



City of Richmond

Report to Council

To: Richmond City Council
From: David McLellan
Chair, Development Permit Panel
Date: March 19, 2003
File: 0100-20-DPER1
Re: **Development Permit Panel Meetings Held on February 12, 2003 and March 12, 2003**

Panel Recommendation

That the recommendations of the Panel to authorize the issuance of:

- i) a Development Permit (DP 02-213185) for the property at 7420 & 7440 Moffatt Road;
- ii) a Development Variance Permit (DV 02-218068) for the property at 5440 Francis Road;
- iii) a Development Permit (DP 02-221723) for the property at 9060 Bridgeport Road;
- iv) a Development Variance Permit (DV 03-223181) for the property at 12440 Trites Road;

be endorsed, and the Permits so issued.

David McLellan
Chair, Development Permit Panel

Panel Report

The Development Permit Panel considered two Development Permits and two Development Variance Permits at its recent meetings which should now be considered by Council.

DP 02-213185 – WHITFORD MGT. LTD. – 7420 & 7440 MOFFATT ROAD

The proposal to construct 26 townhouses on the east side of Moffatt Road south of Granville Avenue generated comment from only one of the neighbours. The concerns raised were regarding the tree removal on the site, the reduction in setbacks and the variance to the number of visitor parking stalls. The Panel found that the variances to setbacks were comparable to the setbacks for other townhouse sites and that these relaxations assisted the preservation of significant trees. The Panel, however, did agree that a reduction in the number of visitor parking stalls was not acceptable and only recommends approval based on the full requirement being met.

The Panel recommends that the permit be issued.

DV 02-218068 – S.K.M.B. HARCHAND CONSTRUCTION LTD. – 5440 FRANCIS ROAD

The proposal to vary lot width by an inch or two for this parcel on the south side of Francis Road between Railway Avenue and No. 2 Road did not generate any public comment. This proposal is identical to a number of permits issued by Council in this same area over a number of years.

The Panel recommends that the permit be issued.

DP 02-221723 – HUSKY OIL MARKETING – 9060 BRIDGEPORT ROAD

The proposal to reconstruct the Husky Gas Station between Sea Island Way and Bridgeport Road just east of what will be an extension to Garden City Way did not generate any public comment. The Panel suggested improvements to the pedestrian access to the site which was accepted by the proponent, otherwise the design was found to be appropriate for the use and the site.

The Panel recommends that the permit be issued.

DV 03-223181 – PROGRESSIVE CONSTRUCTION LTD. – 12440 TRITES ROAD

The proposal to reduce the minimum road width for new roads in this subdivision north of Andrews Road and west of Trites Road generated written comments from 2 neighbours. These neighbours seemed to be under the impression that the width of Andrews Road would be reduced by this application. This variance would be compatible with an earlier approval to the north already approved by Council.

The Panel recommends that the permit be issued.

DJM:djm



Development Permit Panel

Wednesday, March 12th, 2003

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

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

1. Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on Wednesday, February 26, 2003, be adopted.

2. Development Permit 02-213185

(Report: Feb. 20/03 File No.: DP 02-213185) (REDMS No. 940564)

APPLICANT: Whitford Mgt. Ltd.

PROPERTY LOCATION: 7420 and 7440 Moffatt Road

INTENT OF PERMIT:

1. To allow the development of 26 townhouse units on a site zoned Townhouse & Apartment District (R3); and that would:
2. Vary the regulations in the Zoning and Development Bylaw to:
 - a) reduce the front yard setback from 6m (19.685 ft.) to 3.55m (11.66 ft.);
 - b) reduce the side yard setback from 6m (19.685 ft.) to a minimum of 4.572m (15 ft.) for buildings and 0.685m (2.25 ft.) for a garbage enclosure structure;
 - c) reduce the rear yard setback from 6m (19.685 ft.) to 4.87m (16 ft.);
 - d) reduce the width of parking drive-aisles from 7.5m (24.606 ft.) to 6.096m (20 ft.) for minor aisles;
 - e) allow up to 16 vehicles to be parked in tandem; and

- f) reduce the number of visitor parking spaces from 6 (six) to 4 (four).

Applicant's Comments

Mr. Roger Romses, Romses Architects Inc., introduced the members of the project team who were in attendance, Mr. McLean of Whitford Management, and Mr. D. Mitchell, DMG Landscape Architects.

Mr. Romses, with the aid of a site plan, a model, landscape plans and an artists' rendering, described the subject site as being long, narrow and enclosed by 3.5 storey condominium buildings, which had restricted the design layout possibilities of the site. Mr. Romses provided a further description of the site including: that the access from Moffatt Road had been located on the edge of the site so as to allow one cluster of units to front onto Moffatt Road; the internal roadway structure including the attempt to avoid a 'shotgun approach'; the mixture of massing on the site; the retention of trees; the attempt to soften the impact of the centre road and buildings by increasing plantings; the use of trees, plantings and pavers to signal pedestrian crossings; and, the indoor and outdoor amenity spaces.

Mr. Romses said the building design was well articulated to provide vertical and horizontal depth to the buildings in addition to details that softened the impact and provided a comfortable scale to the development. The proposed colour scheme is soft.

Several small units of approximately 1,000 sq. ft. have been included, which complemented the provision of modestly priced units that accommodated the needs of young families.

Mr. David Mitchell, DMG Landscape Architects, described the landscape plan as including: an outdoor space with a sizable patio for each unit; a friendly street frontage; sidewalks on both sides of the internal road; the integration of a large green space with a neighbouring green space; and, a central amenity area adjacent to the amenity building.

Staff Comments

The Development Co-ordinator, Holger Burke, said that staff recommended the issuance of the Development Permit. Mr. Burke reviewed the requested variances and noted that staff did not consider the variances to be significant.

Mr. Romses and Mr. McLean then responded to several questions of the Panel by providing the information that: during discussion with representatives of the property to the east it had been recommended that a connection to the existing pathway to the east not be undertaken at this time due to the number of disturbances that take place on the pathway; the costs associated with the retention of existing trees was considered to be in lieu of a contribution to public art; and, that the provision of two parking spaces for each unit mitigated the impact of the requested reduction to the number of visitor parking spaces. Mr. Mitchell added that the provision of parking spaces in the amenity area was more difficult than it would first appear due to the grade at the base of the existing tree.

Mr. Romses indicated that he had no response to the Chair's question of what would prevent the amalgamation of the bonus room area and a portion of the area designated for parking to allow more living area. He further indicated that the only possible way to provide additional visitor parking would be by invasion of the green space.

Correspondence

None.

Gallery Comments

Ms. G. Svisdahl expressed her concerns regarding the removal of existing trees from the site; the lack of sufficient buffer from the adjacent properties; a current squirrel and rat infestation; and, the lack of sufficient on street parking. Ms. Svisdahl requested that further consideration be given to the request for a reduction to the number of visitor parking spaces required.

Mr. McLean responded to Ms. Svisdahl's concerns with the information that i) careful consideration had been given to retaining as many trees as was possible; and, ii) that the overload on on-street parking was created by a lack of sufficient resident parking and not a lack of visitor parking.

Panel Decision

It was moved and seconded

That a Development Permit be issued for a property at 7420 and 7440 Moffatt Road, that would:

1. *Allow the development of 26 townhouse units on a site zoned Townhouse & Apartment District (R3); and that would:*
2. *Vary the regulations in the Zoning and Development Bylaw to:*
 - a) *reduce the front yard setback from 6m (19.685 ft.) to 3.55m (11.66 ft.);*
 - b) *reduce the side yard setback from 6m (19.685 ft.) to a minimum of 4.572m (15 ft.) for buildings and 0.685m (2.25 ft.) for a garbage enclosure structure;*
 - c) *reduce the rear yard setback from 6m (19.685 ft.) to 4.87m (16 ft.);*
 - d) *reduce the width of parking drive-aisles from 7.5m (24.606 ft.) to 6.096m (20 ft.) for minor aisles;*
 - e) *allow up to 16 vehicles to be parked in tandem.*

Prior to the question being called Mr. Kirk said that he was aware of the parking issues of Moffatt Road. The Chair, Mr. McLellan, concurred that the parking problems were caused by residents parking on the street and suggested that the installation of parking meters on Moffatt Road could alleviate the situation. After noting the excellent site planning and the good retention of trees, Mr. McLellan also suggested that the addition of two visitor parking stalls, while preserving the green space, was desired, and he asked staff to review with the applicant options of achieving this, i.e. the shortening of one garage to provide a covered area. Mr. McLellan asked staff to ensure that the revisions that accommodated the decision of the Panel were made.

The question on the motion was then called and it was **CARRIED**.

3. Development Variance Permit DV 02-218068
(Report: February 12/03 File No.: DV 02-218068) (REDMS No. 885146)

APPLICANT: S.K.M.B. Harchand Construction Ltd.

PROPERTY LOCATION: 5440 Francis Road

INTENT OF PERMIT:

To vary the minimum frontage and width requirement for a site zoned Single-Family Housing District, Subdivision Area C (R1/C) from 13.5 m (44.291 ft.) to 13.475 m (44.209 ft.) in order to accommodate a two (2) lot residential subdivision.

Applicant's Comments

The applicant was present to answer questions.

Staff Comments

Mr. Holger Burke, Development Co-ordinator, noted the minor nature of the requested variance.

Correspondence

None.

Gallery Comments

None.

Panel Discussion

The Chair gave advice that several other approvals had been granted under similar circumstances.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued for 5440 Francis Road that would vary the minimum frontage and width requirement for a site zoned Single-Family Housing District, Subdivision Area C (R1/C) from 13.5 m (44.291 ft.) to 13.475 m (44.209 ft.) in order to accommodate a two (2) lot residential subdivision.

CARRIED

4. Development Variance Permit DV 03-223181

(Report: February 13/03 File No.: DV 03-223181) (REDMS No. 959397)

APPLICANT: Progressive Construction Ltd.

PROPERTY LOCATION: 12440 Trites Road

INTENT OF PERMIT:

To vary the minimum road right-of-way width for a local residential roadway in Subdivision Bylaw No. 6530 from 17 m (55.774 ft.) to 15 m (49.213 ft.) and 15.5 m (50.853 ft.) for two (2) proposed new roads servicing a proposed 29-lot single-family residential subdivision.

Applicant's Comments

Ms. Alison Davies, Progressive Construction, was present to review the requested variances. Ms. Davies explained that the pavement width of both roads would remain at the 8.5m standard, but that a sidewalk would be provided on one side of each road only.

Staff Comments

Mr. Holger Burke, Development Co-ordinator, said that the application was similar to one approved for the property immediately to the north of the subject property. Mr. Burke also noted that the concerns raised in the two letters received on the matter were in response to a belief that the road reduction would take place on Trites and Andrews Roads, which would not be the case.

Correspondence

A. Kemmerzell White & Stephen White, 416 – 5600 Andrews Road – Schedule 1.

U. Rieger, 204-5700 Andrews Road – Schedule 2.

Gallery Comments

None.

Panel Discussion

The variances as requested were considered appropriate.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued that would vary the minimum road right-of-way width for a local residential roadway in Subdivision Bylaw No. 6530 from 17 m (55.774 ft.) to 15 m (49.213 ft.) and 15.5 m (50.853 ft.) for two (2) proposed new roads servicing a proposed 29-lot single-family residential subdivision at 12440 Trites Road.

CARRIED

5. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:05 p.m.

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, March 12, 2003.

David McLellan
Chair

Deborah MacLennan
Administrative Assistant

Schedule 1 to the minutes of the
Development Permit Panel meeting
held on Wednesday, March 12,
2003.

Development Permit Panel	
Date:	MAR 12, 2003
Item #	4
Re:	DV 03-223181
	12440 Trites Road

03-223181

DV - March 12/03

		IN?
	JRM	
✓	DW	D
	KY	
	AS	
	DB	
	WB	

March 03, 2003

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

Re: Progressive Construction Limited: 12440 Trites Road: Development Variance

We have lived at 5600 Andrews Road for almost one year and feel that reducing the width of either Trites Road or Andrews Road would be inappropriate for this area. These streets are busy with people coming and going from the underground parking of the condo complexes, people walking their dogs, families on bikes. In short, it would be unfair to current users to reduce the width of the roads to accommodate more residential construction. Perhaps the houses should be made smaller or set them on the lots in a different manner to gain the extra room required.

Sincerely,



Annie Kammerzell White & Stephen White
416-5600 Andrews Road
Richmond, B.C.



Schedule 2 to the minutes of the
Development Permit Panel meeti
held on Wednesday, March 12,
2003.

Uwe Rieger
204-5700 Andrews Rd
Richmond, BC, V7E 6N7
Tel/Fax: 604.275.0444

To Development Permit Panel	
Date:	MAR 12 03
Item #	4
Re:	12440 TRUES ROAD

✓	DW	DW
	KY	
	AS	
	DB	
	WB	

CITY OF RICHMOND
Attn: J. Richard McKenna
City Clerk

Re: Permit DV 03-223181

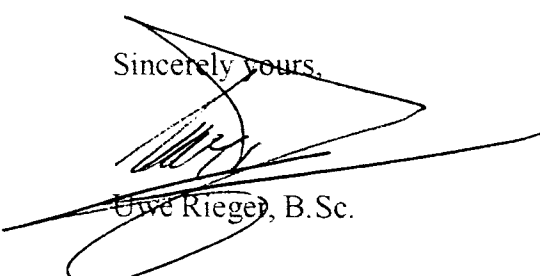
I am writing this letter in regards to the Notice Application for a development variance Permit DV 03-223181. Due to my work I'm unable to attend the meeting. I am submitting my objection to the variance of the road width.

I believe narrowing the road by 2 meters will make it very difficult to park on both, the North and South side of Andrews road while still allowing for safe through traffic.

There are families living on Andrews road who require curbside parking and narrowing the road will make it more unsafe for people and traffic alike.

I kindly request that the variance be denied.

Sincerely yours,


Uwe Rieger, B.Sc.

