purpose of developing single-family dwellings.

Applicant's Comments

Aaron Union, Abbarch Architecture Inc., briefed the Panel on the proposed development regarding (i) urban design, (ii) architectural form and character, (iii) conditions of adjacency, (iv) and landscape and open space design.

Mr. Union spoke of the proposed development, noting that:

- six residences with carports are proposed;
- three lots would have frontages along Ash Street;
- three lots would have frontages along Dayton Court with shared driveway access;
- one residence is fully accessible;
- the architectural form and character will be contemporary;
- all residences share common walkways and communal gardens; and
- an increased setback is proposed for Dayton Court fronting lots.

In reply to queries from the Panel, Mr. Union advised that the proposed Dayton Court fronting lots can accommodate on-site manoeuvring so vehicles may exit the site in a forward direction. He added that the proposed development is below the height maximum for single-family dwellings.

Jeffrey Philips, PWL Partnerships, commented on the proposed development's landscape and open space design, noting that:

- the proposed development will include walkways and accessible patios;
- the homes will have access via Ash Street or Dayton Court;
- common areas will have good visibility;
- proposed amenities will include common plazas, a barbeque area, and a children's play area;

- fruit bearing trees will be planted;
- each building has a lower height than permitted under the site's existing zoning; and
- perimeter screening options will be discussed with adjacent property owners.

Panel Discussion

In reply to queries from the Panel, Tim Clark, Habitat for Humanity, noted that (i) Habitat for Humanity intends to register private cross-access easement agreements to allow homeowners to have access to shared amenity areas, (ii) the applicant will discuss perimeter privacy options with adjacent property owners, and (iii) the proposed development will be integrated with the surrounding community.

Ms. Clark spoke of the resident selection application process for Habitat for Humanity, noting that potential residents contribute approximately 500 hours of work towards building their home.

Discussion ensued regarding the (i) integration of townhouse development features into a single-family development such as the shared amenity spaces, and (ii) engaging the surrounding community in the proposed project's building process.

Staff Comments

Mr. Craig advised that (i) the applicants have engaged in public consultation, (ii) the applicants have worked with Transportation staff to facilitate shared access to proposed Dayton Court fronting lots and on-site turn around, (iii) the proposed variances were consistent with an application approved by Council in 2011, and (iv) the previous Development Variance Permit was only valid for two years.

In reply to queries from the Panel, Mr. Craig noted that BC Housing was the previous applicant for the site however, the permit lapsed. He added that alternatively, BC Housing could have sold the site however; options were limited due to BC Housing's affordability requirements for the site.

Gallery Comments

Janet Yeung, 8211 McBurney Court, expressed concern regarding the proposed development with respect to (i) the notification process, (ii) the public consultation process, (iii) provisions for emergency access, and (iv) the height of the proposed development.

In reply to queries from the Panel, Mr. Craig advised that (i) the notification requirements for the proposed development were expanded to include all homes along Dayton Court, (ii) Richmond Fire-Rescue was involved in a circulation review for emergency access, (iii) the proposed building height conforms to the zoning on-site, and (iv) the height of the proposed development is similar to the height of surrounding properties.

Bob Harrison, 9591 McBurney Court, commented on the proposed development and expressed concern regarding (i) site access, (ii) emergency access, (iii) townhouse development features in a single-family development, (iv) the variances requested, (v) the site density, (vi) the architectural form and character of the proposed development conforming to the character of the neighbourhood, and (vii) developing the subject site into a residential development instead of a park.

Enrique Bravo, 9460 McBurney Court, spoke of the proposed development and expressed concern with regard to the proposed appearance of the proposed development and the avenues available for conflict resolution when a strata corporation is not present.

In reply to queries from the Panel, Ms. Clark advised that the proposed development will include common amenities however; the homes are individually owned. Also, she noted that the Habitat for Humanity homes cannot be sold on the open market, but must be sold back to the organization. She added that Habitat for Humanity works with homeowners to integrate in the community and have policies in place to address concerns from homeowners.

Henry Han, 8480 Dayton Court, expressed concern regarding the proposed development with respect to (i) the architectural form and character of the proposed development conforming to the neighbourhood's character, (ii) the number of vehicle parking spaces available on-site, (iii) site density, and (iv) privacy with adjacent properties.

Brian Dagneault, 8435 Dayton Court, referred to a submitted petition (attached to and forming part of these minutes as Schedule 1) and spoke on behalf of neighbourhood residents, expressing concern with regard to the proposed development in relation to (i) public consultation, (ii) the proposed building setbacks, (iii) the architectural form and character of the proposed development conforming to the character of the neighbourhood, (iv) the availability of street and on-site vehicle parking, and (v) site density.

Mr. Dagneault then read from his submission (attached to and forming part of these minutes as Schedule 2) expressing concern regarding (i) the effect of the proposed development on the existing character of the neighbourhood, (ii) the proposed carport design, (iii) potential for an increase in traffic in the area, and (iv) the public consultation process and meeting location.

In reply to queries from the Panel, Mr. Union advised that the potential residents of the proposed development will be low income families and he anticipates that the amount of vehicles parking on-site will be limited.

In reply to queries from the Panel, Mr. Craig noted that the on-site parking complies with the zoning bylaw and that Dayton Court fronting lots provide space for vehicles to manoeuvre on-site even when all carports are occupied.

Discussion ensued with regard to the proposed development's architectural form and character and Mr. Union noted that building materials include stucco and wood for the building, as well as metal for the roof. He added that the applicant can further review the building design, including potential changes to the roofs.

Nataliya Vostretsova, 9346 Dixon Avenue, expressed concern with respect to (i) the potential residents of the proposed development, (ii) the ownership of the units on-site, and (iii) maintenance of the proposed development.

In reply to queries from the Panel, Ms. Clark noted that Habitat for Humanity is an international organization that helps low income families attain homeownership.

Ms. Clark spoke of Habitat for Humanity's application process, noting that (i) partner families must have an annual income of $35,000 to 65,000, (ii) partner families contribute work hours or "sweat equity" towards construction of their home, (iii) Habitat for Humanity remain owners of the property, (iv) housing costs are reviewed and calculated with the partner family, (v) partner families are responsible for property maintenance and Habitat for Humanity upholds maintenance standards for properties, (vi) Habitat for Humanity conducts an annual review of the partner families, (vii) Habitat for Humanity homes cannot be sold in the open market and must be returned to Habitat for Humanity if partner families wish to relocate, and (viii) partner families will receive the balance of equity payments once the homes are returned to Habitat for Humanity.

Chui Shum, 8320 Dayton Court, commented on the proposed development and expressed concern regarding (i) access to proposed Dayton Court fronting properties, (ii) common area maintenance, and (iii) traffic.

Correspondence

James and Joanne Anderson, 8395 Dayton Court - March 24, 2015 (Schedule 3)

Mr. Anderson and Ms. Anderson, 8395 Dayton Court - March 24, 2015 (Schedule 4)

John and Lorraine Dowdall, 8455 Dayton Court - March 25, 2015 (Schedule 5)

Mr. Dowdall and Ms. Dowdall, 8455 Dayton Court - March 25, 2015 (Schedule 6)

Ms. Dowdall, 8455 Dayton Court - March 25, 2015 (Schedule 7)

Anna Popok, 9400 Dayton Avenue (Schedule 8)

Tay and Harvey Schwarzbauer, 7627 Dayton Court (Schedule 9)

Paul Lam, 8231 McBurney Court (Schedule 10)

Troy Junge, 8426 Dayton Court (Schedule 11)

Discussion ensued with regard to the architectural form and character of the proposed development and in reply to queries from the Panel, Mr. Craig noted that prior to subdivision, the proposed development would require registering a covenant on title, specifying design elements. He added that changes to the architectural form and character can be made prior to the approval of the subdivision application.

Panel Discussion

Discussion ensued with regard to (i) public consultation, (ii) reviewing the proposed development's design, (iii) on-site visitor parking, and (iv) site access.

As a result of the discussion the following **referral** was introduced:

It was moved and seconded
That the staff report titled Application by Habitat for Humanity Society of Greater Vancouver for a Development Variance Permit at 8180 Ash Street, dated March 2, 2015, from the Director, Development, be referred back to staff to review:

1. ***community feedback and additional community consultation for the proposed development;***
2. ***the proposed architectural design of the proposed development; and***
3. ***on-site vehicle visitor parking, site manoeuvring within the site and access to the site from Dayton Court;***

and report back to the Wednesday, April 29, 2015 Development Permit Panel.

CARRIED

4. Development Permit 14-659747

(File Ref. No.: DP 14-659747) (REDMS No. 4460911)

APPLICANT: Dava Developments Ltd.

PROPERTY LOCATION: 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road

INTENT OF PERMIT:

1. Permit the construction of a development with two (2) two-storey commercial buildings totalling 2368 m^2 at 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road on sites zoned "Auto-Oriented Commercial (CA);" and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
   a) reduce the required manoeuvring aisle width from 7.5 m to 6.0 m (Section 7.5.5); and
   b) reduce the required setback of parking from property lines abutting a road from 3.0 m to 2.7 m and reduce the required setback of parking from other property lines from 1.5 m to 0.0 m (Section 7.5.17).

Applicant's Comments

Marco Ciriello, Lo Studio Architecture, briefed the Panel on the proposed development regarding (i) urban design, (ii) architectural form and character, (iii) conditions of adjacency, (iv) site access, and (v) vehicle parking.

Mr. Ciriello noted that (i) the site is divided into two sites by Douglas Road, (ii) the site is constrained by the Canada Line guide way, (iii) the north site is proposed to have retail on the ground floor and a restaurant on the second floor, (iv) the south site is proposed to have retail on the ground floor and offices on the second floor, (v) parking will be located along the western portion of the site adjacent to the rear lane, (vi) a statutory right-of-way is provided as a condition of rezoning in front of the retail spaces to create a wider sidewalk, and (vii) the ground floor features continuous shop front glazing and some glazing in the second floor.

Meredith Mitchell, M2 Landscape Architects, commented on the landscaping and open space design, noting that (i) the frontage will feature a wider walkway, (ii) an existing tree along the southeast corner of the south site will be retained, (iii) the roof will feature an attractive façade using different types of material that will be visible from the Canada Line, and (iv) the landscaping along the existing Canada Line building on-site will feature a decorative aggregate.

In reply to queries from the Panel, Ms. Mitchell advised that the proposed walkway is approximately 3.0 metres wide.

In reply to queries from the Panel with regard to pedestrian traffic utilizing the building's canopy, Mr. Ciriello advised that the canopy is fairly continuous and in the areas where there are gaps, the building provides some overhang.

Staff Comments

Mr. Craig advised that the site is constrained by the Canada Line and that the applicant worked with staff to achieve the City's design objectives. Also, he advised that the proposed variances are related to the on-site parking and a reduction in the manoeuvring aisle width. He added that the reduction in manoeuvring aisle width allows for two-way traffic and there are also proposed setback variances to vehicle parking spaces on-site.

Gallery Comments

Henry Davies, 8560 River Road expressed concern regarding the proposed development with respect to (i) development notification signage on-site, (ii) notification process, and (iii) the proposed road dedication adjacent to the site.

Jack Chan, 8500 River Road, expressed concern with regard to (i) proposed developments in the area, (ii) the proposed road dedication adjacent to the site, and (iii) property values in the area.

Discussion ensued with regard to the road dedication process. The Chair noted that new road dedications are created through the rezoning process. As part of the rezoning process, developers allocate portions of the property for road dedication if required by the City. Also, he noted that current property owners are not obligated to relinquish land to the City for road dedication and that allocation for road dedication would typically only occur through a redevelopment application. He added that sites required for road dedication do not necessarily decrease in value since developers may require the site to proceed with development.

Discussion then ensued with respect to the City Centre Area Plan, and the Chair noted that the City conducted broad public consultation on the Plan three years ago with the conceptual plans for long-term development.

Mr. Chan noted that he was approached by developers with regard to acquiring portions of the rear lane. In reply to queries from the Panel, Mr. Craig advised that the development may proceed without acquiring portions of the rear lane.

Discussion ensued with regard to the proposed light standards on the adjacent property. Mr. Craig advised that a servicing agreement for frontage improvements is forthcoming and is required before the rezoning can proceed.

Correspondence

Mr. Davies, 8560 River Road and Mr. Chan, 8500 River Road, March 23, 2015 (Schedule 12)

Mr. Davies, 8560 River Road, March 25, 2015 (Schedule 13)

Discussion ensued with regard to development notification signage on-site and in reply to queries from the Panel, Mr. Craig advised that there is signage along the Bridgeport Road frontage.

Phillips Paul Barristers and Solicitors on behalf of Maxwell Holdings Ltd., 8500 River Road (Schedule 14)

Juan and Stephanie Recavarren, 8580 River Road (Schedule 15)

Thomas Fairbrother, 8540 River Road (Schedule 16)

In reply to queries from the Panel, Mr. Craig noted that through the rezoning of the subject property, the Official Community Plan was amended to introduce the Douglas Street extension to River Road.

Panel Discussion

Discussion ensued with regard to (i) the proposed road dedication adjacent to the site, (ii) the architectural form and character of the proposed development, and (iii) the forthcoming servicing agreement.

Panel Decision

It was moved and seconded
That a Development Permit be issued which would:

1. ***permit the construction of a development with two (2) two-storey commercial buildings totalling 2368 m^2 at 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971 and 2991 No. 3 Road on sites zoned "Auto-Oriented Commercial (CA);" and***

2. ***vary the provisions of Richmond Zoning Bylaw 8500 to:***

   a) ***reduce the required manoeuvring aisle width from 7.5 m to 6.0 m (Section 7.5.5); and***

   b) ***reduce the required setback of parking from property lines abutting a road from 3.0 m to 2.7 m and reduce the required setback of parking from other property lines from 1.5 m to 0.0 m (Section 7.5.17).***

CARRIED

The meeting was recessed at 5:53 p.m.

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The meeting reconvened at 5:56 p.m. with all members of Development Permit Panel present.

5. Development Permit 13-644888

(File Ref. No.: DP 13-644888) (REDMS No. 4448352)

APPLICANT: Balandra Development Inc.

PROPERTY LOCATION: 8600 and 8620 No. 2 Road

INTENT OF PERMIT:

1. permit the construction of nine (9) townhouse units at 8600 and 8620 No. 2 Road on a site zoned "Low Density Townhouses (RTL4);" and

2. vary the provisions of Richmond Zoning Bylaw 8500 to:

   a) reduce the minimum lot width on major arterial road from 50.0 m to 43.29 m;

   b) reduce the front yard setback from 6.0 m to 5.4 m; and

   c) permit seven (7) small car parking spaces.

Applicant's Comments

Wayne Fougere, Fougere Architecture Inc., briefed the Panel on the proposed development, with respect to (i) urban design, (ii) architectural form and character, and (iii) vehicle parking.

Mr. Fougere commented on the proposed development noting that (i) the proposed development will consist of nine townhouses, (ii) five units will face No. 2 Road and two duplexes will be located along the eastern portion of the site, (iii) there will be one adaptable unit, (iv) the exterior will feature brick materials, (v) the outdoor amenity will be centralized within the proposed development, and (iv) all units will have two vehicle parking spaces.

Staff Comments

Mr. Craig advised that the applicant worked with staff to reduce building height for units along the rear property line and the development will be designed to achieve EnerGuide 82 standards.

Panel Discussion

In reply to queries from the Panel, Mr. Fougere noted that each unit will have bicycle storage.

Correspondence

So Yim and Wong Yin, 8591 Delaware Road (Schedule 17)

In reply to queries from the Panel, Mr. Craig advised that the proposed development meets the bylaw requirement for vehicle parking on-site.

Petition Received on March 24, 2015 (Schedule 18)

Petition Received on March 25, 2015 (Schedule 19)

Fred and Peggy Baaske, 8561 Delaware Road (Schedule 20)

Sea Seng Lo and Wai Peggy Lo, 8611 No. 2 Road (Schedule 21)

Chun Yeung Lee, 8731 No. 2 Road (Schedule 22)

In reply to queries from the Panel, Mr. Craig advised that the applicant has addressed concern regarding perimeter hedge maintenance with adjacent property owners.

Gallery Comments

None.

Panel Decision

It was moved and seconded
That a Development Permit be issued which would:

1. ***permit the construction of nine (9) townhouse units at 8600 and 8620 No. 2 Road on a site zoned "Low Density Townhouses (RTL4);" and***
2. ***vary the provisions of Richmond Zoning Bylaw 8500 to:***
   - ***(a) reduce the minimum lot width on major arterial road from 50.0 m to 43.29 m;***
   - ***(b) reduce the front yard setback from 6.0 m to 5.4 m; and***
   - ***(c) permit seven (7) small car parking spaces.***

CARRIED

6. Development Permit 14-658285

(File Ref. No.: DP 14-658285) (REDMS No. 4497016)

APPLICANT: Western Gardenia Garden Holdings Ltd.

PROPERTY LOCATION: 7571 and 7591 St. Albans Road

INTENT OF PERMIT:

1. Permit the construction of sixteen (16) three storey townhouse units on a consolidated lot including 7571 and 7591 St. Albans on a site zoned "High Density Townhouse (RTH4);" and
2. vary the provisions of Richmond Zoning Bylaw 8500 to:
   - a) reduce the minimum building side yard setback from 4.5 m to 3.9 m at the southeastern corner of the building;
   - b) increase the maximum bay window projection from 0.6 m to 0.9 m to the south property line adjacent to Jones Road; and
   - c) allow seven (7) small car parking stalls at the site.

Applicant's Comments

Mr. Fougere briefed the Panel on the proposed development, noting that (i) the proposed development is surrounded by multi-family dwellings, (ii) the proposed development is three storeys high and the ground floor is on a podium, (iii) the proposed drive aisle and the parking stalls are covered, (iv) the proposed development has 16 units with one adaptable unit, (v) the proposed development has a traditional character that blends with the neighbourhood, and (vi) portions of the site were not raised to flood plain level in order to retain trees.

Staff Comments

Mr. Craig noted that the proposed development includes a variance to permit seven small car stalls and that the overall parking on-site exceeds zoning bylaw requirements. He added that the proposed development will be built to achieve EnerGuide 82 standards.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded
That a Development Permit be issued which would:

1. ***permit the construction of sixteen (16) three storey townhouse units on a consolidated lot including 7571 and 7591 St. Albans on a site zoned "High Density Townhouse (RTH4);" and***
2. ***vary the provisions of Richmond Zoning Bylaw 8500 to:***
   - ***(a) reduce the minimum building side yard setback from 4.5 m to 3.9 m at the southeastern corner of the building;***
   - ***(b) increase the maximum bay window projection from 0.6 m to 0.9 m to the south property line adjacent to Jones Road; and***
   - ***(c) allow seven (7) small car parking stalls at the site.***

CARRIED

7. Development Permit 14-677534

(File Ref. No.: DP 14-677534) (REDMS No. 4525740)

APPLICANT: Onni 7771 Alderbridge Corp. Inc.

PROPERTY LOCATION: 7008 River Parkway and 7771 Alderbridge Way

INTENT OF PERMIT:

1. Permit the construction of a 324-unit apartment project in two (2) six-storey buildings over connected concrete parking structures located at 7008 Alderbridge Way and 7771 Alderbridge Way; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
   a) reduce the required exterior side yard setbacks for portions of partially below-grade parking structures from 3.0 m to 0.0 m on the west side of the site along Cedarbridge Way;

b) reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 m to 0.0 m along the east property line of the site;
c) reduce the required rear yard setback for the attached below-grade parking structures from 1.5 m to 0.0 m on both sides of the future property line that will separate the two (2) future lots to be subdivided within the site;
d) reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development; and
e) reduce the requirement for the provision of one (1) WB-17 loading space to zero (0).

Applicant's Comments

Taizo Yamamoto, Yamamoto Architecture Inc., briefed the Panel on the proposed development, noting that (i) the applicant is proposing changes to Building 3 to provide additional parking within a second above-grade parking level, (ii) the proposed grading changes will create two amenity zones, and (iii) the lower level wall will be screened using landscaping.

Panel Discussion

In reply to queries from the Panel, Mr. Craig noted that the proposed grade changes will not detract from the usability of the amenity spaces.

In reply to queries from the Panel, Mr. Yamamoto advised that displaced units will be located in the upper floors of the proposed development.

Eric Hughes, Onni Corp., commented on the parking on-site, noting that the proposed changes in design were related to additional customer demand for parking and as a result, the number of vehicle parking on-site exceeds rezoning bylaw requirements.

Staff Comments

Mr. Craig advised that a greenway connection will be provided along the south side of the proposed development.

Correspondence

None.

Gallery Comments

None.

Panel Decision

It was moved and seconded
That a Development Permit be issued which would:

1. *permit the construction of a 324-unit apartment project in two (2) six-storey buildings over connected concrete parking structures located at 7008 Alderbridge Way and 7771 Alderbridge Way; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to:*
   - *(a) reduce the required exterior side yard setbacks for portions of partially below-grade parking structures from 3.0 m to 0.0 m on the west side of the site along Cedarbridge Way;*
   - *(b) reduce the required interior side yard setback for limited portions of partially-below grade parking structures from 1.5 m to 0.0 m along the east property line of the site;*
   - *(c) reduce the required rear yard setback for the attached below-grade parking structures from 1.5 m to 0.0 m on both sides of the future property line that will separate the two (2) future lots to be subdivided within the site;*
   - *(d) reduce the required visitor parking from 0.20 spaces/dwelling unit to 0.15 spaces/dwelling unit for the development; and*
   - *(e) reduce the requirement for the provision of one (1) WB-17 loading space to zero (0).*

CARRIED

8. New Business

9. Date of Next Meeting: Wednesday, April 15, 2015

10. Adjournment

It was moved and seconded
That the meeting be adjourned at 6:21 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, March 25, 2015.

Joe Erceg
Chair

Evangel Biason
Auxiliary Committee Clerk

Schedule 1 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

March 25, 2015

Development Permit Panel
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

ATT: DEVELOPMENT PERMIT PANEL

RE: 8180 ASH STREET, HABITAT FOR HUMANITY SOCIETY OF GREATER VANCOUVER

The Habitat for Humanity Society of Greater Vancouver is requesting to vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and to vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and 0.60 m for proposed Lot 6. These are not minor variances nor will the effect of these variances be minor to the residents of Dayton Court who will be most negatively affected by the variances, subsequent subdivision and construction of the proposed homes.

The Society held a Public Information Meeting on October 1, 2014 at South Arm Community Centre. The meeting was well attended by the residents of Ash Street, Dayton Court and McBurney Drive considering it was not held at nearby DeBeck Elementary but rather at South Arm a considerable distance away which results in a lower turnout.

The residents who attended the meeting raised a number of serious concerns with the proponents at the meeting including the invasive form of architecture and the limited amount of parking particularly for the homes to access Dayton Court.

There was no character study of the surrounding neighbourhood presented, only renderings of the buildings inserted into the existing streetscape. The proposed buildings bear no resemblance to any homes in the immediate or extended neighbourhood. The existing homes, particularly on Dayton, are all two storey with cedar siding and either shake or asphalt shingle roofs. They all have either a two car garage or a garage and carport. The proposed buildings will be using stucco, hardy board and metal roofs and provide only two carports per building. There are no elements of this new architecture that relates in any way to the existing form and character of the long established homes in the neighbourhood. We are told that architecture similar to the proposed new buildings is being well received in Vancouver and therefore the residents of this neighbourhood should love it too. We emphatically do not and believe it is a blight and will be an unwanted vulgar intrusion into a well-established neighbourhood for years to come.

A quick review of the written submissions from the Public Information Meeting reveals consistent concerns for the lack of parking, inappropriate architecture and traffic. It's not surprising that several of the residents commented that they thought the buildings looked "cheap" after viewing the architecture and materials compared to the existing neighbourhood. There were no comments supporting the proposed development.

While not only is the architecture and materials dramatically different from the existing neighbourhood, the entire concept of the homes is different as well. The surrounding neighbourhood (with the exception of the nearby townhouse project) is a community of single family homes. The new buildings are not new homes with a suite they are purpose designed to be a duplex pretending to be a single family home. This significantly alters the look and presentation of the home. None of the homes on Dayton for instance have a secondary suite or could even be converted to accommodate one.

As a result of these duplex like homes being proposed the two parking stalls per home are going to be woefully inadequate. The design of the homes and site plan does not allow for parking in the driveway if the carport is being used for other uses (which is quite likely to be the case as the housing units are very small) as is the case in a typical single family home. The driveway will be shared with six units. With the

potential for at least twelve cars in this incredibly confined space the vehicles will have no place to go but onto the street. And, since these units are located at the end of a cul-de-sac where there is no opportunity for street parking the vehicles will be spread down the length of Dayton Court imposing on the existing home owners forever.

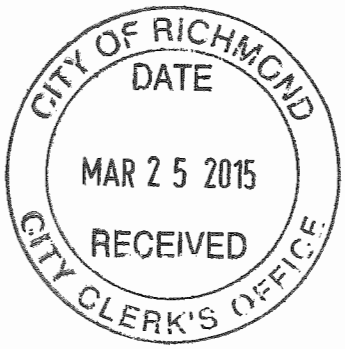
The residents signed below oppose not only the variance but the entire development in the strongest possible manner and respectfully request that the application by the Habitat for Humanity Society of Greater Vancouver for the said variances be denied.

Thank you for considering the concerns of existing residents in the neighbourhood.

Signature	Print Name	Address
	Songting Liu	8480 Dayton Crt
	Joseph Yang	8440 Dayton Crt
	Sheila Kuhl	8486 Dayton Court
	Henry Han	8480 Dayton Crt.
	MILLIE ANG	9171 Dayton Ave.
	ChiaYu Yen	8440 Dayton Crt
	KANG LAI	8420 Dayton Crt.
	HELENA	8420 Dayton Crt.
	TONG LI	8406 Dayton Court
	Danny Lai	8406 Dayton Court
	Shirley Kwong	8400 Dayton Court
	MICHAEL LI	8400 Dayton COURT
	Henry Leung	8386 Dayton Court
	Lei Su	8386 Dayton Court
	LEUNG CHUNG YUE	8386 DAYTON CRT
	YEUNG CHAM KWAN	8366 Dayton CRT
	Chen Pei Huan	8366 Dayton CRT
	HO YIM WAI	8366 Dayton CRT
	Bin Wan	8100 Ash Street. 7783221716
	Man Li	8100 Ash Street.
	Benjamin Lin	8040 Ash St.
	C. BRENTON	8211 McBURNEY CRT
	Troy Junge	8426 Dayton Court
	Aimee Junge	8426 Dayton Court
	BRIAN DONAVELLO	8435 DAYTON COURT

Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

8435 Dayton Court
Richmond, B.C.
V6Y 3H6
604-241-0867



March 24, 2015

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

ATT: DEVELOPMENT PERMIT PANEL

RE: Development Variance Application #DV 14-658670
8180 Ash Street

As a resident of Dayton Court for going on 29 years our family has enjoyed our quiet cul-de-sac and the many families that have come and gone over that time period. Currently we have more pre-school and early school aged children than ever before which makes for a delightful street carnival of noise and activity virtually every evening and weekend during our warmer dryer months. The quiet safe cul-de-sac was a primary reason for picking this location when we purchased our home when our son was of a similar age. I suspect many of our current neighbours chose this location for the same reason.

We have always enjoyed the beautiful street trees and the design and character of the homes on our little Court. For almost 30 years they have aged well and still look good today. While not cookie cutter repetitions of each other, the homes bear a similarity that just "fits" into our street while providing some diversity and individuality.

Unfortunately the application before you, if successful, would destroy much of what we and our neighbours love about our quiet cul-de-sac. The proposed architecture is jarring and offensive. It makes no attempt to relate to the surrounding homes with its angular and asymmetrical lines, open car ports and virtually no front yard. These homes and the entire development will be intrusive and the proponent has obviously made no effort to be sympathetic to their new neighbours. Not even the most optimistic observer would expect that all the necessary parking can be provided on site with six units being stuffed into this extremely narrow access opening. The significant additional street parking and traffic (whether travelling below the speed limit or not) will be intrusive and disruptive to the many children who play regularly on this street as all the new traffic will have to navigate the full length of the street.

I personally have some concerns regarding the process for this application's review. I'm not sure why the Public Information Meeting couldn't be held at DeBeck nearby rather than South Arm. Holding these meetings in the immediate neighbourhood where residents are able to walk to these meetings results in a much higher turnout. I'm sure an appropriate date could have been arranged.

At the meeting itself the proponents, for the most part, were pleasant and informative but didn't appear to be particularly interested in our comments, critique or suggestions for changes. I was particularly disturbed by the Chief Executive Officer of Habitat for Humanity refusing to talk to me about their project before she left at the end of the meeting. Written feedback from the local residents is always important and many took the opportunity to complete the forms and leave them with the proponents. I note that they were included in the report in front of you today that is with the exception of my submission which has been left out of the package. I'm not sure how many others might have been left out as well.

I was surprised, considering all of the submissions had serious concerns about the project and had expressed their disapproval that the report and the comments from the proponents and their staff conclude that:

> "The applicant has satisfactorily demonstrated that the lots can be developed in a manner that minimizes the impact of development on the existing neighbourhood";
>
> "We feel our design will bring a sense of place to the surrounding neighbourhood and will be something that the communities will help build and take pride in";
>
> "The discussions that I took part in related to form and character were positive. An understanding of the architecture and its need to be practical in its use of materials being low maintenance were received positively";
>
> "For the public who were interested and wanted to engage in conversation with us it was our feeling that this was well received related to form design and character of the buildings".

They must have been listening to different conversations and reading different comment sheets than the rest of us. Interestingly, all of the concerns of the neighbourhood were deftly dealt with without ever changing a single line on a plan or page between the Public Information Meeting and the meeting here today. Almost six months and not a single change in response to community concerns!

The proponents have done a very poor job of consultation and designing a project that is appropriate for a long established community and have shown no interest in addressing any of the concerns of form and character and parking that have been repeatedly identified by the neighbourhood.

My wife and I would respectfully request that you deny this application before you today and preserve the character of our little area of Richmond for us and our neighbours.

Respectfully submitted,

Brian Dagneault CIP, RPP

Schedule 3 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

Subject: FW: Ash Street Habitat for Humanity Project

To Development Permit Panel
Date: March 25, 2015
Item # 3
Re: 8180 Ash Street
DVP 14-658670

From: Andersons <jtja@shaw.ca>
Date: March 24, 2015 at 10:24:24 PM PDT
To: <ccarlile@richmond.ca>
Subject: Ash Street Habitat for Humanity Project

Hello Ms. Carlile,

We have enjoyed living on Dayton Court since 1985, it is a very quite cul-de-sac, one of the reasons why we bought on this particular street.

We feel the proposed design plans for this property do not fit with the flow of this neighbourhood, much too crowded!

We are not in agreement with driveway access to the Ash Street project from Dayton Court. It would definitely change the quiet of the street we have all cherished.

How much parking is being planned for homeowners and renters?

James and Joanne Anderson

CITY OF RICHMOND
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Schedule 4 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

Subject: FW: Ash Street Habitat for Humanity Project

To Development Permit Panel
Date: March 25, 2015
Item # 3
Re: 8180 Ash Street
DVP 14-658670

From: Andersons [mailto:jtja@shaw.ca]
Sent: Tuesday, 24 March 2015 22:28
To: Gonzalez, Robert
Subject: Ash Street Habitat for Humanity Project

Hello Mr. Gonzalez,

Our family has enjoyed living on Dayton Court since 1985, it is a very quite cul-de-sac, one of the reasons why we bought on this particular street.

We feel the proposed design plans for this property do not fit with the flow of this neighbourhood, much too crowded!

We are not in agreement with driveway access to the Ash Street project from Dayton Court. It would definitely change the quiet of the street we have all cherished.

How much parking is being planned for homeowners and renters?

James and Joanne Anderson

CITY OF RICHMOND
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Schedule 5 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

Subject: FW: Development Permit Panel - 8180 Ash Street

To Development Permit Panel
Date: March 25, 2015
Item # 3
Re: 8180 Ash Street
DVP 14-658670

From: Lorraine Dowdall <dowdalls@shaw.ca>
Date: March 24, 2015 at 7:56:50 PM PDT
To: <ccarlile@richmond.ca>
Subject: Development Permit Panel - 8180 Ash Street

Cathy,

I am not able to attend the March 25, 3:30 pm meeting to be held at Richmond City Hall regarding the above development permit at 8180 Ash Street by Habitat for Humanity Society of Greater Vancouver.

I did attend the Public Information meeting on October 1, 2014 at South Arm Community Centre. I do not support the variance changes proposed. I am not impressed with the type of housing that is being proposed to be built on the 8180 Ash Street site. The housing proposal does not fit in with the existing architecture on Dayton Court. I don't object to housing on the existing site but suggest keeping the same lot size with less homes being built on the land.

Lorraine & John Dowdall
8455 Dayton Court
Richmond

CITY OF RICHMOND
DATE
MAR 25 2015
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CITY CLERK'S OFFICE

Schedule 6 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

Subject: FW: Development Permit Panel, 8180 Ash Street

To Development Permit Panel
Date: March 25, 2015
Item # 3
Re: 8180 Ash Street
DVP 14-658670

From: Lorraine Dowdall [mailto:dowdalls@shaw.ca]
Sent: Tuesday, 24 March 2015 19:58
To: Gonzalez, Robert
Subject: Development Permit Panel, 8180 Ash Street

I am not able to attend the March 25, 3:30 pm meeting to be held at Richmond City Hall regarding the above development permit at 8180 Ash Street by Habitat for Humanity Society of Greater Vancouver.

I did attend the Public Information meeting on October 1, 2014 at South Arm Community Centre. I do not support the variance changes proposed. I am not impressed with the type of housing that is being proposed to be built on the 8180 Ash Street site. The housing proposal does not fit in with the existing architecture on Dayton Court. I don't object to housing on the existing site but suggest keeping the same lot size with less homes being built on the land.

Lorraine & John Dowdall
8455 Dayton Court
Richmond

CITY OF RICHMOND
DATE
MAR 25 2015
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CITY CLERK'S OFFICE

Schedule 7 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

To Development Permit Panel
Date: March 25, 2015
Item # 3
Re: 8180 Ash Street
DP 14-658670

From: Lorraine Dowdall <dowdalls@shaw.ca>
Date: March 24, 2015 at 19:53:25 PDT
To: <jerceg@richmond.ca>
Subject: Intent of Permit - Development Permit - 8180 Ash Street, Habitat for Humanity Society of Greater Vancouver

Sir,

I am not able to attend the March 25, 3:30 pm meeting to be held at Richmond City Hall regarding the above development permit at 8180 Ash Street by Habitat for Humanity Society of Greater Vancouver.

I did attend the Public Information meeting on October 1, 2014 at South Arm Community Centre. I do not support the variance changes proposed. I am not impressed with the type of housing that is being proposed to be built on the 8180 Ash Street site. The housing proposal does not fit in with the existing architecture on Dayton Court. I don't object to housing on the existing site but suggest keeping the same lot size with less homes being built on the land.

Lorraine Dowdall

CITY OF RICHMOND
DATE
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CITY CLERK'S OFFICE

Schedule 8 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

From: Anna Popok [annapopok@yahoo.ca]
Sent: Tuesday, 24 March 2015 9:39 PM
To: Nikolic, Diana
Subject: 8180 Ash Street

To Development Permit Panel
Date: March 25, 2015
Item # 3
Re: 8180 Ash Street
DVP 14-658670

Sent from my iPad
Dear City Planners!
I am writing on behalf of the people who were privileged to live in this wonderful neighborhood for more than 15 years. We raised our kids here and hoping to raise our grandchildren. It is one of the most charming and safe single family housing establishments in Richmond.
I do not think that proposed development would agree with existing bylaw. This housing will interfere with our infrastructure and will affect safety of the whole neighborhood.
Sorry to raise my concern so close to the hearing. I was completely in the dark about city plans even though I reside in 9400 Dayton Av. I think it is outrageous not to inform the residents about City's plans. At list in 2007 and 2011 we were well aware about the situation...

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DATE
MAR 25 2015
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Schedule 9 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

Subject: FW: Habitat for Humanity project on Dayton Court
Attachments: Letter to Development Permit Panel.doc

To Development Permit Panel
Date: March 25, 2015
Item # 3
Re: 8180 Ash St.
DVP 14-658670

From: harvey7627@comcast.net [mailto:harvey7627@comcast.net]
Sent: Wednesday, 25 March 2015 10:20
Subject: Habitat for Humanity project on Dayton Court

As a concerned homeowner my wife and I oppose the subject development for the following reasons.

1. Parking will be an issue.
2. Architecturally the project does not suite the neighborhood.
3. Additional traffic, 12 additional vehicles traveling to 1 driveway on Dayton Court plus any visitors or maintenance vehicles. No home on Dayton Court receives that much vehicle traffic.

Respectfully,

Tay and Harvey Schwarzbauer
7627 Dayton Court
Richmond, B. C. V6Y-3H6

CITY OF RICHMOND
DATE
MAR 25 2015
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CITY CLERK'S OFFICE

March 25, 2015

Development Permit Panel
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

ATT: DEVELOPMENT PERMIT PANEL

RE: 8180 ASH STREET, HABITAT FOR HUMANITY SOCIETY OF GREATER VANCOUVER

The Habitat for Humanity Society of Greater Vancouver is requesting to vary the minimum lot width from 12 m to 8.3 m for proposed Lot 5; and to vary the minimum lot frontage from 6 m to 0.38 m for proposed Lot 4, to 2.7 m for proposed Lot 5 and 0.60 m for proposed Lot 6. These are not minor variances nor will the effect of these variances be minor to the residents of Dayton Court who will be most negatively affected by the variances, subsequent subdivision and construction of the proposed homes.

The Society held a Public Information Meeting on October 1, 2014 at South Arm Community Centre. The meeting was well attended by the residents of Ash Street, Dayton Court and McBurney Drive considering it was not held at nearby DeBeck Elementary but rather at South Arm a considerable distance away which results in a lower turnout.

The residents who attended the meeting raised a number of serious concerns with the proponents at the meeting including the invasive form of architecture and the limited amount of parking particularly for the homes to access Dayton Court.

There was no character study of the surrounding neighbourhood presented, only renderings of the buildings inserted into the existing streetscape. The proposed buildings bear no resemblance to any homes in the immediate or extended neighbourhood. The existing homes, particularly on Dayton, are all two storey with cedar siding and either shake or asphalt shingle roofs. They all have either a two car garage or a garage and carport. The proposed buildings will be using stucco, hardy board and metal roofs and provide only two carports per building. There are no elements of this new architecture that relates in any way to the existing form and character of the long established homes in the neighbourhood. We are told that architecture similar to the proposed new buildings is being well received in Vancouver and therefore the residents of this neighbourhood should love it too. We emphatically do not and believe it is a blight and will be an unwanted vulgar intrusion into a well-established neighbourhood for years to come.

A quick review of the written submissions from the Public Information Meeting reveals consistent concerns for the lack of parking, inappropriate architecture and traffic. It's not surprising that several of the residents commented that they thought the buildings looked "cheap" after viewing the architecture and materials compared to the existing neighbourhood. There were no comments supporting the proposed development.

While not only is the architecture and materials dramatically different from the existing neighbourhood, the entire concept of the homes is different as well. The surrounding neighbourhood (with the exception of the nearby townhouse project) is a community of single family homes. The new buildings are not new homes with a suite they are purpose designed to be a duplex pretending to be a single family home. This significantly alters the look and presentation of the home. None of the homes on Dayton for instance have a secondary suite or could even be converted to accommodate one.

As a result of these duplex like homes being proposed the two parking stalls per home are going to be woefully inadequate. The design of the homes and site plan does not allow for parking in the driveway if the carport is being used for other uses (which is quite likely to be the case as the housing units are very small) as is the case in a typical single family home. The driveway will be shared with six units. With the

potential for at least twelve cars in this incredibly confined space the vehicles will have no place to go but onto the street. And, since these units are located at the end of a cul-de-sac where there is no opportunity for street parking the vehicles will be spread down the length of Dayton Court imposing on the existing home owners forever.

The residents signed below oppose not only the variance but the entire development in the strongest possible manner and respectfully request that the application by the Habitat for Humanity Society of Greater Vancouver for the said variances be denied.

Thank you for considering the concerns of existing residents in the neighbourhood.

Signature	Print Name	Address
Tay D Schwarzbauer	Tay D Schwrbauer	8426 Dayton Court

Schedule 10 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

From: Y.W. Lam [paul.lam@live.ca]
Sent: Tuesday, 24 March 2015 11:02 PM
To: CityClerk
Cc: Bob; Nikolic, Diana; brian@dagneaultplanning.com; forenzx@hotmail.com
Subject: Development Variance Permit at 8180 Ash Street

Importance: High

CITY OF RICHMOND DATE MAR 25 2015 RECEIVED CITY CLERK'S OFFICE

To Development Permit Panel
Date: March 25, 2015
Item # 3
Re: 8180 Ash Street DVP 14-658670

To: Director City Clerks Office
c.c. City Planner, Diana Nikolic

Ref: File DV 14-658670 - 8180 Ash Street

Dear Mr. Weber,
Please accept this email as my written submission to the Development Variance Panel for consideration at the meeting tomorrow (March 25, 2015).

This submission could be read in conjunction with my letter of October 15, 2014 addressed to the Habitat for Humanity, a copy of which is included in Appendix 5 of the Staff Report of March 2, 2015 under Item 3 of the Meeting Agenda. For ease of reference, part of my letter is extracted below:

> *" General features that are of concern to the neighbourhood:*
>
> *A.1 The 3 housing units facing Dayton Court with a shared driveway has posed concerns to the neighbourhood during the 2011 public consultation process (when BC Housing applied for the variance). Some of our neighbours suggest that it should only be 2 instead of 3 units. Insufficient parking for this complex may result in over-flow street parking on Dayton Court and Ash Street.*
>
> *A.2 The proposed height of the new houses is apparently higher than the neighbours. This is contrary to what we were told by the Architect's surveyors when field measurements (including the elevation of our homes) were conducted some months ago.*
>
> *A.3 The general features of this proposed scheme (in relation to height/building form/character) are likely to attract more attention from the surrounding community at large. In this connexion, we would like to know how many residents in the neighborhood had been notified of the Open House event, and whether notices had been placed in the local papers before the event."*

With due respect, no one from the Habitat for Humanity, its Architect or the City have responded to my letter. Further, I must admit that I found no relief to my questions above after reading the Staff Report.

B.1 The reason given in the Staff Report in support of six units is that "reducing the number of lots would limit the impact of the innovative affordable home ownership model proposed.." (ref. page 5 of Staff Report). I remain to be educated as to what is the impact of the innovative model, and why is such impact considered more important that the impact to the neighbourhood. In response to the concern of insufficient parking, page 4 of the Report relies on the rationale that "two parking spaces per unit complies with the Zoning Bylaw". This does not adequately address parking needs for the tenants in the secondary suites, in addition to the home owners.

B.2 The final elevations of the new houses are still uncertain. They could be as much as 9.9 feet higher (per page 7 of the Report), despite the grade level could only be 1 feet higher than the crown of the road. The Architect is referring to two sets of numbers here (one set comparing the ground/grade level and another set comparing the top elevations between houses. Why are they making it so confusing to the readers?). As a matter of act,tThe Report recognizes the potential interference to the neighbouring houses along the north and south edge of this site, and considers that the impact will not be significant on the southern edge due to separation provided by the exiting fire-lane (emergency access lane). That leaves the problem on the north side unattended.

B.3 The "extended notification area" per Attachment 3 of the Report duly acknowledges the need for a wider circulation of the project portfolio. The attention given by the CIty Planner in this respect is appreciated. However in this particular case, a 50m radius of the subject site (plus Dayton Court) is not sufficient to cover the community at large, particularly for many nearby residents who are concerned with the development. I have spoken with quite a few neighbours on McBurney Drive and Ash Street who are surprised that they have no knowledge at all of this project.

In summary, with questions remain unanswered, and with no changes made by the applicant to realistically address the neighbourhood's concerns, I submit my request to the Panel to defer approval of the subject application.

Respectfully,

Paul Lam

8231 McBurney Court
Richmond, B.C.
V6Y 3H5
(Hard copy signed and mailed to the City Clerk Office for record)

Schedule 11 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

From: Troy Junge [mailto:tjunge@gmail.com]
Sent: Wednesday, 25 March 2015 15:19
To: Erceg, Joe
Subject: Zoning Variance on Dayton Court

Dear Mr. Erceg,

I want to write you to establish I have deep concern regarding the proposed zoning variances proposed for Habitat for Humanity development at the end of Dayton Court. The increased traffic to the end of our closed cul de sac will be unacceptable considering the frontage that it is intended to utilize. Based on the variance proposed we can easily expect up to 12 or more additional cars utilizing the road. With parking allotted 6 six spots and no room in the cul de sac to park these cars will end up attempting to park on a street already tight for free street parking. As you may or may not be aware most of the frontages in this Court are driveway already. I do understand that there are carports in the plans that have spots for 6 cars. But considering the size of the housing and additional suites and with prevalence of 2 car families this does not make sense. It would be irresponsible to city management and unfair to the existing owners and residents of Dayton Court.

Not to mention that there are many families with small children that live and play in the area With the already long design of the court there are challenges with too many people speeding up and down it as it is. I have two children myself age 4 and 6, and there is easy a total of 20 children on this block of elementary age.

I hope you take my concerns seriously when contemplating the proposed variance to the property.

Best Regards,

Troy Junge

8426 Dayton Court
778-875-7131

Schedule 12 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

To Development Permit Panel
Date: March 25, 2015
Item # 4
Re: 2671, 2711, 2811, 2831, 2851, 2931, 2951, 2971, 2991 No. 3 Rd DP14-659747

March 23, 2015

Director, City Clerk's Office – Please forward this submission to both:
To: Development Permit Panel
To: City of Richmond Mayor and Council

From: Henry Davies
Jayker Holdings Ltd.- 8560 River Road
From: Jack T.K. Chan
Wings Mould Canada Limited – 8500 River Road

Re: Notice of Application for a Development Permit DP14-659747
Dava Developments Ltd.

I, Henry Davies, own property at 8560 River Road, Richmond. I have been involved in the Bridgeport area since 1968 and built this building in 1975. I am a past Chairman of the Bridgeport Citizen's Committee and prepared an Area Plan for this area. I am also a past member of the Richmond Advisory Planning Commission.

My neighbor, Jack T.K. Chan, at 8500 River Road, came to me regarding a letter he received from the City of Richmond, and he was requesting my assistance. He has been approached again lately by Dava Developments to give the back of his property, the one they have marked on their development permit application as "future lane dedication". I looked up my file on the Dava Development rezoning application and I had the plans that they had given me but no written material. I had written a letter to the City outlining my objection to the designation of the back of my property at 8560 River Road also showing a strip marked 'future lane dedication". I heard no more after that and assumed the rezoning had been approved without acknowledging my concern.

I suggested to Mr. Chan that he contact the planner in charge of this for the City of Richmond, which he did. He identified himself and expressed his concern that the rear of his property was marked 'future lane dedication'. The planner emailed him a link to the Richmond Community Plan that had a link to the Bridgeport Village Plan. This plan still shows the Dava property as Park. Mr. Chan came back and gave me the link. The Planner told him he did not have to give the strip of land at the rear of his property and that the meeting would be cancelled. The link she directed him to was huge and included both the Richmond Community Plan and the Bridgeport Village Plan, did not give him information regarding the dedication re the strip of land at the back of his property and most importantly did not show his property being used as the extension to Douglas Road nor could you glean any indication that his property was part of rezoning/development permit application other than the five foot strip across the rear of his property marked 'future lane dedication'.

CITY OF RICHMOND
DATE
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I searched and eventually found the status of Dava Developments rezoning. This information is not readily available and takes a great deal of searching. The maps appear to be the same as Dava had given me and there were approximately forty pages of documentation. I read this and much to my surprise two things stood out – three lines on PLN252 ***" The CCAP is also proposed to be amended to extend a portion of Douglas Street as a minor street through the site, particularly from No. 3 Road to River Road. This road will be instrumental in servicing the future development potential of the waterfront lands to the west"***(attachment #1).

AND four lines on PLN 275 half a page up from the Mayor's signature place at the end of this document in specific terms it reads:
"D. In the specific land use map: Bridgeport Village 2031 thereof, designating along the south property line of 2811 No. 3 Road through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 **River** ***Road "PROPOSED STREETS'*** (attachment #2). I was astonished. I have never seen on any plan produced by the City of Richmond or Dava Developments that indicate this road going through 8500 River Road other than in this application document for rezoning on the signature page.

This is no more than taking away the future of a small property owner and family business to benefit a large developer at no cost to the developer.

I went to the City Hall on March 16th with my letter from the City of Richmond where it states plans and staff reports would be available. The front desk contacted the planner, gave me the phone and I asked her if I could get the written documentation that goes with the application for the development permit or is that documentation the same as Dava's rezoning application. I was told that the rezoning application has had three readings and was not finalized and it would be done at the same time as the development permit approval. I asked her if the written supporting information that goes with the Rezoning application was the same as it was then and she replied that it was. I told her I was able to get that off the internet but could she get me the plans and the supporting documentation for the Development Permit Application. She sent down the Report to Development Permit Panel with attachments. I copied them, reviewed the plans and the staff supporting documents. I must then assume that the documents for the rezoning and also the development permit are one and the same.

From the recent enquiries that Mr. Chan has made and I have made, there is no indication that a road is proposed to go through his property.

The **Douglas Road** extension is and should be no more than an access to the Dava Property. It should not be called Douglas Road. It is an entrance/exit to their property. If Dava and the City of Richmond have to close the lane to be shut off at Bridgeport then they will have to supply egress through their property. As a Park it was never to be shut off. Any plans to extend Douglas Road through the lane and

through private property should be removed and should not go ahead. The Road Plans in the Bridgeport Village Area Plan show ample access to the developments proposed for Duck Island without any involvement of our lane or properties (attachment #3 copy of aerial view showing extension of Douglas Road if necessary).

The best and most sensible extension of Douglas Road West should be through property I understand is already owned by the City heading northwest from Douglas and Sexsmith to No 3 Road and Beckwith with half of it already a road and the other half already owned by the city which was the old road to the bridge that crossed to Marpole and not through any private property.

For those of us on River Road we have already been impacted enough.

History of Lane

Two sites on No. 3 Road were being prepped for new buildings right up to the rear lane property line. The lane behind me (8560 River Road) was less than ten feet wide. The other site was behind 8500 River Road. The building permits had not been issued and I asked the city and talked to the owners of these properties and told them if they would give up several feet of property I would do the same so the lane could be made more functional. I contacted all the property owners in the lane and I had confirmation that they would all participate except we did not get any from the two buildings being proposed. The City issued building permits and the buildings were built. Even though the lane was less than ten feet wide behind my property, the new building put their gas meter, dumpster and overhead door in the lane. I received a complaint from my rear tenant that my parking lot was being used as the access to the new Auto Repair Facility. I went ahead and built a two foot rear wall across the back of my property (which remains today) which meant no access for new repair facility and no more problems for my tenant. Some years later I received a legal letter from the City of Richmond saying they needed to acquire a five foot strip from the rear of my property saying they needed it for public utilities. I was able to prove that the City of Richmond had an alternative route which was shorter and would cost less, they abandoned their acquisition of my property. Dava Development's designation written on their rezoning application and development permit diminishes the value of my property and the property at 8500 River Road. Any loss of land to our smaller properties can greatly reduce the development opportunities of our properties.

Our side of the lane has given up enough land. In our block most of the properties on No. 3 Road lost their businesses and property because of the Canada Line along with many in the Bridgeport area. Because of the Canada Line construction 8580 River Road (Richmond frame and Steering) moved, 8560 River Road (Thatcher Gold Stamping), moved, 8540 River Road

(acquired by Canada Line, 8520 River Road (Canada Post Office) (acquired by Canada Line) 8500 River Road (Johnson Controls now Wings Mould Canada). Both 8540 (now Don Dickey) and 8500 (now Wings Mould) lost their properties in other areas of the Bridgeport area due to the Canada Line and moved to our street. All the people on our side of the lane have lost views, had the sunlight blocked and restricted, and we have lost privacy. Our area has had to accept the Night Market noise, traffic congestion and restricted access to our street and properties. There is excessive noise from the cars on the Canada Line because it was built for straight lines and not the curve behind our properties. Most of us have accepted these realities as sacrifices for rapid transit because the land underneath was designated to be zoned a park after the Canada Line was built.

In 2009 The City of Richmond and Canada Line worked on a proposal to remove the Park, and developed conceptual drawings showing large buildings on the Park property and on all existing buildings on River Road in our Block. Without consultation of owners on River Road the city of Richmond worked with Canada Line to show all existing buildings removed and a plan of total redevelopment for our area (attachment #4 – 2009 design options City of Richmond). In these designs it showed removal of the lane from and including 8540 River Road north to the end of the lane at River Road. Although that proposed development by Canada Line did not go ahead the City rezoned and removed the planned park. The City subsequently sold the proposed park to Dava Developments. We have the Canada Line overhead. We have the Canada Line substation in the lane. The City allowed them to build this building right to the property line with their stairs, landing and slab protruding four feet into the lane.

If Dava Development and the City of Richmond cannot contain this proposed development on its own property without impacting our street, shutting off the lane, labeling and describing private property for future dedication for roads and lanes for the benefit of developers, they should scale back their development to what their site will support.

They are asking to reduce setbacks and providing a view for us of parked vehicles right up to the lane without screening. Dava Development's shows on its Plans street lights poles on our side of the lane. These lights must be on their side of the lane and better on the Dava property. Where they show them now they interfere with access to existing businesses and could impede redevelopment opportunities on our properties on River Road. We already supply the major overhead power lines and equipment to the airport on our front property line restricting our opportunity to build to our front property line.

It appears Dava are asking to build a 1980's strip mall on land that the City designated as a Park but then sold to Dava Developments without consultation from the community. Because the City has sold this property to a Developer they are now in a decision making position and I believe a conflict of interest. It has the appearance of an arms length transaction whether the City is doing it correctly or not.

How can you allow a long time business and property owner (8500 River Road – Wings Mold Canada) have their property be part of a rezoning and development permit applications by a developer with the rezoning already had third reading and then even after they have made reasonable enquiries to the City of Richmond and still not been made aware of a road proposal though their property?

We request the following:

- Remove all reference to 'future lane dedication' that are on 8560 and 8500 River Road at the rear of both properties.
- Remove any reference to 8500 River Road being used as an extension of any road through to River Road to support Duck Island development.
- Screening to be placed along the Dava Development property to block the view of parked vehicles.
- Require any street light poles in lane to be placed on the Dava Development property and not in the lane.
- Require any lane drainage is collected in the lane and not directed to the west side of the lane./
- Have the Canada Line building remove their stairs from protruding into the lane and instead have them put a new access to their building on property they own.

Attachments
PLN 252
PLN 275
Aerial View
2009 Design Options City Richmond
Bridgeport Village Maps 2031

ATTACHMENT #1

Based on Council's comments, staff recommend that the existing park designation along the west side of No. 3 Road be replaced with an "orange diamond" to indicate "Neighbourhood Park (Future to 2013) – Configuration & Location to be Determined". An "orange diamond" would be added to the Bridgeport Village map in the vicinity of No. 3 Road. The configuration, location and timing of the park will depend on the level of local development activity and related park demand.

The current "Park" designation along the west side of No. 3 Road will be removed and the affected lots will be designated as per the existing designation of adjacent lands to the north, south, east and west:

- To "Commercial" in the City of Richmond 2041 OCP Land Use Map.
- To "Urban Centre T5 (45 m)" (2 FAR) and "Village Centre Bonus" (1 FAR) in the CCAP.

The CCAP is also proposed to be amended to extend a portion of Douglas Street as a minor street through the site, particularly from No. 3 Road to River Road. This road will be instrumental in servicing the future development potential of the waterfront lands to the west.

Staff's review of the proposed development shows it to be consistent with City policies and supportive CCAP objectives for the Bridgeport Village, as indicated below:

a) Sustainable Development:

- ***District Energy Utility (DEU)***: The small low density site is not required to be "DEU-ready" as the estimated heating demand (primary demand would be cooling) would be too low to make it economical at this time.
- ***Leadership in Energy and Environmental Design (LEED)***: The CCAP requires that all rezoning applications greater than 2,000 m^2 in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this at Development Permit stage.
- ***Tree Protection***: Richmond's Tree Protection Bylaw is intended to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm dbh (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy, as they have agreed to save the only existing tree on the site, the significant London Plane at the intersection of No. 3 Road and Bridgeport Road. The tree is large (approximately 1.2 m dbh), in excellent health and a highly visible location. Confirmation of a contract with a registered Arborist for the protection of the tree is a requirement of rezoning. The Arborist needs to be involved in any planned work within the trees' dripline.

ATTACHMENT #2

P.I.D. 004-209-028
Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728
P.I.D. 003-748-499
Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555
P.I.D. 003-748-421
Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555
P.I.D. 003-748-391
Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

d) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating along the south property line of 2811 No. 3 Road, through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road "Proposed Streets".

e) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating a portion of the intersection of Beckwith Road and Sexsmith Road "Park – Configuration & location to be determined".

f) Making various text and graphic amendments to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use Map: Bridgeport Village (2031) as amended.

3. This Bylaw may be cited as **"Richmond Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041".**

FIRST READING _____

PUBLIC HEARING _____

SECOND READING _____

THIRD READING _____

OTHER REQUIREMENTS SATISFIED _____

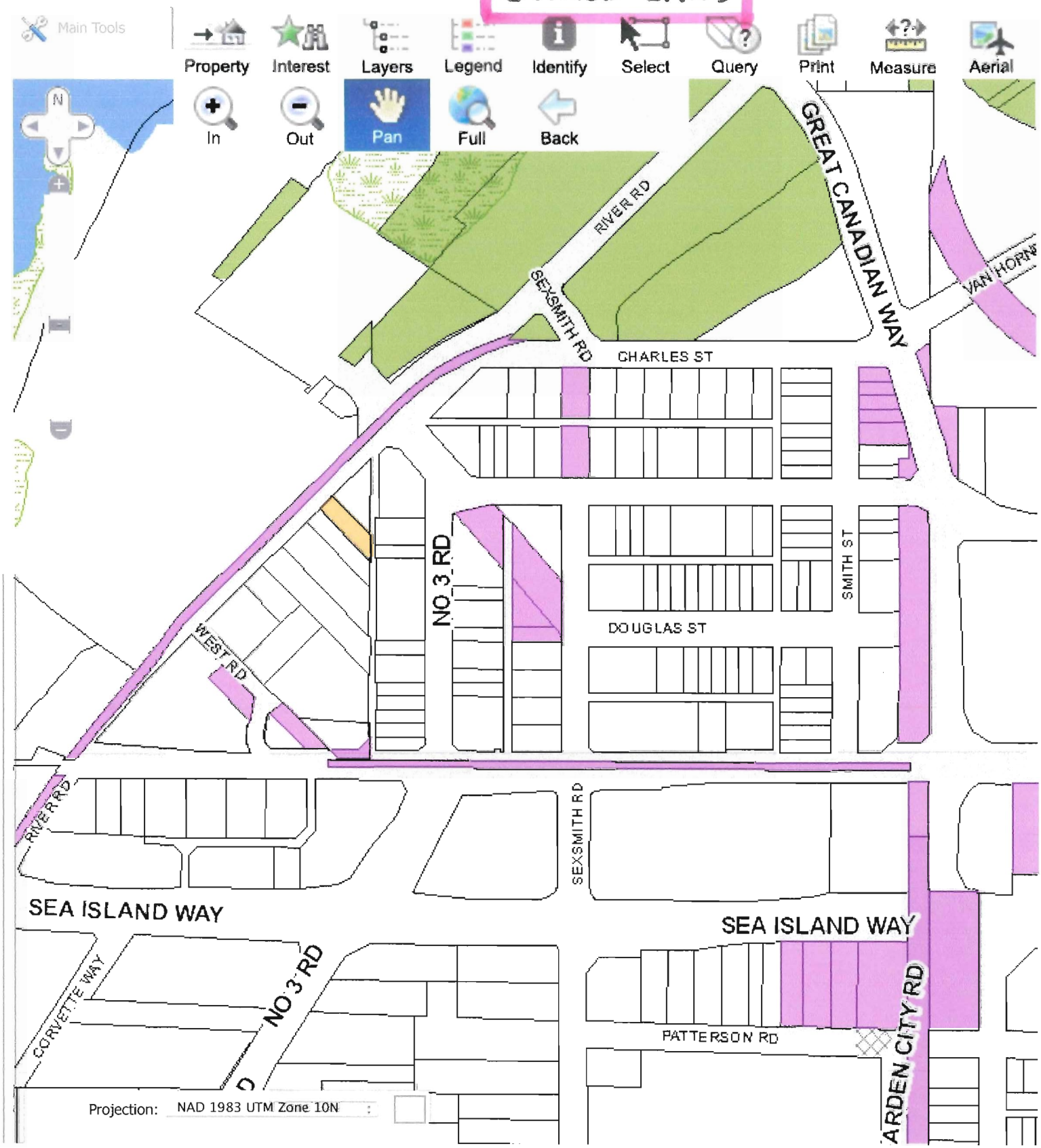
ADOPTED _____

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

#3

City of Richmond Interactive Map

OWNED LAND



City of Richmond Interactive Map

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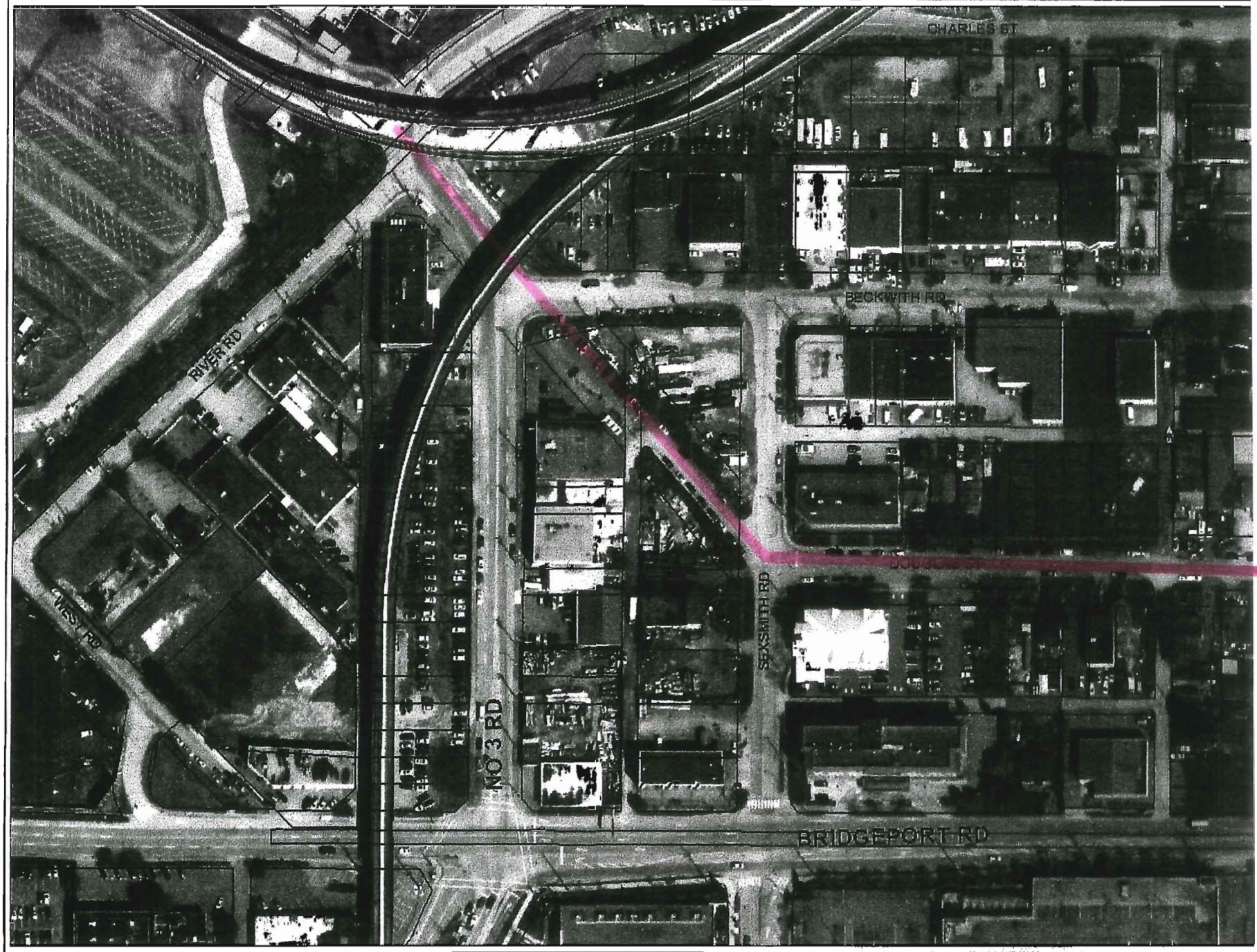

77.0 0 38.49 77.0 Meters

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is for reference only. Da

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#4

City of Richmond
6911 No.3 Road, Richmond, BC V6Y 2C1
Telephone (604) 276-4000
www.city.richmond.bc.ca

May 5, 2009
File: 08-4045-20-10/2009-Vol 01

Planning and Development Department
Fax: 604-276-4052

Canada Line
Suite 1650, 509 Granville Street
Vancouver, BC
V6C 1T2

Attention: Jane Bird
Chief Executive Officer

Dear Ms. Bird:

Re: Proposed Amendment to the City Centre Area Plan (CCAP) at 2671 - 2991 No. 3 Road

Thank you for meeting with Jeff Day, Terry Crowe, and myself on April 22, 2009, to review the proposed amendment to the CCAP, considered at Council on April 14, 2009, and its implications for the future development of your property. As we discussed:

Land Use Designation –

- The subject CCAP amendment bylaw would re-designate your site from "Park" to "Urban Centre T5 (45 m)", which would enable it to be developed with some combination of commercial uses (i.e. typically retail at grade and office and/or hotel above);

Density –

- The maximum permitted density under the subject CCAP amendment would be 3.0 Floor Area Ratio (FAR), as per:
  a) "Urban Centre T5 (45 m)" – 2.0 FAR maximum, for non-residential uses; plus
  b) "Village Centre Bonus" – 1.0 FAR, for office uses only.
- The ability of a developer to maximize density on the subject site could be affected by:
  a) Parcel size –
  The CCAP Development Permit (DP) Guidelines, Sub-Area A.4 (as approved in July 2008), recommend a "minimum net development site size" of 45 m wide, 40 m deep; and 4,000 m^2 in area. Your site's area and width exceed this recommendation, but its depth is smaller and is encumbered by the Canada Line guideway, columns, and power station. In light of this, staff undertook a preliminary development review of your site. (See attached) Based on this, staff are satisfied that your site has the potential to be attractively developed at densities of up to 3.0 FAR; however, development constraints inherent in the subject site must be recognized (e.g., tower floorplate width limitations, an inability to accommodate a conventional multi-storey parking structure) and may impact the site's ability to satisfy some uses or users.

RICHMOND
Island City, by Nature

b) Parking –
Based on staff's preliminary development review (see attached), it appears that your site can accommodate roughly 150 parking spaces on-site, which would be adequate to support a density of approximately 0.65 - 0.8 FAR (depending on the proposed mix of uses). Exceeding this density would require additional parking spaces to be provided off-site (i.e. roughly 150 additional spaces for 3.0 FAR); either by securing an off-site parking facility (via legal agreement, air space parcel, lease, etc.) or by consolidating the subject site with one or more neighbouring lots for the purpose of a larger, comprehensive development.

Vehicle Access –

- The subject CCAP amendment proposes that vehicle access to your site should be restricted to the existing lane, with the understanding that the lane is to be realigned near its north end and widened to City Centre standards (i.e. typically 9 m) concurrently with the development of the subject site and its neighbours.
- Through the City's development application processes, staff may consider alternative vehicle access options for your site provided they are supported by a satisfactory traffic study; however, it is premature to confirm that any such alternative would be supported by staff until more is known about the nature of the development and the associated traffic considerations.

Timing of the CCAP Amendment –

- The subject CCAP amendment bylaw received first reading of Council on April 14, 2009.
- Public Hearing on the subject CCAP amendment bylaw will not occur until after the CCAP bylaws approved by Council in July 2008 have received final reading.
- Final reading of the July 2008 CCAP bylaws will not occur until proposed changes to the Development Cost Charge (DCC) bylaw are approved by the Province. This is not expected until the summer or fall of 2009.
- In the intervening period, staff will consult with property owners and businesses in the Bridgeport Village area regarding the subject CCAP amendment.

Thank you again for your interest in the subject CCAP amendment bylaw. If you require any additional clarification regarding the bylaw or the development potential of your property, please let me know.

Yours truly,

Suzanne Carter-Huffman

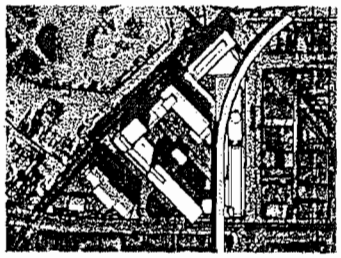
Suzanne Carter-Huffman
Senior Planner/Urban Design

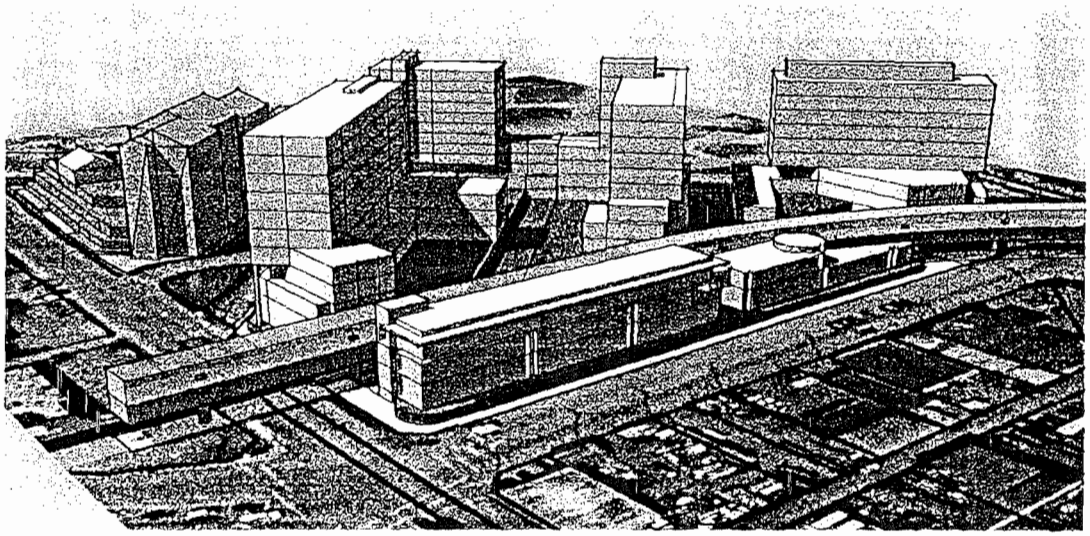
SPC:spc
Att. 3

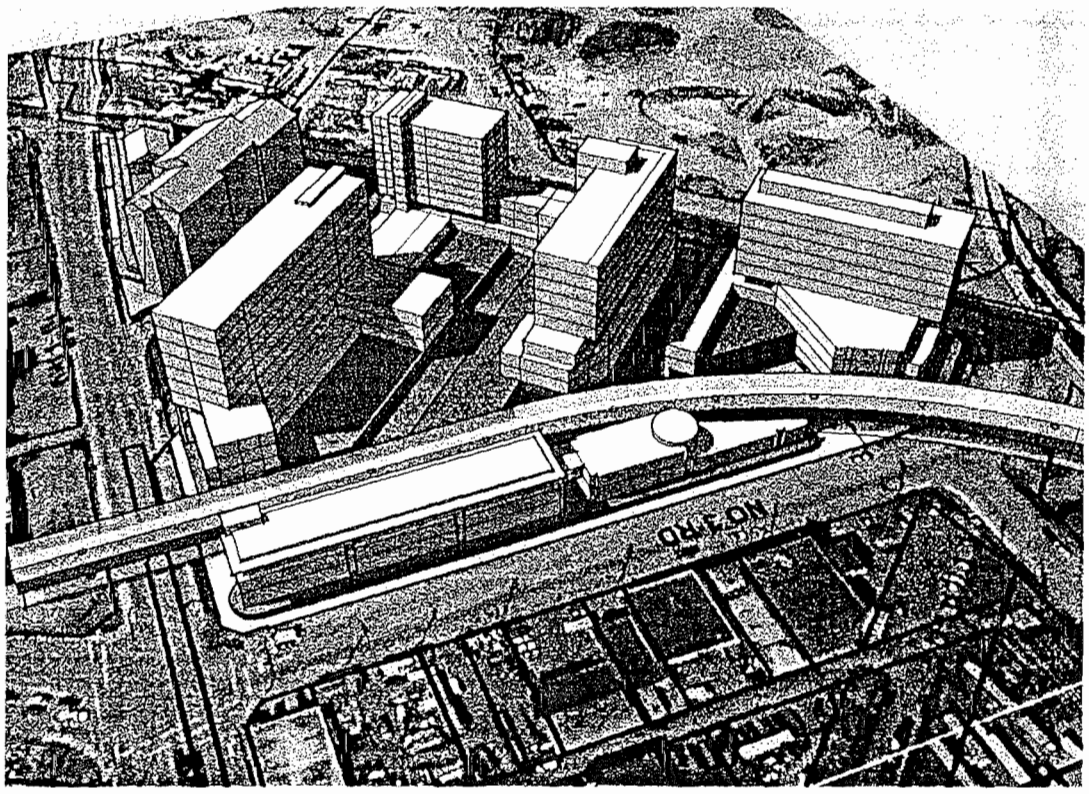
pc: Jeff Day, P. Eng., General Manager, Olympic Business & Major Projects
Terry Crowe, Manager, Policy Planning
Wayne Mulyk, CLCO

BRIDGEPORT VILLAGE: *No. 3 Road Conceptual Development Options*

- ***Office/Retail*** *@ 0.8 Floor Area Ratio max.*
- ***Height:*** *18 m max.*
- ***Parking:*** *+/-150 on-site spaces (surface & under building)*





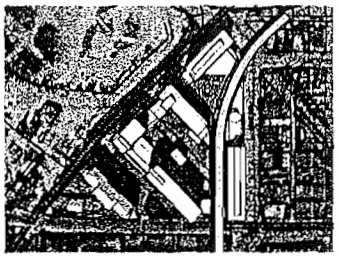


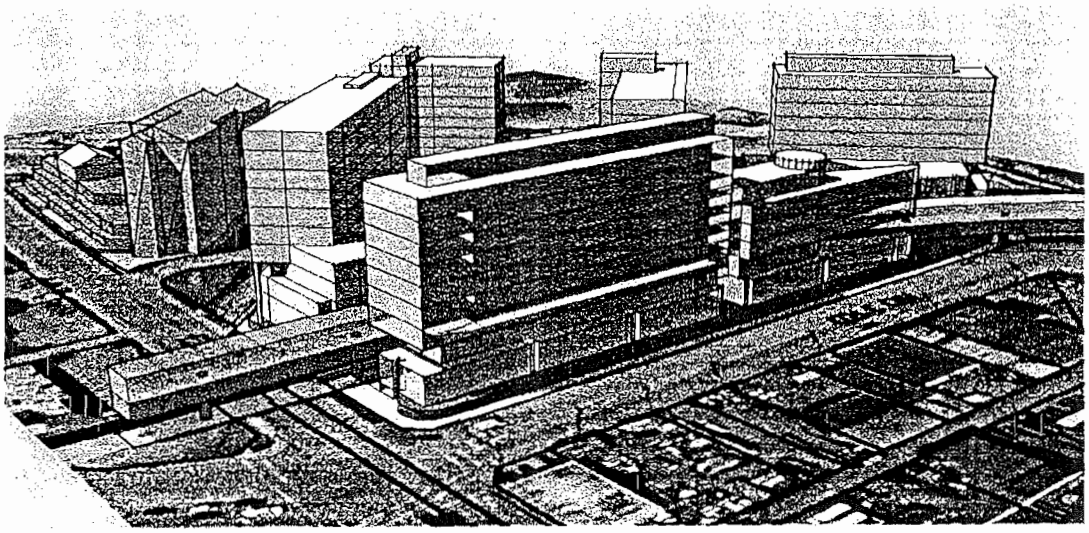
City of Richmond
March 11, 2009

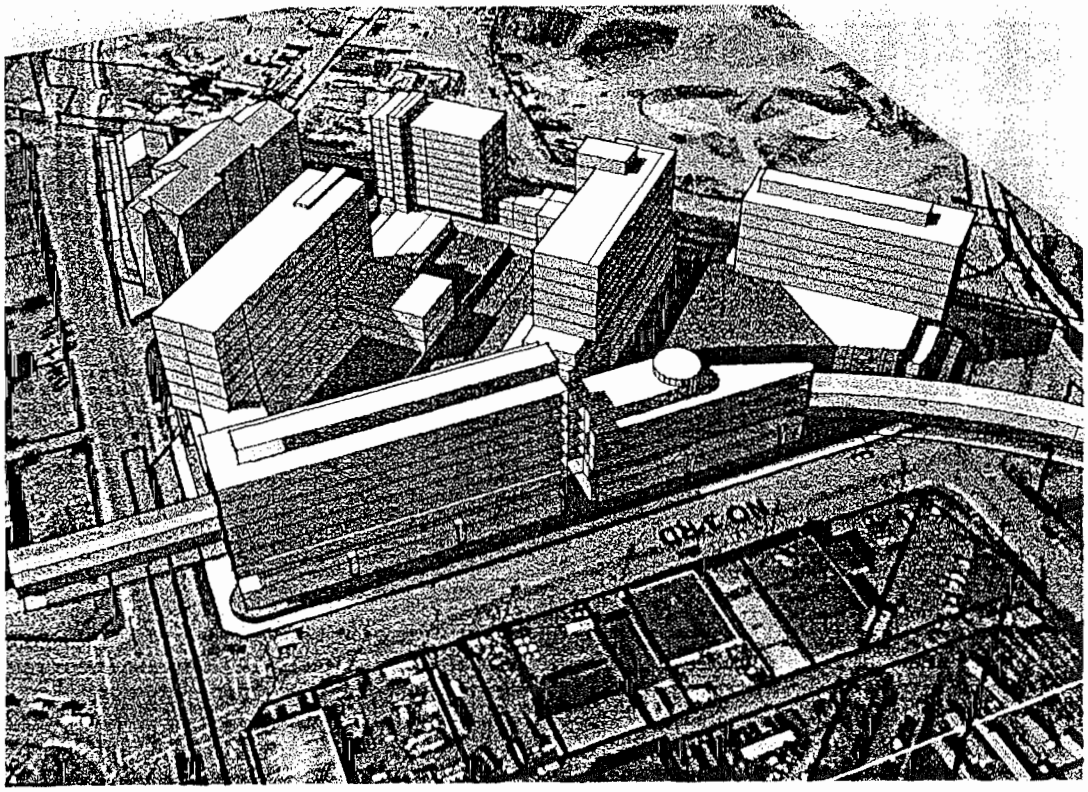
2608645

BRIDGEPORT VILLAGE: *No. 3 Road Conceptual Development Options*

- ***Office/Retail*** *@ 3.0 Floor Area Ratio max.*
- ***Height:*** *45 m max.*
- ***Parking:*** *+/-150 on-site & +/-150 off-site spaces (surface & multi-storey structures)*



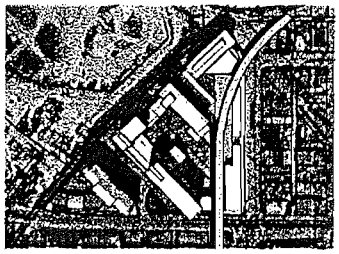




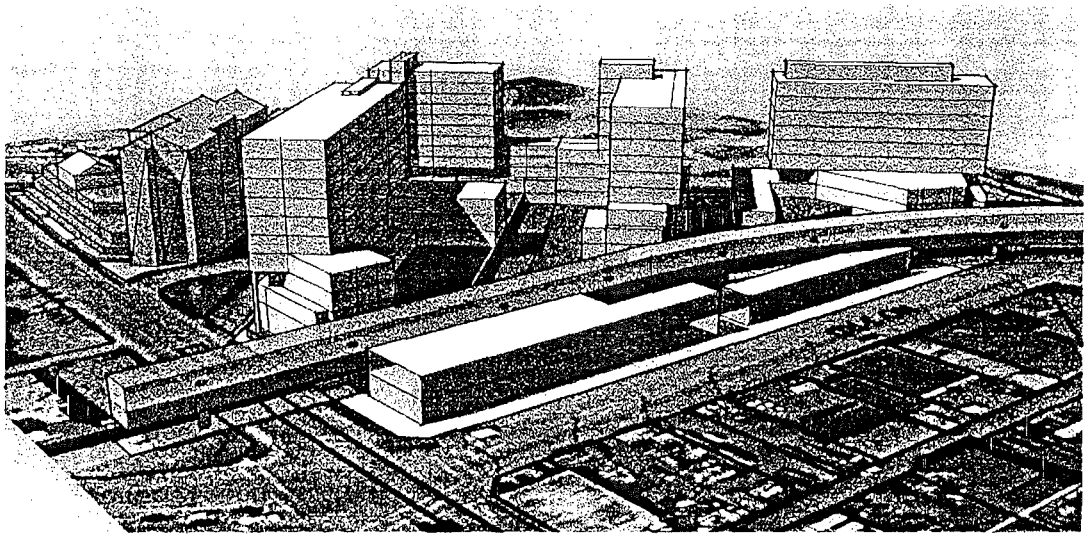
City of Richmond
March 11, 2009

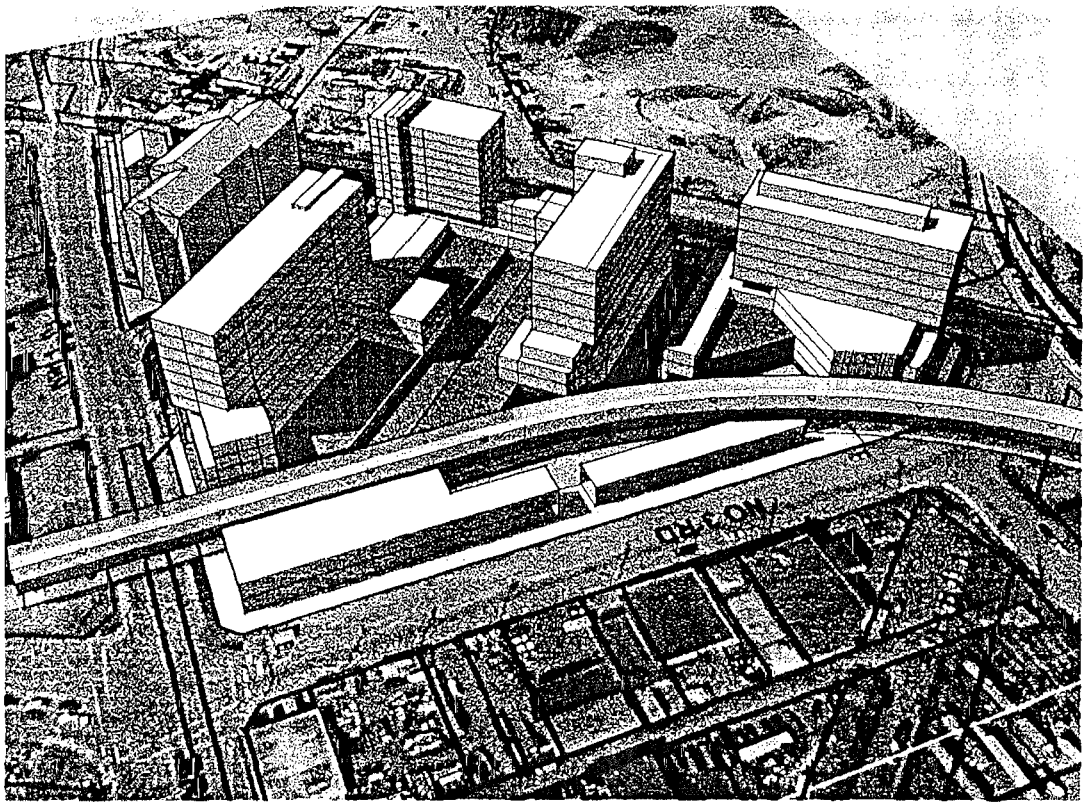
2608645

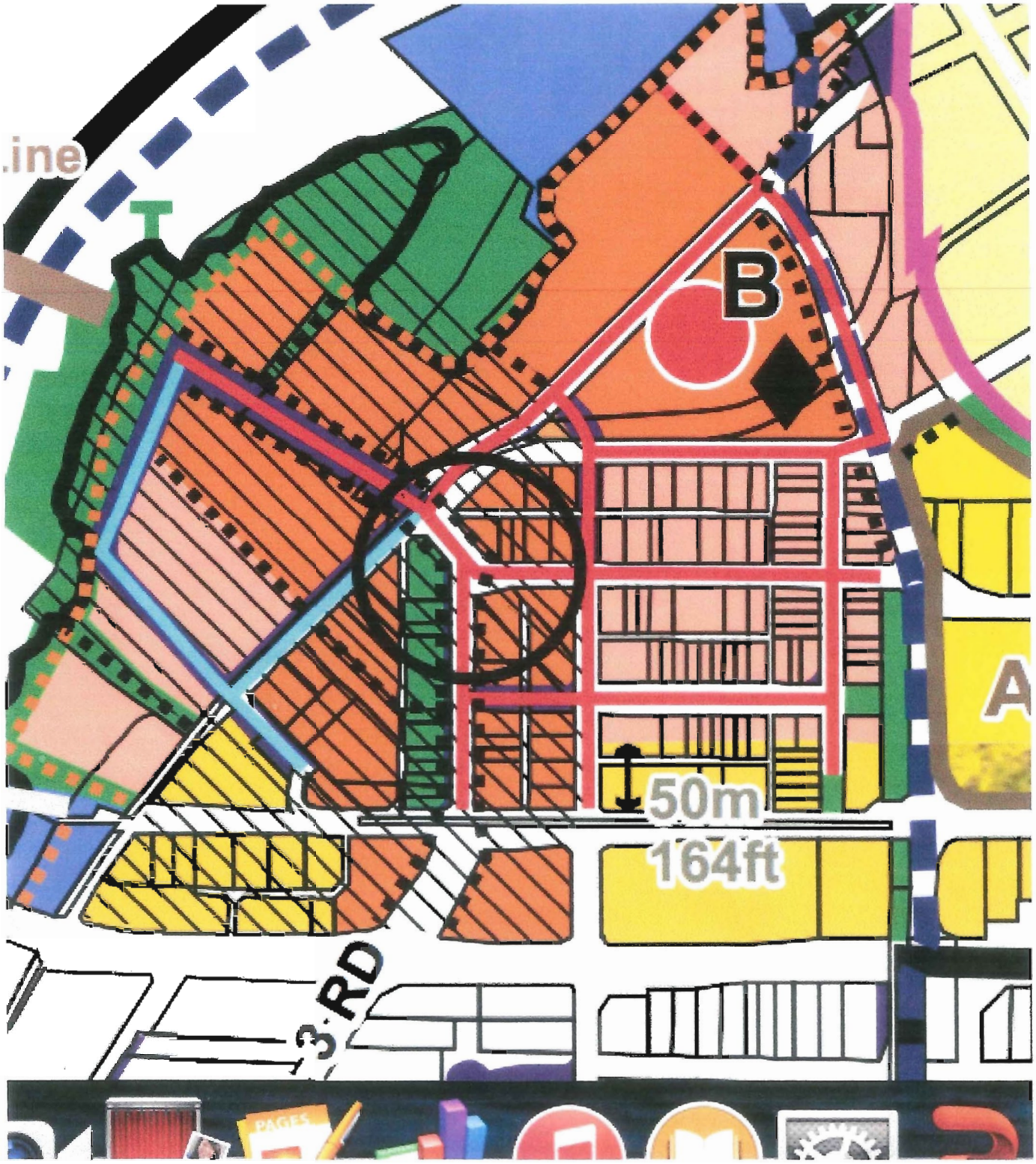
BRIDGEPORT VILLAGE: *No. 3 Road Conceptual Development Options*



- ***Office/Retail*** *@ 0.5 Floor Area Ratio max.*
- ***Height:*** *10 m max.*
- ***Parking:*** *+/-100 on-site spaces (surface)*







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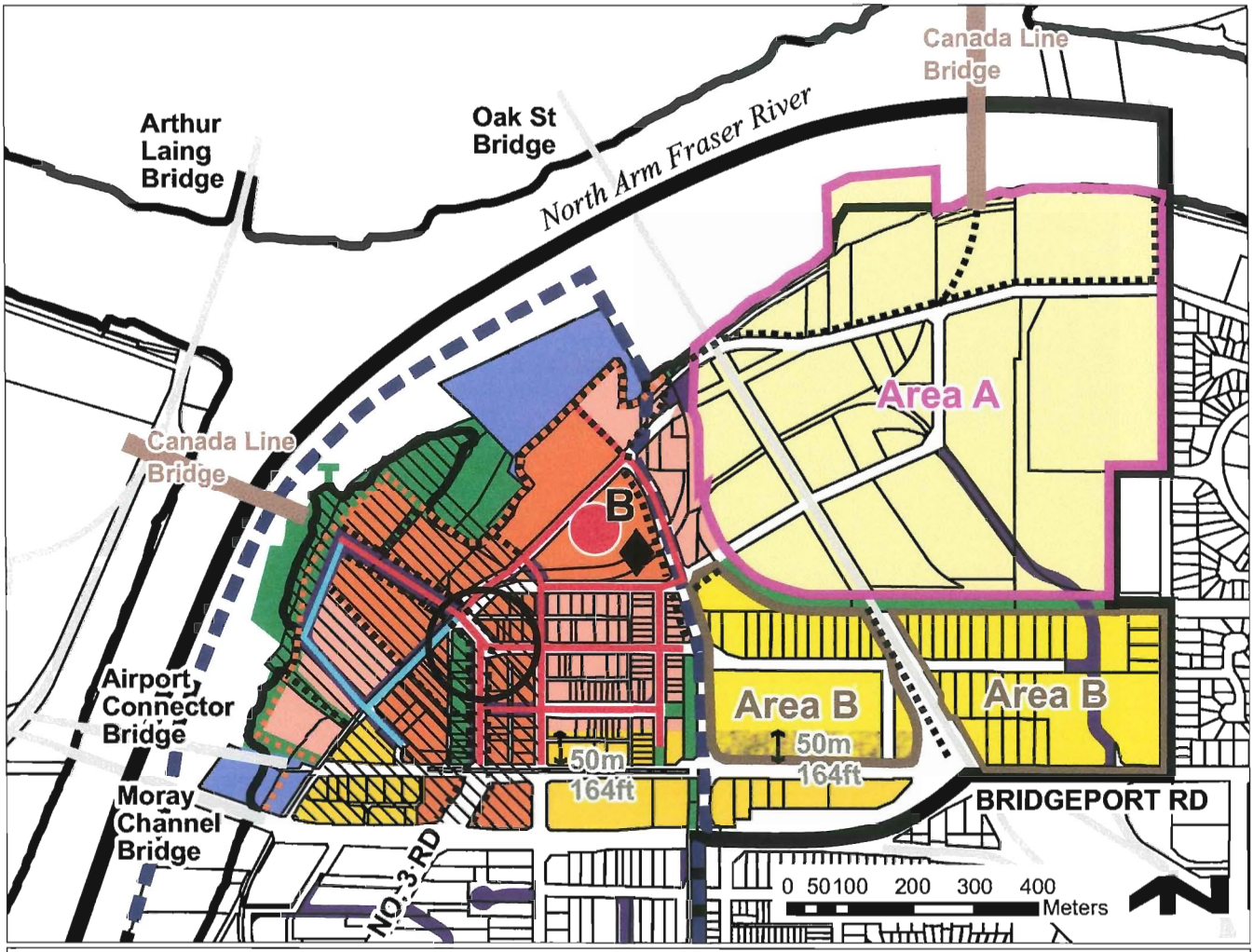
Specific Land Use Map: Bridgeport Village (2031)



Schedule 13 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

To Development Permit Panel
Date: March 25, 2015
Item # 4
Re: 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971, 2991, No. 3 Road
DP 14-659747

March 25, 2015

To: Development Permit Panel
To: Mayor and Council

From: Henry Davies
8560 River Road, Richmond, B.C.

Re: Dava Developments – DP14-659747

It has been brought to my attention and I have since checked that the properties on No. 3 Road (2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971, 2991) included in the Application by Dava Developments Ltd. for a Development Permit and for rezoning have not been posted on No. 3 Road or in the lane.

The only signage is facing Bridgeport Road on the south property line of 2991 No. 3 Road amongst other signs of other real estate developments in the area and the Rezoning Application is illegible.

CITY OF RICHMOND
DATE
MAR 25 2015
RECEIVED
CITY CLERK'S OFFICE

Schedule 14 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

PHILLIPS PAUL
BARRISTERS & SOLICITORS

G. ALLAN PHILLIPS
OLENA GAVRILOVA

215 - 4800 NO. 3 ROAD, RICHMOND, BC V6X 3A6
TEL: 604-273-5297 FAX: 604-273-1643 WWW.PHILLIPSPAUL.COM

REPLY TO: G. ALLAN PHILLIPS
E-MAIL: GAP@PHILLIPSPAUL.COM

March 24, 2015

BY FACSIMILE

To Development Permit Panel
Date: March 25, 2015
Item # 4
Re: 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971, 2991 No. 3 Road
DP 14-659747

City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Attention: The Director, City Clerk's Office

Dear Sirs:

Re: Development Permit Application
DD 14-659747 for 2671, 2711, 2811, 2381, 2851, 2911, 2951, 2971 and 2991 No. 3 Road
Our client: Maxwell Holdings Limited
Owner of: 8500 River Road, Richmond, BC
Our File Ref. 06013 001

We act for Maxwell Holdings Limited which owns the property at 8500 River Road, Richmond, BC which is immediately to the west of the proposed development site. Our client's property is separated from the development site by an existing lane.

Some months ago our client received the attached letter from Dava Developments Ltd. ("Dava") regarding the proposed re-zoning. In the letter, Dava seeks the consent of our client to the dedication of a portion of our client's property for the purpose of widening the lane.

Our client wishes to make clear to Council that it does not consent to the dedication or taking of any portion of its land. If it is proposed that our client lose part of its land for the purpose of Dava's development or for any other purpose then we request that clear notice of that intention be provided to our client to allow them a proper opportunity to be heard.

Our client is particularly sensitive to this issue since it lost its previous property to Translink for the development of the Canada Line. They have spent almost ten years and a great deal of money re-establishing their business in its present location.

Yours truly,

PHILLIPS PAUL

Per: G. Allan Phillips

GAP:tf
Encls.
06013001.CITY

cc Janet Digby (via e-mail: JDigby@richmond.ca)

CITY OF RICHMOND
DATE
MAR 2 4 2015
RECEIVED
CITY CLERK'S OFFICE

DAVA DEVELOPMENTS

Dear Owner at 8500 River Road,

RE: 8500 River Road, Lane Right-of-Way

Dava Developments Ltd. has applied to the City of Richmond for permission to rezone 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971, and 2991 No. 3 Road from Light Industrial (IL) to a site specific zone in order to develop two commercial two-storey buildings.

The City of Richmond has asked for a lane improvement upgrading the Lane to the east of your property a Richmond City standard width of 5.1m. In order to achieve this, all the designated area for the lane will have to be included. Your lot is the only one at present that has not dedicated the right-of-way as you can see from the attached drawing of the lane. You can also see that the Translink station is right across the subject piece of land for dedication; hence we cannot increase the width of the lane from our side.

It will be required of you by the City to dedicate the part of the land for the lane if you or your buyer were to rezone and develop the site and at that time you will have to bear the cost of surveying, legal work, and lane construction, etc. However, if you agree to dedicate the land now to the City Dava Developments will perform all the work at no expense to you and the lane will be a lot more appealing to you and perhaps your potential buyers.

If you are agreeable to the dedication of the right-of-way in which case it will be beneficial to all parties then please sign the following with a yes and if not agreeable you can sign it with a no. Thank you for your consideration.

Are you agreeable to the Right-of-way proposal (Yes/No)? _____

Authorized Signatory: _____

Full Name: _____

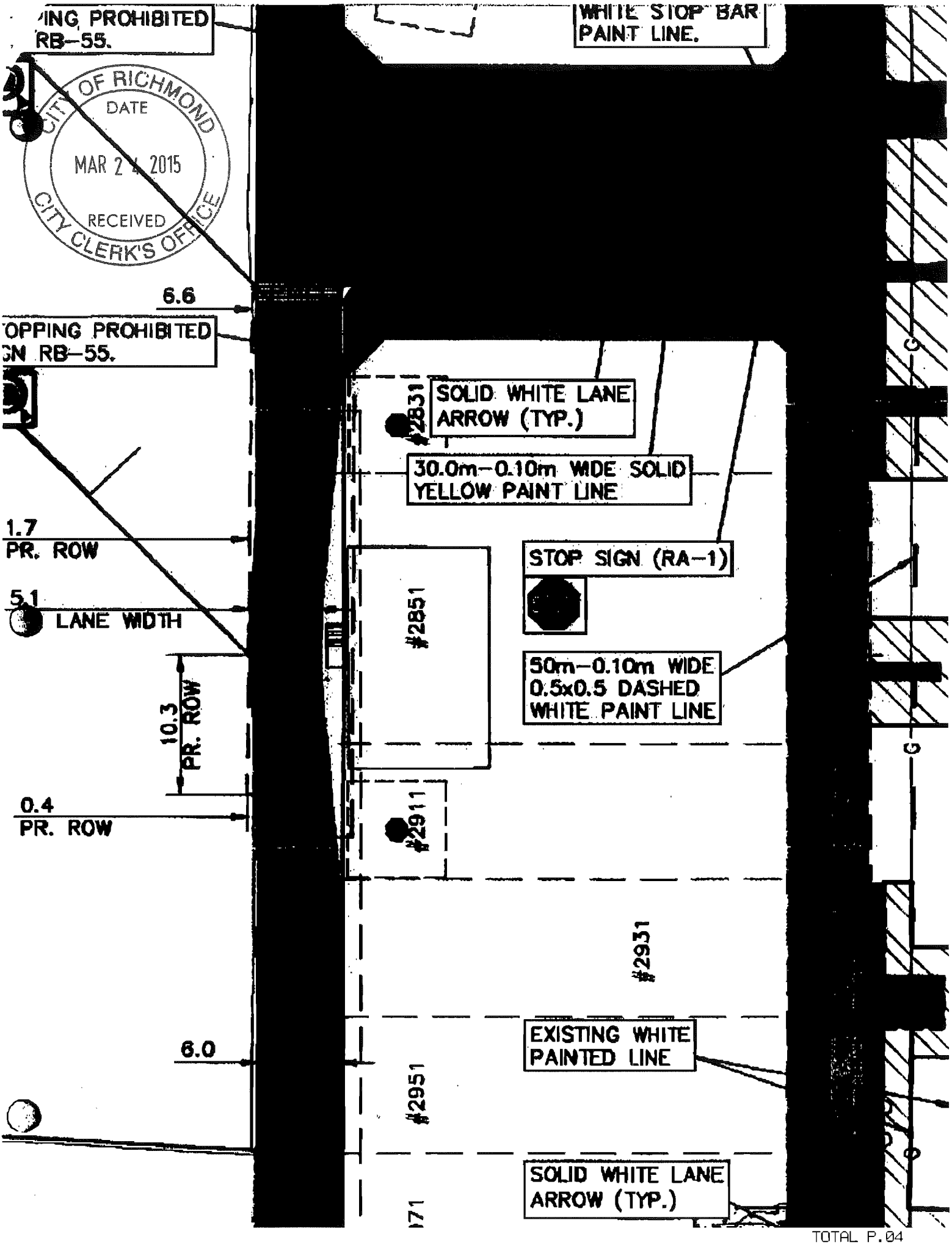
Title: _____

Sincerely,

Nelson Chung
Vice President, Development
Dava Developments Ltd.

CITY OF RICHMOND
DATE
MAR 2 4 2015
RECEIVED
CITY CLERK'S OFFICE

228 – 2680 Shell Road, Richmond B.C. - tel: 604.273.6266 - fax: 604.273.6121


ING PROHIBITED
RB-55.
WHITE STOP BAR
PAINT LINE.
CITY OF RICHMOND
DATE
MAR 2 4 2015
RECEIVED
CITY CLERK'S OFFICE
6.6
OPPING PROHIBITED
GN RB-55.
#2831
SOLID WHITE LANE
ARROW (TYP.)
30.0m-0.10m WIDE SOLID
YELLOW PAINT LINE
1.7
PR. ROW
5.1
LANE WIDTH
#2851
STOP SIGN (RA-1)
50m-0.10m WIDE
0.5x0.5 DASHED
WHITE PAINT LINE
10.3
PR. ROW
0.4
PR. ROW
#2911
#2931
6.0
EXISTING WHITE
PAINTED LINE
#2951
SOLID WHITE LANE
ARROW (TYP.)
171

Schedule 15 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

To Development Permit Panel
Date: March 25, 2015
Item # 4
Re: 2671, 2711, 2811, 2831, 2851, 2931, 2951, 2971, 2991 No. 3 Rd DP14-659747

juans automotive

604.241.2848
8580 River Rd, Richmond
service@juans.ca

March 23rd 2015

Director, City Clerk's office

RE: Dava Developments DP14-659747

My name is Juan Recavarren, my wife Stephanie and I own a building at 8580 River Road in Richmond, V6X 1Y4.

We support and back up the issues raised by Mr. Henry Davies and Mr. Jack Chan in their submission dated March 23rd 2015.

If you have any concerns regarding this matter, please do not hesitate to contact us at (604) 241 2848

Sincerely,

Juan Recavarren

Stephanie Recavarren

CITY OF RICHMOND
DATE
MAR 2 4 2015
RECEIVED
CITY CLERK'S OFFICE

Schedule 16 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

March 23, 2015

To: City of Richmond Development Team/City Council

Re: Development Application DP14-659747 (Dava Development)
As additional attachment to letter from Henry Davies (8560 River Road)

Dear Sirs,

It is my understanding that this development application is near final approval, however very recently, certain details about the development have been brought to my attention which are a concern to my business operation.

1 – I was not previously made aware that a road is being planned to be installed directly at 8500 River Road. Although this may not directly effect my operation, it is a concern for me and I'm sure of greater concern for my neighbour, who stands to be impacted directly by such an installation.

2 – Having received a copy of the "detailed" plans for the development site, which had not previously been shared, it appears it is planned to have light standards installed directly where the city alley and the rear of my property (8540 River Rd) parallel each other. The plans show the intent to install this item on my side of the alley rather than on the side where the development takes place. This fact was not brought to my attention previously.
In addition, the position of the light standard shows that it would end up being installed directly in front of my rear parking/delivery area, which would create a burden on my operation, as it would make receiving of goods very challenging.

3 – Over the years, the level of the alley (gravel) behind my property has gradually become elevated (continual filling and grading by city maintenance) and as such it forces water runoff towards my property. I would like to receive assurance that when the development takes place (change to asphalt) that the level of grade in the alley will be low enough to allow drainage in the alley, rather than in to my property, which does not have sufficient resources to handle additional water volume.
This may have been anticipated in the proposed development plans, but I have not received any copies of correspondence that would confirm this.

Thank you for reviewing my concerns prior to any further decision on allowing the proposed development as shown.

Regards

Thomas Fairbrother, President

Dunbar Equipment Ltd dba, Don Dickey Supplies
(Opus Mobile Sound Ltd.)
8540 River Road Richmond V6X1Y4
Ph: (604) 273-7112 Email: tom@dondickey.com

Schedule 17 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

DP 13-644888

To Development Permit Panel
Date: March 25, 2015
Item # 5
Re: 8600 & 8620 No. 2 Road
DP 13-644888

Re : Development Permit on 8600 & 8620 No. 2 Road

The followings are our submission:-

1. **The lot is too small to raise up nine(9)townhouses.**

2. **Parking spaces are not enough - seven(7)small car parking spaces for (nine)9 houses, the remaining two house-owners must be not allowed to own their cars, or they can only park on No. 2 Road.**

   However, the traffic of the No. 2 Road is already heavy enough during rush hours.

3. **Of course, we don't expect them to park at the Danube or the Delaware Road either. We notice that during the weekends both sides of the Danube Road are fully parked with cars particularly at the entrance of it.**

SO Yim K & WONG Yin T
Owner of 8591 Delaware Rd
Richmond BC V7C 4X6

3/22/15

CITY OF RICHMOND
DATE
MAR 25 2015
RECEIVED
CITY CLERKS OFFICE

Schedule 18 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

Mr. Edwin Lee
Director, City Clerk's Office
Richmond City Council

Dear Sir,

We wish to register our strongest objection to construct 9 Townhouses on a site of two single family ,8600 and 8620 No. 2 Road. We strongly object to vary Richmond Zoning Bylaw 8500 too.

By the City's own acknowledgement, the frontage of the proposed development site is only 43.29m **and does not** comply with the required frontage of 50m on major arterial roads.

And the developer also proposed the front yard setback only 5.4m , **does not** comply with **the by law** "setback 6.0m at least" **either**.

If this proposal proceeds, two houses will be replaced by 9 townhouses, 9 families and 9 ...plus vehicles just outside our yard. It is too crowded as well as increased traffics and noise !That do not protects convenance between myself and neighbours and the city of Richmond **"Quite,Peaceful,Enjoyment of Property"** .

Yours sincerely,

Name	Address	Sign	Date
Walter XINLONG SONG	8628 No.2 Road.		3/2
Judy JINGHONG ZHU	8628 No.2 Road		
Martin P:	8631 No 2 Road		March 24
Bena Au	8535 NO 2 rd.		
sio cheong wong	8535 NO 2rd.		
Fajie Li	8531 2号路	王月芳 李劲杰	
YUN XU	8531 NO.2RD		

We, the undersigned residents of properties situated on the east side of No. 2 Road between Danube Road and Francis Road, are totally opposed to the rezoning of 8600 and 8620 No. 2 Road (Amendment Bylaw 9146 / RZ13-644887) to Townhouse Complex RTL4. This proposed development does not comply with the allowable frontage of 50m. on major arterial roads, and we reject any attempt by the developer to deviate from such compliance.

We demand that the proposal is rejected by Richmond City Council immediately.

NAME	ADDRESS	SIGNATURE
[illegible]	8520	[illegible]
Judy, JINGHONG ZHU	8628	[illegible]
Dewey YOUNG	8580	[illegible]
M-S. MUNDIE	8560	[illegible]
Bernard Lee	8720	[illegible]

Schedule 19 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

To Development Permit Panel
Date: March 25, 2015
Item # 5
Re: 8600 & 8620 No. 2 Road
DP 13-644888

Mr. Edwin Lee
Director, City Clerk's Office
Richmond City Council

Dear Sir,
We wish to register our strongest objection to construct 9 Townhouses on a site of two single family ,8600 and 8620 No. 2 Road. We strongly object to vary Richmond Zoning Bylaw 8500 too.

By the City's own acknowledgement, the frontage of the proposed development site is only 43.29m **and does not** comply with the required frontage of 50m on major arterial roads.
And the developer also proposed the front yard setback only 5.4m , **does not** comply with **the by law** "setback 6.0m at least" **either**.
If this proposal proceeds, two houses will be replaced by 9 townhouses, 9 families and 9 ...plus vehicles just outside our yard. It is too crowded as well as increased traffics and noise !That do not protects convenance between myself and neighbours and the city of Richmond "**Quite,Peaceful,Enjoyment of Property**" .
Yours sincerely,

Name	Address	Sign	Date
Danielle Samson	8700 No 2 Rd		March 24/15
Theo Wilson	8700 No 2 Rd		March 24/15
Anderen Lan	8680 No. 2 Rd		March 24 15
Hui Juan Yin	8526 No. 2 Rd		March 24, 2015
Anthony Lo	6028 Danube Rd.		March 24, 2015

CITY OF RICHMOND DATE MAR 25 2015 RECEIVED CITY CLERK'S OFFICE

CITY OF RICHMOND INFO CENTRE
MAR 25 2014

Clerk's Office

Schedule 20 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

To Development Permit Panel
Date: March 25 /15
Item # 5
Re: 8600 & 8620 No. 2 Road
DP 13-644888

		INT
	DW	
✓	MJ	MJ
	DB	

March 15, 2015

Director, City Clerk's Office
City of Richmond
6911 No 3 Road
Richmond BC V6Y 2C1

Re: Balandra Development Inc.
8600 and 8630 No 2 Road

Our property at 8651 Delaware Road abuts these properties almost dead centre, our property has a very short back yard allowing little to no privacy from this new development. We completely oppose the building of the nine townhouse units on the property. Simply the amount of vehicles and people moving in and out of such a small area will be a huge disturbance. There is a bylaw in place that states the lot width minimum needs to be 50.0 meters; bylaws are made by the city to protect us from just this sort of thing. Please stick to your rules.

The Developer/Owner of these lots has left up a row of trees (as required) along the east end of their property. Eight of these trees run along our fence line, they are at two different heights and are overgrown into our yard space. Please enforce that they top the trees to the height of the shortest one (no shorter) and trim back off our property line all the way up as soon as possible. The thought here is this may tidy things up and will help fill in the gaps in the trees. The continuation of trees along the same fence line that the developer has stated they intend to plant should then be grown to the same height as the existing ones and hopefully be kept trimmed off our property line.

Regretfully we cannot make this meeting on March 25th as it is scheduled during working hours, so we would appreciate it if you will speak up on our behalf and send us a copy of the minutes following.

Peggy & Fred Baaske

Fred and Peggy Baaske
8651 Delaware Rd
Richmond BC V7C 4X6

CITY OF RICHMOND
DATE
MAR 20 2015
RECEIVED
CITY CLERK'S OFFICE

Schedule 21 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

To Development Permit Panel
Date: March 25, 2015
Item # 5
Re: 8600 & 8620 No 2. Road
DP13-644888

Objection to Vary the Richmond Zoning Bylaw 8500
For Development Permit DP 13-644888

Dear Council Chambers,

Ref: Proposed Townhouse Development: 8600 and 8620 No. 2 Road, Richmond, B.C.

With reference to the above captioned issue, we are writing as a local resident to object to the 8600 and 8620 No. 2 Road development permit with respect to the Variation of the Richmond Zoning Bylaw 8500. We have examined the proposed development plans and we are greatly concerned with the proposal will have significant detrimental effects on the environment and local community. As local residents, we wish to object strongly to the Variation of the Richmond Zoning Bylaw 8500 for development of these 9 townhouses in this location in respect to the following reasons:

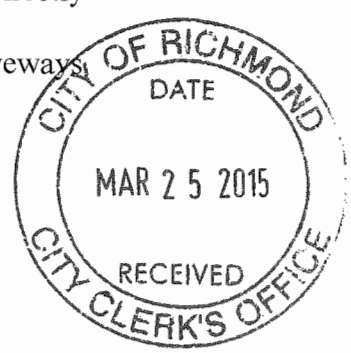
- No. 2 Road is a major arterial road for traffic between Richmond and Vancouver and vice versa via Russ Baker Way and it already has lots of traffic comparing with other neighboring major roads such as No. 1 Road, Gilbert Road and No. 3 Road, especially during rush hours;

- Therefore, townhouse development should be limited to this major Road, and the City Zoning Bylaws should be strictly carry out and not allow an easily modification such as the lot width from 50 m to 43.5 m and a setback from 6.0 m to 5.4 m. as in this particular townhouse development case;

- There are already 3 traffic signal lights and 2 pedestrian signal crossings between Blundell and Francis. Permitting this 9 townhouse development will not only increase the number of cars own by townhouse residents but also the additional 7 small car visitor parking spaces will greatly increase the amount of cars travelling in and out of the proposed development. Thus, making the No. 2 Road traffic even more busier and affecting the safety of pedestrians and cyclists around. As people are rushing to work, the increased traffic may cause danger and increase the chance of accidents;

- By having reduced the front yard setback from 6.0 m to 5.4 m, the area of "green" yard will be reduce in front of the development and consequently diminish the striking view along the road and make the busy street more tight and oppressive;

- The fact that the driveway of this proposed 9-townhouse development is directly across from the entrance driveway of 8611 No. 2 Road will cause danger especially during rush hour when both parties try to enter or exit their driveways simultaneously;



- The means of access should be both safe and convenient and should not negatively affect the amenities of any existing residential property. There should be adequate space between old and new buildings to maintain the amenity and privacy of adjoining houses.

We hope the issues that have been discussed above will raise awareness to these situations and will cause you to refuse to grant the development permit with respect to the variation of the Richmond Zoning Bylaw 8500.

Thank you for your kind attention on these issues.

Yours Faithfully,

Lo, Sea Seng Lo, Wai Peggy

Owners of 8611 No. 2 Road, Richmond, B.C., Canada.

MARCH 24, 2015.

Date

Schedule 22 to the Minutes of the Development Permit Panel meeting held on Wednesday, March 25, 2015.

Objection to Vary the Richmond Zoning Bylaw 8500
For Development Permit DP 13-644888

Dear Council Chambers,

Ref: Proposed Townhouse Development: 8600 and 8620 No. 2 Road, Richmond, B.C.

With reference to the above captioned issue, we are writing as a local resident to object to the 8600 and 8620 No. 2 Road development permit with respect to the Variation of the Richmond Zoning Bylaw 8500. We have examined the proposed development plans and we are greatly concerned with the proposal will have significant detrimental effects on the environment and local community. As local residents, we wish to object strongly to the Variation of the Richmond Zoning Bylaw 8500 for development of these 9 townhouses in this location in respect to the following reasons:

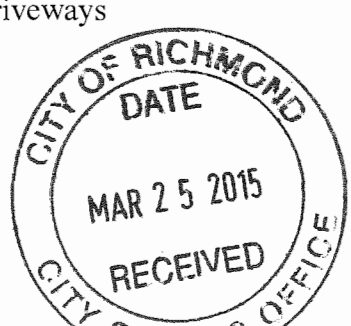
- No. 2 Road is a major arterial road for traffic between Richmond and Vancouver and vice versa via Russ Baker Way and it already has lots of traffic comparing with other neighboring major roads such as No. 1 Road, Gilbert Road and No. 3 Road, especially during rush hours;

- Therefore, townhouse development should be limited to this major Road, and the City Zoning Bylaws should be strictly carry out and not allow an easily modification such as the lot width from 50 m to 43.5 m and a setback from 6.0 m to 5.4 m. as in this particular townhouse development case;

- There are already 3 traffic signal lights and 2 pedestrian signal crossings between Blundell and Francis. Permitting this 9 townhouse development will not only increase the number of cars own by townhouse residents but also the additional 7 small car visitor parking spaces will greatly increase the amount of cars travelling in and out of the proposed development. Thus, making the No. 2 Road traffic even more busier and affecting the safety of pedestrians and cyclists around. As people are rushing to work, the increased traffic may cause danger and increase the chance of accidents;

- By having reduced the front yard setback from 6.0 m to 5.4 m, the area of "green" yard will be reduce in front of the development and consequently diminish the striking view along the road and make the busy street more tight and oppressive;

- The fact that the driveway of this proposed 9-townhouse development is directly across from the entrance driveway of 8611 No. 2 Road will cause danger especially during rush hour when both parties try to enter or exit their driveways simultaneously;



- The means of access should be both safe and convenient and should not negatively affect the amenities of any existing residential property. There should be adequate space between old and new buildings to maintain the amenity and privacy of adjoining houses.

We hope the issues that have been discussed above will raise awareness to these situations and will cause you to refuse to grant the development permit with respect to the variation of the Richmond Zoning Bylaw 8500.

Thank you for your kind attention on these issues.

Yours Faithfully,

Lo, Sea Seng Lo, Wai Peggy
Owners of 8611 No. 2 Road, Richmond, B.C., Canada.

LEE, CHUN YEUNG
Owners of 8731 No. 2 Road, Richmond, B.C., Canada.

Owners of No. 2 Road, Richmond, B.C., Canada.

Owners of No. 2 Road, Richmond, B.C., Canada.

MAR 25, 2015
Date