



## Development Permit Panel

Council Chambers, City Hall  
6911 No. 3 Road

Wednesday, June 10, 2020  
3:30 p.m.

### MINUTES

*Motion to adopt the minutes of the Development Permit Panel meeting held on May 27, 2020.*



1. **DEVELOPMENT PERMIT 19-876647**  
(REDMS No. 6473769)

APPLICANT: Easterbrook Milling Co. Ltd.

PROPERTY LOCATION: 17720 River Road

#### Director's Recommendations

*That a Development Permit be issued which would:*

1. *permit the construction of a single detached house at 17720 River Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA); and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers and immediate family.*



2. **New Business**

## **Development Permit Panel – Wednesday, June10, 2020**

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ITEM

- 3. Date of Next Meeting: June 24, 2020**

**ADJOURNMENT**



**Development Permit Panel  
Wednesday, May 27, 2020**

Time: 3:30 p.m.  
Place: Council Chambers  
Richmond City Hall  
Present: Joe Erceg, Chair  
Cecilia Achiam, General Manager, Community Safety  
Milton Chan, Director, Engineering

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 May 13, 2020 be adopted.*

**CARRIED**

**1. DEVELOPMENT PERMIT 19-866690**  
(REDMS No. 6433306)

APPLICANT: GBL Architects

PROPERTY LOCATION: 5491 No. 2 Road

## **Development Permit Panel**

### **Wednesday, May 27, 2020**

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#### **INTENT OF PERMIT:**

1. Permit the construction of a six-storey building containing approximately 80 purpose-built residential rental tenure units at 5491 No. 2 Road on a site zoned “High Rise Apartment and Congregate Housing (ZHR3) - Dover Crossing”; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - (a) reduce the minimum building setback from No. 2 Road from 6 m to 5 m;
  - (b) increase the maximum building height from 18 m to 20.3 m for the west portion of the building; and
  - (c) reduce the number of required parking spaces from 87 to 46; and
3. Authorize the Chief Administrative Officer and the General Manager, Engineering & Public Works, to execute a servicing agreement with the owner of 5900 River Road, to install road works and utility works along No. 2 Road City land and remove and relocate eight City trees from No. 2 Road City land, based on the material terms and conditions set out in Attachment 6 of the staff report titled, “Application by GBL Architects for a Development Permit at 5491 No. 2 Road,” dated May 5, 2020 from the Director of Development.

#### **Applicant’s Comments**

Emily Brett, GBL Architects, with the aid of a visual presentation (copy on file, City Clerk’s Office), provided background information on the proposed development, including the site context design rationale, building elevations, sustainability features, site and floor plans, and accessibility strategy, highlighting the following:

- a bus ride from the subject site to the Brighthouse Canada Line station would be approximately 10 minutes;
- a right-in and right-out vehicle entry/exit to/from the site is provided off the service road adjacent to No. 2 Road, and not directly off No. 2 Road;
- the existing multi-use pedestrian and bicycle paths fronts the south side of the project and provides connection to Dover Park;
- a portion of the building along No. 2 Road is raised to provide a gateway character;
- the architectural form and character of the proposed building fits well with neighbouring developments;
- the project incorporates several sustainability features and is required to achieve Step 2 of the BC Building Code; however, the applicant is targeting the higher Step Code 3;
- several Transportation Demand Management (TDM) measures are proposed to support the reduced resident parking;
- the proposed building setback variance from No. 2 Road will allow an efficient building layout on Level 1;



## **Development Permit Panel**

### **Wednesday, May 27, 2020**

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- the proposed building height variance is for the west portion of the building;
- all housing units incorporate Basic Universal Housing (BUH) features and four units are fully wheelchair accessible and are all located on the ground floor;
- the proposed 80 housing units have different affordability rates and includes some subsidized rental units;
- proposed mix of affordable housing unit types includes studio and one to three-bedroom units;
- the shadow study indicates minimal shadowing impacts on neighbouring developments;
- the west elevation has been visually broken down to provide an appropriate interface with the adjacent development to the west; and
- proposed cladding materials include, among others, cement panels with different textures.

Daryl Tyacke, ETA Landscape Architecture Inc., reviewed the main landscape features of the project, noting that (i) two separate outdoor amenity areas are proposed for the project, (ii) play structures are proposed for the children's play area on the north side to provide active play opportunities, (iii) the outdoor amenity area on the west side includes, among others, a large gathering space and an urban agriculture which is accessible to a resident in a wheelchair, (iv) outdoor bicycle racks are located close to the lobby at the southeast corner, (v) significant street trees along No. 2 Road will be relocated off-site, (vi) oak trees are proposed to be planted along the east-west multipurpose pathway (vii) planting will be installed to screen ground floor units, and (viii) low-level lighting will be installed to avoid light pollution, particularly to the adjacent development to the west.

In reply to a query from the Panel, Ms. Brett acknowledged that the proposed material and colour palette for the project will fit well with neighbouring developments.

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#### **Staff Comments**

Wayne Craig, Director, Development, noted that (i) there are two separate Servicing Agreements associated with the project: the one for the applicant includes site services and minor frontage works and the other for the adjacent property owner to the north includes the relocation of eight street trees to two City parks which provide irrigation given the size of the trees being relocated, (ii) the proposed development is being designed to meet the City's aircraft noise sensitive development criteria, and (iii) there will be a series of housing agreements registered on the property to secure the rental rates and tenant eligibility criteria.

In reply to a query from the Panel, Mr. Craig advised that the timing of works in the Servicing Agreements will be coordinated with the construction schedule of the project.

In reply to queries from the Panel, Lloyd Bie, Director, Transportation, advised that (i) the No. 2 Road improvements will improve the road geometry and enhance traffic safety of the proposed site access and on-ramp to No. 2 Road, (ii) the road works will improve existing conditions, (iii) the proposed number of resident parking stalls for the project are comparable to those provided by five similar developments referenced in the parking and traffic study, (iv) there is a comprehensive package of Transportation Demand Management (TDM) measures proposed by the applicant, and (iv) there is no relaxation to the required visitor parking spaces.

#### **Gallery Comments**

Peter Clayton, 702-5860 Dover Crescent, expressed concern regarding the lack of parking spaces on Dover Crescent which could be aggravated by the reduced number of on-site resident parking spaces on the proposed development. He questioned how the traffic and parking study conducted by the developer's traffic consultant supports their finding that parking on Dover Crescent will not be impacted.

In reply to Mr. Clayton's query, Mr. Bie noted that (i) based on the study of the parking requirements of five residential developments in different locations having similar number and types of units as the proposed development, it was concluded that the proposed number of resident parking spaces for the subject development will be adequate, and (ii) the proposed number of visitor parking stalls for the subject development fully complies with the City's Zoning Bylaw and will not be reduced.

#### **Correspondence**

Derek, Richmond resident ([Schedule 1](#))

In response to Derek's concerns, Mr. Craig stated that (i) concerns related to parking and driveway location in the proposed development have already been extensively discussed in the meeting, and (ii) the subject site is served by existing bus services on Westminster Highway and No. 2 Road south of Westminster Highway and both routes have frequent transit service during peak periods.

Kate Ward, 126-5880 Dover Crescent ([Schedule 2](#))

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In response to Ms. Ward's concerns, Mr. Craig advised that (i) vehicle access to the site has been discussed in the meeting, (ii) the proposed building setback variance from No. 2 Road is sufficient and the building will be designed to meet Canada Mortgage and Housing Corporation (CMHC) internal noise standards, (iii) on-site parking has been discussed in the meeting, (iv) the eight street trees along No. 2 Road will be relocated to two City parks, and (v) seismic safety of the building will be addressed via the Building Permit.

Bev Turick, 5880 Dover Crescent (Schedule 3)

In response to concerns raised by Bev Turick, Mr. Craig commented that staff has responded to these concerns via email and provided detailed information regarding availability of the minutes of the Panel's meeting.

[REDACTED]-5880 Dover Crescent (Schedule 4)

In response to [REDACTED] concerns, Mr. Craig advised that (i) the project is required to provide geotechnical and structural engineering reports and comply with the BC Building Code, (ii) traffic concerns have been discussed in the meeting, (iii) construction is regulated by the City's Noise Bylaw which specifies construction hours, (iv) a construction traffic and parking management plan is required to be submitted by the developer, and (iv) landscaping for the project has been discussed by the landscape architect.

Allan Risdahl, 216-5860 Dover Crescent (Schedule 5)

Mr. Craig noted the concerns raised by Mr. Risdahl through several emails which have all been responded to by staff. In response to these concerns, Mr. Craig stated that (i) the proposed development will be required to comply with all BC Building Code provisions including firefighting access, (ii) the No. 2 Road improvements will improve overall safety and sightlines in the area, (iii) potential shading impacts of the proposed building were included in the applicant's submission and staff report, and (iv) other concerns such as those related to traffic operations on No. 2 Road, the project's driveway location, parking, transit service, construction activity, and existing street trees along No. 2 Road, have been discussed in the meeting.

Fanny Yan, 407-5880 Dover Crescent (Schedule 6)

In response to Ms. Yan's concerns, Mr. Craig commented that (i) the subject development has been designed in accordance with Crime Prevention Through Environmental Design (CPTED) provisions, (ii) there is passive surveillance in all outdoor amenity areas, and (iii) the building will increase passive surveillance along its south and east frontages.

Andre Lo, Richmond resident (Schedule 7)

In response to Mr. Lo's concern regarding parking, Mr. Craig noted that the subject has been discussed in the meeting.

Peter Clayton, 702-5860 Dover Crescent (Schedule 8)

In response to Mr. Clayton's concerns, Mr. Craig noted that these concerns have been discussed in the meeting.

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Karen Cho, Richmond resident (Schedule 9)

In response to Ms. Cho's concerns, Mr. Craig noted that (i) the proposed building height variance and shadow analysis were included in the applicant's presentation, and (ii) parking-related concerns have been discussed in the meeting.

[REDACTED] (Schedule 10)

Mr. Craig noted [REDACTED]'s concerns and commented that tenant eligibility is outside of Panel's mandate and other concerns have been discussed in the meeting.

Colin A. Lowndes, Colin S. Lowndes, Donna Z. Lowndes, Vincenza J. Lowndes (nee Nardiello), 516-5860 Dover Crescent (Schedule 11)

Mr. Craig noted that the Lowndes household's concerns are related to the removal of street trees, potential impacts of the proposed development on overall views of their building and unit, building density and property values. He commented that street trees along No. 2 Road will be relocated and that the other concerns mentioned are outside Panel's mandate.

Laura Miller, 5880 Dover Crescent (Schedule 12)

Mr. Craig noted that Ms. Miller's traffic and parking concerns have been discussed in the meeting.

#### **Panel Discussion**

The Panel expressed support for the project, noting that (i) the Panel appreciates the applicant's presentation, (ii) the project is well designed, (iii) although there is a height variance, the project will fit well with its surrounding neighbourhood as shown by the model, (iv) the project is consistent with Council policy to address affordable housing needs, (v) the Panel appreciates the proposed mix of unit types, (vi) the outdoor amenity areas enhance the livability of the proposed development, and (vii) the Panel supports the protection and relocation of existing street trees along No. 2 Road.

## Development Permit Panel

Wednesday, May 27, 2020

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### Panel Decision

It was moved and seconded

1. *That a Development Permit be issued which would:*
  - (a) *permit the construction of a six-storey building containing approximately 80 purpose-built residential rental tenure units at 5491 No. 2 Road on a site zoned "High Rise Apartment and Congregate Housing (ZHR3) - Dover Crossing"; and*
  - (b) *vary the provisions of Richmond Zoning Bylaw 8500 to:*
    - (i) *reduce the minimum building setback from No. 2 Road from 6 m to 5 m;*
    - (ii) *increase the maximum building height from 18 m to 20.3 m for the west portion of the building; and*
    - (iii) *reduce the number of required parking spaces from 87 to 46; and*
2. *That the Chief Administrative Officer and the General Manager, Engineering & Public Works, be authorized to execute a servicing agreement with the owner of 5900 River Road, to install road works and utility works along No. 2 Road City land and remove and relocate eight City trees from No. 2 Road City land, based on the material terms and conditions set out in Attachment 6 of the staff report titled, "Application by GBL Architects for a Development Permit at 5491 No. 2 Road," dated May 5, 2020 from the Director of Development.*

**CARRIED**

### 2. **DEVELOPMENT PERMIT 19-876647**

(REDMS No. 6454598)

APPLICANT: Easterbrook Milling Co. Ltd.

PROPERTY LOCATION: 17720 River Road

#### INTENT OF PERMIT:

1. Permit the construction of a single detached house at 17720 River Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - (a) increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers; and
  - (b) increase the maximum height for single detached housing from 9.0 m to 11.5 m.

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#### **Applicant's Comments**

Stephen Easterbrook, with the aid of a video presentation (copy on file, City Clerk's Office), provided background information on the proposed development, highlighting the following:

- the applicant has been engaged in farming operation in the area for a significant period of time, including, among others, an organic egg farm and multiple organic crop farming;
- the proposed single detached family house will replace the existing single-family dwelling on the subject site and is intended for the use of the applicant and his family and existing farm workers who will be accommodated in the proposed secondary suite;
- a farm house footprint variance is requested to accommodate the proposed secondary suite for farm workers; however, the proposed development still complies with the maximum floor area and farm home plate area in the "Agriculture (AG1)" zone;
- the proposed development would help address farm security and biosecurity concerns in the area; and
- the organic farm operation on the subject site could mitigate the loss of on-site Environmentally Sensitive Area (ESA) as a result of constructing the proposed residential development.

In reply to queries from the Panel, Mr. Easterbrook acknowledged that (i) farm workers are currently living in the existing single-family dwelling and will be accommodated in the secondary suite of the proposed residential development, and (ii) the location of the secondary suite on the ground floor will provide adequate living space for the farm workers and privacy to the applicant's family.

In reply to queries from the Panel, Mr. Craig confirmed that (i) the proposed residential development will be located on an ESA, and (ii) the City's Food Security and Agricultural Advisory Committee considered and supported the proposal, including the farm home plate orientation.

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#### **Staff Comments**

Mr. Craig noted that (i) approximately 80 percent of the subject site is designated as an ESA, (ii) the City's Official Community Plan (OCP) exempts agricultural activities from ESA compensation requirements, (iii) staff reviewed the proposed ESA compensation for the residential development portion of the subject site, (iv) the proposed ESA compensation scheme includes native planting within the Riparian Management Area (RMA) along the front of the subject property and installing a linear hedgerow along the east property line, (v) the proposed ESA compensation planting plan was prepared by a Qualified Environmental Professional (QEP) and reviewed by staff, (vi) there is a legal agreement to ensure a three-year annual monitoring of the ESA planting by a QEP, and (vii) appropriate securities are required to ensure the planting and retention of the new ESA through the development permit process.

In addition, Mr. Craig reviewed the two proposed variances, noting that (i) the maximum farm house footprint or the ground floor area will be increased by approximately 12 percent to accommodate the secondary suite, (ii) the proposed building height variance includes the top of the chimney, and (iii) neighbours have expressed support for the proposed design of the residential development.

In reply to a query from the Panel, Mr. Craig confirmed that the building height is measured to the top of the chimney.

#### **Gallery Comments**

None.

#### **Correspondence**

None.

## Development Permit Panel

### Wednesday, May 27, 2020

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#### Panel Discussion

Discussion ensued regarding potential design options for the residential development including an alternate location for the secondary suite that would not require any variance. It was also noted that (i) Council's decision limiting home sizes on agricultural lands should inform the consideration of the proposed variances, (ii) there appears to be no compelling argument to support the proposed variance to the maximum house footprint in order to accommodate a secondary suite, (iii) there is a lack of guarantee for the continued use of the secondary suite by farm workers in the future, and (iv) redesigning the proposed residential development could eliminate the need for a height variance.

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

It was moved and seconded

*That Development Permit Application 19-876647 be referred back to staff and brought forward for consideration at the Panel's June 10, 2020 meeting, to be held at 3:30 p.m. in the Council Chambers, City Hall, in order for staff to work with the applicant to consider (i) negotiating a restrictive covenant limiting the use of the proposed secondary suite on the ground floor exclusively for farm workers, and (ii) redesigning the proposed single detached housing in order to comply with the Richmond Zoning Bylaw's maximum height requirement and not require a height variance.*

**CARRIED**

#### 3. Date of Next Meeting: June 10, 2020

#### 4. Adjournment

It was moved and seconded

*That the meeting be adjourned at 4:59 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, May 27, 2020.

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Joe Erceg  
Chair

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Rustico Agawin  
Committee Clerk



Schedule 1 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
**CityClerk** May 27, 2020.

<b>To Development Permit Panel</b>
Date: <u>MAY 27, 2020</u>
Item # <u>1</u>
Re: <u>DP 19-866690</u>

**From:** Badyal,Sara  
**Sent:** May 21, 2020 4:18 PM  
**To:** 'derek74@gmail.com'  
**Cc:** CityClerk  
**Subject:** 5491 No 2 - Development Permit - DP 19-866690

**Follow Up Flag:** Follow up  
**Flag Status:** Completed



Hello Derek,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/shared/assets/5491\\_No2Rd DPP\\_05272056274.pdf](https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding the driveway to the site, it will be located generally along the north property line of the site with a portion of the driveway entrance accommodated on the neighbouring site to the north to ensure adequate and safe movements to/from the site can be accommodated. The No. 2 Road frontage will be improved through a required Servicing Agreement. This includes improvements to the road geometry which will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge.

I can also share some information with you regarding your other concerns that are not regulated through the City's development permit application process. Regarding site location and transit service, the site is located in a residential neighbourhood and close to the developing City Centre Oval Village neighbourhood. Staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building. The site is served by existing bus service on Westminster Highway, with a bus approximately every 7 minutes in the peak hours. Both No. 2

Road (south of Westminster Highway) and Westminster Highway have been identified in Richmond's Official Community Plan as "Frequent Transit Routes", which indicates that, in collaboration with TransLink, it is anticipated that transit services will be improved in the future along these corridors. I can also let you know that transit use is monitored and improved by Translink and customer feedback can be provided to Translink directly (<https://feedback.translink.ca/>).

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
[www.richmond.ca](http://www.richmond.ca)

**From:** Derek <[derek74@gmail.com](mailto:derek74@gmail.com)>  
**Sent:** May 14, 2020 12:54 PM  
**To:** CityClerk <[CityClerk@richmond.ca](mailto:CityClerk@richmond.ca)>  
**Subject:** Development Permit - DP 19-866690

Hi, I am just have a few questions about this development

1) Where are residents expected to park in this neighborhood when they and visitors are not parking in the building? You are adding 80 units, putting in 50% parking. The parking on Dover Crescent is already full and now there is potential for even more cars taking up space. That is a recipe for a parking disaster and a mistake to remove 41 spaces. What is the reasoning behind this other than to save the developer and the city money and dumping this issue on current residents.

2) Is there a blueprint on how the driveway is going to be positioned from 2 road?

3) This complaint is way too late but why would this lot be used for this type of residence when there are no options for transit other than a single bus station on Westminster Hwy versus building close to Canada Line. There are no jobs, grocery stores or other conveniences in this area which means residents will need to use a car or the single bus station to get anywhere

Just look at any realtor website and at the scores for the neighborhood and this is where the city decides to put this building.

Shopping 6  
Groceries 5  
Pedestrian 5  
Cycling 4  
Transit 4  
Cafes 3

Thanks for your time,

Derek

Schedule 2 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
**CityClerk** May 27, 2020.

<b>To Development Permit Panel</b>	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19-866690

**From:** Badyal, Sara  
**Sent:** May 25, 2020 11:39 AM  
**To:** 'k.f.ward@hotmail.com'  
**Cc:** CityClerk  
**Subject:** RE: Development Permit DP 19-866690 (5491 No. 2 Road)



Hello Kate Ward,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/shared/assets/5491 No2Rd DPP 05272056274.pdf](https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding the driveway to the site, it will be located generally along the north property line of the site with a portion of the driveway entrance accommodated on the neighbouring site to the north to ensure adequate and safe movements to/from the site can be accommodated. The No. 2 Road frontage will be improved through a required Servicing Agreement. This includes improvements to the road geometry which will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge.

Regarding the setback along No. 2 Road, the proposal is shifted 1 m towards No. 2 Road to increase the building separation from the neighbouring residential building located west of the site and to accommodate a more efficient and functional floorplan layout.

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding the existing street trees along No. 2 Road, the developer of 5900 River Drive has agreed to relocate the eight oak trees at the developer's cost. The trees may be relocated to Brighthouse Neighbourhood School Park and Terra Nova South Park as they both have irrigation to aid in re-establishment and are located

relatively nearby. The exact location for the trees will be determined through the Servicing Agreement application process.

I can also share some information with you regarding your other concerns that are not regulated through the City's development permit application process. Regarding the safety of the building design, the detailed Building Permit application for the proposal will be designed by a professional design team, including geotechnical engineer, structural engineer and architect and is required to comply with the BC Building Code.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
[www.richmond.ca](http://www.richmond.ca)

**From:** Kate Ward <[k.f.ward@hotmail.com](mailto:k.f.ward@hotmail.com)>  
**Sent:** May 22, 2020 3:25 PM  
**To:** CityClerk <[CityClerk@richmond.ca](mailto:CityClerk@richmond.ca)>  
**Subject:** Development Permit DP 19-866690 (5491 No. 2 Road)

Good afternoon,

My name is Kate Ward; I am the owner of unit 126 in 5880 Dover Crescent, two lots down from where GBL Architect's proposed building would be constructed. I have noticed quite a few problematic points in the Notice of Application sent to me this month. For simplicity's sake, I will respond point by point.

1. Permit contentions:

- a. There is no clear indication of where the entrance of this building will be on 2 Road, as the proposed area appears to be at the exact bottom of the bridge, which seems incredibly short sighted and dangerous. The other option would be for the bike through lane from Dover to 2 Road to be changed to a road: this would be very disappointing to see happen, as Dover is a quiet neighborhood, and would certainly turn into a thoroughfare for bridge traffic.
- b. There is also no clear indication of why any of these provisions should be varied.
  - i. For what purpose? Please see ii. for further thoughts on the building itself.
  - ii. This building could be mere metres (closer, if the developer gets their way) from a major piece of infrastructure. This building would also be in a zone rife with liquefaction risk. A strong part of mitigating that risk would be observing Richmond Zoning bylaws and not adding additional structure for no clear benefit. Should there be a geological event, how many extra square metres of debris and hazard would be on the proposed structure, coming down near residences, a daycare, and a bridge?
  - iii. The most problematic. There is already no clear indication of parkade access for this building. An 80 unit building could have anywhere from 80 to 160 cars - many families now have two cars. Parking on Dover Crescent is already quite slim, as many apartment

buildings on the block have families with multiple vehicles, and parking garages are full. As such, the street parking fills up quickly; there are rarely more than one or two spots available per cardinal direction of the street. Where would the surplus vehicles - potentially over 100 of them - park? Where would they be driving? How much pollution would be added to our park?

2. Where will the trees be going? How will the green space around the building be preserved? Will the developer or the taxpayers be funding this flora being moved?

This permit, quite frankly, seems like a clear cash grab by the developer, who would like to flout our Bylaws, lower the quality of life and beauty in our neighborhood, and add traffic to an already dense area. I hope the panel concerns the hundreds, if not thousands, of residents currently living on Dover who have created a respectful, clean, and close neighborhood.

Thank you,  
Kate Ward  
778.232.2942

Schedule 3 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday, May  
27, 2020.

**CityClerk**

**From:**  
**Sent:**  
**To:**  
**Cc:**  
**Subject:**

Badyal, Sara  
May 25, 2020 11:52 AM  
'bturick@hotmail.com'  
CityClerk  
5491 No 2 Rd - RE: Notice of App.DP19-866690

<b>To Development Permit Panel</b>	
Date:	MAY 27, 2020
Item #:	1
Re:	DP 19 - 866690



Hello Bev Turick,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/\\_\\_shared/assets/5491\\_No2Rd\\_DPP\\_05272056274.pdf](https://www.richmond.ca/__shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding the size of the development, the proposal design includes 80 apartment units.

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw.

Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

For your information, the meeting minutes for the May 27, 2020 Development Permit Panel will be published on the City's website within two weeks of the meeting date. Link:

<https://www.richmond.ca/cityhall/council/meeting/WebAgendaMinutesList.aspx?Category=8&Year=2020>

For project updates, or if you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department

City of Richmond  
604-276-4282  
www.richmond.ca

-----Original Message-----

From: Bev Turick <bturick@hotmail.com>

Sent: May 24, 2020 1:31 PM

To: CityClerk <CityClerk@richmond.ca>

Subject: Notice of App.DP19-866690

I as an owner to at 5880 Dover Crescent , which is adjacent to said proposal property have a few issues that I'd like clarified if possible.

1) a.) The notice I received of this mtg. indicates approx. 80 purpose build....so what does that truly mean 75 Or possibly 90.??

b) iii. I have very strong feelings regarding the reducing of parking spaces from 87 to 46. There should be enough parking spots for every unit, which would include visitor / staff parking. My concern is the parking on Dover Crescent presently is at its capacity for street parking for all the condos that have been here for many years. If the new housing unit under review does not incorporate enough parking spaces then Dover Crescent will be expected to "take the overflow" which is totally inappropriate. The other concern is that if there is not enough parking for said overflow then people will start to think they can park in our visitor parking which in itself causes issues and the possibility that we as owners do not have spaces for our legitimate visitors and or we have to either provide a security guard or security garage door and the expense.


I hope these concern will be clarified clearly at the May 27 th meeting and that all owners will receive minutes and updates on this permit.

Thank you

B.Turick

Sent from my iPad

Schedule 4 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
May 27, 2020.

  
5880 Dover Crescent  
Richmond, B.C.  
V7C 5P5

<b>To Development Permit Panel</b>	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19-866690

May 21<sup>st</sup>, 2020

City of Richmond  
6911 No. 3 Road  
Richmond BC V6Y 2C1  
Tel: 604-276-4007  
Fax: 604-278-5139



Attn: Claudia Jesson (Director, City Clerk's Office)

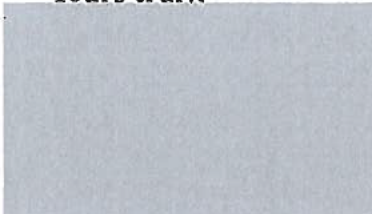
Re: Development permit DP 19-866690 (Location 5491 No. 2 Road)

Dear Sir/Madam:

As the owner and resident at 5880 Dover Crescent, in Richmond BC, I would like to say NO to the proposed building on the site of 5491 No. 2 Road. This property is too close to the bridge and would pose a huge risk considering the heavy traffic flow, noise disturbance, high density, etc. That property should instead be used to potentially build a garden, plant more trees or simply a kid's play area. Moreover, it would also be difficult for people to evacuate out of there if an earthquake does happen one day, as mentioned above, that property is very close to the bridge and will impact the surrounding traffic network. I truly hope all of you could take this into consideration and think about the high potential risk and concerns first and ultimately value environment, life and safety above all.

Thank you for your consideration.

Yours truly,







# City of Richmond

*Follow-up/Response to  
correspondence*

6911 No. 3 Road,  
Richmond, BC V6Y 2C1  
[www.richmond.ca](http://www.richmond.ca)

May 25, 2020  
File: DP 19-866690

Planning and Development Division  
Fax: 604-276-4222

[REDACTED]  
5880 Dover Crescent  
Richmond, BC  
V7C 5P5

Dear [REDACTED]:

**Re: Development Permit Application DP 19-866690 Regarding 5491 No. 2 Road**

Thank you for your letter dated May 21, 2020 and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No. 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your letter to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process.

The purpose of this email is to share some information with you. The DP staff report is published on the City's website at:

[https://www.richmond.ca/\\_shared/assets/5491\\_No2Rd\\_DPP\\_05272056274.pdf](https://www.richmond.ca/_shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding the safety of the building design, the detailed Building Permit application for the proposal will be designed by a professional design team, including geotechnical engineer, structural engineer and architect and is required to comply with the BC Building Code.

Regarding the potential for traffic congestion, a Traffic and Parking Study prepared by Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study concluded that the existing road network has sufficient capacity to accommodate the proposed 80-unit development. In addition, the No. 2 Road frontage will be improved through a required Servicing Agreement, including frontage beautification, sidewalk, off-road multi-use path separated from vehicular traffic and improvements to the road geometry (increasing the sight line of traffic from the No. 2 Road bridge). The City's Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition.

Regarding the potential for noise disturbance, staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building.

Regarding the size of the development, the proposal complies with the overall height permitted in the existing zoning, with increased height in a portion of the roof area to allow the top floor to be a full size floor, the same size as lower floors. The applicant has submitted shadow analysis that demonstrates that the proposal will only have a minor impact on existing neighbouring development.

Regarding the potential for the property to be developed as a City park with a garden, tree planting or a play ground, the subject site is designated and zoned for affordable housing residential development. The neighbourhood is serviced by the park and play ground located on Dover Crescent, middle arm trail along the dike, the Richmond Olympic Oval plaza and other nearby community parks.

If you would like to discuss further or require additional information, please feel free to contact me by phone at 604-276-4282 and by email at [sbadyal@richmond.ca](mailto:sbadyal@richmond.ca).

Yours truly,



Sara Badyal, M. Arch, MCIP, RPP  
*Planner 2*

SB:sb

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**From:** [REDACTED]  
**Sent:** Monday, 25 May 2020 23:39  
**To:** CityClerk  
**Subject:** Attn: Claudia Jesson. RE: Development Permit Regarding 5491 No. 2 Road  
**Attachments:** Letter Regarding Development Permit.pdf

Hi Claudia,

As I am unable to attend the Development Permit Panel meeting on May 27th, I have delivered a written submission to Richmond City Hall on May 25th. However, as Richmond City Hall was closed, I have left the letter in the drop box. In case my letter was not received, I have also attached my comments regarding the development permit for 5491 No. 2 Road in this email. Please let me know if you have any questions or concerns.

Thanks in advance,

[REDACTED]

Schedule 5 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
May 27, 2020.

**CityClerk**

**From:** Badyal, Sara  
**Sent:** May 27, 2020 10:35 AM  
**To:** [REDACTED]  
**Cc:** CityClerk  
**Subject:** FW: Development Permit 5491 No. 2 Road

<b>To Development Permit Panel</b>	
<b>Date:</b>	MAY 27, 2020
<b>Item #</b>	
<b>Re:</b>	DP 19-866640

Dear [REDACTED]

Thank you for your additional two emails, which the City Clerks Office will forward to be considered by the Development Permit Panel along with the application.

The main purposes of my emails is to let you know that your emails and concerns will be forwarded to the Development Permit Panel meeting to be considered by the Development Permit Panel along with the application, and to share some information with you.

Public input regarding Development Permit applications continues to be important to the City through this challenging time and staff have worked to ensure the same opportunities for public input continue to be in place. Public input is encouraged and continues to be received by the City by letter, email, the City's website, or in person at the Development Permit Panel meeting. For this application an open house meeting was also held earlier, in September 2019.

Staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building.

For further clarity on building design safety, the architect is required to design the project in compliance with the BC Building Code, which includes required fire fighting access provisions.

The proposed road improvements are located along No. 2 Road, including road geometry improvements. The proposed improvements do not extend onto the No. 2 Road bridge infrastructure, but the road geometry improvements will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
[www.richmond.ca](http://www.richmond.ca)



**From:** [REDACTED]  
**Sent:** May 27, 2020 12:05 AM  
**To:** Badyal, Sara <[SBadyal@richmond.ca](mailto:SBadyal@richmond.ca)>  
**Subject:** Re: FW: Development Permit 5491 No. 2 Road

Ms. Badyal. The tone and language in your writing indicates that you are in support of this project at every level rather than simply registering my concerns and giving them fuller appreciation at the meeting. Which is what the public input process is for. The timing of the meeting during a period of social distancing mutes the concern of locals with accepting that the quality of our neighborhood will in no way be enhanced by this development while this developer forces in as many units as he can on this small piece of land in his effort to "make a buck". Basic services and transportation will be further stretched and already have problems. This is poor planning in our corner of Richmond. Vancouver style density and social problems are being given a foothold should this be allowed.

Thanks again for registering and more importantly considering my concerns and interests.

..City of Richmond tax payer.

On Wed, 27 May 2020, 09:38 [REDACTED] wrote:

Dear Sara Badyal. It sounds a bit as though you're already decided. That should not occur until the meeting. Having the meeting during a pandemic is not the best means to allow public input. Please register this as a concern.

No study would convince me that winter sun angles will essentially be BLOCKED at my location.

The police response time I mentioned to night time disturbance not to mention fouled air by non considerate pot smokers who inevitably move into a location like this has not in anyway been addressed. It will make the neighborhood less safe without a doubt. And in case fire equipment needs to move between buildings? It looks like they are building right to their west property line. So this would not allow for this.

We live at this location and note traffic accidents on a monthly basis and honking horns daily where the drive in will be. Is the city going to re-engineer the hump on the 2 road bridge to improve the sight line? I doubt it.

Thank you for your time and please register my concerns

On Wed, 27 May 2020, 02:28 Badyal, Sara, <[SBadyal@richmond.ca](mailto:SBadyal@richmond.ca)> wrote:

Dear [REDACTED]

Thank you for your emails and your continued interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your emails to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

Your attached email dated September 11, 2019 is included and addressed in the DP staff report. The DP staff report is published on the City's website at:

[https://www.richmond.ca/\\_\\_shared/assets/5491\\_No2Rd\\_DPP\\_05272056274.pdf](https://www.richmond.ca/__shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Further to my attached email to you dated September 17, 2019, the purpose of this email is to share information with you.

Regarding the driveway to the site, it will be located generally along the north property line of the site with a portion of the driveway entrance accommodated on the neighbouring site to the north to ensure adequate and safe movements to/from the site can be accommodated. The No. 2 Road frontage will be improved through a required Servicing Agreement. This includes improvements to the road geometry which will improve the sightline of southbound traffic travelling on the No. 2 Road Bridge. The City's Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition and will address traffic safety concerns for the site access and on-ramp to No. 2 Road.

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding construction impacts, prior to Building Permit issuance, the developer is required to submit a construction traffic and parking management plan to the satisfaction of the City's Transportation Department.

Regarding the existing street trees along No. 2 Road, they will be protected and relocated. The developer of 5900 River Drive has agreed to relocate the eight oak trees at the developer's cost. The trees may be relocated to Brighthouse Neighbourhood School Park and Terra Nova South Park as they both have irrigation to aid in re-establishment and are located relatively nearby. The exact location for the trees will be determined through the Servicing Agreement application process.

Regarding the density of the development, as noted previously the proposal complies with the land use and density of the site's existing zoning which accommodates high-density development (ZHR3 zone: <https://www.richmond.ca/shared/assets/ZHR324120.pdf>).

Regarding the safety and access of the building design, the detailed Building Permit application for the proposal will be designed by a professional design team, including an architect and is required to comply with the BC Building Code.

Regarding potential sun shading, the proposal complies with the overall height permitted in the existing zoning, with increased height in a portion of the roof area to allow the top floor to be a full size floor, the same size as lower floors. The applicant has submitted shadow analysis that demonstrates that the proposal will only have a minor impact on existing neighbouring development. The shadow analysis is included as a reference plan in the DP plans.

I can also share some information with you regarding your other concerns that are not regulated through the City's development permit application process. Staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building. The site is served by existing bus service on Westminster Highway, with a bus approximately every 7 minutes in the peak hours. Both No. 2 Road (south of Westminster Highway) and Westminster Highway have been identified in Richmond's Official Community Plan as "Frequent Transit Routes", which indicates that, in collaboration with TransLink, it is anticipated that transit services will be improved in the future along these corridors. I can also let you know that transit use is monitored and improved by Translink and customer feedback can be provided to Translink directly (<https://feedback.translink.ca/>).



If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP

Planner 2

Development Applications Department

City of Richmond

604-276-4282

[www.richmond.ca](http://www.richmond.ca)

From: [REDACTED]

Sent: May 26, 2020 12:34 PM

To: CityClerk <[CityClerk@richmond.ca](mailto:CityClerk@richmond.ca)>

Subject: Development Permit 5491 No. 2 Road

Dear Richmond planning department. I am an adjacent property owner for your Development Permit #19866690 at 5491 No. Road and wish to comment on the proposal for the Planning Department's consideration.

This junction is already the site of numerous accidents with traffic speeding over the No. 2 Bridge. Too add in a car park with it's main access at this location will only further complicate the problem of slow moving cars crossing over with faster moving ones coming over the bridge some of which are wanting the right lane to turn west on Westminister. The removal of trees is not compatible with green carbon reduction initiatives or a beautified neighborhood.

As this represents alot of density on a small land package. The limiting of parking is questionable planning when it is considered that Dover Park lacks parking space. Nearby bus routes (401) are already quite crowded particularly returning from Skytrain later in the day. This will add to that problem.

For emergency Services. This is a high building fairly close to my own at [REDACTED] There is unlikely to be fire truck access between these buildings, my own and the nearby Children's nursery school. This is dangerous. For Police I wish it noted that night time response time at our building was about 1.5 hours when dealing with a loud party in 2019. As this is alot of density supposedly for lower income earners. Are we to expect similar response times for either Marajuana or noise problems originating from this building ?

I will also be forwarding an email sent to the Richmond City Planning last September. Thank you for your consideration of this overly dense and in my opinion hastily planned proposal. In addition to ruining my own sunlight in my condo, the construction period will be one of great disturbance immediately outside our window. This proposal should not proceed and if it does, needs to be reworked with less density. With the accident rate on Number 2 road at this site where access would be. City Planners are making a mistake traffic wise to build so densely on this site if approved.

----- Forwarded message -----

From: "Badval.Sara" <SBadval@richmond.ca>

To:

Cc: PlanningDevelopment <PlanningDevelopment@richmond.ca>

Bcc:

Date: Tue, 17 Sep 2019 17:48:45 +0000

Subject: RE: 5491 No. 2, File # DP-19-866690

Dear

Thank you for your interest in the development of 5491 No 2 Road. Your email was forwarded to me as I am the planner working on the Development Permit application. Your correspondence will be included in the development file and will be attached to the DP staff report to Development Permit Panel regarding the application.

As you are aware, the City has received a Development Permit application (DP 19-866690), which was submitted by GBL Architects to allow for a 80-unit multi-family residential building with 80 rental units. The current status of the application is that is being reviewed by staff.

Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings. The DP application file is available for public viewing at City Hall 8:15am through 5pm Monday through Friday, with the exception of holidays.

Land use and density are regulated through the City's zoning bylaw. In response to your concern regarding the density of the development, the applicant is proposing to develop under the existing zoning which accommodates high-density development (ZHR3 zone: <https://www.richmond.ca/shared/assets/ZHR324120.pdf>).

A development permit regulates the architectural form and character of the building. Through our DP application process, the applicant will be required to produce a shadow analysis of the proposal.

In terms of Transportation related matters, the applicant is required to submit a transportation study prepared by a professional Transportation engineer, including assessment of vehicle access and pedestrian safety as part of the DP application process. When the study is prepared, it is required to be reviewed and approved by the City and any needed improvements would be secured as part of the development. I can also let you know that transit use is monitored and improved by Translink and customer feedback can be provided to Translink directly (<https://feedback.translink.ca/>).

In response to your construction disruption concern, Construction noise is regulated by Noise Regulation Bylaw 8856. Provided the day is not a Sunday or Statutory holiday, construction noise not exceeding 85 decibels "dBA" is permitted Monday to Friday from 7am to 8pm and Saturdays from 10am to 8pm. For your reference, the City has a good neighbour program brochure published on the city website with information and contact numbers ([https://www.richmond.ca/shared/assets/Good\\_Neighbour\\_Program9434.pdf](https://www.richmond.ca/shared/assets/Good_Neighbour_Program9434.pdf))

I can share some information with you regarding your other concerns that are not regulated through the City's development permit application process. The proposal will include a mix of unit types and a mix of rent levels from



subsidized to market. The building will be operated by Pathways, a Richmond not for profit organization that currently operates or organizes many residential units in Richmond. Staff anticipate that the development would fit into the neighbourhood similar to any other multi-family apartment building. I have forwarded your email to our Community Services Affordable Housing staff for their information.

If you have further questions or comments, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP

Planner 2

Development Applications Department

City of Richmond

604-276-4282

[www.richmond.ca](http://www.richmond.ca)

**From:** [REDACTED]

**Sent:** Wednesday, 11 September 2019 07:46

**To:** PlanningDevelopment

**Subject:** 5491 No. 2, File # DP-19-866690

Greetings Manager Joe Erceg of Richmond Planning and Development and associated Building Approval Department:

In reference to possible development at 5491 No. 2 Road, File #DP-19-866690. I am writing to express concern at the size of this development relative the lot size and land space available. Aside from personal concerns of many low income neighbors on my own property value and the loss of morning sunlight in my Condo.

My concerns would be as follows. If this is a No. 2 Road address presumably road access would be from No. 2 road. Living across from this merge lane I can state that there are traffic problems with sight lines for drivers merging onto No. 2 road at this location. Honking and accidents as drivers speed over the hump of No. 2 road bridge. If also putting an access point here it would be a further immediate slow down for traffic. If the access will be from Dover Crescent you would be removing a needed walking path who many use as access between Dover Park and the River system and also be putting the vehicle access right adjacent to a Pre-school. The current 80 unit proposal would place very high demand on these access points while attempting to fill this parcel completely and high with as many units as possible.

Secondly as this will be designated for lower income people. I note that the 401 bus route nearby is already at high demand during many hours of the day with very much standing room only too Richmond Brighthouse and Downtown Richmond. This is a further demand on this already high demand service. This would have to be considered when adding this many units to our area many of which would be bus users at low income.

Thirdly are more the Social concerns and extra policing needed for an all rental building of lower income occupants right nearby. Frequent loitering and littering not far from my own building access and nearby Dover Park which I currently enjoy trouble free. How would this be policed and cleaned ? My guess is that

not much extra serving in these regards would be planned or implemented. As Marijuana is now legal in Canada which gladly there are City Bylaws for. It is a smoke that can have a range of 100 meters or so from a smoker. More so than cigarette smoke. Living in a Multi family dwelling myself my own Strata council is gladly responsible in dealing with this issue. But with a building next to us who may care less about this topic while blowing their smoke our way. How could this be effectively enforced on the many people moving in and out to have consideration for other neighbors in the area? Associated noise with people overly relaxed from the product also.

Obviously being a nearby neighbor if proceeding a strict schedule for construction in the disruptive period to neighbors lives would be appreciated. I suggest 8 AM--6 PM 6 days a week excluding Sundays and Holidays. Outside of this would not at all be appreciated. And neither would the building's approval at it's current size either for that matter.

I don't wish to be a "NIMBY" type neighbor as the planning department may understand and see in regards to this important social issue in Vancouver area. I do question the size of this proposal as it will completely fill the land available. And as I have indicated is not without questions that are not likely to be adequately addressed. Please reject this file and scale down this development. Even sell the land it would be great for a small commercial development and better sized for it. If determined to make it an all rental low income facility, do consider my letter, and the current over sized nature of this proposal.

Sincerely,

----- Forwarded message -----

From: CityClerk <[CityClerk@richmond.ca](mailto:CityClerk@richmond.ca)>  
To: CityClerk <[CityClerk@richmond.ca](mailto:CityClerk@richmond.ca)>  
Cc:  
Bcc:  
Date: Tue, 26 May 2020 20:56:19 +0000  
Subject: FW: 5491 No. 2, File # DP-19-866690

From: [REDACTED]  
Sent: May 26, 2020 12:41 PM  
To: CityClerk <[CityClerk@richmond.ca](mailto:CityClerk@richmond.ca)>  
Subject: Fwd: 5491 No. 2, File # DP-19-866690

----- Forwarded message -----

From: [REDACTED]  
Date: Wed, Sep 11, 2019 at 5:46 PM

Subject: 5491 No. 2, File # DP-19-866690  
To: <planningdevelopment@richmond.ca>

Greetings Manager Joe Erceg of Richmond Planning and Development and associated Building Approval Department:

In reference to possible development at 5491 No. 2 Road, File #DP-19-866690. I am writing to express concern at the size of this development relative the lot size and land space available. Aside from personal concerns of many low income neighbors on my own property value and the loss of morning sunlight in my Condo.

My concerns would be as follows. If this is a No. 2 Road address presumably road access would be from No. 2 road. Living across from this merge lane I can state that there are traffic problems with sight lines for drivers merging onto No. 2 road at this location. Honking and accidents as drivers speed over the hump of No. 2 road bridge. If also putting an access point here it would be a further immediate slow down for traffic. If the access will be from Dover Crescent you would be removing a needed walking path who many use as access between Dover Park and the River system and also be putting the vehicle access right adjacent to a Pre-school. The current 80 unit proposal would place very high demand on these access points while attempting to fill this parcel completely and high with as many units as possible.

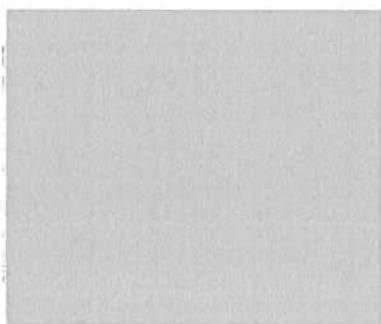
Secondly as this will be designated for lower income people. I note that the 401 bus route nearby is already at high demand during many hours of the day with very much standing room only too Richmond Brighthouse and Downtown Richmond. This is a further demand on this already high demand service. This would have to be considered when adding this many units to our area many of which would be bus users at low income.

Thirdly are more the Social concerns and extra policing needed for an all rental building of lower income occupants right nearby. Frequent loitering and littering not far from my own building access and nearby Dover Park which I currently enjoy trouble free. How would this be policed and cleaned? My guess is that not much extra serving in these regards would be planned or implemented. As Marijuana is now legal in Canada which gladly there are City Bylaws for. It is a smoke that can have a range of 100 meters or so from a smoker. More so than cigarette smoke. Living in a Multi family dwelling myself my own Strata council is gladly responsible in dealing with this issue. But with a building next to us who may care less about this topic while blowing their smoke our way. How could this be effectively enforced on the many people moving in and out to have consideration for other neighbors in the area? Associated noise with people overly relaxed from the product also.

Obviously being a nearby neighbor if proceeding a strict schedule for construction in the disruptive period to neighbors lives would be appreciated. I suggest 8 AM--6 PM 6 days a week excluding Sundays and Holidays. Outside of this would not at all be appreciated. And neither would the building's approval at it's current size either for that matter.

I don't wish to be a "NIMBY" type neighbor as the planning department may understand and see in regards to this important social issue in Vancouver area. I do question the size of this proposal as it will completely fill the land available. And as I have indicated is not without questions that are not likely to be adequately addressed. Please reject this file and scale down this development. Even sell the land it would be great for a small commercial development and better sized for it. If determined to make it an all rental low income facility, do consider my letter, and the current over sized nature of this proposal.

Sincerely,



**CityClerk**

**From:** Badyal, Sara  
**Sent:** May 27, 2020 11:44 AM  
**To:** 'fanny yan'  
**Cc:** CityClerk  
**Subject:** RE: Development P DP-19-866690

<b>To Development Permit Panel</b>	
<b>Date:</b>	<u>MAY 27, 2020</u>
<b>Item #</b>	<u>1</u>
<b>Re:</b>	<u>DP 19-866690</u>

Dear Fanny Yan,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to let you know your correspondence will be forwarded to the Development Permit Panel meeting along with the application and to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/shared/assets/5491\\_No2Rd\\_DPP\\_05272056274.pdf](https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding the potential for traffic congestion, a Traffic and Parking Study prepared by transportation engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by City Transportation staff. The study concluded that the existing road network has sufficient capacity to accommodate the proposed 80-unit development. In addition, the No. 2 Road frontage will be improved through a required Servicing Agreement, including frontage beautification, sidewalk, off-road multi-use path separated from vehicular traffic and improvements to the road geometry (increasing the sight line of traffic from the No. 2 Road bridge). The City's Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition.

Regarding the proposal being a mixed incomes multi-family rental building, staff anticipate that the development will fit into the neighbourhood similar to any other multi-family apartment building.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
[www.richmond.ca](http://www.richmond.ca)



**From:** fanny yan <lotus407@yahoo.com>  
**Sent:** May 27, 2020 9:04 AM  
**To:** CityClerk <CityClerk@richmond.ca>  
**Subject:** Development P DP-19-866690

To whom it may concern,

RE: 5491, #2 Road development

**I'm my opinion there is absolutely nothing for us to gain by having this or any other type of building.**

**This will destroy our value of our homes, increase traffic in our quiet neighbourhood and bring crime and drugs.**

**If it was a retirement or seniors home, I'd be all for it!**

All the neighborhood are very upset with this development.

Thank you for your kind attention.

Fanny Yan

Owner of #407 5880 Dover Crescent  
Richmond

**CityClerk**

---

**From:** Badyal, Sara  
**Sent:** May 27, 2020 11:37 AM  
**To:** 'Andre Lo'  
**Cc:** CityClerk  
**Subject:** RE: Development P DP-19-866690

<b>To Development Permit Panel</b>	
<b>Date:</b>	<u>MAY 27, 2020</u>
<b>Item #</b>	<u>1</u>
<b>Re:</b>	<u>DP 19-866690</u>

Dear Andre Lo,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at their meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to let you know your correspondence will be forwarded to the Development Permit Panel meeting along with the application and to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/shared/assets/5491\\_No2Rd\\_DPP\\_05272056274.pdf](https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf)

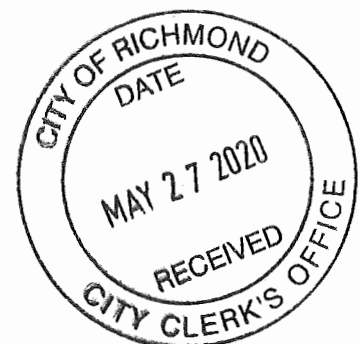
Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw.

Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
[www.richmond.ca](http://www.richmond.ca)



**From:** Andre Lo <A.lo91@live.com>  
**Sent:** May 27, 2020 9:53 AM  
**To:** CityClerk <CityClerk@richmond.ca>  
**Subject:** Development P DP-19-866690

To whom it may concern,

I'm not sure if this will make a difference but I am against the construction of the new building on 5491 no 2 road.

I believe there are more suitable locations outside of this area for the building to be raised.

If the building is going to be built at this location, I don't think reducing the number of parking spaces available for that area will benefit us in anyway.

The area around the park here is already full most of the time and I drive a vehicle that doesn't fit in the parkade so this would make parking my vehicle anywhere close to my home much more problematic after work hours.

Thank you,  
Andre



Schedule 8 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday,  
May 27, 2020.

**CityClerk**

<b>To Development Permit Panel</b>	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19 - 866690

**From:** Badyal, Sara  
**Sent:** May 27, 2020 2:18 PM  
**To:** 'Peter Clayton'  
**Cc:** CityClerk  
**Subject:** RE: application dp 19-866690

Dear Peter Clayton,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at the meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to let you know your correspondence will be forwarded to the Development Permit Panel meeting along with the application and to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/\\_\\_shared/assets/5491\\_No2Rd\\_DPP\\_05272056274.pdf](https://www.richmond.ca/__shared/assets/5491_No2Rd_DPP_05272056274.pdf)

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

Regarding potential for traffic congestion, a Traffic and Parking Study prepared by transportation engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by City Transportation staff. The study concluded that the existing road network has sufficient capacity to accommodate the proposed 80-unit development. In addition, the No. 2 Road frontage will be improved through a required Servicing Agreement, including frontage beautification, sidewalk, off-road multi-use path separated from vehicular traffic and improvements to the road geometry (increasing the sight line of traffic from the No. 2 Road bridge). The City's Transportation Department has reviewed the site and is satisfied that the required No. 2 Road improvements will be an improvement over the existing condition.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond  
604-276-4282  
www.richmond.ca

-----Original Message-----

From: Peter Clayton <peterclayton@hotmail.com>  
Sent: May 27, 2020 12:35 PM  
To: CityClerk <CityClerk@richmond.ca>  
Subject: application dp 19-866690

hello,

i hope to attend today's meeting, but in case it's not possible here are my concerns re. this application

1. this building will seriously aggravate existing parking problems on dover crescent, especially given the limited resident parking space in the proposed building
2. re. access, the slip road to no. 2 road, will become further congested during rush hour

thanks for your consideration

peter clayton  
702-5860 dover cres  
richmond  
v7c 5s6

Pete

...sent from my thumb - expect typos

Schedule 9 to the Minutes of the  
Development Permit Panel  
meeting held on Wednesday, May  
27, 2020.

**CityClerk**

<b>To Development Permit Panel</b>	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19-866690

**From:** Badyal, Sara  
**Sent:** May 27, 2020 2:18 PM  
**To:** 'Cho Karen'  
**Cc:** CityClerk  
**Subject:** RE: Notice of Application For a Development Permit DP 19-866690

Dear Karen Cho,

Thank you for your email and your interest in development in your neighbourhood. As you are aware, the DP 19-866690 application regarding 5491 No 2 Road will be considered by the Development Permit Panel at the meeting scheduled for 3:30pm Wednesday, May 27.

The City Clerks Office will forward your email to be considered by the Development Permit Panel along with the application. Public input is encouraged and may be provided to the City through a Development Permit application process by letter, email, the City's website, or in person at Development Permit Panel meetings.

The purpose of this email is to let you know your correspondence will be forwarded to the Development Permit Panel meeting along with the application and to share some information with you. The DP staff report is published on the City's website at: [https://www.richmond.ca/shared/assets/5491\\_No2Rd\\_DPP\\_05272056274.pdf](https://www.richmond.ca/shared/assets/5491_No2Rd_DPP_05272056274.pdf)

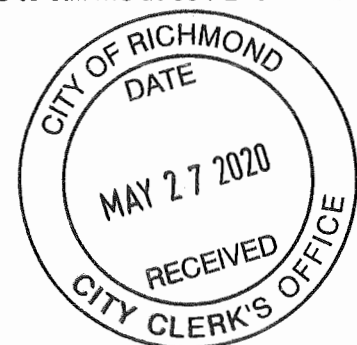
Regarding building height, The proposal complies with the overall height permitted in the existing zoning, with the noted increased height in a portion of the roof area to allow the top floor to be a full size floor, the same size as lower floors. The applicant has submitted shadow analysis that demonstrates that the proposal will only have a minor impact on existing neighbouring development.

Regarding parking provided on the site, the proposal is supported by staff as it reflects the anticipated demand for this unique use and the proposal includes Transportation Demand Management (TDM) features. A Parking Analysis Study prepared by the developer's Engineering consultant Tetra Tech was submitted in support of the proposal and has been reviewed and accepted by Transportation staff. The study addresses the anticipated demand for vehicle parking for this unique mix of subsidized rental affordable housing uses and this unique model of building management. While resident parking is reduced based on analysis, visitor parking is being provided in accordance with the Zoning Bylaw. Transportation Demand Management (TDM) features associated with the proposal include: (i) subsidized transit passes for the 16 deep subsidy affordable housing units for two years; (ii) Pathways shuttle bus program transportation for all Pathways members to and from their residence and the Pathways Clubhouse in City Centre; (iii) bicycle rental/bicycle share program for the building, including four bicycles and four dedicated bicycle storage rack spaces located close to the building lobby; (iv) a bicycle maintenance room located in the parking structure; (v) electric bicycle charging outlets (120V) provided in each bicycle storage room; and (vi) short term pick-up and drop-off area for two vehicles is accommodated in the service area. In addition, the proposal includes 2 parking spaces for car share providers. The proposal is not anticipated to result in overflow parking.

If you would like to discuss further or require additional information, please feel free to call me at 604-276-4282.

Regards,

Sara Badyal, M. Arch, RPP  
Planner 2  
Development Applications Department  
City of Richmond



604-276-4282

[www.richmond.ca](http://www.richmond.ca)

**From:** Cho Karen <[kaywhyc@yahoo.com](mailto:kaywhyc@yahoo.com)>

**Sent:** May 27, 2020 1:14 PM

**To:** CityClerk <[CityClerk@richmond.ca](mailto:CityClerk@richmond.ca)>

**Subject:** Notice of Application For a Development Permit DP 19-866690

Good afternoon,

I received the above mentioned notice. I am not in favour of increasing the maximum building height from 18 m to 20.3 m for the west portion of the building and reducing the number of parking spaces from 87 to 46.

Regards,  
Karen Cho

Schedule 10 to the Minutes of  
the Development Permit Panel  
meeting held on Wednesday,  
May 27, 2020.

**CityClerk**

**From:** [REDACTED]  
**Sent:** May 27, 2020 1:59 PM  
**To:** CityClerk  
**Subject:** Urgent: Notice of Application DP 19-866690 - Written Submission

<b>To Development Permit Panel</b>	
Date:	MAY 27, 2020
Item #	1
Re:	DP 19-866690

Good afternoon,

I am writing to inform you of my opposition to the permit DP 19-866690. I understand The City has its obligations to support all of its citizens, but The City should be first showing their obligations towards existing tax paying members of the community.

I fail to see how the reduction of the parking spaces from 87 to 46 could benefit the neighborhood. I question the 3rd party traffic report. I'm assuming this company investigated the traffic and parking along Dover Crescent and Lynas Lane, however did they not conduct their investigation in the evenings or on the weekends when it is impossible to find parking on Dover Crescent?

As I write this letter to you now (noon on a weekday), I am currently walking outside [REDACTED]. I do not see any open parking spaces for at least 150 meters on the South Side of Dover Crescent. On any given weekend, when [REDACTED] parking is full, my friends and family are required to park their vehicles on Lynas lane south of Westminster Highway which is at least 500 metres away. Just because you subsidize someone's transit pass and grant access to bike shares as so forth as indicated on your supporting documents, this does not mean that an individual residing at this prospective building will not own a vehicle or two.

What will happened when, on a weekend, for example 10 units out of the 80, decide to have a gathering at their home with each gathering having multiple people drive to this building, where will these individuals park their vehicles? Their own visitor parking will be full and they will be forced to park on Dover Crescent. This will lead to a lack of parking for existing Dover Crescent residents, let alone increase the traffic in this family-oriented neighborhood.

The supporting documents to this application, appear to indicate that the subsidies of transit passes will offset the need of this building's residents of owning vehicles. A family member residing with me was offered a free transit pass, however it was never used it as we owned 2 vehicles. Furthermore, during a meeting with BC Housing, if that is the correct name of the Agency, a spokesperson indicated "usually people that live in these types of buildings cant afford vehicles". Is there any evidence to this statement?

Furthermore, I have an issue with BC Housing indicating that applying to reside at this building is open to anyone in BC. Why would The City not take care of its own citizens first? Why would they not bar those outside of Richmond from applying? Why should my tax dollars benefit other city's residents?

I am also greatly concerned at why low-income residents would be allowed in a family-oriented neighborhood, especially with an Early Childhood Development centre adjacent to this proposed building? After reviewing public source information, low income buildings in Richmond and across Canada bring a documented increase in crime and drug use. I am saddened that there is no mention of this or any study of this nature in any type of supporting documents.

My family's greatest fears are that the granting of this permit will lead to an increase in crime in our family-

oriented neighborhood and an unimaginable increase of vehicular traffic on Dover Crescent. I appreciate your time in reading my concerns and hopefully this will lead to you reassessing the permit application. Thank you for your hard work during these unprecedented pandemic times.

Best regards,



Schedule 11 to the Minutes of  
the Development Permit Panel  
meeting held on Wednesday,  
May 27, 2020.

**CityClerk**

**To Development Permit Panel**

**Date:** MAY 27, 2020

**Item #** 1

**Re:** DP 19-866690

**From:** Vincenza Lowndes <vincenza.lowndes@gmail.com>  
**Sent:** May 27, 2020 1:43 PM  
**To:** CityClerk  
**Cc:** Colin Lowndes; Colin Lowndes; Donna Lowndes  
**Subject:** Written Submission for Development Permit DP 19-866690

**Importance:** High

Good Afternoon,

We are Owners of #516-5860 Dover Crescent and we would like to provide our comments regarding the notice of application for a Development Permit DP 19-866690;

Further to the Development Panel Meeting to be held today, May 27, 2020 at 3:30 pm PST in Council Chambers, Richmond City Hall, please find below our comments for your record and consideration:

- Concerned about future Property Value
- Concerned about overall view/obstruction for our building & unit; river and overall aesthetic setting
- Concerned about overall city landscape, green space and nature implications (due to removal of 8 City trees)
- Concerned with population density in light of Covid-19 pandemic

In addition to the above mentioned items, we are surprised that this meeting is still moving forward in light of the circumstances surrounding the Covid-19 pandemic; which may limit the number of responses to the application for the above mentioned development permit.

Please let us know if you have any questions,

Best regards,

Colin A Lowndes, Colin S Lowndes, Donna Z Lowndes, Vincenza J Lowndes (nee Nardiello)

Cell#: 604-961-4125 (Colin A Lowndes)



Schedule 12 to the Minutes of  
the Development Permit Panel  
meeting held on Wednesday,  
May 27, 2020.

**CityClerk**

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**From:** Laura Miller <laurajames66@gmail.com>  
**Sent:** May 27, 2020 2:33 PM  
**To:** CityClerk  
**Subject:** DP19-866690

<b>To Development Permit Panel</b>
Date: <u>MAY 27, 2020</u>
Item # <u>1</u>
Re: <u>DP 19-866690</u>

In regards to the development application permit at 5491 No.2 rd.

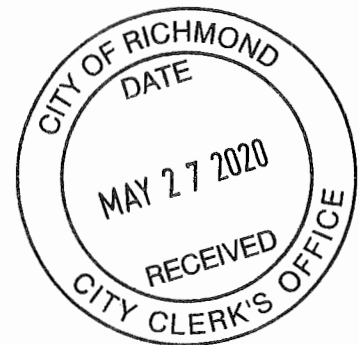
I feel that this development would create too much density of housing in this area.

If this were senior housing I would agree to this application as the vehicle numbers would be less. It will create an excesses amount of traffic for Dover Cres and River rd.. As the number of parking stalls are to be reduced the parking on the street which is already at capacity will affect the current residents in this area. The entrance to this development will also create more traffic hazards for No 2 rd which is already a high traffic accident location.

Regards

Laura Miller

Owner at 5880 Dover Cres.  
Richmond







# City of Richmond

## Report to Development Permit Panel

---

**To:** Development Permit Panel

**Date:** June 3, 2020

**From:** Wayne Craig  
Director, Development

**File:** DP 19-876647

**Re:** **Application by Easterbrook Milling Co. Ltd. for a Development Permit at  
17720 River Road  
(Revised re: Referral from May 27, 2020 Development Permit Panel Meeting)**

---

### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a single detached house at 17720 River Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers and immediate family.

A handwritten signature in black ink, appearing to read 'Wayne Craig', with a large, stylized flourish at the end.

Wayne Craig  
Director, Development  
(604-247-4625)

WC:sds  
Att. 3

## Staff Report

### Origin

Easterbrook Milling Co. Ltd. has applied to the City of Richmond for permission to develop a single detached house at 17720 River Road on a site zoned “Agriculture (AG1)” and designated as an Environmentally Sensitive Area (ESA), and vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers and immediate family.

The application was initially reviewed by the Development Permit Panel at the meeting on May 27, 2020 (original staff report provided in Attachment A), but was deferred to the following meeting of June 10, 2020 under the following referral motion:

*That Development Permit Application 19-876647 be referred back to staff and brought forward for consideration at the Panel's June 10, 2020 meeting, to be held at 3:30 p.m. in the Council Chambers, City Hall, in order for staff to work with the applicant to consider:*

- i. negotiating a restrictive covenant limiting the use of the secondary suite on the ground floor exclusively for farm workers; and*
- ii. redesigning the proposed single detached housing in order to comply with the Richmond Zoning Bylaw's maximum height requirement and not require a height variance.*

This supplementary report provides a response to the referral, a summary of the revisions made to the proposal, and presents the revised Development Permit for Development Permit Panel consideration.

### Development Information

Please refer to the original staff report dated May 6, 2020 (Attachment A) for more information regarding development information, background, staff comments, and additional analysis, including the Environmentally Sensitive Area (ESA).

Please refer to this staff report and the revised Development Permit plans (Plan #1-3) that accompany this report for information regarding the revisions made to the proposal to address the referral motion.

A revised Development Application Data Sheet is provided in Attachment B for a comparison of the proposed development data with the relevant bylaw requirements. Revised Development Permit Considerations is also provided in Attachment C.

### Staff Comments

The applicant has provided revised development plans (Plan #1-3) in response to the Development Permit Panel's referral motion. Staff comments are provided in ***bold italics*** describing the response to each component of the referral motion.

Panel Comment: *negotiating a restrictive covenant limiting the use of the secondary suite on the ground floor exclusively for farm workers.*

Response:

- *The applicant has agreed to register a legal agreement restricting the tenants of the secondary suite to either farm labourers working on a farm operation associated with the subject site or immediate family of the property owner. The revised Development Permit Considerations include this commitment (Attachment C).*
- *As noted in the original staff report, the requested variance to increase the maximum farm house footprint is solely to accommodate the secondary suite for farm workers. The remaining portion of the proposed single-family dwelling complies with the maximum 60% footprint in the “Agriculture (AG1)” zone.*
- *The applicant has indicated that the location of the secondary suite on the ground floor is important to provide the farm workers with direct access to the farm and a covered patio area for cleanup.*
- *The applicant intends to live in the proposed single-family dwelling and has indicated that the proposed layout of the ground floor for the principal dwelling and the inclusion of a bedroom and living space on the ground floor is important due to the following:*
  - *As the farm operator, both the property owner and the farm workers need living space on the ground floor to provide direct access to the farm.*
  - *The farm operation necessitates people on the property 24/7 and direct surveillance for security purposes.*
  - *The applicant intends the proposed single-family dwelling to be his retirement home and the provision of living space on the ground floor will assist with aging in place.*
- *The applicant has indicated that two farm workers will reside full-time in the secondary suite, with up to three farm workers during peak season.*
- *The restrictive covenant also allows immediate family to reside in the secondary suite in order to support aging in place for the property owner, farm succession planning for the next generation of farmers, and inter-generational family needs.*

Panel Comment: *redesigning the proposed single detached housing in order to comply with the Richmond Zoning Bylaw’s maximum height requirement and not require a height variance.*

Response:

- *The proposed single detached house has been redesigned in order to comply with the maximum height of the “Agriculture (AG1)” zone in the Richmond Zoning Bylaw (maximum 9.0 m). The applicant has provided revised development plans (Plan #1-3) demonstrating compliance to the maximum height.*

## Conclusions

The applicant has applied to the City of Richmond for permission to develop a single detached house at 17720 River Road on a site zoned “Agriculture (AG1)” and designated as an Environmentally Sensitive Area (ESA), and vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum farm house footprint from 60% to 72% of the maximum

floor area to accommodate a secondary suite on the ground floor for farm workers and immediate family.

The applicant has made modifications to the development proposal in order to address the issues identified by the Development Permit Panel at the meeting of May 27, 2020. Staff recommend that the revised Development Permit be endorsed, and issuance by Council be recommended.



Steven De Sousa  
Planner 1  
(605-204-8529)

SDS:blg

Attachment A: Original Staff Report to Development Permit Panel (dated May 6, 2020)  
Attachment B: Revised Development Application Data Sheet  
Attachment C: Revised Development Permit Considerations



City of  
Richmond

## Report to Development Permit Panel

---

**To:** Development Permit Panel

**Date:** May 6, 2020

**From:** Wayne Craig  
Director, Development

**File:** DP 19-876647

**Re:** **Application by Easterbrook Milling Co. Ltd. for a Development Permit at  
17720 River Road**

---

### Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of a single detached house at 17720 River Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to:
  - a) Increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers; and
  - b) Increase the maximum height for single detached housing from 9.0 m to 11.5 m.

A handwritten signature in black ink, appearing to read "Wayne Craig", with a large, stylized flourish at the end.

Wayne Craig  
Director, Development  
(604-247-4625)

WC:sds  
Att. 4

## Staff Report

### Origin

Easterbrook Milling Co. Ltd. has applied to the City of Richmond for permission to develop a single detached house at 17720 River Road on a site zoned “Agriculture (AG1)” and designated as an Environmentally Sensitive Area (ESA), and vary the provisions of Richmond Zoning Bylaw 8500 to:

- Increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers.
- Increase the maximum height for single detached housing from 9.0 m to 11.5 m.

The site currently contains a single detached house in the northwest corner of the property, which will be demolished. The site also contains active agricultural uses and is associated with the farming operation on the adjacent property (17740 River Road), which is also operated by the applicant.

### Development Information

Please refer to 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:

- North: Across River Road, a lot zoned “Agriculture (AG1)” and the foreshore and north arm of the Fraser River.
- East: Agricultural operation on an approximately 7.5 acre (3.0 ha) property zoned “Agriculture (AG1)” associated with the subject property and operated by the applicant. The property is owned by Port Metro Vancouver (federal jurisdiction) and leased to the applicant for farming purposes.
- South: Across a railyard, properties zoned “Agriculture (AG1)” with active agricultural uses.
- West: Properties zoned “Agriculture (AG1)”, fronting River Road. There is an ESA Development Permit application (DP 19-862460) at 17600 River Road for the construction of a new single-family dwelling, which is currently being reviewed by staff.

### Staff Comments

The proposed scheme attached to this report has satisfactorily addressed the staff comments identified as part of the review of the subject Environmentally Sensitive Area 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 “Agriculture (AG1)” zone except for the zoning variances noted below.

### Zoning Compliance/Variances (staff comments in *bold italics*)

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

- 1) Increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers;
  - *The proposed single-family dwelling includes a secondary suite to accommodate farm workers currently living in the existing single-family dwelling on the subject property, which will be demolished.*
  - *The requested variance to increase the maximum farm house footprint is solely to accommodate the secondary suite for farm workers. The remaining portion of the proposed single-family dwelling complies with the maximum 60% footprint in the "Agriculture (AG1)" zone.*
  - *The applicant has indicated that the location of the secondary suite on the ground floor is important to provide the farm workers with direct access to the farm and a covered patio area for cleanup.*
  - *Both the subject property and the associated farm operation on the adjacent property (17740 River Road) contain active agricultural uses (egg farm and berries/vegetables) and are classified as farm as per BC Assessment.*
  - *Despite the increased farm house footprint, the farm home plate area complies with the maximum 1,000 m<sup>2</sup> (10,764 ft<sup>2</sup>) in the "Agriculture (AG1)" zone, including the septic field.*
- 2) Increase the maximum height for single detached housing from 9.0 m to 11.5 m.
  - *The proposed single-family dwelling is two-storeys, but includes steeply pitched roofs in order for the applicant to pursue a farmhouse aesthetic.*
  - *The purpose of the requested variance to increase the maximum height to 11.5 m is to accommodate a small portion of the roof and a chimney, the remaining portion of the proposed single-family dwelling complies with the maximum 9.0 m height in the "Agriculture (AG1)" zone.*
  - *The size of the proposed single-family dwelling complies with the maximum floor area of 400 m<sup>2</sup> (4,306 ft<sup>2</sup>) in the "Agriculture (AG1)" zone.*
  - *The applicant has also provided letters of support from adjacent neighbours (Attachment 2).*

## Analysis

### Site Planning

The proposed single-family dwelling complies with the maximum floor area of 400 m<sup>2</sup> (4,306 ft<sup>2</sup>) in the "Agriculture (AG1)" zone and is proposed to be located in the northeast portion of the property. Vehicle access is provided from an existing driveway from River Road, which also serves as a farm access road to the subject property and the associated agricultural operation on the adjacent property (17740 River Road). The proposed single-family dwelling also includes a secondary suite for the existing farm workers, with a total floor area of approximately 88.9 m<sup>2</sup> (957 ft<sup>2</sup>) and total footprint of 44.6 m<sup>2</sup> (480 ft<sup>2</sup>).

The farm home plate is required to be contiguous and rectangular in shape, comprising of one side being in the front property line or the delineation of a Riparian Management Area (RMA) and on one side property line. The proposal includes an alternative location for the farm home plate along the farm access road, located directly adjacent to the 15 m RMA boundary. The farm

access road is currently used to connect the subject property to the associated agricultural operation on the adjacent property to the east, which is also operated by the applicant, allowing farm vehicles to travel between the two properties rather than on River Road. The alternative farm home plate location was presented to the Food Security and Agricultural Advisory Committee (FSAAC) on February 20, 2020 and received unanimous support (Attachment 3).

The existing single-family dwelling on the property currently houses the associated farm workers. The applicant is proposing to retain the existing single-family dwelling until the new single-family dwelling is complete. Prior to issuance of the Development Permit, the applicant will be required to register a legal agreement on title to ensure the existing single-family dwelling is demolished prior to receiving final occupancy for the new single-family dwelling.

#### Environmentally Sensitive Area and Riparian Management Area

The property is partially designated Environmentally Sensitive Area (ESA), specifically “Upland Forest (UPFO)”, which typically includes forested areas comprised of native and non-native trees. The property also contains a 15 m wide Riparian Management Area (RMA) along the north property line associated with a drainage canal along River Road. There is an existing farm crop patch within the RMA, which is proposed to be retained. No development is proposed within the RMA.

An Environmental Impact Assessment (the “Report”) was submitted by AquaTerra Environmental Ltd. The Report characterized the site as primarily developed and disturbed (existing residence, active farming areas and gravel parking areas), with some areas undisturbed (southern portion of the property). Trees within the ESA include Black Cottonwood, Western Redcedar and Red Alder. The large majority of the site is dominated by low-growing vegetation, including invasive species (primarily Reed Canarygrass and Himalayan Blackberry). No sensitive habitats, mammals, birds, amphibians/reptiles or invertebrates were observed during the field assessment. The area proposed to be developed for the new single-family dwelling is not forested habitat and currently consists of primarily low lying grasses and shrubs, dominated by invasive species, and active farming areas.

The total area of the ESA designation on the property is approximately 15,404 m<sup>2</sup> (165,807 ft<sup>2</sup>). As per the ESA Development Permit exemption criteria specified in the OCP, agricultural activities are not subject to the ESA Development Permit requirements. The applicant is a bonafide farmer and is actively farming the subject property and the associated agricultural operation on the adjacent property to the east (egg farm and berries/vegetables). The applicant intends to continue farming both properties and live in the proposed single-family dwelling on the subject property. Both properties are classified as farm as per BC Assessment. For the portion of the property proposed to be developed for residential uses (including the single-family dwelling, parking and septic field), approximately a total area of 1,000 m<sup>2</sup> (10,764 ft<sup>2</sup>), an ESA Development Permit is required to be issued prior to construction.

To compensate for removal of 1,000 m<sup>2</sup> (10,764 ft<sup>2</sup>) of ESA to develop the proposed residential uses, the applicant proposes to add 990 m<sup>2</sup> (10,656 ft<sup>2</sup>) of new ESA on site, and complete landscape restoration and enhancement as follows:



- Removal and maintenance of invasive species within the entire property (19,263 m<sup>2</sup> (207,345 ft<sup>2</sup>)).
- Native planting within the RMA, adjacent to the existing farm crop patch, with a total planting area of 450 m<sup>2</sup> (4,844 ft<sup>2</sup>), providing better quality habitat (Plan #3.A), including:
  - 23 trees, including 5 Paper Birch, 8 Red-osier Dogwood and 10 Western Hemlock; and
  - 420 shrubs, including 50 Dull Oregon-grape, 195 Hardhack, 100 Salmonberry and 75 Ocean Spray.
- Native tree planting along the eastern boundary of the property (180 m length with 3 m of tree spacing) for a total of 60 Western Redcedar trees and a total planting area of 540 m<sup>2</sup> (5,812 ft<sup>2</sup>) (Plan #3.B).
- Enhancement of the functional upland forest habitat, invasive species management and native planting that will increase foraging opportunities and wildlife utilization.

Proposed tree species to be planted in the ESA were recommended by a Qualified Environmental Professional (QEP) and are consistent with the “Upland Forest (UPFO)” ESA designation and the “Suitable Trees for Replanting in the City of Richmond” list.

**Table 1: Balance Sheet**

ESA Existing (Subject to a Development Permit)	ESA Loss	ESA Gain	Final ESA
1,000 m <sup>2</sup> (10,764 ft <sup>2</sup> )	1,000 m <sup>2</sup> (10,764 ft <sup>2</sup> )	990 m <sup>2</sup> (10,656 ft <sup>2</sup> )	990 m <sup>2</sup> (10,656 ft <sup>2</sup> )

The proposal represents a ~1:1 ratio in habitat area, with a net gain in function by replacing relatively low quality habitat (including a significant amount of invasive species) and replacing with a new densely planted natural area to be protected as ESA. Enhancement will support the utilization by a variety of terrestrial species, including small mammals, birds and invertebrates. Improvements are anticipated to provide habitat through hedgerows, perches and roosting sites.

To ensure that the proposed enhancements have the best chance of survival and that invasive species are controlled, monitoring and annual reporting by a Qualified Environmental Professional (QEP) will occur for three years following completion.

Development Permit considerations include bonding for the landscape costs in the amount of \$16,994.67, a contract between the applicant and a QEP to provide monitoring and reporting, and the registration of legal agreements to ensure protection and retention of the new ESA.

#### Flood Plain Designation and Protection Bylaw

The proposed development must meet the requirements of the Flood Plain Designation and Protection Bylaw 8204. Registration of a floodplain covenant on title identifying a maximum habitable elevation of 3.1 m GSC is required prior to Development Permit issuance.

**Site Servicing**

A Servicing Agreement will not be required for this development. Utility connections and minor frontage improvements will be addressed at Building Permit stage via Work Order. These improvements are detailed in the Development Permit Considerations.

The property is located along River Road, which forms part of the City's perimeter dike, as per the City's Dike Master Plan. To support future dike upgrades along River Road, the registration of a legal agreement is required, prior to Development Permit issuance, prohibiting the construction of any buildings or structures within 16 m of the north property line, including residential and agricultural buildings and structures.

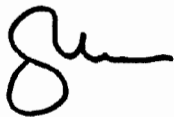
**Financial Impact**

This development application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

**Conclusions**

As the proposed development would meet applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.

The list of Development Permit Considerations is included in Attachment 4, which has been agreed to by the applicant (signed concurrence on file).



Steven De Sousa  
Planner 1

SDS:sds

Attachment 1: Development Application Data Sheet

Attachment 2: Letters of Support

Attachment 3: Excerpt from the Meeting Minutes of the FSAAC (February 20, 2020)

Attachment 4: Development Permit Considerations



# City of Richmond

## Development Application Data Sheet

Development Applications Department

**DP 19-876647**

**Attachment 1**

Address: 17720 River Road

Applicant: Easterbrook Milling Co. Ltd.

Owner: Easterbrook Milling Co. Ltd.

Planning Area(s): East Richmond

	Existing	Proposed
<b>Site Area:</b>	19,263 m <sup>2</sup> (4.76 ac / 1.93 ha)	No change
<b>Land Uses:</b>	Single-family residential and agriculture	No change
<b>OCP Designation:</b>	Agriculture (AGR)	No change
<b>Zoning:</b>	Agriculture (AG1)	No change
<b>Number of Units:</b>	1	No change

	Bylaw Requirement (AG1)	Proposed	Variance
Floor Area:	Max. 400 m <sup>2</sup> (4,306 ft <sup>2</sup> )	400 m <sup>2</sup> (4,306 ft <sup>2</sup> )	None permitted
Farm Home Plate Area:	Max. 1,000 m <sup>2</sup> (10,764 ft <sup>2</sup> )	1,000 m <sup>2</sup> (10,764 ft <sup>2</sup> )	None
Farm House Footprint:	Max. 60%	72%	<b>Variance requested</b>
Setback – Farm Home Plate:	Max. 75 m	55 m	None
Setback – Single Detached Housing Building	Max. 50 m	50 m	None
Setback – Front Yard:	Min. 6.0 m	Complies	None
Setback – Side Yard:	Min. 1.2 m	Complies	None
Setback – Side Yard:	Min. 6.0 m	Complies	None
Setback – Rear Yard:	Min. 10.0 m	Complies	None
Height:	Max. 9.0 m (2 storeys)	11.5 m (2 storeys)	<b>Variance requested</b>

To: City of Richmond

February 28, 2020

Development Permit Panel

Re: DP 19-876647 Home Plan for 17720 River Road

To Whom It May Concern,

I am the neighbor immediately to the west of the subject property. I was shown the building plan including elevations of the proposed residence that is intended to be built subject to an approved Development Permit and Building Permit being issued by the City of Richmond.

I confirm I do not have any concern regarding the height of the residence.

Yours Truly,



G. Tull  
(Senary Corp. Ltd.)  
17700 River Road. Richmond

Cell: 604 275 2221

To: City of Richmond

February 28, 2020

Development Permit Panel

**Re: DP 19-876647 Home Plan for 17720 River Road**

To Whom It May Concern,

I am the neighbor immediately to the east of the subject property. I was shown the building plan including elevations of the proposed residence that is intended to be built subject to an approved Development Permit and Building Permit being issued by the City of Richmond.

I confirm I do not have any concern regarding the height of the residence.

Yours Truly,

A handwritten signature in black ink, appearing to read "S. Easterbrook". The signature is fluid and cursive, with a large initial "S" and a stylized "Easterbrook".

S. Easterbrook

17740 River Road. Richmond

Cell: 778 668 8848

To: City of Richmond

February 28, 2020

Development Permit Panel

**Re: DP 19-876647 Home Plan for 17720 River Road**

To Whom It May Concern,

I am the neighbor immediately to the north of the subject property. I was shown the building plan including elevations of the proposed residence that is intended to be built subject to an approved Development Permit and Building Permit being issued by the City of Richmond.

I confirm I do not have any concern regarding the height of the residence.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Darcy Valley', written over a horizontal line.

Darcy Valley Building Supplies

17671 River Road. Richmond

Cell: 604 834 0583

**Excerpt from the Meeting Minutes of the  
Food Security and Agricultural Advisory Committee (FSAAC)**

**Thursday, February 20, 2020 – 7:00 p.m.  
Rm. M.2.002  
Richmond City Hall**

**Alternative Farm Home Plate Location – 17720 River Road (DP 19-876647)**

Committee Chair, Steve Easterbrook, declared a conflict of interest with the subject application, indicated he is the applicant, and recused himself from the Committee. As a result, the Committee passed the following motion:

*That Kent Mullinix serve as the Food Security and Agricultural Advisory Committee Vice Chair.*

*Carried Unanimously*

Steven De Sousa, Planner 1, introduced the development application and provided the following comments:

- The purpose of the application is to allow the construction of a single-family dwelling within an Environmentally Sensitive Area (ESA);
- The application is being presented to the Committee due to the request for an alternative farm home plate location;
- The farm home plate is required to be contiguous and rectangular in shape, comprising of one side being along the front property line or riparian management area boundary and one side property line;
- The proposal includes an alternative location for the farm home plate area along the farm access road, instead of the riparian management area boundary; and
- The purpose of the farm access road is to connect the subject property to the associated agricultural operation on the property to the east, which is also operated by the applicant, and maximize the remaining area for active agricultural production.

Steve Easterbrook, Applicant, provided additional information on the existing single-family dwelling, adjacent egg farm operation, and future plans for expansion of the agricultural operation.

In response to questions from the Committee, Planning staff clarified the Provincial ALR Regulation and City's Zoning Bylaw currently permit one dwelling per property, as per the changes associated with Bill 52.

Discussion ensued regarding environmentally sensitive area designations, housing for farm workers, and previous provisions for an additional dwelling.

ATTACHMENT 3

The Committee passed the following motion:

*That the Food Security and Agricultural Advisory Committee support the Alternative Farm Home Plate Location at 17720 River Road (DP 19-876647) as presented.*

*Carried Unanimously*





## Development Permit Considerations

Development Applications Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 17720 River Road

**File No.:** DP 19-876647

**Prior to forwarding the application to Council for approval, the developer is required to complete the following:**

1. Receipt of a Letter-of-Credit for landscaping and monitoring of the Environmentally Sensitive Area (ESA) over a three year period in the amount of \$16,994.67.
2. Submission of a Contract entered into between the applicant and a Qualified Environmental Professional (QEP) to monitor and provide annual reporting to the City on the ESA for three years following City approval of substantial completion.
3. Registration of a legal agreement on title to identify the ESA and to ensure that landscaping is planted and retained as identified in the submitted Environmental Impact Assessment (EIA) prepared by AquaTerra Environmental Ltd. dated April 2020, and will not be abandoned or removed. The legal agreement will also include language to allow City access to the property in case the ESA works identified in the submitted EIA are not completed, maintained or monitored as proposed.
4. Registration of a legal agreement on title requiring the demolition of the existing single-family dwelling on the property prior to obtaining final occupancy for the proposed single-family dwelling.
5. Registration of a legal agreement on title prohibiting the construction of any buildings or structures within 16 m of the north property line, including residential and agricultural buildings and structures, to support future dike upgrades.
6. Registration of a floodplain covenant on title identifying a minimum habitable elevation of 3.1 m GSC.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. At the Developer's cost via City Work Order\*, design and construct/install utility connections and frontage improvements, works include, but may not be limited to the following:

*Water Works:*

- a) Using the OCP Model, there is 429 L/s of water available at a 20 psi residual at the River Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At Developer's cost, the Developer is required to:
  - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
- c) At Developer's cost, the City will:
  - i) Cut and cap the existing water service connection at main.
  - ii) Install a new 25 mm water connection complete with meter and meter box.

*Storm Sewer Works:*

- d) At Developer's cost, the Developer is required to:
  - i) Assess the condition of the existing privately owned culvert crossing and confirm whether repairs or replacement is necessary and complete an application for a watercourse permit for the new driveway and culvert. All work to be in conformance with the Watercourse Protection and Crossing Bylaw 8441. Contact Antoni Macalisang at AMacalisang@richmond.ca or 604-247-4632 for any proposed modifications of the culvert crossing.
- e) At Developer's cost, the City will:
  - i) Confirm the capacity and condition of the existing storm connection. If the existing storm connection is adequate to be reused, it may be retained; if not, it shall be replaced by the City at the developer's cost.

Initial: \_\_\_\_\_

- ii) Provide inspection chamber for existing storm connection.

*Sanitary Sewer Works:*

- f) At Developer's cost, the Developer is required to:
  - i) No connection to the City's sanitary sewer system is permitted to properties within the Agricultural Land Reserve. An On-site Sanitary Disposal System is required as per City of Richmond Policy 7401, to be designed by a Professional Engineer at the developer's cost.
  - ii) Install the On-site Sanitary Disposal System.

*Frontage Improvements:*

- g) At Developer's cost, the Developer is required to:
  - i) Design the proposed driveway to accommodate the future raising of River Road and dike to the 4.7m geodetic elevation. (i.e. the property should still be accessible and with acceptable resulting driveway slopes when River Road is raised to elevation 4.7 m geodetic)
  - ii) Design the proposed driveway to avoid conflicts with BC Hydro Poles, streetlights, and hydrants along the River Road frontage. If it is necessary to relocate the Hydro Pole or streetlight then coordination with BC Hydro is required. Relocation of the hydrant must be done by City crews at the developer's cost, and maintain the City's standard spacing requirements for hydrants.
  - iii) Coordinate with BC Hydro, Telus and other private communication service providers:
    - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
    - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - (3) To underground overhead service lines.
      - Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan
      - BC Hydro PMT – 4.0 x 5.0 m
      - BC Hydro LPT – 3.5 x 3.5 m
      - Street light kiosk – 1.5 x 1.5 m
      - Traffic signal kiosk – 2.0 x 1.5 m
      - Traffic signal UPS – 1.0 x 1.0 m
      - Shaw cable kiosk – 1.0 x 1.0 m
      - Telus FDH cabinet – 1.1 x 1.0 m
  - iv) Complete other frontage improvements as per Transportation requirements.
- h) Complete other improvements as per Fire requirements, including, but not limited to, the following:
  - i) Bridge and internal roadway to meet BCBC 3.2.5.5 and 3.2.5.6 and support 80,000 lbs; and
  - ii) Applicant to confirm fire hydrant to truck and truck to principal response point does not exceed 90 m, otherwise the installation of a new fire hydrant is required.

*General Items:*

- i) At Developer's cost, the Developer is required to:
  - i) Enter into, if required, additional legal agreements, as determined via the subject development's Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Initial: \_\_\_\_\_

- ii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. If applicable, obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.  
  
All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.  
  
The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

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Signed

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Date



DP 19-876647

Attachment B

Address: 17720 River Road

Applicant: Easterbrook Milling Co. Ltd.

Owner: Easterbrook Milling Co. Ltd.

Planning Area(s): East Richmond

	Existing	Proposed
Site Area:	19,263 m <sup>2</sup> (4.76 ac / 1.93 ha)	No change
Land Uses:	Single-family residential and agriculture	No change
OCP Designation:	Agriculture (AGR)	No change
Zoning:	Agriculture (AG1)	No change
Number of Units:	1	No change

	Bylaw Requirement (AG1)	Proposed	Variance
Floor Area:	Max. 400 m <sup>2</sup> (4,306 ft <sup>2</sup> )	400 m <sup>2</sup> (4,306 ft <sup>2</sup> )	None permitted
Farm Home Plate Area:	Max. 1,000 m <sup>2</sup> (10,764 ft <sup>2</sup> )	1,000 m <sup>2</sup> (10,764 ft <sup>2</sup> )	None
Farm House Footprint:	Max. 60%	72%	Variance requested
Setback – Farm Home Plate:	Max. 75 m	55 m	None
Setback – Single Detached Housing Building	Max. 50 m	50 m	None
Setback – Front Yard:	Min. 6.0 m	25.8 m	None
Setback – Side Yard:	Min. 1.2 m	1.5 m	None
Setback – Side Yard:	Min. 6.0 m	65.8 m	None
Setback – Rear Yard:	Min. 10.0 m	172.7 m	None
Height:	Max. 9.0 m (2 storeys)	9.0 m (2 storeys)	None



## Development Permit Considerations

Development Applications Department  
6911 No. 3 Road, Richmond, BC V6Y 2C1

**Address:** 17720 River Road

**File No.:** DP 19-876647

**Prior to forwarding the application to Council for approval, the developer is required to complete the following:**

1. Receipt of a Letter-of-Credit for landscaping and monitoring of the Environmentally Sensitive Area (ESA) over a three year period in the amount of \$16,994.67.
2. Submission of a Contract entered into between the applicant and a Qualified Environmental Professional (QEP) to monitor and provide annual reporting to the City on the ESA for three years following City approval of substantial completion.
3. Registration of a legal agreement on title to identify the ESA and to ensure that landscaping is planted and retained as identified in the submitted Environmental Impact Assessment (EIA) prepared by AquaTerra Environmental Ltd. dated April 2020, and will not be abandoned or removed. The legal agreement will also include language to allow City access to the property in case the ESA works identified in the submitted EIA are not completed, maintained or monitored as proposed.
4. Registration of a legal agreement on title requiring the demolition of the existing single-family dwelling on the property prior to obtaining final occupancy for the proposed single-family dwelling.
5. Registration of a legal agreement on title prohibiting the construction of any buildings or structures within 16 m of the north property line, including residential and agricultural buildings and structures, to support future dike upgrades.
6. Registration of a floodplain covenant on title identifying a minimum habitable elevation of 3.1 m GSC.
7. Registration of a legal agreement on title restricting the tenants of the secondary suite to either farm labourers working on a farm operation associated with the subject site or immediate family (including the property owner's spouse or common law partner; the property owner's/spouse's/common-law partner's father and mother; the property owner's/spouse's/common-law partner's grandfather and grandmother; the property owner's/spouse's/common-law partner's child(ren); the property owner's/spouse's/common-law partner's grandchild(ren); the property owner's/spouse's/common-law partner's brothers and sisters).

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. At the Developer's cost via City Work Order\*, design and construct/install utility connections and frontage improvements, works include, but may not be limited to the following:

*Water Works:*

- a) Using the OCP Model, there is 429 L/s of water available at a 20 psi residual at the River Road frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b) At Developer's cost, the Developer is required to:
  - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
  - ii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use.
- c) At Developer's cost, the City will:
  - i) Cut and cap the existing water service connection at main.
  - ii) Install a new 25 mm water connection complete with meter and meter box.

*Storm Sewer Works:*

- d) At Developer's cost, the Developer is required to:
  - i) Assess the condition of the existing privately owned culvert crossing and confirm whether repairs or replacement is necessary and complete an application for a watercourse permit for the new driveway and

Initial: \_\_\_\_\_

culvert. All work to be in conformance with the Watercourse Protection and Crossing Bylaw 8441. Contact Antoni Macalisang at AMacalisang@richmond.ca or 604-247-4632 for any proposed modifications of the culvert crossing.

e) At Developer's cost, the City will:

- i) Confirm the capacity and condition of the existing storm connection. If the existing storm connection is adequate to be reused, it may be retained; if not, it shall be replaced by the City at the developer's cost.
- ii) Provide inspection chamber for existing storm connection.

*Sanitary Sewer Works:*

f) At Developer's cost, the Developer is required to:

- i) No connection to the City's sanitary sewer system is permitted to properties within the Agricultural Land Reserve. An On-site Sanitary Disposal System is required as per City of Richmond Policy 7401, to be designed by a Professional Engineer at the developer's cost.
- ii) Install the On-site Sanitary Disposal System.

*Frontage Improvements:*

g) At Developer's cost, the Developer is required to:

- i) Design the proposed driveway to accommodate the future raising of River Road and dike to the 4.7m geodetic elevation. (i.e. the property should still be accessible and with acceptable resulting driveway slopes when River Road is raised to elevation 4.7 m geodetic)
- ii) Design the proposed driveway to avoid conflicts with BC Hydro Poles, streetlights, and hydrants along the River Road frontage. If it is necessary to relocate the Hydro Pole or streetlight then coordination with BC Hydro is required. Relocation of the hydrant must be done by City crews at the developer's cost, and maintain the City's standard spacing requirements for hydrants.
- iii) Coordinate with BC Hydro, Telus and other private communication service providers:
  - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
  - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
  - (3) To underground overhead service lines.

- Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan
- BC Hydro PMT – 4.0 x 5.0 m
- BC Hydro LPT – 3.5 x 3.5 m
- Street light kiosk – 1.5 x 1.5 m
- Traffic signal kiosk – 2.0 x 1.5 m
- Traffic signal UPS – 1.0 x 1.0 m
- Shaw cable kiosk – 1.0 x 1.0 m
- Telus FDH cabinet – 1.1 x 1.0 m

iv) Complete other frontage improvements as per Transportation requirements.

h) Complete other improvements as per Fire requirements, including, but not limited to, the following:

- i) Bridge and internal roadway to meet BCBC 3.2.5.5 and 3.2.5.6 and support 80,000 lbs; and
- ii) Applicant to confirm fire hydrant to truck and truck to principal response point does not exceed 90 m, otherwise the installation of a new fire hydrant is required.

*General Items:*

i) At Developer's cost, the Developer is required to:

Initial: \_\_\_\_\_

- i) Enter into, if required, additional legal agreements, as determined via the subject development's Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
  - ii) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. If applicable, obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[Signed copy on file]

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



No. DP 19-876647

To the Holder:                   EASTERBROOK MILLING CO. LTD.

Property Address:               17720 RIVER ROAD

Address:                         C/O STEPHEN EASTERBROOK  
                                      17740 RIVER ROAD  
                                      RICHMOND, BC V6V 1L9

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 increase the maximum farm house footprint from 60% to 72% of the maximum floor area to accommodate a secondary suite on the ground floor for farm workers and immediate family.
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 #3 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 \$16,994.67 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 19-876647

To the Holder: EASTERBROOK MILLING CO. LTD.

Property Address: 17720 RIVER ROAD

Address: C/O STEVEN EASTERBROOK  
17740 RIVER ROAD  
RICHMOND, BC V6V 1L9

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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

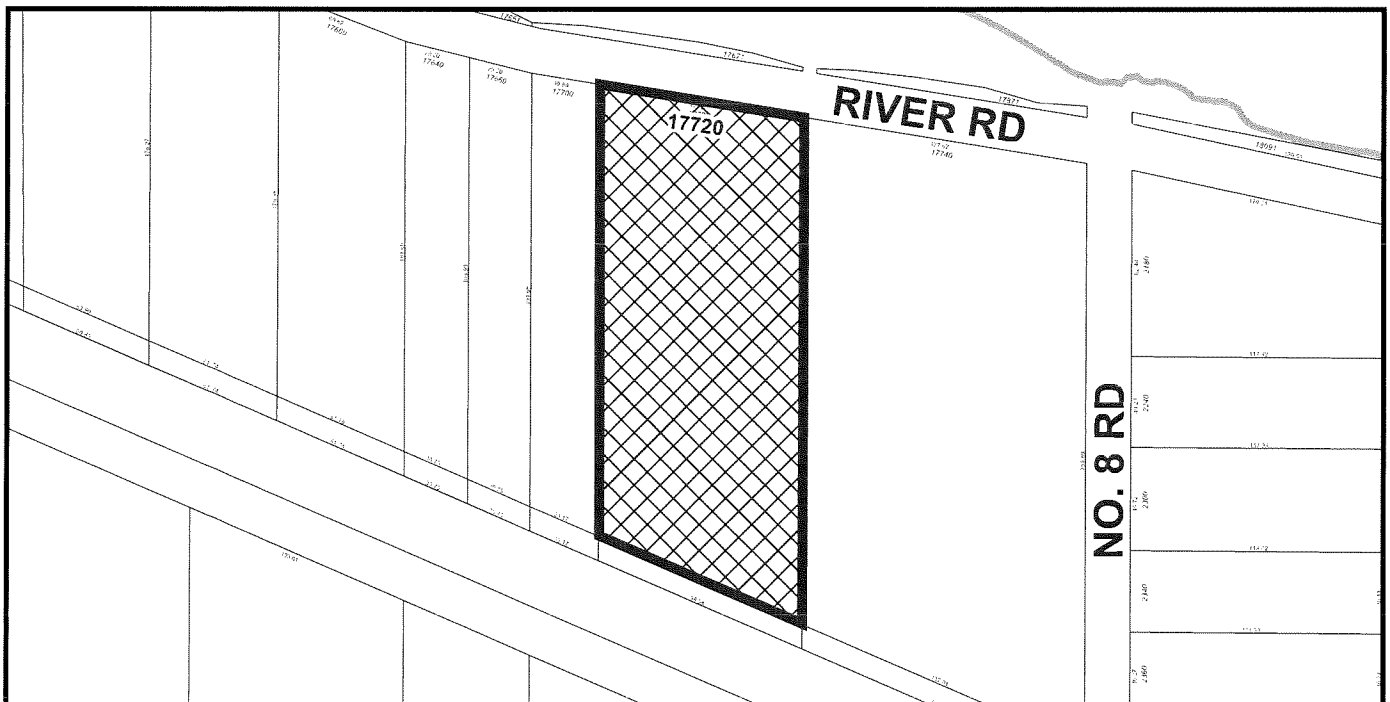
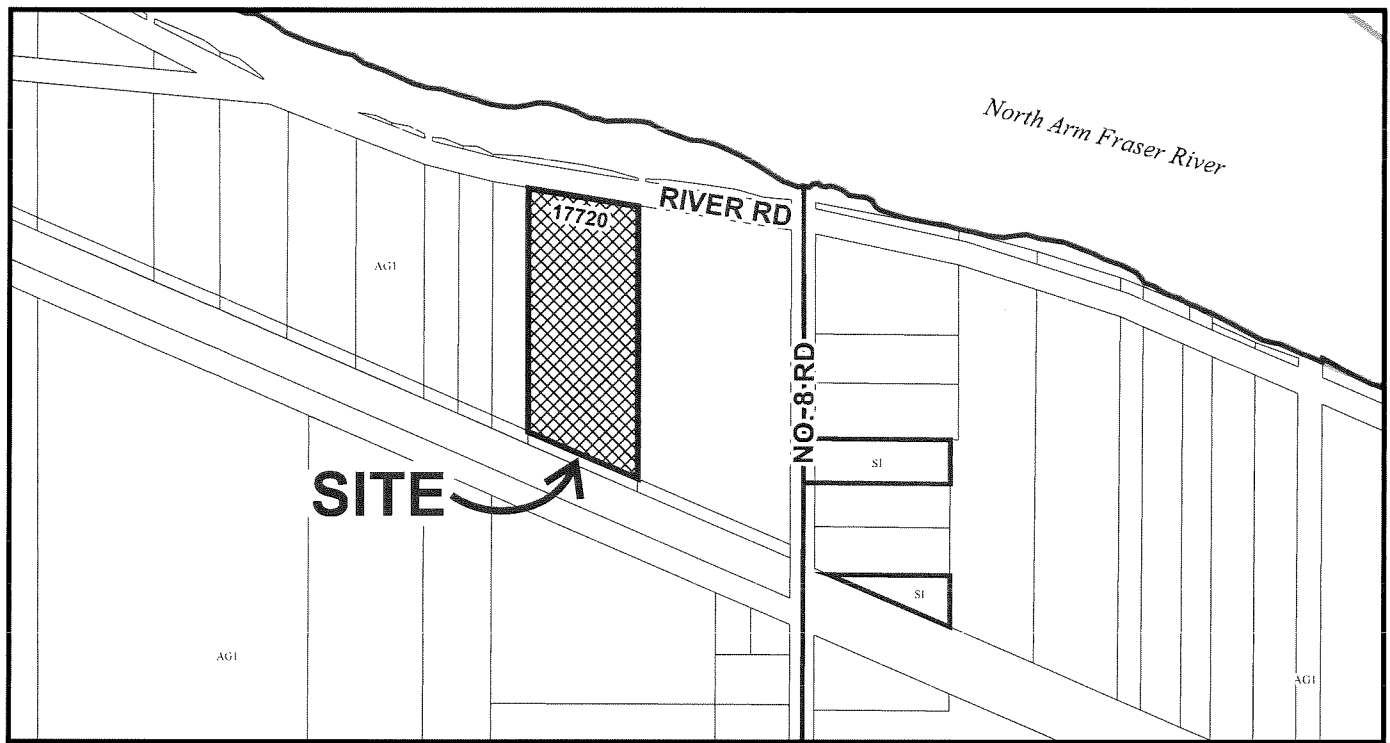
DELIVERED THIS DAY OF , .

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MAYOR



# City of Richmond



DP 19-876647  
SCHEDULE "A"

Original Date: 11/07/19

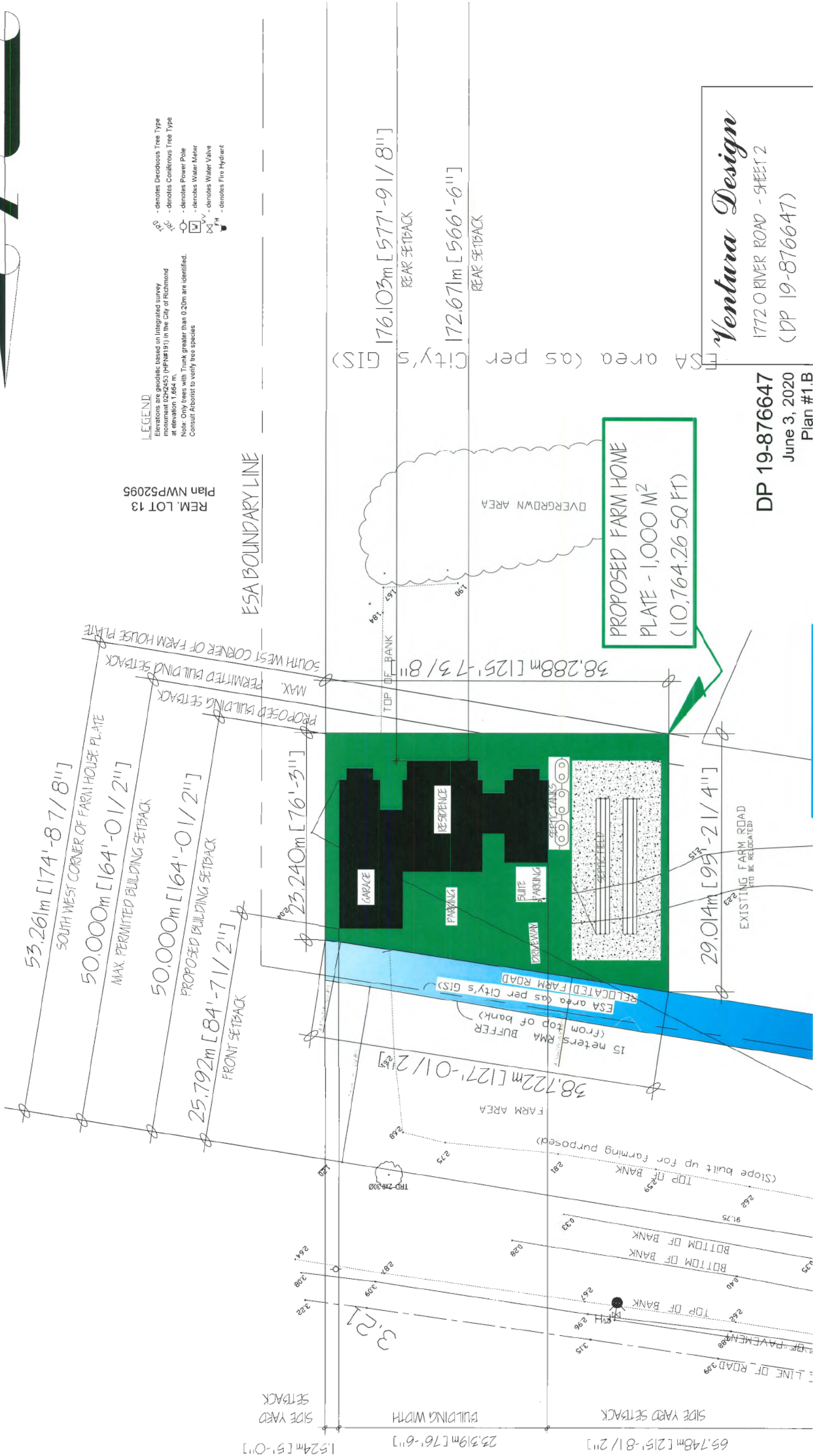
Revision Date:

Note: Dimensions are in METRES



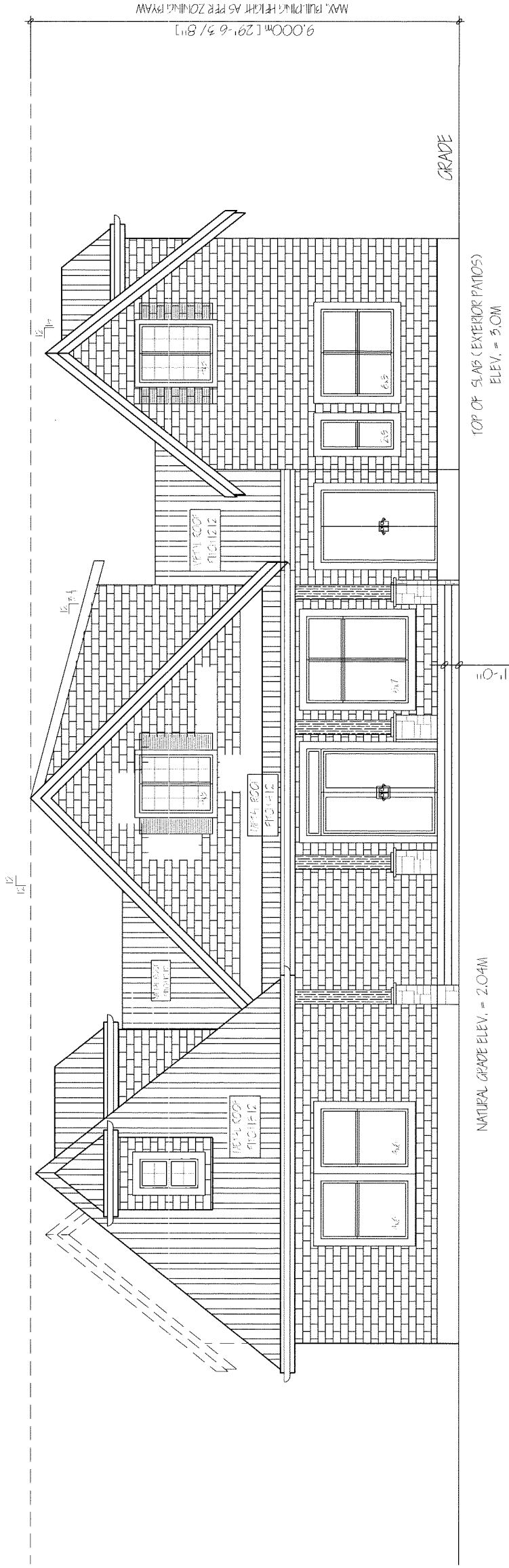
# GRADING PLAN

SCALE: 36x24 SHEET: 1/16" = 1'-0"  
17x11 SHEET: 1/32" = 1'-0"

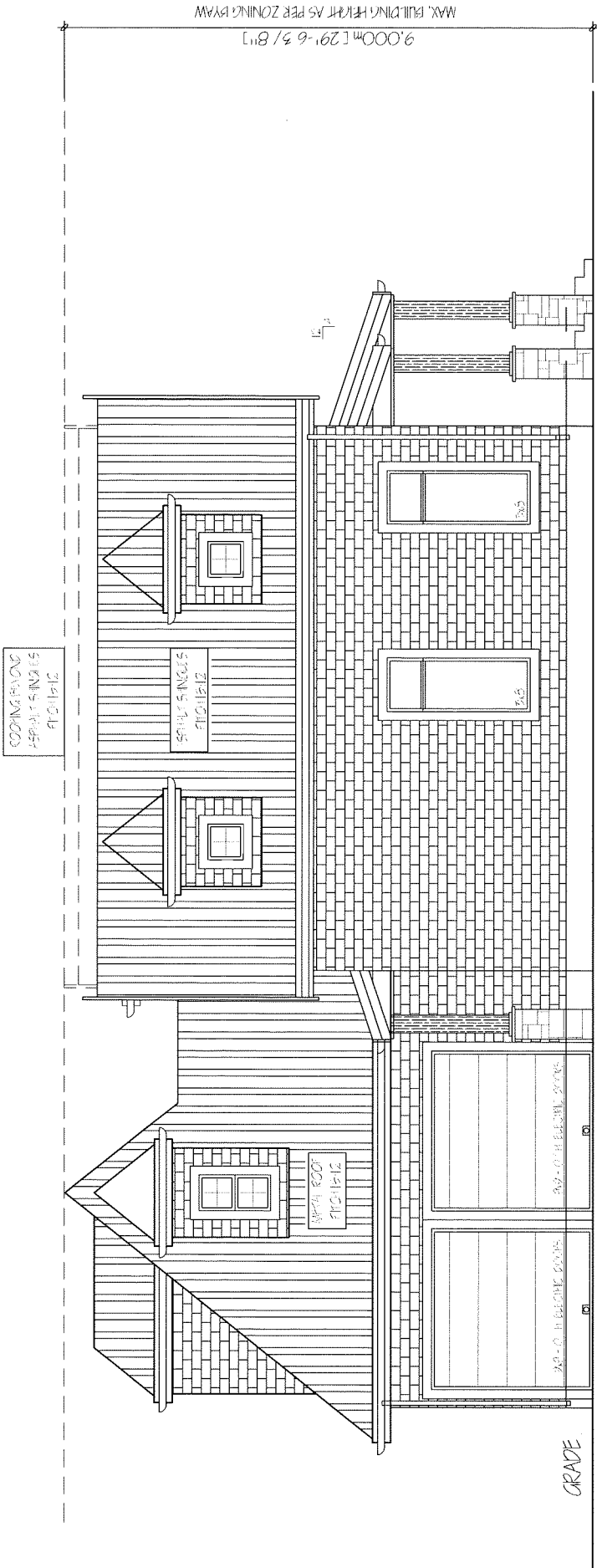


**Ventura Design**  
1772 O RIVER ROAD - SHEET 2  
(DP 19-876647)

**DP 19-876647**  
June 3, 2020  
Plan #1.B



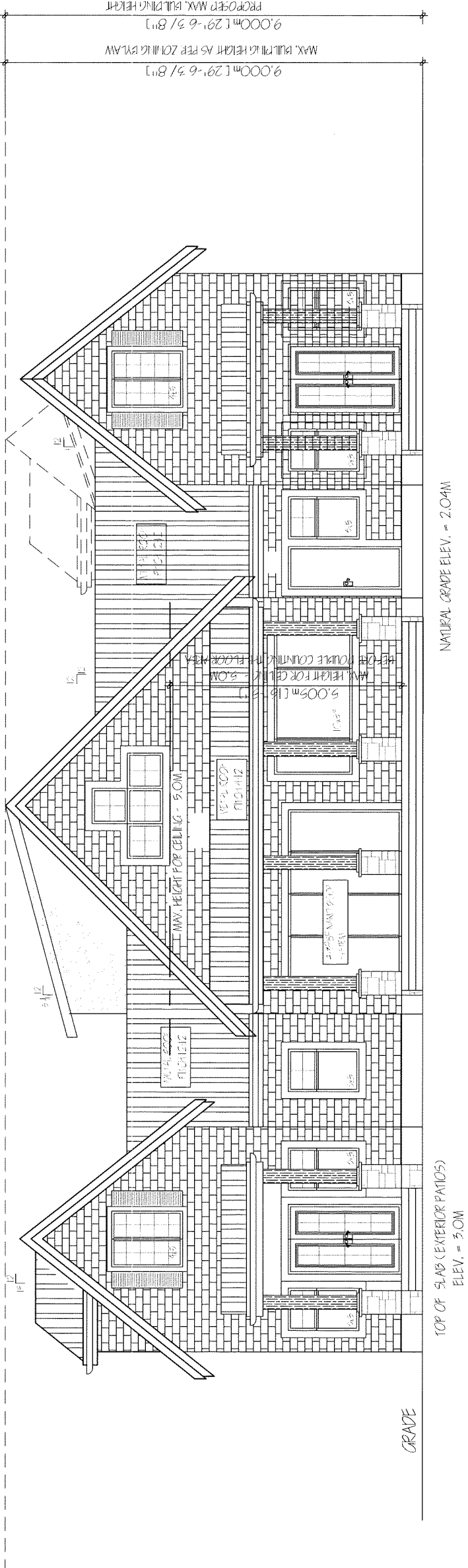
FRONT VIEW  
SCALE: 3/8\"/>



WEST SIDE VIEW  
SCALE: 3/8\"/>

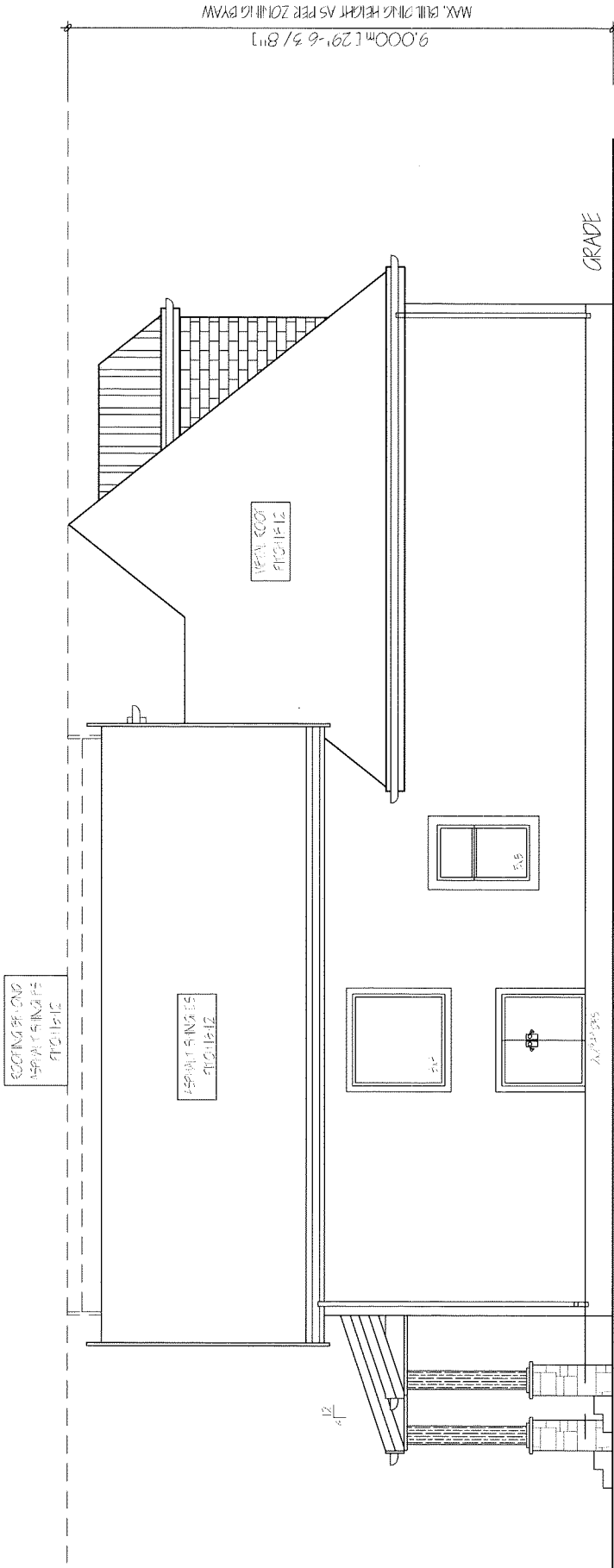
DP 19-876647  
June 3, 2020  
Plan #2.A

*Ventura Design*  
1772 O RIVER ROAD - SHEET 7  
(DP 19-876647)



REAR VIEW

SCALE: 3/32" = 1'-0"  
PLOT 56647 - 6 3/8" x 1'-0"



(EAST SIDE) VIEW

SCALE: 3/32" = 1'-0"  
PLOT 56647 - 6 3/8" x 1'-0"

DP 19-876647

June 3, 2020

Plan #2.B

*Ventura Design*

1772 O RIVER ROAD - SHEET 8

(DP 19-876647)



Figure 7: Habitat Compensation Planting Plan within the Riparian Management Area (RMA) Boundary.

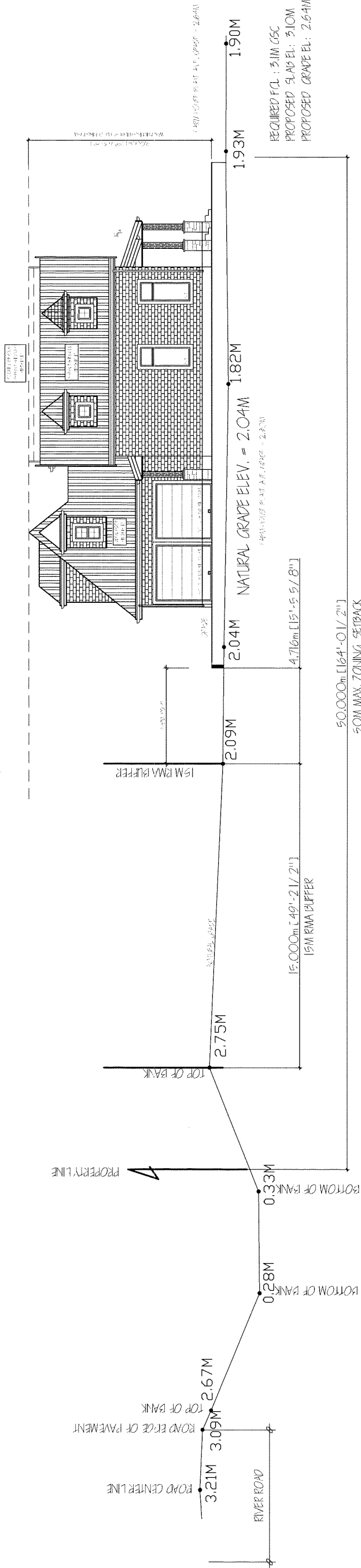




**Figure 8:** Hedgerow Vegetation Planting Plan – n=60 Western Redcedar Hedge Trees – 3 gallon pot, or larger.







SITE CROSS SECTION

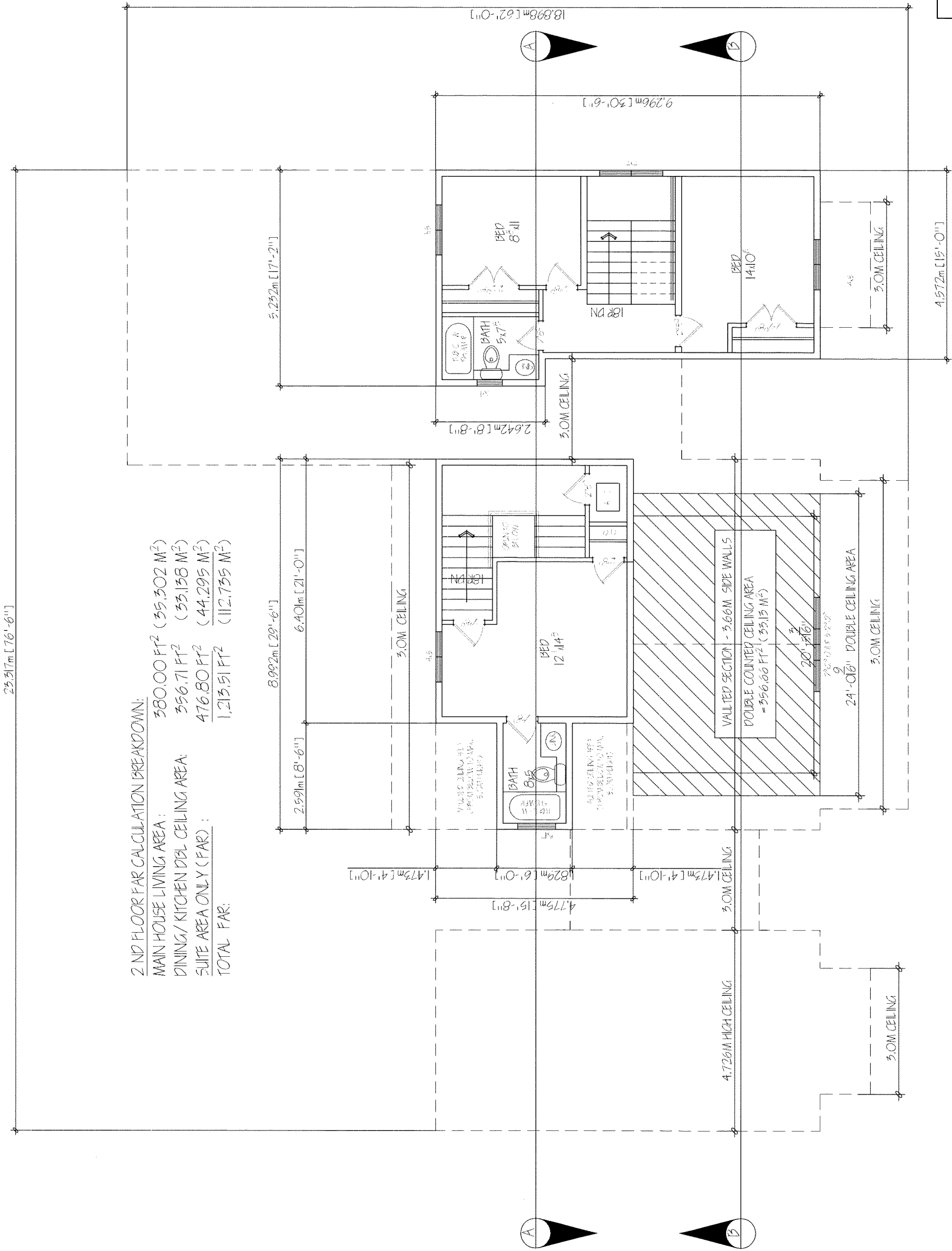
1772 O RIVER ROAD - SHEET 3  
(DP 19-876647)

Ventura Design

1772 O RIVER ROAD - SHEET 3  
(DP 19-876647)

DP 19-876647  
June 3, 2020  
Reference Plan





TOP FLOOR PLAN (10'-0" CEILING)

BUILDING CROSS SECTIONS

DATE: 06/03/2020 11:41:20  
FILE: 19-876647-1-1-C0

