RES NO. ITEM

(4) *That Bylaw No. 7755, for the rezoning of 11000, 11020, 11040, 11080 and 11100 No. 5 Road from "Agricultural District (AG1)" to "Automobile-Oriented Commercial District (C6)", and 12000 Steveston Highway from "Local Commercial District (C1)" to "Automobile-Oriented Commercial District (C6)", be introduced and given first reading.*

(5) *That the following recommendation be referred to Public Hearing in accordance with the Agricultural Land Reserve Use, Subdivision and Procedure Regulation:*

That authorization for the City of Richmond to apply to the Agricultural Land Commission for the block exclusion of 11000, 11020, 11040, 11080, 11100 No. 5 Road and 12000 Steveston Highway be approved.

CARRIED

15. **APPLICATION FOR REZONING - MICHAEL LI**
(**RZ 03-232158** - Report: July 9th, 2004, File No.: 12-8060-20-7663, 7664, 7712,7713) (REDMS No. 1300573, 1291230, 1081817, 1110004, 1118745, 1120335, 1293128, 1294677, 1293221, 1120395, 1308719, 1293185)

R04/14-15 It was moved and seconded

(1) *That Bylaw No. 7663, to amend the Ironwood Sub-Area Plan Development Permit Guidelines, be abandoned.*

(2) *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 abandoned.*

(3) *That Bylaw No. 7712, to 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.*

(4) *That Bylaw No. 7712, 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;*

RES NO. ITEM

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

(5) That Bylaw No. 7712, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.

(6) That Bylaw 7713, to rezone 11511, 11551, 11571 and 11591 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to the "Townhouse District (R2 – 0.6) (as provided in Option 1 in the report dated July 9th, 2004 from the Director of Development), be introduced and given first reading.

CARRIED

16. **APPLICATION FOR REZONING - LES COHEN & AZIM BHIMANI**
(**RZ 04-270312** – Report: July 6th, 2004, File No.: 12-8060-20-7761; xr: 4045-00) (REDMS No. 1297089, 280108, 1298516, 1298519, 1299736, 1301048, 1301043)

R04/14-16 It was moved and seconded

(1) That Lot Size Policy 5439, adopted by Council on June 18th, 1990, be forwarded to a Public Hearing with a recommendation that the Policy be amended to remove the lots fronting Granville Avenue and No. 2 Road (as per Attachment 7 to this report).

(2) That Bylaw No. 7761, for the rezoning of 5420 Granville Avenue from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Coach House District (R9)", be introduced and given first reading.

CARRIED

R04/14-17 It was moved and seconded

That staff report on Zoning Amendment Bylaw No. 7761 on the appropriateness of 'R9' zoning on major arterial roads for those properties which do not have current lane access.

CARRIED

City of Richmond
Urban Development Division

Report to Committee

To Council - July 26, 2004
to Planning - Jul 20, 2004.

To: Planning Committee **Date:** July 9, 2004

From: Raul Allueva
Director of Development

RZ 03-232158
File: 12-8060-20-7713 / 7712 / 7664 / 7663

Re: **APPLICATION BY MICHAEL LI FOR REZONING AT 11511, 11551, 11571 AND 11591 STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO TOWNHOUSE DISTRICT (R2-0.6)**

Staff Recommendation

1. That Bylaw 7663 to amend the Ironwood Sub-Area Plan Development Permit Guidelines be abandoned.
2. That Bylaw 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 abandoned.
3. That Official Community Plan Amendment Bylaw No. 7712, to 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.
4. That Bylaw No. 7712, having been considered in conjunction with:
   - the City's Financial Plan and Capital Program;
   - 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.
5. That Bylaw No. 7712, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.
6. That Bylaw 7713, to rezone 11511, 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.

Raul Allueva
Director of Development

RA:jl
Att. 9

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER

1300573

Staff Report

Origin

Michael Li has applied to the City of Richmond for permission to rezone 11511, 11551, 11571 and 11591 Steveston Highway (**Attachment 1** shows the site location) from Single-Family Housing District (R1/E) to Townhouse District (R2 - 0.6) in order to permit the development of 27 townhouse units in a combination of two and three storey structures.

On June 8, 2004, Planning Committee referred the application back to Staff and passed the following motion:

> *"That staff conduct a further public process to review the project design with the community and to identify possible alternatives to lane access for report to Committee in July."*

A Public Information Meeting was held on July 6, 2004 at City Hall. This report summarizes lane access options, the latest public consultation process and presents a recommended proposal to address the lane access issue.

Background

This application has undergone an extensive public process (including one Public Hearing, two Public Information Meetings and one Public Open House) that has resulted in significant revisions to the original proposal. **Attachment 2** contains a chronology of key events pertaining to this application.

While many of the neighbourhood concerns expressed early in the process have been resolved, the main outstanding issue is whether or not to allow permanent vehicular access to an existing rear lane.

The Staff report dated May 28, 2004, which was considered at the June 8, 2004 Planning Committee, is included as **Attachment 3**. It contains pertinent background information on the specifics of the development proposal as well as the results from the previous public consultation.

Options for Lane Access

There are three options with respect to lane access for the proposed development:

Option 1: No vehicle access to the lane

This option (**Attachment 4**) was prepared in response to neighbourhood concerns expressed at the October and December 2003 public meetings. The plan provides for townhouse units to be sited on either side of an internal east-west drive aisle. There would be one right-in, right-out access onto Steveston Highway. The units on the north side of the site would back onto the lane. There would be no allowance for a vehicular access to the lane.

Pros:
- Strongly supported by the neighbourhood;
- Eliminates the perceived problems (e.g. traffic congestion, parking, vandalism) that may result from permanent lane access.

Cons:
- No further opportunity to provide an alternate point of access to and from the development site;
- Contrary to the City's Lane Policy and could set a precedent in this and other areas.
- Does not address the May 18, 2004, Planning Committee referral back to Staff to "*ensure that the development has appropriate vehicular access to the lane*".

Option 2: Provide vehicle access to the lane

The applicant revised the plan, in accordance with Planning Committee's direction, and submitted an option (**Attachment 5**) that includes a developed access to the lane. A possible modification of this option is to place temporary bollards to restrict immediate use of the lane. The lane is sited at the west end of the property, adjacent to the proposed pedestrian walkway, in order to provide a greater sense of openness to the walkway. The alignment of the access to the lane is offset from the access to Steveston Highway in order to discourage short-cutting through the development. A restrictive covenant was proposed to be registered against the property in order to allow the City to close the access to Steveston Highway sometime in the future.

Pros:
- Provides an alternate point of access to and from the development site;
- Even if the access is not opened for use in the short term, it is more cost-effective to construct the lane access now.

Cons:
- Not supported by the neighbourhood;
- If the access is not required for a long period of time, the paved lane access area could have provided additional green space on site during the interim

This option was considered at the June 8, 2004 Planning Committee and referred to staff to conduct further public consultation and identify alternatives to lane access.

Option 3: Provide a landscaped lane access right-of-way

With this option (**Attachment 6**), the lane right-of-way as shown in Option 2 would be landscaped with trees, shrubs and lawn, since access to the lane is not deemed necessary at this point in time. A restrictive covenant would be registered against the property that requires Council approval to open the lane access right-of-way when it is deemed appropriate. The City would also collect funds from the developer for future construction of the lane access.

Pros:
- Preserves the ability for Council to open the lane in the future to provide alternate access to the development site;
- As there is no immediate need to provide a lane access, the area will provide additional on-site green space;
- The neighbourhood will be notified if Council wishes to exercise its discretion and open up the lane access.

Cons:
- Residents in the development and along the lane who are not aware of the right-of-way could be upset when it is constructed and cars begin to use it.

Summary of July 6, 2004 Public Information Meeting

Approximately 35 people attended the Public Information Meeting held at City Hall on July 6, 2004. 24 written responses were received, representing 14 households (**Attachment 7**). The main comments raised are summarized below:

Lane Options
- Option 1 (no lane access) is still the neighbourhood's preferred option;
- Option 2 (constructed lane access) is not supported at all;
- Option 3 (landscaped lane access) is supportable only if the restrictive covenant includes the following provisions:
  - ensure public consultation with the neighbourhood before the lane access is opened; and
  - ensure that the opening of the lane access does not happen for a very long time.

Lane Access
- The Lane Policy allows exceptions to the policy, including where there is "*an alternate access, such as a frontage road, shared access, or internal road.*" Residents indicated that, as there is an internal road proposed for the development, the exception should apply;
- Concerns were expressed about traffic congestion for people using the lane because there is already queuing along Seaward Gate of traffic getting out of the neighbourhood onto Steveston Highway;
- The area is "naturally funnelling" traffic towards the No. 5 Road/Steveston Highway intersection. This area should be considered as a special case;
- Use of the lane will negatively impact the single-family neighbourhood by allowing traffic to short-cut through the neighbourhood;
- An open and upgraded lane will encourage speeding in the lane, resulting in reduced safety to residents;
- Even if the lane is used, keep the access to Steveston Highway open as long as possible so that traffic is split between two access points.

Lane Upgrading

- Concerns were expressed about the "patchy" appearance that would result if the lane along the frontage of the development site was upgraded and not the frontages of any other properties in the area;
- The neighbourhood prefers that the entire lane is upgraded at the same time rather than in a piecemeal manner.

Walkway

- Remove the walkway because it brings vandalism and litter to the neighbourhood;
- The proposed walkway location (at the west end of the development site) is inappropriate because when it reaches Steveston Highway, the pedestrian is not at a controlled intersection. This encourages jay-walking;
- A better location for a north-south walkway is further west where it can be aligned with Coppersmith Place;
- Residents in the proposed townhouses would probably prefer privacy rather than live next to a public walkway.

Public Process

- Community is frustrated with the process because it had reached agreement with the developer and Staff for no lane access, which was later rejected by Planning Committee;
- Community should be given an opportunity to choose between Options 1, 2 and 3.

Other Comments

- As this area is a gateway to Richmond, the City's Arterial Road and Lane Policies do not necessarily apply;
- The continual increase in density in Richmond from new development and redevelopment is contributing to the current traffic situation.

Written comments received after the meeting are included in **Attachment 7**.

Analysis

Recommendations

Based on the latest public input received, Staff recommend the following course of action:

1. Proceed with Option 3 (Unconstructed lane access).
   - While the neighbourhood still prefers Option 1 (No lane access), this option is acceptable because:
     - there is no lane access required in the foreseeable future;
     - the opportunity to provide an alternate access to the development site is maintained in accordance with City policies and Planning Committee direction;
     - in the interim, there will be additional on-site green space.

2. Register a restrictive covenant on the property specifying that:
   - the lane access will only be opened with Council's approval;
   - there will be public consultation with the neighbourhood prior to the opening of the lane access; and

- the execution of the revised access to the site will occur in two phases: first, the opening of the lane access without the closure of the Steveston Highway access; and finally, the closure of the Steveston Highway access, when the need arises, to achieve the ultimate condition.

(Area residents are interested in the specific wording of the proposed covenant. Staff will prepare a draft covenant for public viewing prior to the Public Hearing.)

3. Collect funds from the applicant towards future upgrading of the rear lane.
   - As more developments adjacent to the lane occur, funds will be collected towards upgrading the lane. Once there are sufficient funds or more new developments are built, the entire lane will be upgraded at one time.

4. Remove the walkway from the subject development proposal and relocate it to a future development so that it aligns with Coppersmith Place.
   - From a safety perspective, a walkway that aligns with Coppersmith Place is more sensible. As properties to the west redevelop, the walkway can be incorporated into the site plan.

Based on the strong community opposition to the lane access, the above noted measures will achieve the most optimal compromise that is available to staff, while safeguarding the option for the lane access to be achieved in the long term. Area residents appear to reluctantly support these measures, given that the elimination of the lane access does not appear to be an available option. Nevertheless, community opposition continues to exist and is expected to materialize at the Planning Committee meeting and Public Hearing.

Implementation

The applicant has submitted a revised site plan and elevations (**Attachment 8**) that shows:
- A landscaped, unconstructed lane access connection (in accordance with Option 3);
- Removal of the pedestrian pathway on the west side of the site.

The Ironwood Sub-Area Plan is proposed to be amended as follows:
- Specify that access to multi-family development sites may have future access to the rear lane. In the interim, developments may provide an unconstructed, landscaped lane access connection on the site;
- Specify that any pedestrian pathways that link the single-family neighbourhood to Ironwood shopping centre should be located close to or aligned with existing pedestrian crosswalks.

The applicant has agreed to the list of conditional rezoning requirements outlined in **Attachment 9** (signed acceptance is on file). Due to changes with the development proposal, the rezoning requirements differ from those presented in the earlier May 28, 2004 Report to Council (**Attachment 3**).

The following condition that was included in the earlier list has been **deleted**:
1. Grant a Public Rights-of-Passage along the entire length and width of the pedestrian walkway;

The following conditions have been **added**:

1. Registration of a restrictive covenant that specifies the conditions under which the unconstructed lane access connection may be opened for use;
2. Payment of $35,000 in lieu of on-site indoor amenity space or submission of an alternate plan at Development Permit stage that includes appropriate indoor amenity space;
3. Provide cash for future construction of the lane access right-of-way (amount to be determined).

Financial Impact

None.

Conclusion

As a result of substantial public input, the proposed development has been revised to address local neighbourhood issues and concerns. Staff support the revised development proposal because it best responds to many of the comments raised by both the neighbourhood and Council.

It is recommended that the application be approved.

Janet Lee
Planner 2

JL:cas

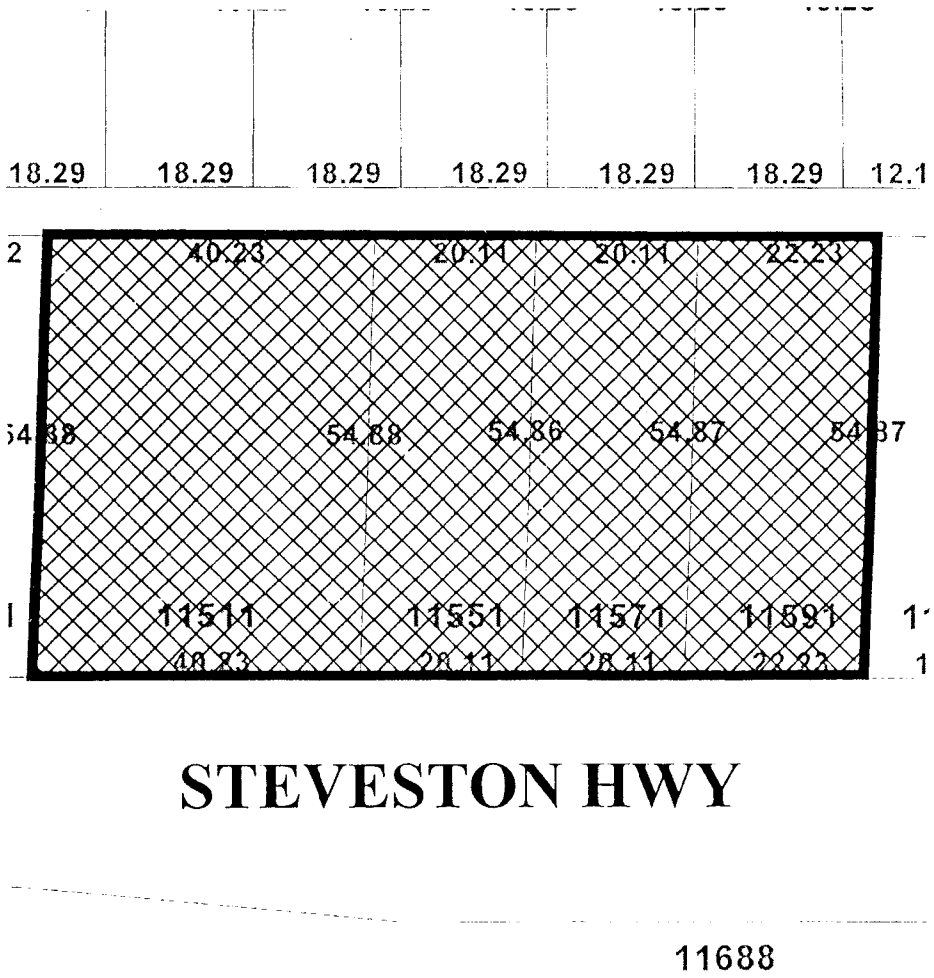
Addendum:
At the July 20, 2004 meeting, Planning Committee selected Option 1 (No Lane Access) instead of Option 3 (Landscaped Lane Right-of-Way). As a result of Planning Committee's decision, several of the requirements of rezoning have changed and are outlined below:

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

1. Ministry of Transportation and Highways approval;
2. Consolidate the lots into one development parcel; and
3. Registration of a 7.5m Public Rights of Passage (PROP) Right-of-Way (ROW) from Steveston Highway, that can taper at a 5:1 ratio starting at 5m from Steveston Highway, getting down to a 6m PROP at the interior intersection~~, and extending to the rear lane~~. A 6 m wide PROP is also required for the East-West portion of the internal roadway that runs to each Property Line (ROW document to be vehicles only - no utilities or servicing agreement is required);
4. Registration of cross-access agreements at each end of the East-West internal roadway;
5. ~~Registration of a restrictive covenant to allow:~~
   ~~a.the unconstructed lane access connection to be opened for use; and~~
   ~~b.the Steveston Highway access to be subsequently closed;~~
6. Processing of the Development Permit application to an acceptable level according to the Director of Development;
7. Payment of $35,000 in lieu of on-site indoor amenity space, or submission of an alternate plan at the Development Permit stage that includes appropriate indoor amenity space;
8. ~~Payment of a deposit for reinstatement of the existing access to Steveston Highway when the City deems that it can be closed. Based on current rates and design policies, that amount is $4,410; and~~
9. ~~Payment (amount to be determined) for the future construction of the lane access right-of-way in the development site.~~

LIST OF ATTACHMENTS

City of Richmond



RZ 03-232158

Original Date: 04/04/03

Revision Date: 04/14/04

Note: Dimensions are in METRES

ATTACHMENT 1

ATTACHMENT 2

Chronology of Events
11511, 11551, 11571 and 11591 Steveston Highway (RZ 03-232158)

Date	Event
August 19, 2003	**Planning Committee** considered the initial proposed development which: – Requested rezoning to R2 – 0.7; – Consisted of only 3 lots (11551, 11571 and 11591 Steveston Highway); – Proposed 21 townhouse units with a floor area ratio of 0.7; – Provided access to the rear lane.
September 15, 2003	**Public Hearing**, where Council passed the following resolution: *"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.*
October 21, 2003	**Public Information Meeting** held at Woodward School The purpose of the meeting was to explain some of the City's policies and collect information on neighbourhood issues.
December 9, 2003	**Public Open House** held at City Hall The purpose of the Open House was to present several options to the neighbourhood based on their input from the October 21, 2003 Public Information Meeting.
March 2, 2004	**Planning Committee** considered a revised plan which: – Reduced the floor area ratio from 0.7 to 0.6; – Reduced the number of townhouses from 21 to 16; – Had no access to the rear lane.
March 8, 2004	**Council** gave First Reading to amending bylaws and also made the following referral motion: *"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."* Prior to the Public Hearing, the applicant withdrew the application in order to incorporate 11511 Steveston Highway into the application proposal.

Date	Event
May 18, 2004	**Planning Committee** considered a revised proposal which: – Consisted of the four lots that are the subject of this application; – Proposed 27 townhouse units with a floor area ratio of 0.6; – Had no access to the rear lane. Planning Committee made the following referral: *"That Bylaws 7712 and 7713 be referred to staff to ensure that the development has appropriate vehicular access to the rear lane."*
June 8, 2004	**Planning Committee** considered a revised plan which: – Provides access to the rear lane; – Includes a restrictive covenant that allows the City to close the access to Steveston Highway at some point in the future. Planning Committee passed the following motion: *"That staff conduct a further public process to review the project design with the community and to identify possible alternatives to lane access for report to Committee in July."*
July 6, 2004	**Public Information Meeting** held at City Hall

City of Richmond
Urban Development Division

Report to Committee

To Planning - Jun 8, 2004

To: Planning Committee

Date: May 28, 2004

From: Raul Allueva
Director of Development

RZ 03-232158

File: 12-8060-20-7713, 7712, 7663, 7664

Re: **APPLICATION BY MICHAEL LI FOR REZONING AT 11511, 11551, 11571 AND 11591 STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO TOWNHOUSE DISTRICT (R2-0.6)**

Staff Recommendation

That:

1. That Bylaw 7663 (**Attachment 10**) to amend the Ironwood Sub-Area Plan Development Permit Guidelines be abandoned.
2. That Bylaw 7664 (**Attachment 11**), 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 abandoned.
3. That Official Community Plan Amendment Bylaw No. 7712, to 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.
4. That Bylaw No. 7712, having been considered in conjunction with:
   - the City's Financial Plan and Capital Program;
   - 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.
5. That Bylaw No. 7712, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.
6. That Bylaw 7713, to rezone 11511, 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.

Raul Allueva
Director of Development

RV:dcb
Att. 12

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER

1 12

1291230

Staff Report

Origin

Michael Li has applied to the City of Richmond for permission to rezone 11511, 11551, 11571 and 11591 Steveston Highway (**Attachment 1** shows the site location) from Single-Family Housing District (R1/E) to Townhouse District (R2 - 0.6) in order to permit the development of 27 townhouse units in a combination of two and three storey structures. (**Attachments 2 & 3** provide the proposed site plan and elevations).

An earlier version of the application with 21 units on 11551, 11571 and 11591 Steveston Highway at 0.7 FAR was reviewed by Council at the Pubic 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.***

A second version of the application with 16 units on 11551, 11571 and 11591 Steveston Highway at 0.6 FAR was reviewed by Council at their regular meeting on March 8, 2004. At that meeting Council introduced and gave first reading to Bylaw 7663 (amending the Ironwood Sub-Area Plan Development Permit Guidelines) and Bylaw 7664 (rezoning the properties R2-0.6) and also made the following referral:

> ***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.***

The current application has been modified by the applicant to include a fourth adjacent property (11511 Steveston Hwy) to accommodate an additional 11 units over the second previous application. The density has been maintained at 0.60 FAR.

At the meeting of May 18, 2004, Planning Committee made the following referral:

That Bylaws 7712 and 7713 be referred to staff to ensure that the development has appropriate vehicular access to the rear lane.

This report addresses the referral items and presents the latest modifications to the application. *(Note that the changes made from the earlier report that was presented to Planning Committee on May 18th, 2004, are in italics – e.g. the next paragraph).*

With specific reference to Planning Committee's referral of May 18, 2004, the application has been modified to provide vehicular access to the rear lane. The access to Steveston Highway is retained but a covenant applied to allow the City to close the access at some point in the future. Provision for covenants has also been added to the Ironwood Sub-Area Plan Development Permit Guidelines.

The applicant has provided a written response to Council's referral request of March 8, 2004 (see **Attachment 9**).

Findings of Fact

Item	Existing	Proposed
Owner	*11511/11551/11571/11591 – Five and Steveston Development Ltd,. Inc.No. 676465*	To be determined
Applicant	Michael Li	No change
Site Size	11511 – 2207 m^2 (23,756 ft^2) approx.* 11551 – 1101 m^2 (11,851 ft^2) approx.* 11571 – 1102 m^2 (11,862 ft^2) approx.* 11591 – 1218 m^2 (13,111 ft^2) approx.* (*Based upon the City's GIS data)	5, 632.7 m^2 (60,632 ft^2) approx. (based upon the application)
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 (RZ 96-00057). In 2000, there were 9 townhomes proposed at 0.55 FAR on 11511 Steveston Hwy with a temporary right-in, right-out access (RZ 98-140477). 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. The existing single family lots north of the site are likely to be permanent. However, in the future it is likely that other multi-family developments may be considered adjacent to the site along Steveston Highway on the basis of the Arterial Road Redevelopment Policy. The Ironwood Shopping Centre is located across Steveston Highway.

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 in these areas. *Several modifications have been incorporated into the guidelines to address these concerns to the extent possible.* This is discussed in more detail later in this report.

Arterial Road Redevelopment Policy

The Arterial Road Redevelopment Policy encourages densities of up to 0.70 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 Shopping Centres.

As the subject site is located directly across from the Ironwood Shopping Centre, densities of up to 0.7 FAR can be considered from the Arterial Road Redevelopment Policy perspective.

Lane Policy

As there is a rear 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 held a public Information Meeting at Woodward School. Four City staff facilitated the meeting which was attended by approximately 70 residents, many of whom 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 expressed at the meeting:

- 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 review the concerns and propose appropriate solutions to address the issues. The proposed responses were presented at a subsequent Public Open House held 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, respondents 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 satisfactorily addressed. Prior to the application amendment (i.e. adding the lot at 11511 Steveston Hwy), 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**). Some of these residents attended the

March 2, 2004, Planning Committee meeting. Generally speaking, they were quite satisfied with the process and proposed outcomes. However, some concerns were still expressed about the pedestrian walkway, lack of upgrading the lane, and visitor parking. These concerns led to the referral motion at the March 8, 2004, Council meeting.

Response to Issues

The following sections elaborate on 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. It should be noted that although many of the issues appear to have been addressed in the comments below, at the writing of this report the community has not had the opportunity to review the most recent application amendments.

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.

Response: At the Open House, city staff indicated that they are continuing to discuss these issues with the Ministry of Transportation. No timing has been established by the Province in this regard.

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.

Response: City Transportation Department staff noted that the length of the left hand turn bay is adequate to store the left turn traffic and advise that an advance left is not desirable as it 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.

Response: The developer hired Hamilton Associates, transportation consultants, who conducted a trip generation study during the evening rush hour to examine the issue of shortcutting through the neighbourhood. The results, which were presented at the Open House, indicates that shortcutting is not a significant issue in the area (**Attachment 8**). For example, of the 228 cars entering the neighbourhood via Seaward Gate, 202 were local, leaving only 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.

Response: Information was provided at the Open House that a pedestrian activated crosswalk is anticipated to be installed in May or June of 2004, which will address this concern.

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.

Response: 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.

Response: Translink responded that there is ample parking on the transit lot and a notice has been posted requesting that employees park there and not in the neighbourhood.

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.

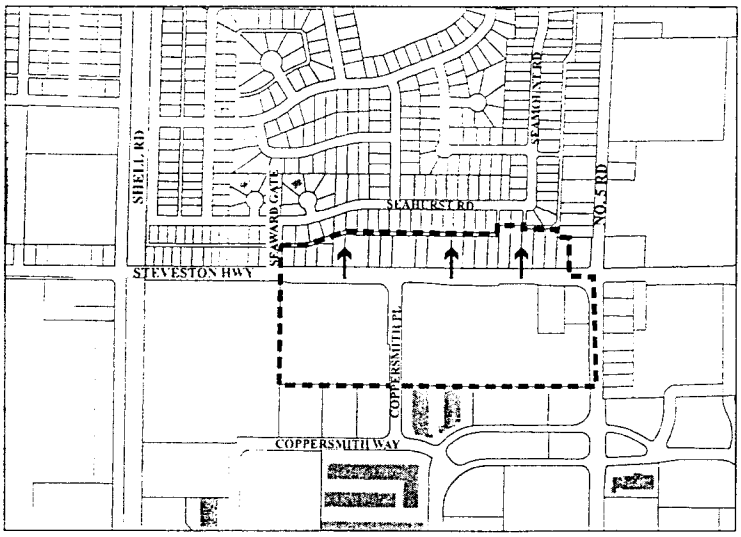
Response: Translink responded that the hedge was not planted because of the impact on useable space and the negligible impact on reducing noise.

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: *On May 17th, 2004, while noting the neighbourhood concerns regarding access to the lane, Planning Committee directed staff to ensure that the proposed development has appropriate vehicular access to the rear lane. Committee expressed concerns that Steveston Hwy. will continue to become busier over time and that the City will need to maintain the ability to close accesses to Steveston Hwy. should it be required at some point in the future due to traffic volume and safety concerns. The Ironwood Shopping Centre Development Guidelines have been amended to provide for covenants for all new developments requiring interim access to Steveston Hwy.*

In the interim, up to three temporary access points to Steveston Hwy from townhouse developments between No. 5 Road and Seaward Gate will be considered. All such accesses will be right-in, right-out only – reinforced by the existing centre median on Steveston Hwy and appropriately spaced away from existing intersections.



Approximate Locations of Shared Access Points

- *all future single family lot subdivisions will be required to access to the lane; and*

- *the builder has agreed to upgrade the lane along his site's frontage to include new paving, drainage and new lighting.*

Implications: - *Although up to three vehicle access points will be provided for, overall, there will be fewer vehicle access points between No. 5 Road and Seaward Gate as the existing driveway accesses are removed with redevelopment.*

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 reorient the units inward.*

Implications: - *re-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. This concern was again raised at the March 2, 2004, Planning Committee by some residents. The applicant has agreed to provide a public right of passage right of way along the western side of 11511 Steveston Highway to accommodate a pedestrian walkway. This pedestrian access will include a 2.4 m wide paved walkway from Steveston Hwy. to the interior drive aisle, then a 1.5 m wide paved walkway to the rear laneway. Several lights and low fences and ground cover shrubs will be incorporated to address safety concerns (see **Attachment 3**). Staff are satisfied with the proposed design, which will be further refined through the Development Permit process.

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 subsequently added an extra property to the application and has reduced the overall density of the development to 0.6 FAR. With the additional lot the developer is now seeking approval for 27 units. The Sub-Area Plan will be amended to restrict the site to a maximum density of 0.6 FAR.

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, support transit use and local commercial areas, and promote pedestrian activity around a neighbourhood focal point. The proposal for 0.6 FAR does not fully achieve these objectives, however, the proposed density and overall plan has been modified to address specific issues and objectives identified by the community at this location.

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:

- Seven visitor parking spaces which exceeds the zoning bylaw requirement of 5.4 visitor spaces; and
- an additional 10 overflow parking spaces have been included 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: There are six units in portions of structures which extend up to three storeys. The remaining 21 units are in two storey structures. All of the units adjacent to the rear lane are in two storey structures. The Sub-Area Plan will be amended to permit only a maximum of 2 storey units along the lane.

Staff Comments

Policy 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: 10.7m (35.1 ft) Rear: 5.5m (18.04 ft) Side: 3 to 4.4m (9.8 to 14.43 ft)
Height	Three storeys but not to exceed 11m (36 ft)	Maximum of 2 storey units along the lane	All units but 6 are in two storey structures.
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 for a total of 54 stalls - Visitor – 0.259 spaces per unit for a total of 7 stalls plus an additional 10 overflow spaces on the garage aprons. - No tandem parking
Unit Orientation	n/a	Focused inward rather than toward the lane	Focused inward rather than toward the lane
Vehicular Access	n/a	*Amended as follows: Temporary access from Steveston Highway – permanent vehicular access to lane required*	*Temporary access from Steveston Highway – permanent vehicular access to lane required*
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 Highway with the berm providing some buffering to the residential area;
- add restrictions related to maximum heights, densities and tandem parking, and ;
- *require new multi-family developments to provide access to the rear lane, allow up to three temporary vehicle access points to Steveston Highway and remove comments on the orientation of units to the lane.*

Development Applications - Engineering Review

Prior to final reading of rezoning, the developer must:

1. Consolidate the lots into one development parcel;

2. *Grant a 7.5m Public Rights of Passage (PROP) ROW from Steveston Highway, that can taper at a 5:1 ratio starting at 5m from Steveston Highway, getting down to a 6m PROP at the interior intersection and extending to the rear lane. A 6 m wide PROP is also required for the East-West portion of the internal roadway that runs to each Property Line,* (ROW document to be vehicles only - no utilities or servicing agreement is required);
3. *Grant cross access agreements at each end of the East-West internal roadway;*
4. *Grant a (PROP) ROW along the entire length and width of the pedestrian walkway, and;*
5. *Grant a covenant allowing the City to close the temporary driveway access to Steveston Hwy. at its discretion.*

Prior to the issuance of the future building permit, the developer is to enter into the City's standard Servicing Agreement to design and construct Steveston Highway frontage and the rear lane (north edge) as per the design guidelines in the sub-area OCP (Bylaw 7100 Schedule 2.8A). Highlights of the 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.

- "North" Lane: rebuild lane base, complete with storm sewer and laneway street lighting and roll curb and gutter on both sides.

- *Also required is a deposit for reinstatement of the existing access to Steveston Hwy when the City deems that it can be closed. Based on current rates and design policies, that amount is $4,410.*

- *The applicant has confirmed his agreement to the development requirements (Attachment 12).*

Urban Design Planner Review

At the Development Permit stage the developer will be required to address the following:

a) provision of indoor amenity space or cash in lieu;
b) demonstrate sufficient outdoor amenity space size;
c) provision and details for mailbox kiosk, recycling/garbage enclosures (if required) and signage;
d) provision for two accessible parking stalls (2% of parking stalls provided);
e) restrict small parking spaces to no more than 30% of the total parking stalls;
f) The pedestrian walkway could be improved by either relocating it to align with the internal amenity area, or widening and enhancing the walkway with landscaping and lighting. In either case, the applicant will be asked to show Crime Prevention Through Environmental Design principles (CPTED) will be employed;
g) Improve the outdoor amenity space - Consider improving pedestrian link to and visibility on manoeuvring aisle Extend special paving to manoeuvring aisle edge to extend landscaping and minimize apparent width of aisle. Provide passive surveillance.

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 - All traffic on laneway	Will result in long skinny lots and under-utilization of the deep lots - Would not be able to provide berm or design control - All traffic on laneway	Appears acceptable *- Temporary access to Steveston Hwy.* *- Permanent access to the rear laneway.*	More density than the neighbourhood wishes *- Temporary access to Steveston Hwy.* *- Permanent access to the rear laneway.*	Would be the least acceptable option for the neighbourhood *- Temporary access to Steveston Hwy.* *- Permanent access to the rear laneway.*

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

In addition to addressing the neighbour's 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, and;
- 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.
- The properties on either side of the proposal have the potential to redevelop. Should this redevelopment take place, under the revised area plan the townhouses fronting the laneway would built at approximately the same height as the single-family homes.
- Appropriate two-storey massing and height will provide a reasonable interface to single-family uses across the lane.
- No additional traffic on the lane for multifamily.
- *The revised site layout with a "jogged" driveway will discourage through traffic using this driveway to access the rear laneway.*

Financial Impact

None determined.

Conclusion

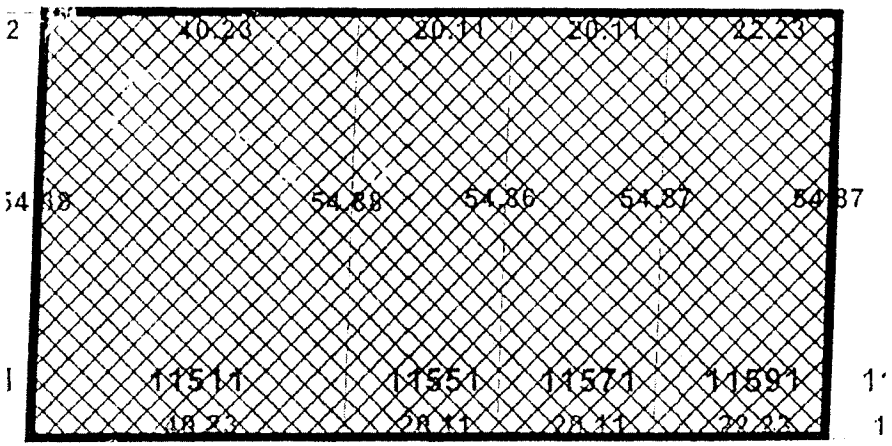
The proposal is to construct 27 townhouse units in two and three-storey structures with temporary access from Steveston Highway, and permanent access to the lane as directed by Planning Committee. Changes are also proposed to the Ironwood Sub-Area Plan consistent with the details of the subject application. Staff are supportive of the application and the amendment as it is consistent with the Arterial Road Redevelopment Policy, and has been the result of an extensive public process.

David Brownlee
Planner 2

DCB:cas

LIST OF ATTACHMENTS

City of Richmond



STEVESTON HWY

11688

RZ 03-232158

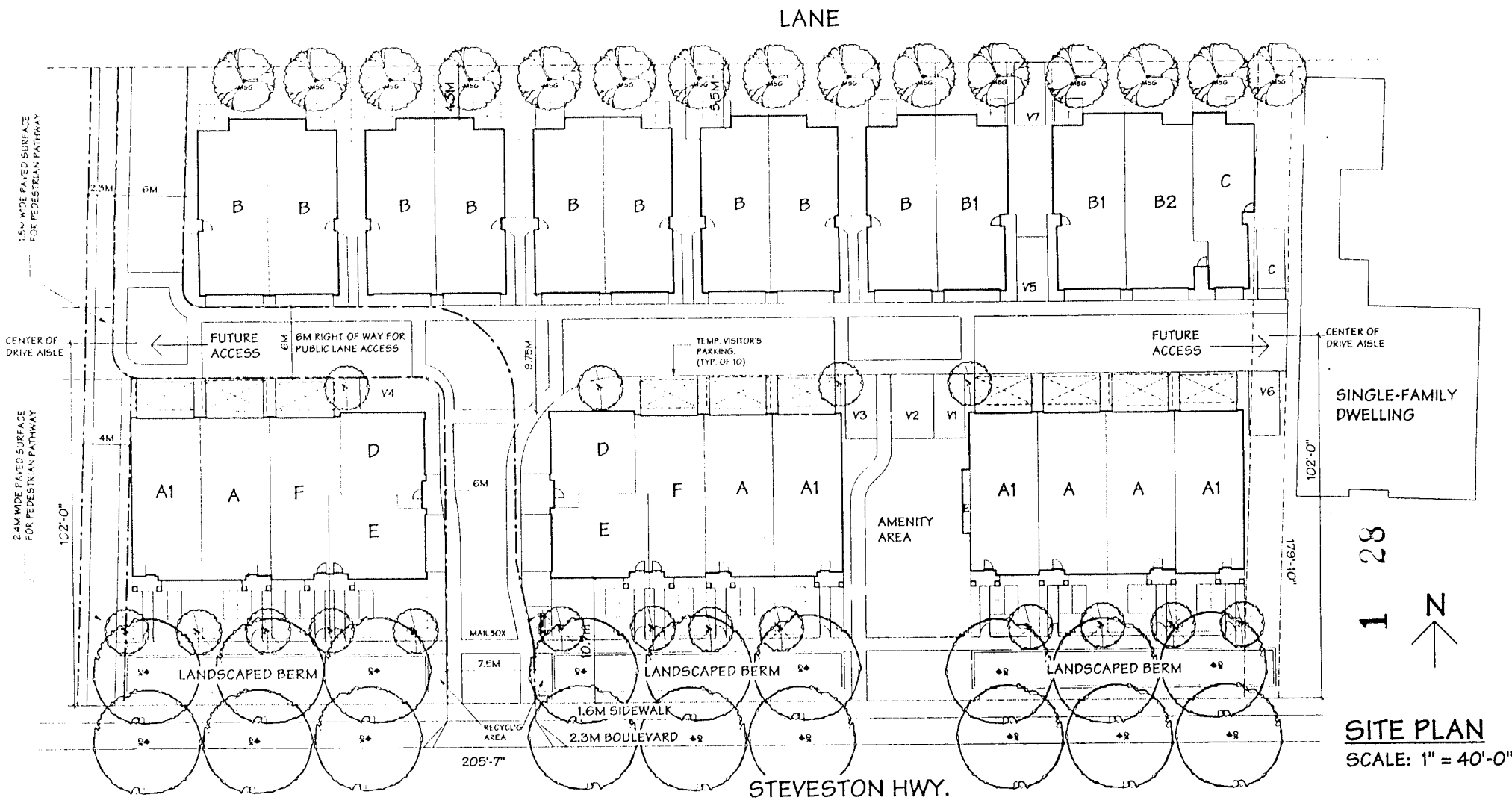
Original Date: 04/04/03

Revision Date: 04/14/04

Note: Dimensions are in METRES

1 27

ATTACHMENT 1



SITE PLAN

SCALE: 1" = 40'-0"

ATTACHMENT 2

STATISTICS:

CIVIC ADDRESS:	11511-11531-11535-11551-11571-11591 STEVESTON HWY.
PROPOSED REZONING:	R2-0.6
SITE AREA:	5,632.6 SQ.M. (60,631 SF, 1.4 AC)
	MAX. FLOOR AREA ALLOWED: 60,632 SF X 0.6 = 36,378 SF

PARKING REQUIRED:

27 UNITS X 2 =	54 SPACES
27 UNITS X 0.2 =	5.4 VISITORS SPACES
TOTAL :	59.4 SPACES

PARKING PROVIDED:

2 CAR GARAGE x 26 UNITS :	52 SPACES
1 CAR GARAGE UNIT C :	1 SPACE
1 OPEN PARKING UNIT C :	1 SPACE
VISITOR PARKING :	7 SPACES
TOTAL :	61 SPACES

ADDITIONAL 10 TEMPORARY VISITOR'S PARKING SPACES PROVIDED

0308

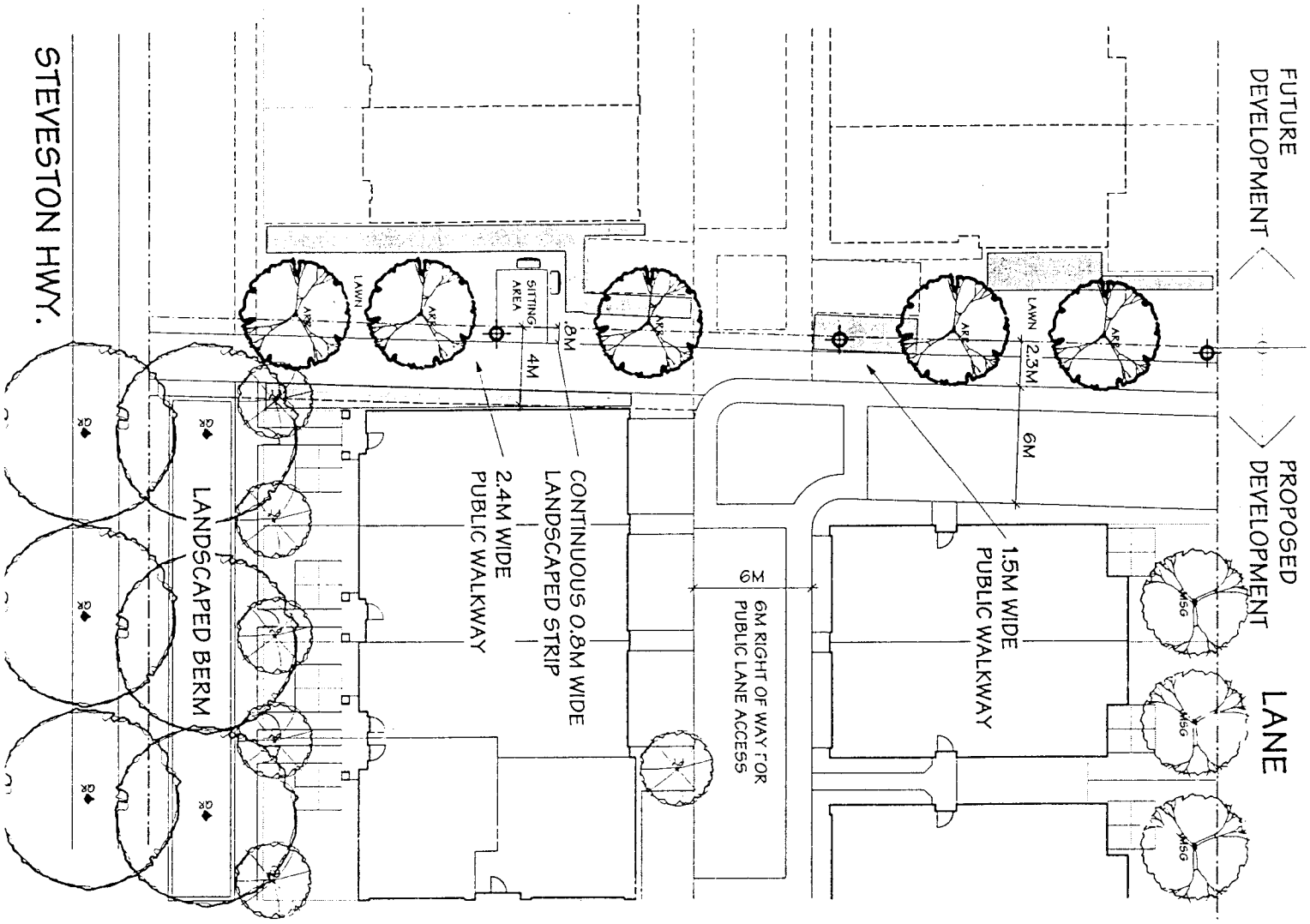
MAY 26, 2004

TOWNHOUSE DEVELOPMENT

11311-11351-11355-11551-11571-11591 Steveston Hwy., Richmond, B.C.

tomizo yamamoto architect inc.

954 Baycrest Drive, North Vancouver
B.C. V7G 1N8 Tel. 929-8531 Fax. 929-8591
E-mail : tyarch@shaw.ca



PUBLIC WALKWAY PLAN

0308

MAY 26, 2004

TOWNHOUSE DEVELOPMENT

11311-11351-11355-11551-11571-11591 Steveston Hwy., Richmond, B.C.

tomizo yamamoto architect inc.
954 Baycrest Drive, North Vancouver
B.C. V7G 1N8 Tel. 929-8531 Fax. 929-8591
E-mail : tyarch@shaw.ca

SOUTH ELEVATION (STEVESTON HWY.)

NORTH ELEVATION (LANE)

SITE SECTION (EAST ELEVATION)

MAY 26, 2004

0308

TOWNHOUSE DEVELOPMENT

11511-11551-11571-11591 Steveston Hwy., Richmond

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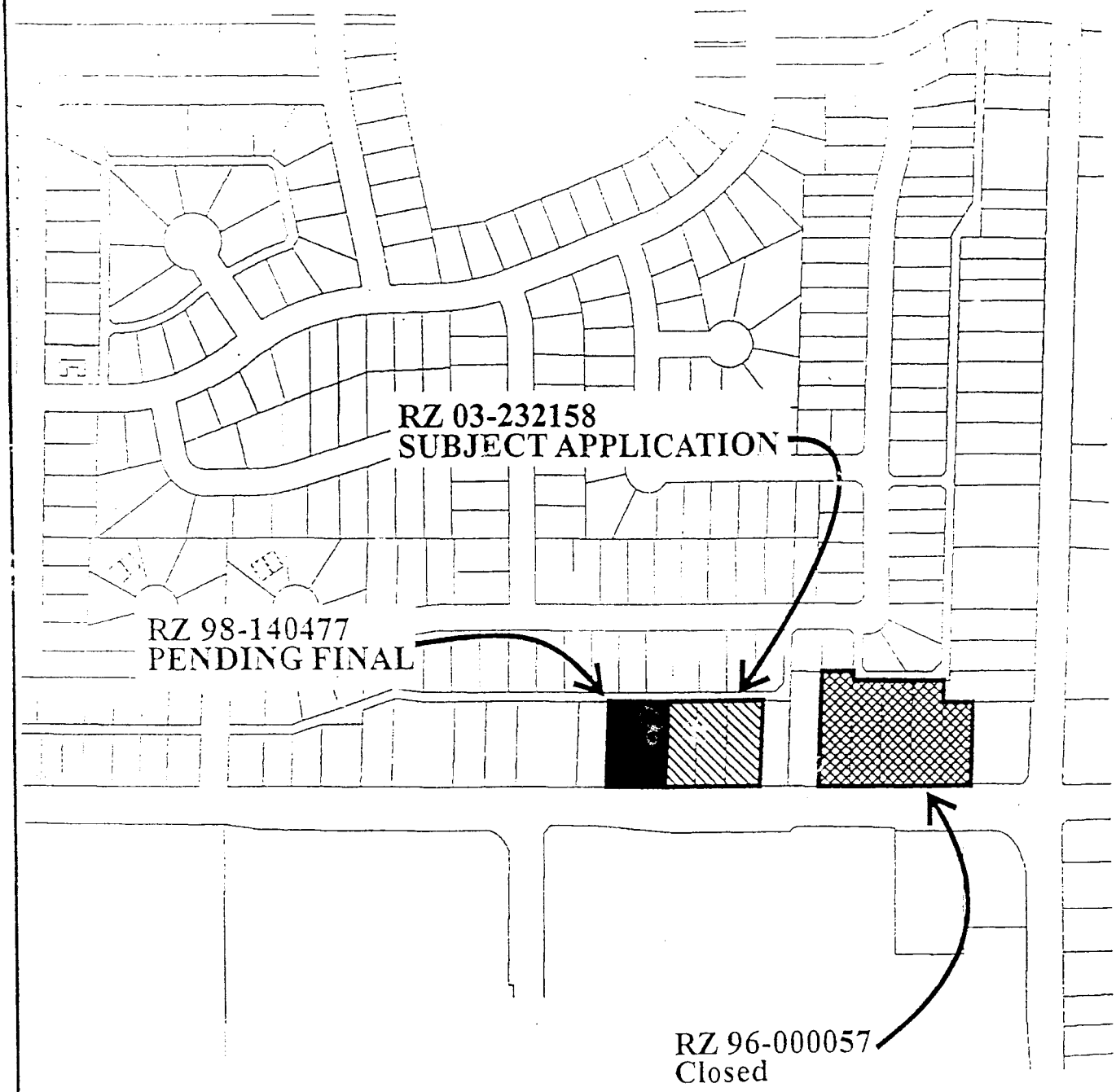
ATTACHMENT 4



	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.

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.

ATTACHMENT 7

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;

1118745

- 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

- 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

ATTACHMENT 8

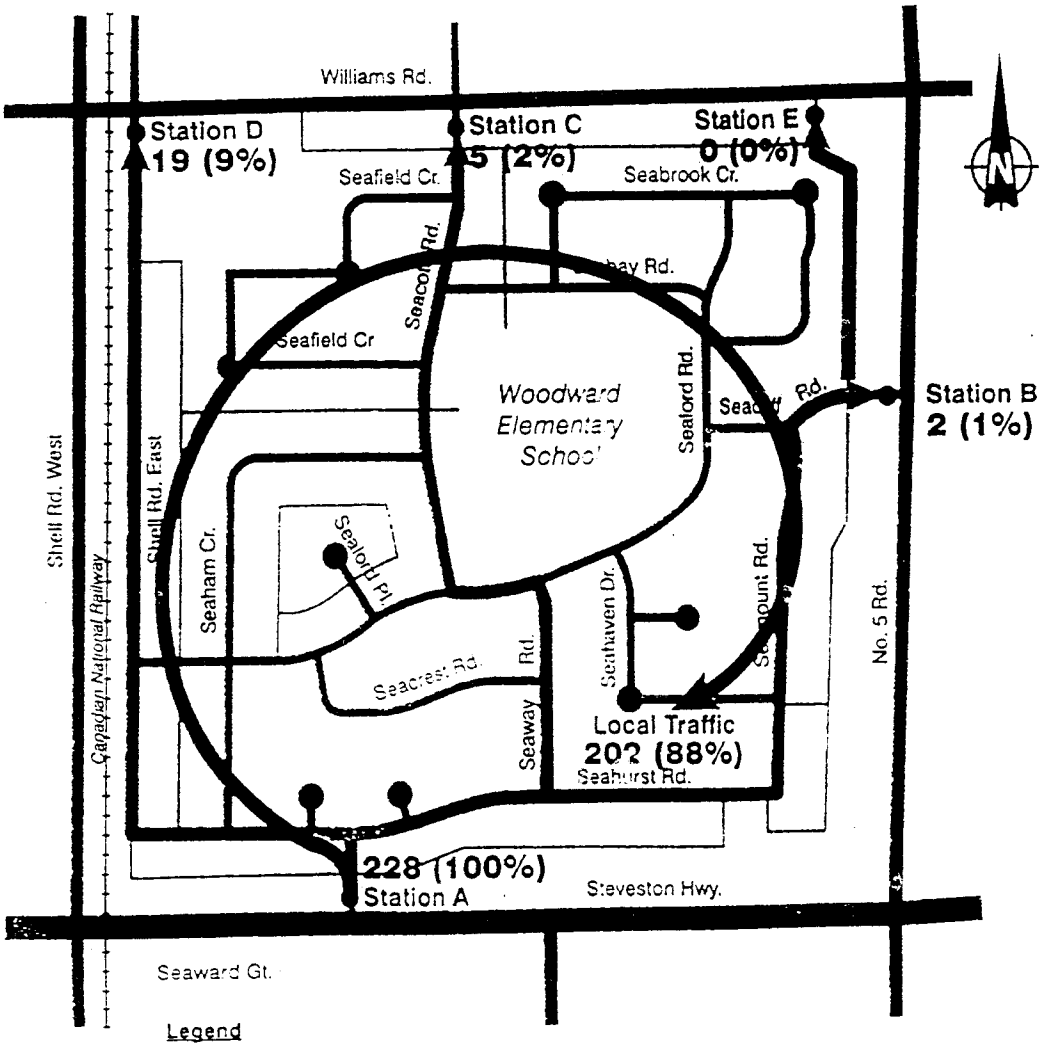


FIGURE 3 PROPORTIONS OF SHORT-CUTTING AND LOCAL TRAFFIC FROM STATION A

ATTACHMENT 9

tomizo yamamoto architect inc.
954 baycrest drive, north vancouver, b.c. V7G 1N8 phone: 604-929-8531 fax: 604-929-8591
e-mail: tyarch@shaw.ca

April 15, 2004

Mr. David Brownlee
City of Richmond

Re: **11511, 11571, 11591 Steveston Highway**
Richmond, B.C.

Dear Mr. Brownlee,

The following outlines our approach for adressing the issues raised by the Public Hearing with respect to this project.

Point (a) *the design and need for the proposed pedestrian walkway:*

The developer is including a walkway along the western edge of the development. The walkway has been located along the edge of the development in order to maximise the privacy of its residents. The design of the walkway is in accordance with the Ironwood Sub-Area Plan described by the Richmond Official Community Plan. As described by the Ironwood Sub-Area Plan, the pathway includes a 2.4 m wide paved surface with landscaping on either side, and the proposal includes light posts to provide security lighting for the pathway. By situating the pathway on the edge of this property, we anticipate that development of the site to the west will further enhance the landscaping of this pathway and increase the overall width of its open space.

Alternatively, should the City of Richmond prefer to locate the pedestrian pathway at Coppersmith Way as described in the Ironwood Sub-Area Plan, the developer would contribute money for its future development in lieu of providing the pathway on the subject property.

Point (b) *visitor parking overflow;*

The proposal exceeds the 5.4 visitor spaces required per zoning calculations. 7 visitor parking spaces have been provided. Additionally, 10 short-term, overflow parking spaces have been provided in front of the A, A1, and F units of the development.

Point (c) *safety issues with respect to the proposed pedestrian walkway and the unimproved lane;*

The proposal includes security lighting for both the public walkway and lane. In addition to security lighting, the units B1 and A1 adjacent to the walkway will incorporate windows that overlook the pathway, increasing surveillance and enhancing security. We have segregated the public pathway from the private amenity and play area in order to increase the privacy and security of residents of the development.

tomizo yamamoto architect inc.
954 baycrest drive, north vancouver, b.c. V7G 1N8 phone: 604-929-8531 fax: 604-929-8591
e-mail: tyarch@shaw.ca

Point (d) *the possibility of the developer upgrading the existing lane, particularly to address drainage problems;*

The developer has agreed to upgrade the lane to include new paving and drainage, and new lighting. Design of the improved lane will be submitted to the City of Richmond for approval.

Point (e) *whether the developer would provide any other funds to the City;*

The developer has agreed to improve the public lane to the North of the development. As this development is not served by this lane, improvement to the lane is for the benefit of the greater community. Additionally, and as outlined in response to point (a), the developer is willing to contribute money for the development of a public walkway offsite of the development in lieu of providing the pathway on the subject property.

Please feel free to contact me with any questions,

Tomizo Yamamoto MAIBC
Tomizo Yamamoto Architect, Inc.

MayorandCouncillors

From: Edward Kroeker [eakroeker@shaw.ca]
Sent: February 29, 2004 8:00 PM
To: MayorandCouncillors
Subject: Planning Committee Meeting - Mar.02/04

Re: Planning Committee Meeting - Mar.02/04
Agenda item #7 - Application for rezoning at 11551, 11571, 11591 Steveston Hwy.

To: Planning Committee,

My name is Edward Kroeker and I own and live at 11640 Seahurst Rd.

In looking at the reports and recommendations of the planning committee with regard to pedestrian access from the back lane of the properties along Steveston Hwy. to Steveston Hwy, I noticed that although concerns were raised regarding pedestrian access, the committees' proposal is that they will continue to encourage that pedestrian access points are desired.

I would like to take issue with this response since my property backs onto the lane right across from the proposed development.
I know that there have been a number of responses at the last Open House that indicated dissatisfaction with the proposal to remove pedestrian access to Steveston Hwy. None of those people that oppose the removal of pedestrian access live right on the lane. They are from other properties in the subdivision and see pedestrian access as a convenient way to get to Ironwood Plaza.
They are also not the ones that have had to deal with the vandalism that has been caused by pedestrian traffic past our property.
I have had my fence kicked in 7 times in the past 2 years - most recently 2 weeks ago. (the fresh boards are still visible at the back of my property) I have also had my garden hose stolen from the side of house against the lane. One other issue that pedestrian traffic has caused is a constant littering of garbage along the lane and on my own lawn and boulevard.

I know this vandalism is not caused by those homeowners who wish to use a convenient shortcut to Ironwood. They have always been done by teenagers or young adults that have no respect for anyone's property. If it was only responsible homeowners who used this pedestrian access, I would have no problem with it.

Although a pedestrian walkway between the lane and Steveston Hwy. is convenient, those that choose to walk to Ironwood would only need to walk one block further to cross Steveston Hwy. at the Seaward Gate intersection. We use this route ourselves because the whole purpose of walking instead of driving is to get some exercise - not just to get there quickly.

I have reviewed the rest of the issues and committee responses and am pleased with how these have been dealt with. The whole process that has taken place so far has shown good cooperation between the developer, city planning, and the neigbourhood.
Although I may be a minority voice in this isssue of pedestrian access, I feel I must express my concerns to you and I know they are also the concerns of those who live directly against the lane along Seahurst Rd.

Sincerely,
Edward & Agnes Kroeker
11640 Seahurst Rd.

City of Richmond

Bylaw 7663

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 dept.

APPROVED for legality by Solicitor

MAYOR

CITY CLERK

City of Richmond

Bylaw 7664

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.
APPROVED for legality by Solicitor

MAYOR

CITY CLERK

1120335

Conditional Rezoning Requirements
11511, 11551, 11571 and 11591 Steveston Highway RZ 03-232158

Prior to final adoption of Zoning Amendment Bylaw 7713, the developer is required to complete the following requirements:

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

1. Ministry of Transportation and Highways approval;
2. Consolidate the lots into one development parcel; and
3. Grant a 7.5m Public Rights of Passage (PROP) ROW from Steveston Highway, that can taper at a 5:1 ratio starting at 5m from Steveston Highway, getting down to a 6m PROP at the interior intersection and extending to the rear lane. A 6 m wide PROP is also required for the East-West portion of the internal roadway that runs to each Property Line, (ROW document to be vehicles only - no utilities or servicing agreement is required);
4. Grant cross access agreements at each end of the East-West internal roadway;
5. Grant a (PROP) ROW along the entire length and width of the pedestrian walkway;
6. Grant a covenant allowing the City to close the temporary driveway access to Steveston Hwy. at its discretion, and;
7. Processing of the Development Permit application to an acceptable level according to the Director of Development.

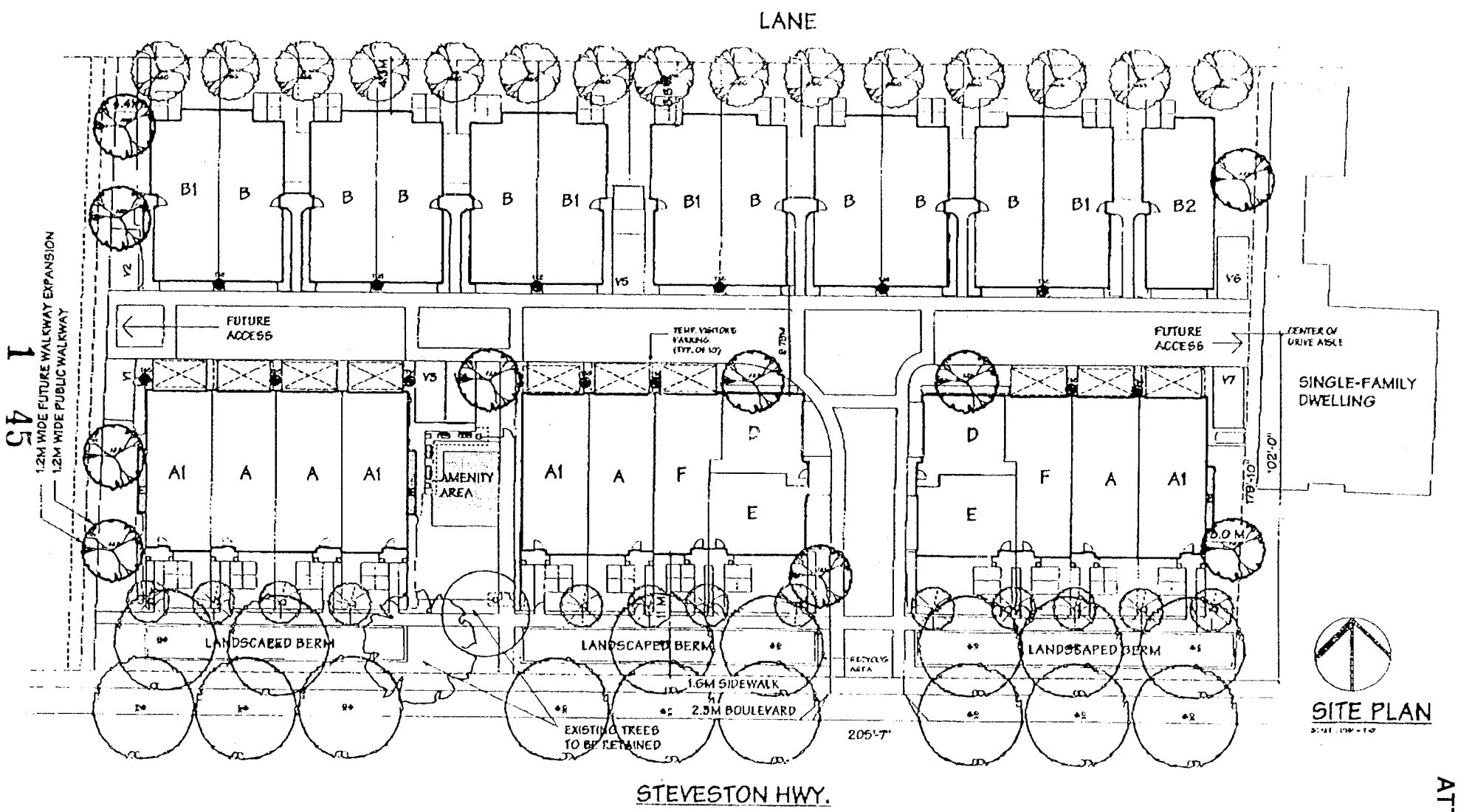
Prior to the issuance of the future building permit, the developer is to enter into the City's standard Servicing Agreement to design and construct Steveston Highway frontage and the rear lane (north edge) as per the design guidelines in the sub-area OCP (Bylaw 7100 Schedule 2.8A). Highlights of the 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.

- "North" Lane: rebuild lane base, complete with storm sewer and laneway street lighting and roll curb and gutter on both sides.

- Also required is a deposit for reinstatement of the existing access to Steveston Hwy when the City deems that it can be closed. Based on current rates and design policies, that amount is $4,410.

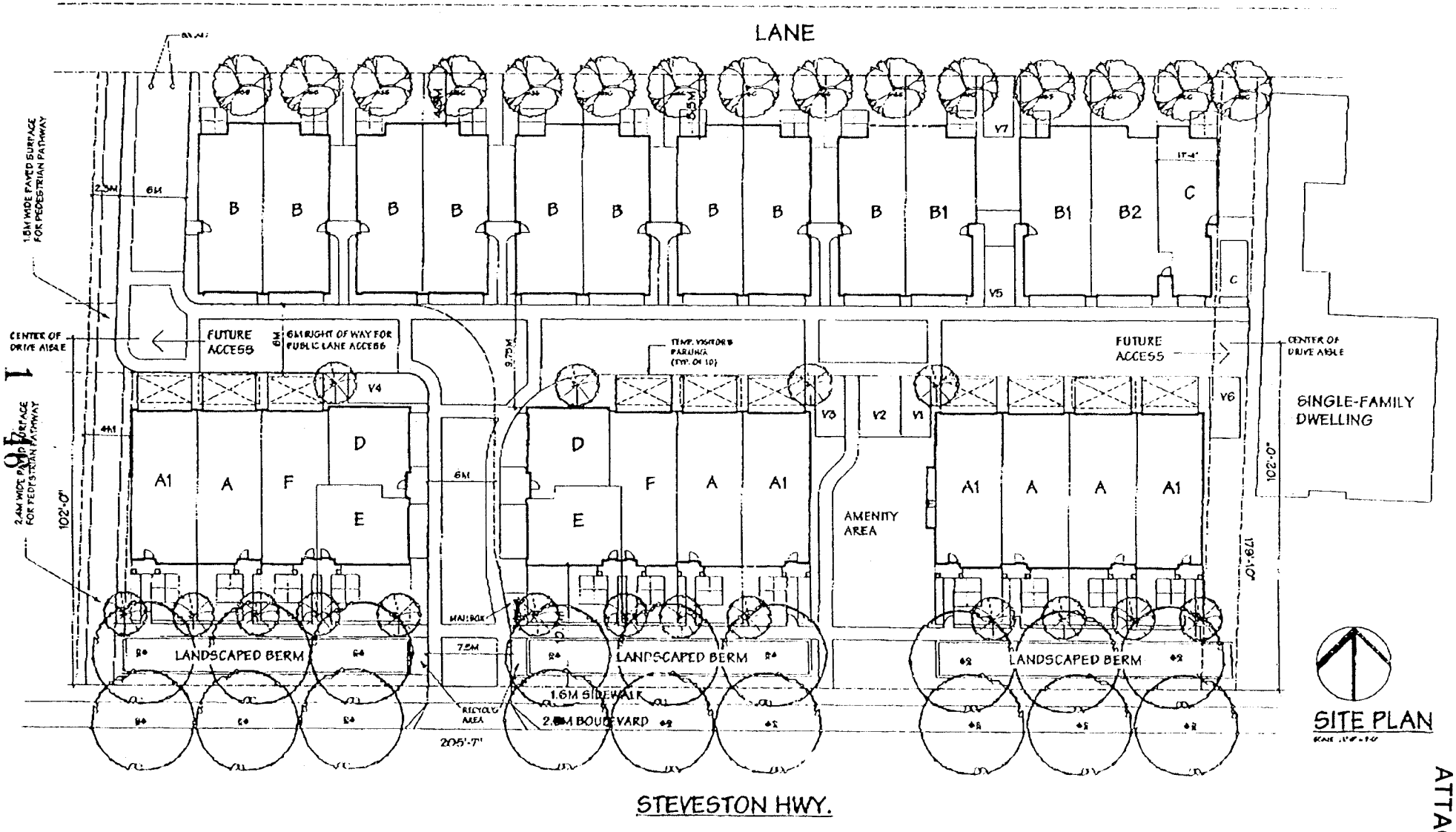
OPTION 1: NO LANE ACCESS



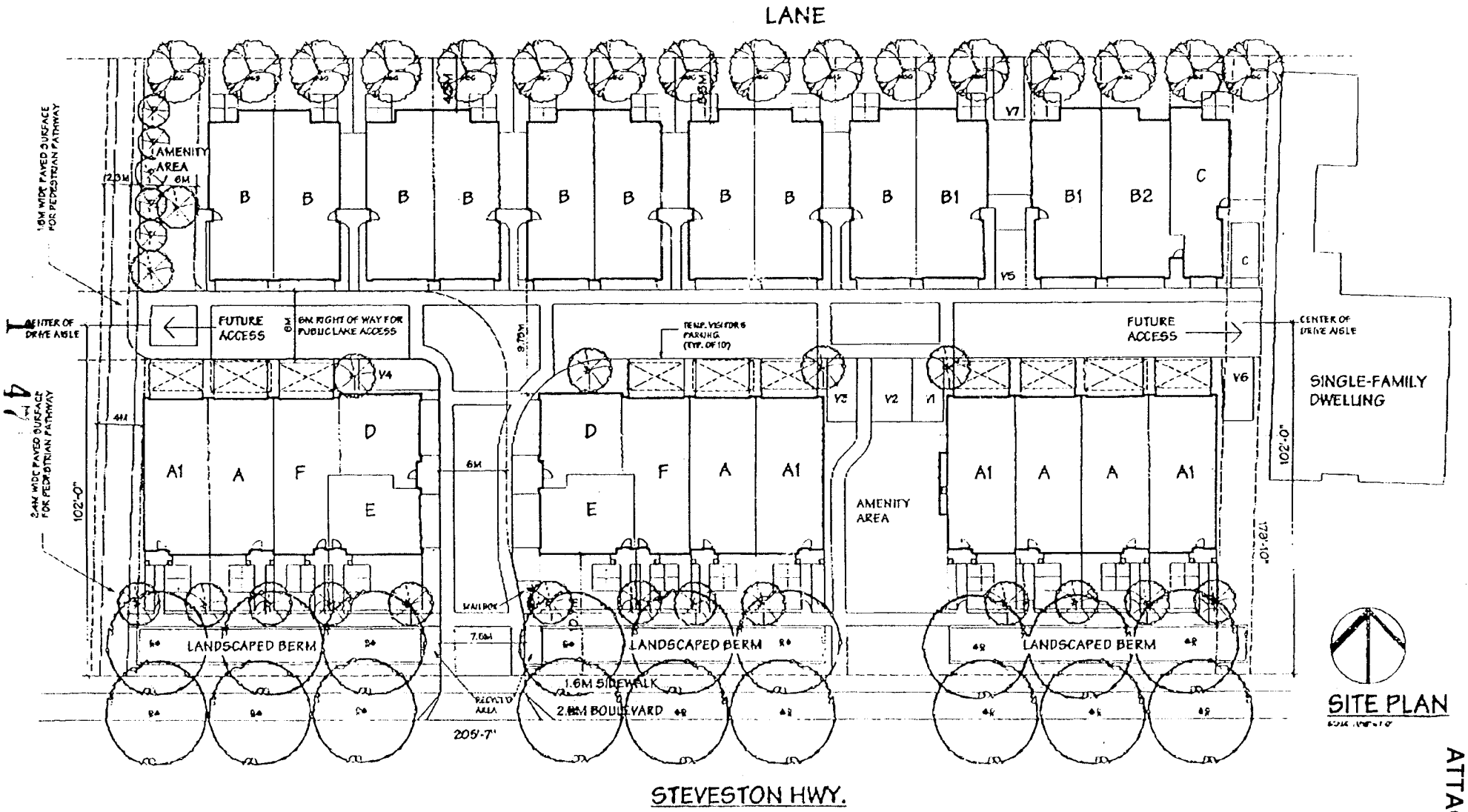
SITE PLAN

ATTACHMENT 4

OPTION 2: WITH LANE ACCESS



OPTION 3: LANDSCAPED LANE RIGHT-OF-WAY



SITE PLAN

ATTACHMENT 6

City of Richmond
Fax (604) 276-4052

Attention: Janet Lee

In response to Public Information Meeting for
11511, 11551, 11571 & 11591 Steveston Highway
Tuesday, 06 July 2004

This exercise will be repeated at the Public and Planning Committee hearings where there are councilors present. This meeting was strictly another venting session by the neighborhood.

You must keep this MAJOR problem in mind when you decide...Steveston Highway and No. 5 Road is not any other major residential and commercial intersection in the city. I would say special situations calls for special solutions. You have NO case study or any similar developments in Richmond where we can see what problems the proposed developments will cause.

However, given the 3 proposed models of **1. No Lane Access 2. Lane Access and 3. Lane Access with a covenant**, I am still inclined to go with No Lane Access, the original proposal agreed to before the committee reneged on their decision.

The developer has changed their plans to abide with changes. They have done their part. We, the community have participated in the public process and thus have done our part. Why is the City of Richmond changing their minds again?

Except for the City of Richmond thinking about precedents, there is no other reason for them to reject the No Lane Access proposal. The third proposal is just the second proposal with a disguise. You can't fool us with the addition of a covenant opening up the lane access at a future date.

How can you expect us to believe the planning committee now when they changed their minds after it was decided previously that there would be NO LANE ACCESS?

Consider this. When development is completed along Steveston Highway and No. 5 Road, there will be close to 200 extra cars in the neighborhood. If a lane access is available, people will use it to head Northbound or Eastbound. This becomes a major safety issue. A lane is NOT a street. It is a service access road. Children and animals will be vulnerable because they will be playing in the lanes if they can't play in their front yard. Yes, there is a school and a park a couple of blocks away but they won't go there. NO LANE ACCESS PLEASE.

The existing neighborhood will be accessing the lanes to their properties as well. Imagine the increased congestion as well as the accidents that will happen when proposed vehicles use the lane as a thoroughfare.

A proper community safety plan would consider protecting the existing neighborhood from crime, disorder, mall garbage, traffic and other added problems. Having the lane access precedent will

cause more of these problems not solve them. When all developments are completed, problems will get worse not better.

The traffic department should do some research. Time and time again we have complained with the traffic lights at Seaward Gate and Steveston Highway as well as the lack of a light at Seacliff Road and No. 5 Road. Still nothing has been done. Until the traffic department start communicating with one another and solve the current traffic problems, how can they solve the future increase of traffic with the new developments? I propose they physically go the lanes and intersections in question and see for themselves what we, in the neighborhood have to put up with. Imagine what lanes will look like with STOP signs at each end. Imagine cars using lanes as a thoroughfare. Imagine traffic snarls in lanes. Imagine that. NO LANE ACCESS PLEASE!

The installation of speed bumps will have to be installed in the lanes nevertheless to slow down the highly expected traffic using the lanes. These speed bumps must also be installed on Seahurst and Seamount because of the expected Northbound and Eastbound traffic heading to Seacliff and No. 5 Road. This must be done regardless of what is going to happen with the developments.

The problem of overflow parking for all of the developments still has not been addressed. Where oh where are visitors going to park when the minimal parking spaces are full? If you have that lane access, they will park there. They will also park on Seahurst Road. You may have to put up residential parking signs like they have in Vancouver.

In most other developments, having one entrance and one exit is enough. Safety is maintained because you can control cars and pedestrians by not having a lane access and walkway. The children and animals are contained within the complex. It just makes safety sense by not having a lane access. Each future development will also be contained. Opening a lane access for each of these means trouble with safety, extra traffic and crime.

This meeting would have been completed avoided if the City had stayed with their original plan of NO LANE ACCESS. Many of the councilors had agreed with this. I strongly propose that the councilors that did not agree to the decision to spend some time in the Shellmont area and see for themselves the massive problems that will be created if they do not revert back to their original decision of NO LANE ACCESS.

Change to the Shellmont area is imminent. Why can't the CITY of RICHMOND agree to what the developers and community have already agreed to?

Norman Chiu
10691 Seamount Road
Richmond BC

To The Planning Committee

July 6,04

Regarding Townhouse development 11511 ,11551,11571,and 11591 Steveston Hwy by
Mr. Micheal Li....

February 10th 2004 (See attachment 7) the Urban Development Division agree in the summary
"there is a permanent access to Steveston Highway and no vechicular access to the lane"

At that time the residents where happy to support the new townhouse development because there would be cars driving past our homes to the new townhouse site. One neighbourhood should not be sacrificed to make another one.

Since that time the game has changed and now Harold Steeves and the rest of the planning committee present decided to change the plan to **ONLY ACCESS TO THE LANE**. This is totally unacceptable to the home owners in this area.

I am asking the Planning Commitee to refer to the POLICY MANUAL for the lane policy, under section #4 it states that

Exceptions to the policy, which would be determined with each application include where there is , or the City approves, an alternative access, such as a frontage road, shared access, or internal road.

In all the plans provided by Mr. Micheal Li there has been a frontage or internal road so I simply ask that the city use this existing exception and allow Mr. Li to develop his parcel into a townhouse development with **NO** lane access.

Thank you for your time and please do the right thing....

Norman Chiu
10691 Seamount
Richmond BC

1 50

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Thank you for your time and please do the right thing....

Carol Day
11631 Seahurst Rd.
Richmond, B.C.
V7A 4K1
604 271 7761

Carol Day
James Day

1 51

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

- I do not support any access to the existing lane

- Never close initial access road to steveston. even if lane access put in.

- No Walkway - reduce vandalism, J walking & parking problems in the neighbourhood

- The citizen no longer trust the planning com. this is the "third" time. If a convient allowing lane access is granted it "MUST" be more restrictive then normal. due to the Planning council ignoring past civic input.
- The city should take cash in lew of immediate upgrade to the lane.
- Option 1 is the citizen choice!
- ~~all options put to neibourhood~~

Name: James Day Address: 11631 Seahurst Rd.

Thank you for taking the time to provide us with your comments.

ONLY: Option 1 is Acceptable.

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

★ We don't trust current planning committee to inform us of future possibility of opening access to lane. They have changed their minds Fabio to open lane Access included "without" informing us.

★ Coverdent to include Subject, to Steveston Hwy to becoming 6 lanes wide. This needs to be much more specific, Or we do not accept covendent. Must "always" keep Steveston Hwy Access open.

★ Walkway should be "eliminated" to protect parking on Seahurst and vandalizim. Currently we have serious problems, it will only get worst with the new Townhouse development. We have all expeiienced problems and don't wish to deal with more. Townhouse owners will HATE walkway. Too noisy.

★ Public must be notified of any changes well in advance to open lane access.

★ Have covendent ready for July 20th for our approval.

Name: Carol Day Address: 11631 Seahurst Rd Richmond

Thank you for taking the time to provide us with your comments. 604-2717761

1 53

note: Only lane upgrades should be for drainage.

1307737

To The Planning Committee July 6,04

Regarding Townhouse development 11511 ,11551,11571,and 11591 Steveston Hwy by
Mr. Micheal Li....

February 10th 2004 (See attachment 7) the Urban Development Division agree in the summary

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In all the plans provided by Mr. Micheal Li there has been a frontage or internal road so I simply ask that the city use this existing exception and allow Mr. Li to develop his parcel into a townhouse development with **NO** lane access.

Thank you for your time and please do the right thing....

Carol Day
11631 Seahurst Rd.

KIM & KEENIE Riley
10980 SEAMOUNT RD

1 54

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

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CONSIDOR SPEED BUMPS ON SEATHURST & SEAMOUNT

MOVE INTERSECTION TO COPPERSMITH - ALLOWING TRAFFIC TO FLOW AROUND IRONWOOD

Name: [signature] Address: 10930 Seamount rd

Thank you for taking the time to provide us with your comments.

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004***.

OPTION 3 IS NOT ACCEPTABLE !
NO LANE OR WALK WAY !
OPTION 1 STILL PLAN OF CHOICE.

Name: R. Ruley Address: 10980 SEAMOUNT RD.

Thank you for taking the time to provide us with your comments.

To The Planning Committee July 6,04

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Thank you for your time and please do the right thing....

~~Carol Day~~

1 57

Mary Fraser

Dave Fraser

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

Traffic at # 5 road. and Seacliff need attention
Cut out walk way
No lane access from new plan

Agree with Option plan # 1

1. Please have traffic engineers look at Seacliff & # 5 rd.
2. Seamount & Seacliff.
3. Seamount & Seahurst.

Name: Niel Friesen Address: 10711 Seamount Rd

Thank you for taking the time to provide us with your comments.

Director, Development
(to Janet [illegible])

& DISTRIBUTED
DATE: June 24/04

		INT
	JRM	
✓	DW	DW
	KY	
	AS	
	DB	
	WB	

- Planning Committee reviewed the revised proposal that provided access both from Steveston Highway and the lane on June 8th, 2004. The application was referred to staff to conduct Public Information Meeting with Neighbourhood regarding lane access options.

Various options for future lane access will be provided at the meeting followed by your comments and questions.

cc: Ms. Beran:

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

8060-20-7773

Yours truly,

J Beran

Jenny Beran, MCIP
Planner, Urban Development

JMB:cas

I oppose any more townhouse developments mixed in with single family housing in my neighbourhood. There is too much cross-zoning of single/multi housing development in the S.E. area of Richmond. There are mixed developments in the ① Shell/Fa ② Shell/Williams, ③ Kingswood + No5 Rd to mention a few. This causes the erosion of single family neighbourhoods and devalues my property. With the planned expansion of the "Lin" temple on No. 5 Rd. the traffic congestion is too much, we need a light to cross Williams and Shell because of the volume. Ironwood Mall has extensive traffic as well. Please do not rubber stamp this addition so Mr. Li's can make more money at my neighbourhood's expense.

Peter McKenna-Small
11400 Seabrook Rd
Rmd. V7A 3N7

1 503

COMMENTS SHEET

Public Information Meeting – July 6, 2004
111511, 11551, 11571 & 11591 Steveston Highway

Janet Lee - Fax- 604 – 276-4052

Option 1 preferred over Option 3.

According to traffic engineer, Donna Chan, the lane will be only 5.1m wide. My vehicle is 2.45m wide, so if I was trying to pass an on-coming vehicle of similar size it just wouldn't happen. Far less a garbage truck on garbage day. **A lane/alley is a lane not a street.**

The lane upgrade should be done with the first development, whether Option 1 or 3. If you check the new house on the same block it is much higher then the rest of the land around it. I imagine this is to bring the lane to the same height as Steveston Hwy. There is a resulting swimming pool in the lane, so we can conclude that the balance of the lane would be the same without upgrading and proper drainage.

Please **leave the walkway connecting Steveston to the lane out of the development.** The inner neighbourhood survived quite nicely for 25-35 years without it, it was only when the vacant lot allowed them to cut through that they had the existing pathway. At the meetings I attended it was mostly the most innermost people that favored the walkway, but they don't have to contend with the vandalism to their property, the garbage that is left behind from the fast food outlets, the noise late at night etc.. The people purchasing the new townhouses would surely prefer that there be no walkway, better security and none of the negatives that were listed above.

Opening Coppersmith into the new development and leaving the lane out of use for the new developments is an idea that should be investigated. This would enable the people from the new developments to turn left much easier then Seaward Gate, which will be lined up and therefore making it impossible for the new development people to join in. They would then turn right and be running through the existing neighbourhood, creating safety hazards.

Option 3 – only with a two-tiered covenant – decision to be made by Council after the neighbourhood has been notified by public notice and been involved in the decision making process.

In summary I feel that the Planning Staff have been listening, and been trying very hard to come to a satisfactory solution for the neighbourhood, the developer and the City in this very unique corner of Richmond. However the Planning Committee made up of elected members has sabotaged the process, making a mockery of the whole process. Having watched the process, I was somewhat surprised that one alderman could put the whole process back to square one, wasting a lot of peoples time and effort.

Please Save Our Neighbourhood.

Linda King
11500 Seahurst Road

7/9/04

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004***.

1) I THINK THAT THIS CORNER NEEDS SPECIAL CONSIDERATION, APART FROM THE LAND PRICE, THE IRONWOOD COMMUNITY PLAN & THE ARTERIAL ROAD PLAN. THIS CORNER IS THE GATEWAY TO RICHMOND, IT NEEDS SPECIAL CONSIDERATION.

2) IF THIS GOES AHEAD –
- COVENANT ON OPENSPACE LAND IS 6 LANE HIGHWAY & FERRY TERMINAL
– NO PEDESTRIAN WALKWAY

3) NEED INPUT FROM ENTIRE QUADRANT

4) COUNCIL HAS TRASHED THE PUBLIC PROCESS, BAD FAITH. LISTEN TO YOUR STAFF! LISTEN TO THE COMMUNITY!

Name: B [redacted] INC Address: 11500 SEAHURST ROAD

Thank you for taking the time to provide us with your comments.

1307737

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

(1) GARBAGE P/U - I DID NOT SEE ANYTHING ON THE DRAWINGS TO SHOW WHERE THE GARBAGE BIN WOULD BE AND HOW IT WILL BE SITUATED FOR A TRUCK TO BE ABLE TO MANUVER INTO POSITION. WILL THE TRUCK ACCESS THE PROPERTY OFF OF STEVESTON HWY?

(2) WILL THE PROPERTY BE FENCED ALONG THE LANE OR IS THIS UP TO THE DEVELOPER? NO FENCING WILL ENCOURAGE THE UNITS BOARDERING THE LANE TO USE THE LANE FOR PARKING.

(3) WHAT ARE THE CONCERNS OF THE FIRE DEPARTMENT IF THE STEVESTON HWY ACCESS IS EVENTUALLY CLOSED AS THE ENGINES ARE TOO LONG TO MAKE THE CORNER AT THE EAST END OF THE LANE.

(4) I WOULD LIKE TO THANK THE PLANNING DEPT STAFF AND THE DEVELOPER FOR ALL OF THEIR WORK AND EFFORTS TO MAKE THIS DEVELOPMENT "FIT" THE NEIGHBOURHOOD.

Name: MARTY McKINNEY Address: 11520 SEAHURST ROAD RICHMOND BC

Thank you for taking the time to provide us with your comments.

1307737

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

1. We do not want a walkway, it's just too much vandalism & kids to long ago. Our fence has been kicked in many times! as well as our neighbours fence. We also have garbage every where.
2. Lane access is not acceptable!!! We do not want to live with traffic on 3 sides of our house, also to have to put up with the speeding that goes on.
3. Decrease the density - we don't want cars everywhere.
4. We can not trust the planning commitee!! We accepted option #1 already a while back.

Name: A. KLOEKER Address: 11640 Seahurst Rd.

Thank you for taking the time to provide us with your comments.

Thanks for your consideration!

1307737

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

1) THE ONLY OPTION THAT IS TOTALLY SATISFACTORY IS TO HAVE NO LANE ACCESS TO THIS DEVELOPMENT. IF THAT CANNOT BE ACHIEVED (BECAUSE THE PLANNING COMMITTEE HAS SOLD US OUT) THEN THE ONLY OTHER OPTION IS OPTION #3 WITH A STRONG COVENANT AGREEMENT THAT WILL ALLOW THE COMMUNITY A VOICE BEFORE LANE ACCESS IS OPENED UP.

2) WE DO NOT WANT OR NEED A WALKWAY FROM THE ALLEY TO STEVESTON HWY. THERE IS A PEDESTRIAN CONTROLLED LIGHT ONLY ½ BLOCK WEST OF THIS DEVELOPMENT. BEFORE 11511 BECAME A VACANT LOT THERE WAS NO WALKWAY TO STEVESTON HWY & EVERYONE WAS FINE WITH THAT. THE VANDALISM TO OTHER PROPERTIES & THE TRAIL OF GARBAGE LEFT BEHIND BY THOSE WHO USE THIS ROUTE WOULD BE ELIMINATED WITH NO WALKWAY ACCESS. IT WILL BE BAD ENOUGH THAT WE WILL HAVE TO PUT UP WITH VISITORS TO THIS DEVELOPMENT PARKING ON SEAHURST Rd. RESTRICTED ACCESS FROM THE LANE WOULD REDUCE THAT SIGNIFICANTLY. THE PLANNING COMMITTEE NEEDS TO LISTEN TO US AND ACT WITH REASON & COMMON SENSE!

Name: EDWARD KRUEGER Address: 11640 SEAHURST Rd

Thank you for taking the time to provide us with your comments.

1507737

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

1. Our first and most vehement comment deals with the issue of lane access for any of the high density developments planned for the north side of Steveston Highway between No. 5 Road and Seaward Gate. We realize that city planning encourages these high density developments along arterial roads. It is, however, not reasonable nor practical to expect the traffic generated by these developments to be absorbed by the existing, or even upgraded existing lane, particularly at peak traffic periods in the morning and late afternoon. A limited number of (perhaps a maximum of three) direct right turn only Steveston access lanes would more efficiently disperse the traffic generated by these developments without impacting on the existing residential community traffic and exits. These Steveston access lanes should be shared by all developments for this block. Given the controlled intersection at No. 5 and Steveston, there should be no congestion within the developments. West bound Steveston traffic itself, west of No.5, is never congested.

   A second issue which will be partially addressed by not allowing lane access to the developments is the issue of limited local street parking in the community adjacent to these developments.

2. W would also like the city to clarify the issue of development density. When the original proposal for the initial three lots was made, the density agreed to by the community was R2 –0.6 (March 2, 2004). As a result, the number of units on the three lot development was decreased from 21 units to 16 units. Now the developer has added one additional lot to the development and the unit density is now at 27 units. This is an increase in unit number by 56% with only what looks like a 33% increase in lot area. Is the restriction to R2-0.6 being met?

3. We still don't believe that the developer has allowed for sufficient secondary parking within the development in the latest July plan.

Name: Brian and Mary Ho Address: 11651 Seahurst Road

1 65

Richmond Councils policies of densification in Steveston, Blundell + Garden City + now all along Williams (w/ 2 homes on 66 foot lots w/ no gardens) is all contributing to the traffic mess in our neighbourhood

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004***.

We definitely need speed bumps on Seamont because lots of vehicles speed down it when Number 5 Rd & Steveston (& Williams + 52 Av) intersection is backed up (which is often). I have 3 young children and it is only a matter of time before someone gets hurt or run over.

If you want to maintain our neighbourhood the 144 proposed new residences should have in and out access on the roads they are situated which is on Steveston + #5 Road.

Ironwood and Coppersmith are already extremely busy they don't need new development to service it.

Council is not listening to us re our quality of life and are blindly pursuing a high density agenda and not caring about our neighbourhood

Name: David Langer Address: 10720 Seamont Rd

604-275-5080

Thank you for taking the time to provide us with your comments.

1 66

This is the first entrance to Richmond from Delta, Surrey, the rest of Canada or the United States. Why can't it be made into a beautiful entrance instead of an overdeveloped traffic congested mess

1307737

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004***.

→ Despite what council & planning or the think, the ~~maj~~ majority of the residents on Seahurst & Seamount do not want a walkway from Steveston Hwy and the alley.

→ A plan that encompasses all future developments and creates a future intersection ~~at~~ at Coppersmith w/ no alley access.

→ If option 3 is accepted then a strongly worded covenant to open alley access in the future.

Name: Sukh Sekhon Address: 11640 Seahurst Road

Thank you for taking the time to provide us with your comments.

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

This community feels disenfranchised!

I find it incredible that when the community and the staff + the developer all accepted a plan with no lane access, council rejected this.

This corner (5 x Steveston) is such a bottle neck for this community that we are an obvious exception to this arterial road + lane policy

Name: AILSA MARSHALL Address: 10740 SEAMOUNT

Thank you for taking the time to provide us with your comments.

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

1. THERE APPEARS TO BE LITTLE DEMOCRACY IN THIS PROCESS. YOU APPEAR TO GO THROUGH A PROCESS WITH THE FINAL DECISION ALREADY MADE
2. A PLAN WAS PUT TOGETHER TO ISOLATE THE NEW DEVELOPMENT FROM THE SERVICE ROAD. WHY HAS THIS BEEN SCRAPPED AS IT WAS FULLY SUPPORTED BY LOCAL RESIDENTS
3. IT APPEARS THAT DEVELOPERS PROFIT HAVE A MUCH HIGHER PRIORITY THAN LOCAL RESIDENTS QUALITY OF LIFE AS DENSIFICATION AS PROPOSED WILL DEFINITELY AFFECT US IN MANY WAYS FROM TRAFFIC, SAFETY VANDALISM & GENERAL DETERIORATION OF THE NEIGHBOURHOOD
4. I WON'T ATTEND ANY MORE MEETINGS ON THIS BASIS

Name: REN MARSHALL Address: 10740 SEAMOUNT RD.

Thank you for taking the time to provide us with your comments.

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

I agree with this development going through with either option 2 or option 3

My property does not back onto this laneway and so I am not directly affected.

I support a walkway for access to Steveston Highway.

I feel that these ~~town~~ townhouses will be more saleable with lane access.

I also feel that several vocal people in the neighbourhood feel that they speak for everyone - They don't

Name: M Storey Address: 10791 Seahurst Pl Richmond BC

Thank you for taking the time to provide us with your comments.

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

Option #1

NO LANE ACCESS.

Name: Joe Kirk Address: 11620 Seabay Rd

Thank you for taking the time to provide us with your comments.

1307737

COMMENTS SHEET

Public Information Meeting – July 6, 2004

11511, 11551, 11571 and 11591 Steveston Highway

If you have any comments about the development proposal, please fill out this form and return it in the box provided at the meeting or fax to Janet Lee at (604) 276-4052 by ***Thursday, July 8, 2004.***

Option #1

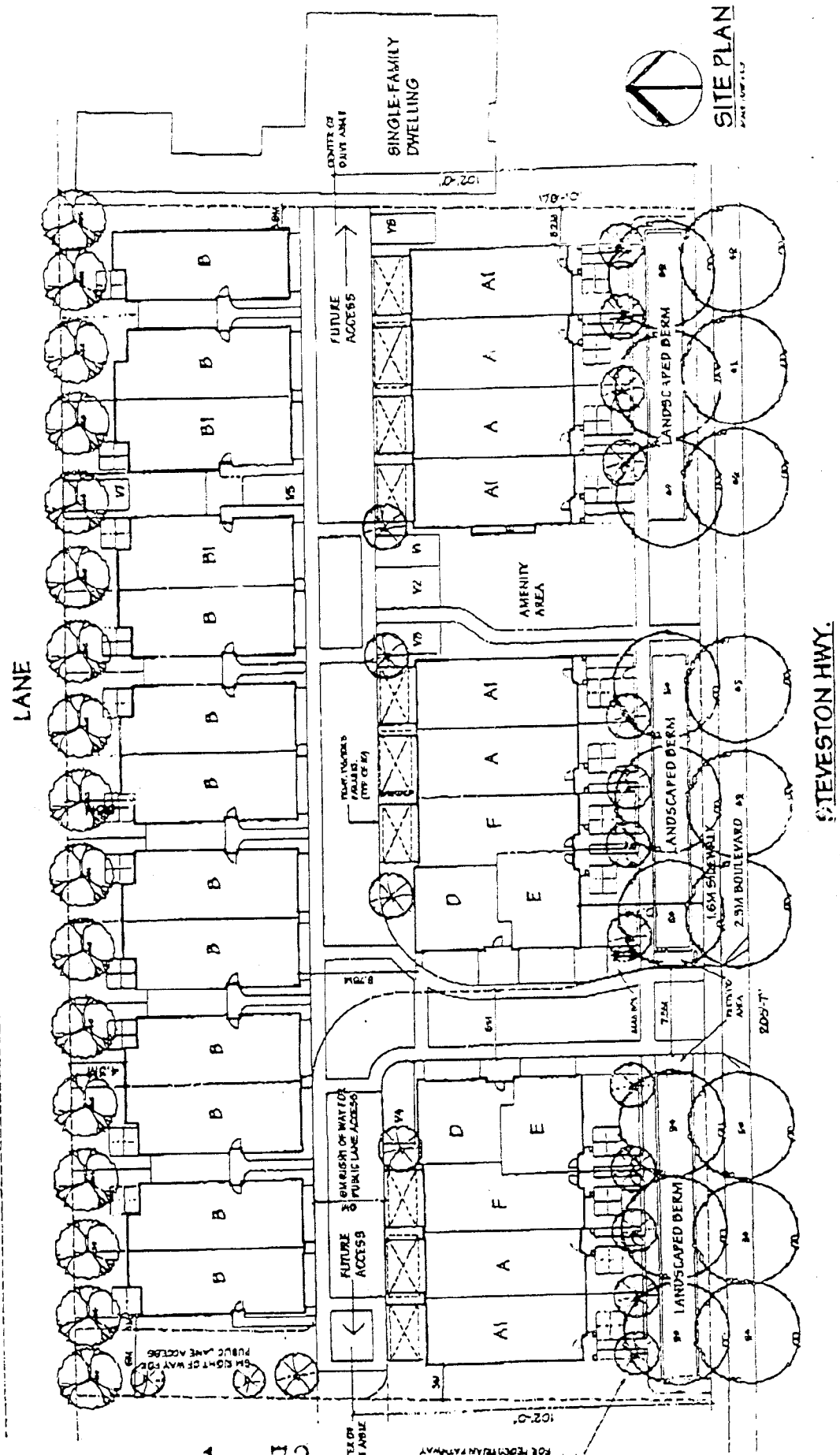
NO lane access

Name: Jennifer Kirk Address: 11620 Seabay Road

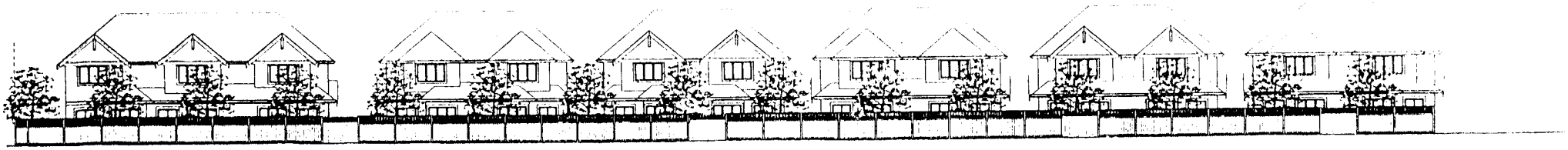
Thank you for taking the time to provide us with your comments.

1307737

LANDSCAPED LANE RIGHT-OF-WAY OPTION



SOUTH ELEVATION (STEVESTON HWY.)



NORTH ELEVATION (LANE)

STEVESTON HIGHWAY

LANE

SITE SECTION (EAST ELEVATION)

1 74

0308

MAY 26, 2004

TOWNHOUSE DEVELOPMENT

11511-11551-11571-11591 Steveston Hwy., Richmond

tomizo yamamoto architect inc.

954 Baycrest Drive, North Vancouver
B.C. V7G 1N8 Tel. 929-8531 Fax. 929-8591
E-mail : tyarch@shaw.ca

Conditional Rezoning Requirements
11511, 11551, 11571 and 11591 Steveston Highway RZ 03-232158

Please fax this form back to Janet Lee at (604) 276-4052.

Prior to final adoption of Zoning Amendment Bylaw 7713, the developer is required to complete the following requirements:

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

1. Ministry of Transportation and Highways approval;
2. Consolidate the lots into one development parcel; and
3. Registration of a 7.5m Public Rights of Passage (PROP) Right-of-Way (ROW) from Steveston Highway, that can taper at a 5:1 ratio starting at 5m from Steveston Highway, getting down to a 6m PROP at the interior intersection and extending to the rear lane. A 6 m wide PROP is also required for the East-West portion of the internal roadway that runs to each Property Line (ROW document to be vehicles only - no utilities or servicing agreement is required);
4. Registration of cross-access agreements at each end of the East-West internal roadway;
5. Registration of a restrictive covenant to allow:
   a. the unconstructed lane access connection to be opened for use; and
   b. the Steveston Highway access to be subsequently closed;
6. Processing of the Development Permit application to an acceptable level according to the Director of Development;
7. Payment of $35,000 in lieu of on-site indoor amenity space, or submission of an alternate plan at the Development Permit stage that includes appropriate indoor amenity space;
8. Payment of a deposit for reinstatement of the existing access to Steveston Highway when the City deems that it can be closed. Based on current rates and design policies, that amount is $4,410; and
9. Payment (amount to be determined) for the future construction of the lane access right-of-way in the development site.

Prior to the issuance of the future Building Permit, the developer is to enter into the City's standard Servicing Agreement to design and construct Steveston Highway frontage and the rear lane (north edge) as per the design guidelines in the sub-area OCP (Bylaw 7100 Schedule 2.8A). Highlights of the 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 Highway as required to better align with the works done at Ironwood and providing a 1.5m concrete sidewalk at the property line.

- provide cash (amount to be determined) for the future upgrading of the lane to the north of the site, which includes rebuilding the lane base, complete with storm sewer, laneway street lighting and roll curb and gutter on both sides.

City of Richmond

Bylaw 7712

Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 7712 (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 13;
   b) substituting a new Table of Contents and pages 9 through 13 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 7712".**

FIRST READING	JUL 26 2004
PUBLIC HEARING	
SECOND READING	
THIRD READING	
ADOPTED	

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

MAYOR

CITY CLERK

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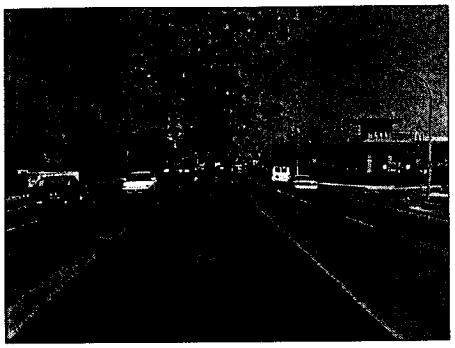
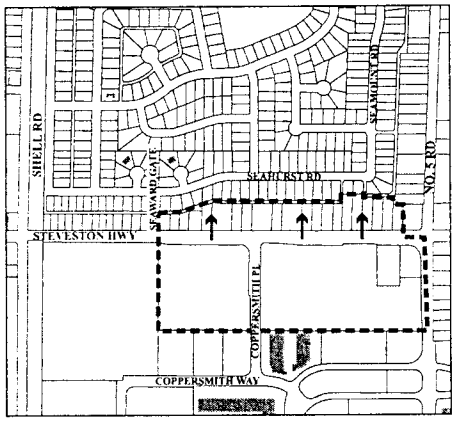


Centre boulevard across from Ironwood



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 in the approximate locations 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 (e.g. no lane access);

d) These vehicular access points will be linked by an internal private east-west driveway through the multi-family sites. Public rights-of-way will be used to secure shared access of the east-west driveway and the vehicular access points; and

e) Encourage multi-family development on the north side of Steveston Highway to facilitate compatible land use and coordinated vehicle access.

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;

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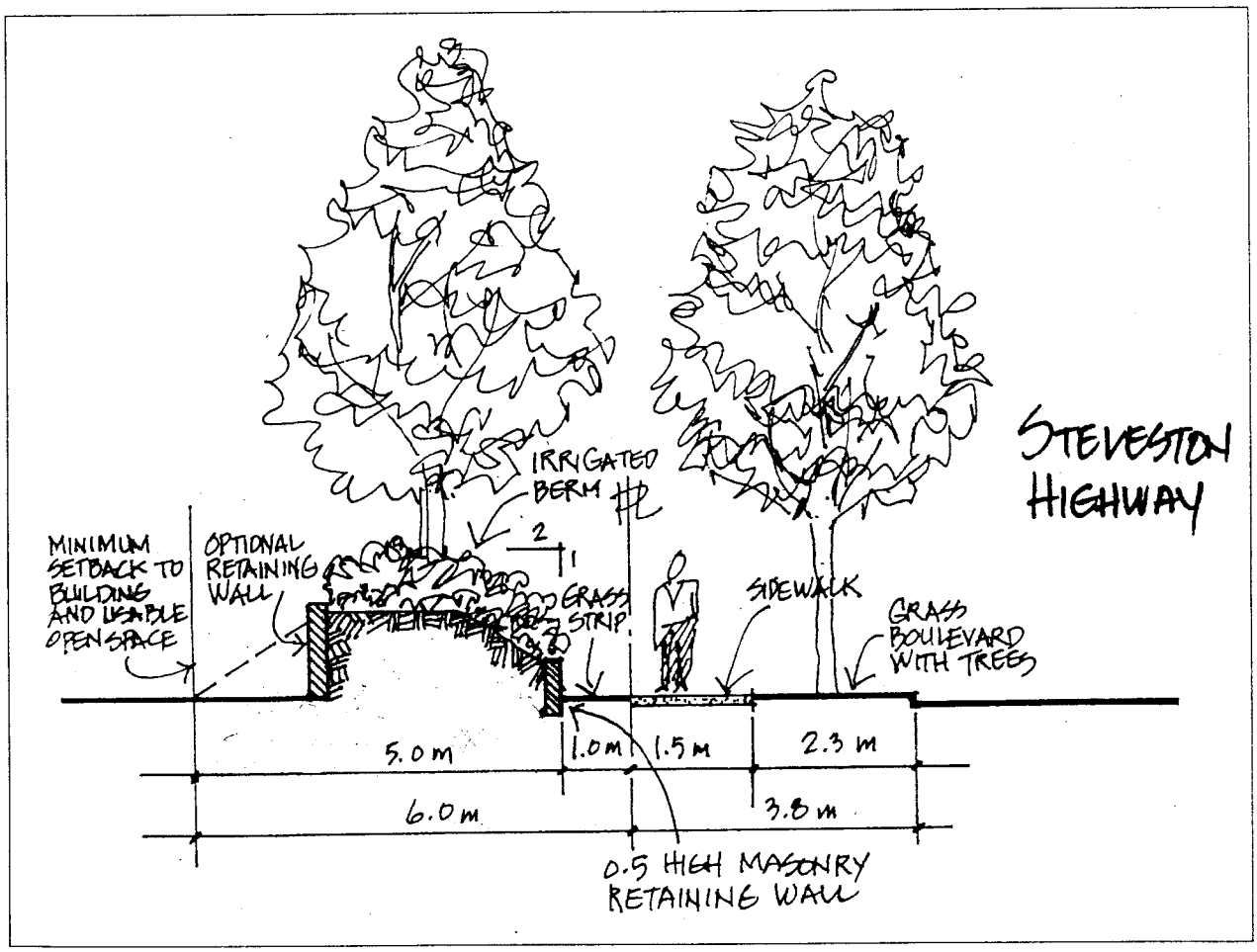
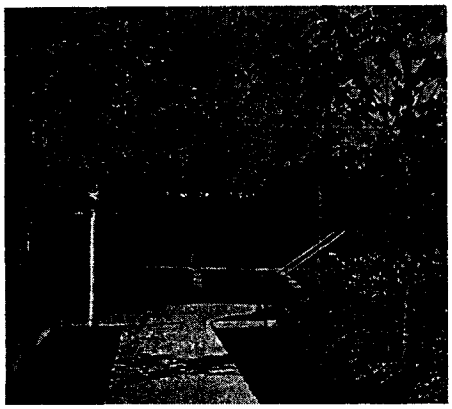
Berm on south side of Steveston Highway

- 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 Place

- 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
- There may be pedestrian pathways linking the single-family neighbourhood to the north of Area B to the Ironwood shopping centre. Such pathways require a minimum of 2.4 m (7.87 ft.) of paved surface to accommodate pedestrians 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.). The pathways should be close to or aligned with existing pedestrian crosswalks (e.g. Coppersmith Place). Pathways should be designed according to CPTED principles. These guidelines may be varied due to specific site conditions.

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.

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(ii) Bicycle racks shall be made of sturdy, theft-resistant material, securely anchored to the floor or ground.

(iii) Bicycle racks shall be designed to support the bicycle frame, not the wheels, and allow both the frame and the front wheel to be locked to the rack with a U-style lock.

City of Richmond

Bylaw 7713

Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 7713 (RZ 03-232158) 11511, 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. 025-418-491
   Parcel C Section 36 Block 4 North Range 6 West New Westminster District Plan LMP 54148

   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 7713".**

FIRST READING	JUL 2 6 2004
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

MAYOR

CITY CLERK

1293221