



City of Richmond
Urban Development Division

Report to Committee

To: Planning Committee

From: Joe Erceg
Manager, Development Applications

Re: **APPLICATION BY GRANDSPAN DEVELOPMENT LTD. FOR REZONING AT
4791 STEVESTON HWY. FROM SINGLE-FAMILY HOUSING DISTRICT,
SUBDIVISION AREA E (R1/E) TO COMPREHENSIVE DEVELOPMENT DISTRICT
(CD/135)**

To Council - July 8, 2002
To Planning - July 3/02
Date: June 19, 2002

(RZ 01-198910)
File: 2060-20-7391 **Ref:** 8060-20-7392

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7391, which amends Official Community Plan Bylaw No. 7100 by repealing the existing land use designation (Single Family) of 4791 Steveston Hwy in Attachment 1 (Steveston Area Land Use Plan) to Schedule 2.4 (Steveston Area Plan) and designating it Multiple Family, be introduced and given first reading.


2. That Bylaw No. 7391, 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.

3. That Bylaw No. 7391, having been examined in accordance with the City Policy No. 5039 on Consultation During OCP Development, is hereby deemed not to require further consultation.

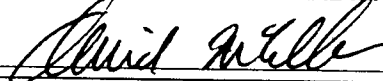
4. That Bylaw No. 7392, for the rezoning of 4791 Steveston Hwy. from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/135)", be introduced and given first reading.


Joe Erceg
Manager, Development Applications

JE:dcB
Att. 3

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Grandspan Development Ltd. has applied on behalf of the owners of 4791 Steveston Highway in Section 34-4-7 to rezone the property from Single-Family Housing District, Subdivision Area E (R1/E) to Comprehensive Development District (CD/135) in order to permit the construction of 8 single-family character townhouses and two duplexes for a combined total of 12 units.

The proposed rezoning requires an amendment to the Steveston Area Plan to allow for multiple-family residential uses.

The subject property location is shown in **Attachment 1**.
A conceptual site plan is shown in **Attachment 2**.

Findings of Fact

Item	Existing	Proposed
Owner	MidTown Holdings Ltd., and KBS Management Ltd.	Same
Applicant	Grandspan Development Ltd.	N/A
Site Size	Approximately 3,750.94 m ² (40,366. ft ² or 0.926 acres)	Approximately 3,640.0 m ² (39,183 ft ² or 0.9 acres) after a 2m wide frontage dedication. Averaging approximately 68.139 m (223.553 ft.) deep (after dedications and 53.47 m (175.43 ft.) wide.
Land Uses	Single Family Residential	Multi-Family Residential
OCP Designation	Neighbourhood Residential	Neighbourhood Residential
Area Plan Designation	Single Family	Multiple Family
702 Policy	Policy No. 5425 supports R1/B lots with laneway	Does not apply to multiple family
Zoning	R1/E	Comprehensive Development District (CD/135)
Parking Required	N/A	27
Parking Actual	N/A	27

Surrounding Uses

- The subject property fronts onto Steveston Highway near Railway Avenue.
- To the east is a large City owned lot (4831 Steveston Hwy.) which is currently leased out for residential purposes.

- To the west are a number of large lots with single-family dwellings.
- To the north are large residential lots with a mix of duplex and single-family dwellings.
- The south side of Steveston Highway contains a number of single-family dwellings and the Branscombe heritage house which is proposed for commercial office uses.

Related Policies & Studies

The Arterial Road Redevelopment Policy 7017 states that redevelopment sites along arterial roads but not near “Neighbourhood Service Centres” *the following housing forms will be considered:*

- *large lot single family, small lot single family and duplex developments,*
- *townhouses (not low-rise apartments), may be supported where significant community benefit can be derived which would include for example, improvements such as:*
 - *lane access;*
 - *trail connections;*
 - *green space;*
 - *improvements to existing transportation problem areas;*
 - *saving of heritage resources;*
 - *beautification improvements that exceed minimum City requirements; or*
 - *non-market housing.*

The proposed development provides lane access off Steveston Hwy and conforms with Policy 7017.

During 2001, the applicant approached the City to purchase the adjacent City owned lot at 4831 Steveston Hwy. The proposal was considered but rejected by the Land Acquisition Committee as there was a desire to keep the City’s future options open.

In 1994, S405 Holdings Ltd. sought a rezoning of the subject properties to permit 17 townhouses (this was reduced from an initial proposal for 21 townhouses). After a number of attempts to resolve issues around density and form of development (single-family vs. townhouse) with the neighbourhood, the application was withdrawn.

Public Consultation

The current applicant has hosted three separate meetings with the local neighbourhood. Through the course of these meetings the applicant has revised the redevelopment proposal from the original 18 unit townhouse development to their current proposal of 8 single-family character townhouses and two duplexes for a combined total of 12 units. Several other alternatives were also explored. **Attachment 3** provides an overview of the discussions with the neighbourhood and rationale for the current proposal from the applicant’s perspective.

Key concerns raised at each of the three information meetings were:

- Density is too high (density was expressed in terms of dwelling units per acre (DUA) – Preference was for 8 units;

- The number of vehicles coming out of one driveway onto Steveston Highway;
- The impact on Bonavista Gate as drivers from this property would attempt to use Bonavista Gate to turn around and turn east onto Steveston Hwy (particularly if the City were to impose a right in/right out access only on the subject lot);
- Heights of the structures (particularly in the earlier meetings);
- Preference for freehold single-family lots rather than strata townhouse properties which were perceived to reduce the value of neighbouring properties;
- Preference for Comprehensive Development District zoning rather than standard Townhouse District (R2) Zoning.

Staff Comments

Engineering:

There are no servicing concerns with this proposal, the site can be serviced with all the relevant utilities.

Prior to final adoption, the developer is to complete the following requirements:

1. 2m road dedication across the entire frontage of Steveston Highway;
2. The granting of a 6m wide right-of-way (Public passage and utilities) for the Lane over the proposed drive aisle;
3. Enter into the City's standard Servicing Agreement for the design and construction of the following works:
 - (a) 1.5m concrete sidewalk located adjacent to the new property line and a grassed/treed boulevard between the new sidewalk and the existing curb along the entire Steveston Highway frontage;
 - (b) Lane construction within the 6m right-of-way which shall include roll-over curbs, asphalt paving, Laneway lighting and storm drainage.
4. The registration of a restrictive covenant ensuring that there be no direct vehicular access to Steveston Highway and that the only means of access is to the lane.

Transportation:

The comments below are based upon the applicant's site plan dated May 24/02 showing 12 units on strata title, 8 units single family character and 2 duplexes (4 units). These design related comments can be addressed through the Development Permit application/servicing agreement stage or earlier. The applicant should:

- Show turnaround capability for all three of the visitor parking stalls (e.g. hammerheads);
- Remove bulge around the mailbox area that encroaches into the laneway;
- Ensure only one vehicular access to Steveston Hwy.;

- Design and provide a “driveway” crossing at Steveston Hwy.;
- Note that for travel lanes, 5.5 m acceptable, however additional width may be required for other purposes (e.g. utilities, lighting, etc);
- Provide a 2 m road dedication required along Steveston Highway;
- Provide a sidewalk that is separated from the travel lanes.

Analysis

This application has undergone extensive review by both the neighbourhood and staff. No one solution appears to address all the issues and concerns of all the parties involved.

The applicant’s development rationale statement in **Attachment 3** proposes, as an alternative to his application, a 10 lot single-family subdivision with a road developed to a reduced standard, i.e. the same standard as used at 4860 River Road. He states “*The six lots at the south side of the site would conform in area to R1-A, while the four lots to the north side would conform in area to R1-K*”.

Staff feel compelled to point out that there are significant differences between 4860 River Road and 4791 Steveston Hwy which do not lend themselves to direct comparison with the applicant’s proposal for a 10 lot single-family development at this site. Notably:

- The development at Vermilyea Cres. was situated on two lots (4840 and 4860 River Road) with an approximate combined width of 66.94 m (219.62 ft). This is 13.47 m (44.19 ft.), or more than 25%, wider than the Steveston Hwy. site;
- Although not as deep as the Steveston Hwy site, the overall area of the River Road site was larger at approximately 1.03 ac vs. 0.9 ac. Only 5 lots (with a potential for 1 more lot) were developed at the River Road site and all of these lots met, or exceeded, the minimum dimensions for R1/E. None of these lots are less than the required 24 m (78.74 ft) average depth;
- In the applicant’s Steveston Hwy. proposal, the conformity to R1/A - R1/K is only in “area” not in depth. A width of 60m (196.85 ft) would be required to make the 10 lot single-family subdivision work and fully conform to the standard R1/A - R1/B zoning district dimensions with a 12 m (39.37 ft) wide substandard right of way. As the Steveston Hwy. site frontage is only 54.214 m wide, conforming to even the reduced 12m wide right of way means that the lot depths would need to be relaxed by a total of approximately 5.786 metres (i.e. $21.107\text{m} + 12\text{m} + 21.107\text{m} = 54.214\text{m}$);
- The River Road site does not abut a major arterial roadway and no laneway was required which is the case at the Steveston Hwy. site;
- The relaxation of the right of way standard at the River Road site was in large part predicated upon the preservation and relocation of the Abercrombie House from this site to London Princess. The reduction provided the developer with an incentive to undertake the relocation and to some degree provide the opportunity to offset the costs of doing so. From the City’s perspective, there was a significant and tangible community benefit which resulted from this action in preserving an important part of the City’s heritage. At

the Steveston Hwy. site, this tangible community benefit does not exist as there are no heritage structures at that location;

- Staff note that the applicant is pointing to the reduced road right of way requirement at River Road for consideration at the Steveston Hwy. site. Other developers (or even this developer) will similarly point to the Steveston Hwy. site's reduced road right of way requirement for their own sites. There is a concern that a significant precedent will be established without the benefit of fully assessing the implications to the City; and
- The applicant has not submitted any written correspondence from the various utility agencies supporting an alternative placement for the utilities at this site. Utility positioning is an important factor which impacts public road right of way widths.

Proposed Zoning and Application Analysis:

The proposed CD zone is patterned after Townhouse District (R2) Zoning in terms of permitted uses and it varies from the R2 zoning in the following ways:

Units:

- The number of units is fixed to 8 single-family character townhouses and two duplexes for a combined total of 12 units. R2 District zoning does not impose any limitation on the number of units.

Density:

- 0.55 FAR with additions accommodate covered areas such as porches and staircases, plus standard R2 FAR additions for the provision of amenity space.

Lot Coverage:

- Is reduced from the 40% permitted in R2 to 37% .

Building Heights:

- The two duplex units will be 11 m (36.089 ft.);
- The eight single-family character homes will conform to R2 at 9 m (29.527 ft.).

Setbacks:

- Front: 6 m (19.685 ft.) with allowance for encroachment of porches and stairs;
- Side: 3 m (9.843 ft.) (same as R2);
- Rear: 4.6 m (15.09 ft.) (R2 provides for only 3 m (9.843 ft.).

The development will be required to bring its internal laneways to the City standard with full lighting, services and a sidewalk. In addition, frontage improvements to the boulevard will be required along Steveston Hwy.

The current application responds to the neighbourhood's concerns by reducing the number of units with lower number of units, creating structures with more of a detached single-family character form and design, keeping the building heights near to those of adjacent structures, and keeping the overall density consistent with single-family residential lots.

The application does not respond to the neighbourhood's concerns for an even fewer number of units (8-10 rather than 12) nor to the preference for freehold single-family lots rather than a strata-titled multi-family lot.

Alternative Considerations

Given staff's concerns raised earlier regarding the need to provide a standard road right of way for a single-family subdivision, staff do not support the applicant's alternative proposal for a 10 lot single-family subdivision.

Staff could support an alternative single-family subdivision at this location provided that the standard 18 m wide right of way was provided, or that the applicant is able to secure agreements with the external utility agencies (e.g. hydro, gas, telephone, etc.) on an alternative configuration that meets both their requirements and the City's requirements (e.g. sidewalk, adequate pavement width, treed boulevards, curb, street lighting, etc.).

The applicant has considered alternatives with a reduced number of units but has indicated that this would not be financially feasible for his client. The current application is therefore seen by staff as an acceptable compromise to the various concerns raised by all the parties and resolves the long standing debate over the use of this property.

Options

Option 1: Endorse the OCP amendment to repeal the existing "Single Family" land use designation of 4791 Steveston Hwy in Attachment 1 (Steveston Area Land Use Plan) to Schedule 2.4 (Steveston Area Plan) and by designating it "Multiple Family"; and

Endorse the proposed rezoning of the subject property from Single-Family Housing District, Subdivision Area E (R1/E) to Comprehensive Development District (CD/135). (*Recommended*)

Under this option:

- Concerns raised by the broader neighbourhood for a single-family option will be partially addressed through single-family character forms on the majority of the site.
- Staff concerns regarding standards for public roads will be alleviated.

Option 2: Reject both the proposed OCP amendment and rezoning.

Under this option:

- Few options remain for redeveloping the property other than large single-family lots fronting onto Steveston Hwy.
- Concerns raised by the broader neighbourhood for a single-family option would likely be satisfied but at a significant financial cost to the current owners.

- A laneway may not be developed at this location.

Option 3: Refer the application back to staff with direction to explore a single-family option with a reduced public road width standard for the site.

Under this option:

- Accepting the reduced public road width standard may set a precedent for any future applications of a similar nature. Alternative incentives to preserving heritage structures may need to be explored.
- This option may respond more fully to the concerns raised by the broader neighbourhood.
- Agreements with external utility agencies may be required.

Financial Impact

Rezoning will result in the dedication of a 2 m wide strip of land measuring approximately 108.342 m² (1166.217 ft²) in area.

Conclusion

The applicant has explored a number of options for redeveloping the subject property in an attempt to respond to the broad range of concerns raised by the neighbourhood, technical concerns raised by staff, and the financial constraints of the site itself. The current proposal is very much a compromise which will clearly not satisfy all the concerns raised. It is one which appears to address the majority of the immediate neighbours, and the technical concerns of staff. As such, staff are recommending endorsement of the application as outlined in this report.



David Brownlee
Planner 2

DCB:cas

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

Legal requirements, specifically:

1. A 2m wide road dedication across the entire frontage of Steveston Highway;
2. The registration of a restrictive covenant ensuring that there be no direct vehicular access to Steveston Highway and that the only means of access is to the lane.

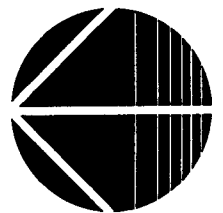
Development requirements, specifically:

1. The granting of a 6m wide right-of-way (Public passage and utilities) for the Lane over the proposed drive aisle;
2. Enter into the City's standard Servicing Agreement for the design and construction of the following works:
 - a) 1.5m concrete sidewalk located adjacent to the new property line and a grassed/treed boulevard between the new sidewalk and the existing curb along the entire Steveston Highway frontage;
 - b) Lane construction within the 6m right-of-way which shall include roll-over curbs, asphalt paving, Laneway lighting and storm drainage.
3. The processing of a Development Permit application to a level satisfactory to the Manager, Development Applications.

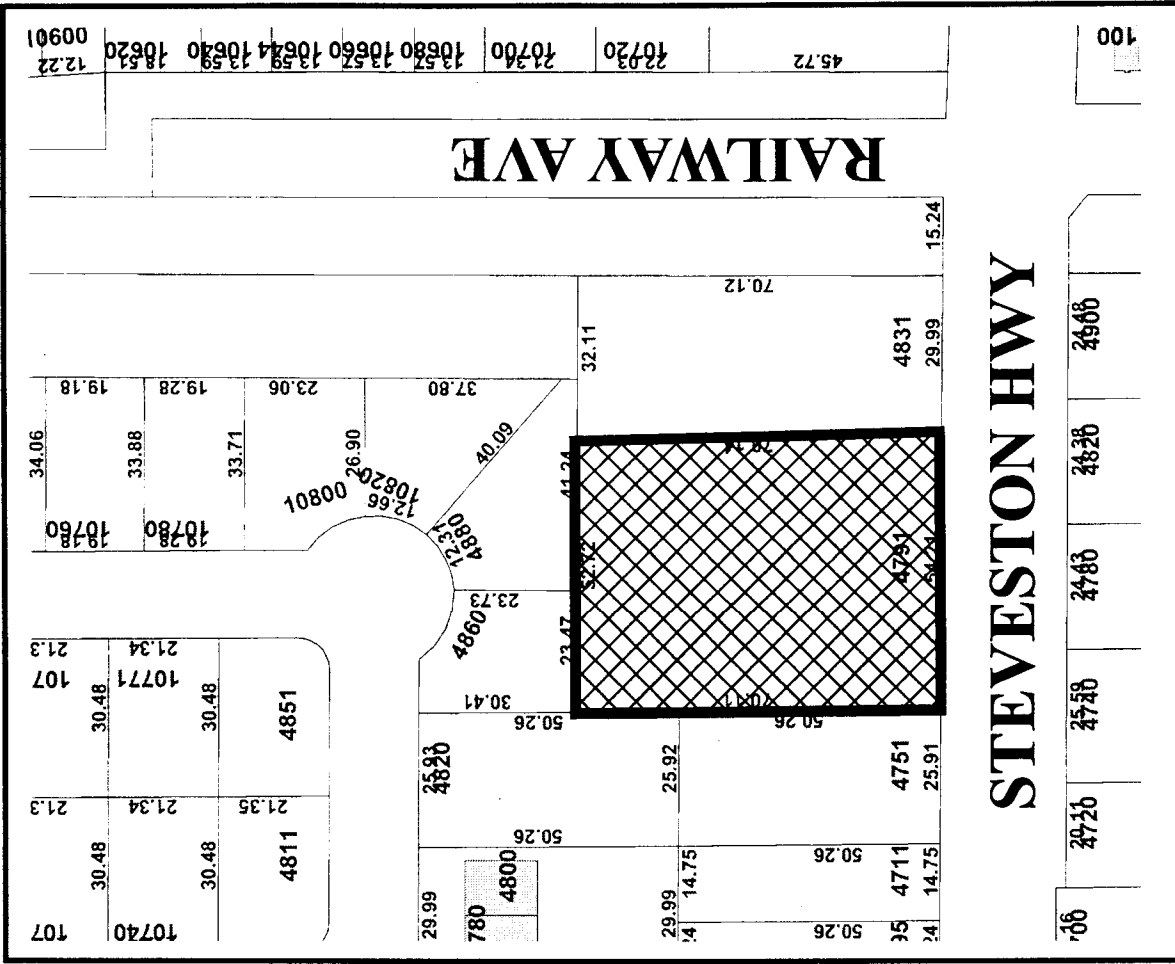
List of Attachments

Attachment 1	Location Map
Attachment 2	Conceptual Site Plan
Attachment 3	Letter of Rationale From The Applicant

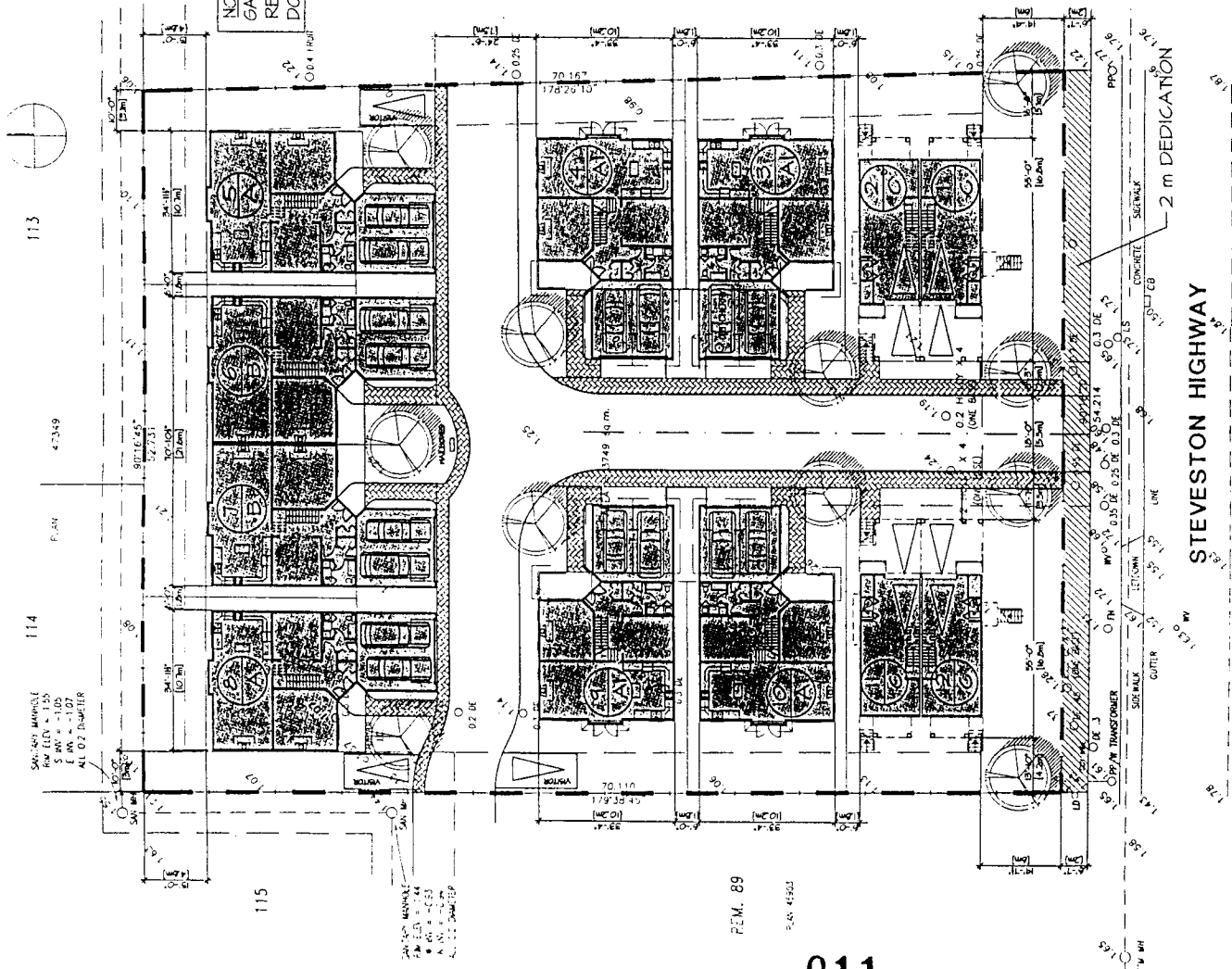
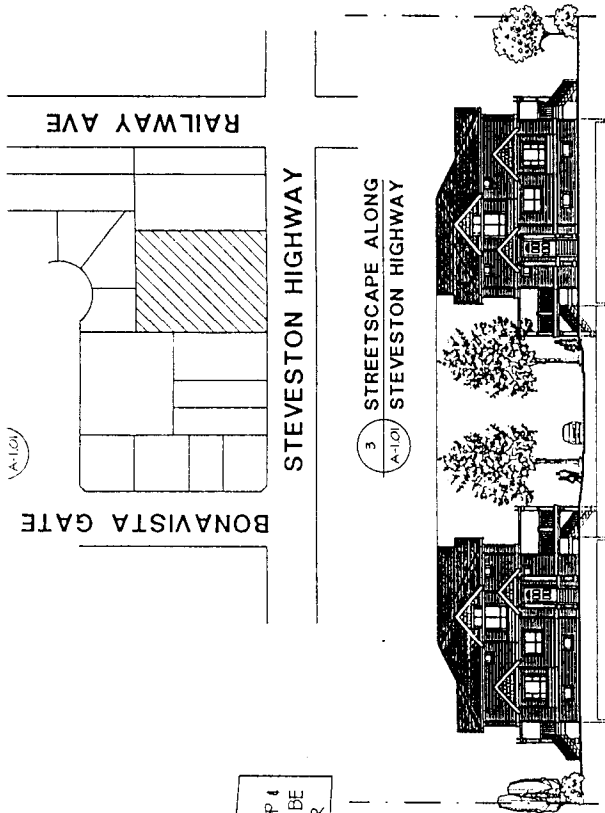
RZ 01-198910



City of Richmond



Revision



PROJECT STATISTICS

4791 STEVESTON HWT - MAY 24, 2001
ALL DIM & CALCULATIONS ARE APPROXIMATE

CIVIL ADDRESS: 4791 STEVESTON HWT
LEGAL ADDRESS: Lot 91 Section 35 Block 4 North Range 7
West Plan 45403 NMD

ZONING: CD BASED ON R-2

SITE AREA: 39,183 SF (3640.0 SM, 0.9 AC)

DENSITY CALCULATION:

F.S.R. AREA: ALLOWED: 0.55 21,550 Sq Ft
TOTAL F.S.R. AREA: PROPOSED: 0.55 21,540 Sq Ft

HEIGHT: ALLOWED 9 M (29.5 FT)
PROPOSED 3 STOREY 11-35 FT

LOT COVERAGE: MAX. ALLOWED 0.40 16,146 Sq Ft
PROPOSED 0.31 14,406 Sq Ft

SETBACKS: FRONT 6M 16,605 FT
SIDE 4 REAR 3M 4,243 FT
PROPOSED FRONT 20 FT
SIDE 10 FT
REAR 15 FT

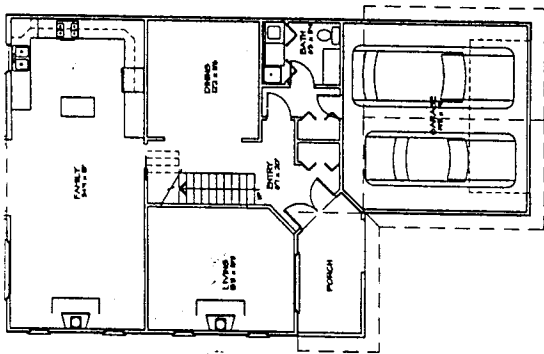
PARKING CALCULATION: REQUIRED: 2.02 SPACES/UNIT
PROVIDED: 2.24 SPACES/UNIT
VISITORS: 24
TOTAL PARKING PROVIDED: 27

UNIT COUNT

NO.	TYPE	SIZE	UNIT AREA, Sq Ft	TOTAL AREA, Sq Ft	COVERAGE, Sq Ft	TOTAL COV, Sq Ft
2	A	3BR	2,145	4,290	1,570	9,060
4	A1	3BR	2,030	8,120	1,465	5,860
2	B	3BR	2,145	4,290	1,570	9,060
4	C	3BR	1,160	4,640	607	2,428
12				21,540	607	14,406

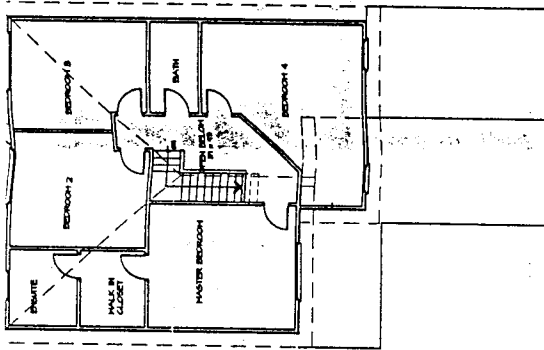
SITE PLAN

10' 5' 20'



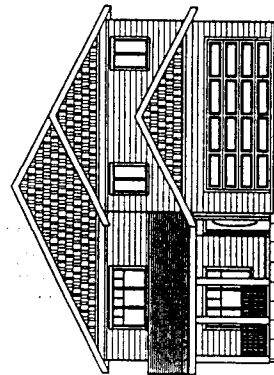
1 MAIN FLOOR
SCALE: 1/8"=1'-0"

1,191 SQ.F.
TOTAL FINISHED AREA 2,195 SQ.F.

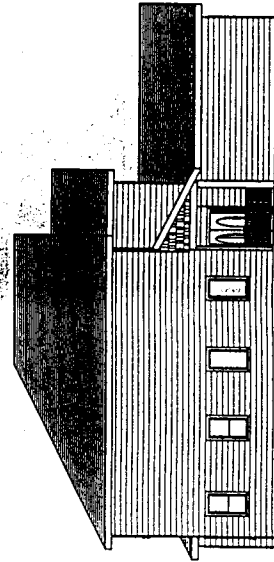


2 UPPER FLOOR
SCALE: 1/8"=1'-0"

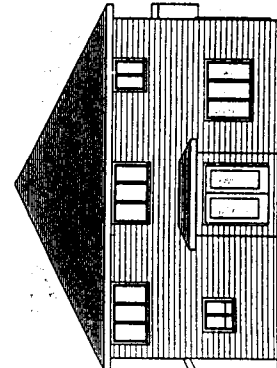
1,004 SQ.F.



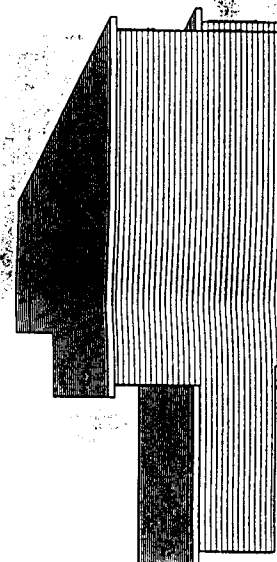
3 FRONT ELEVATION
SCALE: 1/8"=1'-0"



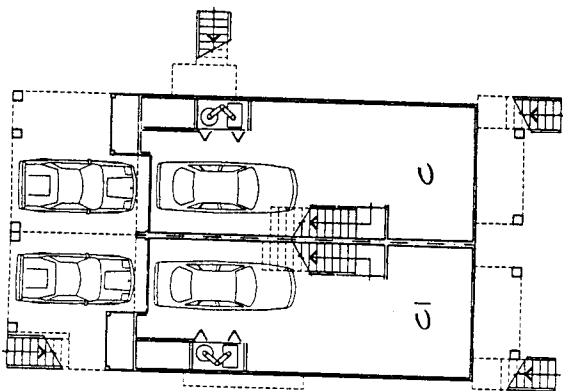
4 SIDE ELEVATION
SCALE: 1/8"=1'-0"



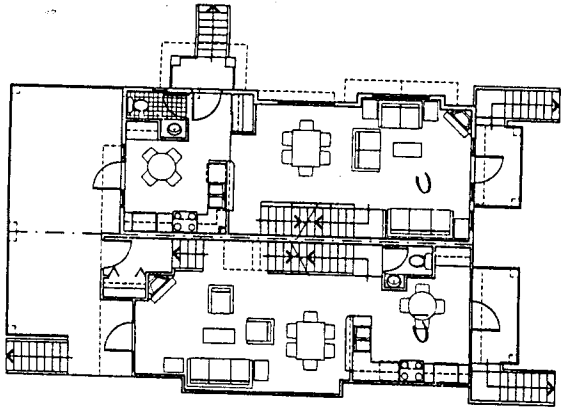
5 REAR ELEVATION
SCALE: 1/8"=1'-0"



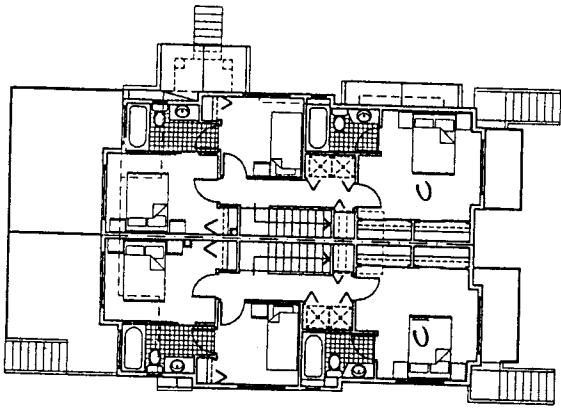
6 SIDE ELEVATION
SCALE: 1/8"=1'-0"



1
GROUND FLOOR
SCALE: 1/8"=1'-0"

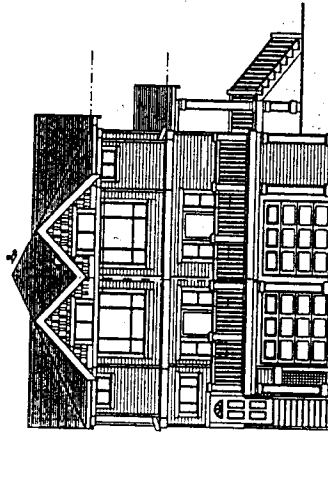


2
MAIN FLOOR
SCALE: 1/8"=1'-0"

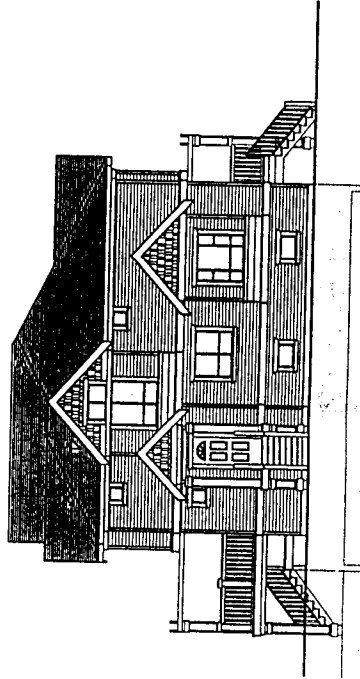


3
UPPER FLOOR
SCALE: 1/8"=1'-0"

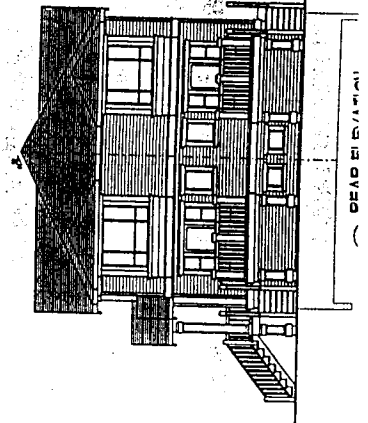
UNIT 'C' TOTAL FINISHED AREA 1,160 SQ.F.



4
FRONT ELEVATION
SCALE: 1/8"=1'-0"



5
SIDE ELEVATION
SCALE: 1/8"=1'-0"



6
REAR ELEVATION
SCALE: 1/8"=1'-0"

ORIS DEVELOPMENT CORP.

May 30, 2002

Mr. David Brownlee
City of Richmond
Planning Dept.
6911 # 3 Road
Richmond, B.C.
V6Y 2C1

Dear Mr. Brownlee:

In regard to our application for an eighteen unit townhouse development at 4791 Steveston Hwy., I wish to amend our application to reflect the outcome of a series of neighbourhood meetings.

Our first neighbourhood meeting held on June 27th, 2001 presented our proposal to the neighbours. Proposed was a three storey, eighteen unit townhouse development, using the Ida Steves home as an architectural reference. The units would be detached and of single family form and character. The general consensus amongst the attendees was opposition to any form of townhouse development. The comments which arose at this first meeting focused on traffic issues as the major factor driving the opposition, however, a perception that townhouses would devalue the neighbourhood contributed. The overall number of units was an issue. In an attempt to respond to the concerns raised, we reviewed our options and discussed some alternatives with City staff.

Our second neighbourhood meeting, held on September 19, 2001, presented the neighbours with two options:

1. Develop the site as eighteen townhouse units, and provide a pedestrian activated light at the intersection of Bonavista and Steveston Highway at the developer's cost. This proposal responded to the principal concern about traffic from the first meeting. Transportation was prepared to support this option and provided some preliminary pricing.

2. Develop the site as single family lots with a substandard road. The reduced width road would comply with the dimensions used at 4860 River Road, and provide access to a future lane to be developed at the north property line of the adjoining properties to the west. This proposal responded to the request from the community to explore the option of single family lots rather than townhouses.

The response was heavily weighted toward the single family option. The suggestion that townhouses could be developed to look like single family homes was met with the response that any form of townhouses was not acceptable. It became clear that the concern about traffic was directly in response to the number of units proposed, and that measures to improve the traffic situation would not sway the majority of attendees. In fact, the concerns that townhouses would devalue the neighbourhood were more front and center in this meeting, with the group indicating a strong

preference for single family lots. We agreed to look at the option of single family lots more closely and, if possible, to proceed with a proposal for 8 lots conforming to R1-B lots sizes.

After reviewing the various configurations possible for this site, it was determined that a road standard less than the one at 4860 River Road would be required to accommodate 8 R1-B size lots. However, with a minimum road meeting the definition of a street for the purposes of a subdivision, at 9 meters width, nine lots could be provided. The rationale for this significant deviation from the standard ROW of 17m with a minimum 9 meters of pavement was that it would not encourage casual traffic as it would appear to be a private road. It could also serve to allow the future development of the back lands of some of the properties to the west. After a number of meetings with City staff, Transportation indicated that they could not support a substandard road to the degree indicated without "any overriding community benefit to justify such a significant departure from City standards". Furthermore, they could not support a road at the same standard as 4860 River Road.

This position left us with no alternative but to revise the design to a 12 unit townhouse configuration, with 8 two storey single family form and character units in the rear, and 2 three story duplexes on the Steveston Hwy. side, also of a single family form and character. The permitted road widths and setbacks associated with a strata title complex allow the number of units to reach a level where the economics work and can overcome the negative impact of strata titling. We did not present a single family option at this meeting. This proposal is marginal at best from a financial prospective, and reflects a significant reduction in values for the developer. However, the developer wishes to extract himself from this site, and has accommodated the neighbours to the greatest extent possible. This develop will provide reasonably priced housing in a form consistent with the neighbourhood.

A third neighbourhood meeting was held on March 14th, 2002 to present this proposal. As we had been unsuccessful in negotiating a single family alternative with the City, we felt that we needed to inform the neighbours of the change in the proposal. We indicated that we would seek an R2 zoning with a relaxation for height for the two duplexes on Steveston Hwy. In response to concerns about the devaluation of the neighbourhood, some preliminary pricing information was provided.

The outcome of this meeting was less clear. A significant number of the attendees remain opposed to any form of townhouse development. The willingness on our part to apply for a CD zone to ensure that the proposal was built as presented helped to reduce the concerns. Some of the attendees expressed support, ranging from grudging to outright. At the end of the meeting, a degree of resignation rather than enthusiasm reigned. Several individuals expressed the willingness to accept a 10 lot subdivision over the townhouse proposal. The size of the lots appeared to be less of a concern than the simple issue of freehold vs. strata-titled. Unlike other public consultation processes we have undertaken in the near vicinity, we cannot claim to have reached a consensus with this neighbourhood. The immediate neighbours, with one exception, support the application. The opposition comes from the properties on Bonavista, Trepassey and Argentinia in the subdivision two layers of lots away. These homes cannot see this site directly, the access to the site is not on their streets, nor does the traffic accessing this site impact on them. The existing housing stock in the area is in decline, with many of the homes either rental properties or incorporating rental suites. The redevelopment of this would improve the area, not detract from it. Steveston Hwy. is a major arterial route with high traffic volumes, only to increase as the former B.C. Packers site develops. An existing pub and the proposed restoration of the Branscombe House as an office use provides a commercial

amenity, however small, at the intersection of Steveston and Railway. The City owned parcel at this corner is as likely to develop as commercial or mixed use as any other form and would enhance the commercial aspect of this intersection. This site is an excellent candidate for the original eighteen unit proposal, and only the intense NIMBYism of the neighbourhood can be used to justify the reduced scope of this proposal.

That said, the concerns of the neighbours are real and honestly held. The fear that townhouses on this site are the slippery slope for the whole neighbourhood is held by a significant number of the attendees at our meetings. In response to this concern, we would propose an option to the townhouses. A road developed to the same standard as 4860 River Road, providing access to the future lane, surrounded by 10 single family lots. The six lots at the south side of the site would conform in area to R1-A, while the four lots to the north side would conform in area to R1-K. This subdivision would need to be a CD zone to allow the non-conforming road, and variations to the yards, to facilitate a look and feel similar to Yoshida Court off Garry St. This option will, in my opinion, satisfy the greatest number of the neighbours. Not all, but most. The developer would agree to this option, as it is no worse than the 12 unit townhouse option, from a financial perspective. The "overriding community benefit" derived from this option is the maintenance of the north side of Steveston Hwy as a single family neighbourhood. At the same time, greater density consistent with the policy of densification of arterial roads would be achieved. A Solomon's choice, but one in which all the stakeholders: neighbours, developer and the City, can be satisfied that their principal concerns are addressed.

I look forward to meeting with to discuss this application further. Please feel free to call me at 604 618-2265 with any questions or comments you may have regarding this letter.

Sincerely,

Dana Westermarck

CC: Norm Furguson



City of Richmond

Bylaw 7391

**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7391 (RZ 01-198910)
4791 Steveston Hwy**

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

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing the existing land use designation of the following area in Attachment 1 (Steveston Area Land Use Plan) to Schedule 2.4 (Steveston Area Plan) thereof and by designating it "Multiple Family".

P.I.D. 006-008-992

Lot 91 Section 35 Block 4 North Range 7 West New Westminster District Plan 45903

2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7391**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

JUL 08 2002

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

MAYOR

CITY CLERK



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7392 (RZ 01-198910)
4791 STEVESTON HWY**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.135 thereof the following:

"291.135 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/135)

The intent of this zoning district is to accommodate eight single-family character townhomes and two duplex residential dwellings.

291.135.1 PERMITTED USES

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

291.135.2 PERMITTED DENSITY

.01 Maximum Floor Area Ratio:

- (a) For **One-Family Dwellings**: 0.55; together with an additional 50 m² (538.21 ft²) for use as **accessory buildings** and off-street parking.

- (b) For **Townhouses**: 0.55; together with:

An additional 0.03 which must be **used** exclusively for covered areas of the principal building which are open on one or more sides;

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

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

291.135.3 MAXIMUM LOT COVERAGE: 37%**291.135.4 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 **Front Yard:** 6m (19.685 ft.) EXCEPT for porches and stairs which combined may project into the front yard for a distance of not more than 2.8 m (9.186 ft.).
- .02 **Side Yards:** 3 m (9.843 ft.).
- .03 **Rear Yards:** 4.6 m (15.092 ft.).

291.135.5 MAXIMUM HEIGHTS

- .01 **Buildings:**
 - (a) Within 16 m (52.493 ft.) of a property line which abuts Steveston Highway: 11m (36.089 ft.); and
 - (b) More than 16 m (52.493 ft.) of a property line which abuts Steveston Highway: 9 m (29.528 ft.).
- .02 **Structures:** 9 m (29.528 ft.).
- .03 **Accessory Buildings:** 5 m (16.404 ft.).

291.135.6 MINIMUM LOT SIZE

- .01 A **building** shall not be constructed on a **lot** having a width of less than 30 m (98.425 ft.) or a depth of less than 35 m (114.829 ft.); EXCEPT THAT a **One-Family Dwelling** may be constructed on a **lot** of not less than 270 m² (2,906.35 ft²) in area.
- .02 Regulations which determine the minimum dimensions and area of a **lot** which may be created by subdivision will be found in Division 600 of this bylaw.

291.135.7 OFF-STREET PARKING

- .01 Off-street parking shall be provided, developed and maintained in accordance with Division 400 of this Bylaw.”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw No. 5300, is amended by repealing the existing zoning designation of the following area and by designating it **Comprehensive Development District (CD/135)**:

P.I.D. 006-008-992

Lot 91 Section 35 Block 4 North Range 7 West New Westminster District Plan 45903

3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7392”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CITY CLERK

JUL 08 2002

**CITY OF
RICHMOND**

APPROVED
for content by
originating
dept
HB

APPROVED
for legality
by Solicitor
[Signature]