



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee
From: Joe Erceg
Manager, Development Applications
Date: December 19, 2003
File: RZ 03-241131
Re: **APPLICATION BY ASPEN MARKETING LTD. FOR REZONING AT 5980 LANCING ROAD AND 7631, 7651, 7671 & 7711 NO. 2 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO TOWNHOUSE DISTRICT (R2-0.7)**

Staff Recommendation

That Bylaw 7641, to introduce a new Townhouse District (R2 – 0.7) zone, be introduced and given first reading.

That Bylaw No. 7642, for the rezoning of 5980 Lancing Road and 7631, 7651, 7671 & 7711 No. 2 Road from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Townhouse District (R2-0.7)”, be introduced and given first reading.

H. Bullee

for Joe Erceg
Manager, Development Applications

JE:jmb
Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER
<i>Joe Erceg</i>

Staff Report

Origin

Aspen Marketing Ltd. has applied to the City of Richmond for permission to rezone 5980 Lancing Gate and 7631, 7651, 7671, & 7711 No. 2 Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2-0.7) in order to permit the development of 4 two and a half storey and 20 three-storey townhouses on the site with access from a new rear lane.

Findings of Fact

Item	Existing	Proposed
Owner	5980 Lancing – Idris & Eileen Morris 7631 No. 2 – Geteam Investment Ltd 7651 No. 2 – Alfred Wong 7671 No. 2 – Jean Petterson 7711 No. 2 – Thomas Petersen and Hella Danzer	To be determined
Applicant	Aspen Marketing Ltd.	No change
Site Size	5980 Lancing – 920 m ² (9903 ft ²) 7631 No. 2 – 919 m ² (9892 ft ²) 7651 No. 2 – 919 m ² (9892 ft ²) 7671 No. 2 – 866 m ² (9322 ft ²) 7711 No. 2 – 1080 m ² (11625 ft ²)	4503 m ² (48,466 ft ²) after road dedication along No. 2 Road
Land Uses	Five Single family lots	24 townhouse units
OCP Designation	Low Density Residential	No change
Zoning	R1/E	R2 – 0.7
Parking Required	n/a	41
Parking Actual	n/a	53

Project Description

Attachments 2, 3, 4 & 5 illustrate the proposed development. Four rows of six townhouses are proposed on the site. The units range in size from 1260 ft² to 1550ft² with the average unit size at 1370 ft². The buildings are perpendicular to the adjacent single family homes. The majority of the units are three storeys with the units along the lane adjacent to the single family homes at two and a half storeys. Two parking spaces are provided for each unit in a tandem form, which is 12 in excess of the bylaw requirements and five visitor parking spaces are provided.

Surrounding Development

There are currently primarily single family homes surrounding the site. Consistent with the Lane and Arterial Policies, it is expected that the properties along Blundell and No. 2 Road will densify with additional housing and services.

Related Policies & Studies

Lot Size Policy

Lot Size Policy 5463 restricts the subdivision of lots to R1/H (54 feet wide lots) or R1/E (59 feet wide lots) along No.2 and Blundell if there is no lane access. In the case of the subject application, as no subdivision is required, the Lot Size Policy does not apply.

Arterial Redevelopment Policy

The Arterial Policy is supportive of redevelopment along arterial roads, especially in locations such as the subject site, close to major neighbourhood shopping centres where it is expected that redevelopment will bring additional services and housing in a pedestrian oriented village centre.

Lane Establishment Policy

In order to reduce the number of vehicular access points to major arterial roads, the Lane Policy requires the dedication and construction of a lane system in conjunction with redevelopment. A lane may not have been required if the southern most property along No. 2 Road (7731) was included in the development. However, in order to ensure that this lot can be developed in the future, lane access must be provided.

Consultation

The applicant held a public information meeting on November 5th in order to inform the neighbourhood of the proposed development. 198 invitations were sent and 9 groups from the neighbourhood attended. **Attachment 6** summarizes the meeting and includes six comment sheets.

Issues from the meeting and comment sheets include:

- limited development potential of interior single family lots;
- privacy and screening for the adjacent single family homes;
- three storey buildings;
- too many units - density;
- increased number of vehicles exiting the neighbourhood;
- drainage and flooding;
- implications for remaining single family home on south side;
- devaluation of adjacent lots; and
- more visitor parking required.

Further meetings were held with the direct neighbours during the week of November 24th. **Attachment 7** summarizes these meetings and includes copies of three letters sent by the applicant.

Responses to the issues are located in the Analysis Section.

Staff Comments

Policy Planning

Site Planning

In terms of the overall site planning for the area, a rear lane may not have been required if all six properties along No. 2 developed together. The applicant has approached the owner of 7731 No. 2 Road however he was not interested in redevelopment of his site. Therefore, the future development of 7731 No. 2 Road on it's own or with the corner properties needs to be considered and a back lane is required to provide access.

One other option would be for a lane to run north-south down the middle of the site. The lane would turn westward at the southern end to serve 7731 No.2 Road. Concerns with this option would be the adjacency of the entrance for the lane to the Lancing and No.2 Road intersection. Additionally, the applicant has pointed out that they have spent considerable time with the neighbours to explain that the chosen orientation of the buildings reduces the number of units facing their homes to six end units. A centre lane would result in a re-design the site with a double-loaded corridor resulting in an increase in the number of units facing the single family residences as well as locating the townhouses closer to the single family units.

Zoning

Consistent with the recent practice of introducing standardized townhouse zones rather than using Comprehensive Development Districts, a new townhouse zone (R2-0.7) is proposed for the use on the subject site. Except for the permitted density of 0.7 FAR, the new zone would be identical to the R2 Townhouse Zone and the R2-0.6 zone that was recently created. Densities of up to 0.7 FAR are supportable in the current Low Density Residential designation in the Official Community Plan (OCP). The application conforms to this new zone except for projections of up to 5 feet in the front and rear setbacks which will be required to be varied as part of the Development Permit. These projections were required because of significant road dedications required and are not considered problematic. The tandem parking will also require a variance as part of the Development Permit.

Open Space

The applicant has paid particular attention to the gradation of public to private space along No. 2 Road. This is a difficult space to design as there are a variety of competing uses that need to be accommodated from the public sidewalk through to private outdoor space for the individual units. The applicant has also provided a significant common area in the centre of the proposal with plantings, arbour and pathways. The details of this common area as well as the private outdoor space will need to be addressed further at the development permit stage.

Consultation

In response to some of the concerns expressed by the neighbours the developer has made the following adjustments:

- the height of the units along the lane has been reduced to 2 ½ storeys;
- a planting area will be provided in the “step” in the lane; and
- an offer of additional landscaping has been made to the neighbouring lots.

Transportation

In addition to the lane dedication and the frontage improvements, a road dedication along No. 2 Road is required in order to accommodate the construction of an extension of the southbound left turn lane on No 2 Road and a future northbound left turn lane into Lancing Rd. This new northbound left turn lane can be completed when properties north of Lancing Rd redevelop and provide the additional land needed. There are no other transportation related concerns with the development of the property.

Engineering

Prior to final reading, the following must be in place:

1. Consolidation of all the lots into one development parcel;
2. Road dedication starting at the current centreline of No 2 Road, 16.27m to the curb and gutter, which is 0.15m, plus a total of 3m for a grass and treed boulevard and new concrete sidewalk. This will equal approximately 0.75m at their south property line to a maximum of 2.5-3.0m for most of the way north to Lancing Road, where we also need a 4m by 4m corner cut;
3. A 6.0m Public Rights of Passage right of way plan is to be registered along the entire west property line of the new development parcel for public lane construction. Staff are agreeable to a right of way rather than the normal dedication for lanes because of the significant benefit that the No 2 Road dedication does for neighbourhood traffic improvement;
4. Design and construction via the City's standard Servicing Agreement (SA) of:
 - a) west edge of No 2 Road for entire frontage to get new 1.50m sidewalk at new property line, a new 1.50m grass and treed boulevard with existing street lights to be relocated in the new boulevard (exact end of the boulevard near the south end of frontage to be determined via design), new curb and gutter and road widening as required. Revised line markings will be done after construction by City at developers cost;
 - b) full half road upgrade of Lancing across entire frontage. Works include, but are not limited to, Benkleman beam test, road widening to a width determined by Transportation, curb and gutter, a 2m grass and treed (7cm calliper) boulevard, davit arm street lighting in the new boulevard and 1.5m sidewalk at property line; and
 - c) Full lane construction. Works include a 5.1m wide lane c/w roll curb and gutter on both sides, storm sewer and post top lane lighting.

Analysis

RESPONSE TO ISSUES

Responses to the issues raised during the public consultation are as follows:

Ability of Interior Lots to Develop

In many neighbourhoods such as the subject neighbourhood, Lot Size Policies based on resident surveys have been put in place to restrict the subdivision of lots. Since these policies were originally put into affect about 15 years ago, Council has allowed redevelopment along arterial roads. However, indications from the majority of residents are that while redevelopment may be acceptable along the major roads, it is not acceptable within the single family neighbourhoods.

Privacy and Screening for Adjacent Homes

- With the lane, there is a significant distance of approximately 50 feet between the single family homes and the new units.
- The architect has turned the units such that the narrower ends front the single family homes behind the lane.
- Through the development permit process, care can be taken to ensure that there are limited windows along these frontages.
- Additionally, the applicant has offered to provide landscaping on the adjacent lots.

Three Storey Buildings

In response to the concerns about building height, the developer has reduced the height of the rear units along the lane to 2 ½ storeys, which is the height that is allowed to be built on the adjacent single family sites.

Density

Density can be thought of in terms of building area (FAR) and the number of units. The proposed FAR of 0.7 on the site is not considered to be significant:

- single family is at a density of 0.55 or 0.6 FAR; and
- densities of up to 0.8 and higher are permitted in the City Centre for townhouses.

In terms of units, the number proposed (24), while greater than what is currently in place, is not much greater than the 22 units that would be permitted, for example, under the Coach House zone where 11 single family homes would be built with 11 coach houses above the garages.

So while there is certainly an increase density, both FAR and units, over what is currently on the site, this increase is consistent with plans, policies and population projections.

Increased Number of Vehicles Exiting the Neighbourhood

There is one common concern with all redevelopment in existing neighbourhoods related to residents finding it difficult to exit, especially with a left turn, from their neighbourhood. With the addition of more units into an existing neighbourhood residents are concerned that it will become only more difficult to exit. In the subject neighbourhood this is a concern especially at the intersection of Lancing and No. 2 Road.

In some cases new mid block traffic signals can be introduced to alleviate the issue, however, there is a balance between permitting cars to exit from the neighbourhood and protecting the function of the arterial roads which are meant to move traffic relatively quickly. In the case of the subject site, Lancing Road is located too close to the Blundell & No. 2 Road intersection for another signal to be introduced. The residents do have the advantage that their street system does link to Granville Avenue from which they can turn left onto No. 2 Road.

With the proposed development, there will be an estimated increase of 17 vehicles in a peak hour due to the subject proposal. While the addition of these vehicles could increase the amount of traffic, the increase can be accommodated on the existing road network.

Drainage / Flooding

The proposed development will provide perimeter drainage on their site as well as drainage in the new rear lane.

Impacts on Remaining Single Family Home

In terms of the remaining single family home to the south, there will be a one storey difference between the existing house and the new units and they will sit approximately 25 feet apart. Given that there is some distance between the dwellings and as it is expected that at some point in the future this lot will also redevelop for higher density, this height difference is not considered problematic.

Devaluing Adjacent Lots

There is no empirical evidence to indicate that the introduction of multi-family housing reduces the adjacent single family property values.

Parking

As more redevelopment occurs in existing neighbourhoods and Richmond moves from a suburban community to a more urban community, there is an expectation that more characteristics of an urban community, for example, reduced vehicular ownership, will also be found. With growth around neighbourhood centers:

- it becomes possible for residents to walk to obtain their daily needs and services;
- transit is readily available and becomes more viable with increased population; and
- there is a focus on creating a more pedestrian friendly environment.

Current requirements in the Zoning Bylaw reflect this reduced need, however, even with this understanding of the reduced need for resident parking, for marketing reasons developers are hesitant to provide less than two parking spaces for each unit. Therefore, a total of 48 resident parking spaces are provided with the proposed development which is 12 parking spaces in excess of the bylaw requirements. Five visitor parking spaces, as per the bylaw, are provided. While there are the required number of visitor parking spaces, if parking becomes an issue, it is possible that the additional resident parking can compensate.

As more of redevelopment occurs along arterial roads it will be important to monitor any parking issues and make adjustments to the bylaw parking requirement including possibly, introducing maximum resident parking spaces and if needed, increasing the number of visitor parking spaces. Part of the analysis should include the use and effectiveness of tandem parking.

OPTIONS

The following development options are possible on the subject site (while accommodating a rear lane):

Single Family

Description: 11 single family lots or 11 coach house lots (22 units) at 0.6 FAR;

Pros: - the benefits of this option would be less impact on the surrounding neighbourhood especially in terms of the number of cars generated on the site;

Cons: - the drawbacks of a lower density option are that the new housing would not be as consistent with the "next generation" of housing that would be expected close to a major community focal point such as the Blundell Shopping centre where there is potential to create a walkable village centre which supports transit and provides services and jobs close to a variety of housing forms catering to a wide segment of the population.

Low Density Townhouse

Description: 19 townhouse units at 0.55 FAR;

Pros: the benefits of this option are that it would result in less impact on the surrounding neighbourhood especially in terms of the number of cars generated on the site;

Cons: the drawback of a lower density option is that there are significant costs associated with the transportation improvements that are required (road dedication, construction of the new No.2 Road, Lancing Road and the lane as well as a new sidewalk and boulevard). A lower density development would likely not be feasible if these improvements are to be provided.

Medium Density Townhouse – Proposed and Recommended

Description: 24 townhouse units at 0.7 FAR;

Pros: this option balances the concerns of the neighbours while providing the improvements to the surrounding road and pedestrian networks.

Cons: some neighbours feel that this option results in significant impacts on the surrounding neighbourhood especially in the form of additional traffic generated.

High Density Townhouse

Description: 30 townhouse units at 0.85 FAR;

Pros: there are not many options for older or younger members of the community to reside in an affordable, owned residence in the subject neighbourhood. Additional density on the site would provide opportunity for additional housing opportunities.

Cons: an amendment for the increased density would be required to the OCP but this is consistent with the vision for the neighbourhood centres. As the density increases there are more impacts on the surrounding area including the fact that all of the units would be three stories which would result in a larger building mass and more overlook on the adjacent neighbours. Overall there would likely be less parking per unit and more traffic generated.

Financial Impact

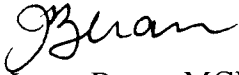
None.

Conclusion

A twenty four unit townhouse development is proposed along No. 2 Road at Lancing Road under a new townhouse zone (R2 - 0.7). The proposal is consistent with the Arterial Road and Lane Policies and with the expected form of development close to a major neighbourhood focal point such as the Blundell Shopping Centre. The developer has consulted with the neighbourhood which has resulted in some adjustments to the original proposal.

The impacts of the proposed development are primarily related to more people and cars in the neighbourhood. These impacts are common to many areas in Richmond where there are competing interests between existing residents who are already finding it difficult to exit their neighbourhoods and the demand for new housing. Another impact on the adjacent neighbours includes taller buildings on the site which will be especially noticeable to the remaining single family home along No.2 Road.

There are benefits to the site redeveloping which include obtaining land for the widening of No. 2 Road, removing individual driveways to No. 2 Road and the creation of a more pedestrian oriented environment in support of the Blundell village centre. On balance staff believe the benefits outweigh the issues and are supportive of the proposed development.



Jenny Beran, MCIP
Planner, Urban Development

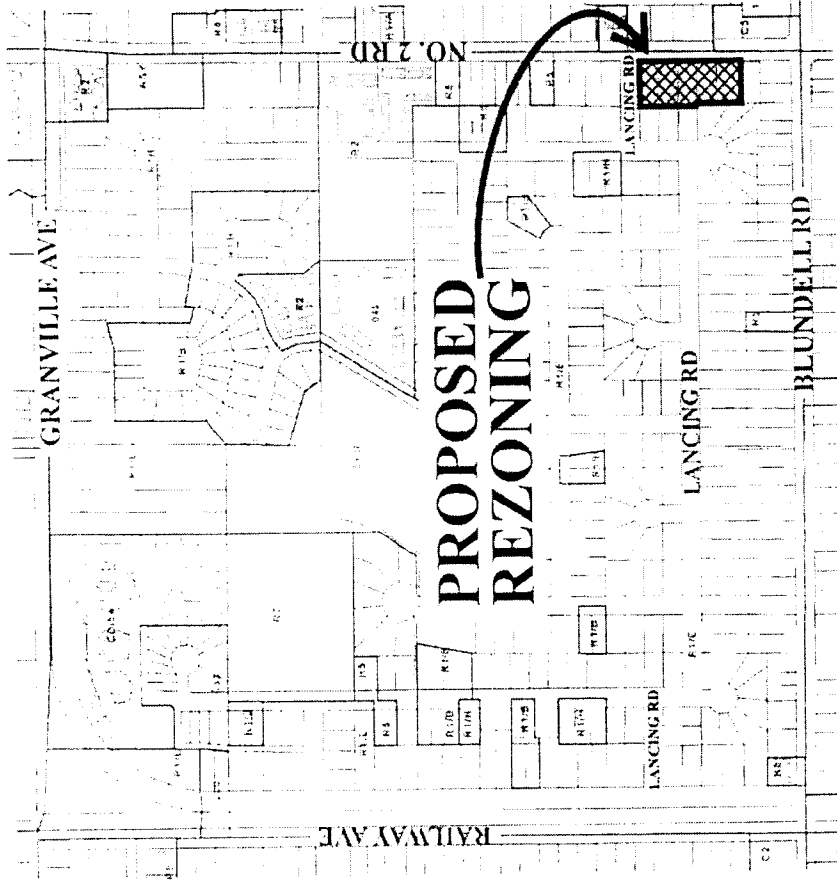
JMB:cas

Prior to final reading, the following must be in place:

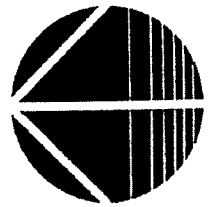
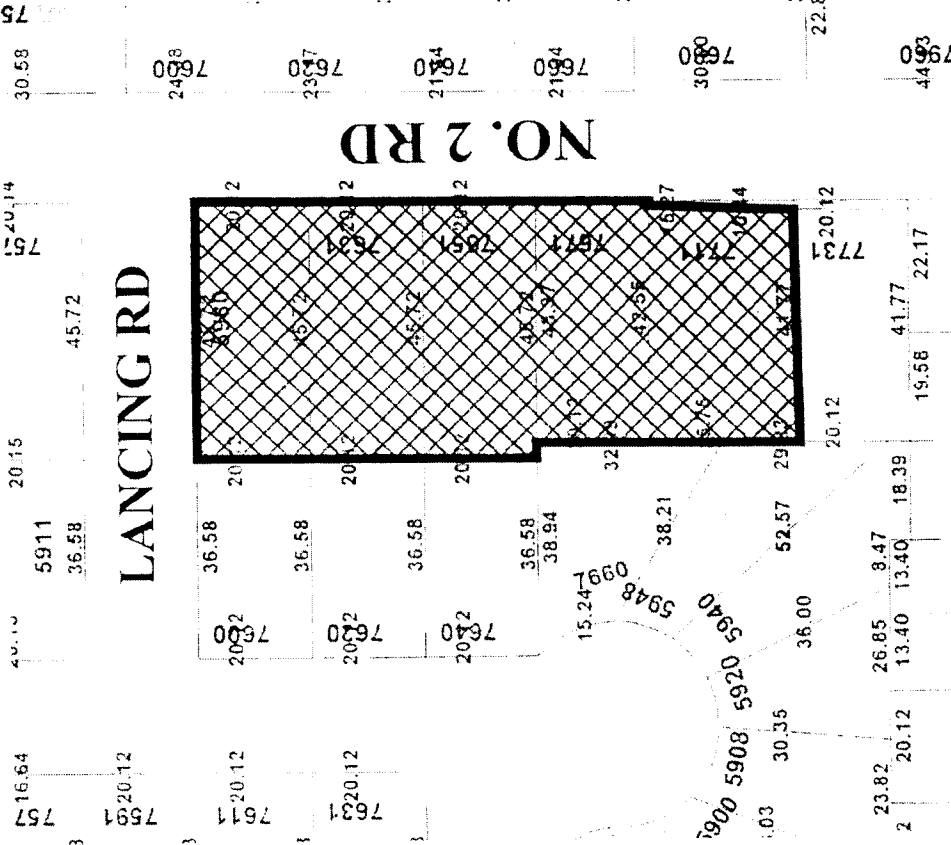
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3. A 6.0m Public Rights of Passage right of way plan is to be registered along the entire west property line of the new development parcel for public lane construction;
4. Design and construction via the City's standard Servicing Agreement (SA) of:
 - a) west edge of No 2 Road for entire frontage to get new 1.50m sidewalk at new property line, a new 1.50m grass and treed boulevard with existing street lights to be relocated in the new boulevard (exact end of the boulevard near the south end of frontage to be determined via design), new curb and gutter and road widening as required. Revised line markings will be done after construction by City at developers cost;
 - b) full half road upgrade of Lancing across entire frontage. Works include, but are not limited to, Benkleman beam test, road widening to a width determined by Transportation, curb and gutter, a 2m grass and treed (7cm calliper) boulevard, davit arm street lighting in the new boulevard and 1.5m sidewalk at property line; and
 - c) Full lane construction. Works include a 5.1m wide lane c/w roll curb and gutter on both sides, storm sewer and post top lane lighting.
5. Development Permit application processed to as satisfactory level according to the Manager, Development Applications.



City of Richmond



PROPOSED REZONING



RZ 03-241131

Original Date: 07/30/03

Revision Date: 08/11/03

Note: Dimensions are in METRES



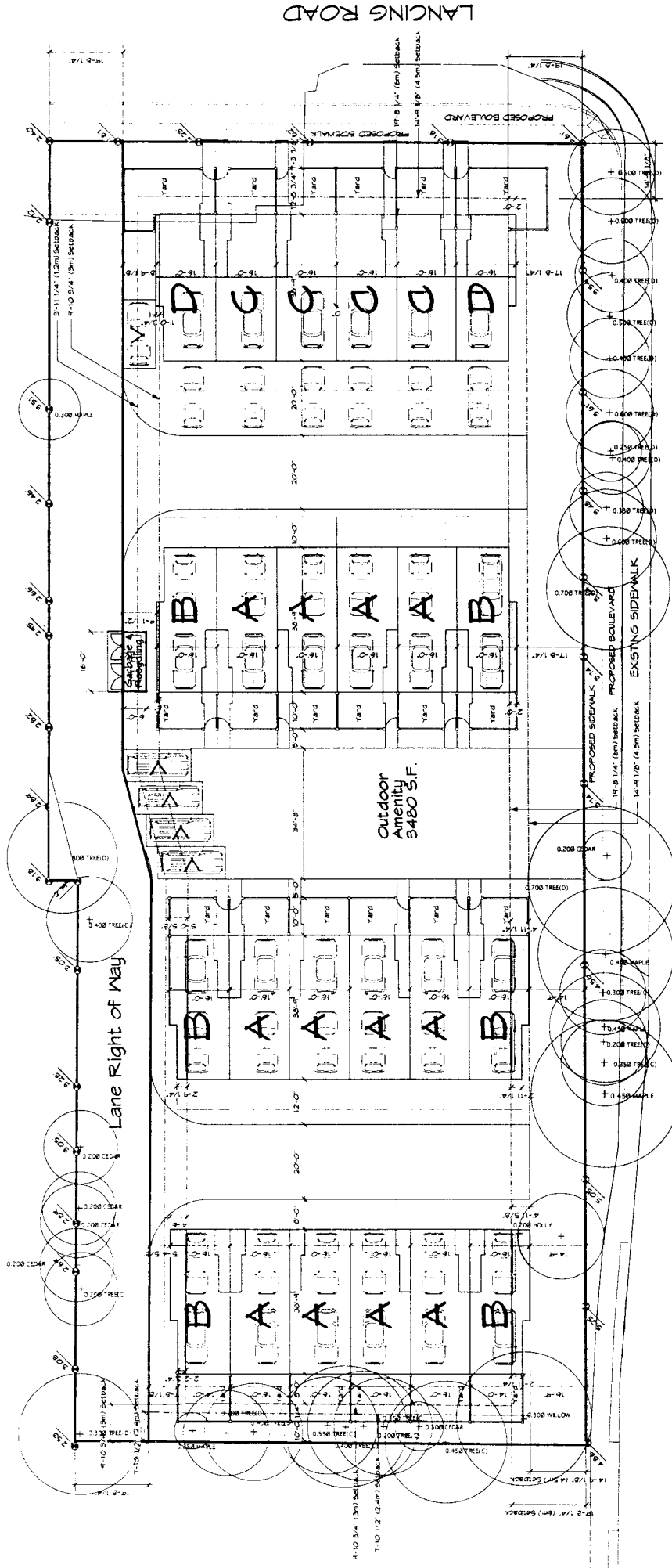
NO. 2 Road

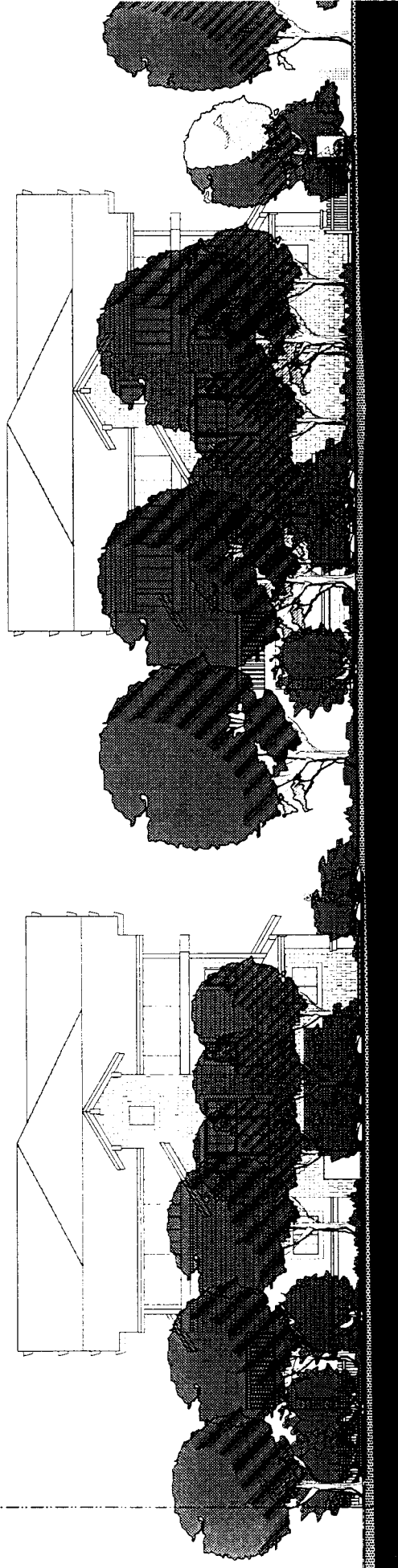
RICHMOND TOWNHOMES

12/12/03

SITE PLAN

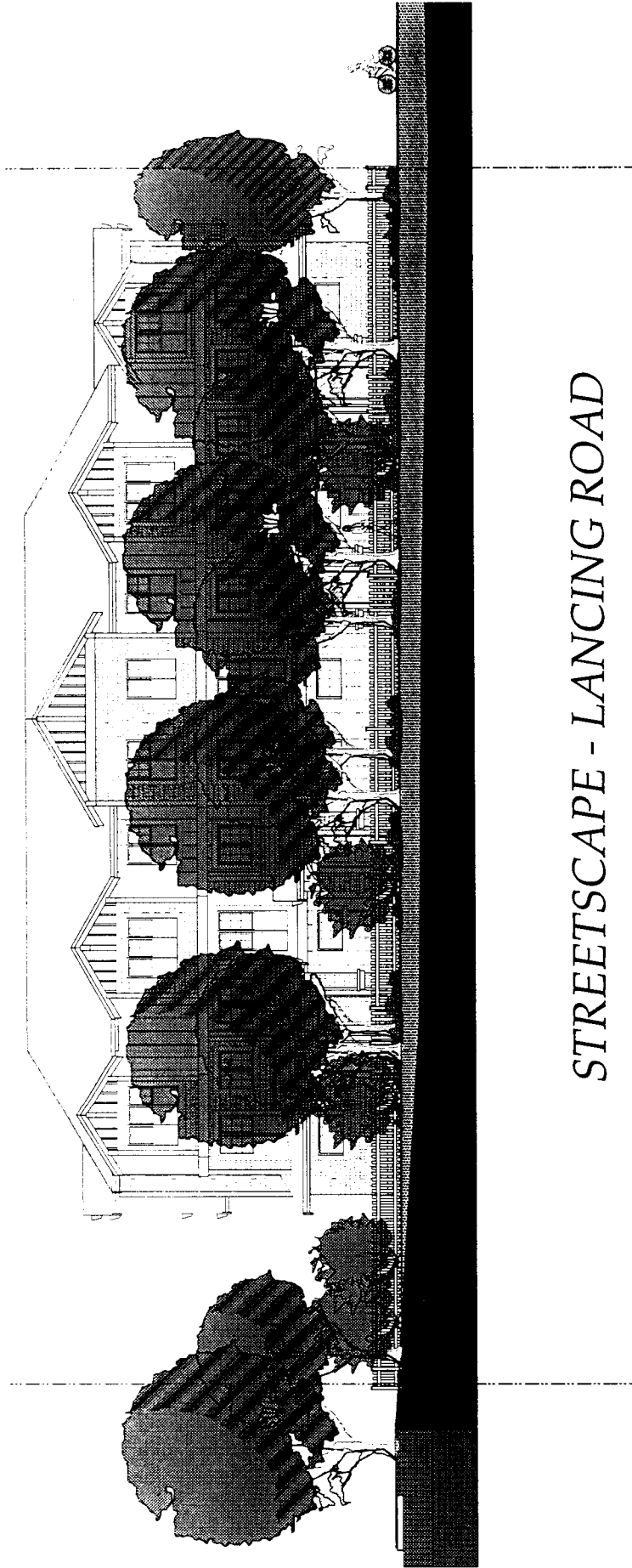
Indicates area of encroachment into setbacks



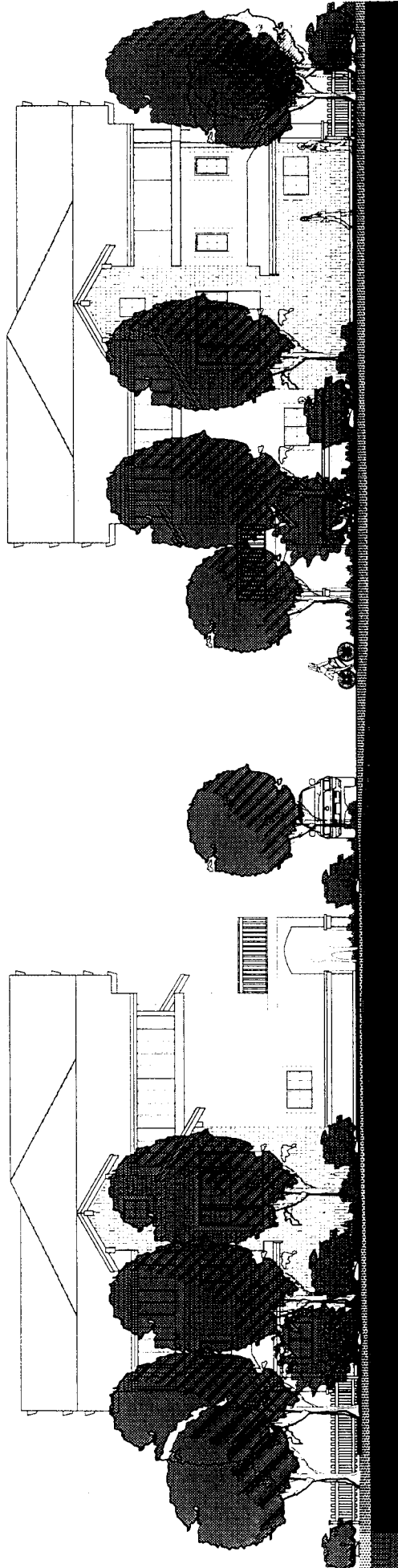


STREETSCAPE - NO. 2 ROAD

RICHMOND TOWNHOMES



STREETSCAPE - LANCING ROAD



STREETSCAPE - BACK LANE

THE ASPEN GROUP

November 6, 2003

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y2C1

Attention: Jenny Beran

Dear Jenny:

Re: Blundell and Lancing Public Information Meeting held November 5, 2003

A public information meeting was held on November 5th in order to inform the neighbourhood of our development plans for our proposed townhouse development at No. 2 Road and Lancing Gate.

There were 198 invitations sent to the properties closest to the proposed site and 9 groups from the neighbourhood attended the meeting. At the meeting, display boards were available for viewing and the guests were encouraged to ask questions and to discuss any of their thoughts on the proposed development with the hosts.

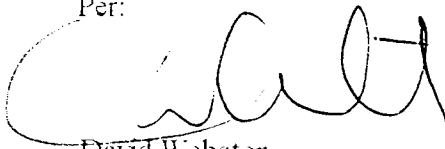
We are providing for your records copies of the map showing the area that invitations to the meeting were sent, a sample invitation, the guest registry, a sample information package and the 4 comment sheets that were returned at the meeting.

The tone of the meeting was generally supportive and most felt that the strip along No. 2 Road would be enhanced by the construction of new housing. The houses located directly behind the site are concerned with privacy and screening issues and we will endeavor to meet with these people to address their concerns.

Sincerely,

Aspen Marketing Ltd.

Per:



David Webster

Encls.

4660 Lancelot Drive
Richmond, BC V7C 4S3
Cell: 604-889-9075
Fax: 604-241-8508
Email: websters@telus.net

1st Public Information Meeting - Comment Sheet

Proposed townhouse community at Lancing Gate & No. 2 Road

We thank you for attending our Public Information Meeting and ask that you please take a few minutes to complete the following comment sheet. Your comments are greatly appreciated and your input will assist us in the plans for this development.

Please circle the answer that most closely expresses your opinion to each of the following items:

1. The proposed townhouse community as presented is generally supportable.
 Strongly Agree Agree Neutral Disagree **Strongly Disagree**
2. Townhouses are an appropriate form of housing along major streets such as No. 2 Road.
 Strongly Agree Agree Neutral Disagree **Strongly Disagree**
3. The townhouses should provide an appropriate buffer between No. 2 Road and the existing single family homes to the west.
 Strongly Agree Agree Neutral Disagree **Strongly Disagree**
4. The development of a new townhouse community will enhance the property.
 Strongly Agree Agree Neutral Disagree **Strongly Disagree**
5. The provision of front yards facing No. 2 Road and landscaped public areas along No. 2 Road will create a pedestrian friendly environment, and should encourage more people to walk down the street.
 Strongly Agree Agree Neutral Disagree **Strongly Disagree**
6. Off-street visitor parking is important for all new residential developments.
 Strongly Agree **Agree** Neutral Disagree Strongly Disagree

General Comments:

In general, what aspects of the proposed townhouse community do you like most, and why?

Please use the space below to make any other comments you may have regarding the proposed townhouse community.

I'm concerned about five times the number of vehicles trying to exit our subdivision. I'm concerned about the three story buildings proposed. Two story buildings would be better. I'm concerned about drainage & flooding. 24 townhomes are too many, half of that ⁽¹²⁾ is more than doubling what is there now.

Name: Steve Shovlain
Address: 7660 Langton Rd.
Daytime telephone number: 604-271-6830 fax 604-977-8027

Please return the completed comment sheet to the reception area

Comment sheets may be sent directly to:

City of Richmond
Planning Department
6911 Number 3 Road
Richmond, B.C., V6Y 2C1
Attention: Jenny Beran
Fax: (604) 276-4052

on or before November 7, 2003

Thank you very much for your comments

John Cameron

1st Public Information Meeting - Comment Sheet

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1. The proposed townhouse community as presented is generally supportable.
 Strongly Agree Agree Neutral Disagree Strongly Disagree *Need certain issues addressed*
2. Townhouses are an appropriate form of housing along major streets such as No. 2 Road.
 Strongly Agree Agree Neutral Disagree Strongly Disagree
3. The townhouses should provide an appropriate buffer between No. 2 Road and the existing single family homes to the west. *and south*
Strongly Agree Agree Neutral Disagree Strongly Disagree
4. The development of a new townhouse community will enhance the property.
 Strongly Agree Agree Neutral Disagree Strongly Disagree *understand issues addressed*
5. The provision of front yards facing No. 2 Road and landscaped public areas along No. 2 Road will create a pedestrian friendly environment, and should encourage more people to walk down the street. *a few*
 Strongly Agree Agree Neutral Disagree Strongly Disagree
6. Off-street visitor parking is important for all new residential developments.
 Strongly Agree Agree Neutral Disagree Strongly Disagree

General Comments:

In general, what aspects of the proposed townhouse community do you like most, and why?

November 5, 2003

Please use the space below to make any other comments you may have regarding the proposed townhouse community.

What kind of buffer on south side? 6 units
What about elevation changes/drainage at 7731 # 7 Rd?
Why doesn't same extend to P/L at 7731 # 7 Rd?
Suggestions from City Rezoning & Developer that
I will be landlocked - seems unfair to
restrict my ability to develop.
Trees on property north of 7731 need to be
removed.

Name: John Cameron
Address: 7731 No. 7 Road
Daytime telephone number: 604 774 8182

Please return the completed comment sheet to the reception area

Comment sheets may be sent directly to:

City of Richmond
Planning Department
6911 Number 3 Road
Richmond, B.C., V6Y 2C1
Attention: Jenny Beran
Fax: (604) 276-4052

on or before November 7, 2003

Thank you very much for your comments

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Strongly Agree Agree Neutral Disagree Strongly Disagree
6. Off-street visitor parking is important for all new residential developments.
Strongly Agree Agree Neutral Disagree Strongly Disagree

General Comments:

In general, what aspects of the proposed townhouse community do you like most, and why?

THE PROPOSAL IGNORES PROPERTIES
WITHIN THE ENCLOSURE

November 5, 2003

Please use the space below to make any other comments you may have regarding the proposed townhouse community.

THE SAME DENSITY PROVISIONS SHOULD
BE EXTENDED TO THOSE WITHIN THE
ENCLOSURE AS THOSE ON THE
PERMITS

Name: JIM / VIERNA HAMILTON
Address: 5780 LANCING ROAD
Daytime telephone number: 277-4271

Please return the completed comment sheet to the reception area

Comment sheets may be sent directly to:

City of Richmond
Planning Department
6911 Number 3 Road
Richmond, B.C., V6Y 2C1
Attention: Jenny Beran
Fax: (604) 276-4052

on or before November 7, 2003

Thank you very much for your comments

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3. The townhouses should provide an appropriate buffer between No. 2 Road and the existing single family homes to the west.
 Strongly Agree Agree Neutral Disagree **Strongly Disagree**
4. The development of a new townhouse community will enhance the property.
 Strongly Agree Agree Neutral Disagree **Strongly Disagree**
5. The provision of front yards facing No. 2 Road and landscaped public areas along No. 2 Road will create a pedestrian friendly environment, and should encourage more people to walk down the street.
 Strongly Agree Agree Neutral Disagree **Strongly Disagree**
6. Off-street visitor parking is important for all new residential developments.
Strongly Agree Agree Neutral Disagree Strongly Disagree

General Comments:

In general, what aspects of the proposed townhouse community do you like most, and why?

DO NOT LIKE IT AT ALL.

This is unclear, either the city should allow ~~have~~ all of the lots to have this type of development or it should not be allowed at all. We have concerns for the increased

Please use the space below to make any other comments you may have regarding the proposed townhouse community.

traffic, height of the buildings, the increased noise level. The effect all of this will have on all of houses behind the development on LANGTON ROAD. This development will devalue the prices of the houses on LANGTON ROAD and we strongly disagree with this development.

IT SHOULD NOT BE ALLOWED
CITY SHOULD LOOK AT 2 STOREY 2 HOUSES PER LOT IDE

Name: Manjit and Malkiat Sandhu
Address: 7640 Langton Road, Richmond, B.C.
Daytime telephone number: 604-660-7883 or 604-272-3071

Please return the completed comment sheet to the reception area

Comment sheets may be sent directly to:

City of Richmond
Planning Department
6911 Number 3 Road
Richmond, B.C., V6Y 2C1
Attention: Jenny Beran
Fax: (604) 276-4052

on or before November 7, 2003

Thank you very much for your comments

1st Public Information Meeting – Comment Sheet

Proposed townhouse community at Lancing Gate & No. 2 Road

We thank you for attending our Public Information Meeting and ask that you please take a few minutes to complete the following comment sheet. Your comments are greatly appreciated and your input will assist us in the plans for this development.

Please circle the answer that most closely expresses your opinion to each of the following items:

1. The proposed townhouse community as presented is generally supportable.
Strongly Agree Agree Neutral Disagree Strongly Disagree
2. Townhouses are an appropriate form of housing along major streets such as No. 2 Road.
Strongly Agree Agree Neutral Disagree Strongly Disagree
3. The townhouses should provide an appropriate buffer between No. 2 Road and the existing single family homes to the west.
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4. The development of a new townhouse community will enhance the property.
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Strongly Agree Agree Neutral Disagree Strongly Disagree
6. Off-street visitor parking is important for all new residential developments.
 Strongly Agree Agree Neutral Disagree Strongly Disagree

General Comments:

In general, what aspects of the proposed townhouse community do you like most, and why?

November 5, 2003

Please use the space below to make any other comments you may have regarding the proposed townhouse community.

Development could use more than 5
visitor parking spots.

Name:

STAN GRAY

Address:

5740 LANCING RD.

Daytime telephone number:

604-275-7665

Please return the completed comment sheet to the reception area

Comment sheets may be sent directly to:

City of Richmond
Planning Department
6911 Number 3 Road
Richmond, B.C., V6Y 2C1
Attention: Jenny Beran
Fax: (604) 276-4052

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Strongly Agree **Agree** Neutral Disagree Strongly Disagree
6. Off-street visitor parking is important for all new residential developments.
Strongly Agree **Agree** Neutral Disagree Strongly Disagree

General Comments:

In general, what aspects of the proposed townhouse community do you like most, and why?

Please use the space below to make any other comments you may have regarding the proposed townhouse community.

DENSITY TOO HIGH 24 townhomes on this property are few too many. Not enough visitor parking - visitors will be forced to park on Langton + Lansing Rds. Traffic on #2 is already congested - it's called the NORTH-SOUTH FREEWAY! Anytime of day or night it's a hazard to turn north onto #2 at Lansing, or turn onto Lansing going north. The corner is not well marked. A TRAFFIC STUDY SHOULD BE DONE before any further development made.

Name: A. J. Stone
Address: 5866 Lansing Road
Daytime telephone number: 604-275-9939

Please return the completed comment sheet to the reception area

Comment sheets may be sent directly to:

City of Richmond
Planning Department
6911 Number 3 Road
Richmond, B.C., V6Y 2C1
Attention: Jenny Beran
Fax: (604) 276-4052

on or before November 7, 2003

Thank you very much for your comments

ASPEN MARKETING LTD.

4660 Lancelot Drive

Richmond, B.C.

V7C 4S3

November 30, 2003

Via Courier

Planning Department

City of Richmond

6911 No. 3 Road

Richmond., B.C.

V6Y 1C2

**Attention: Jenny Beran, MCIP
Planner, Urban Development**

Dear Ms. Beran,

Re: Rezoning Application RZ 03-241131

Further to our telephone conversation yesterday, we are pleased to provide you with a summary of meetings and discussions with residents of the neighbourhood in relation to the above referenced rezoning application.

Initial information letters were sent to the five property owners directly behind the site in early July 2003. These letters informed the residents of the proposed development concept and invited their comments and/or suggestions. We received telephone calls from two of the residents. The calls were regarding general information on the proposed development.

On November 5th, 2003 we held a public information meeting. In excess of 150 notices were delivered to the homes in the area. The meeting was attended by 9 residents, two of whom live behind the site. Copies of the information package given to the attendees and completed questionnaire forms have been previously provided for your records.

The common concerns appeared to be privacy/overlooking, traffic issues, and building height in relation to the existing homes. Following your advice we subsequently reduced the height of the four end units facing the single family homes to 2 ½ levels, being the maximum permitted height allowable on the adjacent lots.

Meetings were arranged with the five residents during the week of November 24th. Of the five residents, we were able to meet with three. Copies of the follow-up letters detailing the discussions are attached for your reference.

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Richmond, B.C.
V7C 4S3

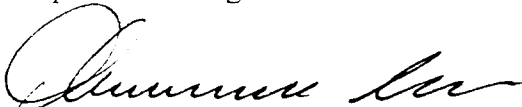
Attempts were made to contact the Chans at 5948 Lancing Road, but without success. Despite several telephone calls, we received no answer nor was there any form of telephone message facility.

We did speak briefly with the Johals at 7620 Langton Road on the evening of November 26, 2003. We were told by Mrs. Johal that her husband was working and therefore not available to meet with us. On the evening of November 27, 2003 we left a telephone message with one of their daughters, requesting a return call for the purposes of arranging a suitable date and time for a meeting. To date we have not received a return call.

It has always been our practice to generate a cooperative working relationship with the residents of the neighbourhoods in which we are involved, regardless of whether the proposed project is seen as controversial or otherwise. In this particular case, we feel that we have made very reasonable attempts to address concerns of the neighbourhood with respect to the proposed project. From the orientation of the buildings to the reduction in height and the offer to incorporate additional landscaping on private property, we have demonstrated a sincere effort to reduce the loss of privacy and address the building height issue. The traffic difficulties at No. 2 Road and Lancing Road are largely due to the growth of the subdivision over the years without the provision of more access and egress points to accompany the growth.

We trust that the above provides a clear chronology of our dealings with concerned parties over the proposed development. If you require clarification or further information, please feel free to contact either David Webster (604-889-9075) or myself (604-728-1396) at your convenience.

Sincerely,
Aspen Marketing Ltd.



Thomas Woo

encl.

ASPEN MARKETING LTD.

4660 Lancelot Drive

Richmond, B.C.

V7C 4S3

November 30, 2003

Via Mail

Mr. & Mrs. McPhail

7600 Langton Road

Richmond., B.C.

V7C 4B6

Dear Mr. & Mrs. McPhail,

Thank you for taking the time meet with David Webster and myself on November 24th, in relation to our proposed townhouse project at No. 2 Road and Lancing Road.

At the public information meeting held on November 5th, which you were unable to attend, we originally presented a scheme comprised of 24 three-level townhouses. In response to concerns raised by several residents regarding the proposed height of the townhouses, we have reduced the height of the four end units to match the maximum building height permitted on the lots directly behind the townhouse site. The plan presented at our meeting with you on November 24th reflects the reduction of the four end units to 2-1/2 storeys.

In response to your concerns regarding the potential loss of privacy resulting from the number of dwelling units being proposed, we explained that the buildings were planned with the objective of minimizing the number of units facing directly onto the single-family homes behind the site. By having the townhouses face north-south, only the smaller side windows on the second floor of the end unit would face onto your home. This actually represents far less window area than would be possible if a single-family home were to be built on the lot behind your home, with the kitchen and family room windows directly facing you.

We also discussed the requirement for a new lane to be created along the west property line of the townhouse site. This arrangement is typical for new housing projects along arterial roads in Richmond, in an effort to eliminate the potentially dangerous condition caused by multiple driveways along busy streets.

With regards to the matter of traffic, we discussed the future widening of No. 2 Road to incorporate a dedicated left turn lane for northbound traffic turning into Lancing Road. As part of the approval for the townhouse project, the City has requested a dedication along the No. 2 Road frontage to accommodate this future widening. The current difficulty for traffic turning left from Lancing Road onto No. 2 Road during rush hour was also discussed.

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4660 Lancelot Drive

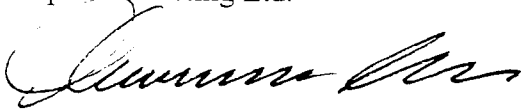
Richmond, B.C.

V7C 4S3

Mr. & Mrs. MacPhail, we recognize that any form of development has a direct impact on the surrounding neighbourhood. We hope that our efforts to minimize the impacts on the neighbourhood will be seen as a positive. At the same time, we acknowledge your concerns as a neighbour.

We trust that the above summarizes the discussions during our meeting of November 24th, 2003. If you have any other questions please feel free to contact David Webster (604-889-9075) or myself (604-728-1396) at your convenience.

Sincerely,
Aspen Marketing Ltd.



Thomas Woo

ASPEN MARKETING LTD.

4660 Lancelot Drive

Richmond, B.C.

V7C 4S3

November 30, 2003

Via Mail

Mr. & Mrs. Shovlain

7660 Langton Road

Richmond., B.C.

V7C 4B6

Dear Mr. & Mrs. Shovlain,

Thank you for taking the time meet with David Webster and myself on November 27th, in relation to our proposed townhouse project at No. 2 Road and Lancing Road.

At the public information meeting held on November 5th, we originally presented a scheme comprised of 24 three-level townhouses. In response to concerns raised by several residents regarding the proposed height of the townhouses, we have reduced the height of the four end units to match the maximum building height permitted on the lots directly behind the townhouse site. The plan presented at our meeting with you on November 27th reflects the reduction of the four end units to 2-1/2 storeys.

In response to your concerns regarding the potential loss of privacy resulting from the number of dwelling units being proposed, we reviewed the site plan noting that the buildings were planned with the objective of minimizing the number of units facing directly onto the single-family homes behind the site. By having the townhouses face north-south, only the smaller side windows on the second floor of the end unit would face onto your home. This actually represents far less window area than would be possible if a single-family home were to be built on the lot behind your home, with the kitchen and family room windows directly facing you.

While most of the trees on the adjacent lots will be removed as part of the townhouse development, this would be the case even if single family homes were to be the form of development. However, as a further mitigating measure, we agreed to have our landscape architect review the site plan with the intention of planting some additional trees at the rear of your property to restore the perceived loss of privacy.

We also discussed the requirement for a new lane to be created along the west property line of the townhouse site. This arrangement is typical for new housing projects along arterial roads in Richmond, in an effort to eliminate the potentially dangerous condition caused by multiple driveways along busy streets.

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4660 Lancelot Drive

Richmond, B.C.

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With regards to the matter of traffic, we discussed the future widening of No. 2 Road to incorporate a dedicated left turn lane for northbound traffic turning into Lancing Road. As part of the approval for the townhouse project, the City has requested a dedication along the No. 2 Road frontage to accommodate this future widening.

The current difficulty for traffic turning left from Lancing Road onto No. 2 Road during rush hour was also discussed. This is a pre-existing condition that in a large part has resulted from the growth of the subdivision within. However, the alternative of accessing No. 2 Road in a northbound direction via Langton and then Granville has always been available. This would not result in any significant increase in total travel distance, but may even reduce the travel time. The benefit is that Granville and No. 2 Road is a light-controlled intersection.

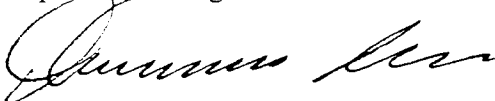
We also discussed your concern regarding the potential for surface water run-off from the townhouse site onto your property, which may be lower than the finished grade of the townhouse site. As part of the project, a civil engineer will be employed to address matters such as storm drainage and surface run-off. This is normal practice and a requirement for most if not all municipalities.

With regards to the proposed density, our objective has been to strike a balance between the City's vision of higher residential density around neighbourhood commercial centres, sensitivity to the character of the existing neighbourhood, and the economic considerations of making such an investment. The form of housing, orientation of the townhouses, transition in scale from low to medium density, and subsequent amendment to the proposed height of the end units are all attempts to find the best fit within the existing neighbourhood.

Mr. & Mrs. Shovlain, we recognize that any form of development has a direct impact on the surrounding neighbourhood. We thank you for acknowledging the reduction in height and other measures taken to mitigate the impact of the development on the neighbourhood, as steps in the right direction. At the same time, we understand your concerns as a neighbour.

We trust that the above summarizes the discussions during our meeting of November 26th, 2003. If you have any other questions please feel free to contact David Webster (604-889-9075) or myself (604-728-1396) at your convenience.

Sincerely,
Aspen Marketing Ltd.



Thomas Woo

ASPEN MARKETING LTD.

4660 Lancelot Drive
Richmond, B.C.
V7C 4S3

November 30, 2003

Via Mail

Mr. & Mrs. Sandhu

7640 Langton Road

Richmond., B.C.

V7C 4B6

Dear Mr. & Mrs. Sandhu,

Thank you for taking the time meet with David Webster and myself on November 26th, in relation to our proposed townhouse project at No. 2 Road and Lancing Road.

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However, as a remedial measure, we agreed to have our landscape architect review the site plan with the intention of planting some additional trees at the rear of your property to restore the perceived loss of privacy.

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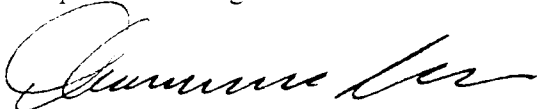
V7C 4S3

No. 2 Road in a northbound direction via Langton and then Granville has always been available. The benefit is that Granville and No. 2 Road is a light-controlled intersection.

Mr. & Mrs. Sandhu, we recognize that any form of development has a direct impact on the surrounding neighbourhood. We thank you for acknowledging the reduction in height and other measures taken to mitigate the impact of the development on the neighbourhood, as steps in the right direction. At the same time, we understand your concerns as a neighbour.

We trust that the above summarizes the discussions during our meeting of November 26th, 2003. If you have any other questions please feel free to contact David Webster (604-889-9075) or myself (604-728-1396) at your convenience.

Sincerely,
Aspen Marketing Ltd.



Thomas Woo



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7641
(RZ 03-241131)**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 203 (C) thereof the following:

“203(C) TOWNHOUSE DISTRICT (R2 - 0.7)

The intent of this zoning district is to accommodate townhouses with a floor area ratio of 0.7.

203(C).1 PERMITTED USES

RESIDENTIAL, limited to **Townhouses**;
BOARDING & LODGING, limited to two persons per **dwelling unit**;
HOME OCCUPATION;
COMMUNITY USE;
ACCESSORY USES, but excluding **secondary suites**.

203(C).2 PERMITTED DENSITY

Maximum **Floor Area Ratio**: 0.7; PLUS

an additional 50 m² (538.21 ft²) per **dwelling unit** (either for the exclusive use of individual units or for the total development) for use as **accessory buildings** and off-street parking;

an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate **Amenity Space**;

10% of the 0.7 **floor area ratio** for the **lot** in question, which area must be **used** exclusively for covered areas of the principal **building** which are open on one or more sides;

PROVIDED THAT any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m² (107.64 ft²) per **dwelling unit** which is to be **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.

203(C).3 MAXIMUM LOT COVERAGE: 40%

203(C).4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Front Yard:** 6.0 m (19.685 ft.);

EXCEPT THAT portions of the principal **building** which are less than 5 m (16.404 ft.) in height and are open on those sides which face a **public road** may project into the **front yard** setback for a distance of not more than 1.5 m (4.921 ft.) and bay windows may project into the required **front yard** setback for a distance of not more than 0.6 m (1.969 ft.);

- .02 **Side & Rear Yards:** 3 m (9.843 ft.); or in the case where a property line abuts a **public road:** 6 m (19.685 ft.); EXCEPT THAT balconies, bay windows, enclosed and unenclosed fireplaces and chimneys may project into the side yard for a distance of not more than 0.6 m (1.969 ft.) and the rear yard for a distance of not more than 1.8 m (5.906 ft.).

AND FURTHER EXCEPT THAT from a Public Lane the setback shall be 1.2m (3.937 ft). For the purpose of this bylaw a Public Lane shall mean a lane in public ownership or secured for public use for access and transportation purposes and having a minimum width of 6m (19.685 ft) but not being a **public road**.

203(C).5 MAXIMUM HEIGHTS

- .01 **Buildings & Structures:** Three storeys but not to exceed 11 m (36.089 ft.)
- .02 **Accessory Buildings:** 5 m (16.404 ft.).

203(C).6 MINIMUM LOT SIZE

- .01 A **building** shall not be constructed on a **lot** having a width of less than 30 m (98.425 ft.) or a depth of less than 35 m (114.829 ft.).

203(C).7 OFF STREET PARKING

- .01 Off-street parking for the use of residents shall be provided at the rate of 1.5 spaces per dwelling unit;
- .02 Off-street parking for the use of visitors shall be provided at the rate of 0.2 spaces per dwelling unit."

2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7641".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

CITY OF RICHMOND
APPROVED for content by originating dept.
HB
APPROVED for legality by Solicitor



Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7642
5980 LANCING ROAD & 7631, 7651, 7671 AND 7711 NO. 2 ROAD
(RZ 03-241131)

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it TOWNHOUSE DISTRICT (R2-0.7).

P.I.D. 010-453-466

Lot 3 Section 13 Block 4 North Range 7 West New Westminster District Plan 19107

P.I.D. 004-113-144

Lot 2 Section 13 Block 4 North Range 7 West New Westminster District Plan 19107

P.I.D. 004-248-619

Lot 1 Section 13 Block 4 North Range 7 West New Westminster District Plan 19107

P.I.D. 002-155-567

Lot 19 Section 13 Block 4 North Range 7 West New Westminster District Plan 20307

P.I.D. 004-080-262

Lot 10, Except: Part on Plan LMP40316 Block 8 Section 13 Block 4 North Range 7 West New Westminster District Plan 20307

- 2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7642".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

Series of horizontal lines for signatures and dates.

CITY OF RICHMOND
APPROVED for content by originating dept.
HB
APPROVED for legality by Solicitor

MAYOR

CITY CLERK