



Development Permit Panel

Council Chambers

Wednesday, October 26, 2011

3:30 p.m.

1. Minutes

Motion to adopt the minutes of the meeting of the Development Permit Panel held on Wednesday, October 12, 2011.



2. Development Permit DP 11-561612

(File Ref. No.: DP 11-561612) (REDMS No. 3358101)

TO VIEW ePLANS CLICK HERE

APPLICANT: Abbarch Architecture Inc.

PROPERTY LOCATION: 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

INTENT OF PERMIT:

1. Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - (a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - (b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - (c) Reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.

Manager's Recommendations

That a Development Permit be issued which would:

1. *Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and*

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

- (a) reduce the minimum aisle width from 7.5m to 7.0m;*
- (b) reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and*
- (c) reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.*



3. **Development Variance Permit 11-586308**

(File Ref. No.: DV 11-586308) (REDMS No. 3311399)

TO VIEW ePLANS CLICK HERE

APPLICANT: Rashpal Walia

PROPERTY LOCATION: 8200 Claybrook Road

INTENT OF PERMIT:

To vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

Manager's Recommendations

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).



4. **New Business**

5. **Date Of Next Meeting: Wednesday, November 16, 2011**

6. **Adjournment**



To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: October 6, 2011
File: DP 11-561612
Re: Application by Abbarch Architecture Inc. for a Development Permit at 10600,
10700 Cambie Road and Parcel C (PID 026-669-404)

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404) on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
 - a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - c) Reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.

Brian J. Jackson, MCIP
Director of Development

BJJ:dcb
Att. 3

Staff Report

Origin

Abbarch Architecture Inc. has applied to the City of Richmond for permission to develop a new Mini Cooper Automobile Dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404).

The site is being rezoned from "Auto-Oriented Commercial (CA)", "Gas & Service Stations (CG1)" & "Industrial Retail (IR1)" to "Auto-Oriented Commercial (CA)" for this project under Bylaw 8808 (RZ 11-561611 pending).

Requirements for frontage and signalization improvements are a requirement of the Rezoning conditions but will not require a Servicing Agreement. The improvements will include sidewalk and landscape strip improvements between the Cambie Road overpass and the St. Edwards Drive intersection. The existing signals at the Cambie Road and St. Edwards Drive intersection will also be upgraded with accessible audible pedestrian signals. Illuminated street name signs will be added on all approaches. No other utility service upgrades are required for this development.

Development Information

The development proposal is to replace two of the four buildings on the site with a single new 1,806.87 m² (19,448.85 ft²) building for the new Mini Cooper Dealership. The two buildings to be replaced have recently been demolished as part of the site preparation. A third existing 527.45 m² (5,677.29 ft²) building will be modified for use in vehicle preparation and detailing (PDI Centre).

The fourth building currently is used as a McDonald's restaurant. This use is expected to continue for the time being.

Please refer to attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

Aside from the McDonald's restaurant component, the subject property had been used by the proponent for vehicle sales and storage for a number of years up to the point when site preparation activities commenced. Various easements exist on title ensuring the access and parking rights associated with the restaurant use. These have been factored into the redevelopment planning for the site.

Amendments to both the Official Community Plan and the site's Zoning to accommodate the proposed dealership upgrade and expansion are being addressed through a separate Rezoning application (RZ 11-561611).

Development surrounding the subject site is as follows:

To the North:	On the north side of Cambie Road are offices on a site zoned Industrial Business Park (IB1) and a motel business on a site zoned "Auto-Oriented Commercial (CA)".
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To the East: A Holiday Inn hotel (Jordan Hotel Corp.) on a parcel zoned “Auto-Oriented Commercial (CA)” and “Gas & Service Stations (CG1)” and the BMW dealership on a site zoned “Auto-Oriented Commercial (CA)”.

To the South & West: An on-ramp to Highway 99 from Shell Road and Highway 99 itself.

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage:

Development Signage

The proponent’s submission incorporates three identification signs, one of which will include three-dimensional fibreglass Mini vehicle model and LED lighting. Because of the unique nature of the signs they have been incorporated into the design review. The Advisory Design Panel was asked to review and provide comment on the proposed identification signs. The Panel’s comments appear later in this report. Inclusion within the Development Permit review process will expedite Sign Bylaw reviews and approvals. It is noted, however, that Provincial regulations can over-ride local government approvals for signage impacting Highway 99 should there be any potential for driver distractions. Preliminary comments by Ministry of Highways and Infrastructure (MOTI) staff suggest that the proposed signage will be acceptable to Highways.

Green Walls Features

The application incorporates a green wall feature into the Mini building design. The proposed green wall features are vertical panels mounted on the outside south facing façade of the Mini building. These vertical panels will be covered with vegetation in an artistic arrangement.

The original plan put forward by the proponent included a second green wall along the north face of the existing PDI building. The positioning of this second green wall would have meant that a row of existing trees on lands owned by MOTI in front of the building would have had to be removed. The Advisory Design Panel provided comment on the green walls but did note that unless the existing trees on the MOTI lands are removed then the green wall feature may not be viable. The Panel did not have concerns with removal of the adjacent trees with appropriate compensation. After considering their options, the proponent has removed the green wall from the front of the PDI building and the trees on the MOTI lands are to remain.

Site Landscaping

The Rezoning submission included only a preliminary landscape plan. The Advisory Design Panel and staff worked with the applicant to both reduce the extent of the variances and enhance and strengthen the proposed landscape scheme. The Panel also provided suggestions for strengthening the development’s sustainability package.

The Public Hearing for the rezoning of this site is scheduled for October 17th, 2011. Staff will advise on any concerns raised and any adjustments to the plans should they be required.

Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject

Development Permit application. In addition, it complies with the intent of the applicable sections of the Official Community Plan and is generally in compliance with the Auto-Oriented Commercial (CA) Zoning schedule except for the zoning variances noted below.

Zoning Compliance/Variances (staff comments in bold)

The applicant requests to vary the provisions of Richmond Zoning Bylaw 8500 to:

- 1) Reduce the minimum aisle width from 7.5m to 7.0m.
 - This will apply to only a single pinch point on the site. All the remaining drive aisle will meet City standards. Transportation staff have reviewed this specific pinch point and support the variance.
- 2) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero).
- 3) Reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.

Staff supports the proposed variances as the applicant has worked to minimize the extent of the three variances being requested, some of which arise from the site's physical constraints and existing conditions on the site. The original landscaping plan has been refined and strengthened with increased quantities of trees and shrubs, permeable pavers have been added to reduce storm run off. Views from Cambie Road are very limited given a row of existing trees between the Cambie Road overpass and the subject site plus the location of both the existing PDI building and the McDonalds restaurant. Staff note that the owners have also made a significant effort to incorporate a sustainability package into the development proposal which will include an electric vehicle charge station (see **Attachment 3** for an example image), permeable pavers to enhance storm water infiltration and reduce site runoff and a 160 solar panel rooftop array to reduce the electrical needs of the site. These efforts were also adjusted to respond to suggestions made by the Advisory Design Panel.

Advisory Design Panel Comments

The Advisory Design Panel reviewed the application on September 8, 2011. A copy of the relevant excerpt from the Advisory Design Panel Minutes is attached for reference (**Attachment 2**). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Analysis

Ministry of Transportation and Infrastructure Rezoning Comments:

The Ministry of Transportation and Infrastructure provided the following comments in response to the Richmond Mini Rezoning application:

"As the subject properties are within immediate proximity to a Provincial Highway, the Rezoning application was referred to the Ministry for review. No objections were raised by MOTI however the following conditions were identified:

1. Pursuant to Section 16 of the Transportation Act any installation which may distract a vehicle operator including development signage or lighting shall not be directed toward Highway 99.

2. All storm water to be directed to a municipally maintained storm drainage system. Development discharge will not be permitted to enter the Provincial highway right-of-way via pipe or overland drainage channel.
3. The supply and installation of a 1.8 meter high chain link fence located at the property line along the entire frontage with Highway 99.
4. No parking on the highway right-of-way.
5. No direct access to Highway 99.
6. No landscaping or associated works on the highway right-of-way.”

The application under review addresses each of the conditions identified by MOTI.

Urban Design and Site Planning:

- This is a tight and triangular shaped site constrained with pre-existing buildings, pre-existing uses (i.e. McDonalds) and various legal easements (i.e. access and parking for the restaurant) all of which influence the site layout and design.
- The new Mini Building main floor will meet the City’s flood construction elevation requirement of 2.1m GSC. Existing building slab elevations will be retained at 1.96m GSC.
- Existing onsite grade differences will be levelled out across the development site making vehicle and pedestrian movement easier.
- The layout will provide reasonable vehicle and pedestrian flow through and around the site.
- Accommodation has been made for delivery vehicle parking at the rear of the Mini building.
- The new development is not expected to negatively impact the existing McDonalds operations and will provide them with a new garbage and recycling facility.

Adjacency:

- The development site presents itself toward Highway 99, Cambie Rd. and to the adjacent Holiday Inn and McDonalds. The proponent’s proposal is to have Mini identification signage and several green wall panels facing Highway 99.
- From the Holiday Inn the view will be primarily of the Mini dealership’s front building face.
- Roof top solar panel arrays will be partially boxed in to make them appear like an extension of the building. From street level only a small portion of the solar array will be visible due to a 1 foot high parapet.

Architectural Form and Character:

- The new Mini building will be two storeys in height and will contain a vehicle show room and offices at its eastern end. The western end of the Mini building will contain a vehicle service area and car wash.
- The showroom area will have large windows allowing good light penetration. Service bay doors will be primarily glazed overhead doors with one insulated metal overhead door. A row of windows overtop the service area on both the northern and southern sides of the building will provide natural lighting to the service area interior.

- The exterior finish of the new Mini building will be covered with a black pre-finished aluminium composite panel system accented by green coloured metal composite panel bands.
- The existing PDI building will be given a new metal charcoal roof and undergo several modifications to the overhead door arrangement. The overhead doors will be insulated metal with a row of windows on each door. The exterior of the building will consist of black pre-finished aluminium composite panels to match the new building. In response to a request by the Advisory Design Panel the two ends of the building will be squared off with gables to give a stronger visual link to the flat roofed shape of the new Mini building.
- Three identification/logo signs have been incorporated into the building design. The Mini sign on the south facing (Highway 99) side of the Mini building will be a 3 D relief sign containing a near full size fibreglass representation of a Mini automobile. The signage facing Highway 99 has been reviewed by MOTI and no objections have been raised. The other two signs will be more conventional signs on the sides of two of the buildings.
- The project includes a public art/ vertical landscaping feature on the south facing on new Mini building where four green wall panels will be created. These panels will have good exposure to the sun and to Highway 99.

Landscaping and Open Space Design:

- The plan includes a clearly demarcated pedestrian linkage from the site entrance to the Mini Dealership front entrance.
- A screened trash recycling facility dedicated for the restaurant use is located off the east end of the PDI Centre building.
- Trash / recycling for the Mini building is enclosed within the western end of the building.
- Handicapped stalls are well placed near front entrance of the Mini building.
- Tree retention is currently proposed along the Cambie Rd. overpass frontage. Some trimming may be required to accommodate the project.
- The proposal addresses MOTI's requirements for keeping all landscaping on site.
- Measures have been proposed to ensure that site lighting meets MOTI requirements regarding control of stray light, and excluding animated lighting facing the highway.
- Permeable pavers have been incorporated along the pedestrian walkway and vehicle parking areas in front of the Mini building to improve storm water infiltration and enhance the upscale appearance of the facility.

Crime Prevention Through Environmental Design:

- The front of the Mini building and the PDI building will be relatively open providing reasonable line of site/surveillance from the Holiday Inn and the McDonalds locations.

Conclusions

The Advisory Design Panel and staff have reviewed the Development Permit application proposing a new Mini-Cooper automobile dealership at 10600, 10700 Cambie Road and Parcel C (PID 026-669-404). Based on the design review both the Advisory Design Panel and staff are recommending that the application be supported.



David Brownlee
Planner 2

DCB:cas

The following are to be met prior to forwarding this application to Council for approval:

- Receipt of a Letter-of-Credit for landscaping in the amount of \$55,991.25.

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet Development Applications Division

DP 11-561612

Attachment 1

Address: 10600, 10700 Cambie Road and Parcel C (PID 026-669-404)

Applicant: Abbarch Architecture Inc.

Owner: Pacific Grove Plaza Inc.

Planning Area(s): East Cambie

Floor Area Gross: Gross: 8857.3 m²

Floor Area Net: approximately 8854.3 m² after
corner cut dedications

	Existing	Proposed
Site Area:	8857.3 m ²	8857.3 m ² less a minor corner cut (1.5m x 1.5m deep) at Cambie & St. Edwards Intersection. Exact area TBD with consolidation plan.
Land Uses:	Automobile Dealership and Restaurant	Same
OCP Designation:	Commercial Two lots (10600 Cambie and Parcel C PID 026-669-404) without OCP designation (former MOTI road parcels)	Commercial
Zoning:	Commercial Two lots (10600 Cambie and Parcel C PID 026-669-404) without OCP designation (former MOTI road parcels)	Commercial
Number of Units:	Auto Oriented Commercial (CA), Gas & Service Stations (CG1) & Industrial Retail (IR1)	Auto-oriented Commercial (CA)

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	0.30	none permitted
Lot Coverage – Building:	Max. 50%	27%	none
Lot Size (min. dimensions):	NA	NA	none
Setback – Front and Exterior Side Yard (m):	Min. 3.0 m	Frontage: 7.5 m Exterior Side: 0 m pre-existing	none
Setback – Interior Side & Rear Yards (m):	Min. 3.0 m	Interior Side: 7.535 m Min. Rear Min. 7.75 m	none

Height (m):	12.0 m	11.6 m max	none
Off-street Parking Spaces	94	Total 98 including: 50 Std. Stalls 45 Sm Stalls 3 Handicapped Stalls	none
Tandem Parking Spaces	allowed	6 stalls	none
Loading Spaces	1 medium	1 medium	none
Minimum Aisle Width	7.5m	7 to 8 m reduction applies to one location only	variance
Width of Landscaping Adjacent to Public Roads	3.0m	Will vary to zero	variance
Parking Setbacks From Lot Line Adjacent to Public Roads	3.0m	3.0m to zero	variance

**Excerpt from the Minutes from
The Design Panel Meeting**

**Thursday, September 8, 2011 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

3. DP 11-561612 – DEVELOPMENT OF A NEW RICHMOND MINI AUTOMOBILE DEALERSHIP

ARCHITECT: Abbarch Architecture Inc.

PROPERTY LOCATION: 10700, 10600 Cambie Road and Parcel C (PID026-669-404)

Panel Discussion

Comments from the Panel were as follows:

- ensure that amenities for staff and customers with disabilities are fully accessible;
- corporate landscape has certain practicality; landscaping can be used for niche marketing and to establish the identity of the MINI dealership; consider ways of differentiating the parking area and the drive aisle and incorporating sustainability features as they will appeal to the potential customers of MINI; will help in the marketing of the product;
- consider introducing green roof to slow down water elements;
- consider introducing trellises or gazebos to serve as outdoor meeting places for MINI staff and customers particularly at the Cambie Road/Highway 99 corner;
- convey the sense of the building and carry the Mini cache into the landscape through detailing, lighting, use of drought tolerant vegetation and articulating the edges; will help create an image for the dealership and pursue its sustainability goals;
- consider ways of creating an interesting edge, e.g., partial screening of vehicles on display rather than a whole row of cars; may appeal to intended customers of MINI;
- recognize that MINI dealership guidelines are stringent; signage on PDI Building reads as an extension of the fascia; consider removal of trees to make signage visible; alternatively, consider putting a box around the signage to increase its presence; corner needs to be further emphasized;
- southeast corner of the new building requires strengthening; considering using the signage to strengthen the corner; a more visible sign is needed near an active part of the highway where vehicles move in high speeds;
- typical design for auto dealership; building has corporate character; consider ways of introducing more human elements and integration of landscaping with the building design;

- consider introducing public art and follow the City's public art process; integrate public art into the development of the green wall;
- consider how to integrate the hipped roof of the existing building and the flat roof of the proposed new building;
- building materiality is appropriate for its context;
- consider removing the fence along Highway 99 and replace with barrier planting to display the edge in a friendlier and manicured manner;
- removal of trees on the north side is not a concern; understand its rationale;
- concern green walls can be unsustainable in terms of their irrigation needs and maintenance requirements;
- agree with comments with regard to hipped roof of the PDI Building; consider means of extending the signage on the PDI Building to integrate with the facade;
- consider planting more of existing trees in the site to provide a better sense of unity in the development and more shade in the parking areas; and
- permeable paving has big impact on storm water management; suggest richer and more sophisticated paving materials in front of the customer service area to provide emphasis; consider differentiating the parking area from the drive aisle.

Panel Decision

It was moved and seconded

That DP 11-561612 move forward to the Development Permit Panel subject to the applicant addressing the items discussed by the Panel, including the items highlighted below:

1. design development to the PDI Building: a) enhancing its signage and b) integrating its hipped roof expression with the proposed development;

[ABBARCH] Enhancing the signage is addressed below. Gable ends have been added to each end of the PDI building to give it a more squared off appearance closer to the shape and design of the Mini building. The charcoal colored metal roofing has been carried across the new gable ends so that they blend seamlessly into the overall roof appearance.

2. design development to the south[west] corner of the new building being proposed;

[ABBARCH] Comments by the Panel in regards to the design development of the sign at southwest corner of the new building being proposed have been reviewed and considered by the client and our design team. The size of the carbon fibre model on the proposed sign is predetermined to replicate a life sized mini vehicle and being shipped from Europe by the parent company. The local dealership is not able to adjust the size of the model.

3. consider enhancing the sustainability features of the buildings and landscape elements;

[ABBARCH] Comments by the Panel in regards to enhancing the sustainability features of the buildings and landscape elements have been reviewed and considered by the client and our design team. More plants selections, permeable paving and approximately 160 solar panels have been added to the MINI building and to the site. Please refer to attached Site Plan #1, Landscape Plan #3 and Exterior Elevations Plan #4.

4. ensure full accessibility of amenities for staff and customers with disabilities; and

[ABBARCH] Abbarch has ensured full accessibility of amenities for staff and customers with disabilities.

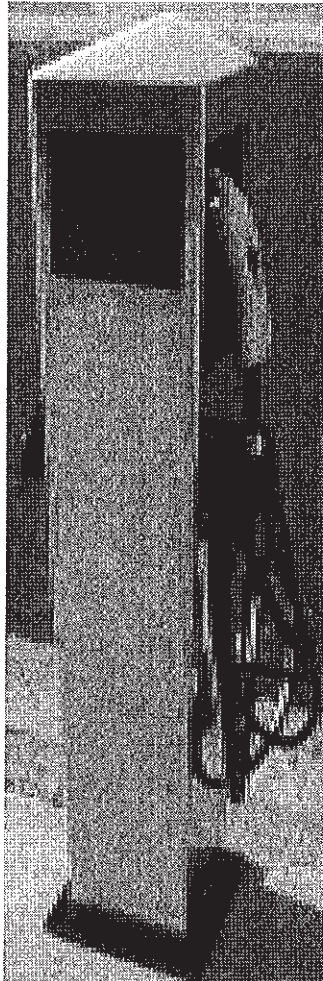
5. consider removing the fence along Highway 99 and replacing it with barrier planting.

[ABBARCH] A 1.8 meter high chain link fence [has been provided] along the southern property line separating the MINI site from Hwy 99 as requested by the Ministry of Transportation and Infrastructure (MOTI). Trees will remain as is from the MOTI lands along Cambie Road.

CARRIED



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**EV-Charge America Ground Mount (Bollard)
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Part Number EV2101
with SAE J1772 Connector**

EV-Charge America Charge Net™

*With GridPoint™
Advanced Vehicle-to-Grid
Communication Software*

Physical Characteristics:

- Level II - 240VAC - 40A
- Height: 1270 mm / 50 inches
- Width: 203 mm / 8 inches
- Depth: 203 mm / 8 inches
- Weight: 20.4 kg / 85 lbs.
- Built in Smart Meter
- Part Number: EV2101

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and Wall Mount Versions*

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City of Richmond
Planning and Development Department

Development Permit

No. DP 11-561612

To the Holder: ABBARCH ARCHITECTURE INC.
Property Address: 10600, 10700 CAMBIE ROAD AND
PARCEL C (PID 026-669-404)
Address: C/O BRIAN SHELOFF
1830 BENTALL ONE, 505 BURRARD STREET, BOX 79
VANCOUVER, B.C. V7X 1M6

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Reduce the minimum aisle width from 7.5m to 7.0m;
 - b) Reduce the 3.0m wide landscaped area requirements adjacent to public roads (varies to zero); and
 - c) Reduce the parking setbacks from a lot line which abuts a road from 3m to 0m.
4. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #4a attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
6. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$55,991.25. to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder. Should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.
7. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

Development Permit

No. DP 11-561612

To the Holder: ABBARCH ARCHITECTURE INC.
Property Address: 10600, 10700 CAMBIE ROAD AND
PARCEL C (PID 026-669-404)
Address: C/O BRIAN SHELOFF
1830 BENTALL ONE, 505 BURRARD STREET, BOX 79
VANCOUVER, B.C. V7X 1M6

8. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO,
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



DP 11-561612
SCHEDULE "A"

Note: Dimensions are in METRES

NO.	DATE	REMARKS	CHK.
1	10/10/2018	10/10/2018	
2	10/10/2018	10/10/2018	
3	10/10/2018	10/10/2018	
4	10/10/2018	10/10/2018	
5	10/10/2018	10/10/2018	
6	10/10/2018	10/10/2018	
7	10/10/2018	10/10/2018	
8	10/10/2018	10/10/2018	
9	10/10/2018	10/10/2018	
10	10/10/2018	10/10/2018	
11	10/10/2018	10/10/2018	
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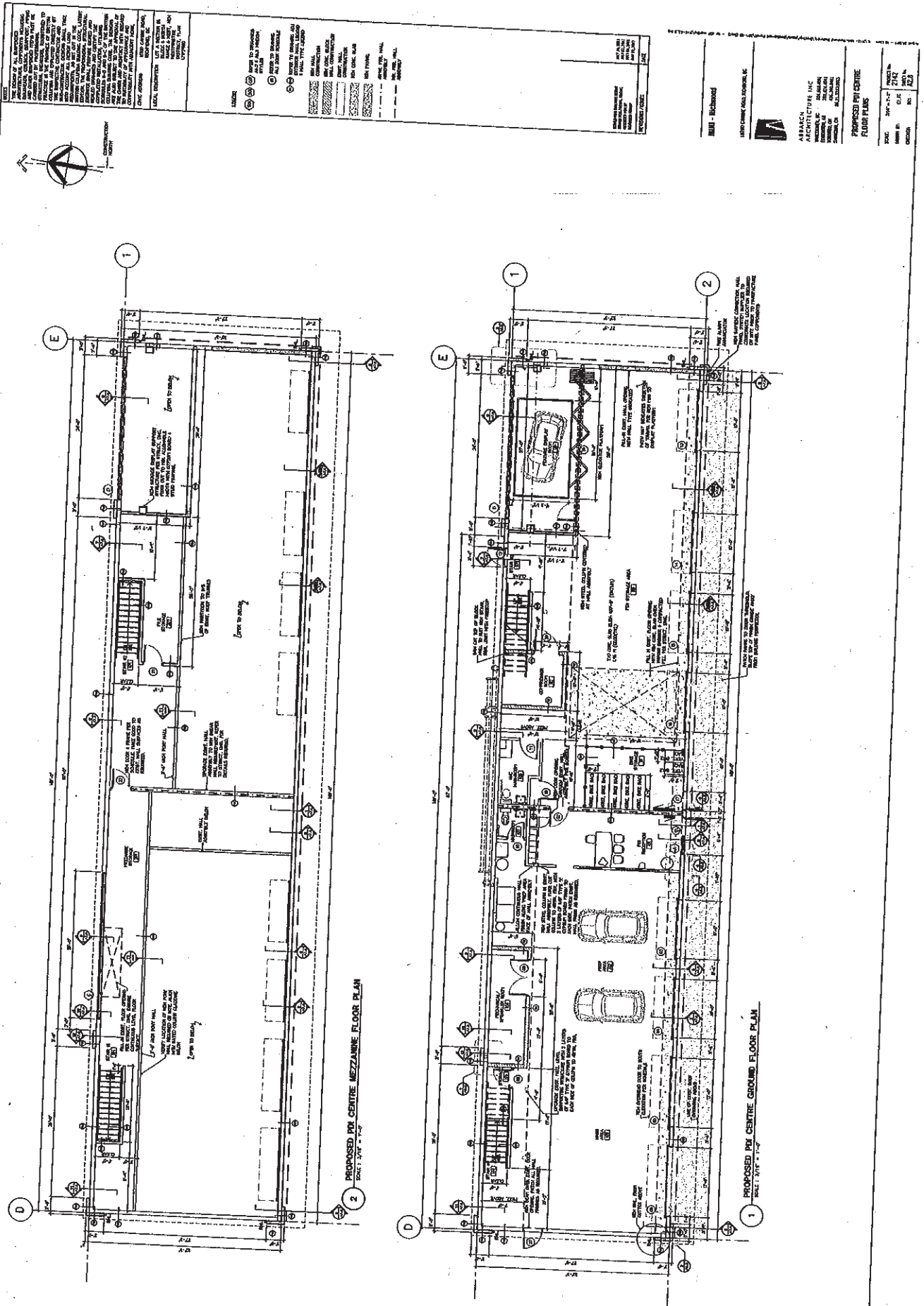
AGENT RICHMOND
10700 CAMBIE ROAD
RICHMOND, B.C.

**LANDSCAPE
PLAN**

NAME	
PHONE	
UNIT NO.	

3 OF 3

[illegible]





City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel

Date: October 3, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: DV 11-586308

Re: Application by Rashpal Walia for a Development Variance Permit at
8200 Claybrook Road

Staff Recommendation

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to vary the exterior side yard setback from 3.0 m to 1.2 m in order to permit the construction of a new single-family dwelling at 8200 Claybrook Road on a site zoned Single Detached (RS1/E).

Brian J. Jackson, MCIP
Director of Development

ES:blg

Att.

Staff Report

Origin

Rashpal Walia has applied to the City of Richmond for permission to vary the minimum exterior side yard setback from 3.0 m to 1.2 m for a proposed residential dwelling at 8200 Claybrook Road (**Schedule A**). The subject lot is currently zoned Single Detached (RS1/E).

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant bylaw requirements.

Background

Development surrounding the subject site is as follows:

- To the north, is a single-detached dwelling zoned “Single Detached (RS1/E)”;
- To the east, is a park zoned “School & Institutional Use (SI)”;
- To the south, immediately across Cobden Road, is a single-detached dwelling zoned “Single Detached (RS1/E)”;
- To the west, immediately across Claybrook Road, is a single-detached dwelling zoned “Single Detached (RS1/E)”.

Staff Comments

The applicant is proposing to reduce the exterior side yard setback along Cobden Street from 3.0 m to 1.2 m for a new single-family dwelling. The Cobden Road end is the pedestrian access route for neighbourhood residents to Grauer Park. As this road end is intended to function as a pedestrian access route to the Park, the City does not want to permit further vehicle access from this road end. The Parks Department has indicated that incorporating this road end into the park is desired. As no vehicle access to Cobden Road will be permitted from the two lots that are adjacent to Cobden Road and there is no current or future plans for vehicular access to Grauer Park, a corner lot setback for 8200 Claybrook Road is unnecessary. Therefore, this side yard can be considered an interior side yard, with a minimum 2.0 m setback requirement and provision for the portions of the principal building which do not exceed 5.0 m in height to project into the required side yard up to 1.2 m from the side lot line. The proposed scheme complies with the intent of the applicable sections of the Official Community Plan (OCP) and is generally in compliance with the Single Detached (RS1/E) zone except for the zoning variance requested herein.

Analysis

Although the exterior side yard setback is 1.2 m instead of 3.0 m, the massing and layout of the proposed dwelling is similar to the adjacent single-family dwellings. The proposal is in keeping with the design of the neighbouring homes where garage is at the front of the house adjacent to the front door.

Conditions of Adjacency

- To the south of the proposed reduced side yard setback is Cobden Road therefore there are no privacy or shading issues.

Urban Design and Site Planning

- Section 4.7.9 of Zoning Bylaw 8500 permits portions of the principal building which do not exceed 5.0 m in height to project into the required side yard up to 1.2 m from an interior side lot line where a lot has a width of 18.0 m or more. In consideration of the exterior side yard as an interior side yard for the purposes of rationale for the variance requested, the proposed site plan and building plans show a projection into the exterior side yard that complies with this provision and steps back to 2.0 m for those portions of the building above 5.0 m in height.
- The proposed house and garage would maintain a building form and siting that is consistent with existing neighbourhood and streetscape conditions.

Architectural Form and Character

- The proposed dwelling matches the existing architectural vernacular and materials of the majority of the surrounding homes.

Trees & Landscaping

- Council Policy 5032, adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from trees. Consistent with this Policy, the applicant has agreed to plant and maintain two (2) trees on the subject property (minimum 6 cm deciduous calliper/2.5 m coniferous height). To ensure the new trees are planted and maintained, the applicant is required to submit a landscaping security in the amount of \$1,000 (\$500/tree) prior to final approval of this Development Variance Permit.

Crime Prevention Through Environmental Design

- Section 6.8.1 of Zoning Bylaw 8500 restricts fencing height in residential zones to 1.2 m (3.937 ft) between the principal building and the front lot line. As such, good sight lines will be provided from the subject property to the Cobden Road end to provide a safe pedestrian access route to Grauer Park.
- There are no implications for crime prevention and safety associated with the subject proposal.

Conclusions

The proposed variance would enable the property owner to maximize their floor area ratio (FAR). The variance is consistent with the side yard setback requirement of the homes in this area and consequently, would maintain consistency with the overall character of this single-family residential neighbourhood. On this basis, staff recommends approval of this application.



Erika Syvokas
Planning Technician
(604-276-4108)

ES:blg

The following are to be met prior to forwarding this application to Council for approval:

- Submission of a Landscaping Security in the amount of \$1,000 (\$500/tree) to ensure that the proposed number of trees are planted and maintained.
- Registration of a flood indemnity covenant on Title.
- Registration of a restrictive covenant on Title limiting vehicular access to Claybrook Road.

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. *For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (<http://www.richmond.ca/services/ttp/special.htm>).



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet

Development Applications Division

DV 11-586308

Attachment 1

Address: 8200 Claybrook Road

Applicant: Rashpal Walia Owner: Beverley, Barry & Randal Hing

Planning Area(s): Seafair

Floor Area Gross: 431.24 m² Floor Area Net: 431.24 m²

	Existing	Proposed
Site Area:	883.9 m ²	No change
Land Uses:	Single-family residential	No change
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	No change
Number of Units:	One (1)	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.55	none permitted
Lot Coverage:	Max. 45%	37%	none
Setback – Front Yard:	Min. 6 m	6 m	none
Setback – Interior Side Yard:	Min. 2 m	2 m	none
Setback – Exterior Side Yard:	Min. 3 m	2 m	Variance Requested
Setback – Rear Yard:	Min. 6 m	6 m	none
Height (m):	Max. 2.5 storeys	2 storeys	none
Lot Size:	550 m ²	883.9 m ²	none



City of Richmond
Planning and Development Department

Development Variance Permit

No. DV 11-586308

To the Holder: RASHPAL WALIA
Property Address: 8200 CLAYBROOK ROAD
Address: 5731 MURCHISON ROAD
RICHMOND BC V7C 2G6

1. This Development Variance Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Variance Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning Bylaw 8500" is hereby varied to:
 - a) Vary the exterior side yard setback from 3.0 m to 2.0 m
4. The dimension and siting of buildings and structures on the land shall be as shown on Plan #1 attached hereto.
5. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.
6. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR

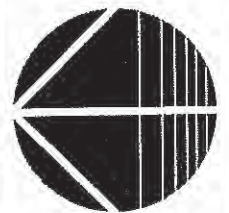


City of Richmond



8171	20.42	CLAYBROOK RD	20.42	8160	20.42
8191	20.42		20.42	8180	20.42
8211	20.42		20.42	8200	20.42
8231	20.42		20.42		
8251	20.42		20.42	8240	20.42
				43.42	29.01
				43.45	
				43.31	20.42
				43.34	20.42
				43.38	67.85

COBDEN RD



DV 11-586308
SCHEDULE "A"

Original Date: 08/04/11

Revision Date:

Note: Dimensions are in METRES



E.EL. 0.80
P.E. 1.35

E. EL. 0.83
P. EL. 1.35

SITE PLAN
SCALE = 1/8" = 1' 0"

CLAYBROOK ROAD

CIVIC ADDRESS:
8200 - CLAYBROOK ROAD, RICHMOND, B.C.
LEGAL DESCRIPTION:
LOT - 40, SEC. 23
BAY #7W NWD PLAN 18652

PROPOSED F.A.R.
GROUND FLOOR AREA = 2592.0 S.F.
SECOND FLOOR AREA = 1512.0 S.F.
TOTAL = 4104.0 S.F.

PLUS 538.0 S.F. OF GARAGE
PER SITE COVERAGE = 45 % OF 9515.0 S.F.
= 4282.0 S.F.
PROPOSED SITE COVERAGE = 3550.0 S.F.
PER. COVD. RATIO 10 % OF 4104.0 SF = 410.4

SEP 27 2011

Astonish Design & Detailing Ltd.
19732 - 71B Ave. Langley B.C.

PH: 1 604 539 1740 FAX: 1 604 539 1741
CELL: 1 604 728 0389 E-MAIL: namejdh@hotmail.com

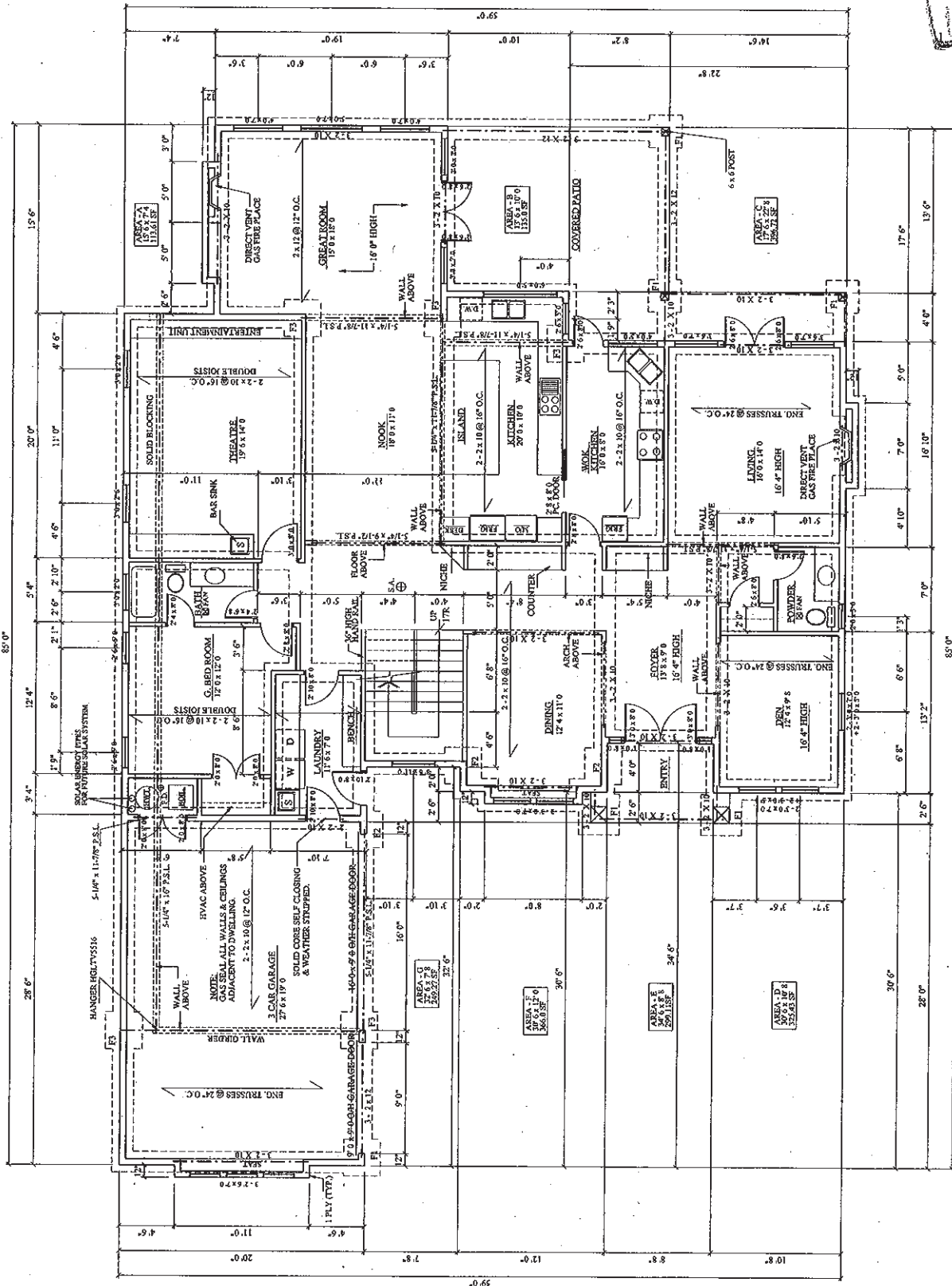
SITE PLAN & ELEVATIONS
8200 - CLAYBROOK ROAD, RICHMOND

PROPOSED SITE COVER COE = 3330.0 SF.
PER. COVD. PATIO 10 % OF 4104.0 SF = 410.40 S.F.

PER F.A.R. = 4104.0 S.F.
PLUS 538.0 S.F. FOR GARAGE

PROPOSED SITE COVER COE = 3330.0 SF.
PER. COVD. PATIO 10 % OF 4104.0 SF = 410.40 S.F.

PER F.A.R. = 4104.0 S.F.
PLUS 538.0 S.F. FOR GARAGE



DV 11 586308

PLAN #3

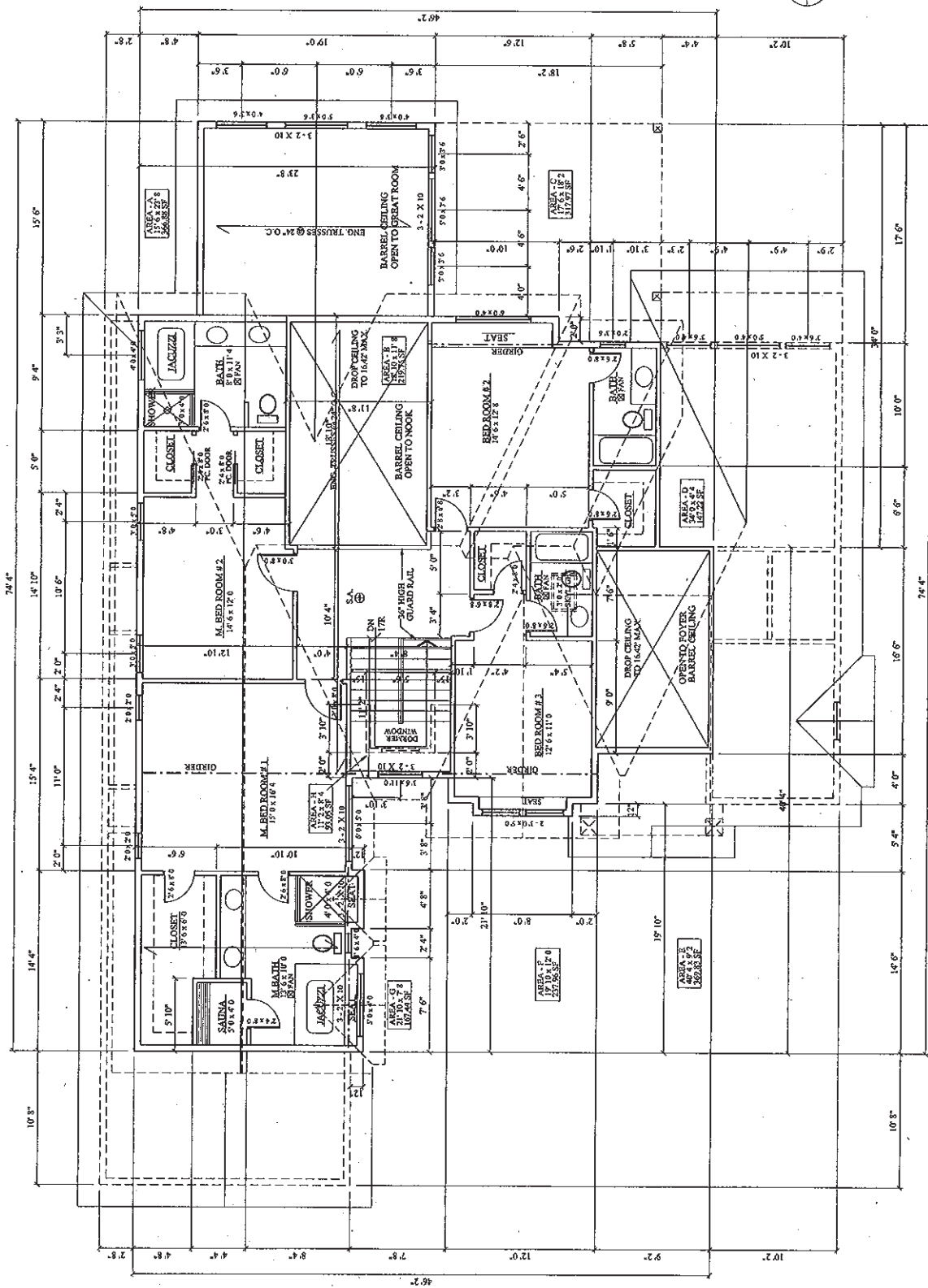
Astonish Design & Drafting Ltd.
1000 Highway 7 E. Unit 104
Richmond, B.C. V6X 1A4
TEL: (604) 271-1740 FAX: (604) 271-1741
CELL: (604) 725-0389 E-MAIL: astonish@astonish.com

SEP 27 2011

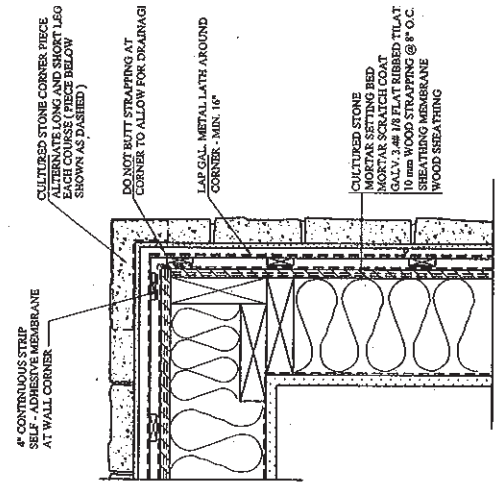
GROUND FLOOR PLAN
8200 - CLAYBROOK ROAD, RICHMOND, B.C.

AREA CALCULATIONS:

74'4" x 42'2" = 3132.0 SF
LESS = 1920.0 SF
NET AREA = 1512.0 SF
FOR HOUSE
AREA - A = 366.88 SF
AREA - B = 219.75 SF
AREA - C = 317.97 SF
AREA - D = 147.22 SF
AREA - E = 369.83 SF
AREA - F = 237.96 SF
AREA - G = 167.44 SF
AREA - H = 93.05 SF
TOTAL = 1520.1 SF



SECOND FLOOR PLAN
(9'0" HIGH CEILING) AREA = 1512.0 SF.



STONE DETAIL

DV 11 586308

PLAN #

SEP 27 2011

Astonish Design & Detailing Ltd.
 7271 17th Ave. Langley B.C.
 PH: 604.539.1541
 CELL: 1.604.728.0385 E-MAIL: info@astonish.com

SECOND FLOOR PLAN
 8200 - CLAYBROOK ROAD, RICHMOND, B.C.