



## City of Richmond

## Report to Council

---

**To:** Richmond City Council  
**From:** Joe Erceg, MCIP  
Chair, Development Permit Panel  
**Date:** August 26, 2004  
**File:** 0100-20-DPER1  
**Re:** **Development Permit Panel Meetings Held on August 11, 2004 and August 25, 2004**

---

### Panel Recommendation

1. That the recommendations of the Panel to authorize the issuance of:
  - i) a Development Permit (DP 04-265641) for the property at 5980 Lancing Road and 7631, 7651, 7671 and 7711 No. 2 Road;
  - ii) a Development Permit (DP 04-269088) for the property at 7331 No. 4 Road;
  - iii) a Development Permit (DP 04-269797) for the property at 14791 Steveston Highway; and
  - iv) a Development Permit (DP 04-267797) for the property at 7331 Heather Street (formerly 7311, 7331, 7351, 7371, 7391 Heather Street and 9111, 9131, 9151 General Currie Road).

be endorsed, and the Permits so issued.

Joe Erceg, MCIP  
Chair, Development Permit Panel

RA:blg

**Panel Report**

The Development Permit Panel considered the following items at its meetings held on August 11, 2004 and August 25, 2004:

DP 04-265641 – LANCING PROPERTIES LTD. – 5980 LANCING ROAD, 7631, 7651, 7671 AND 7711 NO. 2 ROAD

The Panel considered a Development Permit application for 24 townhouses on this site. The architect, Mr. Chris Chung, provided a brief explanation of the overall design concept, street-oriented design, internal open space, colour scheme and materials, and proposed variances to the buildings along No. 2 Road resulting from the required road dedication. In response to questions from the Panel, staff provided a brief explanation on issues raised by the adjacent property owner to the south, Mr. John Cameron (7331 No. 2 Road) at the rezoning stage regarding future development potential, lane extension, existing trees, drainage, and request for an adequate landscape buffer. Staff confirmed that these issues had been satisfactorily addressed in the submission. The Panel commended the applicant for the amount of on-site open space and overall high quality of design. There were no comments from the public on this application.

The Panel recommends that the permit be issued.

DP 04-269088 – PATRICK COTTER ARCHITECT INC.- 7331 NO.4 ROAD

The Panel considered a Development Permit application for sixteen (16) townhouses on this site. The architect, Mr. David Wooton, provided a brief description of the proposal, which includes primarily two-storey townhouses. In response to questions from the Panel, the architect confirmed that a portion of the adjacent site to the south (7351) is presently under a rezoning application for development of the second phase of this project. The architect also confirmed that the subsequent phase will be under the same strata, and will include accessible units.

The owner of the adjacent property to the east at 7311 No.4 Road inquired about the proposed sideyard variance identified in the staff report and how this will impact her property, and also raised concern about her fence, which had been knocked down and sand overflow on her property. Staff confirmed that no relaxation is proposed along the common property line with this site, and that a typical 3.0 m (10 ft.) setback is proposed. In response to further questions from this property owner about this interface, the architect clarified that a 1.8 m (6 ft.) high fence would be constructed, as well as landscaping, which will include a hedge and trees.

The owner of the adjacent property to the north at 7271 No. 4 Road also inquired about the proposed sideyard variance, and also raised concern about sand, fencing, and drainage. In response to questions from the Panel, staff indicated that a 0.5 m (1.6 ft.) variance is proposed for portions of two (2) along the north property line. However, it was noted that the majority of the units conform to the 3 m (10 ft.) setback. The property owner also raised questions about drainage, possible damage to the fence, and on-going site preparation works.

The Panel recommended that, prior to the Development Permit being forwarded to Council, the applicant be required to meet with immediate neighbours to inform them on the proposed development, resolve the issues of adjacent impact and damage related to fencing and sand overflow on their properties, and clarify how their properties will be affected and what will be constructed (fencing, landscaping, etc.).

Resolution of Panel Conditions:

Subsequent to the Panel Meeting, written notice was provided by the applicant to staff that he had met with all four (4) immediately adjacent property owners individually and provided them a copy of the proposed site and landscaping plan, including fencing. The applicant also presented signed acknowledgement from all property owners, and the applicant's agreement that he would be installing new fencing, and that all previous and possible damage to landscaping resulting from filling or site preparation would be fully rectified. Further confirmation was provided that the project includes an approved perimeter drainage system to prevent any drainage impact on adjacent lots. Staff is satisfied that the applicant has completed the conditions identified by the Panel in this regard.

The Panel recommends that the permit be issued.

DP 04-269797 – HOTSON BAKKER BONIFACE HADEN ARCHITECTS –  
14791 STEVESTON HIGHWAY

The Panel considered a Development Permit for 211 multiple residential units (67 rental and 144 market housing) in four (4) buildings on a site zoned Comprehensive Development District (CD/134). The architect, Mr. Norm Hotson, provided an overview of the Riverport Landing site, including overall design concept for the buildings and public waterfront plan, affordable housing component, maritime design, and underground parking. Staff noted that the proposal meets all of the conditions identified during the rezoning process, and secures the completion of the public waterfront walkway development. In addition, previous commitments regarding provision of affordable rental housing, future development of dormitory housing, and construction of a pier have been secured.

In response to comments from the Panel, the applicant noted that buildings have been designed based on CMHC noise attenuation construction standards, and landscaping is also provided, in order to mitigate possible future railway noise, in the event a railway track is developed along the CN right-of-way. Details were also provided on the integration of the public waterfront with private landscaped areas along the public walkway and the applicant advised that a Development Permit application for the dormitory building will be submitted in October, 2004. The Panel commended the developer for a development which overall surpasses the quality previously envisioned for the site. There were no comments from the public on this application.

The Panel recommends that the permit be issued.

DP 04-267797 – LEDINGHAM MCALLISTER HOMES LTD. – 7331 HEATHER STREET  
(FORMERLY 7311, 7331, 7351, 7371, 7391 HEATHER STREET AND 9111, 9131,  
9151 GENERAL CURRIE ROAD)

The Panel considered a Development Permit for 54 townhouse units on a site zoned Comprehensive Development District (CD/143). The applicant, Mr. Paul Fabish, provided an overview of the project design, including architectural design and landscaped public courtyard. Several significant trees are proposed to be retained. In response to questions from the Panel, the architect indicated that the site would be raised slightly, resulting in a raised courtyard. A small children's play area is proposed at the edge of the outdoor amenity space. There were no comments from the public on this application.

The Panel recommends that the permit be issued.



## Development Permit Panel

Wednesday, August 11<sup>th</sup>, 2004

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, General Manager, Urban Development, Chair  
Mike Kirk, General Manager, Human Resources  
Cathryn Volkering Carlile, General Manager, Parks, Recreation and Cultural Services

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

### 1. Minutes

It was moved and seconded  
*That the minutes of the meeting of the Development Permit Panel held on Wednesday, July 14<sup>th</sup>, 2004, be adopted.*

**CARRIED**

### 2. Development Permit DP 03-254551 (Report: July 14<sup>th</sup>, 2004; File No.: 03-254551) (REDMS No. 1307704, 1307905, 1307843)

APPLICANT: Wensley Architecture Ltd.

PROPERTY LOCATION: 8700 & 8800 Bridgeport Road

#### INTENT OF PERMIT:

1. To permit a large-format building supply retail store with rooftop parking at 8700 and 8800 Bridgeport Road on a site zoned Automobile-Oriented Commercial District (C6); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 as follows:
  - a) Reduce the road setback from 6 m to 2.7 m for the trellis structures only along Bridgeport Road and to 2.1 m for the trellis structures only along Sea Island Way; and
  - b) Increase the maximum permitted height from 12 m to 12.4 m for the trellis structures on the roof parking level and to 19.5 m for the two (2) decorative "flag poles" mounted on the south elevation of the proposed building only.

The Chair advised that the above application had been deleted from the agenda and would not be dealt with at this meeting.

**3. Development Permit DP 04-267797**

(Report: July 14<sup>th</sup>, 2004 File No.: 04-267797) (REDMS No. 1313124, 1310457, 1310456, 1311447)

APPLICANT: Ledingham McAllister Homes Ltd.

PROPERTY LOCATION: 7331 Heather Street (formerly 7311, 7331, 7351, 7371, 7391 Heather Street and 9111, 9131, 9151 General Currie Road)

**INTENT OF PERMIT:**

1. To permit 54 three-storey townhouses on a site zoned Comprehensive Development District (CD/143); and
2. vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:
  - a) Reduce the east setback (Heather Street) from 2.0 m to 0.6 m for the entry pergola structure only; and
  - b) Reduce the south setback (General Currie Road) from 2.0 m to 0m for the secondary entry pergola structure only.

**Applicant's Comments**

Mr. Paul Faibish, Development Manager, Ledingham McAllister Properties Ltd., used an artist's rendering and a site plan to explain the proposed development. During his review, Mr. Faibish advised that the project was located at the corner of General Currie Road and Heather Street; that the complex would be comprised of 54 three storey townhouses; that the basic design principle – 'craftsman style' inspired architecture and site planning, had been based on the design of Tatlow Court in Vancouver; and that the units were centered around a central green courtyard. He explained that the placement of the courtyard which faces onto Heather Street resulted in a reduction in the amount of paved area on the property by not having a complete ring road through the site. Mr. Faibish further advised that the courtyard was the main common area for the development and provided the opportunity for interaction between residents.

Mr. Faibish also described the landscaping treatments which had been incorporated into the design which included the construction of a central entry gate; provided information on (i) the location of the main vehicle access to the property from Heather Street; and (ii) exterior design of the townhouse units; and advised that almost every unit would have a separate door entry. He further advised that one oak tree and three large redwood trees located on the General Currie portion of the property had been retained.

**Staff Comments**

The Director of Planning, Raul Allueva, advised that he had no comments.

### Panel Discussion

A brief discussion ensued during which, in response to questions, Mr. Faibish advised that the grade difference between Heather Street and the raised courtyard would be 2 feet, and that it was the intention of the developer to have low plantings and shrubs to provide separation from the street but at the same time, provide visual interest. He further stated that the play equipment would comprise two spring toys located under the trees in the arbour area at the rear of the complex. Mr. Faibish noted that some members of the Advisory Design Panel had felt that play equipment should be incorporated into the design, while others felt that to place equipment in the middle of the lawn would detract from the design of the complex. He stated that the installation of the two spring toys was a compromise to resolve the problem. Mr. Faibish advised, in answer to a further question, that benches would also be provided within the arbour area.

### Correspondence

None.

### Gallery Comments

None.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued that would:*

1. *Permit 54 three-storey townhouses on a site zoned Comprehensive Development District (CD/143); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:*
  - a) *Reduce the east setback (Heather Street) from 2.0 m to 0.6 m for the entry pergola structure only; and*
  - b) *Reduce the south setback (General Currie Road) from 2.0 m to 0m for the secondary entry pergola structure only.*

CARRIED

### 4. New Business

None.

### 5. Adjournment

It was moved and seconded

*That the meeting be adjourned (3:37 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, August 11<sup>th</sup>, 2004.

---

Joe Erceg, General Manager,  
Urban Development  
Chair

---

Fran J. Ashton  
Executive Assistant – City Clerk's Office





## Development Permit Panel

Wednesday, August 25<sup>th</sup>, 2004

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, General Manager, Urban Development, Chair  
Jeff Day, General Manager, Engineering and Public Works  
Mike Kirk, General Manager, Human Resources

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

### 1. Minutes

It was moved and seconded  
*That the minutes of the meeting of the Development Permit Panel held on Wednesday,  
August 11<sup>th</sup>, 2004, be adopted.*

CARRIED

### 2. Development Permit 04-255283 (Report: July 28/04; File No.: DP 04-255283) (REDMS No. 1217643)

APPLICANT: 598401 BC Ltd.

PROPERTY LOCATION: 22611 Westminster Highway

#### INTENT OF PERMIT:

1. To permit the construction of 11 townhouses at 22611 Westminster Highway on a site zoned Comprehensive Development District (CD/24); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to permit tandem parking.

**Development Permit Panel**  
**Wednesday, August 25<sup>th</sup>, 2004**

**Applicant's Comments**

Mr. Tyler Yamamoto, Tomizo Yamamoto Architects, with the aid of a model, elevations, an artist's rendering, and a site plan, provided an overview of the project that included information on the site plan, the central drive access from the south, the land swap with McLean Park that was included in the rezoning process, the relocation of the amenity area, and that no livable area was located on the ground floor due to flood plain requirements.

**Staff Comments**

The Director of Development, Raul Allueva, had no further comments.

In response to questions from the panel, Mr. Yamamoto said that the roofing material would be asphalt; the ground floor exterior material would be Hardi-Plank with board and batton and vinyl material applied to the upper floors; and that, due to the close proximity of McLean Park, the amenity area would have seating provided for passive use.

**Correspondence**

T. Darby, 78-22888 Windsor Court – Schedule 1.

**Gallery Comments**

None.

**Panel Discussion**

The Chair requested that staff review the tandem parking concerns raised by Ms. Darby about her townhouse complex.

Mr. Erceg said that he was pleased with the project and that it integrated well with McLean Park. Mr. Erceg also expressed his appreciation that the issues raised by a resident to the south at public hearing had been addressed.

**Panel Decision**

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of 11 townhouses at 22611 Westminster Highway on a site zoned Comprehensive Development District (CD/24); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit tandem parking.*

**CARRIED**

**3. Development Permit 04-265641**

(Report: July 26/04; File No.: DP 04-265641) (REDMS No. 1314126)

APPLICANT: Lancing Properties Ltd.

PROPERTY LOCATION: 5980 Lancing Road, 7631, 7651, 7671 and 7711 No 2 Road

**INTENT OF PERMIT:**

1. To permit the construction of 24 townhouses at 5980 Lancing Road, 7631, 7651, 7671 and 7711 No 2 Road on a site zoned Townhouse District (R2 – 0.7); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300:
  - a) To reduce the minimum side yard setback from 6 m to 4.5 m along No. 2 Road; and
  - b) To increase the maximum building height from 11 m to 11.12 m for a central portion of the roof on all 4 buildings; and
  - c) To permit tandem parking.

**Applicant's Comments**

With the aid of a model, elevations, a materials board and a landscape plan, Mr. Chris Chung, Robert Ciccozzi Architecture Inc., provided in his overview of the project information on the site plan, the location of the amenity area, landscape improvements, the style and colour scheme that tied well to the neighbourhood context, the exterior materials that would be utilized – Hardi-Plank, vinyl siding and wood panels, and asphalt roofs, and that the end units had been opened up to allow light into the project and the expression of corner views.

**Staff Comments**

The Director of Development, Raul Allueva, had no further comments.

In response to questions from the Panel information was given that the required amount of visitor, including disabled, parking had been provided; and, that the concerns raised by the property owner to the south, Mr. John Cameron, had all been adequately addressed.

**Correspondence**

None.

**Gallery Comments**

None.

**Panel Discussion**

The Chair said that he liked the design of the units and the generous amount of open space provided on site.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would:*

1. *Permit the construction of 24 townhouses at 5980 Lancing Road, 7631, 7651, 7671 and 7711 No 2 Road on a site zoned Townhouse District (R2 – 0.7); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300:*
  - a) *To reduce the minimum side yard setback from 6 m to 4.5 m along No. 2 Road; and*
  - b) *To increase the maximum building height from 11 m to 11.12 m for a central portion of the roof on all 4 buildings; and*
  - c) *To permit tandem parking.*

**CARRIED**

**4. Development Permit 04-267499**  
(Report: July 28/04; File No.: DP 04-267499) (REDMS No. 1315604, 1315605)

APPLICANT: Ledingham McAllister Properties Ltd.

PROPERTY LOCATION: 9100 and 9200 Ferndale Road (formerly 6180 and 6200 Garden City Road and 9020, 9040, 9060, 9100, 9140 and 9200 Ferndale Road)

**INTENT OF PERMIT:**

1. To permit 2 four-storey residential buildings, totalling 156 apartments over a parkade structure on a site zoned Comprehensive Development District (CD/144); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:
  - a) Reduce the Ferndale Road (north) setback from 2.0 m to 0.9 m for the secondary entry pergola structure only; and
  - b) Reduce the Katsura Street (east) setback from 3.3 m to 2.9 m to the covered decks; and
  - c) Reduce the Garden City Road (west) setback from 8.8 m to 8.1 m to the balconies only.

### Applicant's Comments

Mr. Jeff Chong, Ledingham McAllister, with the aid of site plan and elevations, described the adjacent conditions and the 2 four-storey buildings located over a common parkade. Mr. Chong also spoke about the proposed pedestrian greenway that would connect Ferndale Road to the existing public walkway on the adjacent property, and the exterior materials that would be utilized.

### Staff Comments

The Director of Development, Raul Allueva, had no further comments.

In response to questions from the Panel, staff advised that a lay-by would be provided on Ferndale Road for loading/unloading purposes; that 2 Chestnut trees would be retained at the corner of Ferndale Road and Garden City Road, new trees would be planted along Ferndale Road; and, that 16 adaptable units would be provided.

### Correspondence

None.

### Gallery Comments

None.

### Panel Discussion

The Chair complimented the well-designed project.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued that would:*

1. *Permit 2 four-storey residential buildings, totalling 156 apartments over a parkade structure on a site zoned Comprehensive Development District (CD 144); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit the following:*
  - a) *Reduce the Ferndale Road (north) setback from 2.0 m to 0.9 m for the secondary entry pergola structure only;*
  - b) *Reduce the Katsura Street (east) setback from 3.3 m to 2.9 m to the covered decks; and*
  - c) *Reduce the Garden City Road (west) setback from 8.8 m to 8.1 m to the balconies only.*

CARRIED

### 5. Development Permit 04-269088

(Report: July 26/04; File No.: DP 04-269088) (REDMS No. 1313821)

APPLICANT: Patrick Cotter Architect Inc.

PROPERTY LOCATION: 7331 No. 4 Road

**INTENT OF PERMIT:**

1. To permit the construction of 16 townhouses at 7331 No. 4 Road on a site zoned Comprehensive Development District (CD/35); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300:
  - a) To increase maximum permitted lot coverage from 30% to 40%; and
  - b) To reduce the minimum side yard setback from 3 m to 2.5 m for projections from the north-west units; and
  - c) To reduce the side yard setback from 3 m to 1.4 m for the south-west unit; and
  - d) To permit projections into the side yard setback of 0.6 m for one-storey enclosed bays at grade on the south-east units; and
  - e) To permit tandem parking spaces for two units.

**Applicant's Comments**

Mr. David Wootton, Patrick Cotter Architect Inc., with the aid of elevations, an artist's renderings, a site plan and a model, provided an overview of the project that included information on the temporary, primary access from No. 4 Road; the projections that would encroach into the 3m setbacks; the large number of replacement trees, some of which are large calliper, that had been incorporated; the amenity space; and the road dedication allowance.

**Staff Comments**

The Director of Development, Raul Allueva, had no further comments.

In response to questions from the Panel, information was provided that a second phase was proposed to the south of this site that would incorporate adaptable units.

**Correspondence**

None.

**Gallery Comments**

A resident of 7311 No. 4 Road expressed her concerns regarding i) whether her property would be impacted by the reductions to the sideyard setbacks; and ii) the fence that had been knocked down and the sand overflow into her yard from the preload on the site.

Mr. Allueva responded that the property would be unaffected by the reductions to the sideyard setbacks.

Mr. Wootton responded that a number of fences along the boundary property lines would be replaced, and that a landscape buffer would be added. Mr. Wootton indicated that he would speak to the concerned resident, and that he would bring the concerns about the overflow of the preload into some of the yards and the downed fences to the attention of the developer.

Ms. M. Donshchenko, 7271 No. 4 Road, questioned how close the development would come to her property, and expressed concern about the sand, fences and drainage.

#### Panel Discussion

Direction was given to staff that the application be held until confirmation was received from the applicant that a meeting with the residents had been held and the issues concerning fencing and preload had been resolved.

The Chair noted his appreciation of the 2-storey units in this project.

#### Panel Decision

It was moved and seconded

*That Development Permit be issued that would:*

1. *Permit the construction of 16 townhouses at 7331 No. 4 Road on a site zoned Comprehensive Development District (CD/35); and*
2. *Vary the provisions of the Zoning and Development Bylaw No. 5300:*
  - a) *To increase maximum permitted lot coverage from 30% to 40%; and*
  - b) *To reduce the minimum side yard setback from 3 m to 2.5 m for projections from the north-west units; and*
  - c) *To reduce the side yard setback from 3 m to 1.4 m for the south-west unit; and*
  - d) *To permit projections into the side yard setback of 0.6 m for one-storey enclosed bays at grade on the south-east units; and*
  - e) *To permit tandem parking spaces for two units.*

CARRIED

#### 6. Development Permit 04-269797

(Report: July 30/04; File No.: DP 04-269797) (REDMS No. 1316672, 1304733, 1249045)

APPLICANT: Hotson Bakker Boniface Haden Architects

PROPERTY LOCATION: 14791 Steveston Highway

#### INTENT OF PERMIT:

1. To permit 211 dwelling units (67 rental and 144 market housing) in four, 4-storey multiple-family apartment buildings with underground parking on a site zoned Comprehensive Development District (CD/134); and
2. To vary the provisions of CD/134 to reduce the required parking for the entire site from the minimum required 460 to 420.

#### Applicant's Comments

Mr. Norm Hotson and Mr. Stephane Laroye, Hotson Bakker Boniface Haden Architects, were present.

Mr. Hotson, with the aid of a model, site plan, elevations and a landscape plan, summarized the project as being an initial 4 buildings on the rivers edge in the general location of the Riverport Entertainment complex. The project comprises both rental and market housing unit, with a portion of the rental units, 5%, being adaptable. All parking will be underground, and although a reduction has been requested to the required parking amount the reduction would still comply with the normal standards of the Zoning Bylaw.

Additional phases to the south will comprise accommodation, commercial, restaurant and office with some marine oriented use.

Mr. Hotson spoke of the large public benefit of the project in the provision of a new public road that will provide access to a future public park; a walkway along the river; the public space that will be developed by the City at the end of Steveston Highway, and a float. He also spoke about the comprehensive landscape strategy for the project, including that the spaces formed by the L-shaped building would be available to the public and would be accessible from the walkway; that extensive landscape, including tree planting, was planned along the streets and within the zone of the river's edge; that pier elements would be included as well as lay-by's along the riverfront walkway to enhance the enjoyment of the setting; and, that the area of conservation along the water's edge complied with FREMP and other agency regulations.

#### **Staff Comments**

The Director of Development, Raul Allueva, said that the changes that had been made since the rezoning proposal were positive and that the overall quality of the public amenities was good. Mr. Allueva also said the changes to affordable and rental buildings were notable.

In response to questions from the Panel, Mr. Hotson provided details on the exterior materials and the building vocabulary; said that the buildings would comply with CMHC noise attenuation requirements for the location; noted the hedging and tree planting along the westerly edge that provide a visual screen to the CN right-of-way; and confirmed that the Disclosure Statement would contain information pertinent to the CN right-of-way. Mr. Hotson also identified the sidewalk access points and perpendicular walkways that would connect the waterfront walkway and the green courts.

#### **Correspondence**

None.

#### **Gallery Comments**

None.



### Panel Discussion

The Chair said that he was pleased with the project, including the industrial look and materials used for the buildings, and commended the applicant for providing waterfront amenities in excess of what was originally promised at rezoning and for the increase to the number of rental units that are being provided.

### Panel Decision

It was moved and seconded

*That a Development Permit be issued that would:*

- 1. permit 211 dwelling units (67 rental and 144 market housing) in four, 4-storey multiple-family apartment buildings with underground parking on a site zoned Comprehensive Development District (CD/134); and*
- 2. vary the provisions of CD/134 to reduce the required parking for the entire site from the minimum required 460 to 420.*

**CARRIED**

### 7. Development Permit 04-270369

Report: July 30/04; File No.: DP 04-270369) (REDMS No. 1305709, 1298457)

APPLICANT: Polygon Developments (43) Ltd.

PROPERTY LOCATION: 7140, 7180, 7200, 7240, 7246, 7260, 7280, 7320 Heather Street and the rear portions of 7131, 7151, 7171, 7191, 7231, 7251, 7271, 7311, 7331, 7351, 7371 Ash Street

#### INTENT OF PERMIT:

1. To permit 116 two and three-storey townhouses on a site zoned Comprehensive Development District (CD/143); and
2. To vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the setback for the entry gate (trellis) and recycling enclosure only from 2 m to 0 m on Sills Avenue.

### Applicant's Comments

Mr. Kevin Shoemaker, Polygon Developments, provided a brief presentation.

### Staff Comments

The Director of Development, Mr. Raul Allueva, said that in response to the issues relating to the interface of the project with the rear of the properties on Ash Street, that were identified during the rezoning process, staff had worked with the applicant to achieve a different unit type (2 storey) along that interface.

### Correspondence

S. MacGougan, 7411 Ash Street – Schedule 2.

### Gallery Comments

None.

### Panel Discussion

In response to the correspondence that was received, the Chair noted that the project density was consistent with the requirements of both the Official Community Plan and the adopted rezoning for the property, and that Transportation staff were comfortable with traffic volume and access. Staff were directed, however, to refer the traffic problems identified in the correspondence for review.

The Panel appreciated the provision of 2 storey units along the Ash Street interface.

### Panel Decision

It was moved and seconded

*That a Development Permit be issues which would:*

1. *permit 116 two and three-storey townhouses on a site zoned Comprehensive Development District (CD/143); and*
2. *vary the provisions of the Zoning and Development Bylaw No. 5300 to reduce the setback for the entry gate (trellis) and recycling enclosure only from 2 m to 0 m on Sills Avenue.*

**CARRIED**

### 8. Adjournment

It was moved and seconded

*That the meeting be adjourned at 4:35 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, August 25<sup>th</sup>, 2004.

---

Joe Erceg  
Chair

---

Deborah MacLennan  
Administrative Assistant

Schedule 1 to the Minutes of the  
Development Permit Panel meeting  
held on Wednesday, August 25<sup>th</sup>,  
2004.

August 24, 2004

<b>To Development Permit Panel</b>	
Date:	<u>AUG 25, 2004</u>
Item #	<u>2</u>
Re:	<u>22611 Westminister</u> <u>Hwy</u>

Attention: City Clerk – Rush Please (meeting today)

City of Richmond  
Fax: 604-278-5139

**Re: Notice of Application for a Development Permit DP 04-255283**

Item # 2 - To vary the provisions of the Zoning and Development Bylaw No. 5300 to permit tandem parking.

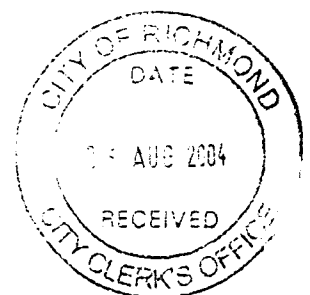
I support additional parking in the new development; however, in our development at Windsor Gardens there was to be garage tandem parking but most units have had the parking garage made into another room and only have 1 parking spot. This is a safety issue as we were not to have living quarters on the first floor due to the flood plain.

We are not allowed to park on the roads within the development as they are too narrow and therefore we have a terrible parking problem. We have no visitor parking for our area of the development causing visitors to search for street parking. With the 9 units currently being built and these additional 11 units there is a potential for at least 40+ cars as well as their visitors.

This area of Hamilton definitely has a horrendous parking problem that needs to be addressed before we continue to add to the current problem.

Thank you,

Trudie Darby  
78 – 22888 Windsor Court  
Richmond, BC V6V 2W6  
604-527-0442



<b>To Development Permit Panel</b>	
Date:	<u>AUG 25 04</u>
Item #	<u>7</u>
Re:	<u>7140-7320 Heather St</u>
	<u>+ relocations of 7131 -</u>
	<u>7371 Ash St.</u>

Schedule 2 to the Minutes of the Development Permit Panel meeting held on Wednesday, August 25<sup>th</sup>, 2004.

1	P1	INT
✓	JFM	
	DW	
	KY	
	AS	
	DB	
	WB	

Attention: City Clerk

Wednesday, August 25, 2004

Re: DP 04-270369

I am writing in opposition to the scale of the proposed Polygon Development, to be situated in the heart of Ash and Heather Streets. I cite livability in a neighbourhood as something of value, and this is what is being lost.

04-270369

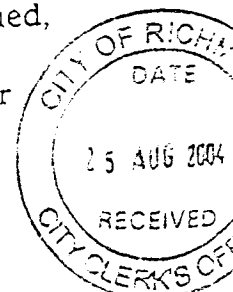
I have lived on Ash Street most of my life.

I attended the initial South McLennan planning meetings. The resident participants were made up of two main groups: those (mainly on Heather) who had development deals pending, pro high density for obvious reasons, and those who wanted to remain living here. We, the second group, wanted lower density to retain both the beauty and the livability of the area. The City of Richmond, as I remember, wanted this area high-density and certainly the developers did, evidenced by their ubiquitous presence at public meetings.

So, what has happened? High-density and sterile townhouses cover large tracts of land with no apparent end in sight. 'Clear cut' and concrete is fast demolishing the area's history and destroying its sense of community. Instead of a mix of housing styles, that creates visually what it underpins - diversity - not so far in the future, this beautiful garden like area, will soon be townhouses and a park. I suggest that this is not a true neighbourhood. A true neighbourhood is inclusive to a wide range of styles and yards, a mix of old and new. Here we are losing, fast, a sense of real identity, and it is being replaced with - my neighbour uses the term - "chicken coops".

Did I mention the traffic? It has increased dramatically, in tandem with high-density. Almost everyone that travels Ash (between Granville and Blundell), speeds. Most drivers don't even live on the street. They just drive through, fast, and never mind the people out walking, the children on the street, people with their dogs, the old people. Our formerly quiet street has been transformed into a speedway. In fact, from what I've witnessed, some of Richmond's infamous street racers hone their skills on our street.

On June 26 of this year, at around 7 p.m. one twenty-something did just this. He gunned his car to top speed: from Blundell to Granville, u turned, and repeated the stunt back down Ash. At the time I was assisting my ninety-year old aunt into my car, and my elderly parents were on their



motorized scooters, ready to travel the short distance home. The image of my parents, too afraid to venture out onto the road they have lived on FOR OVER 50 YEARS, made me mad. As the road racer was about to make his third foray, I stood in the middle of the road and made him slow down. I am angry that my parents, who were here sandbagging Richmond's dyke during the great flood, could not use the road safely to go a distance of three houses. This is no longer a neighbourhood that includes and is safe for old people. This is a direct result of the development rush.

Two weeks ago the driver of a gold car, thought it was fun to travel the length of Ash Street, at high-speed backwards. According to my neighbour, he was one of the residents of a local crack house, down the street. Did I mention absentee landlords? Lots of bad people live in our neighbourhood, in rented houses 'in transition' by landlords that don't care about the repercussions to the neighbourhood. (My neighbours tell me that some of these houses are owned by the City of Richmond). Did I mention police presence? The police are routinely in our area. From my front window I've seen unsavoury characters being frisked and handcuffed. Police presence has increased in tandem with increased development.

Did I mention environmental concerns? Richmond has good recycling programs: blue box usage is high. But I understand that the greatest source of landfill refuse is construction materials. So, what are we really doing in support of the environment? Not much in this area. Even fairly new houses are being routinely torn down. These houses could last many years and be good homes for growing families. I don't understand our recycling efforts when a far greater environmental degradation is taking place, almost daily. What's the point of blue boxes when the whole house is going in the garbage?

I ask that livability be included in your deliberations. I believe it is important, not just for our area. It's important for the society of Richmond as a whole.

Sincerely,  
Sharon MacGougan (7411 Ash Street)

