



# City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Joe Erceg  
Chair, Development Permit Panel  
**Date:** August 31, 2021  
**File:** DV 19-872522  
DP 21-768763  
**Re:** **Development Permit Panel Meetings Held on October 15, 2020 and  
March 10, 2021**

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### Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
  - a) a Development Variance Permit (DV 19-872522) for the property located at 8240 No. 5 Road; and
  - b) a Development Permit (DP 21-768763) for the property located at 5751 Francis Road;be endorsed and the Permit so issued.

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

WC/SB:blg

### Panel Report

The Development Permit Panel considered the following items at its meetings held on October 15, 2020 and March 10, 2021.

DV 19-872522 – THE ANDREWS ARCHITECTS INC. – 8240 NO. 5 ROAD  
(October 15, 2020)

The Panel considered a Development Variance Permit (DV) application to vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum rear yard setback from 7.5 m to 0 m to permit the construction of an addition to the existing dormitory building on a site zoned “Assembly (ASY)”.

Architect, Greg Andrews, of The Andrews Architects, Inc., provided a brief presentation, including:

- The east edge of the existing two-storey dormitory building sits on the boundary between the “Assembly (ASY)” and “Agriculture (AG1)” zones of the split-zoned property.
- The proposed addition to the existing dormitory building is located on two wings of the west side of the building and will increase the total number of bedrooms from four to six in order to accommodate additional resident nuns.
- The proposed addition is consistent with the form and character of the existing dormitory building.

In reply to a Panel query, Greg Andrews acknowledged that: (i) the proposed addition will not increase the requested variance as the addition is located on the west side of the existing building; (ii) there are currently three existing trees in the courtyard and the tree on the northern edge of the courtyard will be removed as it will be impacted by the addition to the dormitory building; and (iii) as much as possible, the other two existing trees in the courtyard will be retained.

Staff noted that: (i) the proposed addition to the existing dormitory building is consistent with the existing “Assembly (ASY)” zoning of the split-zoned property except for the proposed rear yard setback variance; (ii) the subject application is also consistent with the previous Agricultural Land Commission (ALC) non-farm use approval for the subject site; (iii) the “Agriculture (AG1)” zoned portion of the site is currently being farmed by the congregation; (iv) the property owners of the subject site have agreed to register a 4 m wide Statutory Right of-Way (SRW) along the eastern edge of the property to provide for a future north-south farm access across the Backlands, as per City policy in the area; and (v) minor landscape changes are proposed by the applicant to improve pedestrian access to the subject site and are secured through the Development Permit process.

In reply to a Panel query, staff confirmed that the SRW to be registered is located along the eastern edge of the property.

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

The Panel recommends the Permit be issued.

DP 21-768763 – LANDCRAFT HOMES LTD. – 5751 FRANCIS ROAD  
(March 10, 2021)

The Panel considered a Development Permit (DP) application to permit the construction of a triplex on a site zoned “Arterial Road Three-Unit Dwellings (RTA)”. No variances are included in the proposal.

Architect, Gordon Yiu, of DF Architecture Inc., and landscape designer, Denitsa Dimitrova, of PMG Landscape Architects, provided a brief presentation, including:

- One of the units in the triplex (Unit C) is a convertible unit.
- Each unit is provided with a garage with two side-by-side parking spaces that could accommodate waste carts and a staging area for waste carts for garbage collection is proposed along the drive aisle.
- One visitor parking space is proposed for the triplex.
- The façades of the triplex units are distinct, but related, and the proposed materials are consistent with neighbouring single-family homes.
- Wall-mounted sconces with downward focused lights and bollard lighting are proposed to enhance security and mitigate light pollution.
- Windows will be installed along the internal driveway to provide more surveillance opportunities.
- Proposed sustainability measures include, among others, high performance windows and enhanced air tightness.
- There is a Statutory Right-of-Way (SRW) over the driveway to provide vehicle access to the neighbouring property to the east should it redevelop into a triplex in the future.
- All yards for the triplex units are accessible, with low transparent fencing and soft landscaping is proposed along the streetscape.
- A 6 ft. high wood perimeter fence and landscaping provide privacy to neighbouring properties.
- Different patterns and colours are proposed for the permeable pavers on the internal driveway and the pedestrian sidewalk.

Staff noted that: (i) there is a Servicing Agreement associated with the proposed development for frontage works along Francis Road; (ii) the project will achieve Step Code 3 of the BC Energy Step Code; (iii) there will signage installed on the fence to indicate that the internal drive aisle would connect to the adjacent property to the east in the future; and (iv) the signage will be inspected as part of the landscape inspection process.

In reply Panel queries, the project's design team including Gordon Yui, Denitsa Dimitrova and Zubin Billimoria, of DF Architecture, acknowledged that: (i) the waste carts will only be moved from the garages and temporarily stationed at the garbage staging area on garbage collection days; (ii) a Right-of-Way (ROW) for water meter is located in front of Unit C facing Francis Road; (iii) there is adequate maneuvering space for vehicles entering and leaving the garages of Unit A and Unit B in forward gear; (iv) the number of wall-mounted sconce lights in the proposed development has been reduced as recommended by the Advisory Design Panel and the downward focused lights will avoid light pollution; and (v) the garages with two vehicles parked could still accommodate the waste carts.

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

Discussion ensued with regard to the adequacy of space in the garages to accommodate the waste bins and staff was directed to confirm if the garage could accommodate the waste bins when the garage is occupied by two vehicles.

Subsequent to the meeting, the applicant provided a detailed drawing of the garages, and staff are satisfied that they have been designed to accommodate the required vehicle parking, bicycle parking, and waste bins.

The Panel recommends the Permit be issued.