



Regular Council Meeting for Public Hearings

Monday, June 17, 2002

Place: Council Chambers
Richmond City Hall
6911 No. 3 Road

Present: Mayor Malcolm D. Brodie
Councillor Linda Barnes
Councillor Lyn Greenhill
Councillor Evelina Halsey-Brandt
Councillor Sue Halsey-Brandt
Councillor Rob Howard
Councillor Kiichi Kumagai
Councillor Bill McNulty
Councillor Harold Steves

David Weber, Acting City Clerk

Call to Order: Mayor Malcolm D. Brodie opened the proceedings at 7:00 p.m.

1. DEVELOPMENT VARIANCE PERMIT (DV 02-20293)
(8651 Seafair Drive; Applicant: Ed and Joanne Maskall)

Applicant's Comments:

Mr. Maskall, accompanied by Mrs. Maskall, 8651 Seafair Drive, with the aid of an artist's rendering of the finished project, said that misinformation still existed on what the end project would look like. Mr. Maskall briefly reviewed the process that had been followed thus far.

Written Submissions:

Mr. and Mrs. Maskall, 8651 Seafair Drive – Schedule 1.

Mr. W.H. May, Remax Real Estate Services – Schedule 2.



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Submissions from the floor:

Ms. V. Stickwood-Hislop, on behalf of Ms. Taylor, 8631 Seafair Drive, said that the Taylor's had lived on Seafair Drive for 32 years. Concern was expressed about i) the house being positioned on the lot prior to the variance being approved; ii) the appropriate signage not being in place; iii) the forms and retaining wall that are in place prior to approval of the requested variance; iv) the question of precedent; v) the proximity of the fireplace to the retaining wall; vi) the apparent lack of adherence to the rules and processes that are in place.

Ms. P. Maskall, 8300 Railway Avenue, spoke in support of her parent's application. Ms. Maskall acknowledged that the current state of the house was a cause for concern but she felt that once the house and landscaping were complete the project would contribute greatly to the esthetics of the neighbourhood.

Mr. Maskall, speaking for the second time, in response to a question, said that the decision to move the house was based on not only financial reasons but a desire to retain the home that their family had been raised in and also that they liked the home and it would have been a waste to destroy it. Mr. Maskall said that all requirements pertaining to the move of the house have been met. The information was also provided that during the survey process it had been discovered that Ms. Taylor's fence encroached on the Maskall's property by one foot.

PH06-01

It was moved and seconded

That the Development Variance Permit that would vary the side yard setback from 2 m (6.562 ft.) to 1.676 m (5.5 ft.) along the northern property line of 8651 Seafair Drive in order to accommodate a relocated house which has been moved onto this property, be issued.

CARRIED

Opposed: Cllr. S. Halsey-Brandt
McNulty



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2. ZONING AMENDMENT BYLAW 7340

(Citywide; Applicant: City of Richmond)

Applicant's Comments:

Terry Crowe, Manager, Policy Planning, briefly reviewed the report.

Written Submissions:

None

Submissions from the floor:

Mr. B. Light, 10751 Palmberg Road, requested clarification on i) the wording of the notice as it related to the requirement that licensed and unlicensed group homes be located a minimum of 200m from other residential care facilities and ii) how the 200m requirement would relate to other non-residential uses.

PH06-02

It was moved and seconded

That Zoning Amendment Bylaw 7340 be given second and third readings.

CARRIED

PH06-03

It was moved and seconded

That Zoning Amendment Bylaw 7340 be adopted.

CARRIED

3. ZONING AMENDMENT BYLAW 7353 (RZ 01-197892)

(8060, 8080, and 8100 Bennett Road; Applicant: Am-Pri Construction Ltd.)

Applicant's Comments:

The applicant was present to answer any questions.

Written Submissions:

None

Submissions from the floor:

None



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PH06-04

It was moved and seconded

That Zoning Amendment Bylaw 7353 be given second and third readings.

CARRIED

4. ZONING AMENDMENT BYLAW 7357

(Pendlebury Road; Applicant: City of Richmond)

Applicant's Comments:

Joe Erceg, Manager, Development Applications, reviewed the report.

Written Submissions:

None

Submissions from the floor:

None

PH06-05

It was moved and seconded

That Zoning Amendment Bylaw 7357 be given second and third readings.

CARRIED

PH06-06

It was moved and seconded

That Zoning Amendment Bylaw 7357 be adopted.

CARRIED

5. ZONING AMENDMENT BYLAW 7359 (RZ 02-202588)

(6551 and a portion of 6531 Comstock Road; Applicant: C.P.S. Enterprises Ltd.)

Applicant's Comments:

The applicant was not present.

Written Submissions:

None



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Submissions from the floor:

None

PH06-07

It was moved and seconded

That Zoning Amendment Bylaw 7359 be given second and third readings.

CARRIED

PH06-08

It was moved and seconded

That Zoning Amendment Bylaw 7359 be adopted.

CARRIED

6. ZONING AMENDMENT BYLAW 7363
(Applicant: City of Richmond)

Applicant's Comments:

Alan Clark, Manager, Zoning, briefly reviewed the report.

Written Submissions:

None

Submissions from the floor:

None

PH06-09

It was moved and seconded

That Zoning Amendment Bylaw 7363 be given second and third readings.

CARRIED

PH06-10

It was moved and seconded

That Zoning Amendment Bylaw 7363 be adopted.

CARRIED

7. ZONING AMENDMENT BYLAW 7364 (RZ 02-203351)
(6711 and 6691 Comstock Road; Applicant: Stacy Maeda)

Applicant's Comments:

The applicant was present to answer any questions.



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Councillor S. Halsey-Brandt left the meeting – 7:50.

Written Submissions:

None

Submissions from the floor:

None

PH06-11

It was moved and seconded

That Zoning Amendment Bylaw 7364 be given second and third readings.

CARRIED

8. **ZONING AMENDMENT BYLAW 7366 (RZ 02-203023)**
(10340 Cambie Road; Applicant: Gurmej Bains)

Applicant's Comments:

The applicant was not present.

Written Submissions:

None

Submissions from the floor:

None

PH06-12

It was moved and seconded

That Zoning Amendment Bylaw 7366 be given second and third readings.

CARRIED

9. **ZONING AMENDMENT BYLAW 7367 (RZ 02-203096)**
(7400 No. 2 Road; Applicant: Michael Li)

Applicant's Comments:

The applicant was present to answer any questions.



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Written Submissions:

G. & A. Brown, 6220 Chatsworth Road – Schedule 3.

Submissions from the floor:

Mr. G. Brown, 6220 Chatsworth Road, said that his property is directly behind the subject property. Mr. Brown expressed concern about damage to existing trees and fences caused during construction of a nearby property and requested that the City impress upon the developer a need for caution and care when moving trees adjacent to his property line.

PH06-13

It was moved and seconded

That Zoning Amendment Bylaw 7367 be given second and third readings.

CARRIED

10. **OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 7371, AND ZONING AMENDMENT BYLAW 7370 (RZ 02-199258)**
(14791 Steveston Highway; Applicant: Hotson Bakker Architects)

Applicant's Comments:

Mr. Bob Ransford, 5071 Steveston Highway, representing the applicant, reviewed the process that had begun with discussions last fall and which had resulted in the owner/developer of the land assembling a team of professionals to look at the waterfront site. Mr. Ransford introduced the team members in attendance.

Mr. Ransford, Mr. Norm Hotson, Hotson Bakker Architects, and Mr. Chris Philips, landscape architect, Phillips Farevaag Smallenberg, provided a comprehensive presentation and commentary on the proposal. A copy of the presentation, which was included in the agenda package, is on file in the City Clerks Office.

Mr. Gardiner, Ward Consulting Group, responsible for the traffic and parking study for the site, provided information on the processes used to determine the parking rates.



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Submissions from the floor:

A resident of Forsyth Crescent spoke in favour of the rezoning application. As meet secretary of two Richmond swim clubs for many years, the speaker considered that the dormitories would be a great addition to the existing facilities at Riverport. Not only would the facility help families cut travel costs, it would attract users, such as camp and clinic participants, to the area.

Ms. E. Filler, a resident of Ash Street, expressed her concern that no unfavourable impact on the adjacent Environmentally Sensitive Area be allowed. Ms. Filler hoped to see the opportunities provided within the development plan to restore the quality of the environment along the waterfront be acted upon.

Mr. Bill Evans, 10440 Sidaway Road, said that he was vehemently opposed to the development due to the i) safety issues involved in placing a development on a fast moving portion of the river; ii) the CNR issues; and iii) the traffic issues already experienced in the area.

Mr. B. Lotzkar, as the owner of National Metals, located 1000 feet NE of the proposed development, said that to protect the existing industry in the area the developer should be required to register a noise covenant on title.

Mr. D. Reay, a volunteer member of the Poverty Response Committee and the Housing Task Force, asked about the average rent of the units to be built. Mr. Reay expressed concerns related to the lack of affordable and accessible housing in the City and also traffic and parking issues.

Mr. N. Bubbar spoke as representative of the Sant Nirankari Mission Canada Inc., owner of the property at 14291 Triangle Road. Mr. Bubbar read a written submission which is attached as Schedule 4 and forms a part of these minutes.

Mr. Grant Thompson, 10211 No. 6 Road, expressed his strong concerns relating to the existing traffic issues of the area.

Mr. Lance Cansdale, Executive Director of SwimBC, which has 11,000 members, spoke in favour of the proposed development. Mr. Cansdale said that travelling conditions are hard on members and that the proposed facilities would add to the exceptional existing facilities at Riverport.



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Mr. Craig McCord, Director of Swimming, Richmond Rapids Swim Club, spoke in favour of the rezoning citing the benefits of being able to host swimmers during such events as the Provincial Championships etc.

Mr. John Buis, President of Basketball BC which is located on Triangle Road, said that his organization is involved with 335 clubs with a total membership of 15,000. Mr. Buis said that the organization supported the application for a dormitory to be located in the Riverport area as it was felt that it would aid in attracting players and coaches from across the Province, and Canada. Mr. Buis also mentioned the difficulties of providing accommodation for the clinics and tournaments that are held at Riverport.

Mr. E. Kearns, Senior Vice President of Fraser Wharves Ltd. referred to the letter, which is attached as Schedule 5 and forms a part of these minutes, submitted by Fraser Wharves Ltd. and reviewed the information contained therein.

Mr. L. Mady, 12600 Jack Bell Drive, of the BC Waterpolo Association, spoke in favour of the proposed development. Mr. Mady said that the proposed dormitory would help greatly in the accommodation of out of town participants for the various competitions held by the Association at Watermania, a premier training facility.

Mr. Scott Lock, 5611 Plover Court, a student at the University of British Columbia and manager of the men's basketball team, and also a summer student at Basketball BC and a part time employee at Riverport, spoke in support of the proposed development.

Mr. A. Hoyt, a teaching assistant and part time employee at Riverport, spoke in support of the rezoning application.

Councillor S. Halsey-Brandt returned to the meeting – 10:12 p.m.

Mr. J. Triano, Head Coach of the National Basketball Team, said the Riverport facility could be the national training centre for basketball in Canada, a program that would be enhanced by nearby accommodation such as the proposed dormitory.



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Mr. C. Wills and Mr. L. Lepore, of the Zone Bowling Centre and the Big River Brew Pub located at Riverport, spoke in favour of the rezoning application. Mr. Wills said that the proposed development would provide a positive and beneficial boost to the Riverport complex and site. Mr. Wills considered that the site had diminished over the last few years, a situation which the proposed development could turn around.

Mr. Lepore said that having a critical mass added to the end of Steveston Highway would be positive for existing businesses and infrastructure; that the location of the dormitory would enhance their ability to market their facility; and, that the prospect of rental housing would be welcomed by employees.

Ms. Julie Halfnights, 5184 Sapphire Place, spoke in opposition to the OCP amendment as the amendment would place residents in an area undesirable due to smell and noise issues and a lack of services. Ms. Halfnights also recognized the value in preserving waterfront industrial land future use. It was questioned whether the matter could be put on hold until the fall election. Ms. Halfnights suggested that infill of the city centre should occur prior to development in the Riverport area.

Ms. Marion Smith, 6580 Mayflower Drive, representing the 'Save Richmond Farmland Society' read a written submission which is attached as Schedule 6 and forms a part of these minutes.

Mr. K. Hammond, 10591 Palmberg Road, spoke in opposition to the proposal citing the numerous traffic issues currently existing in the area.

Mr. Ransford, speaking for the second time, responded to the various questions and issues raised.

PH06-14

It was moved and seconded

That the regular meeting of Council for the purpose of a Public Hearing proceed beyond 11:00 p.m. (10:51 p.m.).

CARRIED

Mr. Bob Light, 10751 Palmberg Road, read a written submission which is attached as Schedule 7 and forms a part of these minutes.



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A resident of Palmberg Road spoke against the proposed development citing the existing traffic problems of the area.

Written Submissions:

The Corporation of Delta – Schedule 8.

Mr. M. Heath, 3640 Ullsmore Avenue – Schedule 9.

K. & K. Hammond – 10591 Palmberg Road – Schedule 10.

The Chair called a ten minutes recess (11:20) to provide Councillor S. Halsey-Brandt with an opportunity to apprise herself of the information recorded in the minutes during her absence from the meeting.

The meeting reconvened at 11:30 p.m.

PH06-15

It was moved and seconded

That Zoning Amendment Bylaw 7370 and Official Community Plan Amendment Bylaw 7371 be given second and third readings.

CARRIED

Opposed: Cllr. Barnes

Greenhill

E. Halsey-Brandt

S. Halsey-Brandt

PH06-16

It was moved and seconded

That as a condition of rezoning the applicant be required to register a covenant on title to advise future purchasers of potential noise from area industrial, commercial and rail operations and to indemnify the City from potential claims.

CARRIED

PH06-17

It was moved and seconded

That the traffic improvements raised by residents living in the Riverport area (including those indicated in Schedule 7), which would include:

- *a left hand turn lane on Sidaway road;*



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- *a bike lane on Steveston Highway;*
- *a left hand turn lane on Steveston Highway to No. 5 Road south;*
- *a traffic light for traffic exiting the freeway; and*
- *bus stops*

be referred to the Director of Transportation for report as early as possible.

CARRIED

PH06-18

It was moved and seconded

That the Director of Transportation be directed to contact CNR to express the City's concern regarding the proposed works within the CNR right-of-way, as outlined in a Memorandum from the Director of Transportation dated June 14, 2002.

CARRIED

PH06-19

It was moved and seconded

That the City initiate an area plan for the Riverport area as soon as possible and report back to Council to indicate whether completion by Fall 2002 would be feasible.

CARRIED

11. ZONING AMENDMENT BYLAW 7381 (RZ 02-203085) (10500 Shepherd Drive; Applicant: Westshore Capital Inc.)

Applicant's Comments:

The applicant was present to answer any questions.

Written Submissions:

None

Submissions from the floor:

None



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PH06-20 It was moved and seconded
That Zoning Amendment Bylaw 7381 be given second and third readings.
CARRIED

PH06-21 It was moved and seconded
That Zoning Amendment Bylaw 7381 be adopted.
CARRIED

12. ADJOURNMENT

PH06-22 It was moved and seconded
That the meeting adjourn (12:15 a.m. June 18, 2002).
CARRIED

Certified a true and correct copy of the
Minutes of the Regular Meeting for Public
Hearings of the City of Richmond held on
Monday, June 17, 2002.

Mayor (Malcolm D. Brodie)

Acting City Clerk (David Weber)

To Public Hearing	
Date:	Jun 17, 2002
Item #	1
Re:	DV 02-202935 8651 Seafair Dr.

June 12, 2002

DELIVERED BY HAND

Mayor and Members of Council
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Dear Sirs/Mesdames:

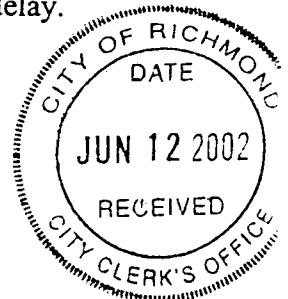
**Re: Application for Development Variance Permit
for Property at 8651 Seafair Drive, Richmond, B.C.
File No. DV02-202935**

My wife and I own the property at 8651 Seafair Drive (the "Property") and have obtained approval to move our home on to the Property.

We made an application for a Development Variance Permit (the "Variance Permit") to vary the side yard setback along the northern property line of the Property from 2 metres (6.562 feet) to 1.67 metres (5.5 feet), a variance of .33 metres (1.062 feet).

The application was heard before the Development Permit Panel (the "Panel") on Wednesday, April 24th, 2002. The Panel was advised by the Development Co-ordinator Holger Burke that staff recommended approval of the application. The Panel considered correspondence received from the owners of neighbouring properties and confirmed that the variance being requested was in accordance with the Council Procedure Bylaw and Guidelines that the Panel was required to adhere to.

The Panel passed a resolution that the Variance Permit be issued and I was assured that although the matter had to go before Council for final approval there would not be any further delay.



- 2 -

We were already substantially behind our schedule to complete relocation of the home and accordingly we proceeded to construct concrete footings on the Property in accordance with the location authorized by the Variance Permit.

The matter came before Council on Monday May 13th, 2002 at which time Council referred the matter to a Public Hearing which has been scheduled for Monday, June 17th, 2002.

The purpose of the request for the Variance Permit is:

1. To provide an area to park our recreation vehicle beside our home thereby enabling us to construct fencing to partially screen it from view.
2. To allow heavy duty equipment to access the back of the Property in the future for construction of a swimming pool.

At the application before the Panel a City engineering assistant confirmed to the Panel that there would be a 15 foot clearance from the eaves of our home to the wall of the neighbouring house to the north which is more than the clearances between many of the homes along Seafair Drive.

Those opposed to the Variance Permit are concerned about the appearance of our re-located home on the Property not the proposed one foot variance. We have enclosed a drawing of what our home will look like after it has been completed. We also enclose photographs of the neighbouring homes namely:

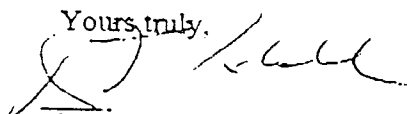
- (a) 8631 Seafair Drive immediately to the North of the Property;
- (b) 8671 Seafair Drive immediately to the South of the Property;
- (c) 8660 Seafair Drive directly across the street from the Property.

To date we have expended considerable time and expense to meet the requirements of the City and at this point if the Variance Permit is not approved by Council we will have to remove and replace the forms for the concrete footings which will result in further delay and expense.

The Variance Permit is supported by Richmond's technical staff, was approved by the Panel and in our respectful opinion is reasonable in the circumstances.

Thank you.

Yours truly,



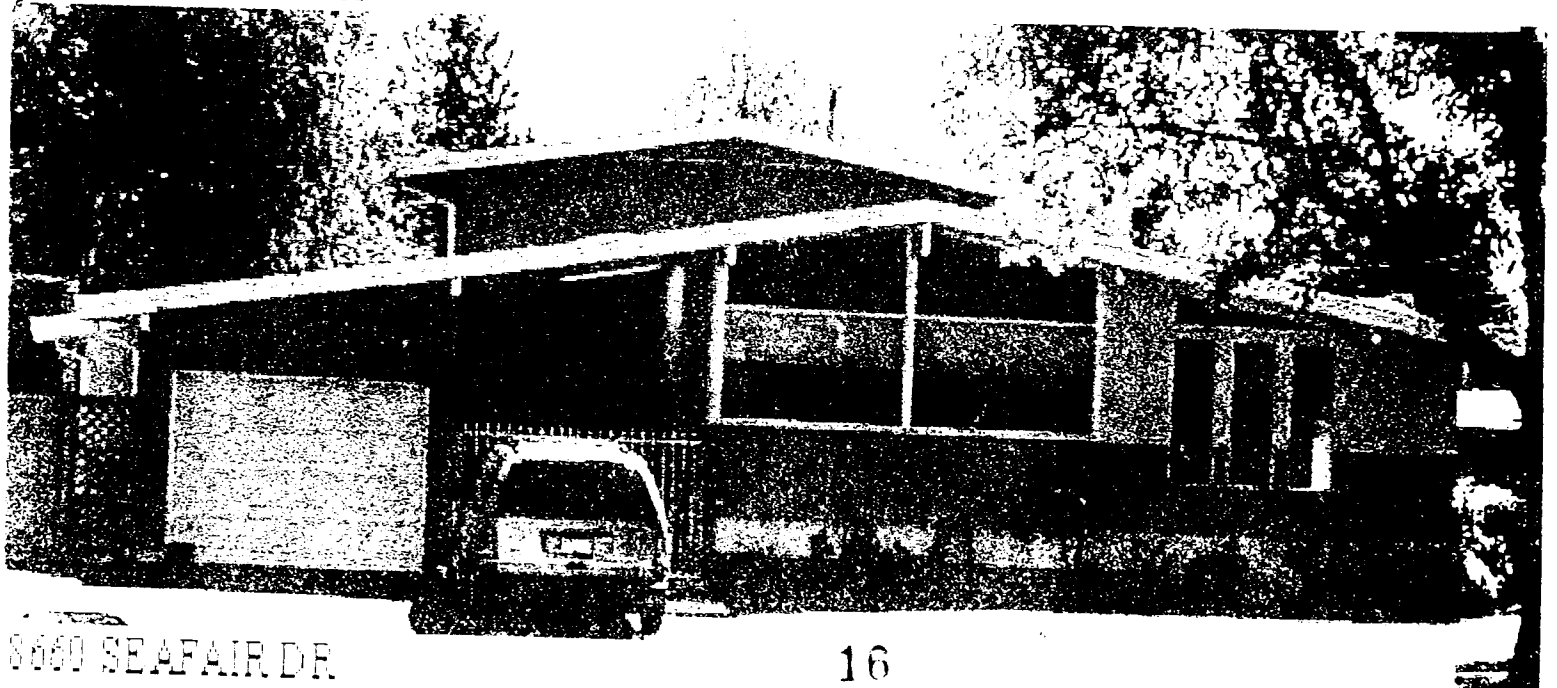
Mr. and Mrs. Maskall



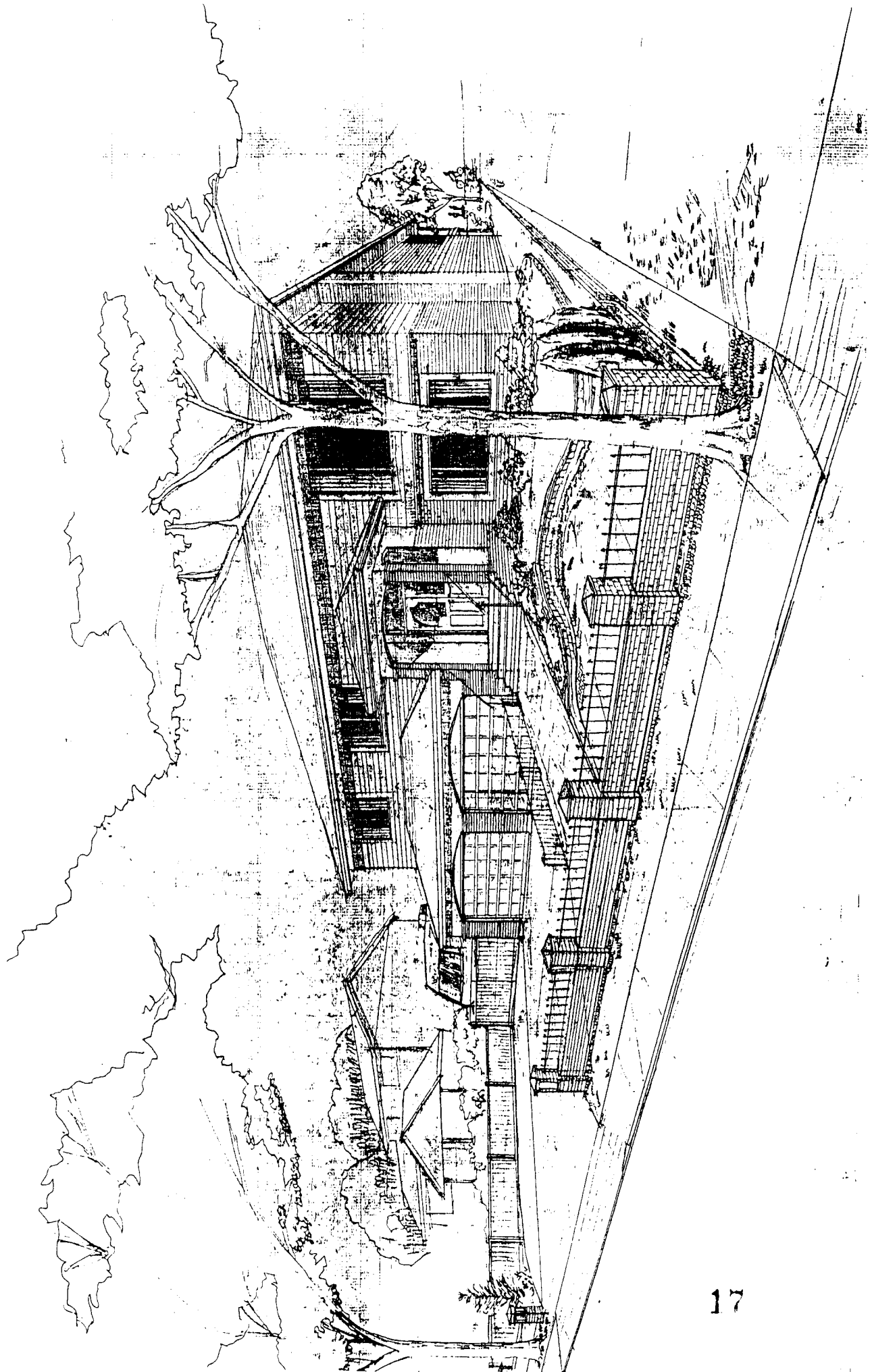
8631 SEAFAIR DR.



8671 SEAFAIR DR.



8660 SEAFAIR DR.

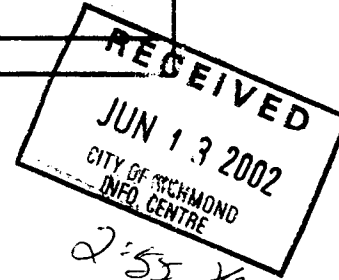




SCHEDULE 2 TO THE MINUTES OF
THE REGULAR MEETING FOR
PUBLIC HEARINGS HELD ON
JUNE 17, 2002.

ADDITIONAL ITEM

Public Hearing	
Date:	June 17, 2002
Item #	1
Re:	DVP 02-202935



✓	LY	DW
	KY	
	AS	
	DB	
	WB	

June 11, 2002

City of Richmond
6911 No. 3 Rd.,
Richmond, BC
V6Y 2C1

Attention: City Clerk

Re: PUBLIC HEARING June 17/02

Item 1 DEVELOPMENT VARIANCE PERMIT (DV02-202935)

Please read into the record this letter in support of applicants Ed and Joanne Maskall concerning the referenced variance permit application.

It is my understanding the required permits and details concerning the home relocation have all been met and approved by city staff. Furthermore, the request for a one foot side yard variance seems to be well within acceptable setback building code requirements. I am absolutely dismayed at the criticisms and delays the applicants have experienced in this matter. The Board of Variance recommended approval! What on earth is a justifiable reason to hold a public hearing into such a straightforward, simple matter. Please use some common sense and support the applicant.

Respectfully Submitted,

W.H. May
(30 Year Richmond Resident)

RE/MAX Real Estate Services

Each Office Independently Owned and Operated

#410 - 650 West 41st Avenue, Vancouver, British Columbia, Canada V5Z 2M9
Business: 604.263.2823 • Facsimile: 604.263.1057 • E-mail: remaxres@smartt.com



SCHEDULE 3 TO THE MINUTES OF
THE REGULAR MEETING FOR
PUBLIC HEARINGS HELD ON
JUNE 17, 2002.

G. & A. Brown
6220 Chatsworth Rd
Richmond V7C 3S3
June 17/02

City of Richmond
Attn. J. Richard McKenna
City Clerk

Regarding zoning amendment 7367 (RZ 02-203096)
7400 No2 Road

Our property is located directly behind the property to be rezoned and while we have no objection to the rezoning we are concerned about damage to and general disregard that some developers have towards adjacent properties.

This was clearly demonstrated when the property on #2 road behind 6160 and 6140 Chatsworth Rd was recently developed and the fences were demolished and some other damage occurred, we do not want the same to happen to our fence. I do not believe that this is too much to ask.

It is not enough for the developer to say they will replace it, it is our fence and we do not want it damaged and so we therefor request that the City impress this upon the developer.

Any damage to our fence or property will be considered wilful damage.

Sincerely,
G.T.Brown.

THE SANT NIRANKARI MISSION CANADA INC.

(UNIVERSAL BROTHERHOOD)

HEAD OFFICE: 2774 Highway 7 West Brampton (Norval) Ont. Canada L0P 1K0

Tel: (905) 455-7922 Fax: (905) 455-8781

Branch Mailing Address

12488 57A Ave.
Surrey, BC V3X 2S6
Tel: (604) 596-9062
Fax: (604) 397-0311

Branch Address

14291 Triangle Rd.
Richmond, BC V6W 1B2
Tel: (604) 241-2421

SCHEDULE 4 TO THE MINUTES OF THE REGULAR MEETING FOR PUBLIC HEARINGS HELD ON JUNE 17, 2002.

June 17, 2002

Mayor & Council
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Sirs/Mesdames:

RE: Zoning Amendment Bylaw 7370 (RZ 02-199258) at 14792 Steveston Highway

The Sant Nirankari Mission Canada Inc. (The Mission), a non-profitable charitable organization, is the owner of the property located at 14291 Triangle Road. We are here as representatives of The Mission at this Public Hearing.

The Mission is neither here to oppose nor to support the application for rezoning; we would like to leave this decision between our elected council members and the city administration.

According to the city staff's report the subject properties are currently designated in the OCP as "Commercial" use and in the Zoning Bylaw as "Athletics and Entertainment District (AE)" Zone. Under both the OCP and zoning designations for the Riverport Area, a permanent residential use is not permitted and was never envisioned to include any permanent residential use.

The impression we received from the city staff report is that if the residential components of this proposal and others like it are to occur, then it is necessary to do it properly with an Area Plan, and not incrementally, without a coordinated vision and decision-making framework.

Our purpose to come here is that any new development in the Riverport Area has the potential to impact on lands on Triangle Road in front of The Mission's property.

It is our understanding that council has passed the motion:

1. That no additional residential development be approved in the Riverport Area until an Area Plan for this area is completed.
2. That an Area Plan be undertaken for the Riverport Area.

When we took possession of our property in 1993, the property was being used as a repair shop and storage of abandoned vehicles. None of the land was being used for agriculture purpose. After taking possession of the property, our members spent numerous hours and donated funds to clean the property, restore the buildings and plant blueberries in approximately over three and half acres of the land out of 5.2 acres.

The remaining land is occupied by the residence, accessory buildings and for vehicle parking. At the present, every Sunday for the last four years our members have held prayers meetings at Hamilton Community Center in Richmond.

The properties across from us were zoned Industrial. As you are aware, everything across from us is either developed or rezoned to be Athletics and Entertainment District (AE) zone. Our members wish to use the large accessory building for a prayer and meeting room. We are not here to request rezoning of the property and/or having the property taken out from the ALR. The Mission would like to request that our land, 14291 Triangle Road, be included in the Area Plan undertaking to allow specific site use for our members as noted in this letter.

In closing, on behalf of The Mission, we would like to thank you for this opportunity and are looking forward to participate, in any way, in the Area Plan Study.

Respectfully Submitted by:

Narinder Bubbar, EIT & Dave Arora

The Sant Nirankari Mission Canada Inc.

FRASER WHARVES LTD.



13800 STEVESTON HIGHWAY, RICHMOND, B.C., CANADA V6W 1A8
TELEPHONE: (604) 277-1141 EXT. 316 FAX: 277-4715

June 12, 2002

Mayor And Council
c/o City Clerk
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

To Public Hearing	
Date:	<u>Jun 17, 2002</u>
Item #	<u>10</u>
Re:	<u>RCP BL 7371</u> <u>RZ BL 7370</u>

SCHEDULE 5 TO THE MINUTES OF
THE REGULAR MEETING FOR
PUBLIC HEARINGS HELD ON
JUNE 17, 2002.

		INT
	RM	
✓	DW	DW
	KY	
	AS	
	DB	
	WB	

Dear Sirs/Mesdames.

Re: Zoning Amendment Bylaw 7370 (RZ 02-199258) at 14792 Steveston Highway

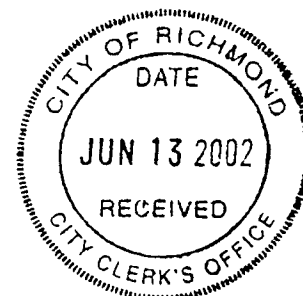
Fraser Wharves Ltd. is located on the opposite side to the area under consideration for re-zoning. Our property runs from the River, along Steveston Highway and about 700 meters west of No. 6 Road.

While we are not fundamentally opposed to this application, we do have a major concern. That concern relates to the possible conflict between our use and the proposed mixed uses which, we understand, will include residential and possible restaurant and other retail uses.

Directly across Steveston Highway from this site is our truck dispatch operation which operates 24 hours a day, 7 days a week. Our area is well lighted and trucks will be loading at all times of the day and night. Additionally, there will be eventually a rail lead that will service us with as many as three switches per day for a minimum of 5 days per week. There are also large ocean going vessels arriving and departing at any time of the day and night. The vessel operation is slightly down river from our truck site, but vessels can come up as far as the subject area in order to come along our piers for docking purposes.

Our operation, which has approximately 150 employees, working a minimum of two shifts a day, will process in 2002 approximately 200,000 units. Approximately 60,000 units will move via truck to B.C. and Prairie destinations. Accordingly, there are usually 33 tractor-trailer units arriving empty and departing fully loaded per day.

We are very concerned that both the developer and the City of Richmond make full and complete disclosure to the potential purchasers of the residential units and the retail and commercial spaces of the nature and scale of our operations.





In addition, could you advise us what measures will be undertaken by the City and the developer and what requirements will be made by the City in the proposed new zoning bylaw or otherwise to ensure that there will be sufficient buffering, screening, masking and separation between uses so as to avoid conflict.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Kearns', written over a horizontal line.

Edward S. Kearns
Senior Vice President

June 17, 2002

Marion Smith
6580 Mayflower Drive
Richmond, BC V7C 3X6

Representing the Save Richmond Farmland Society

Presentation regarding application by Hotson Bakker Architects for Amendment
of the OCP and rezoning at 14791 Steveston Highway from "Athletics and
Entertainment District (AD)" to "Comprehensive Development District (CD/134)"

This proposal for housing at Riverport is premature.

The decision to create a new neighbourhood at Riverport is one that needs to be discussed in a true public forum. It needs to be considered thoughtfully, analyzed carefully, with every citizen in Richmond provided an opportunity for input. To put housing here would have a massive, long range impact on the health of east Richmond, on our farming community, and ultimately, on the liveability of our entire city. Everyone who lives in Richmond has a stake in this decision, and they deserve a fair opportunity to examine, discuss, and comment on long range plans for this area. We will all be affected in the long run by whatever decision you make. A development application like this one must not control the long range planning process.

If you vote to accept housing in this area, whether it's 20 or 200 houses, you will ignite a land rush by speculators for property east of Hwy 99. In case you haven't noticed, the housing market has taken off, and there is demand for land. This area, next to Hwy 99 and so accessible to Vancouver, would be exceedingly attractive to land speculators, especially if they see that this council is in favour of residential development in this part of Richmond. The ALR boundaries will be immaterial to land speculators.

Voting for housing in this area would be a slap in the face for all of the people who worked so hard on the **Agricultural Viability Strategy**. This Strategy led everyone to believe that Richmond was in support of managing and protecting agricultural land here in this city. However, introducing housing at Riverport runs contrary to this strategy. Riverport has already had a significant impact on the traffic along No. 6 Road and Sidaway. The volume of traffic on Sidaway alone is shocking for a little road. People come from as far away as West Vancouver to get access to Riverport by way of No. 6 Road. This wasn't meant to happen in this agricultural area. Introducing housing on this side of Hwy 99 will just increase the pressure for more urbanization in the ALR.

This housing development is at odds with the **GVRD's Livable Region Strategic Plan**. Although many residents of Richmond fully support the GVRD in managing development

in the region, it frequently appears that the City of Richmond is at odds with the regional plan. We were shut out of better transit for years because of Richmond's growth strategy. We would like to see Richmond follow the Strategic Plan and not allow development applications like this one take control of the city's long range planning. There is absolutely no purpose in having an OCP, nor the many meetings, the open houses, the workshops and so on, that lead up to an OCP, if a development application can derail the plan. Everyone who has taken part in the process throws up their hands and says, 'Why did I bother?'. And in fact, that is what has happened. Others do not believe that they can make a difference, so they do not attend these meetings, and they do not bother to vote. Part of the reason is that a major document like the OCP is merely a set of rules to be broken. It is not a document that Richmond residents can trust.

This applicant should be told that housing in this area is not in the plan. They knew that when they put forth this proposal. They knew that you might turn down this application – but, hey, it's worth a try, so why not? After all, Richmond has a long history of approving development proposals that are contrary to the OCP.

Some comments on some of the specifics of this application:

Location

This area is removed from the amenities that residents would normally expect. Richmond is already heavily car-dependent, and this development would be even more so, since it is removed from stores, schools, and other facilities. Residents would be seriously inconvenienced by the traffic in the area because of the existing road system.

Transit and parking

The developer promotes the rental units as affordable rental housing. Yet, those who need affordable housing prefer to be near good transit lines. There is minimal transit in the area, and the transit that does exist was fast tracked ahead of other routes that have been on the city's wish list for years. The proposed parking for this subdivision is short 101 spaces, or 22.3% of what should be provided. Even though there is not good transit in the area, the plan calls for insufficient parking spaces. As we all know, parking variances result in deficits in parking spaces. This inevitably leads to complaints, parking regulations and towing.

Noise issues

There are at least four noise issues involved in this proposal:

- first, there is the existence of the entertainment district;
- secondly, there is the Delta industrial area across the river;
- thirdly, CN plans to build a rail line within the next three to five years; and
- fourthly, there is the possibility of an amphitheatre or similar facility being built.

Surely you all remember the complaints from Bridgeport, The Oaks and Terra Nova residents who discovered they were either under the flight path or across from the airport. You are also aware of the complaints from Burnaby residents who don't like the noise from the banquet hall. The impact of a constant and daily noise source does not occur to people until after they have moved in.

Is it good municipal planning to squeeze 224 units of housing into a space that is potentially affected by noise 24 hours a day? The answer is no. You can save yourselves and city staff a lot of grief by turning down this proposal. In fact, the noise issue alone should be enough to defeat this application. Note also that "the applicant is not prepared to register a covenant on title to advise prospective homeowners and tenants of potential noise impacts...."(page 18, May 13, 2002, RZ 02-199258). He does promise that residential buildings would be designed to CMHC Rail and Noise Transmission Standards. This may mitigate the problem to some extent, but we are all aware that even if houses are soundproofed, residents cannot open their windows without being affected by noise.

Impact on industry

The proximity to the CN railway is dynamite. The city wants an at-grade foot access across the tracks plus access for emergency vehicles. CN has put the city on notice that it has concerns with regard to the entertainment centre adjacent to its property. It is obvious why CN would be concerned. Although it would be blamed for any incidents on its tracks, CN cannot close off the tracks on both sides if there is an at-grade pedestrian crossing and/or an emergency vehicle crossing.

Consider that if there were no housing here, CN could possibly avoid daytime recreational users by running trains at night. With housing in this location, CN would not have that option. Rather, it would have to contend with both trespassers and noise complaints regardless of the train schedules.

It is prudent to consider the impact that housing would have on the industrial activity in this area. Surely the economic benefit of train transport would be greater than the benefits of a few housing units. It costs more to service homes than they generate in tax revenue. These few dwellings will cost you much more because the land use here is at odds with the adjacent recreational and industrial land uses.

Child care facility:

The child care facility is in the furthest possible corner of south-east Richmond. One has to wonder if it will be truly put to use, especially since the housing is not meant for families. If there are no children in the housing units, then the child care facility will have to find clients from elsewhere in Richmond.

Age covenant

It is obvious that potential residents of this area would need a local grocery store and other shopping, schools, a community centre, and so on. Any family that moved in would spend their days ferrying children back and forth to schools because bus schedules are rarely created with students in mind. The applicant has suggested that a covenant be placed on the buildings to restrict residents to those 18 years and older. It is important to remember that this is contrary to the *Canadian Human Rights Act* which says,

- “6. It is a discriminatory practice in the provision of commercial premises or residential accommodation
- (a) to deny occupancy of such premises or accommodation to any individual, or
 - (b) to differentiate adversely in relation to any individual, on a prohibited ground of discrimination.”

The prohibited grounds of discrimination are: race, national or ethnic origin, colour, religion, age, sex, sexual orientation, marital status, **family status**, disability or conviction for an offence for which a pardon has been granted.”

So, the applicant cannot put a covenant on the buildings denying accommodation to children or families.

Waterfront access

This plan calls for a 4.5 metre (15 foot) waterfront walkway, which appears to be on top of the dyke. The city’s Waterfront Amenity Strategic Group has indicated that it prefers more openness along the waterfront. It is suggested that the buildings be set back further from the walkway, at least 3 metres from the dyke right-of way. The developer has replied that the intention is to create an “urban experience” with the buildings on one side of the dyke and the water on the other. May I remind you that Richmond residents use the dyke in order to escape from our “urban experience”. The idea of four story buildings right up against the dyke would not appeal to most dyke users. In addition, the applicant has suggested that the city’s nine acres north of this property be used for open park space. It is not incumbent upon the city to supplement a developer’s plans with city-owned property.

The proposal to provide public access to the areas around the three residential buildings is meaningless. A similar proposal, for ‘view corridors’ in the Lynas Lane development promised not only sight lines, but walking paths through the development. Whereas public access may actually be permitted, the walking paths are perceived as belonging to the development, for the use of residents. Anyone else using paths between buildings feels like an intruder.

There is another parallel with the Lynas Lane development, which also promised a raised

foot bridge from the development to the middle arm dyke. This foot bridge was never built. It seems that promises like these are quickly forgotten after the development is approved. Even if there were an overpass over the railway tracks, people would try to walk across the tracks anyway, since they will naturally take the easy way across.

There is a desire on the city's part to have an open waterfront accessible from the entertainment area. The proposed buildings effectively create a barrier between the entertainment district and the waterfront. The proposed single public walkway through the development provides insufficient access to the river.

Conclusion

The proposal to approve these 224 units of housing and then create an area plan is akin to closing the barn door after letting the horse out. If these units are built, there will be a boom in land speculation in the adjacent ALR area and an increase in housing applications in the Riverport area.

Residential development in this area has been turned down twice before. There is no compelling reason why this particular development should go ahead, but there are good reasons why it should not. Housing here will cost you more trouble and headaches than it is worth. Do not be seduced by the promises of a walkway, plazas, child-minding facility and a meeting room. Look instead at the negatives, for they far outweigh the positives. This is not a complete community. It is three buildings stuck in a far corner of Richmond, away from shops and services, schools, and transit.

Residents of Richmond have a right to be consulted widely and fully on the idea of housing in this area before any housing development takes place. One night of public hearing in the summer month of June does not constitute extensive consultation.

The decision to create a new residential neighbourhood in Richmond is one that belongs to all of us, not solely to a development applicant and yourselves. The impact on all of Richmond will be significant and long lasting, so any proposal to allow housing should be carefully and thoughtfully considered. Tonight, the best option for Richmond is for you to turn down this application.

SCHEDULE 7 TO THE MINUTES OF THE
REGULAR MEETING FOR PUBLIC
HEARINGS HELD ON JUNE 17, 2002.

Public Hearing

Monday, June 17, 2002

Item 10

OCP Amendment Bylaw 7371

Zoning Amendment Bylaw 7370

14791 Steveston Hwy

Mayor and Council

Concerns of the propose land use, there is a difference between rental or ownership of residential units and hotels or dormitory type accommodations and I would think that all the trucks coming and going to the sand pit and the refuse dump, future activities of National Metals, Fraser wharfs with the moving of cars back and forth to their holding lot north of this site, the running of the motors on some ships all night, the loading of rail cars and the movement of the rail cars, the operations across the river in Delta and the propose amphitheatre would have an impact on any residential development, even the street sweeper in the parking lot of Silver City at 6:00 A.M. Sunday will have an impact, in addition there are no outdoor recreation areas, no bike paths, walking trails, grass playing fields or parks, with the closest elementary school 2 1/2 to 3 miles away.

There is no area plan or traffic study showing the impact of present traffic on the neighbourhood, which all seemed to have been ignored in the past with Entertainment Developement and now again with this development.

The percentage of the increase traffic this development will generate compared to the existing traffic is not a correct way to consider the overall situation or cost, as an example if a glass is full of water, one drop will cause the glass to overflow and that one drop may only be one percent of the volumn of the glass yet it caused 100% of the failure

Items that should be considered along for improvements to traffic on Steveston Hwy and at the Intersection of Steveston Hwy and No. 5 Road to handle the present traffic and the increase traffic generated by this development.

The only changes to the traffic situation on Steveston Hwy from Shell to No. 6 Road since Ironwood, Canadlan Tire and the Entainment Centre was constructed are:

Right hand turn east bound Steveston Hwy from No 5 Road (under construction)

Right hand turn south bound on No.5 Road from Steveston Hwy (not yet completed)

Removing the bend on Steveston Hwy at No. 6 Road (promised to be done when Fraser Wharfs was constructed) the reconstruction of Steveston Hwy has not in anyway improved the movement of traffic, In fact it seems to have reduce the safety of people walking or riding a bike, as the there use to be a nice wide shoulder to walk or ride a bike and there is an increase in traffic which travels much faster

2

Three traffic lights added between Shell Road and the overpass (effectively slowing traffic) there are now 6 traffic signals from Shell Road and the overpass.

None of the above has in anyway improved or reduced the traffic flow in this area in relation to the increase volume.

Steveston Hwy overpass

It has been stated many times the need to twin the overpass, this I disagree with, twinning the overpass would not move the traffic any quicker just make two lines of traffic each way instead of one. The traffic lights at each side of the overpass is the delay in traffic especially when they give priority to tunnel and freeway traffic.

Many times the traffic is line up going west over the overpass because the traffic light on the west side is red to give priority to traffic (trucks) coming off the freeway, this causes a traffic line up at the traffic light on the east side of the overpass, both from the tunnel and Steveston Hwy.

It is interesting how the timing of the lights by the Department of Highways giving priority to the traffic north off the freeway affects the traffic coming from the tunnel.

Twinning the overpass would not remove the traffic lights.

We should try to have as few traffic lights as possible, as traffic lights increase pollution as cars stop and start and sit idling.

The land should be obtain for the cloverleafs now while it still can, even if the cloverleafs are not constructed right away.

The land on the northeast corner is open land with the towers, a cloverleaf here would remove the traffic light on the east side of the overpass.

The land on the south west side is not developed and should be able to be obtained, this would remove the traffic light for the traffic coming from the north off the freeway

The land on the north west side is developed with a parking lot and should be able to be obtain, this would remove the left hand turn signal on the west side of the overpass to go south to the tunnel.

This can all be done, but the City must take a strong approach to the Provincial Government, continue pushing for improvements and not accept a second grade solution to a problem that is only going to get worst and for the most part is cause by a poor design and construction of a inadequate overpass to handle traffic coming and going to a Provincial Hwy

Left hand turn light No. 5 Road and Steveston Hwy.

This is a major intersection for traffic with traffic going and coming from the industrial/commercial site south of Steveston Hwy, which has been expand over the last 5 years, traffic going and coming to the two shopping centres (Ironwood and Canadian Tire), along with the increase traffic and the increase of large semi trailer trucks delivering goods to the shopping centres and commercial business, has made it very difficult to make left hand turn going east bound or west bound from No. 5 Road.

You usually end up turning on a change from amber to red.

Staff has replied to Public Works Committee on this item, and it seems the case against a left turn light is the traffic on Steveston Hwy is too heavy to allow a left a turn light from

3

No 5 Road, which is exactly the reason a left turn light is needed.

Left Hand Turn lane from Steveston Hwy south bound No. 5 Road

Lane is not long enough

Increase traffic to Ironwood and Canadian Tire Shopping Centres and increase commercial/Industrial traffic, coming north from the freeway then wanting to turn south down No. 5 Road, have to cross two lanes of traffic and in many cases spills out of the left hand turn lane into the through traffic lane backing up traffic over the overpass, I guess this left hand turn light should be removed as the traffic on Steveston Hwy is too heavy, based on the reason why there should not be a left turn light from No 5 Road.

Finding another way to get the large trucks off Steveston Hwy would help, suggestion to improve the access road to Rice Mill Road for Industrial traffic, I realize this has to be done with the Provincial Government but it can be done, if we can spend \$500,000.00 for a bike lane on Westminster Hwy we should be able to find the money to improve traffic flow in this area, also consider an off ramp at Williams Road, going South taking noncommercial traffic off Steveston Hwy

Left hand turn lane Steveston Hwy north bound Sidaway Road

The heavy flow of traffic on Steveston Hwy in both directions creates a dangerous situation, along with traffic going around the car making the left turn, into the walking portion and heading directly to an area where people would be waiting at a bus stop, in addition to persons walking or on a bike.

I would suggest there should be a extruded curb installed to prevent this for approximately 50 m to prevent cars going around.

On Demand left hand turn light from the freeway east bound on Steveston Hwy

The left turn traffic light coming north from the Freeway at Steveston Hwy works on a demand basis and I have timed a cycle every 10 seconds to allow the traffic (trucks) to make a left turn to go east on Steveston Hwy. This is totally unreasonable and adds to the traffic line both ways on Steveston Hwy and have seen the traffic back up to No. 5 Road from this light.

Bike lane Steveston Hwy, Palmberg Road to the overpass

There are no bike lanes from Palmberg Road to go to Ironwood, the library, Canadian Tire Shopping Centre etc

There is a white line on the pavement but is not a bike lane.

The argument put forth by staff and some members of Council was that it doesn't go anywhere, well it goes from my place to where I want to go.

Since then there has been a bike lane constructed from No. 5 Road to Palmberg Road which stops at Palmberg Road (I guess this one must go somewhere)

Bustops Steveston Hwy

Most bustops on Steveston Hwy west of the overpass to Steveston, has some form of improvement, a raised level area to stand, many have shelters, the three east of the overpass have a bus stop sign and nothing else, you stand in the grass or on dirt which is

4

not drain, at the very least there should be a raised area setback from the road to prevent spray from the traffic and sand from the trucks, it only has to be a raised timber frame with a packed drain surface.

Other concerns with the project

Where is the dyke, do we own the land the dyke is on, maintenance of the dyke and the rip rap on the water side?

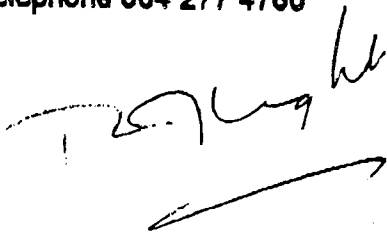
Parking on existing Riverport property, by agreement, will this remove parking for swim meets and hockey tournament?

Buildings and basements on the dyke or adjacent to the dyke along with drainage pipe etc, what affect will they have on the dyke to ensure there are no failures?

Do we want trees on the dyke, at one time the City kept the dykes clear of trees as the roots weaken the dyke.

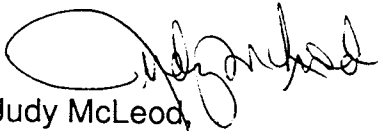
Robert Light
10751 Palmberg Road
Richmond B.C.
V6W 1C5

Telephone 604 277 4760



Thank you for the opportunity to comment on this application.

Yours truly,

A handwritten signature in black ink, appearing to read "Judy McLeod", written over a horizontal line.

Judy McLeod,
Director of Community Planning and Development

F:\Planning\TYPING\BRIAN-P\002 Letters\RichmondRiverPort.wpd

JM:bp

Mayor and Councillors

From: Mark Heath [meheath@telus.net]
Sent: June 10, 2002 9:40 PM
To: mayorandcouncillors@city.richmond.bc.ca
Subject: RIVERPORT
To Mayor and Council

To Public Hearing
Date: Jun. 17, 2002
Item # 10
Re: OCP BL 7371
RZ BL 7370

I hope the council will give serious consideration to deny the following re-zoning application , **Official Community Plan Amendment Bylaw 7371, and**

Zoning Amendment Bylaw 7370 (RZ 02-199258). What every happened to the spirit of living up to the vision of the OCP where growth was supposed to be concentrated in the city center area? This application goes against all concepts of modern community planning where the use of the automobile is to be discouraged. If this development goes ahead it will be the thin edge of the wedge for further development in this area and then there will be a cry from these future residents to cover the ditches along No. 6 Road at some huge expense to the Richmond residents. I hope I will eventually see the day when proposal like this will not even be considered because we will finally see the folly of this kind of development and the detrimental effects that it has on the city.

Yours truly

Mark Heath

3640 Ullsmore Ave,

Richmond, BC

V7C1S2



To Public Hearing	
Date:	June 17/02
Item #	10
Re:	BYLAWS
	7370 &
	7371

This letter is to state our position that we are against the proposed bylaw amendment #7370 & 7371. This proposed re zoning to allow housing in this area is an absurd idea. The traffic problems in this area have not been dealt with to any satisfactory degree, only patchwork attempts have been made so far. The traffic is constantly backed up past Sidaway Rd. and on occasions it is backed up past Palmberg Rd. This we know as on May 20th, it was backed up almost to # 6 Rd. This development would only add to the already congestion of traffic in this area around # 5 & Steveston Hwy.

This area should be left as low density housing as the infrastucture in the area cannot support higher density zoning. Any development would only increase the pressure to pull more land out of the ALR.

K. & K. Hammond
10591 Palmberg Rd.

