



To: Richmond City Council
From: Councillor Bill McNulty
Chair, Planning Committee
Date: March 4th, 2004
File: 8060-20-7664
Re: APPLICATION FOR REZONING WITH AMENDMENT TO THE OFFICIAL
COMMUNITY PLAN - MICHAEL LI

The Planning Committee, at its meeting held on March 2nd, 2004, considered the attached report, and recommends as follows:

Committee Recommendation

- (1) *That Bylaw No. 7663, which would update the Development Permit Guidelines for Area B in the Ironwood Sub-Area Plan, Schedule 2.8A of Official Community Plan Bylaw No. 7100, be introduced and given first reading.*
- (2) *That Bylaw No. 7663, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.*
- (3) *That Bylaw No. 7663, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.*
- (4) *That Bylaw No. 7547 to introduce a new townhouse district zone R2 – 0.7 be abandoned.*
- (5) *That Bylaw No. 7571 to rezone 11551, 11571 and 11591 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2 - 0.7)", be abandoned.*
- (6) *That Bylaw No. 7664, to rezone 11551, 11571 and 11591 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to the "Townhouse District (R2 - 0.6)", be introduced and given first reading.*
- (7) *That staff request the developer to address the following issues at the Public Hearing on the rezoning of 11551, 11571 and 11591 Steveston Highway (RZ 03-232158):*
 - (a) *the design and need for the proposed pedestrian walkway;*
 - (b) *visitor parking overflow;*
 - (c) *safety issues with respect to the proposed pedestrian walkway and the unimproved lane;*
 - (d) *the possibility of the developer upgrading the existing lane, particularly to address drainage problems; and*
 - (e) *whether the developer would provide any other funds to the City.*

Councillor Bill McNulty, Chair
Planning Committee

Attach.

VARIANCE

Please note that the Committee added Part 7.

Staff Report

Origin

Michael Li has applied to the City of Richmond for permission to rezone 11551, 11571 and 11591 Steveston Highway (**Attachment 1**) from Single-Family Housing District (R1/E) to Townhouse District (R2 - 0.6) in order to permit the development of 13 two-storey and 3 three-storey townhouses (**Attachment 2 & 3**).

An earlier version of the application with 21 units at 0.7 FAR was reviewed by Council at the Public Hearing in August 2003 where the following motion was passed:

“That Zoning Amendment Bylaws 7547 and 7571 be referred to staff in order to allow the developer to work in conjunction with the community on a revised plan.

Prior to the question being called, direction was given that the delegations' comments and the precedent for near-by properties be considered in conjunction with the revised plan, and that a review be undertaken for:

- i) locations where the proposed R2-0.7 zone could be supported; and,
- ii) townhouse units fronting a lane.”

Findings of Fact

| Item | Existing | Proposed |
|-----------------|---|--|
| Owner | 11551 – Hermine Scrubb 11571 – Josephine Wan 11591 – Yousef Ahadi & Sima Farhoudi | To be determined |
| Applicant | Michael Li | No change |
| Site Size | 11551 – 1101 m ² (11,851 ft ²) 11571 – 1102 m ² (11,862 ft ²) 11591 – 1218 m ² (13,111 ft ²) | 3,421 m ² (36,824 ft ²) |
| Land Uses | Single-Family | Multi-Family |
| OCP Designation | Low Density Residential | No change |
| Zoning | R1/E | R2 – 0.6 |

Development History

There were two other townhouse applications that were approved in this block (**Attachment 4**). In 1998, the site beside the gas station was proposed for 27 townhomes at 0.55 FAR with a right-in, right-out access. In 2000, there were 9 townhomes proposed at 0.55 FAR next to the subject site with a temporary right-in, right-out access. While they both received 3rd reading, for various reasons the developments were not completed.

Surrounding Development

Currently, single family homes are located on either side and behind the subject site. However, in the future it is likely that there will be other multi-family development adjacent to the site. The Ironwood Shopping Centre is located across Steveston Highway.

Related Policies & Studies

Ironwood Sub Area Plan Design Guidelines

There are design guidelines in the Ironwood Plan which address the Steveston Highway frontage and the lane. It is often desirable to orient units and front doors toward the street in order to create an attractive streetscape. However, due to the high traffic noise and activity along this stretch of Steveston Highway, the Ironwood guidelines suggest a berm along the Steveston Highway frontage in order to buffer the residential units.

The guidelines also currently call for vehicular access from the lane and encourage units to be oriented toward the lane where a sidewalk and street trees are proposed. Following the public process where concerns were expressed, it is proposed that these elements of the guidelines be removed. This is discussed further in this report.

Arterial Road Redevelopment Policy

The Arterial Road Redevelopment Policy encourages densities beyond 0.6 floor area ratio (FAR) for properties that are near Neighbourhood Services Centres. The purpose of this additional density is to:

- focus redevelopment near neighbourhood centres to provide a focal point for the community;
- provide opportunities for different types of housing to accommodate residents in various life stages;
- support transit service; and
- support the commercial services available at the Shopping Centre.

As the subject site is located directly across from the Ironwood Shopping Centre, densities greater than 0.6 FAR are desirable.

Lane Policy

As there is a lane already servicing the subject site, the Lane Policy requires the subject site to upgrade its frontage along the lane.

Public Process & Concerns

Public Hearing – September 15, 2003

At the Public Hearing there was concern expressed about:

- the proposed density;
- the 3 storey building height and overlooking;
- insufficient visitor parking;
- the use of tandem parking;
- school capacity;
- the use of the lane for vehicular access and front doors of units;
- ability to use Steveston Highway for access;
- the impact that would result from increased use of the lane;
- parking and increased traffic on Seahurst Road and adjacent streets;
- the already existing traffic congestion on Steveston Highway;
- lighting in the lane;

- the implications for further redevelopment;
- drainage; and
- traffic safety.

Public Information Meeting – October 21st, 2003

In order to better understand the concerns of the neighbourhood, staff undertook a public Information Meeting at Woodward School. Four City staff facilitated the meeting which was attended by more than 70 residents who voiced strong opposition to the proposal.

The purpose of the meeting was to explain some of the city's policies and then to listen to the concerns expressed by the neighbourhood. **Attachment 5** provides the complete list of concerns. In summary, the following were the most contentious issues:

- area wide traffic issues;
- neighbourhood traffic issues;
- transit operations;
- the use of the lane;
- pedestrian access;
- density;
- parking; and
- building height.

Public Open House – December 9th, 2003

Following the Information Meeting, staff met over the course of almost two months to brainstorm and propose appropriate solutions to the issues. The proposed responses were presented at a Public Open House at City Hall. There were five staff in attendance at the meeting in addition to the developer, architect and the transportation consultant hired by the applicant. There were information stations set up for each of the above mentioned issues where a suggested response was provided with staff or consultants available to answer questions.

From the comments expressed at the Open House and from the comment sheets that were handed in afterward, staff were able to ascertain if the public was satisfied with the proposed responses. **Attachment 6** is a summary of the comment sheets. In some cases they were satisfied with the solutions proposed and in other cases further refinements were required to both the architect's scheme and to the Sub Area Plan.

Staff met again to discuss further refinements that were necessary to the proposal and to the Sub-Area Plan in order to respond to the public's concern from the Open House. The following section of this report outlines the responses to all of the issues. Staff believe that the majority of the issues that relate to the proposal have now been addressed to the satisfaction of the neighbourhood. A letter summarizing these changes and informing the residents that the application would be proceeding to Planning Committee was sent to the community (**Attachment 7**)

Response to Issues

The following sections elaborate on the some of the major concerns that were identified by the neighbourhood. The "Issue" section is a brief description of the concern and of the action taken

as of the date of the Open House. The "Response" section summarizes any changes that have been made following the Open House. The "Implication" section is provided where necessary to highlight any downside to the proposed course of action. The issues are arranged from area wide to the more specific.

Area Wide Traffic Issues

- Issue #1: At the Information Meeting, there were concerns about both the Steveston Highway Interchange and when the new interchange at Blundell would be built to alleviate traffic pressure on the area. At the Open House, city staff indicated that they are continuing to discuss these issues with the Ministry of Transportation.
- Issue#2: Concerns were expressed at the Open House about the Steveston and No. 5 Road intersection in terms of the length of the left hand turn bay from Steveston onto No. 5 as well as the need for an advance left green on No. 5 to Steveston eastbound. City staff noted that the length of the left hand turn bay is adequate to store the left turn traffic and that there is concern that an advance left would attract more traffic which would be difficult to accommodate in the peak hours without traffic blocking the intersection.

Neighbourhood Traffic Issues

- Issue#3: There was a concern expressed at the Information Meeting that due to the traffic congestion in the area there was shortcutting through the neighbourhood and that more development would cause more cars to shortcut through the neighbourhood. The developer hired Hamilton Associates, transportation consultants, who conducted a trip generation study during the evening rush hour. The results were presented at the Open House. **Attachment 8** shows, for example, that of the 228 cars entering the neighbourhood via Seaward Gate, 202 were local, leaving 26 shortcutting vehicles at this location. A total of 42 short cutting vehicles were identified from all five monitoring stations which is an average of 14 per hour, which is considered a low number.
- Issue#4: There were concerns expressed at the Information Meeting about the difficulty in exiting the neighbourhood while turning left onto Steveston Highway from Seaward Gate. For vehicles to activate the signal, 4 vehicles need to queue for 30 seconds on Seaward Gate.
- Response: Following the Open House, at which traffic operations staff were in attendance, the intersection was modified so that only 2 cars are now needed to trigger the light.
- Issue#5: There were questions as to when there would be a signal at Seacliff Road and No. 5 Road. Information was provided at the Open House that a pedestrian activated crosswalk is to be installed in 2004.

Transit Operations

While these issues are not directly related to the subject proposal, they were concerns expressed by the neighbourhood in terms of liveability. Therefore, in order to make an attempt to alleviate

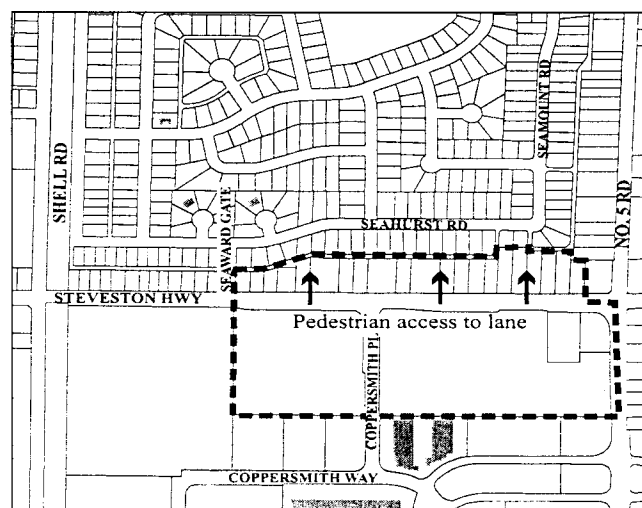
some of the concerns, City staff contacted Translink who declined to be involved in the Open House but provided the following written responses. Recognizing that these issues are out of the City's jurisdiction, the City's role was as an intermediary in Translink's absence.

- Issue#6: Buses are idling while parked along Steveston Highway. Translink responded that Steveston and Seaward is a relief point for some transit runs and buses may stop at this location for up to 15 minutes.
- Issue#7: Buses drivers are parking in the neighbourhood. Translink responded that there is ample parking on the transit lot and that they posted a notice requesting that employees park there.
- Issue#8: There were questions about why the cedar hedge that was shown in the drawings for the bus barn site wasn't actually built. Translink responded that the hedge was not planted because of the impact on useable space and the negligible impact on reducing noise.

Use of the Lane

Issue#9: There were strong concerns expressed about the use of the lane for vehicular access to the site. A compromise that was proposed at the Open House was that temporary access to Steveston Highway would be provided to developments until the lane was upgraded. This approach was previously approved with an earlier rezoning. While there is no technical reason that the lane could not be used for access once it is upgraded (ie, lane width, expected volumes), there was still strong opposition expressed by the neighbourhood to increased traffic in the lane.

- Response: Following the Open House amendments were made to the development proposal and are proposed for the Sub-Area Plan to:
- permit all townhouse sites to have permanent right-in, right-out access to Steveston Highway or through an adjacent townhouse site, with no connection to the lane. A total of three access points are proposed shown on the following diagram;



- permit sites that simply subdivide into two single family lots to continue to have access to the lane; and
- due to the fact that the development will not be utilizing the lane for access the City would not require NIC fees for the lane upgrade (estimated at \$52,000).

Implications: - There will be more vehicular access points to Steveston Highway than would be the case if the lane were utilized. While the ideal scenario from the point of view of protecting the function of the arterial road, would be for the existing lane to be utilized, a total maximum of three access points is acceptable.

- Other neighbourhoods may use this case as a precedent in objecting to lane being used for townhouse traffic. In many cases it is possible to design a townhouse site so that no rear lane will be required.
- as townhouse developments will not be using the lane for access there isn't justification for the developer to pay for the upgrade of the lane. The City will have to find another source of funds for the lane upgrade.
- there will continue to be drainage issues in the lane until it is upgraded

Issue#10: There were concerns expressed at both the Information Meeting and Open House about the front doors of the new units fronting on the lane and creating a pedestrian oriented laneway with a sidewalk and street trees.

Response: The proposal and Sub-Area Plan are amended to remove any access, pedestrian or vehicular, to the lane and reorient the units inward.

Implications: - as the focus of the development is re-oriented inward there isn't justification for the developer to pay for the upgrade of the lane.

- removing the use and orientation away from the lane will remove the feeling of "ownership" that the new residents may have over the lane. This "Ownership" contributes to a neighbourliness and a tendency to be watchful over potential criminal situations.

Pedestrian Access

Issue#11: The sub-area plan currently calls for pedestrian access to permit residents in the neighbourhood to walk easily to Ironwood. Concerns were expressed at the Information Meeting about gathering spots and crime around the pedestrian walkways. At the Open House, staff proposed that the requirement for pedestrian access be removed from the plan based on the neighbourhood concerns. A number of responses from the Open House indicated dissatisfaction with this response.

Response: The proposal will provide a pedestrian access through the site and the area plan will continue to encourage that pedestrian access points are desired and that care should be taken to utilize CPTED principles in the design of these walkways.

Density

Issue#12: The original proposal was for 21 units at 0.7 FAR. The neighbourhood had serious concerns about this density. The developer reduced the units to 17 and the FAR to 0.6 for the Open House but there were still concerns expressed about the number of units.

Response: The developer has reduced the number of units to 16 at a density of 0.6 FAR. The Sub-Area Plan will indicate that a maximum density of 0.6 will be permitted.

Implications: The Arterial Road Redevelopment Policy promotes densities in excess of 0.6 FAR close to neighbourhood centre, such as Ironwood, to increase the amount and forms of housing that are located close to a wide range of services, to support transit use and the local commercial areas, and to promote pedestrian activity around a neighbourhood focal point. The proposal for 0.6 FAR in the area across from Ironwood does not fully achieve these objectives.

Parking

Issue#13: The original proposal utilized tandem parking for all of the 21 units. The residents had concerns that the tandem parking would not be utilized leading to parking in the lane and on adjacent streets. At the Open House the applicant reduced the number of tandem spots to 4 of the 17 units, however there were still concerns expressed.

Response: The developer has eliminated all tandem parking and has provided two standard resident parking spaces per unit. The Area Plan will be amended to restrict all tandem parking.

Issue#14: Each of the various versions of the proposal has provided the minimum number of visitor parking spaces. The residents have concerns that there would not be enough visitor parking resulting in parking in the lane and on adjacent streets.

Response: The proposal now provides:

- the three standard visitor parking spaces required by bylaw;
- one additional standard stall; and
- 7 informal spaces in the "aprons" in front of the garage doors.

Height

Issue#15: The original proposal was for three storey townhouse units. For the Open House the applicant amended the proposal so that the majority of the units were two storeys with only 6 units along Steveston Highway remaining at three storey. There were still concerns about the height.

Response: All units but 3 are now two storeys. The Sub-Area Plan will be amended to permit a maximum of 2 storey units along the lane.

Staff CommentsPolicy Planning

The details of the subject and future proposals such as density and access will be secured using a combination of zoning and Development Permit Guidelines (in the Ironwood Sub-Area Plan) as shown on the following chart.

| | R2-0.6 Zone | Development Permit Requirements | Proposal |
|--------------------------|---|---|--|
| Density | 0.6 FAR | 0.6 FAR | 0.6 FAR |
| Lot Coverage | 40% | n/a | 38% |
| Setbacks | Front: 6.0m (19.7 ft) Rear & Side: 3m (9.8 ft) | Front: 6.0m (19.7 ft) or 12.0m (39.4 ft) with no berm Rear & Side: n/a | Front: 11.0m (36 ft) Rear: 4.5m (14.7 ft) Side: 3m (9.8 ft) |
| Height | Three storeys but not to exceed 11m (36 ft) | Maximum of 2 storey units along the lane | All units but 3 are two storeys |
| Parking | (Section 400 of Zoning Bylaw) Resident - 1.5 spaces per unit Visitor – 0.2 spaces per unit | - No tandem parking - Provide additional visitor parking | - Resident - 2 spaces per unit - Visitor – 0.2 spaces per unit - No tandem parking - Additional visitor parking |
| Unit Orientation | n/a | Focused inward rather than toward the lane | Focused inward rather than toward the lane |
| Vehicular Access | n/a | From Steveston Highway – no vehicular access to lane | From Steveston Highway – no vehicular access to lane |
| Pedestrian Access | n/a | Encourage pedestrian connections from Steveston to lane | Pedestrian connection from Steveston to lane |

In order to ensure that subsequent developments conform to the standards that have been achieved in the subject proposal, some changes, as indicated in the previous chart, are proposed to the Ironwood Sub-Area Plan to:

- keep the green, treed streetscape along Steveston with the berm providing some buffering to the residential area
- add maximum heights, densities and no tandem parking
- remove and references to the lane, lane access or orientation of units to the lane.

Development Applications

Prior to final reading of rezoning, the developer must:

1. Consolidate the lots into one development parcel;
2. Grant public rights of passage right-of-way for vehicles and pedestrians (no city maintenance and no city utilities):
 - a) for a width of 6.0m covering the entrance from Steveston Highway as well as the east-west internal drive aisle in order to provide access for the neighbouring sites to Steveston Highway;
 - b) for a width of 2.0m running north south from Steveston Highway north to the lane for pedestrian access.

Prior to issuance of future building permit, the developer is to enter into the City's standard Servicing Agreement to design and construct the Steveston Highway frontage as per the design guidelines in the Ironwood Plan (Bylaw 7100 Schedule 2.8A). Works include, but are not limited to removing the existing sidewalk, creating a 2.3m grass and treed boulevard,

adjusting/adding davit arm street lights on Steveston Hwy as required to better align with the works done at Ironwood and providing a 1.5m concrete sidewalk at the property line.

Analysis

There are 21 single family properties located between No. 5 Road and Seaward Gate which have development potential. Even though there have been two earlier applications along this stretch, they were submitted prior to the adoption of the Arterial and Lane policies which provided more guidelines in terms of the objectives and expected densities. Therefore, the development of the subject site will set a precedent for the surrounding sites.

There are a number of options for the redevelopment of the subject property ranging from smaller lots to high density townhouses. The following chart illustrates the number of units that would result under different development options if all of the lots between No. 5 Road and Seaward Gate were to develop as well as the main benefits and issues associated with each.

| | Small Lot Single Family | Coach House | Low Density Townhouses (subject proposal) (0.6 FAR, two storeys) | Medium Density Townhouses (0.7 FAR, two and three storeys) | High Density Townhouses (0.8 FAR three storeys) |
|-----------------|---|---|--|--|--|
| # units | 54 lots | 108 units: 54 single family homes and 54 coach houses | approx 120 two storey units | approx 140 two storey units | approx 160 two and three storey units |
| Benefits | Least dense option may be the most acceptable option for the neighbourhood | Provides a legal second unit (mortgage helper) on each property | Still relatively low number of units compared with coach house but will have berm and design control | - Supports the Neighbourhood Centre Model - Will have berm and design control | - Supports the Neighbourhood Centre Model - Will have berm and design control |
| Issues | - Will result in long skinny lots and under-utilization of the deep lots - Would not be able to provide berm or design control | Will result in long skinny lots and under-utilization of the deep lots - Would not be able to provide berm or design control | Appears acceptable | More density than the neighbourhood wishes | Would be the least acceptable option for the neighbourhood |

Following the public consultation that occurred, the Low Density Townhouse Option seems to address the neighbours concerns about density.

In addition to meeting the neighbours concerns, the benefits of the low density townhouse option are that:

- 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 pedestrian access through the site to permit the residents in the area easier access to Ironwood shopping centre;
- Townhouses will 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; and
- Impacts on the surrounding single-family properties are limited. The properties to the north are buffered by a lane. The properties on either side of the proposal have the potential to redevelop and even if they do not redevelop, the proposed townhouses are built at the same height as the single-family homes.


The most serious negative implication is that it is unclear when the rear lane will be upgraded with features such as drainage. Lane upgrades are not currently proposed by the City. Options for upgrading include the Local Improvement Program (LIP).

Financial Impact

As it is proposed that the developments not fund the lane upgrade, the City would likely need to fund the lane upgrade from another source of funds.

Conclusion

The proposal is to construct 16 two and three-storey townhouses with permanent access from Steveston Highway. Changes are also proposed to the Ironwood Sub-Area Plan consistent with the details of the subject application. Staff are supportive of the application and the amendment as it is consistent with the Arterial Road Redevelopment Policy, has many positive and few negative results and has been the result of an extensive public process.



Jenny Beran, MCIP
Planner, Urban Development
(4212)

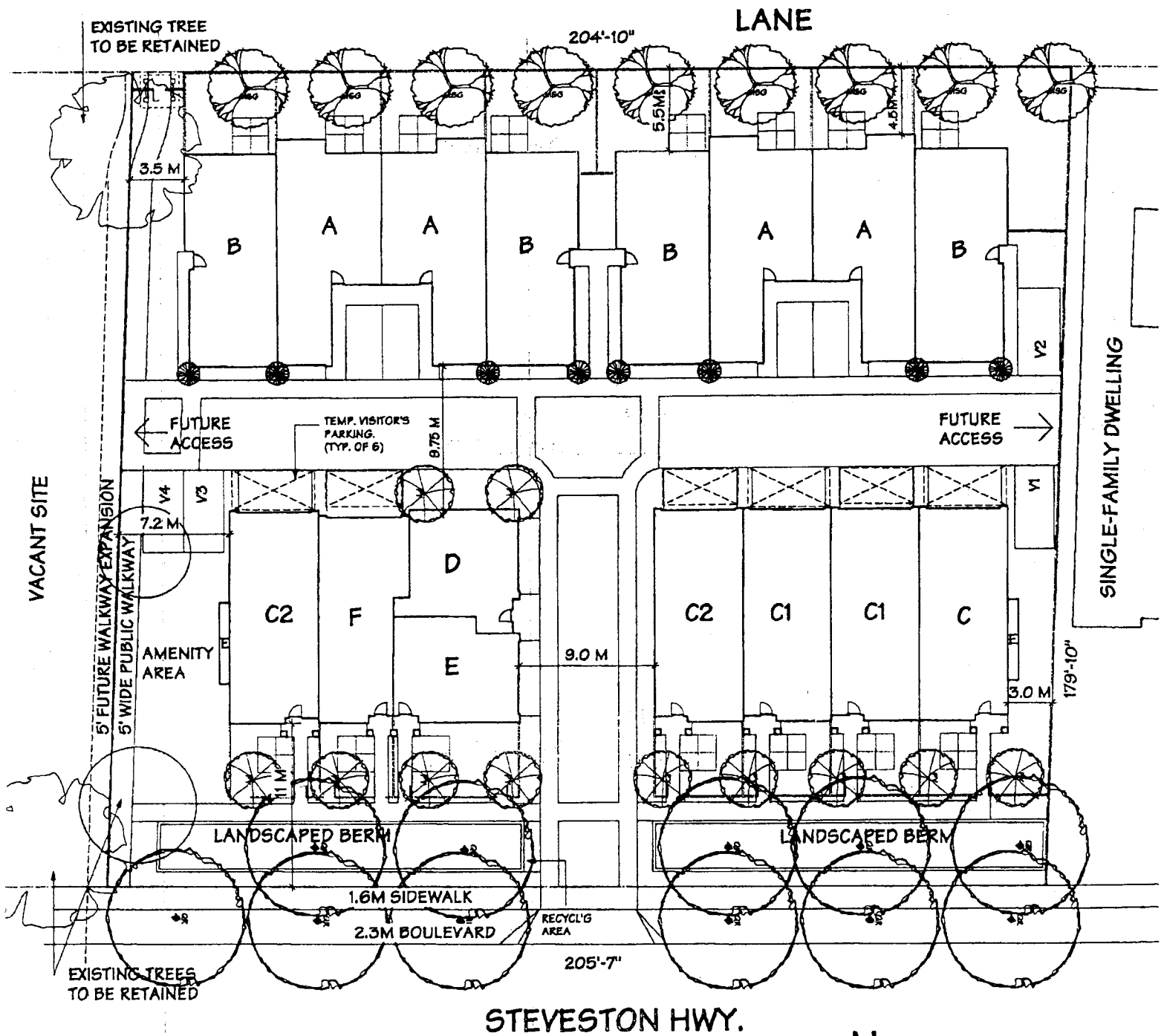
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There are requirements to be dealt with prior to final adoption:

1. Ministry of Transportation approval;
2. Consolidate the lots into one development parcel; and
3. Grant public rights of passage right-of-way for vehicles and pedestrians (no city maintenance and no city utilities):

- a) for a width of 6.0m covering the entrance from Steveston Highway as well as the east-west internal drive aisle in order to provide access for the neighbouring sites to Steveston Highway; and
 - b) for a width of 2m running north south from Steveston Highway north to the lane for pedestrian access.
4. Processing of the Development Permit application to an acceptable level according to the Manager, Development Applications.

ATTACHMENT 2



SITE PLAN

SCALE: 1" = 30' - 0"

0309

February 9, 2004

16 UNIT TOWNHOUSE DEVELOPMENT
 11551-11571-11591 Steveston Hwy., Richmond, B.C.

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 954 Baycrest Drive, North Vancouver
 B.C. V7G 1N8 Tel. 929-8531 Fax. 929-8591

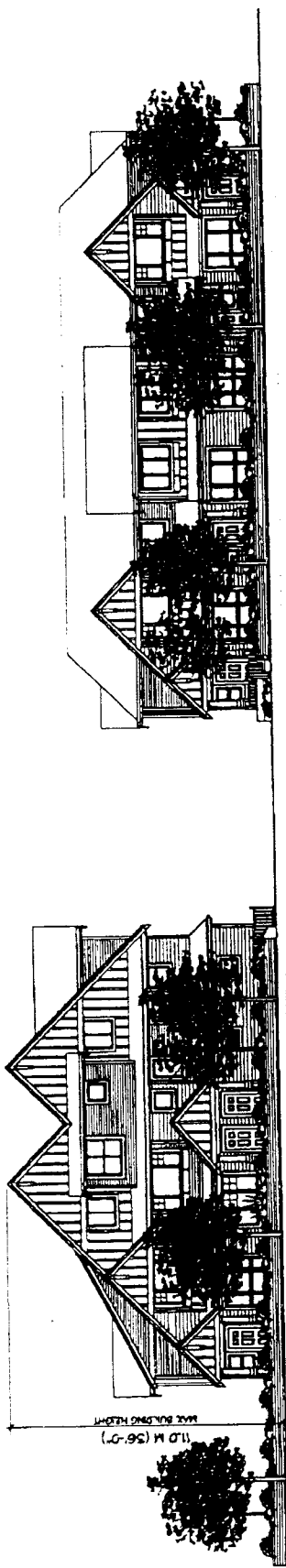
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11551-11571-11591 Steveston Hwy., Richmond, B.C.

17 UNIT TOWNHOUSE DEVELOPMENT

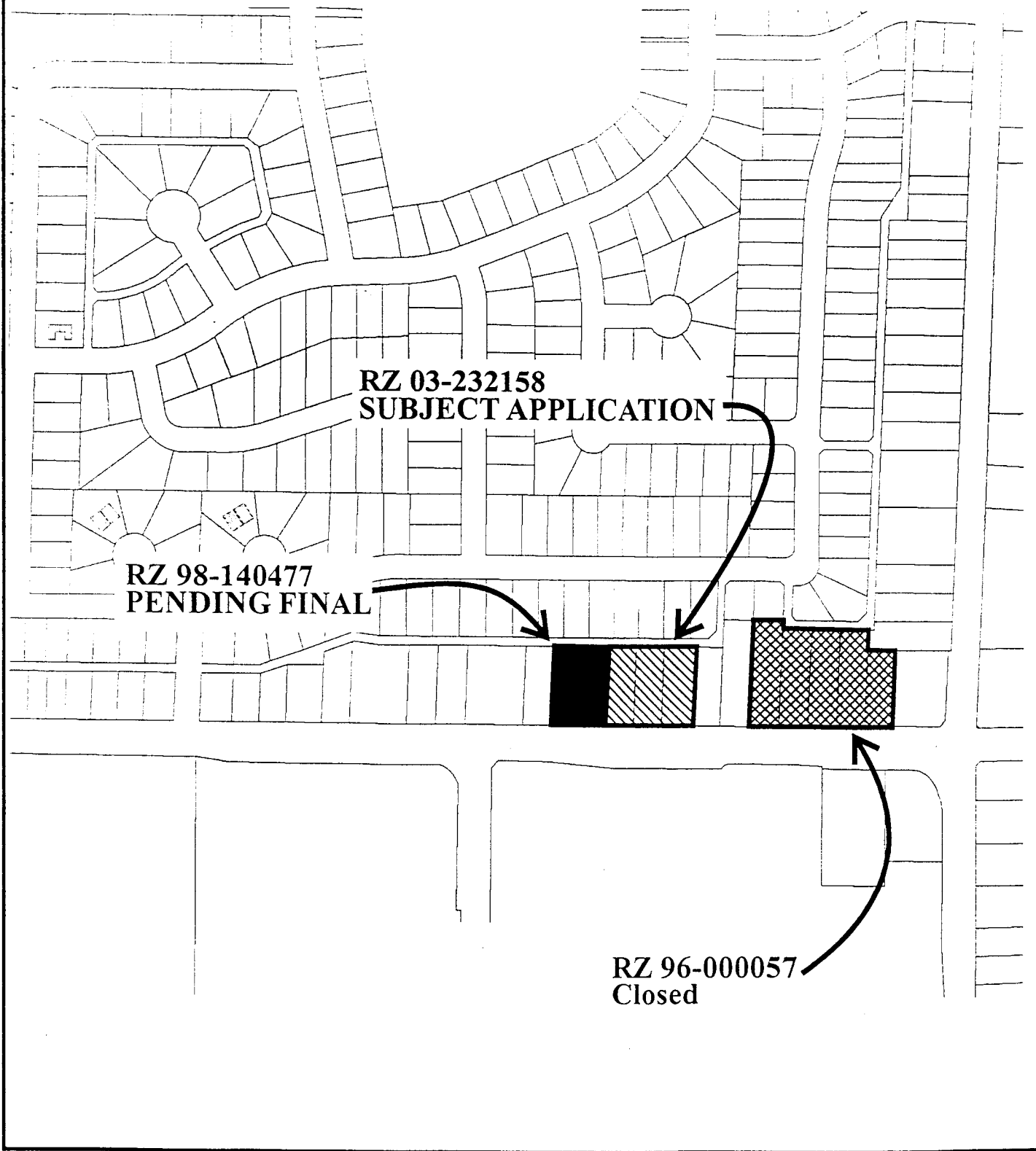
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ATTACHMENT 3



SOUTH ELEVATION (STEVESTON HWY.)

NORTH ELEVATION (LANE)



Development Status
11,000 Blk Steveston Highway

Adopted Date: 07/14/03

Amended Date:

Note: Dimensions are in METRES

**Public Information Meeting Notes
Shellmont Area – Woodward School (October 21, 2003)**

General Traffic Concerns

Access In and Out of Neighbourhood

- Pedestrian activated light at Seaward Gate does not work properly – light is not being activated even though a line of cars is down Seaward Gt.
 - General dislike of having to get out of car to trigger the light – safety concerns with this too.
 - Others wanted to impose left turn restrictions (using either signage or a concrete median.)
 - Similar concerns voiced at Seacliff Road access to No. 5 Road (ie. difficulty turning left).
- Concerns were voiced about pedestrian access (via. path or walkway) from the neighbourhood - thru the lane and townhouse development – to Steveston Hwy and Ironwood.
- Traffic congestion causing people to access the neighbourhood via Shell or Williams.

Problems Associated with Busy Arterials and Traffic Congestion

- Traffic noise associated with the heavy use of arterial roads
- Left hand turn bay to head from Steveston Hwy to No. 5 Road (northbound) is insufficient.
- Health related issue associated with existing and future traffic congestion (ie. air quality).
- Need to create another access to Hwy. 99 to alleviate pressure on existing access at Steveston Hwy and No. 5 Road (ie. Blundell Road access).
- “Bottleneck” created by bridge over Hwy. 99.
- There was the realization from some that traffic congestion is a problem now – and that traffic congestion will be a problem in the future.

Traffic Thru the Neighbourhood

- Concerns with existing overall volume of traffic thru the neighbourhood as well as the potential increase in this form of traffic caused by townhouse development along Steveston Hwy.
- Speed of existing traffic travelling thru the neighbourhood.
- Use of arterials (Steveston Hwy) to get from point ‘A’ to ‘B’ is not the case – Cars will still use local roads thru the neighbourhood.

Lane Issues

- Some wanted to know how people were going to be encouraged to use the lane rather than the neighbourhood local roads.
- Concerns over lane safety (ie. Crime created by increased access and use of the lane).
- Many had problems with the proposed lane access off Steveston Hwy and No. 5 Road stating that it would only make traffic congestion and existing problems worse.

- Lane is too narrow as it currently exists – Will the upgraded lane address the increased use generated by the proposed townhouse development?
- Some felt that the lane needed to be blocked off – this is to prevent cars from using the lane to access the local roads in the neighbourhood.
- The safety of alternative modes of transportation (peds. & bikes) is compromised by increased traffic in the lane.
- Many people (1/2) did not want the proposed townhouses to have any access to the lane (access to townhouses via Steveston Hwy. only).

New Development and Associated Traffic Volumes

- Proposed traffic volumes associated with the medium-density build out scenario are too high with regards to potential cars that will be using the lane.

Negative Impacts from Surrounding Developments (ie. Ironwood)

- The use of buses along Steveston Highway.
 1. Noise associated with buses generally travelling down Steveston Hwy.
 2. Buses stopping along Steveston Hwy for extended periods of time is creating further traffic problems.
- Negative Externalities from Ironwood and Coppersmith
 1. Noise is too high (particularly in evening).
 2. Garbage spilling out into residential neighbourhood.
- Generally Oppose the future Buddhist Temple east of No. 5 Road.
- Concerns with the noise generated by the Bus Depot (Translink).

Concerns with Proposed Development (3-Storey Townhouses)

- The density of the proposed townhouse (3-Storey) is out of character with the existing residential development (Single-Family) in the neighbourhood.
- Some people noted that for houses that front along Steveston Hwy where townhouse development is slated or proposed – Townhouse development will be the only way that the frontage will get improved (ie. implementation of the landscaped berm and grass & treed boulevard).
- Problems with incremental development and upgrading of the lane along Steveston Hwy. (ie. Lane will not be fully upgraded and to standard without a significant amount of development, but in the meantime – as first few developments go in, people will be using (for the most part) a substandard lane.
- There was a dislike of the use of individual garages (facing inward) within the proposed townhouses.
- Opposition to front doors in the lane for proposed townhouse.
- Visitor parking issues:
 - Are visitor parking numbers sufficient?
 - Spill out of parking into the lane and/or neighbourhood.

- Concerns over who would pay for the upkeep and maintenance of lane, landscaping along the lane and landscaped berm along Steveston Hwy, which are requirements of the proposed development.
- Residents wanting another form of development (Single-Family Housing Only).
- Concerns that existing drainage (which is bad now) may be made worse from the proposed townhouse.
- “Tone Done” proposed townhouse development (about a 2/3 majority supported this).
- TANDEM vs. CONVENTIONAL parking on the development site.

Miscellaneous

- One individual noted that Council had an overall ‘dislike’ of the development and therefore questioned the legitimacy of the overall proposal for townhouses along Steveston Hwy.
- A few individuals suggested a frontage road that would go between Steveston Hwy and the proposed townhouse development and that this frontage road would provide any and all access to the future townhouses.
- Questioning why development along arterial roads is supported and/or permitted rather than in areas within the neighbourhood.
- Concerns were voiced about how to ensure that what was approved at the rezoning stage (and Development Permit process) is what actually gets built.

Prepared by Kevin Eng, City of Richmond

Summary of Top Responses

Supporting Comments

- Support given to the establishment of a formal pedestrian walkway from the lane to Steveston Highway.
- Support given to proposed upgrades along Steveston Hwy (i.e. Implementation of a landscaped berm; sidewalk widening and grass & treed boulevard).
- General view that the proposed townhouses will improve the aesthetics of the area and land ownership (vacancy vs. rental). Townhouses were a good fit considering the context – Ironwood.

Opposition Comments

- No proposed townhouse development should be able to access and use the lane. Permanent vehicle access shall be by Steveston Hwy only.
- The upgraded lane will not be able to handle the traffic volumes if in the future, development of townhouses occurs along this block.
- Sensor for the Pedestrian activated light at Seaward Gate needs to be reviewed and adjusted to lessen the waiting time and decrease the amount of queuing cars required to trigger the light.
- Despite reductions in density – proposal is still too high. A range of 11 to 14 townhouse units was proposed as being more acceptable.
- 2 ½ storeys along the back lane is still too high. The back should be no higher than 2 storeys with the front being no higher than 3 storeys.
- The maximum height of all buildings should be 2 storeys.
- Parking concerns were numerous with comments about:
 - Visitor parking being insufficient; and
 - People using tandem parking incorrectly.
 - People believe that townhouse parking will spill out onto neighbourhood streets and lanes.

Issue – Pedestrian Access

Supporting Comments

- Support the establishment of a pedestrian walkway from the lane to Steveston Highway (x3).
- Support for the proposed upgrades along Steveston Highway – Landscaped buffer (x2).
- In using the existing informal pathway – one noted no prevalent safety concerns.
- Pedestrian safety will be better addressed with townhouse development than in the current situation.
- Additional/Upgraded lighting, sidewalks, and the presence of newer style townhomes will make the neighbourhood safer.

Support Conditional – Requested Revisions

Opposition – Comments

- Pedestrian safety at the north-south access laneway is compromised by cars entering and exiting the development.

General Comments

Lane

Supporting Comments

- The upgrades (Steveston Hwy. & Lane) will be able to accommodate the increased usage

Support Conditional – Requested Revisions

- Along with lane upgrades, any possibility of implementing traffic calming measures (x2).
- Opportunity to green-up the lane (Country Lane).
- Willing to support the project if no access is allowed to the lane (permanent access off Steveston Hwy).

Opposition – Comments

- The completely upgraded lane will still not be able to handle the potential increase in traffic if development occurs along this entire block. The width will not be sufficient.
- No developments along Steveston Hwy should have any access to the lane at any time (x2).
- Lane upgrades should occur all at once, not piece by piece.
- Drainage in the lane is currently poor. There is a concern that the proposed development would only worsen existing drainage on surrounding properties.
- The upgraded lane will not be able to accommodate emergency and/or service vehicles.
- No access (permanent or temporary) should be allowed from Steveston Hwy because of high traffic volumes.

- Development will result in bottlenecks at the lanes exiting onto Seaward Gate and Seacliff Road.
- Traffic volumes will be higher than predicted.

General Comments

Traffic Flow

Supporting Comments

- Shortcutting is evident everywhere – This neighbourhood is no different.

Support Conditional – Requested Revisions

Opposition – Comments

- Existing infrastructure (i.e. Seahurst/Seamount and Lane), is not adequate enough to handle increased traffic volume.
- Single lane bridge over Hwy 99 is insufficient.

General Comments

- Traffic flow problems in this area (current and future) are a result of decisions to locate public facilities and housing (Riverport), contrary to the regional growth strategy of the GVRD.

Steveston Hwy and No. 5 Road Intersection

Supporting Comments

- The issue of left hand turn bays (inadequate length or signal time) will be an issue no matter what. Does not relate to proposed development.

Support Conditional – Requested Revisions

Opposition – Comments

- Time cycle for the signal is too long during low traffic periods.
- Existing inadequacies with left hand turn bays at intersection will only be magnified with increased development.

General Comments

Access into the Neighbourhood

Supporting Comments

Support Conditional – Requested Revisions

Opposition – Comments

- Difficult to get out of the neighbourhood – proposed development would only magnify problems of access in and out of area.
- Difficult to access Steveston Hwy via Seaward Gate. Need fully signalized intersection.
- A no left turn sign should be implemented at Seaward Gate.

General Comments

- Sensor for activating pedestrian light at Seaward Gate needs to be reviewed (i.e. less time to wait and fewer cars triggering the light) (x5).
- One comment about how access problems via Seaward Gate and Seacliff Gate had nothing to do with the proposed development.

Transit Operations

Supporting Comments

- It is advantageous to have any bus service at all – Many areas or regions do not have such close and convenient bus service.

Support Conditional – Requested Revisions

Opposition – Comments

- Buses parked along Steveston Hwy for extended periods of time.
- Bus drivers are still parking in the neighbourhood.

General Comments

- Noise from transit facility makes neighbourhood less pleasant to live in.
- Berm should have been a requirement for this project (x3).

Developer Proposal

Supporting Comments

- Townhouses are a good idea, especially in regards to attracting a more elderly population because of the close proximity to services.
- Development around the shopping centre is better suited to townhouse forms of development.
- Many developments are much denser in Richmond – Why should this proposal be drastically scaled down – Policies and decisions should be more equitable.
- Noise from Steveston hwy will actually be reduced because of the buildings and implemented berm.
- The new development will actually reduce crime (eliminate rental properties and associated concerns – grow ops; large numbers of cars parked outside one house).
- Revisions to density and height are acceptable.

Support Conditional – Requested Revisions

- Front doors should be oriented to the lane to help prevent crime.
- One resident stated that they could support a development with a density of 0.55 FAR or around 11 townhouse units.
- For the townhouses facing the rear lane, a height of 2 storeys would be acceptable.
- One resident would support densities of around 14 to 15 units.
- Maximum height should be 2 storeys for all townhouse buildings.

Opposition – Comments

- Despite reductions in density, parking is still going to be problem, both for visitor and dwelling unit parking. 5 visitor parking stalls is not enough (x6).
- Density is still too high. 17 townhouse units is still too much (x4).
- The height of the project is still too high. Three storeys along Steveston Hwy is supported, but opposition to 2 ½ storeys facing the lane because of privacy concerns (x2).
- Do not support any implementation of tandem parking. Concern that those that do not use tandem parking properly will park their cars in the neighbourhood streets (x2).
- This area is better suited for small/narrow lot single-family homes (33-40 ft wide) in order to keep increases to traffic at a minimum.
- Proposed developments of the past did not have a density of the one currently being proposed. Why should this one be considered differently?

General Comments

- One voiced support for the development – the reasoning being that people living in the new development will pay full taxes and utility rates. The individual cited concerns about illegal secondary suites in the neighbourhood.
- Excellent opportunity to provide a better aesthetic appearance as the area is a major gateway into Richmond (x2).
- The surrounding context (shopping centre, large residential lots) means that development is inevitable. As the proposed development is not Co-op or affordable/rental housing, the resulting development will be of high quality with active ownership.

Prepared by Kevin Eng, City of Richmond

February 10, 2004
File: RZ 03-232158

Urban Development Division
Fax: (604) 276-4052

Dear :

**Re: APPLICATION BY MICHAEL LI FOR REZONING AT 11551, 11571 AND 11591
STEVESTON HIGHWAY**

Following the Open House that was held on December 9th, 2003 , staff have now summarized the verbal and written comments that were received. Based on these comments, further amendments have now been made to the applicants proposal and are proposed for the Ironwood Sub-Area Plan.

This letter is to summarize those changes and to inform you that the application will likely be reviewed by Planning Committee on either March 2nd, 2004 or March 16, 2004 at 4:00pm in the Anderson Room. To obtain a copy of the staff report and to confirm the meeting date, view the Planning Committee Agenda on or after February 27th or March 12th on the City's web page at http://www.city.richmond.bc.ca/council/planning/2004/pl2004_list.htm. Assuming that Planning Committee and Council accepts the staff recommendations, this application will proceed to a Public Hearing on Monday, April 19th, 2004 at 7:00 pm in the Council Chambers.

Summary of applicants proposal (see Attachment 1):

- the applicant has reduced the number of units from 21 to 16;
- the heights for all but three units along Steveston Highway have been reduced from 3 to 2 storeys;
- there is a permanent access to Steveston Highway and no vehicular access to the lane;
- the front doors of the rear units have been re-oriented inward away from the lane;
- there are no tandem parking spaces; and
- the proposal now provides the three standard visitor parking spaces required by bylaw, and one additional standard visitor stall plus 6 informal visitor spaces in the "aprons" in front of the garage doors.

Summary of changes to the Ironwood Sub-Area Plan:

- there will be no vehicular access to the lane on a temporary or permanent basis for townhouse developments. Only three access points will be permitted in the whole block to Steveston Highway which will result in some shared access points. Single family developments will be permitted access to the lane;
- both vehicular and pedestrian access are to be oriented inward rather than to the lane;
- the maximum permitted density will be 0.6 FAR;
- the maximum permitted height will be 2 storeys at the rear and 3 storeys along Steveston Highway;

- no tandem parking will be permitted;
- additional visitor parking spaces are encouraged;
- there will be pedestrian access points connecting the lane to Steveston Highway. These walkways are to be designed according to CPTED principles for safety; and
- there will be no changes to the requirement for a landscaped berm along Steveston Highway.

Also of note is the fact that, based on concerns expressed about the difficulty in turning left from Seaward Gate on to Steveston Highway, the intersection was modified to trigger the light on two cars.

If you have any questions or comments you can reach me at 604-276-4212.

Yours truly,

Jenny Beran, MCIP
Planner, Urban Development

JMB:jmb

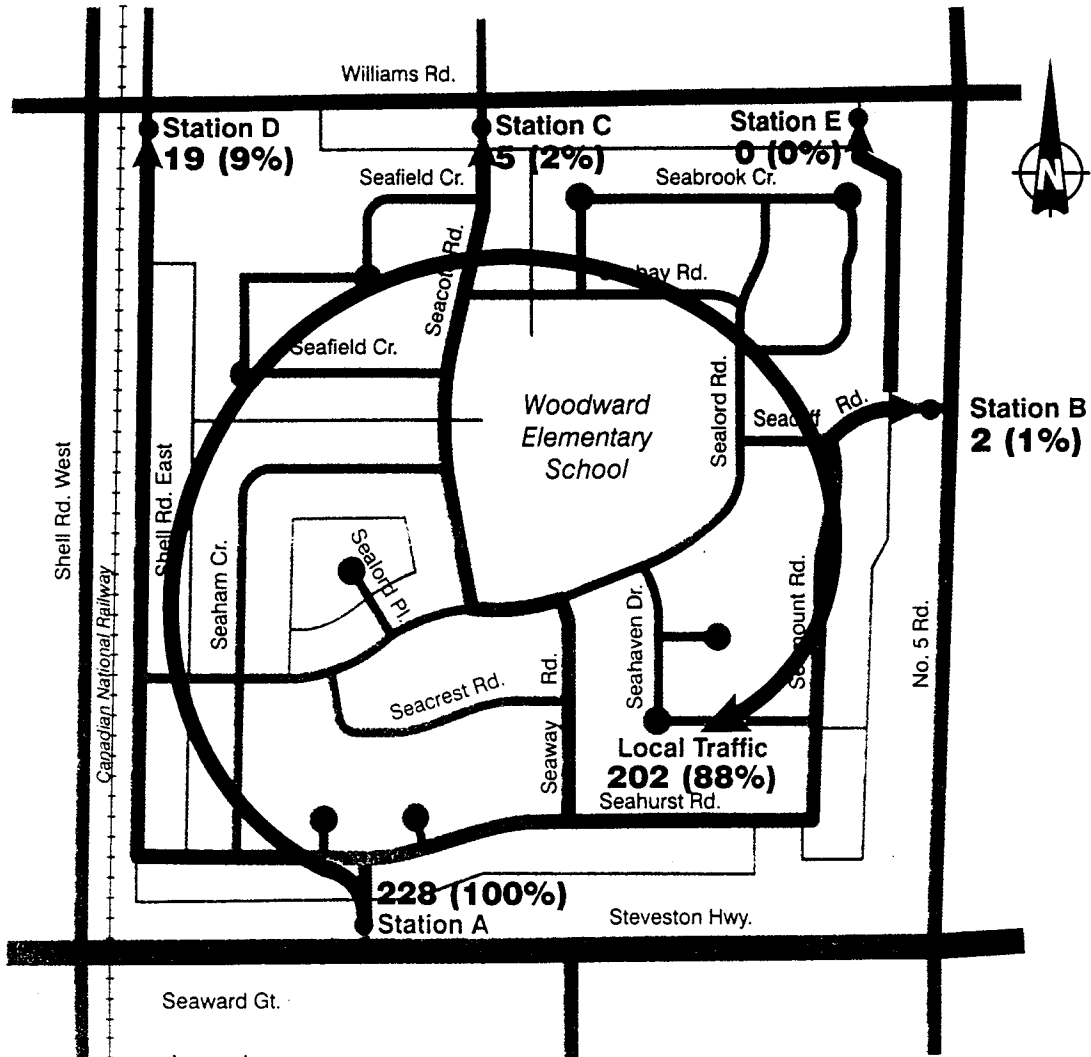


FIGURE 3 PROPORTIONS OF SHORT-CUTTING
 AND LOCAL TRAFFIC FROM STATION A



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7663 (RZ 03-232158)**

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

1. The Shellmont Area, Ironwood Sub-Area Plan, Bylaw 7100 Schedule 2.8A is amended by:
 - a) deleting the Table of Contents and pages 9 through 14;
 - b) substituting a new Table of Contents and pages 9 through 14 which are attached as Schedule 1 to this bylaw; and
2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7663”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

| |
|--|
| CITY OF RICHMOND |
| APPROVED for content by originating department |
| <i>[Signature]</i> |
| APPROVED for legality by Solicitor |
| <i>[Signature]</i> |

MAYOR

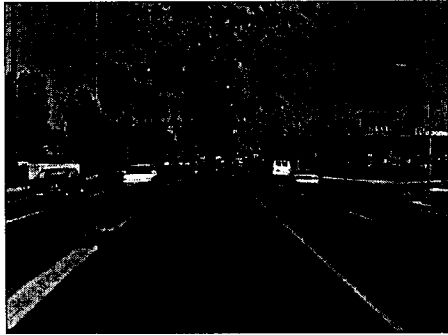
CITY CLERK

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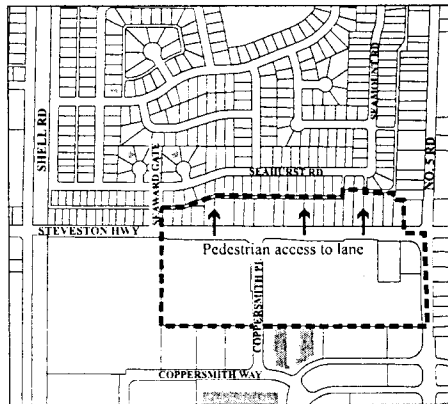
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Centre boulevard across from Ironwood



Shared vehicular access

8.3.1 SETTLEMENT PATTERNS

- a) Place emphasis on the establishment of a green, treed and landscaped streetscape along Steveston Highway punctuated by entranceways to individual townhouse clusters;
- b) Accommodate three vehicular access points between Seaward Gate and No. 5 Road as shown on the shared vehicular access diagram;
- c) These vehicular access points will provide right in/right out access to the development sites and will be the only form of vehicular access for new townhouse developments (eg. no lane access); and
- d) These vehicular access points will be linked where possible through the multi-family sites with the use of public right-of-ways.

8.3.2 MASSING AND HEIGHT

- a) Permit townhouses at a maximum density of 0.6 FAR;
- b) Setback 6 m (19.69 ft.) along Steveston Highway, EXCEPT that where a berm is not provided (as described under Landscape Elements) the minimum setback shall be 12 m (39.37 ft.); and
- c) Multi-family units along the lane are to be a maximum of 2 storeys.

8.3.3 ARCHITECTURAL ELEMENTS

- a) To address noise-related traffic impacts and establish a pedestrian-friendly streetscape, new development should be designed to maintain an acceptable ambient noise level of 35 dB for indoor spaces and 55 dB for outdoor private spaces.

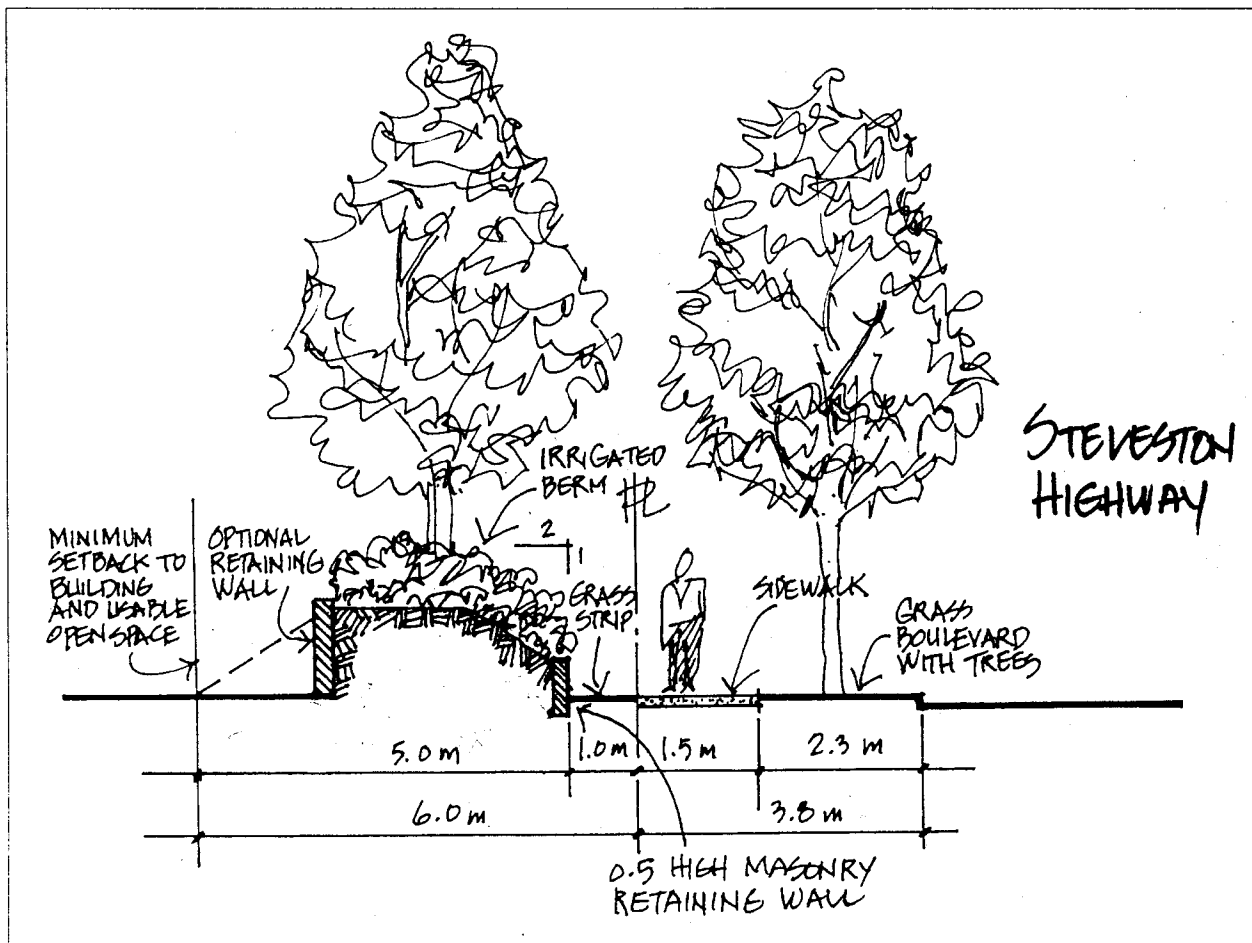
8.3.4 LANDSCAPE ELEMENTS

- a) 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;

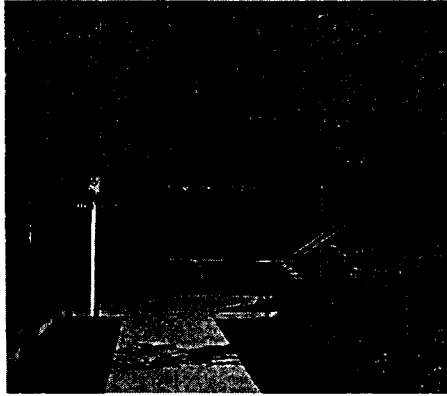


Berm on south side of Steveston Highway

- 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.);
- Significant planting within the berm area, including large growing trees and plant material chosen for its seasonal colour, screening abilities, and visual interest;



Steveston Highway frontage



Crosswalk at Coppersmith Way

- A minimal width and number of breaks in the berm for pedestrian and where necessary, 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; and
- Pedestrian pathways linking the single-family neighbourhood to the north of Area B to the Ironwood shopping centre. 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.). One of the pathways should be located close to Coppersmith Way where there is a crosswalk. Pathways should be designed according to CPTED principles.

8.3.5 PARKING AND SERVICES

- a) No tandem parking will be permitted; and
- b) Additional visitor parking is encouraged.

**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.



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7664 (RZ 03-232158)
11551, 11571 AND 11591 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 - 0.6)**.

P.I.D. 003-899-331

Lot 394 Section 36 Block 4 North Range 6 West New Westminster District Plan 45716

P.I.D. 005-965-250

Lot 395 Section 36 Block 4 North Range 6 West New Westminster District Plan 45716

P.I.D. 016-268-768

Lot "B" Section 36 Block 4 North Range 6 West New Westminster District Plan 86247

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7664"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

| |
|--|
| CITY OF RICHMOND |
| APPROVED for content by originating dept. HB |
| APPROVED for legality by Solicitor <i>[Signature]</i> |

MAYOR

CITY CLERK