



CITY OF RICHMOND

REPORT TO COMMITTEE

TO: Planning Committee
FROM: Joe Erceg
Manager, Development Applications
Terry Crowe,
Manager, Land Use
DATE: January 24, 2000
FILE: RZ 98-140477
RE: **APPLICATION BY EXCEL HOMES LTD. FOR A REZONING AT 11511, 11531 AND 11535 STEVESTON HIGHWAY FROM SINGLE FAMILY HOUSING DISTRICT, SUBDIVISION AREA B (R1/B) TO TOWNHOUSE DISTRICT (R2)**

STAFF RECOMMENDATION

- 1 That Official Community Plan Amendment Bylaw No. 7113 to include Development Permit Guidelines for the north side of the 11000 block of Steveston, to include the future Canadian Tire site as part of the commercial Development Permit area and to reformat the Shellmont – Ironwood Development Permit Guidelines to be consistent with the Official Community Plan format, as Schedule 2.8A to Bylaw No. 7100, be resubmitted to a Public Hearing.
- 2 That Bylaw No. 7114 , for the rezoning of 11511, 11531 and 11535 Steveston Highway from “Single-Family Housing District, Subdivision Area B (R1/B) “ to “Townhouse District (R2)” be resubmitted to a Public Hearing.

Joe Erceg
Manager, Development Applications

Terry Crowe
Manager, Land Use

Att. 10

FOR ORIGINATING DIVISION USE ONLY

SIGNATURE OF GENERAL MANAGER

STAFF REPORT

ORIGIN

An application to rezone 11511, 11531 and 11535 Steveston Highway for townhomes was first received by the City from Excel Homes in March 1998. In April 1998, Dava Developments purchased the subject properties and assumed the subject rezoning application. In December 1998, Excel homes once again took ownership of the properties and is now pursuing the rezoning of the site.

In addition to bringing forward the subject application, this report also presents the updated Shellmont – Ironwood Sub-Area Plan for Council's consideration. Staff is in the process of amending all the Area Plans so that they are consistent with the new Official Community Plan (OCP). These updated Area Plans would normally be brought forward for adoption a few at a time. However, as staff is recommending that Development Permit Guidelines be used to guide the form of development for the subject application, an amendment to the Area Plan is required. Therefore, the updated area plan document (see Bylaw 7113) is presented for Council's approval.

The proposed application was reviewed at Public Hearing on Monday, October 18th, 1999 at which time the following resolution was adopted.

That Official Community Plan Amendment Bylaw 7113 and Zoning Amendment Bylaw No. 7114 be referred to staff for report to the Planning Committee on the feasibility of allowing a "right in/right out" access onto Steveston Highway from the subject property.

At the same meeting, the following direction was given:

- (a) that the lane width issue be referred to staff for a report to the Public Works & Transportation Committee on whether or not the entire length of the lane could be improved to a 6.6 metre width;*
- (b) that the problems relating to storm drainage in the area of the lane be reviewed, and that staff report on the improvements which the Ironwood storm drainage system might have had on this lane;*
- (c) that the proposal be referred to the Fire Department and other emergency services, including BC Ambulance, to determine how these services would access the subject property;*
- (d) that the issue of overgrown greenery along the sidewalk located on the north side of Steveston Highway in this area be referred to the Public Works Department with instructions that the shrubs in question be trimmed back; and*
- (e) that staff consult with representatives of Canada Post to determine how the subject property would be addressed.*

The issue of lane width was reviewed at Public Works and Transportation Committee on January 5, 2000. The following resolution was adopted:

That the right-of-way width for the lane servicing the north side of the 11,000 block of Steveston Highway be maintained at 6.0 m (19.685 ft.).

This report is the same as the earlier report with any changed details or additional information provided in italics.

FINDINGS OF FACT

The application is to rezone three vacant single-family (R1/B) lots for townhouses (R2) in order to build nine townhomes. Attachments 1 and 2 show the proposed development. *Since the original proposal was reviewed at Public Hearing the following amendments have been made to the plan:*

- *temporary access is provided from Steveston Highway;*
- *the lane configuration has been amended as per the report to Public Works and Transportation Committee (January 5th, 2000);*
- *an additional two parking stalls are provided; and*
- *mail boxes have been relocated to the rear.*

The site statistics are as follows:

ITEM	EXISTING	PROPOSED
Owner & Applicant	Excel Homes Ltd.	Undetermined
Site Size	2,206.5 m ² (23,751 ft ²)	<i>No change</i>
Land Use	Vacant	Townhomes
OCP Designation – Generalized	Neighbourhood Residential	No Change
OCP Designation – Specific	Low-Density Residential	No Change
702 Policy Designation	R1/B	No change
Zoning	R1/B	R2

Under the new OCP the general land use designation is Neighbourhood Residential wherein “the principal uses are single-family, two-family and multi-family housing”. The specific land use designation is Low Density Residential which permits multi-family housing within the range of 0.5 to 0.7 FAR.

The site is located on a very busy stretch of Steveston Highway. Older single-family homes surround the subject site to the east, north and south (see Attachment 3). Across Steveston Highway to the south is the new Ironwood Shopping Centre. A rezoning for townhouses was approved in 1998 for five lots east of the subject properties next to the gas station. The application was abandoned before final reading due to market conditions.

Community Input

A Public Information meeting was held by the applicant on April 19, 1999. Twenty-eight people attended the meeting. The summary report (see Attachment 4) prepared by the applicant stated that the home owners comments were focused on the following concerns:

- Use of the lane as the main access to the site, and the upgrading requirements;
- What future developments may take place on the remaining lands facing Steveston Highway;
- Additional off-street parking, as current parking Bylaws are not considered adequate;
- General traffic concerns, if current density is increased; and
- Change in density.

The City received one letter from a property owner (see Attachment 5). His concerns were about the ability of the "narrow sub-standard" lane to serve the potential increase in traffic. Specifically he commented on congestion, passing oncoming vehicles, use of lane for parking, and access by garbage trucks and fire engines. He also suggested that the development start at one end so that the lane could be widened as lots are developed.

Additionally, Council heard comments from local residents at the Public Hearing (minutes attached - Attachment 6) and one letter was submitted at the Public Hearing (Attachment 7). Concerns related not to the use proposed but to details about the lane.

Design Panel

The Advisory Design Panel conducted a preliminary review of the proposed development on February 17, 1999. The panel was generally in support of the application and had no concerns that would affect the zoning of the site. The concerns are at a level of detail normally handled at the Development Permit stage and some of the comments are incorporated into the proposed Development Permit Guidelines. Specific comments included:

- The location of the mailbox might be more appropriate in the lane;
- Landscaping should include a "feature tree" at the end of the internal driveway;
- Highlight entrances to individual driveways with a change in paving material;
- Locate play area so that it is central to the entire development;
- Ensure that the ground floor of the units are accessible for those in a wheelchair;
- Ensure adequate signage from Steveston Highway to show access from lane; and
- Ensure that landscaping does not obscure units from the lane (visibility).

Area Plan Document Update

The majority of the changes to the revised Shellmont-Ironwood Area Plan do not alter the content of the document and include formatting changes including orientation, font, headings, ordering of components and numbering system and a re-grouping of Development Permit Guidelines into subject areas.

The more substantial changes to the document include the addition of the proposed guidelines for the subject application, the addition of the proposed Canadian Tire site as part of Area 1 Development Permit Guidelines and removal of references to specific trees on the Ironwood site.

STAFF COMMENTS

Drainage

Currently there is no storm drainage provided in the lane at the rear of the subject properties. As the lane is higher than the adjacent properties, runoff disperses to the storm drainage system located near the front of the adjacent properties. However, the upgraded lane will provide a storm drainage control network. Public Works Staff is unaware of any impact the Ironwood redevelopment may have had on drainage on the north side of Steveston Highway.

Parks

This quarter section is served by the Woodward School site which is 9.023 acres in size. Based on the park space objective of 6.5 acres per 1,000 people, 12.155 acres of park space is required. While the park space provided for this area is slightly short of the standard, the space provided is consistent with park space available in other Richmond neighbourhoods.

Schools

Woodward Elementary and McNair Secondary Schools both have excess capacity and future demographics indicate that it is desirable to attract more students to this area.

Transportation

Steveston Highway, especially near the intersection of No.5 Road, is currently one of the busiest roads in Richmond. To enhance traffic safety and improve traffic flow in the area, it is staff's intent to ensure that as redevelopment occurs, individual driveway accesses are removed from the lots fronting Steveston Highway, and that the lane in question would provide vehicular access. While right in/right out access can be provided until the lane is upgraded, in the long term, the lane would handle all vehicular traffic generated by those adjacent residential developments.

Staff indicate that a pedestrian activated light will be implemented at the Seaward Gate intersection and that full signalization of the intersection will occur at some point in the future when traffic counts warrant it.

Engineering

Prior to final reading of the rezoning the following should be in place:

- Consolidation of the three properties into one parcel;
- *Covenant permitting only one, temporary single-width access from Steveston Highway;*
- *Covenant to ensure that once the lane is upgraded, vehicular access will be from the rear of the property;*
- *A temporary 3m (9.84 ft) right-of-way through the site, centred on the driveway, to permit pedestrian access and a power line for the street lighting in the lane until a permanent pedestrian access is established elsewhere in the future and power is provided from an alternative source;*
- *A 1.5m (4.9 ft) right-of-way for public passage at the northern edge of the site to accommodate street trees and a sidewalk next to the lane; and*
- *At building permit stage:*
 - *collect monies to pay for the removal of the curb cut and other associated improvements along Steveston Highway once the lane is upgraded; and*
 - *servicing agreements for both the north and south sidewalks and associated improvements (lighting, boulevards, trees).*

Land Use

The OCP designation on the subject properties supports the proposed land use, however a rezoning to Townhouse (R2) would be required. The proposal meets the requirements of the R2 zone and provides additional setbacks along the side and rear property lines.

	R2 ZONE	PROPOSED DEVELOPMENT
Density	0.55 FAR	0.55 FAR
Lot Coverage	40%	40%
Front Setback	6 m (19.685 ft.)	6.6 m (21.7 ft.)
Side Setback	3 m (9.843 ft.)	4.57 m (15 ft.)
Rear Setback	3 m (9.843 ft.)	6.0 m (19.685 ft.)
Height	9 m (29.528 ft.)	9 m (29.528 ft.)

ANALYSIS

Staff supports the rezoning for townhouses on the subject property for the following reasons:

- Townhouse design and site layout provide opportunities to mitigate the impacts associated with the site's location on a busy section of Steveston Highway and across from the Ironwood Shopping Centre;
- The deep lots lend themselves to townhouse design;
- The subject properties are located on the edge of an established single-family neighbourhood. The change in use to townhouses supports the residential uses in this area while allowing for a different housing form;
- The applicant is permitting a temporary pedestrian access through the site to permit the residents in the area easier access to Ironwood shopping centre until a permanent pedestrian access is provided with future redevelopment;
- Townhouses would provide a transition or boundary between the quiet, low density residential uses on the north side of Steveston Highway and active commercial and business park uses including Ironwood Shopping Centre on the south side of Steveston Highway;
- Townhouses provide a scale of development that is compatible with the other large scale uses at this Richmond gateway and will therefore provide a balanced streetscape;
- Impacts on the surrounding single-family properties are limited. The properties to the north are buffered by a lane (that will see an increase in use). The properties on either side have the potential to redevelop and even if they do not redevelop, the proposed townhouses are built at the height as single-family housing. Additionally, the townhouse units shown on the subject proposal are setback a minimum of 4.57m (15 ft) from the property line; and
- The applicant is providing a sidewalk with street trees along the north side of the property line next to the lane.

However, there are a number of concerns from staff and the public that need to be addressed. The primary concerns about this proposal are the impact from future redevelopment, access from the lane and the role of this area as a gateway into Richmond.

Future Redevelopment

There are 23 deep single-family properties located between the gas station and Seaward Gate. If all 23 single-family lots were to redevelop with townhouses, approximately 113 townhouse units could be built, which would house approximately 330 people, 45 of which would be school age. Impacts resulting from this additional population would include the increased density in the area, the need for more classroom space, increased demand for park and recreational space, and more traffic.

In terms of density, townhouses would likely be built at 0.55 FAR which is the same density that single-family homes are built at. Therefore, in terms of the amount of built form, the density is the same. With townhouses, the built form is more likely to be spread out on the property in smaller building envelopes while a single-family home is primarily one building envelope located in the middle of the property. Therefore, in terms of massing, townhouses have less bulk. However, what will be evident is the increased number of people and cars in the neighbourhood.

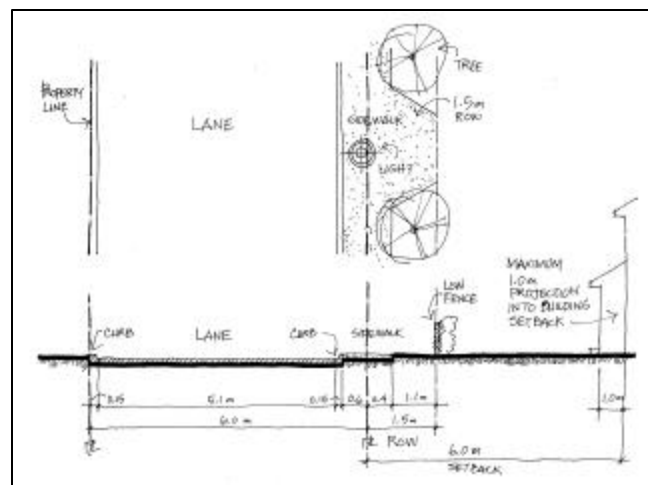
In terms of the increased demand that will result from the additional population, school and park space is not an issue as the schools in this area have capacity for additional children and the additional population will not place undue demand on the use of parks. The primary impact will be on the lane as it will be used by the residents and visitors to access the new homes.

Lane

Issues regarding redevelopment along the lane include the fact that it is built to an old City standard which may result in difficulty handling increased traffic. Therefore, temporary access is permitted to Steveston Highway until the lane is upgraded. Additionally, as the lane will serve as the "front door" for the new developments there is a need to provide services such as a sidewalk and to introduce some street trees.



Existing Lane



Proposed Upgraded Lane

Therefore, the applicants would be required to make improvements to the lane to ensure that it meets current City standards which in this case would include re-surfacing with curbs, proper drainage and lighting. However, recognizing the role of the lane as the front door, it is suggested that a number of additional improvements be made to the lane. Staff recommend the use of Development Permit Guidelines to achieve the following:

- Street trees along the southern edge of the lane next to the single-family properties to provide a buffer and to add some green in the laneway;
- A sidewalk along the southern edge of the lane to increase pedestrian safety;
- A hedge between the sidewalk and the open space of the individual units in order to add green into the lane and to buffer the lane from individual units; and
- Low fencing along the lane to ensure high visibility and surveillance into the lane.

In terms of timing, the lane improvements, including resurfacing, curbs, and drainage would occur once sufficient funds had been collected through redevelopment. The sidewalk, lighting and street trees would be provided in conjunction with redevelopment.

Access

Until such time as the lane is upgraded, vehicular access may be provided through a right in/right out access from Steveston Highway. To facilitate closure of the access in the future the City would collect monies from applicants to pay for removal of the curb cut and re-establishing the sidewalk and landscaping on public property. For the private property, the City would ensure that the temporary vehicular access be designed to be readily convertible to pedestrian only use and character without significant cost.

In terms of access for fire, ambulance, mail and garbage, representatives were contacted to determine specific needs for the long term configuration where vehicular access is from the lane. Attachments 8,9 and 10 show specific responses which are summarised as follows:

- *Fire services would continue to use Steveston Highway to park their trucks;*
- *Ambulance services prefer to get close to a patients residence to facilitate carrying large amounts of equipment and would therefore use the lane for access or the pedestrian access from Steveston Highway could be designed to allow for emergency access;*
- *Due to the soon to be "no stopping" provisions along Steveston Highway, Canada Post will access the site from the lane; and*
- *While Public Works staff indicate that garbage pick-up is more efficient on the major roads, in terms of promotion of the City's vision to be appealing and in terms of the ease for residents to put out garbage for pick-up in the lane, they agree that garbage pick-up would be located in the lane.*

Based on these users feedback, the development permit guidelines suggest that clear addressing both on Steveston Highway and the lane is important. Additionally, they specify locations for garbage and mail boxes and that information be provided on Steveston Highway specifically referring to the location of the lane access.

Gateway

The subject site is located at a primary Richmond gateway. It is important as development occurs that it proceed in a co-ordinated manner and that it provides an attractive entrance to Richmond and a pleasant living environment for both new residents and existing neighbours. Therefore staff recommend the use of Development Permit Guidelines to achieve the following:

- *Streetscape improvements to Steveston Highway to pull the sidewalk back from the street and provide a treed boulevard;*
- *Setbacks and screening of usable open spaces to minimize exposure to noise;*
- *A landscaped berm similar in slope to the landscaping on the Ironwood Shopping Centre site; and*
- *A public pedestrian pathways at strategic points linking Steveston Highway and the lane system.*



Example of streetscape improvements on the south side of Steveston Highway

FINANCIAL IMPACT

None.

CONCLUSION

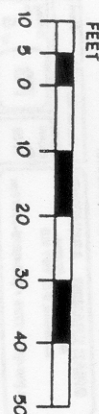
1. The application is to rezone three single-family properties in order to construct nine townhouse units.
2. Staff believe townhouses are an appropriate housing form on the subject site and recommend the use of Development Permit Guidelines to address staff and residents concerns by providing:
 - An attractive image appropriate to its role as a key entrance or gateway into Richmond;
 - Safe and convenient pedestrian circulation;
 - A buffer for local residents from the impacts of traffic and commercial activities; and
 - An enhanced lane.
3. The updated Shellmont-Ironwood Sub-Area document, with the proposed additional guidelines and addition of the Canadian Tire site, is presented for Council's approval.

Jenny Beran, MCIP
Planner Analyst

JMB:cam

Prior to final reading of the rezoning the following should be in place:

- Consolidation of the three properties into one parcel;
- Covenant permitting only one, temporary single-width access from Steveston Highway;
- Covenant to ensure that once the lane is upgraded, vehicular access will be from the rear of the property;
- a temporary 3m (9.84 ft) right-of-way through the site, centred on the driveway, to permit pedestrian access and a power line for the street lighting in the lane until a permanent pedestrian access is established elsewhere in the future and power is provided from an alternative source; and
- A 1.5m (4.9 ft) right-of-way for public passage at the northern edge of the site to accommodate street trees and a sidewalk next to the lane.



Exhibiting two storey houses

2208.5 eq.m. 23.751 eq.ft.

$$13,063 \text{ Sq.ft.} + 9 = 14351 \text{ sq.ft./unit}$$
$$9,500 \text{ Sq.ft.} \div 9 = 1055 \text{ sq.ft./unit}$$

PARKING PROVIDED 22 SPACES (9 Double garages + 4 visitor + open)

1" = 20'-0"

STEVESTON HIGHWAY

127

R2
JAN 17 2000

R2

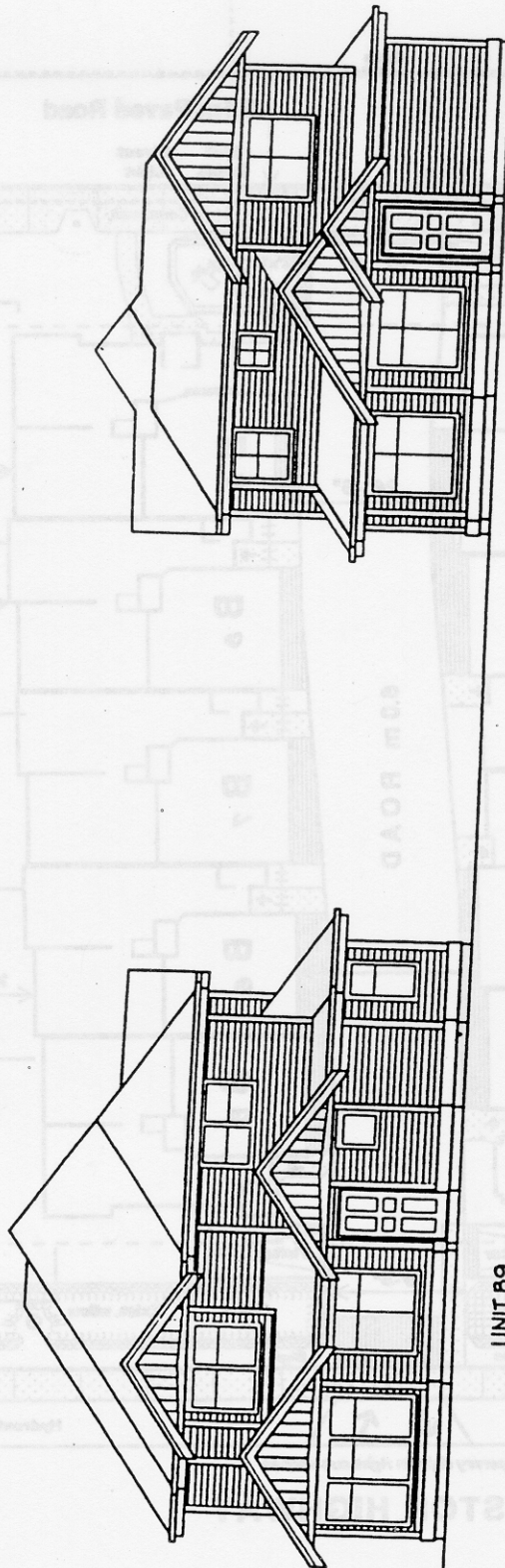
BRIAN KRAMER ARCHITECT

2000 Virginia Ave.,
Richmond, B.C. V6Y 1C6

9 TOWNHOUSE
11511, 11531, 11555 STEVE STON HIGHWAY
RICHMOND, D.C.

Jan 2000

Dr.



UNIT A1

UNIT B9

VIEW FROM LANE

128

9 TOWNHOUSES

11511 11031, & 11033 STEVESTON HIGHWAY,
RICHMOND, B.C.

BRIAN KRAMER ARCHITECT
1000 Dufferin Avenue,
Richmond, B.C. V6V 1C5

Tel: (604) 273-7758 • Fax: (604) 273-7777

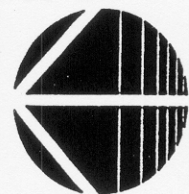
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Phase	P3
Scale	1/8" = 1'-0"
Sheet	6 of 6

SITE PLAN

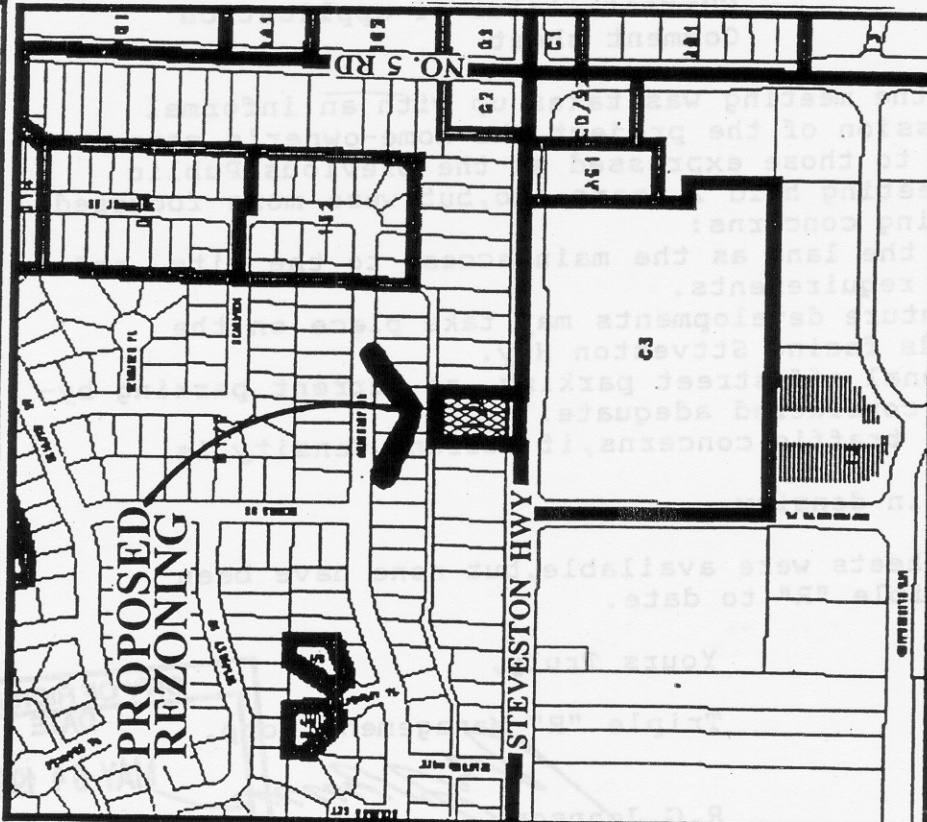
9 TOWNHOUSES

Project	11031, 11033, & 11035
Phase	P3
Scale	1/8" = 1'-0"
Sheet	6 of 6

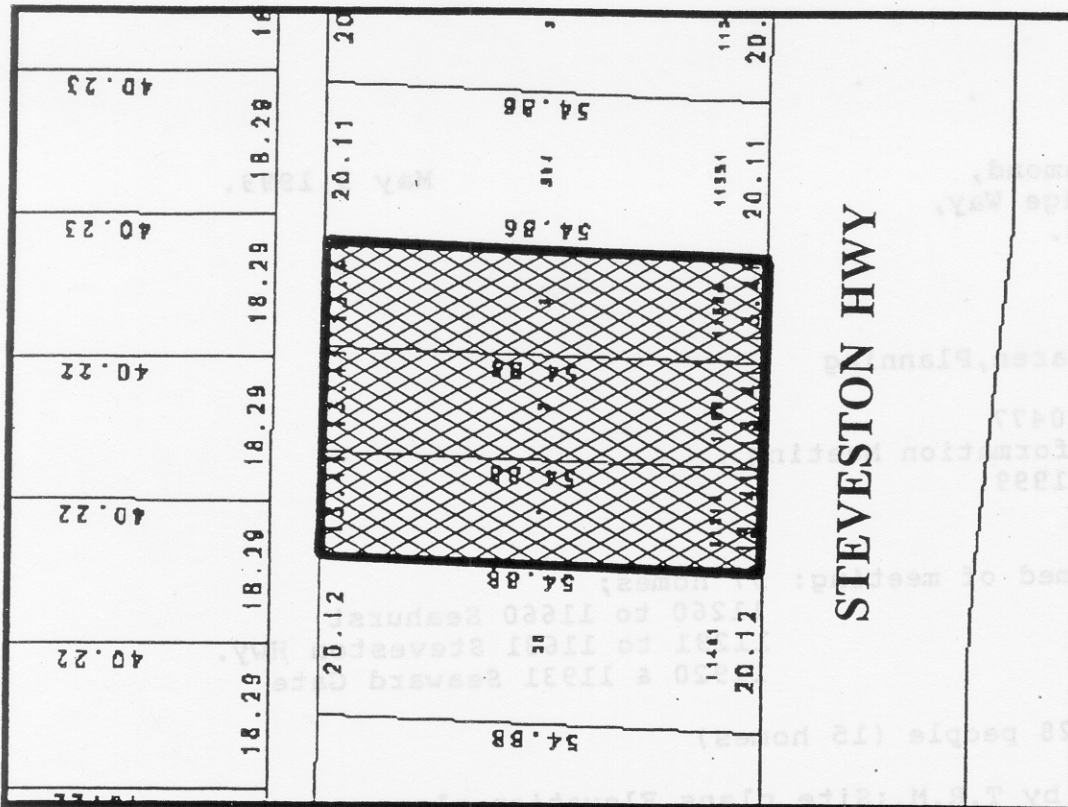
RZ 98-140477



City of Richmond



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City of Richmond,
7577 Elmbridge Way,
Richmond B.C.
V6X 2Z8

May 3, 1999.

ATTN: Jenny Baren, Planning

Re: Rez 98-140477
Public Information Meeting
April 19, 1999.

Owners informed of meeting: 37 homes;
11260 to 11660 Seahurst
11291 to 11631 Steveston Hwy.
11920 & 11931 Seaward Gate

Attendance: 28 people (15 homes)

Presentation by T.R.M.: Site plans, Elevation plans
Current status of application
Comment sheet

Most of the meeting was taken up with an informal general discussion of the project. The home-owner's comments were similar to those expressed at the previous Public Information Meeting held 2 years ago, but were more focussed on the following concerns:

1. Use of the lane as the main access to the site, and the upgrading requirements.
2. What future developments may take place on the remaining lands facing Steveston Hwy.
3. Additional off-street parking, as current parking by-laws were not considered adequate.
4. General traffic concerns, if current density is increased.
5. Change in density.

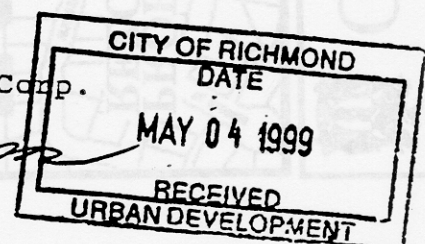
Comment sheets were available, but none have been returned to Triple "R" to date.

Yours Truly,

Triple "R" Management Corp.

R.G. Johnson

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Attn: Jenny Beven
Area Planner

Attachment 5

PROJECT: STEVESTON HIGHWAY
REZONING APPLICATION 98-140477
NINE TWO STOREY TOWNHOUSES

COMMENT SHEET APRIL 19, 1999 - TRIPLE "R" MGMT CORP.

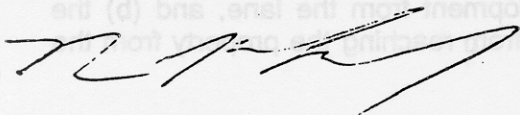
This complex may be the future of Steveston Hwy. in this area but this development seems to be at the wrong time.

Putting this many units in the middle of a narrow sub-standard secondary access road will cause no end of frustration for the builders, residents and the new owners of the townhouses. Widening the access for the length of the property to be developed will not help the congestion along the rest of the lane. It is extremely difficult to pass on-coming vehicles at the widest parts of this "road" and impossible on the other parts. Once the "road" is used for parking as well, traffic will come to a stand still. It will be impossible for Garbage trucks or Fire Engines to get through.

Until this "road" is upgraded to standard or primary access dimensions this project should be put on hold.

Maybe starting these types of projects at one end of the road and proceeding to the other end, widening the access road as the lots are developed would be a better way. Parking for visitors will also be a big problem, with only 2 visitor parking spaces for 9 units.

Let's not forget the problem with traffic when Silver City was constructed without upgrading access at the same time.



Marty McKinney
11520 Seahurst Road
Richmond, B. C.
V7A 3P2

May 2, 1999

CITY OF RICHMOND
DATE
MAY 05 1999
RECEIVED
URBAN DEVELOPMENT

**SPECIAL COUNCIL MEETING
FOR THE PURPOSE OF HOLDING PUBLIC HEARINGS
MONDAY, OCTOBER 18TH, 1999**

RES. NO. ITEM

**10. OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 7113 AND
ZONING AMENDMENT BYLAW 7114 (RZ 98-140477)**

(OCP Amendment: north and south sides of the 11,000 block of Steveston Highway; Rezoning: 11511, 11531 and 11535 Steveston Highway; Applicant: Excel Homes Ltd.)

Applicant's Comments

Mr. Robbie Johnson, representing the applicant, provided information on the proposed development, and in particular, on the provision of access to the property from a lane located at the rear of the subject property, rather than from Steveston Highway.

Written Submissions

None.

Name, Address and Comments of Speakers

Mr. Bob Light, 10751 Palmberg Road, stated that while he was not opposing the proposed development, he was concerned with the proposed access to the subject property as it would be difficult to address a property which was only accessible from the lane. He also suggested that emergency vehicles would experience difficulties in properly identifying and reaching the subject property in a timely manner because (a) of delays in accessing the development from the lane, and (b) the median would prevent such vehicles from reaching the property from the south side of Steveston Highway.

Mr. Gord Kemp, 11560 Seahurst Road, voiced concern that the width of the lane was insufficient to allow large vehicles, such as garbage trucks, emergency vehicles, and Post Office vehicles, to pass safely. He also expressed concern about (a) the number of vehicles which would be using the lane if the development was approved, (b) the lack of adequate storm drainage in the area of the lane, which he indicated now floods every time it rained, and (c) the overgrown bushes on Steveston Highway, from Coppersmith to the subject property, which impede pedestrian access of the sidewalk in this area.

PH99/8-11

It was MOVED and SECONDED

That Official Community Plan Amendment Bylaw 7113 and Zoning Amendment Bylaw No. 7114 be referred to staff for report to the Planning Committee on the feasibility of allowing a "right in/right out" access onto Steveston Highway from the subject property.

**SPECIAL COUNCIL MEETING
FOR THE PURPOSE OF HOLDING PUBLIC HEARINGS
MONDAY, OCTOBER 18TH, 1999**

RES. NO. ITEM

Prior to the question being called, the following direction was given:

- (a) that the lane width issue be referred to staff for a report to the Public Works & Transportation Committee on whether or not the entire length of the lane could be improved to a 6.6 metre width;
- (b) that the problems relating to storm drainage in the area of the lane be reviewed, and that staff report on the improvements which the Ironwood storm drainage system might have had on this lane;
- (b) that the proposal be referred to the Fire Department and other emergency services, including BC Ambulance, to determine how these services would access the subject property;
- (c) that the issue of overgrown greenery along the sidewalk located on the north side of Steveston Highway in this area be referred to the Public Works Department with instructions that the shrubs in question be trimmed back; and
- (d) that staff consult with representatives of Canada Post to determine how the subject property would be addressed.

The question on Resolution No. PH99/8-11 was then called, and it was **CARRIED.**

PH99/8-12

It was MOVED and SECONDED

That the meeting adjourn (9:05 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Special Meeting of the Council (for the purpose of holding public hearings) of the City of Richmond held on Monday, October 18th, 1999.

Mayor (Greg Halsey-Brandt)

Acting City Clerk (Ann Bunker)

ATTACHMENT 7

CITY CLERK

Mayor and Council
City of Richmond

October 19, 1999

**Re: Public Hearing October 18, 1999
Item 10, Bylaw 7114**

DEFERRED AFTER REHEARING

TO: Mary Lou

Wm. J. D. Phillips

Nov. 9/99

As I spoke to this item at the Public Hearing without providing a written submission and as it was refer back for further consideration, I feel I should clarify my concerns in writing.

As I stated I am not opposed to this rezoning and it seems for the most part the adjoining residents are not, providing this and future projects do not impact on their property or their ability to continue to enjoy their property.

My concerns on this project and others similar to it, is where the only access is provide from other than a road on which the project is addressed.

Whether it is visitors, mail or other deliveries it would be difficult to locate the entrance and would cause confusion and on busy section line roads a traffic hazard.

A greater concern is the response of emergency vehicles and access other than by a lane.

My concern on the median strip and the access for emergency vehicles, has always been a concern in Richmond and many times it had to be resolved at the building permit stage by the departments concern. This may cause compromises to life safety and fire protection and in many cases delays to the developer.

Very large and heavy fire equipment would not normally be driven over a large planted median as it may damage the vehicle or be hung up on the median.

The median is not a concern in new developments where it is included in a new road design, as everyone is aware of the design and plans for it.

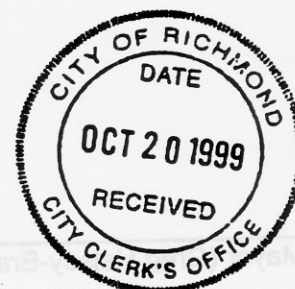
It may cause problems when added to an existing road without proper planning, consisting of a review of fire hydrant location and the response route taken by emergency vehicles to the site.

My comments are not to be taken as criticism but only as concerns.

Robert J. Light

10751 Palmberg Road
Richmond B C
V6W 1C5

277 4760



Beran, Jenny

From: Hystad, Doug **BANYAN**
Sent: Wednesday, October 27, 1999 2:36 PM
To: Beran, Jenny
Cc: Stene, Rick **BANYAN**
Subject: RZ 98-140477

Dear Jenny:

Thank you for your inquiries into this project. As a result of your concerns

Chief Stene and myself viewed the property. We had some concerns regarding

this site by looking at the plan. It appeared that the only vehicle access to

this site was by way of a lane. Our trucks would not be able to negotiate

this lane. Second there is a median in front of the property. This restricts

the direction we can respond from. The median also limits our access to fire hydrants.

In this case it turns out that our concerns are not founded. Because of the

depth of this lot we would make our access from Steveston Hwy. Because of

the intersection at Coppersmith we can cross over at that point. The final

point is the hydrant immediately in front of the lot.

Our main concern with this property is a visible address at the access

point
on Steveston Hwy.

From :

Doug Hystad
 Richmond Fire Prevention Office
 Tele # 303-2705
 Fax # 278-0547

Beran, Jenny

From: Bob Alexander [bob.alexander@moh.hnet.bc.ca]
Sent: Wednesday, November 03, 1999 12:52 PM
To: Beran, Jenny
Cc: bruce.harford@moh.hnet.bc.ca
Subject: RE: Townhouse Site Proposal @11511, 11531, 11535 Steveston Hwy

Jenny,

I donot believe that we will have a problem accessing the development thru the lane based on it being 6 meters wide.

I would however recommend that no parking be allowed in the lane way.

I would also refer you to the comments related to signage of that access lane. Failure to have this will ultimately increase the response times to this development. sometimes a luxury that the critically ill can least afford.

As for the Fire Department pulling hose from the street and like wise parking there, we can do the same (minus the hose) but this also increases the danger to our paramedics as you have identified by not wanting direct access onto steveston hwy from the complex.

I hope this helps..

Bob

Beran, Jenny

From: Bob Alexander [bob.alexander@mail.moh.hnet.bc.ca]
Sent: Saturday, October 30, 1999 3:15 PM
To: jberan@city.richmond.bc.ca
Cc: bruce.harford@moh.hnet.bc.ca; wilf.meyer@moh.hnet.bc.ca
Subject: Townhouse Site Proposal @11511, 11531, 11535 Steveston Hwy

On behalf of the BC Ambulance Service thank you for requesting our input into the access of this proposed townhouse site.

I have had the opportunity to check the maps (2) that you sent me as well as a City of Richmond hydrant map.

As I have stated, if the Fire Rescue Service can drive a Fire Truck onto the site I can promise that we will be able to access the site with an Ambulance.

I however am unsure of the following and cannot tell by the Architect's map. Do the occupants enter the driveway off of Steveston Highway? or the North Lane? I note that visitor parking is on the North side of the lots.

We prefer to be able to get as close as possible to a patients residence to facilitate carrying large amounts of required equipment to and from the house, as well as increased safety for the victim from the environment and other factors.

Should the access be from the North Lane on behalf of the BC Ambulance Service I recommend the following:

- 1) Clear signage visible from the East and West side of the complex stating where the access lane is. (Paramedics and Fire Rescue may be approaching from either direction)
- 2) Clear signage at the access lane to the complex.

Once again, Thank you for requesting our input and should you or Council have any further questions on this or any other matters please donot hesitate to call me.

Sincerely,

Bob

--
Bob Alexander
Paramedic Unit Chief
BC Ambulance Service
Station 250, Richmond

(604)-278-6673 Office
(604)-278-4755 Facsimile
(604)-686-5550 Pager

ATTACHMENT 10



PACIFIC DIVISION

Mail Operations Support
Delivery Planning
P.O. Box 2110 Stn Terminal
Vancouver, B.C. V6B 4Z3

1999-10-28

Jenny Beran
Urban Development Division
City of Richmond

Re.: Townhouse Development - Steveston Highway

Jenny

As per your facsimile memo to me of this morning, I confirm the following :

1. Canada Post Corp. delivering employees will require use of an access road/lane into the development since there is no permitted parking on Steveston Highway. Deliveries could take more than five minutes to complete which would necessitate a " park " Temporary stopping on Steveston could not be considered as this would constitute a safety hazard.
The access road must afford non-restrictive entry and either connect directly back onto Steveston Highway or be sufficiently wide enough to permit our vehicles to negotiate a safe turn-around in order to egress.
2. Mail delivery to this complex would be carried out to a lockbox unit provided by the building management and preferably located near the entrance and in a position well clear off the road to ensure safety for both delivering employees and residents. The position chosen must also permit non-restrictive parking (adjacent to a visitor parking lot space is the best spot for a lockbox).

Should these conditions not be met, Canada Post Corporation reserves the right to refuse delivery to the complex.

If you have any further questions, please feel free to contact me.

Regards

Rick Crompton
Delivery Planning Officer.

CITY OF RICHMOND
BYLAW 7113
RICHMOND OFFICIAL COMMUNITY PLAN BYLAW 7100
AMENDMENT BYLAW 7113 (RZ 98-140477)

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

1. Richmond Official Community Plan Bylaw 7100 is amended by:
 - a) Deleting the existing Schedule 2.8A (Ironwood Sub-Area Development Permit Guidelines) in its entirety; and
 - b) Adding a new Schedule 2.8A (Shellmont-Ironwood Sub-Area Plan) which is attached as Schedule A to this Bylaw.
2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7113”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED for content by originating dept.
_____	APPROVED for legality by Solicitor

MAYOR

CITY CLERK

Richmond Official Community Plan



City of Richmond

SHELLMONT-IRONWOOD SUB-AREA PLAN Bylaw 7100 Schedule 2.8A



KEY MAP

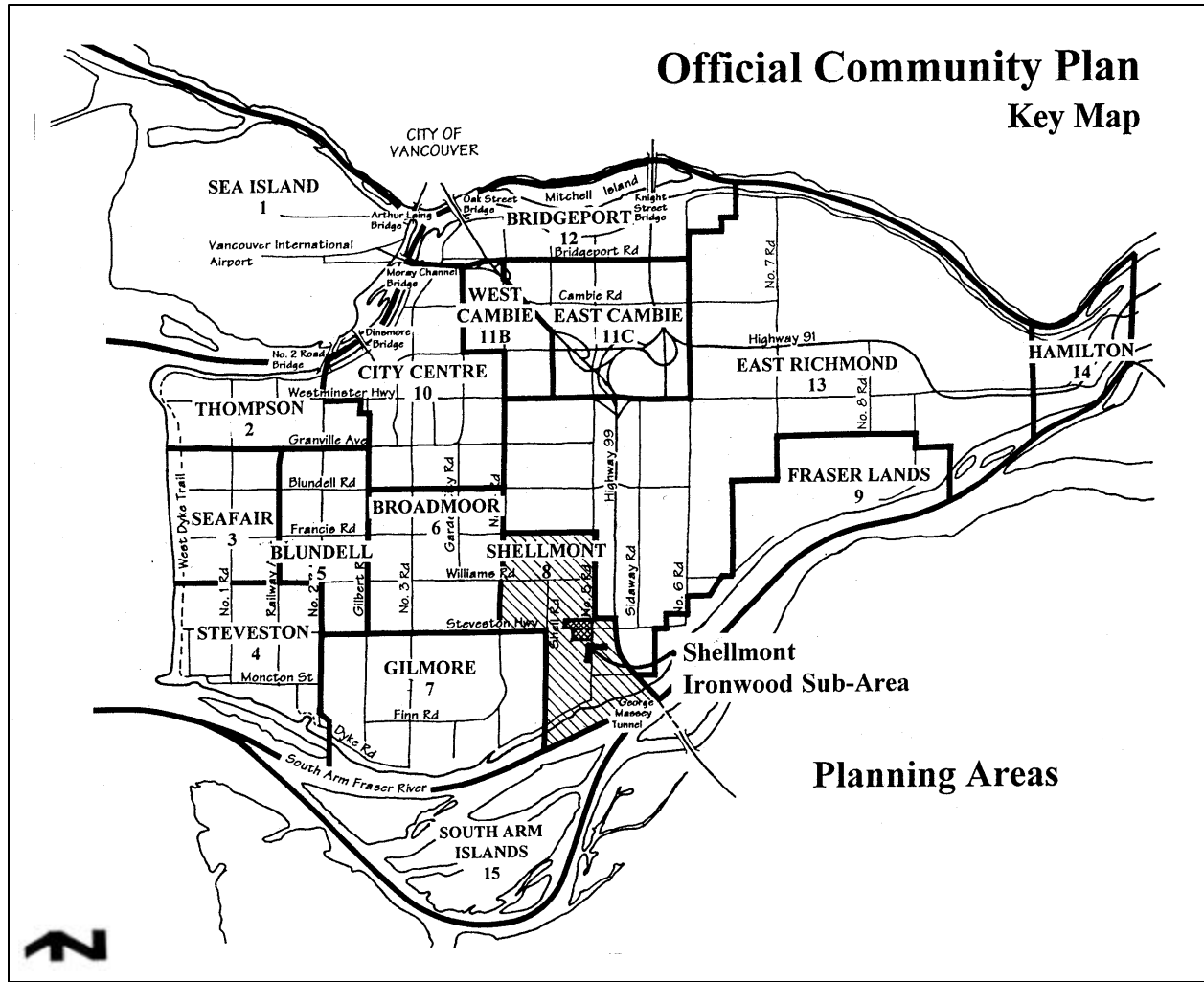


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PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

The OCP is a legal document for planning and managing the City's social, economic and physical future. It sets out a vision, goals and objectives that reflect overall community values that have been determined through a public consultation process.

Attached to the OCP are "Area-Plans" and "Sub-Area Plans" for specific locations within Richmond. Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Map). Sub-Area plans refer to smaller localized areas within specific planning areas.

The OCP, Area Plans and Sub-Area Plans typically contain policies guiding land use and may contain Development Permit Guidelines directing form and character of development. The OCP addresses broad community issues that affect the city as a whole while the Area Plans and Sub-Area Plans are used to address local neighbourhood issues.

The OCP forms Schedule 1 to Bylaw 7100. Area Plans and Sub-Area Plans form Schedule 2 to Bylaw 7100.

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area Plan Land Use Maps, the Area Plan Map shall take precedence.

What is the Purpose of this document?

This document sets out Development Permit Guidelines for the Ironwood Sub-Area (see Development Permit Area Map), a part of the Shellmont Planning Area. In this case there are no Sub-Area Plan policies for Ironwood, leaving the Development Permit Guidelines to stand on their own.

It is important to note that guidelines do not direct land use, they only suggest appropriate form and character. To check the land use designation for a particular piece of land, refer to the Generalized and Specific Land Use Maps attached to Schedule 1 of Bylaw 7100.

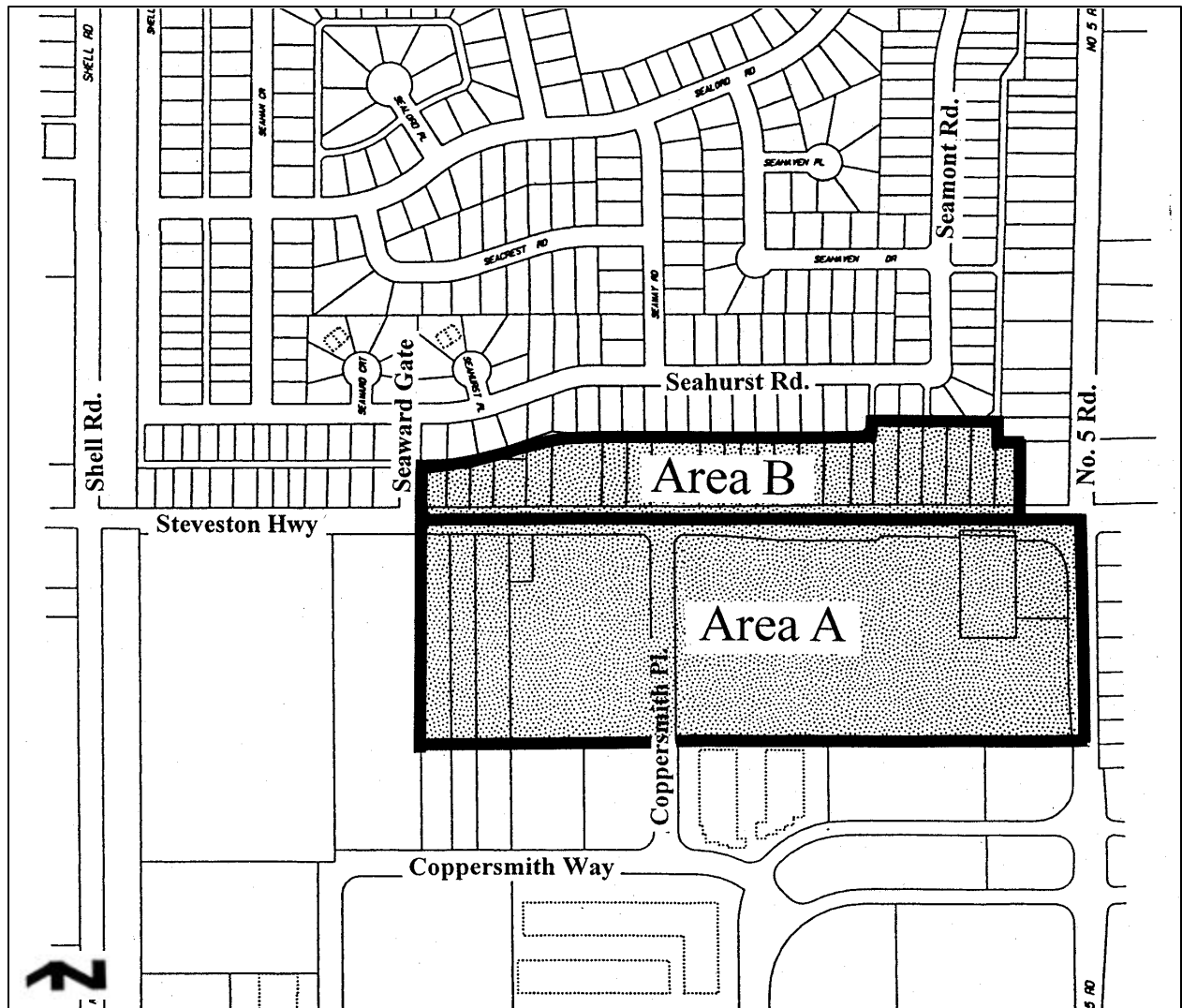
Environmentally Sensitive Areas

Additional Conservation Area and Environmentally Sensitive Area (ESA) policies, guidelines, and locations are included in Schedule 1 of Bylaw 7100 and its attachments. Readers should check Schedule 1 as it takes precedence over this plan in the case of Conservation Areas and ESA's.

Changes to this Document

This Plan may be amended from time to time. Check with the City's Urban Development Division to make sure that this is an up-to-date version containing all of the adopted amendments.

Development Permit Area Map



1.0 DEVELOPMENT PERMIT GUIDELINES

1.1 APPLICATION AND INTENT

1.1.1 DEVELOPMENT PERMIT AREAS

The Ironwood Sub-Area contains two “character areas” situated along the north and south side of Steveston Highway to the east of No. 5 Road (Refer to the Development Permit Area Map). This section contains Development Permit Guidelines which apply to these character areas. The purpose of the guidelines is to supplement the city-wide guidelines contained within the Official Community Plan (OCP) with specific guidelines aimed at supporting a special character within the Ironwood Sub-Area.

1.1.2 APPLICATION AND EXEMPTION

It is intended that these guidelines be used in conjunction with the City’s more general Development Permit Guidelines located in Schedule 1 of this Bylaw. Neither set of guidelines requires literal interpretation, in whole or in part. They will, however, be taken into account in consideration of Development Permit applications, and the Development Permit Panel may, at its discretion, refuse or require modification to an application for failure to meet the spirit of these guidelines and/or the standards they prescribe.

1.1.3 OBJECTIVES AND JUSTIFICATION

It is the objective of these guidelines to promote a co-ordinated approach to commercial development on the south side of Steveston Highway and multiple-family development along the north side of the Steveston Highway due to the following factors:

- a) The intersection of Steveston Highway and No. 5 Road is an important gateway into Richmond. New commercial and residential development should provide an attractive, welcoming entrance appropriate to this role as a key entrance to Richmond;
- b) Due to the traffic volumes there is a need to control access to and ensure safe and convenient pedestrian circulation along Steveston Highway; and

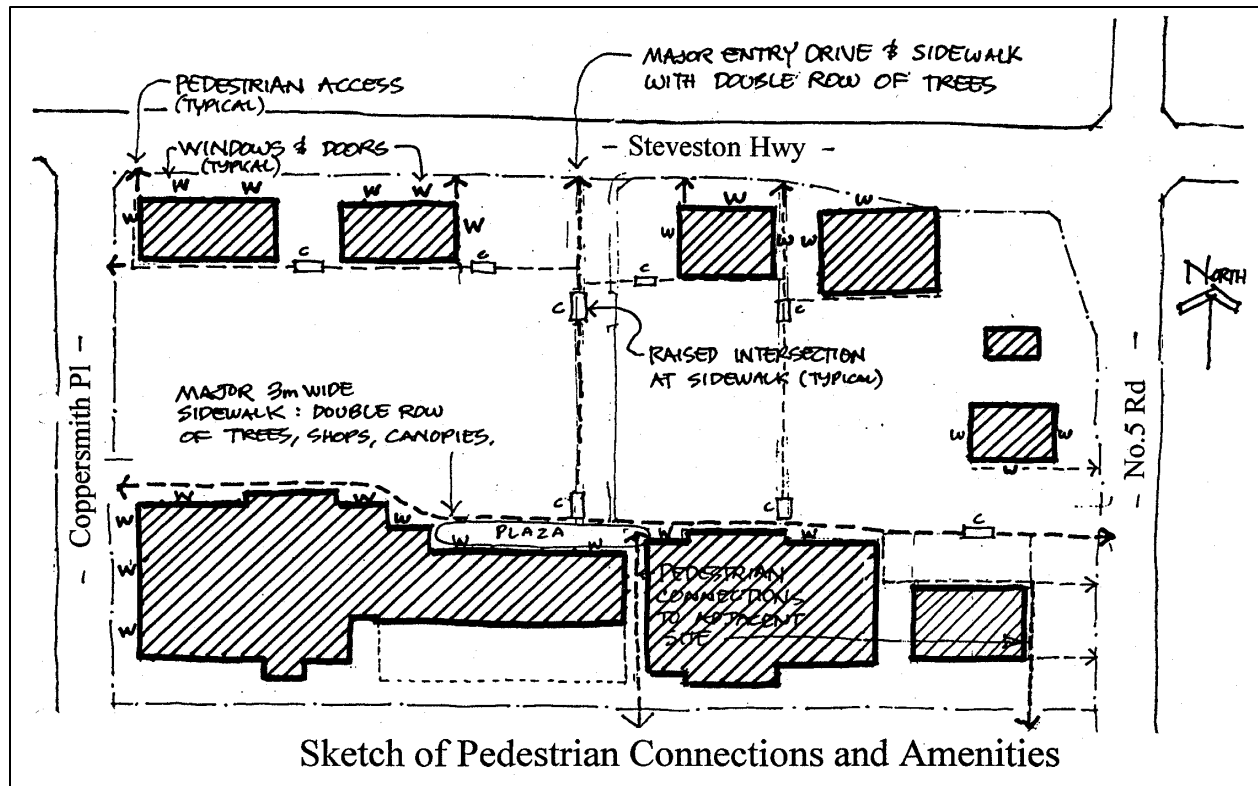
- c) Whenever different land uses adjoin, there is a need to ensure that new development blends in with the character and scale of existing developments and a need to buffer or mitigate potential impacts. Traffic, noise, lighting and other environmental conditions must be taken into consideration in the design of the commercial development. The multi-family development should be designed to provide a boundary between the quiet, low density residential uses on the north side of Steveston Highway and the increasingly active, commercial and business park uses on the south side of Steveston Highway.

1.2 AREA A – COMMERCIAL DEVELOPMENT ALONG THE SOUTH SIDE OF STEVESTON HIGHWAY

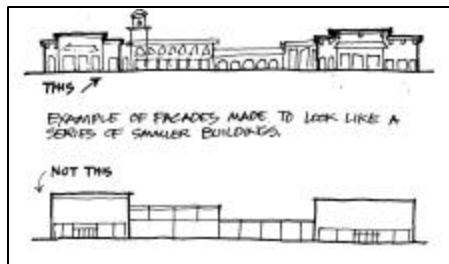
The following guidelines apply to commercial development as shown in Area A on the Development Permit Area Map in addition to the General and Commercial Guidelines for all Development Permits located in Schedule 1 to this Bylaw.

1.2.1 SETTLEMENT PATTERNS

- a) Pedestrian access to the main buildings on each site on both sides of Coppersmith Place should be provided as follows:
 - Minimum 1.5 m (4.9 ft.) wide sidewalks;
 - Located so as to provide a minimum of two accesses from Steveston Highway, one from No. 5 Road, two from Coppersmith Place, and two from Coppersmith Way;
 - Where walkways intersect vehicle paths, the roadways should be raised to the walkway level, and should have a non-asphalt paving material;
 - At least one walkway connecting to the Steveston Highway sidewalk should be fully covered and lighted; and
 - All walkways should be accessible to disabled persons.
- b) Vehicle connections to the streets on each site on both sides of Coppersmith Place should be as follows:
 - To Steveston Highway: one right-in-right-out;
 - To Coppersmith Place: one full movements (at south end) and one loading bay access;
 - To No. 5 Road: one right-in-right-out, one full movements. One to be shared with adjacent property on the south;
 - To Coppersmith Way: one full movement; and
 - Width to be minimized, to promote pedestrian safety.
- c) Pedestrian/vehicle connections to the adjacent properties are to be encouraged. There should be at least one pedestrian connection through the main block of buildings (see Pedestrian Connection sketch).
- d) The design should create defensible spaces, which provide for easy surveillance and safety both day and night.



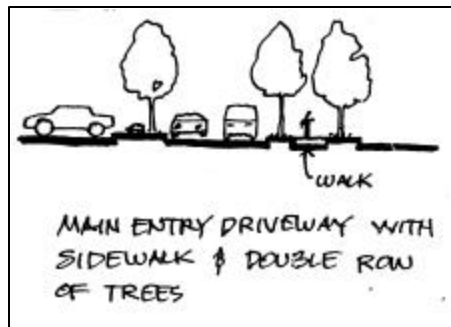
Pedestrian Connection Sketch



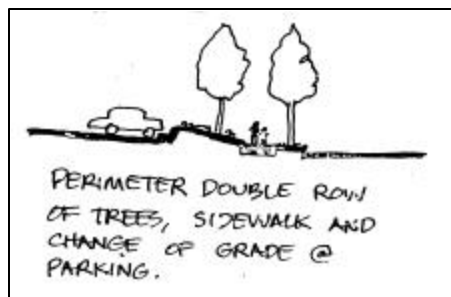
1.2.2 ARCHITECTURAL ELEMENTS

- a) Buildings should be designed so as to break down large façades into smaller elements to create an appearance of a series of smaller buildings (see Building Façades sketch).
- b) Shopfronts should have a minimum of 40% glazing, and all display windows and entrances should be protected from the weather by minimum 2 m (6.6 ft.) deep colonnades or canopies. The north side second floor should have an open corridor or colonnade across its full frontage.

- c) Buildings which front onto public streets should have display windows or glass doors for a minimum of 60% of the building edge. These areas should be paved for a minimum of 2 m (6.6 ft.) in front of the windows or doors.
- d) Pedestrian access areas (sidewalks) between parking lots and store entrances should be a minimum of 3 m (9.8 ft.) wide. Pedestrian amenities should be provided at regular intervals.
- e) On-site employee or public amenities should include change rooms, showers, lockers, a lounge, and a covered outdoor seating area.
- f) Signs should be integrated with the architecture, and limited to the following (in addition to the Sign Bylaw requirements):
 - Façade signs comprised of letters and logos affixed to the building, or in internally illuminated boxes - the latter to be limited to sign bands immediately above main floor windows/doors or copy on awnings; and
 - Freestanding signs limited to directional signs and signs indicating the name and general nature of the services, to a maximum of 2 m (6.6 ft.) in height.



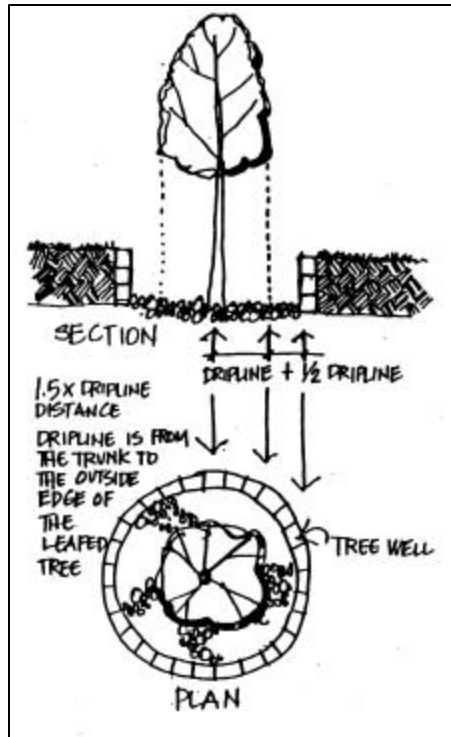
Tree Planting



Grade Change

1.2.3 LANDSCAPE ELEMENTS

- a) Edge conditions should create a high-quality pedestrian environment, by provision of boulevards, street trees, pedestrian amenities, lighting, and landscaping. Pedestrian/vehicle conflicts should be minimized.
- b) Landscaping should be used to create a predominant green aspect of the site and also to soften the presence of large numbers of vehicles, both in the parking lot and on the surrounding streets, by:
 - Planting a double row of trees around the perimeter of the site and on the two main entry driveways, to form a canopy over the sidewalks and driveways (see Tree Planting sketch);
 - Planting "groves" of trees and shrubs in the parking lot so that, approximately 10 years after planting, at least 50% of the parking lot will be covered by a canopy of leaves in summer; and
 - Creating a change of grade at the edge of the parking lot and planting low shrubs so that, without compromising visibility and surveillance, parked cars are screened from the road (see Grade Change sketch).



Tree Well

- c) Existing trees should be preserved by:
 - Retaining in situ complete with tree wells as necessary (see Tree Well sketch), or relocating on the site; and
 - Erecting construction fencing to City specs around all of the above trees prior to site pre-loading and to remain fenced throughout the construction period.
- d) Efforts should be made to retain, move offsite, or relocate other existing trees and shrubs. Provincial laws regarding cutting of trees containing songbird or raptor nests during the nesting season should be respected.
- e) The south edge of the property should be well landscaped, but should be carefully integrated with the adjoining properties. Fences or hedges on this perimeter should not exceed 1 m (3.3 ft.) in height.
- f) Landscape themes should include the following suggested mix of native and exotic plants, to maintain a consistent level of quality:
 - Perimeter and parking lot tree types: Honey Locust, Chanticleer (Bradford) Pear, Sweet Gum, Katsura. Shrub types: Blueberry, Currant, Red Osier Dogwood, Oregon Grape, Native (Swamp) Rose, Rhododendron; and
 - Feature trees and plants: Windmill Palm, Persian Ironwood, Monkey Puzzle, Sitka Spruce, Pacific Crabapple, Yucca, Bamboo, native and exotic tall grasses.
- g) Preserve natural heritage by retaining, relocating and augmenting existing healthy on-site trees and shrubs. Each existing tree larger than 20.3 cm (8 in.) dbh which is unavoidably cut should be replaced by two suitable trees of minimum 10.2 cm (4 in.) dbh. Wherever possible, plant new landscaping which will be beneficial to native and migratory birds.
- h) At least one lighted shelter should be provided for people waiting for busses.
- i) There should be at least one pedestrian plaza of a minimum size of 550 m² (5,920 ft²), with a minimum of 50 linear metres (164 linear feet) of seating. The plaza should also include a drinking fountain. The plaza should be adjacent to a building containing shop windows and canopies.

1.2.4 PARKING, GARBAGE, RECYCLING AND RELATED ELEMENTS

- a) Parking lot lighting should be directed away from residential areas so that there is a maximum of three footcandles at the north property line. Certain light standards should be designed to accommodate hanging flower baskets complete with irrigation.
- b) Bicycle parking should be provided as per the following minimum standards:
 - Class 1, long-term secured parking: 0.27 spaces per each 100 m² (1,076.43 ft²) of gross leasable area; and
 - Class 2, short term parking: 0.27 spaces per each 100 m² (1,076.43 ft²) of gross leasable area.

For details, refer to Appendix 1 – Bicycle Parking and End of Trip Facilities.

- c) Signs and parking lot lighting should be compatible with the adjacent residential area.
- d) Garbage, recycling and pick-up should be situated in areas which do not conflict with pedestrian traffic, and should either be fully enclosed or screened with solid walls higher than the bins.

1.3 AREA B – NORTH SIDE OF STEVESTON HIGHWAY

The following guidelines apply to Area B as shown on the Development Permit Area Map. It is the objective of these guidelines to help define the form and character of new townhouse development along the north side of Steveston Highway to ensure it is both appropriate to the area's "Richmond gateway" location and proximity to Ironwood Shopping Centre, while also addressing livability issues related to vehicular access and traffic impacts.

1.3.1 SETTLEMENT PATTERNS



Centre boulevard across from Ironwood

To establish a pattern of dual fronting townhouse clusters (with sunny yards) linked by a pedestrian-friendly lane system and screened by a "formal front" oriented to Steveston Highway, new development should:

- a) Place emphasis on the establishment of a green, treed and landscaped streetscape along Steveston Highway punctuated by entranceways to individual townhouse clusters;
- b) Typically design townhouse clusters as a combination of rows of units aligned north-south (such that the fronts and rears of individual units are oriented east-west and unit sidewalls front onto Steveston Highway);
- c) Accommodate vehicular access via a public lane system situated along the north edge of Area B. In addition one temporary right-in/right-out access with a maximum dimension of 5 m (16.4 ft.) in width may be permitted on a temporary basis from Steveston Highway until such time as the lane is upgraded to City standards (see Landscape Elements for details regarding temporary vehicular access); and
- d) Setback:
 - Along Steveston Highway - 6 m (19.69 ft.), EXCEPT that where a berm is not provided (as described under section 1.3.3 Landscape Elements) or rows of units are aligned east-west, rather than north-south, the minimum setback shall be 12 m (39.37 ft.); and
 - Along the lane – 6.0 m (19.69 ft.), provided that porches and similar building features may project up to 1 m (3.28 ft.) into the setback.

1.3.2 ARCHITECTURAL ELEMENTS

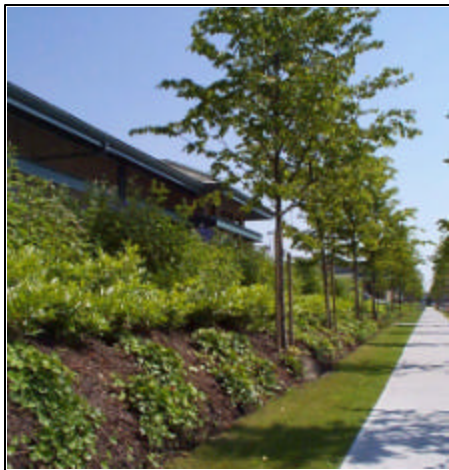
To address noise-related traffic impacts and establish a pedestrian-friendly streetscape, new development should:

- a) Be designed to maintain an acceptable ambient noise level of 35 dB for indoor spaces and 55 dB for outdoor private spaces;
- b) Create a residential streetscape along the lane that reinforces its use and image as a special local, pedestrian-friendly street (rather than a service access) through features such as porches, front doors to individual townhouse units, bay windows, living/dining room windows, etc.; and
- c) Orient garages so as to be accessed via private, on-site driveways rather than directly from the public lane.

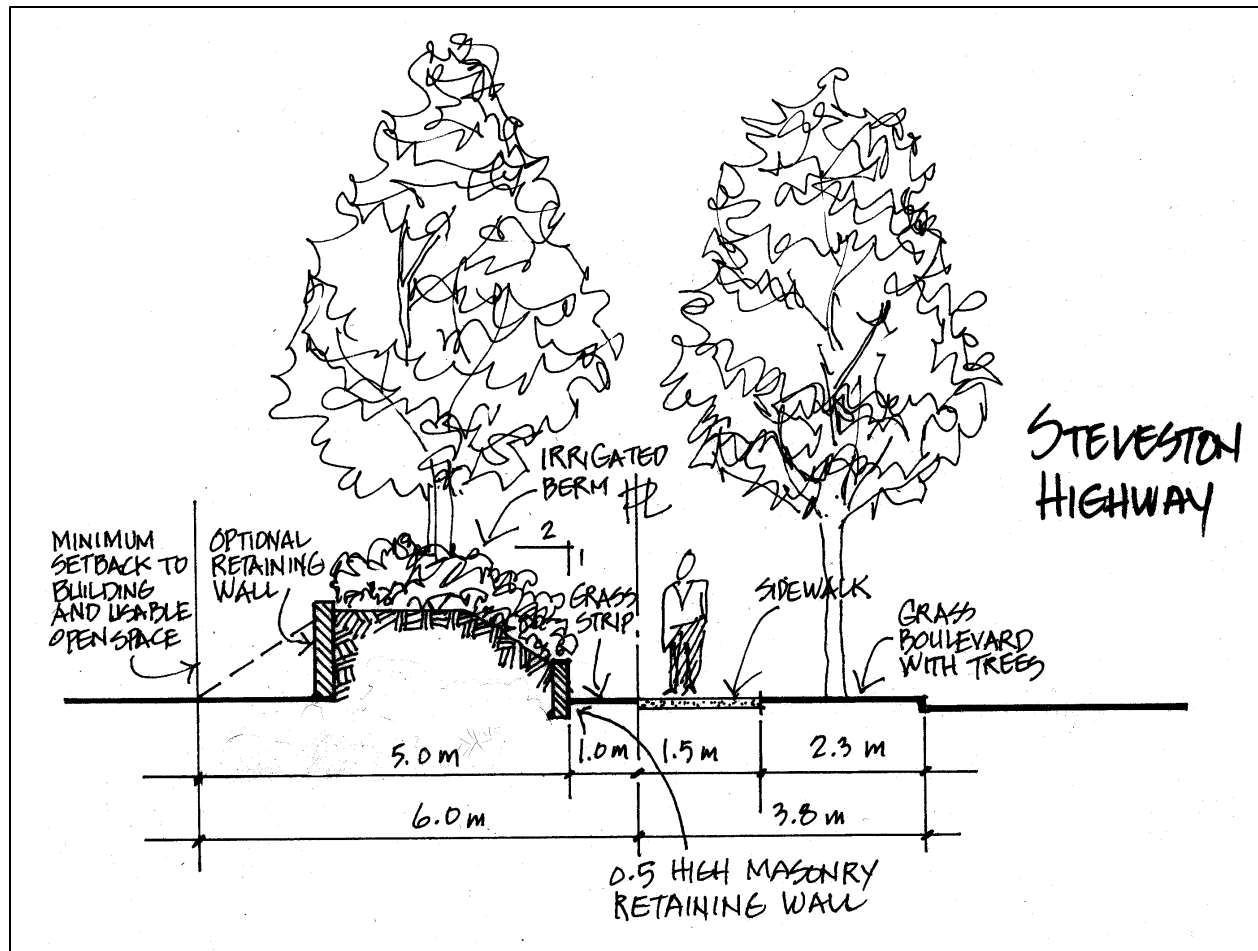
1.3.3 LANDSCAPE ELEMENTS

To enhance the appearance of Steveston Highway as a prominent vehicular artery, screen sensitive residential uses, and create a special, pedestrian-friendly lane environment, new development should:

- a) Provide clear signage on both Steveston Highway and the lane indicating addresses of developments. The Steveston Highway signage should specifically note that “lane access is available from Seaward Gate”;
- b) Along Steveston Highway, contribute a lush, green and pedestrian oriented landscape by accommodating:
 - Installation of a 2.3 m (7.55 ft.) wide grass boulevard (complete with a single row of Pin Oaks) at the back of curb and a 1.5 m (4.92 ft.) wide concrete sidewalk;
 - Within the minimum 6 m (19.69 ft.) building setback, a 1 m (3.28 ft.) wide grass strip at the back of sidewalk and a continuous landscaped berm at least 1.2 m (3.94 ft.) high (measured from the adjacent curb), EXCEPT as required to maintain existing mature trees (See diagram: *Steveston Highway Frontage*);
 - Any fencing incorporated as part of the berm should be located at a minimum of 4.4 m (14.43 ft.) from the south property line and not higher than 1.5 m (4.92 ft.) (measured from the curb) EXCEPT where a fence is adjacent to private outdoor space it may be as tall as 1.8 m (5.90 ft.);



Berm on south side of Steveston Highway

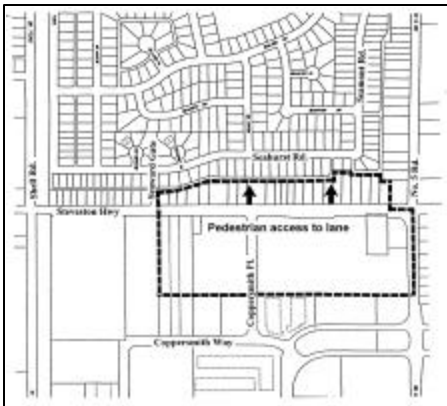


Steveston Highway Frontage

- Significant planting within the berm area, including large growing trees and plant material chosen for its seasonal colour, screening abilities, and visual interest;
- A minimal width and number of breaks in the berm for pedestrian and where necessary, temporary vehicular access. Pedestrian access should be shared by a number of units and typically be confined to a 3 m (13 ft.) break in the berm. One temporary vehicular access is permitted per development and should typically be confined to a 6 m (19.7 ft.) wide break in the berm to accommodate both vehicles and pedestrians. Temporary vehicular access should be designed to be readily convertible to pedestrian only use and character without significant cost (ie, decorative paving materials for the temporary driving surface, use of landscaping and/or bollards); and



Crosswalk at Coppersmith Way

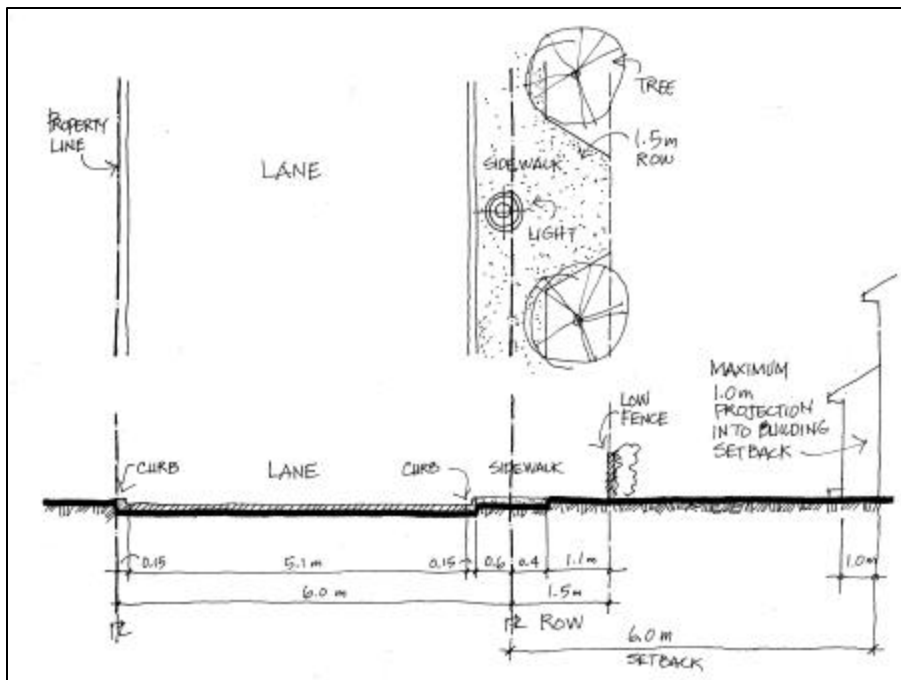


Pedestrian Pathways

- Pedestrian pathways linking the single-family neighbourhood to the north of Area B to the Ironwood shopping centre. Pathways should be located at Coppersmith Way and where the alignment of the lane turns north to Seahurst Road (see Pedestrian Pathways diagram). The pathways require a minimum of 2.4 m (7.87 ft.) of paved surface to accommodate pedestrian and bicycles with a minimum of 0.8 m (2.6 ft.) landscaping on either side for a total width of 4 m (13.12 ft.).

c) For the public lane provide:

- A 6.0 m (19.685 ft.) wide laneway with roll curbs and lighting strip;
- A 1.5 m (4.92 ft.) right-of-way on the southern edge of the laneway to accommodate a concrete aggregate sidewalk and a single row of trees at 9 m (29.53 ft.) on centre (see Lane Frontage sketch);
- High visibility between the lane and the adjacent properties by ensuring that fencing along the lane is no higher than 1.2 m (3.94 ft.). Additionally, any fencing should be located no closer than 1.5 m (4.92 ft.) from the northern property line; and
- Facilities for mail and garbage.



Lane Frontage

BICYCLE PARKING AND END OF TRIP FACILITIES

APPENDIX 1

New development should accommodate the bicycle parking and end-of-trip facility needs of multiple-family residential dwellers, workers, and visitors.

a) **CLASS 1 Parking**

Secured, long-term bicycle parking shall be provided for the use of residential use and non-residential tenants in the form of waterproof bicycle lockers, or bicycle rooms complete with bicycle racks.

- (i) Parking facilities shall: be at-grade; have uniform 160 lux (min.) lighting which yields true colours; and, be within sight of building entry, elevator, and/or security.
- (ii) Bicycle rooms shall provide: lockable door(s) with window(s); tamper-proof, motion-activated security lighting; and unobstructed view of each room from its entry; and, facilities for no more than 20 bicycles per room (enabling owners to identify one another).
- (iii) Bicycle lockers shall: be constructed of solid, opaque, weather-proof and theft-resistant material, with no exposed fittings or connectors; have lockable doors which open to the full height and width of each locker; be grouped together; not be located at the head of parking spaces; and, have clear minimum dimensions of:

Length	1.80 m (5.91 ft.)
End Width at Door	0.60 m (1.97 ft.)
End Width Opposite Door	0.22 m (0.72 ft.)
Height	1.20 m (3.94 ft.)

b) **CLASS 2 Parking**

Unsecured, short-term bicycle parking shall be provided for visitors in the form of bicycle racks located within 15 m (49.2 ft.) of a principal building entry.

- (i) Parking shall be situated in well-lit locations, clearly visible from principal building entries and/or public roads.

- (ii) Bicycle racks shall be made of sturdy, theft-resistant material, securely anchored to the floor or ground.
- (iii) Bicycle racks shall be designed to support the bicycle frame, not the wheels, and allow both the frame and the front wheel to be locked to the rack with a U-style lock.

CITY OF RICHMOND
BYLAW 7114
RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7114 (RZ 98-140477)
11511, 11531 AND 11535 STEVESTON HIGHWAY

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)**.

P.I.D. 019-049-927

Lot 1 Section 36 Block 4 North Range 6 West New Westminster District Plan LMP19934

P.I.D. 019-049-943

Lot 2 Section 36 Block 4 North Range 6 West New Westminster District Plan LMP19934

P.I.D. 019-049-951

Lot 3 Section 36 Block 4 North Range 6 West New Westminster District Plan LMP19934

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7114”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

MINISTRY OF TRANSPORTATION AND
HIGHWAYS APPROVAL

ADOPTED

MAYOR

CITY CLERK

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