



**To:** Richmond City Council

**Date:** May 23, 2012

**From:** Joe Erceg, MCIP  
Chair, Development Permit Panel

**File:** 0100-20-DPER1

**Re:** **Development Permit Panel Meetings Held on March 28, 2012 and  
January 25, 2012**

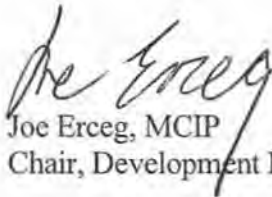
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**Panel Recommendation**

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

- i) a Development Permit (DP 11-585139) for the property at 8399 Jones Road (formerly 7500, 7520, 7540 and 7560 St. Albans Road); and
- ii) a Development Permit (DP 10-545013) for the property at 8540 No. 3 Road;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP  
Chair, Development Permit Panel

SB:blg

### Panel Report

The Development Permit Panel considered the following items at its meetings held on March 28, 2012 and January 25, 2012.

DP 11-585139 – WESTERN ST. ALBANS VENTURE LTD. – 8399 JONES ROAD  
(FORMERLY 7500, 7520, 7540 AND 7560 ST. ALBANS ROAD)  
(March 28, 2012)

The Panel considered a Development Permit application to permit the construction of 23 three-storey townhouse units on a site zoned High Density Townhouses (RTH4). A variance is included in the proposal to reduce the road setback from 4.5 m to 3.0 m above the main floor.

Architect, Wayne Fougere, of Fougere Architecture Inc., provided a brief presentation, including:

- The site is maintained low in the ground in order to save as many trees as possible.
- On-site healthy trees will be retained at the subject site's northeast corner, and a healthy Beech tree at the southwest corner is also being retained.
- The retention of these on-site trees could only have been done by pushing the site down in the ground.
- The townhouse units backing onto an existing multi-unit building to the east of the proposed development have a lower elevation than their neighbours to the east.
- The design has a 'rowhouse' concept that fronts both Jones and St. Alban's Roads.

Staff supported the Development Permit application and the requested variance. Staff advised:

- That, while corner sites are always a design challenge, the applicant has responded appropriately to street fronts and property adjacency issues.
- The impact of the proposed development on the neighbouring single-family residence is minimized by siting of the townhouse units as far away as possible from the residence and also, the four-storey, multi-unit residential building located to the east of the subject site.
- Pushing the townhouses away from the single-family dwelling results in a 3.2 m setback for the side yard which exceeds the 2 m requirement, and is associated with a requested variance to reduce the road setback from 4.5 m to 3.0 m.
- The applicant has made efforts to save on-site trees.

In response to queries by the Panel directed to the applicant and to staff, Mr. Fougere and staff provided the following additional information:

- Neighbouring residents will enjoy privacy as a result of: the proposed first habitable floor in the townhouse units will be at a lower elevation than the neighbours' first floor; and the outdoor living space for the townhouse units is below the lowest living level of the neighbours' homes.
- The children play area is in a sunny spot, features open grass, and has play equipment catering to children 2 through 6 years of age.
- Some decorative paving is used on the road surface in order to define the pedestrian area.

- The grade meets the City's objectives, with all living space in the proposed townhouse units above the flood plain; units fronting St. Alban's Road are at least 1 ft. above the highest point of the street, and four steps are used to access these units.
- A wrought aluminum decorative fence, painted to match the railings on the townhouse units, provide a feature at the corner of Jones and St. Alban's Road.
- Due to the busy nature of St. Alban's Road, access to the site is provided from Jones Road, and the access is a safe distance from the busy intersection of Jones and St. Alban's Roads.

Public correspondence was received regarding the application, advising that the correspondent was unable to attend the meeting.

General Currie Road resident, Ms. Cecile French, addressed the Panel posing three questions:

- (i) Would an on-site Cedar tree in declining health be replaced with a healthier tree?
- (ii) Would the proposed townhouse units be setback from Jones and St. Alban's Road equidistant as new townhouse units were setback from Blundell Road?
- (iii) With regard to traffic/pedestrian safety, would vehicles accessing the Jones Road entrance to the subject site be allowed "left only" turns?

Staff addressed each query and supplied the following information:

- (i) Staff will meet with Ms. French in order to identify the tree in question, and will review the applicant's plans regarding trees to be retained, and trees to be replaced.
- (ii) The setback distance for the proposed townhouse units do equal setbacks from other recent townhouse developments in the area, and the upper floors of the proposed townhouses will project closer to the road frontages, than will the ground floors.
- (iii) The Jones Road access to the subject site allows for right and left turns.

General Currie Road neighbour, Ms. Kay Ogilvie, addressed the Panel posing two queries:

- (i) What is the height of the proposed townhouse units?
- (ii) Would the proposed units fronting the streets rise higher than the proposed units that are at the back of the subject site?

Staff and Mr. Fougere advised that:

- (i) The three-storey townhouse units rise to a maximum height of 12 m, or 36 ft.
- (ii) The proposed units at the back of the subject site; those closest to the building where Ms. Ogilvie lives, are slightly lower in height than 12 m. Staff added that proposed side yard setback of 3.2 m exceeds the required 2 m setback.

General Currie Road neighbour, Mr. Ogilvie, addressed the Panel, asking what the distance was between the townhouse units and the adjacent Queen's Gate multi-residence building, and how far balconies on the proposed townhouse units would protrude. His question related to his function as a member of Block Watch, and the accessibility for emergency vehicles.

Staff advised that the proposed townhouse units are setback from the Queen's Gate building by 5.3 m, and that the balcony features of the proposed townhouse units are setback 3.2 m.

The Panel recommends that the Permit be issued.

DP 10-545013 – WESTERN DAYTON HOMES LTD. – 8540 NO. 3 ROAD  
(January 25, 2012)

The Panel considered a Development Permit application to permit the construction of eight (8) townhouse units on a site zoned Medium Density Townhouses (RTM2). Variances are included in the proposal for reduced lot width, reduced setback from Bowcock Road and the south property line, tandem parking and small-car parking spaces.

Architect, Mr. Fougere, of Fougere Architecture, Inc., provided a brief presentation, including:

- Using an iPad, Mr. Fougere drew the Panel's attention to: (i) a view of the exterior of the proposed townhouse units from the east, along Bowcock Road; (ii) a view looking west, and including the individual entrances of the units; and (iii) a view of the units taken from the standpoint of the No. 3 Road bus stop.
- Mr. Fougere then noted the following details: (i) the two-storey building form includes a gable end to address the half-storey; and (ii) there is a window on the half-storey tucked into the roof form, where the attic family room is located.

Discussion ensued between the Panel and Mr. Fougere, and especially with regard to:

- The roof design is sloped, but the architectural rendering perspective indicates a steeper slope than the roofs will have when they are completed;
- The fenced children's play area is adjacent to the sidewalk and includes: (i) play equipment for children aged two to six years old; (ii) a bench; (iii) an open grass area that is fenced; and (iv) includes a 'fall zone'.
- Fences, some planting material, and a sidewalk separate the proposed development's structures from the single-family residence to the east of the subject site.
- The subject site is at a higher elevation than the surrounding sites, but the design includes stepping the grade up and does not include a change in grade at the property line.
- The applicant agreed to erect a new fence along the property lines, and not just refurbish existing fencing.
- The design includes: (i) a side-by-side double car garage in each of the end units; (ii) four (4) outdoor tandem parking spaces in front of four of the townhouse units; and (iii) five (5) small-car parking stalls in five (5) of the townhouse units.

The Chair commented that the play area's location at the north perimeter appeared to be hemmed in between the proposed development with just a fence separating it from the sidewalk.

Discussion ensued with regard to the play area's location, and when asked if an alternative location was considered, Mr. Fougere remarked that in an earlier iteration of the design, the play area was sited at the back of the subject site, but the design had been changed to relocate it to its present location to address neighbour concerns.

Discussion continued regarding whether there was enough width for some landscaping elements to buffer the sidewalk from the play area, and advice was provided that the 'fall zone' precluded any landscaping.

Staff supported the Development Permit application and the requested variances. Staff noted that:

- The application is a small townhouse project, and that the architect has taken into account the concerns raised regarding the rezoning at the September, 2011 Public Hearing.
- Regarding the location of the play area, staff advised that the move to the north side of the subject site met with staff's support, and that perhaps a trellis with climbing vines could be incorporated at the edge of the play area.
- With respect to the requested parking variance, staff noted that the request is reasonable, especially in light of the small size of the proposed development. In addition, two (2) significant trees are being retained on the site.
- Staff remarked that the applicant has worked hard on the No. 3 Road project appearance, which is appropriate, given the character of the area.

The Chair commented that staff's idea to incorporate a trellis, with climbing vine, into the edge of the play area, was something the Panel would like to see.

In response to a query regarding the design of the play area, staff advised that the piece of active play equipment included in the design requires the inclusion of a fall zone, and that if the applicant had chosen a 'touch element' play area instead of an active play area, there would be no requirement for the fall zone.

Public correspondence was received regarding the application. Staff advised that the authors of the letter: (i) requested that the tree at the corner of No. 3 Road and Bowcock Road be retained, and that the applicant will be retaining that tree; and (ii) requested that Smart Meters not be located along the subject site's southern boundary, but that the location of Smart Meters is out of the control of the City and the applicant. Staff added that the City and the applicant, through the Building Permit process, would do what they could, so that the metres are situated in a location other than that addressed by the variances.

The Panel agreed that the active play area is preferable to a 'touch element' play area, and staff were asked to investigate provision of a landscaping treatment or vine planting with the applicant to lessen the exposure of the play area to the sidewalk, prior to proceeding to Council.

Subsequent to the Panel meeting, the interface of the amenity area and Bowcock Road was improved to include planting along the fence line.

The Panel recommends that the Permit be issued.