



## City of Richmond

## Report to Council

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**To:** Richmond City Council  
**From:** Councillor Bill McNulty  
Chair, Planning Committee  
**Date:** August 31<sup>st</sup>, 2005  
**File:** 08-4105-00/Vol 01  
**Re:** **Public Consultation Results and Recommendations Regarding the Review of the Lane Establishment and Arterial Road Development Policies**

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The Planning Committee, at its meeting held on Tuesday, August 30<sup>th</sup>, 2005, considered the attached report, and recommends as follows:

### Committee Recommendation

- (1) *That, based on the results of the public consultation meeting held for the Blundell and Gilbert Road area, the following recommendations be forwarded to Public Hearing scheduled for Monday, September 19<sup>th</sup>, 2005 at 7:00 p.m. in the Council Chambers at Richmond City Hall:*
- (a) *That Single-Family Lot Size Policy 5442 for Mirabel Court, the south side of Blundell Road and west side of Gilbert Road:*
- (i) *be amended to include the east side of Gilbert Road south of Blundell Road; and*
  - (ii) *that rezoning and subdivision be restricted to the Single-Family Housing District, Subdivision Area E (R1/E) zone, except that:*
    - *8091 Gilbert Road and 6760 and 6800 Blundell Road be restricted to Single-Family Housing District, Subdivision Area D (R1/D) provided that the lots are accessible by a lane which would not be connected to Mirabel Court; and*
    - *8233 and 8239 Gilbert Road and 8226 and 8228 Mirabel Court be restricted to Single-Family Housing District, Subdivision Area D (R1/D) provided that no new accesses are created to Gilbert Road.*
- (b) *That Single-Family Lot Size Policy 5408 for the area bounded by Comstock Road, Gilbert Road, Blundell Road and No. 2 Road:*
- (i) *be amended to permit rezoning and subdivision to Single-Family Housing District (R1-0.6) along Blundell Road and Gilbert Road provided that access is to a constructed lane and not to either arterial road;*
  - (ii) *be amended to delete the properties fronting Blundell Road between Cheviot Place and No. 2 Road; and*
  - (iii) *that all other properties be restricted to the Single-Family Housing District, Subdivision Area E (R1/E) zone, except for properties with duplexes which may be permitted to subdivide into the Single-Family Housing District, Subdivision Area B (R1/B) zone.*

- (2) *That, based on the results of the public consultation meeting held for the Steveston Highway area:*
  - (a) *A revised staff report be brought forward on rezoning application RZ 04-268223 for a proposed multiple-family residential development at 5411 and 5431 Steveston Highway before a decision is made on the preferred land use along the north side of Steveston Highway between Lassam Road and Ransford Gate; and*
  - (b) *That single-family residential development with a lane continue to be the preferred development option on the south side of Steveston Highway between Railway Avenue and Ransford Gate as reflected in the existing Steveston Area Plan.*
- (3) *That, based on the results of the public consultation meeting held for the Williams Road area, staff be directed to bring forward amendments to the Official Community Plan (OCP) to:*
  - (a) *encourage multiple-family residential development along Williams Road between No. 3 Road and No. 4 Road provided that a minimum frontage of 40 m is obtained; and*
  - (b) *permit only single-family residential development with a lane along the north side of Williams Road between Ash Street and No. 4 Road.*
- (4) *That staff be directed to continue to work with the applicants of the other outstanding rezoning applications (Attachment 14) to pursue solutions to their sites only, such as permitting garages in the front yard on the condition that a contribution to the affordable housing fund be made equal to the value of land normally dedicated for a lane and the neighbourhood improvement charges that would have been collected for the lane construction.*
- (5) *That staff initiate the process of amending the Official Community Plan (OCP) to incorporate:*
  - (a) *the "Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies"; and*
  - (b) *the following requirements where multiple-family residential developments are permitted on an arterial road:*
    - (i) *assembly of larger sites (minimum 40 m frontage on local arterial roads and minimum 50 m frontage on major arterial roads);*
    - (ii.) *stepping down to a maximum 2 1/2 storey height along side yards and prohibiting three-storey heights along the rear yard interface with the single-family housing; and*
    - (iii.) *requiring variable rear yard setbacks based on the development height (4.5 m for two-storeys and 6 m for 2 1/2 storeys).*

- (6) That the issue of the designation of Blundell Road as an Arterial Road be forwarded to the Public Works & Transportation Committee for discussion.

Councillor Bill McNulty, Chair  
Planning Committee

Attach.

VARIANCE

Please note that staff recommended Parts 1 – 5 of the above, with the exception of the words *“scheduled for Monday, September 19<sup>th</sup>, 2005 at 7:00 p.m. in the Council Chambers at Richmond City Hall”* in part (1) of the recommendation.



## City of Richmond

## Report to Committee

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**To:** Planning Committee  
**From:** Holger Burke  
Acting Director of Development  
**Re:** **Public Consultation Results and Recommendations Regarding the Review of the Lane Establishment and Arterial Road Redevelopment Policies**

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10 Planning - Aug. 30, 2005.  
**Date:** August 2, 2005  
**File:** 08-4105-00/Vol 01  
**Xref:** 10-6360-00

### Staff Recommendations

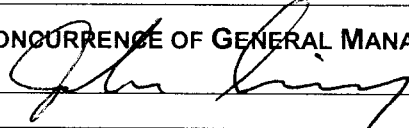


1. That, based on the results of the public consultation meeting held for the Blundell and Gilbert Road area, the following recommendations be forwarded to Public Hearing:
  - (a) That Single-Family Lot Size Policy 5442 for Mirabel Court, the south side of Blundell Road and west side of Gilbert Road:
    - i. be amended to include the east side of Gilbert Road south of Blundell Road; and
    - ii. that rezoning and subdivision be restricted to the Single-Family Housing District, Subdivision Area E (R1/E) zone, except that:
      - 8091 Gilbert Road and 6760 and 6800 Blundell Road be restricted to Single-Family Housing District, Subdivision Area D (R1/D) provided that the lots are accessible by a lane which would not be connected to Mirabel Court; and
      - 8233 and 8239 Gilbert Road and 8226 and 8228 Mirabel Court be restricted to Single-Family Housing District, Subdivision Area D (R1/D) provided that no new accesses are created to Gilbert Road.
  - (b) That Single-Family Lot Size Policy 5408 for the area bounded by Comstock Road, Gilbert Road, Blundell Road and No. 2 Road:
    - i. be amended to permit rezoning and subdivision to Single-Family Housing District (R1-0.6) along Blundell Road and Gilbert Road provided that access is to a constructed lane and not to either arterial road;
    - ii. be amended to delete the properties fronting Blundell Road between Cheviot Place and No. 2 Road; and
    - iii. that all other properties be restricted to the Single-Family Housing District, Subdivision Area E (R1/E) zone, except for properties with duplexes which may be permitted to subdivide into the Single-Family Housing District, Subdivision Area B (R1/B) zone.

2. That, based on the results of the public consultation meeting held for the Steveston Highway area:
  - (a) A revised staff report be brought forward on rezoning application RZ 04-268223 for a proposed multiple-family residential development at 5411 and 5431 Steveston Highway before a decision is made on the preferred land use along the north side of Steveston Highway between Lassam Road and Ransford Gate; and
  - (b) That single-family residential development with a lane continue to be the preferred development option on the south side of Steveston Highway between Railway Avenue and Ransford Gate as reflected in the existing Steveston Area Plan.
3. That, based on the results of the public consultation meeting held for the Williams Road area, staff be directed to bring forward amendments to the Official Community Plan (OCP) to:
  - (a) encourage multiple-family residential development along Williams Road between No. 3 Road and No. 4 Road provided that a minimum frontage of 40 m is obtained; and
  - (b) permit only single-family residential development with a lane along the north side of Williams Road between Ash Street and No. 4 Road.
4. That staff be directed to continue to work with the applicants of the other outstanding rezoning applications (Attachment 14) to pursue solutions to their sites only, such as permitting garages in the front yard on the condition that a contribution to the affordable housing fund be made equal to the value of land normally dedicated for a lane and the neighbourhood improvement charges that would have been collected for the lane construction.
5. That staff initiate the process of amending the Official Community Plan (OCP) to incorporate:
  - (a) the *"Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies"*; and
  - (b) the following requirements where multiple-family residential developments are permitted on an arterial road:
    - i. assembly of larger sites (minimum 40 m frontage on local arterial roads and minimum 50 m frontage on major arterial roads);
    - ii. stepping down to a maximum 2 1/2 storey height along side yards and prohibiting three-storey heights along the rear yard interface with the single-family housing; and

- iii. requiring variable rear yard setbacks based on the development height (4.5 m for two-storeys and 6 m for 2 1/2 storeys).



Holger Burke  
Acting Director of Development  
(4164)  
Att.

<b>FOR ORIGINATING DIVISION USE ONLY</b>		
<b>CONCURRENCE OF GENERAL MANAGER</b> 		
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/> 	NO <input type="checkbox"/>
<b>REVIEWED BY CAO</b> 	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

## Staff Report

### Origin

The purpose of this report on the review of the Lane Establishment and Arterial Road Redevelopment Policies is to:

- 1) present the results of the three public consultation meetings staff held as directed by the Planning Committee and Council;
- 2) recommend what to do with the outstanding rezoning applications in these three (3) areas;
- 3) summarize the key points from this consultation process and how the public will be consulted in the future;
- 4) propose some conclusions and options for managing the other outstanding rezoning applications along arterial roads; and
- 5) initiate the process of amending the Official Community Plan (OCP) to incorporate the City's revised policies on lane establishment and arterial road development.

### Findings Of Fact

#### Results of The Blundell and Gilbert Road Area Public Consultation Meeting:

**Attachment 1** illustrates the first area that was consulted and the location of the two (2) rezoning applications in this neighbourhood, one (1) potential application that staff have received a number of enquiries about and two (2) outstanding rezoning applications just outside the consultation area.

**Attachment 2** contains a summary of the results of the public consultation meeting that was held on May 10, 2005.

A copy of all of the comment sheets and letters received from this area will be available in the Councillor's office and will be posted on the City's website.

There is a lot of opposition to the application to rezone 6760 and 6800 Blundell Road and 8091 Gilbert Road for a multiple-family residential development (RZ 04-287193). In fact, 22 (58%) of the 38 property owners on Mirabel Court have submitted comment sheets or signed petitions opposing this development.

Although there appears to be less opposition to the multiple-family residential rezoning application at 7671 and 7691 Gilbert Road (RZ 05-288372), some of the concerns are the same – increased traffic; the safety concerns of the Blundell and Gilbert Road intersection; parking problems; etc.

Only six (14%) of the respondents supported multiple-family residential development in this area (and four (4) of those have a vested interest in such development).

Because the focus of the meeting was on the multiple-family residential developments, the option of allowing single-family residential development on small lots with a rear lane or two-family residential development on unique lots without a rear lane was largely ignored.

*Recommendations Regarding the Outstanding Rezoning Applications in the Blundell and Gilbert Road Area:*

In light of the very strong response from the Mirabel Court area, staff recommend that the existing Single-Family Lot Size Policy 5442 (**Attachment 3**) for this neighbourhood be reconfirmed. This would limit rezoning and subdivision to 15 m to 18 m wide lots.

For clarity, it is also proposed that the Policy be amended to note that multiple-family residential development will not be permitted. This being the case, RZ 04-287193 at 6760 and 6800 Blundell Road and 8091 Gilbert Road could not be supported.

Furthermore, it is proposed that the east side of Gilbert Road be included in this Single-Family Lot Size Policy.

**Attachment 4** is a copy of the amended Policy 5442 being recommended by staff (8231 Gilbert Road has been readdressed as 8233, 8239 Gilbert Road and 8226, 8228 Mirabel Court because it was subdivided in accordance with the R1/D zone and existing Single-Family Lot Size Policy).

There is an existing Single-Family Lot Size Policy 5408 on the north side of Blundell Road too (see **Attachment 5**). This Policy allows rezoning and subdivision to 12 m wide lots provided direct accesses are not created to Blundell or Gilbert Roads.

Lanes have already been started off Curzon Street, Chatterton Road, Donald Road and Chelmsford Street. In order to continue these lanes and to allow the older houses in this area to subdivide, it is recommended that Policy 5408 be amended to permit narrower single-family residential lots (e.g. 9 m to 10 m wide lots) where they can be connected to a constructed lane.

This would allow the rezoning application at the corner of Mang Road and Gilbert Road (RZ 04-273100) to proceed. It would also provide an alternative development option to RZ 05-288372 at 7671 and 7691 Gilbert Road should the properties along Blundell Road develop as single-family residential lots with access to the existing lane off Curzon Street.

The only place where staff envision continuing to encourage multiple-family residential development is across from the Blundell Shopping Centre. There is one (1) outstanding rezoning application at the corner of Cheviot Place and Blundell Road for a townhouse development (RZ 04-285004).

In order to avoid having to amend the Single-Family Lot Size Policy twice, it is recommended that this block be taken out of Policy 5408 (similar to what was done on No. 2 Road). The immediate neighbourhood would still be consulted about RZ 04-285004 before bringing the staff report forward to the Planning Committee.

**Attachment 6** is a copy of the amended Policy being recommended by staff.



It is believed this recommendation is worthy of taking to a Public Hearing in order to better gauge the response of the neighbourhood on the north side of Blundell Road to single-family residential development with a lane (and potentially multiple-family residential development without a lane).

*Results of The Steveston Highway from Lassam Road to Ransford Gate Public Consultation Meeting:*

The second area that was consulted is illustrated on **Attachment 7**, as is the location of the two outstanding rezoning applications in this neighbourhood.

A summary of the results of this public consultation meeting that was held on May 26, 2005 is contained in **Attachment 8**.

Again, a copy of all of the comment sheets and letters received from this area will be available in the Councillor's office and on the City's website.

Having heard from only 19 (or 7%) of the 263 properties in the area notified of the public consultation meeting, it is more difficult to reach any definitive conclusions in this area.

On the one hand, it could be argued that the lack of feedback indicates a general satisfaction with the development that has occurred along Steveston Highway between Lassam Road and Ransford Gate.

This argument would be supported by the fact that there was little opposition to the townhouse rezoning at 5171 Steveston Highway (RZ 04-278754) at the Public Hearing on January 17, 2005. Furthermore, the townhouse development that was recently built and is now occupied at 4791 Steveston Highway appears to have fit in well with the neighbourhood (RZ 01-196910 and DP 02-221446).

On the other hand, one could argue that the majority of the respondents (10 out of 19 or 53%) want to retain the existing single-family residences along Steveston Highway without a lane.

This argument would be supported by the fact that some of the residents in the Westwind area are preparing to rally their neighbours when this report and any specific developments along this section of Steveston Highway are considered by Council. It is expected that the rezoning application at the corner of Lassam Road and Steveston Highway (RZ 04-268223) will not be supported by these residents nor by one of the immediately adjacent neighbours.

*Recommendations Regarding the Outstanding Rezoning Applications Along Steveston Highway from Lassam Road to Ransford Gate:*

The north side of Steveston Highway from Lassam Road to Railway Avenue is covered by Single-Family Lot Size Policy 5420 (see **Attachment 9**). Little opposition was received from this neighbourhood when asked about excluding Steveston Highway from the Policy.

The entire area is also governed by the Steveston Area Plan, which designates Steveston Highway from Lassam Road to Ransford Gate as “Single-Family” (except 4791 and 5171 Steveston Highway which have, or are in the process of being redesignated “Multiple-Family” – see **Attachment 10**).

The rezoning application (RZ 04-268223) at the corner of Steveston Highway and Lassam Road originally was for a four-lot single-family residential subdivision with a lane. This application was referred back to staff by Council at the August 23, 2004 Public Hearing to await the results of the review of the Lane Establishment and Arterial Road Redevelopment Policies.

The applicant has since revised his application to a multiple-family residential development at the direction of staff. Because the results of the public consultation process are inconclusive, it is recommended that a revised staff report be brought to Planning Committee and Council so that the applicant and the public can have their official say on the matter. Until the status of this application can be determined, no recommendation is being made on what the preferred land use is on the north side of Steveston Highway between Lassam Road and Ransford Gate.

On the other hand, staff continue to have reservations about allowing rezoning application RZ 04-287968 at 4400 and 4408 Steveston Highway to proceed. These lots were recently rezoned and subdivided for a single-family residential development with a lane at the back. This is consistent with development to the east on the south side of Steveston Highway. The applicant’s proposal to rezone the site to permit two (2) three-storey duplexes is not consistent with the surrounding area nor with the feedback received at any of the public consultation meetings. Therefore, no further action should be taken on this application.

*Results of the Williams Road Between No. 3 Road and No. 4 Road Public Consultation Meeting:*

**Attachment 11** illustrates the third area that was consulted and the location of the five (5) rezoning applications in this neighbourhood.

**Attachment 12** contains a summary of the results of the public consultation meeting that was held on June 8, 2005.

A copy of all of the comment sheets and letters received from this area will be available in the Councillor’s office and on the City’s website.

Again, it is difficult to reach any definitive conclusions when staff have only heard from only 22 (8%) of the 277 properties in the area notified of this public consultation meeting.

However, of the responses received, it would appear that all of the property owners along Williams Road support some form of development (no one favoured the status quo other than one property owner on Pinewell Crescent).

There is less clear consensus from the respondents as to whether or not a lane is supported, with nine (9) of the responses from the area wanting a lane and 11 of the responses from the area not wanting a lane (including a petition from 13 individuals who would oppose coach houses between Ash Street and Garden City Road).

These results are also skewed by the fact that four (4) of the comment sheets came from individuals with active or pending rezoning applications along Williams Road.

*Recommendations Regarding the Outstanding Rezoning Applications Along Williams Road Between No. 3 Road and No. 4 Road:*

It is recommended that the City continue to encourage multiple-family residential development along Williams Road between No. 3 Road and No. 4 Road (except east of Ash Street on the north side of Williams Road).

This area is in close proximity to the South Arm Community Centre and Park and/or the Broadmoor Shopping Centre. It primarily consists of older housing stock and 20 m wide lots.

However, in order to ensure quality developments, a minimum frontage of 40 m should be required (which would mean that two (2) lots would have to consolidate to get the recommended frontage).

Therefore, four (4) out of the five (5) rezoning applications in this area still would not be able to proceed and no further action is proposed to be taken on them at this time.

This is not a change for RZ 03-254986 at 8111 Williams Road or RZ 03-242716 at 8191 Williams Road, which staff have always maintained were better suited for multiple-family residential development. However, neither applicant has been able to secure an adjacent parcel in order to have the 30 m frontage currently required for a townhouse site.

RZ 04-272170 at 9131 Williams Road was also proposing a single-family residential development with a future lane. Unfortunately, this lane would be difficult to implement because of the irregular rear property lines in this area and because there is now an adjacent site which is being proposed for a multiple-family residential development without a lane (9071 & 9091 Williams Road).

The fourth application (RZ 04-287969 at 8411 Williams Road) involves a townhouse proposal that never did have the required 30 m frontage.

The one (1) rezoning application in this area that could proceed is a townhouse proposal involving 9071 and 9091 Williams Road (originally RZ 04-272320, now replaced with RZ 05-308086).

Single-family residential development with a lane would continue to be encouraged along the north side of Williams Road between Ash Street and No. 4 Road. A number of rezoning applications with the traditional shared driveway between the houses to the garages in the back and a future lane have already been approved in this block.

It is proposed that these recommendations would be incorporated into the Official Community Plan (OCP) when rezoning application RZ 05-308086 is brought forward. This way, some certainty can be provided to both the public and development community for this section of Williams Road.

It should be noted that Single-Family Lot Size Policies 5431 and 5441 have already been amended to exclude the lots fronting Williams Road between No. 3 Road and No. 4 Road.

## **Analysis**

### Key Points from the Public Consultation Process:

Based on the results of these three (3) public consultation meetings, staff have concluded that:

- each neighbourhood is unique and presents its own issues and solutions;
- multiple-family residential development is not necessarily more supportable on major arterial roads (such as at the intersection of Blundell and Gilbert Roads) nor wanted along an entire arterial road (e.g. all of Steveston Highway);
- single-family residential development with a lane is not always the preferred development option along a local arterial road (such as Williams Road between No. 3 Road and No. 4 Road);
- one (1) rezoning application can unite a neighbourhood to oppose a development that they do not support (e.g. Mirabel Court residents);
- the turnout for public consultation meetings where there is not a contentious application is less than overwhelming; and
- traffic and parking seem to be the biggest recurring issues regarding development along arterial roads (and lanes are not viewed by many to be the solution to these issues).

### How Will The Public Consulted In The Future:

It is not recommended that staff undertake any further public consultation regarding the review of the Lane Establishment and Arterial Road Redevelopment Policies. It is felt that the results of the three (3) meetings held to date (and the fourth one previously reported on in the Granville Avenue and No. 1 Road area) are indicative of what could be expected.

However, the public will be consulted on most applications along an arterial road. According to the “*Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies*” (**Attachment 13**), either staff or the applicant is responsible for preparing a development concept plan for the block in question and for soliciting the input of the neighbourhood prior to bringing forward a rezoning application to the Planning Committee.

It should be noted that staff have not initiated this public consultation process nor asked the applicant to do so for the other outstanding rezoning applications because we first wanted to present this report and receive input from the Planning Committee or Council.

The public will also be consulted on the Official Community Plan amendments recommended later in this report.

*Proposed Conclusions and Options with Respect to Other Outstanding Rezoning Applications:*

There are 12 other rezoning applications that were submitted prior to the initiation of the review of the Lane Establishment and Arterial Road Redevelopment Policies.

**Attachment 14** identifies the location of these “in stream applications”. None of these applications are simple ones to process.

Based on the feedback received from the public, development community, Planning Committee and Council, staff have come to the following conclusions:

1. No one really wants to build garages in the rear yard with a temporary driveway between the two (2) single-family residences.
2. It is definitely preferable that a single-family residential development along an arterial road connect to an operational lane or a side street.
3. Garages in the front yard are not a preferred solution from a design and access perspective.
4. Unless there is a compelling argument, it is preferable not to amend existing Single-Family Lot Size Policies along an arterial road.
5. There is little appetite to approve multiple-family residential developments where they are the “first one” on the block.
6. Multiple-family residential rezoning applications are becoming more difficult to approve because of neighbourhood concerns.
7. Where a multiple-family residential development is being considered, it is still recommended that the minimum frontage be increased from the existing 30 m to a new standard of 40 m to 50 m.
8. There appears to be little public support for innovative housing forms such a duplexes on lots with less than 30 m frontage.

Basically, Planning Committee and Council has two (2) options with regard to these 12 applications. Staff are recommending Option 2.

- Option 1 - Take a “firm” approach and deny them if they do not comply with the above-noted conclusions and don’t fit in with the surrounding neighbourhood. The advantage of this option is that it would provide certainty to the neighbouring properties and avoid introducing a form of development that is not envisioned elsewhere. If this option were selected, staff would be willing to offer a full refund of the application fee.
- Option 2 - Grant these applications a bit of “grace” and allow them to pursue other creative solutions. For example, perhaps garages in the front yard would be permitted in some cases only on the subject application, provided that the applicant contribute to the affordable housing fund an amount equal to the value of land normally dedicated for a lane and the neighbourhood improvement charges that would have been collected for the lane construction. The advantage of this option is that it recognizes that these applications were caught under a change of policies.

*Proposed Amendments to The Official Community Plan:*

Over the past year, staff have found that the number of rezoning applications along arterial roads has greatly declined.

In fact, the “*Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies*” (see **Attachment 13**) has been very successful in managing growth in areas outside the City Centre or the McLennan North and South Areas.

Therefore, it is proposed that this Policy be imbedded into the Official Community Plan (OCP) in order to provide greater clarity and certainty for the public and development community.

At the same time, staff would still like to initiate the process of putting some of the principles recommended in the January 5, 2005 staff report into the Official Community Plan (OCP).

Specifically, where multiple-family residential developments are permitted, they be required to:

- assemble larger sites (minimum 40 m frontage on local arterial roads and minimum 50 m frontage on major arterial roads);
- step down to a maximum 2 1/2 storey height along side yards and prohibit a three-storey height along the rear yard interface with the single-family housing; and
- provide a variable rear yard setback based on the development height (4.5 m for two-storeys and 6 m for 2 1/2 storeys).

**Financial Impact**

There is no unbudgeted financial impact to any of the recommendations in this report.

**Conclusion**

As directed by Planning Committee and Council, public consultation meetings were held regarding the review of the Lane Establishment and Arterial Road Redevelopment Policies. Based on the results of these meetings, various recommendations are being made with regard to the outstanding rezoning applications within these areas and elsewhere in the City and with respect to amending the Official Community Plan (OCP). No further public consultation is proposed at this time, although the public would continue have input through the Public Hearing process and other means.

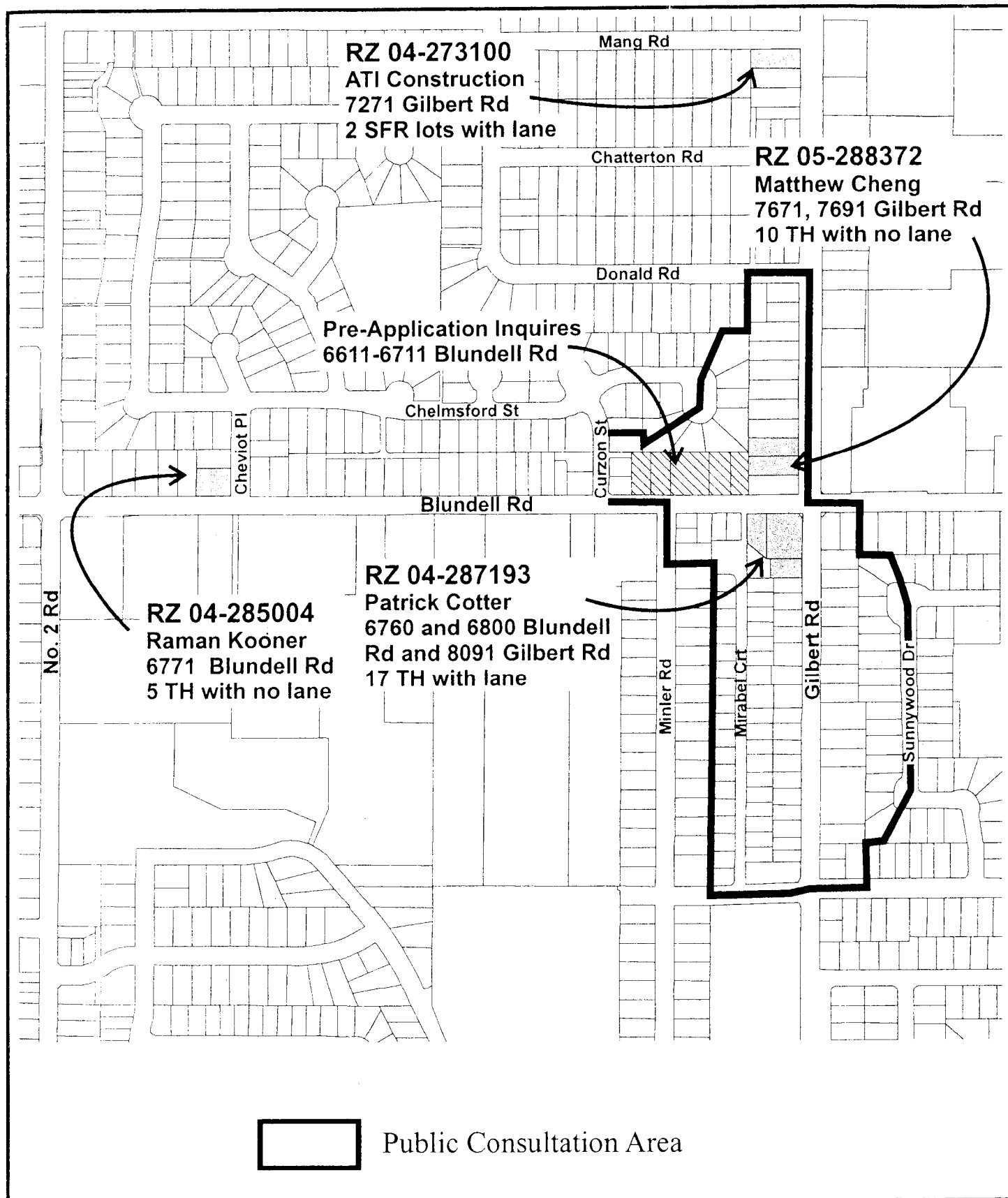


Holger Burke  
Acting Director of Development  
(4164)

HB:blg

**List of Attachments**

- |                      |   |  |
|----------------------|---|--|
| <b>Attachment 1</b>  | - | Blundell and Gilbert Road Public Consultation Area   |
| <b>Attachment 2</b>  | - | Summary of Results from the Blundell and Gilbert Road Public Consultation Meeting (May 10, 2005)   |
| <b>Attachment 3</b>  | - | Existing Single-Family Lot Size Policy 5442 (Mirabel Court, south side of Blundell Road and west side of Gilbert Road)                           |
| <b>Attachment 4</b>  | - | Proposed Single-Family Lot Size Policy 5442 (Mirabel Court, south side of Blundell Road, and west and east sides of Gilbert Road)                |
| <b>Attachment 5</b>  | - | Existing Single-Family Lot Size Policy 5408 (Blundell Road and Gilbert Road between Comstock Road and No. 2 Road)                                |
| <b>Attachment 6</b>  | - | Proposed Single-Family Lot Size Policy 5408 (Blundell Road and Gilbert Road between Comstock Road and Cheviot Place)                             |
| <b>Attachment 7</b>  | - | Steveston Highway from Lassam Road to Ransford Gate Public Consultation Area   |
| <b>Attachment 8</b>  | - | Summary of Results from the Steveston Highway Public Consultation Meeting (May 26, 2005)   |
| <b>Attachment 9</b>  | - | Existing Single-Family Lot Size Policy 5420 (Steveston Highway, Railway Avenue, Williams Road and the rear of the properties along No. 2 Road)   |
| <b>Attachment 10</b> | - | Steveston Area Plan Land Use Map   |
| <b>Attachment 11</b> | - | Williams Road from No. 3 Road to No. 4 Road Public Consultation Area   |
| <b>Attachment 12</b> | - | Summary of Results from the Williams Road Public Consultation Meeting (June 8, 2005)   |
| <b>Attachment 13</b> | - | Revised Interim Strategy for Managing Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies |
| <b>Attachment 14</b> | - | Location Map of All Other Outstanding (In Stream) Rezoning Applications  |



## Blundell and Gilbert Rd Public Consultation Area

Original Date: 08/17/05

Amended Date:

Note: Dimensions are in METRES



**Attachment 2****Blundell And Gilbert Road Area (May 10, 2005)**

Number of properties involved in the public consultation area	126
Number of property owners and tenants invited to the public consultation meeting	155
Number of people who attended the public consultation meeting and submitted a comment sheet	42
Number of properties who support multiple-family residential development on larger lots with no rear lane <ul style="list-style-type: none"> <li>○ 4 own property along Blundell Road, 1 of which who owns the properties under application and the other 3 own properties that are a potential townhouse site</li> <li>○ 1 owns property on Gilbert Road</li> <li>○ the 1 other property is on Chelmsford Street, but does not back onto any of the lots fronting an arterial road</li> </ul>	6
Number of properties who support single-family residential development on small lots with a rear lane <ul style="list-style-type: none"> <li>○ this respondent is from outside the affected area</li> </ul>	1
Number of properties who support two-family residential development on unique lots with no rear lane <ul style="list-style-type: none"> <li>○ this 1 owns property on the east side of Gilbert Road</li> </ul>	1
Number of properties who want to retain single-family residences on existing lots with no rear lane <ul style="list-style-type: none"> <li>○ 20 own property on Mirabel Court</li> <li>○ 4 own property on Gilbert Road, including 1 adjacent to the townhouse rezoning near Mirabel Court, 1 just north of the townhouse rezoning on the north side of Blundell Road, and 2 on the east side of Gilbert Road</li> <li>○ 3 own property on Chelmsford Street, including 1 who backs onto the lots fronting the arterial road</li> <li>○ major concerns from the Mirabel Court residents with regard to the proposed townhouse development at the corner of Blundell and Gilbert Roads were:               <ul style="list-style-type: none"> <li>➤ insufficient visitor parking on the development site;</li> <li>➤ traffic/parking safety issues on Mirabel Court and at the Blundell and Gilbert Road intersection;</li> <li>➤ traffic congestion and pedestrian safety on the fire lane;</li> <li>➤ too many units and privacy concerns; and</li> <li>➤ ruin the existing neighbourhood</li> </ul> </li> </ul>	28

## Attachment 3



## City of Richmond

## Policy Manual

Page 1 of 2	Adopted by Council: September 17, 1990 Renewed by Council: February 19, 1996	<b>EXISTING POLICY 5442</b>
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 19-4-6	

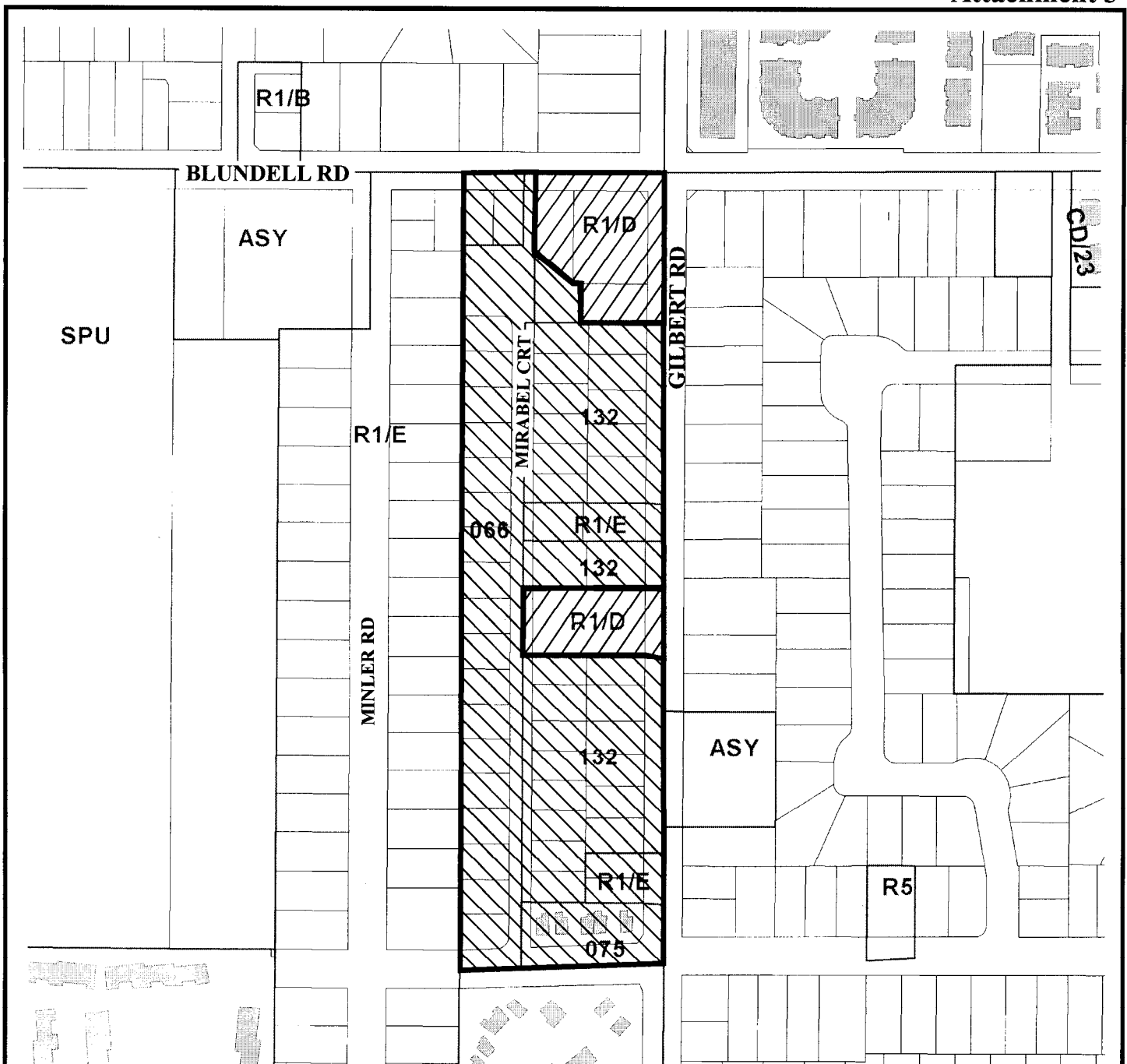
**EXISTING POLICY 5442:**

The following policy establishes lot sizes in a portion of Section 19-4-6 located on  
**Mirabel Court south of Blundell Road and west of Gilbert Road:**

That properties within the area of Mirabel Court south of Blundell Road and west of Gilbert Road, in a portion of Section 19-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, with the following provisions:

1. That 8231 Gilbert Road be permitted to subdivide as per Single-Family Housing District (R1/D), provided that no new accesses are created onto Gilbert Road; and
2. That 8091 Gilbert Road, 6800 and 6760 Blundell Road be permitted to subdivide as per Single-Family Housing District (R1/D), provided that the lots are accessible by a lane which would not be connected to Mirabel Court;

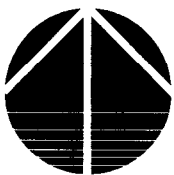
and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/E**



Subdivision permitted as per R1/D at 6800, 6760 Blundell Rd. and 8091 Gilbert Rd., provided that new lots access a lane not connected to Mirabel Crt.; And at 8231 Gilbert Rd, provided that no new accesses are created onto Gilbert Rd.



## Existing Policy 5442

### Section 19-4-6

Adopted Date: 09/17/90

Amended Date: 02/19/96

Note: Dimensions are in METRES

## Attachment 4



## City of Richmond

## Policy Manual

Page 1 of 2	Adopted by Council:	<b>PROPOSED POLICY 5442</b>
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTIONS 19-4-6 AND 20-4-6	

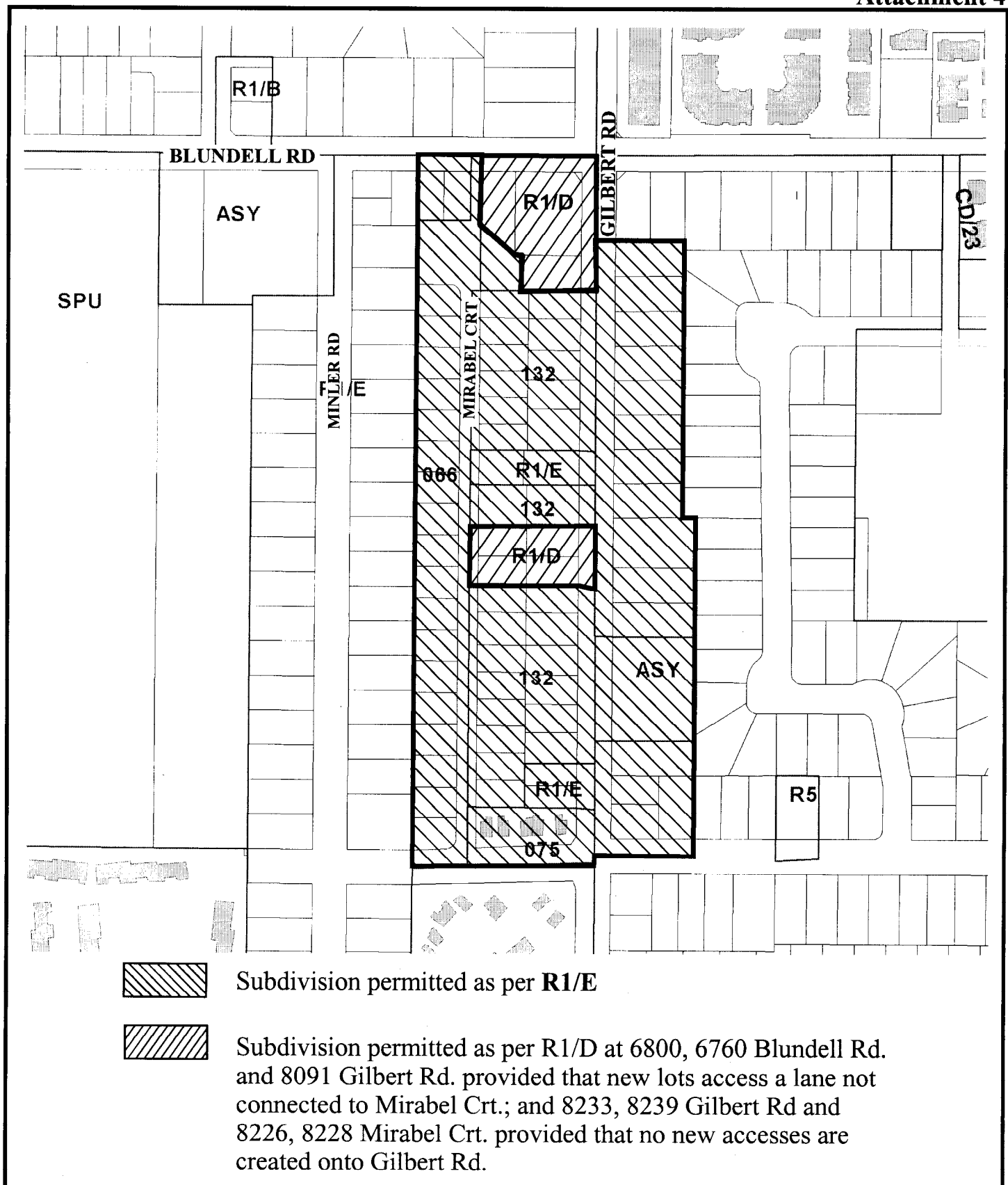
**PROPOSED POLICY 5442:**

The following policy establishes lot sizes in a portion of Section 19-4-6 and Section 20-4-6 located on **Mirabel Court, the south side of Blundell Road, and the west and east sides of Gilbert Road south of Blundell Road:**

1. That properties within the area of Mirabel Court, the south side of Blundell Road, and the west and east sides of Gilbert Road, in a portion of Section 19-4-6 and Section 20-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E) in Zoning and Development Bylaw 5300, with the following provisions:
  - a) That 8233, 8239 Gilbert Road and 8226, 8228 Mirabel Court be permitted to subdivide as per Single-Family Housing District (R1/D), provided that no new accesses are created onto Gilbert Road; and
  - b) That 8091 Gilbert Road, 6800 and 6760 Blundell Road be permitted to subdivide as per Single-Family Housing District (R1/D), provided that the lots are accessible by a lane which would not be connected to Mirabel Court;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

2. That multiple-family residential development shall not be permitted.



## Proposed Policy 5442 Section 19-4-6 & 20-4-6

Adopted Date:

Amended Date:

Note: Dimensions are in METRES

## Attachment 5



## City of Richmond

## Policy Manual

Page 1 of 2	Adopted by Council: April 10, 1989 Amended by Council: January 15, 2001	<b>EXISTING POLICY 5408</b>
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 18-4-6	

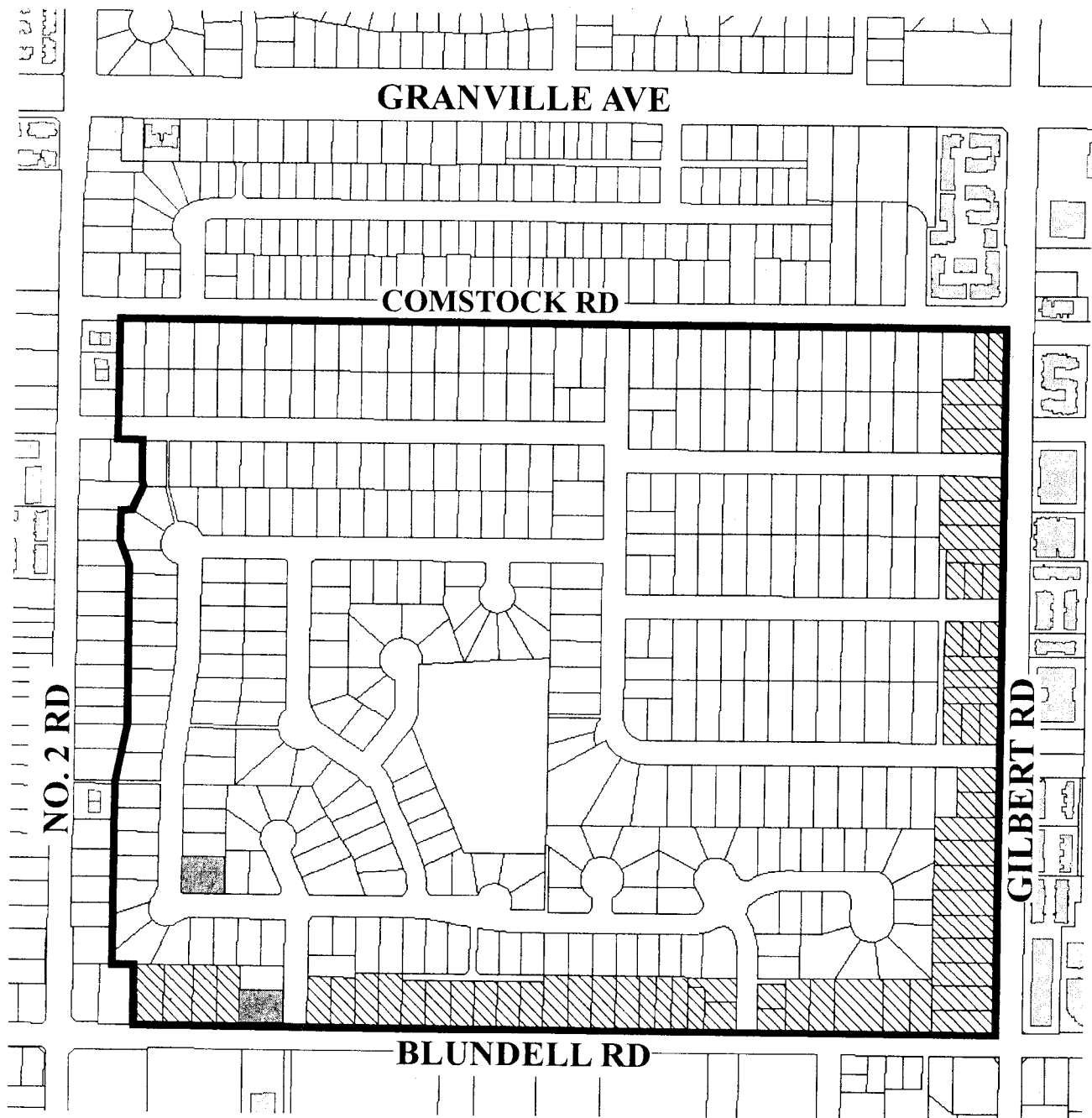
**EXISTING POLICY 5408:**




The following policy establishes lot sizes in Section 18-4-6 located in the area generally bounded by **Comstock Road, Blundell Road, Gilbert Road and No. 2 Road** as shown on the attached map:

All properties shall meet the requirements of Single-Family Housing District, Subdivision Area E (R1/E) as per the Zoning and Development Bylaw 5300, with the following exceptions:

- (a) properties with duplexes may be permitted to be subdivided into two equal halves, provided that lots created from the subdivision of a duplex with access to Blundell Road or Gilbert Road meet the requirements of Single-Family Housing District, Subdivision Area C (R1/C), and all others meet the requirements of Single-Family Housing District, Subdivision Area B (R1/B).
- (b) properties with frontage on Gilbert Road and Blundell Road may be allowed to be subdivided as per Single-Family Housing District, Subdivision Area B (R1/B), provided direct accesses are not created to these arterial roads.

This policy is to be used in determining the disposition of future rezoning applications in this area for a period of not less than five years, except as per the amending procedures in the Zoning and Development Bylaw 5300.



-  Subdivision Permitted as Per **R1/B** Providing no direct access are created to arterial roads
-  Subdivision Permitted as Per **R1/E**
-  Duplexes eligible to be split into two lots



## Existing Policy 5408

### Section 18-4-6

Adopted Date: 04/10/89

Amended Date: 01/15/01

## Attachment 6



## City of Richmond

## Policy Manual

Page 1 of 2	Adopted by Council: April 10, 1989 Amended by Council: January 15, 2001 Amended by Council:	<b>PROPOSED POLICY 5408</b>
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 18-4-6	

**PROPOSED POLICY 5408:**

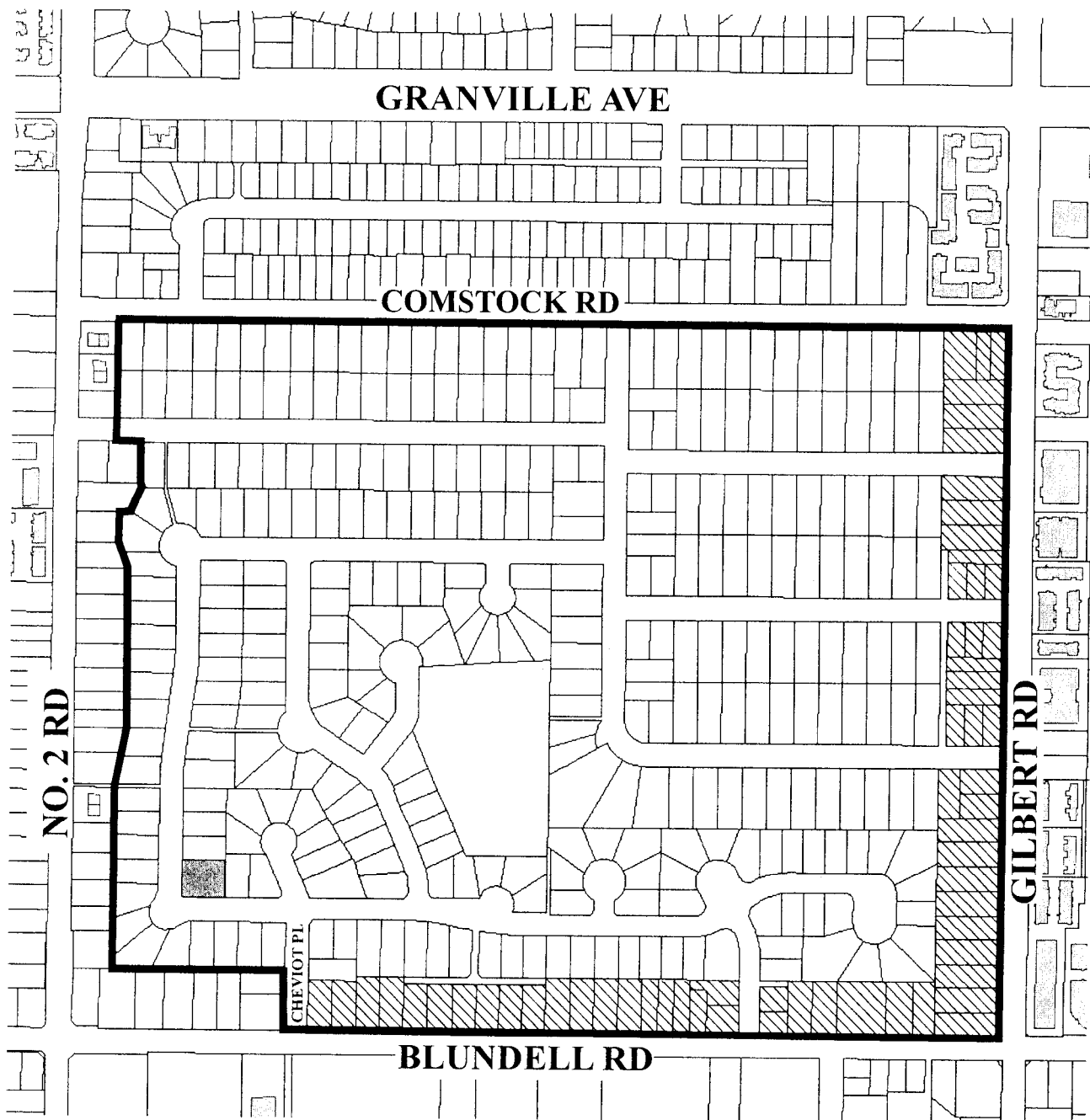
The following policy establishes lot sizes in Section 18-4-6 located in the area generally bounded by **Comstock Road, Gilbert Road and Blundell Road to Cheviot Place** as shown on the attached map:


1. All properties shall meet the requirements of Single-Family Housing District, Subdivision Area E (R1/E) as per the Zoning and Development Bylaw 5300, with the following exceptions:
  - (a) properties with duplexes may be permitted to be subdivided into two equal halves, provided that lots created from the subdivision of a duplex meet the requirements of Single-Family Housing District, Subdivision Area B (R1/B).
  - (b) properties with frontage on Gilbert Road and Blundell Road may be allowed to be subdivided as per Single-Family Housing District (R1-0.6), provided that access is provided to a constructed lane and not to the arterial roads.


This policy is to be used in determining the disposition of future rezoning applications in this area for a period of not less than five years, except as per the amending procedures in the Zoning and Development Bylaw 5300.


2. That multiple-family residential development shall not be permitted.





 Subdivision Permitted as Per **R1-0.6** provided that access is to a constructed lane and not to the arterial roads.

 Subdivision Permitted as Per **R1/E**

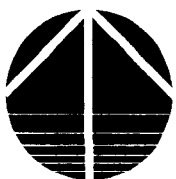
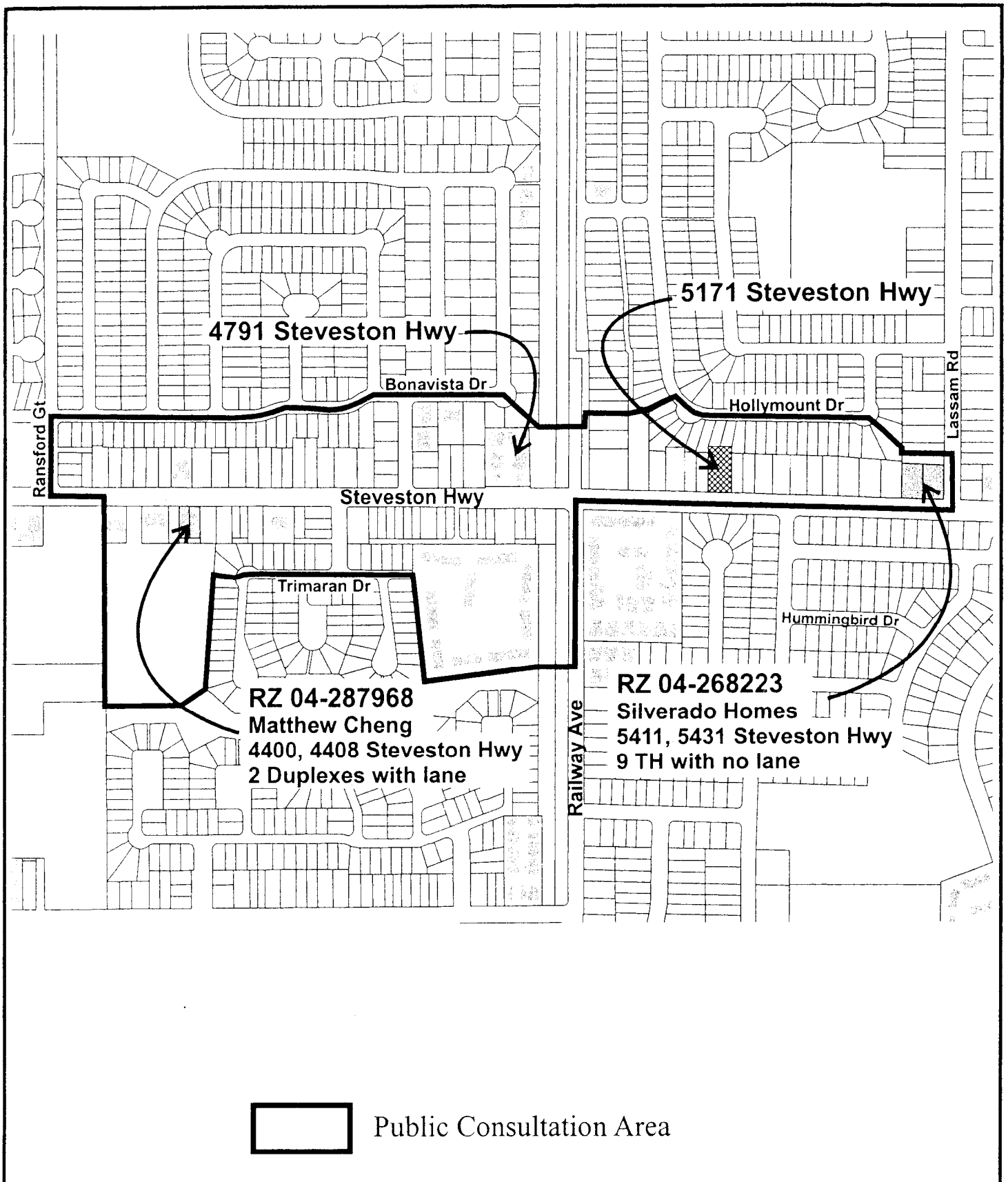
 Duplexes eligible to be split into two lots



## Proposed Policy 5408 Section 18-4-6

Adopted Date:

Amended Date:



## Steveston Highway Public Consultation Area

Original Date: 08/17/05

Amended Date:

Note: Dimensions are in METRES

**Attachment 8****Steveston Highway from Lassam Road to Ransford Gate (May 26, 2005)**

Number of properties involved in the public consultation area	263
Number of property owners and tenants invited to the public consultation meeting	376
Number of people who attended the public consultation meeting and submitted a comment sheet	21
Number of properties who support multiple-family residential development on larger lots with no rear lane <ul style="list-style-type: none"> <li>○ 3 own property along Steveston Highway, including 1 immediately adjacent to a townhouse rezoning application on the corner of Lassam Road</li> <li>○ 3 own property on Hollymount Drive and want to ensure that any multiple-family residential development does not adversely affect them (e.g. a privacy and noise screen is built on the townhouse development; there is no lane; the rear units are kept to two-storeys)</li> </ul>	6
Number of properties who support single-family residential development on small lots with a rear lane <ul style="list-style-type: none"> <li>○ 2 own property along Steveston Highway</li> </ul>	2
Number of properties who support two-family residential development on unique lots with no rear lane <ul style="list-style-type: none"> <li>○ no one responded positively to this development option</li> </ul>	0
Number of properties who want to retain single-family residences on existing lots with no rear lane <ul style="list-style-type: none"> <li>○ 1 owns property on Steveston Highway</li> <li>○ 1 immediately adjacent to the townhouse rezoning application on Lassam Road would support smaller lot single-family residential development without a lane adjacent to their property</li> <li>○ 2 own property on Hollymount Drive and don't want a back lane or townhouses overlooking their back yard</li> <li>○ 1 owns property on the north side of Hollymount Drive and wants to retain the existing two-storey single-family residential character</li> <li>○ 3 own properties on Hummingbird Drive and have major concerns about increased traffic, parking on Swallow Drive, lack of consultation of the Westwind neighbourhood, change of the character of Richmond, impact on property values, etc.</li> <li>○ 1 owns property on Egret Court in the Westwind neighbourhood</li> <li>○ only 1 response was received from the area between Railway Avenue and No. 1 Road and their main concern was the need for traffic improvements</li> </ul>	10
Number of properties who have no stated preference for development along Steveston Highway as long as there is no rear lane <ul style="list-style-type: none"> <li>○ 1 of respondents owns property on Hollymount Drive adjacent to the potential lane</li> </ul>	1

## Attachment 9



## City of Richmond

## Policy Manual

Page 1 of 2	Adopted by Council: October 16, 1989 Amended by Council: August 17, 1992 Lassam Rd. Adopted by Council: August 21, 1995	<b>EXISTING POLICY 5420</b>
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7	

**EXISTING POLICY 5420:**

The following policy establishes lot sizes for the area, bounded by **Steveston Highway, Railway Avenue, Williams Road and the rear of the properties located along No. 2 Road** in Section 36-4-7:

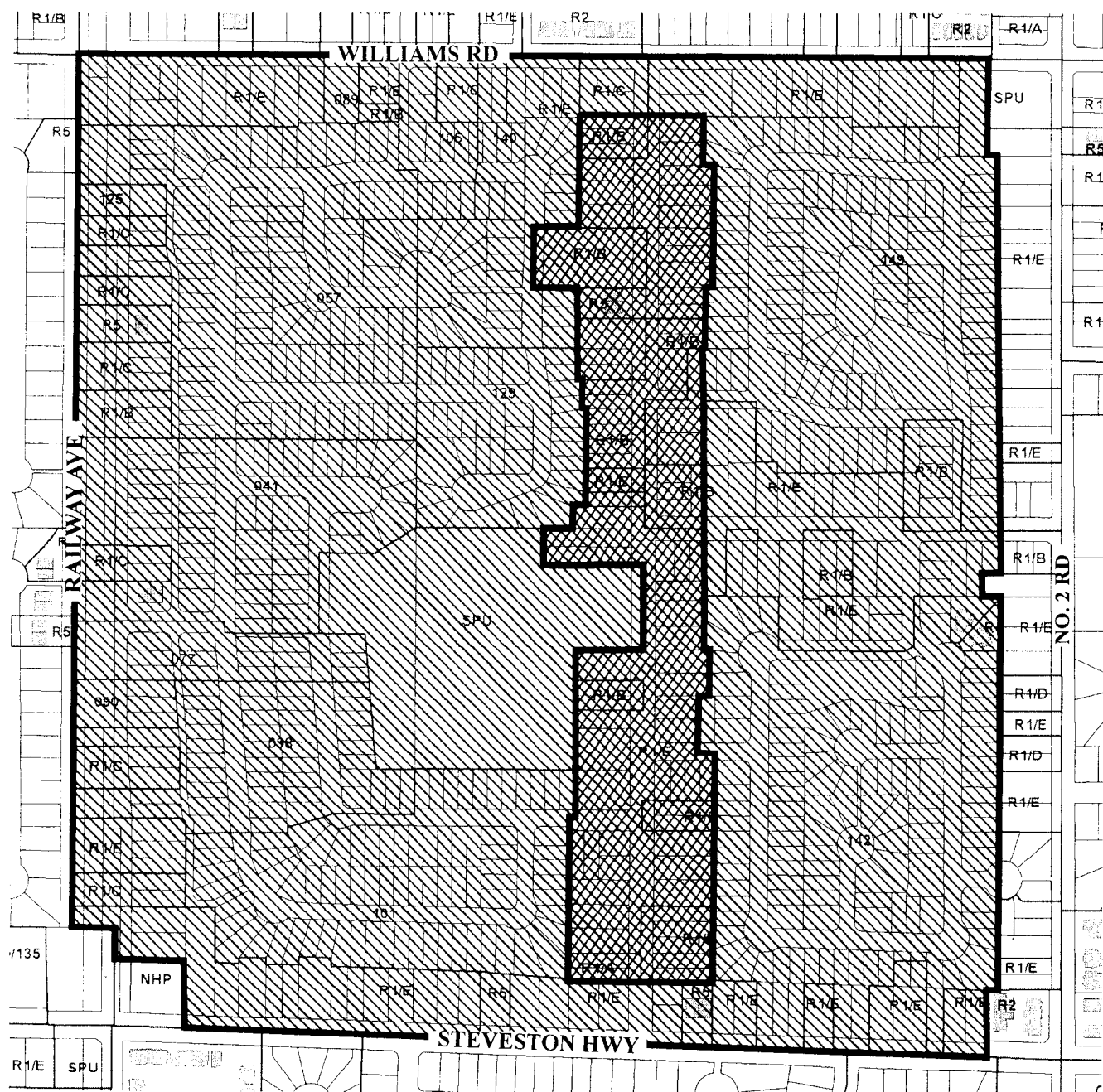
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

**Note:** Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is the middle of Railway Avenue.

**Note:** There are two adoption dates for two separate portions of Policy 5420.

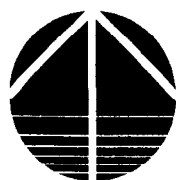


Subdivision permitted as per **R1/B** (date of adoption 08/21/95).



Subdivision permitted as per **R1/B** (date of adoption 10/16/89).

1. Williams Road - R1/C unless there is a lane or internal access then R1/B
2. Railway Avenue & Steveston Highway - R1/E unless there is lane or internal access then R1/B.



## Existing Policy 5420

### Section 36-4-7

Adopted Date: 10/16/89

Amended Date: 08/17/92

Lassam Rd.

Adopted Date: 08/21/95

Note: Dimensions are in METRES

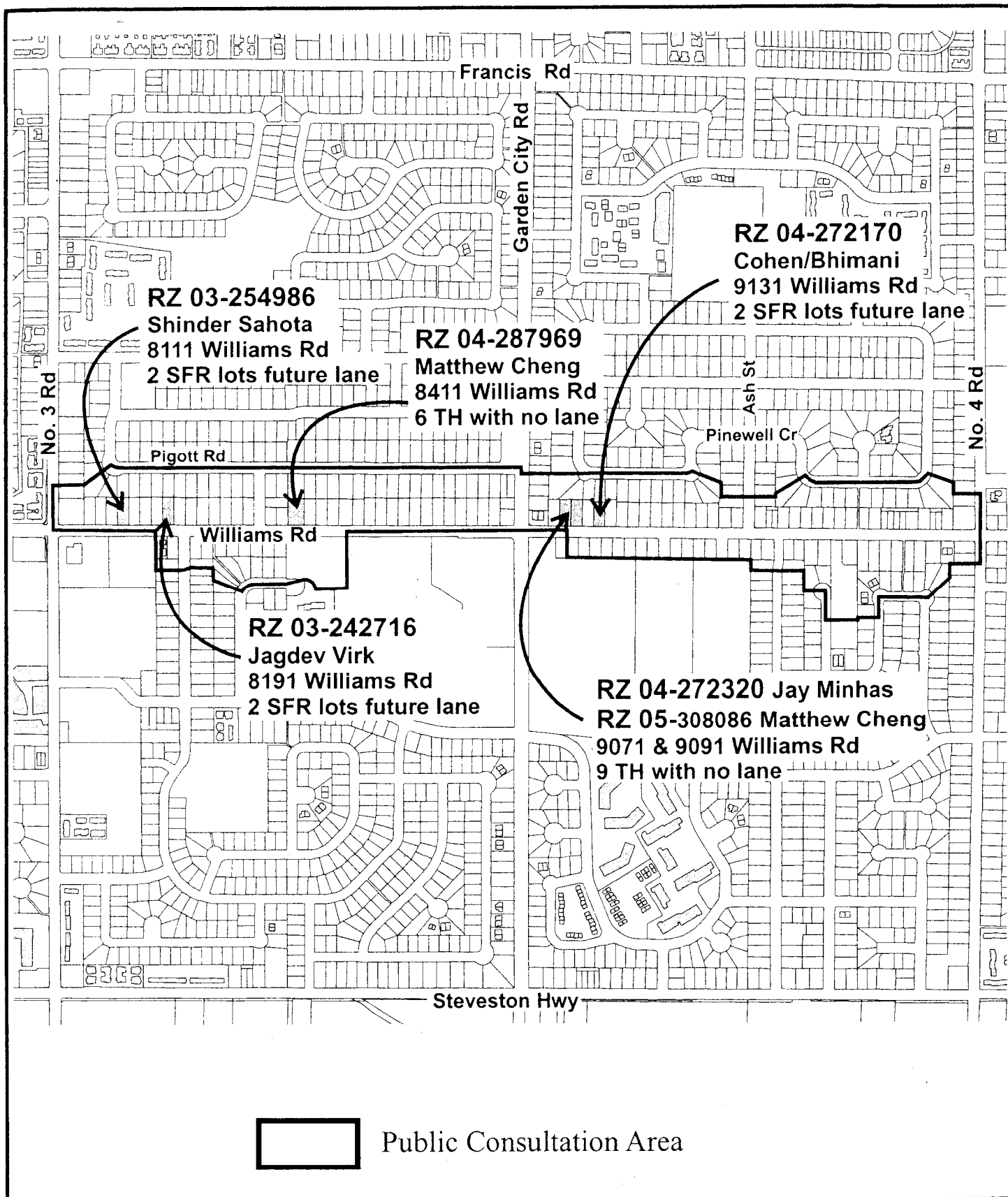
# City of Richmond



# Steveston Area Plan Land Use Map

Revision Date:

Note: Dimensions are in METRES



## Williams Rd Public Consultation Area

Original Date: 08/17/05

Amended Date:

Note: Dimensions are in METRES

**Attachment 12****Williams Road between No. 3 Road and No. 4 Road (June 8, 2005)**

Number of properties involved in the public consultation area	277
Number of property owners and tenants invited to the public consultation meeting	273
Number of people who attended the public consultation meeting and submitted a comment sheet	22
Number of properties who support multiple-family residential development on larger lots with no rear lane <ul style="list-style-type: none"> <li>○ 4 own property along Williams Road</li> <li>○ 1 owns property on Pinewell Crescent and would prefer existing single-family residential zoning. However, of the development options, they would prefer multiple-family residential. Had a petition from other residents in the neighbourhood opposing coach house rezoning on Williams Road between Ash Street and Garden City Road.</li> <li>○ 4 own property elsewhere in Richmond</li> </ul>	9
Number of properties who support single-family residential development on small lots with a rear lane <ul style="list-style-type: none"> <li>○ 7 own property along Williams Road</li> <li>○ 1 owns property on Williams Road and had a concern about drainage</li> <li>○ 1 owns property on Pinewell Crescent</li> </ul>	9
Number of properties who support two-family residential development on unique lots with no rear lane <ul style="list-style-type: none"> <li>○ 1 who owns property on Williams Road</li> </ul>	1
Number of properties who want to retain single-family residences on existing lots with no rear lane <ul style="list-style-type: none"> <li>○ 1 owns property on Pinewell Crescent</li> </ul>	1
Number of properties who support single-family residential without a lane <ul style="list-style-type: none"> <li>○ 1 owns property on Williams Road</li> <li>○ 1 owns property elsewhere in Richmond</li> </ul>	2



## Attachment 13

**Revised Interim Strategy for Managing Rezoning Applications  
During the Review of the Lane Establishment and  
Arterial Road Redevelopment Policies**

**OBJECTIVES:**

- To address Council, Planning Committee and public concerns regarding the Lane Establishment and Arterial Road Redevelopment Policies.
- To assist staff and Council to manage townhouse and single-family residential rezoning applications along arterial roads in the interim until a review of the Lane Establishment and Arterial Road Redevelopment Policies is completed.
- To respond to recent Planning Committee and Council decisions on specific rezoning applications since the Interim Strategy was initially approved in August, 2004 and to facilitate the processing of in-stream rezoning applications.
- To provide additional opportunities for public input into rezoning applications along arterial roads besides the statutory requirement for a Public Hearing.

**REVISED INTERIM STRATEGY:****A. New Rezoning Applications (Received After This Revised Interim Strategy Is Approved)**

1. Except as noted in Sections 2 and 3 below, all new rezoning applications for development along arterial roads that are subject to the Lane Establishment and Arterial Road Redevelopment Policies will be deferred until the review of these policies is complete and approved by Council.
2. New rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered based on the following locational criteria:
  - a) along a major arterial road only;
  - b) on a land assembly with least 30 m frontage;
  - c) the application is not the first one in the block to introduce a new form of development along that section of the major arterial road;
  - d) at least 50% of the lots along that section of the major arterial road have redevelopment potential (i.e. have a frontage of over 18 m and/or a house over 10 years old);
  - e) public transit is available on the major arterial road; and
  - f) within walking distance (e.g. 800 m) of commercial services or City community centre.

3. New rezoning applications for single-family residential development, including coach houses, will only be considered where the following locational criteria are met:
  - a) A municipal lane already exists and is operational; or
  - b) The single-family residential proposal is in compliance with an existing Lot Size Policy that does not require a rear lane.
4. All new rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, that meet the locational criteria in Section 2 will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
  - a) A development concept plan of the development potential along that section of the major arterial road must be prepared by the applicant to the satisfaction of City staff, including shared access for adjacent sites; and
  - b) The applicant will undertake a public consultation process with the neighbourhood regarding their specific rezoning application and the development concept plan for the area along the major arterial road.

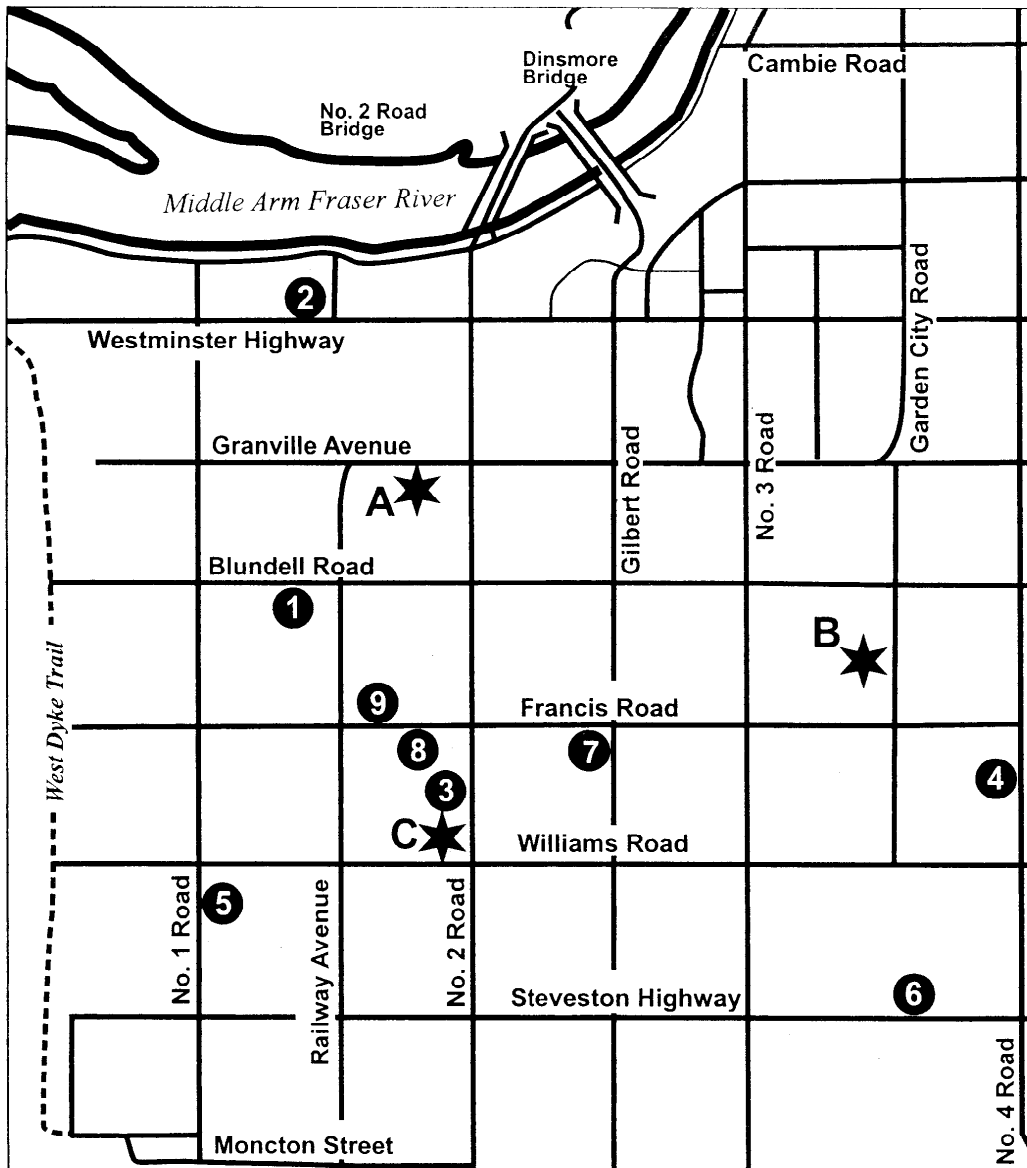
**B. Interim Rezoning Applications (Received After The Interim Strategy Was Approved On August 30, 2004 And When This Revised Interim Strategy Is Approved)**

1. Except as noted in Sections 2 and 3 below, all interim rezoning applications for development along arterial roads that are subject to the Lane Establishment and Arterial Road Redevelopment Policies will be deferred until the review of these Policies is complete and approved by Council.
2. Interim rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered on both local and major arterial roads only if they are located on a land assembly with least 30 m frontage.
3. Interim rezoning applications for single-family residential development, including coach houses, will only be considered where:
  - a) A municipal lane already exists and is operational; or
  - b) The single-family residential proposal is in compliance with an existing Lot Size Policy that does not require a rear lane.
4. All interim rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, that meet the locational criteria in Section 2 will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
  - a) A development concept plan of the development potential along that section of the local or major arterial road must be prepared by the applicant to the satisfaction of City staff, including shared access for adjacent sites; and

- b) The applicant will undertake a public consultation process with the neighbourhood regarding their specific rezoning application and the development concept plan for the area along the local or major arterial road.

**C. In-Stream Rezoning Applications (Received Before The Interim Strategy Was Approved On August 30, 2004)**

1. In-stream rezoning applications will not be deferred until the review of the Lane Establishment and Arterial Road Redevelopment Policies is complete and approved by Council.
2. In-stream rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered on both local and major arterial roads where:
  - a) A single-family residential development is not preferred because a municipal lane does not already exist or should not be started on that particular block of the arterial road; and/or
  - b) A land assembly with at least 30 m frontage has proven impossible but the adjacent properties have similar redevelopment potential.
3. In-stream rezoning applications for single-family residential development, including coach houses, will be considered on both local and major arterial roads where:
  - a) A municipal lane has been started in the area or can be constructed by the subject application or simply is not feasible because of the site's unique location; and/or
  - b) A multiple-family residential development is not feasible because of the adjacent properties have limited redevelopment potential (i.e. have a frontage of less than 18 m and/or a house less than 10 years old).
4. All in-stream rezoning applications for either multiple-family residential development or single-family residential development will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
  - a) A development concept plan of the development potential along that section of the local and major arterial road may be required to be prepared with the assistance of City staff; and
  - b) City staff will assist in undertaking a public consultation process with the neighbourhood regarding the specific rezoning application and the development concept plan for the area along the local or major arterial road.



### Location Map of all other outstanding (In Stream) Rezoning Applications

- Single-Family residential rezoning application
  1. RZ 03-236490, Winnie Li - 4680 Blundell Rd
  2. RZ 04-255365, Raj Takhar - 5988 Riverdale Dr
  3. RZ 04-267411, All Star Development  
5728 Woodwards Rd & 9531 No. 2 Rd
  4. RZ 04-268688, Cohen/Bhimani  
10351 No. 4 Rd
  5. RZ 04-271169, Shinder Sahota  
10260 No. 1 Rd
  6. RZ 04-272324, Jay Minhas  
9211 Steveston Hwy
  7. RZ 04-273560, Jadeep Uppal - 6680 Francis Rd
  8. RZ 04-274895, Manjit Moore - 5400 Francis Rd
  9. RZ 04-274078, Cohen/Bhimani  
5091 & 5111 Francis Rd
- ★ Multiple-Family residential rezoning application
  - A. RZ 04-270312, Cohen/Bhimani  
5420 Granville Ave
  - B. RZ 04-272345, Dave Sandhu  
8691 Garden City Rd
  - C. RZ 04-274842, Rav Bains - 9711, 9731,  
9751 No. 2 Rd



**BLUNDELL AND GILBERT ROAD  
AREA**

Keith & Stella Smith,  
C/O Glenn Smith,  
219 – 8655 Jones Rd.,  
Richmond, B.C., V6K 1L7,  
E mail  
Wingstar98@hotmail.com  
Cell till Sept 1 05  
604 785 7044  
2<sup>nd</sup> August 2005

City of Richmond,  
6911 No 3 Road,  
Richmond, B.C., V6Y 2C1,

Attention: Sara Badyal

Dear Sirs:

Re Zoning - South of Comstock  
West of Gilbert,  
East of No 2 Road  
North of Blundell.

We refer to our telephone conversation of August 2<sup>nd</sup>, when you requested we write you about our concerns regarding zoning in the above mentioned area.

My wife and I still own our home, which was started the day we were married on September 19 - 1959. It is at 7411 Bassett Place. We will be moving back to our home in the near future. We moved to Richmond when it was a sleeping suburb for people working in Vancouver. It was a wonderful place to live, have children and bring up our children. Richmond has grown to be a Dynamic City and so far has retained its character and a wonderful place to live. The applications to change the zoning is threatening this ideal single family dwelling area. This despite the assurances of the City Fathers that this area would remain a "Single Family Dwelling Area".

When multiple family dwelling construction commenced in the Granville, Gilbert, Blundell, No 3 Road square, we and our neighbors became concerned. Representation was made to the City Fathers to enquire where multiple family construction would occur. We were advised that Granville, No 2 RD, Blundell & Gilbert square would remain "Single Family Dwelling Area. Multiple family dwelling construction would commence west of No 2 Road.

However multiple family construction commenced on the south west corner of Granville and Gilbert. A meeting was held at Minoru Pavilion with the planning department and the City Fathers and the neighbors. It was a packed meeting, standing room only. The planning department could not stop the construction, because permits had been issued.

It was agreed that multiple family construction could occur in those areas where permits had been issued, BUT! The area south of Comstock, west of Gilbert, north of Blundell and east of No 2 Road would remain "A SINGLE FAMILY DWELLING AREA. Construction has occurred where land area has permitted, such as 3 single family dwellings where 2 previously stood. Splitting lots when frontage was reduced, but sufficient area to construct a single family residence.

David may not recall, but his father was a driving force in obtaining an agreement and commitment by the City Fathers.

You will note if you inspect the area there is still quite a number of original residents. Also the quality of the new homes built were all on the assurance that the area would remain a SINGLE FAMILY DWELLING AREA.

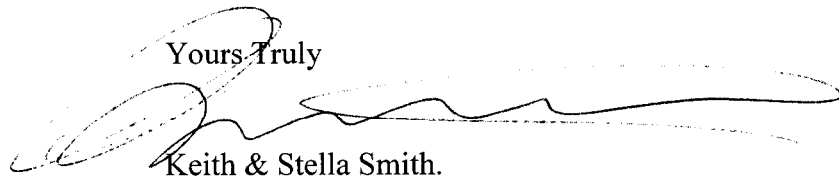
I note that there is an application to change the zoning to construct townhouses, which are multiple family dwellings. There are plenty of areas designated in Richmond for that type of construction. This construction should not occur in an area promised and assured by the City Fathers and the planning department to remain a Single Family Dwelling Area.

After our telephone conversation, I rode my bike around the area to see what had happened in the six months I had been away. I was saddened to see that the planning department had succumbed to big money and allowed multiple family dwellings on No 2 Road. Specifically between Coast Capital Savings Branch and 7620 No 2 Road, and 7560 & 7580 No 2 Road.. There are now applications for multiple family dwellings at 7671 & 7691 Gilbert, File No RZ05-288372 and 6171 Blundell File No RZ04-285004.

We request that the Planning Department and the City Fathers honor their commitment to the residents of our area not to allow any further construction of multi family dwellings in this area. They will be honoring an agreement with taxpayers who contributed to the City Coffers for years. We for one have contributed for the past 46 years. The City fathers commitment must be more to us than to someone who is just making money out of the present situation and probably move on.

We look forward to hearing from you that the City Fathers have agreed to honor the previous fathers commitment to us and our neighbors. After Sept 1<sup>st</sup>..please reply to our e mail address.

Yours Truly

A handwritten signature in black ink, appearing to be "Keith & Stella Smith", written over a horizontal line.

Keith & Stella Smith.



## City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1

Telephone (604) 276-4000

[www.city.richmond.bc.ca](http://www.city.richmond.bc.ca)

June 17, 2005

File: 08-4105-00

City Clerk's Office

Telephone: (604) 276-4007

Fax: (604) 278-5139

Mr. & Mrs. Ellorin  
8311 Mirabel Court  
Richmond, BC V7C 4V8

Dear Mr. & Mrs. Ellorin:

**Re: Richmond's Arterial Road Redevelopment and Lane Establishment Policies Open House Concerns**

This is to acknowledge and thank you for your letter of June 10<sup>th</sup>, 2005 in connection with the above matter.

A copy of your letter has been forwarded to the Mayor and each Councillor for their information. In addition, your letter has been referred to Mr. Holger Burke, Acting Director Development for response. If you have any questions or further concerns at this time, please call Mr. Burke at (604) 276-4164.

Thank you for taking the time to make your views known.

Yours truly,

David Weber

*Director, City Clerk's Office*

DW:daw

pc: Mayor and each Councillor (with letter)  
Joe Erceg, General Manager, Urban Development Division  
Holger Burke, Acting Director Development



June 10, 2005

The Chairman and members of the Planning Committee of Richmond City Council  
The Mayor and other members of Richmond City Council

Holger Burke, Development Coordinator  
City of Richmond, BC

**Subject**

**Concerns about Richmond's Arterial Road Redevelopment and Lane Establishment Policies and related issues arising from the Gilbert-Blundell neighbourhood 'open house' May 10, 2005.**

This letter is being directed to members of Richmond City Council, as well as to designated planning staff, because we believe that present policies have begun a destabilizing and destructive undermining of the viability of large areas of existing single-family neighbourhoods throughout the city.

The following conclusions are based on 1) information provided to the public at a recent series of so-called open houses to review the city's policies on Arterial Road Redevelopment and Lane Establishment, 2) on a review of some related Planning Committee documents and 3) on personal observations:

- Vital stretches of existing single-family neighbourhoods (along arterial roads) are being consigned to townhouse and apartment developers at a rapid pace under the existing Arterial Road Redevelopment Policy. This policy must be reviewed by Council members.
- Proposed changes to the policy being advocated by the City's Urban Development staff and the development industry will greatly increase the opportunities for townhouse developments to occupy even larger areas of single-family neighbourhoods. The proposed changes would be an unconscionable give-away to speculators and developers, largely at the expense of single-family neighbourhoods — and must be rejected by members of Council.
- Without decisive, corrective action by City Council, the spread of incompatible townhouses and apartments through piecemeal, spot rezonings in single-family neighbourhoods will progressively compromise extended swathes of existing single-family neighbourhoods.

**Policies mock promises of "protecting" single-family neighbourhoods**

There were disturbing indications at the Gilbert-Blundell neighbourhood open house that suggested to us that Richmond's development policies, while paying lip service to the protection of single-family neighbourhoods, appear to be more concerned with accommodating the advance of townhouses than in preserving existing single-family designations and upholding policies that really were supposed to support single-family neighbourhoods. This is discussed below.

The Gilbert-Blundell single-family neighbourhood in Central Richmond is just one area that is under attack by townhouse developers. With townhouses currently officially “encouraged” by Richmond’s planning rules, a major new redevelopment land assembly now is underway and two townhouse applications have been filed for sites right in the middle of the single-family neighbourhood.

As owners of existing single-family homes in the area, we naturally have looked to City Hall to honour previous decisions that recognized the single-family character of the neighbourhood. However, it appears that current and proposed planning policies — advanced under the guise of “protecting” single-family neighbourhoods — in effect could facilitate the block-by-block dismantling of the prevailing single-family character of the neighbourhood that is preferred by an overwhelming majority of the residents who are most directly and negatively affected by the profit-and-run priorities of the development industry.

It is clear from any objective assessment that the application of Richmond’s Arterial Road Redevelopment Policy and the Lane Establishment Policy — and particularly the proposed rewriting of the Arterial Road policy to further discriminate against single-family housing — will open wider the floodgates to spot rezonings for out-of-character townhouse and apartment developments that promise long-term, detrimental consequences for what in the Gilbert-Blundell area is a perfectly viable single-family neighbourhood.

#### **‘Preference’ for townhouses over single-family housing an unconscionable change**

No matter how well intentioned the policies may have seemed during their formulation several years ago, the application of the policies has shown that single-family neighbourhoods are being unacceptably compromised. For example:

- Richmond Council’s declaration in 2001 that townhouses and apartments would be officially **“encouraged”** along arterial roads (Policy 7017) was a green light to the development industry’s imposition of a rash of ad hoc, incompatible townhouse and apartment projects in single-family areas.
- Now, one of the latest proposals by the city’s planning/urban development department (Recommendation #1, Jan. 18, 2005) would elevate the status of townhouses and apartments to the **“preferred”** form of housing along arterial roads. **If endorsed by Richmond Council, it would be one step short of an official mandate in favour of townhouses.** Implementation of such a measure would bestow the city’s blessing on an unprecedented level of ‘block busting’ by developers — achieved by the domino effect of permitting the imposition of apartments and townhouses side-by-side and back-to-back with single-family housing. (To illustrate the neighbourhood-destabilizing absurdity of the planning rules, one developer in the Gilbert-Blundell neighbourhood is proposing to provide only a privacy-robbing, 10-foot rear-yard setback where his two-storey townhouses would back onto a shallow-lot, single-storey, single-family home).

### **Recommendation #1, giving preference to townhouses, must be rejected**

- A March 4, 2005, report to Richmond Council's Planning Committee states that this latest scheme, which would have the effect of advancing "*preferred*" townhouses and apartments at the expense of single-family housing, was developed by City staff after "consultation with the development community." The report further states that a technical committee of building and development industry representatives was set up in part "to establish an appropriate direction" for new policies aimed at smoothing the spread of townhouses and apartments. **The deck apparently was stacked against single-family housing. While staff worked with anti-neighbourhood development interests to help formulate new City policies, there apparently was no consultation with ordinary taxpayers living in the neighbourhoods before staff drafted and presented a series of new policies to the Planning Committee.** This willingness to give a blanket preference to townhouses at the expense of single-family housing along arterial roads is incomprehensible — and cannot be sanctioned by our elected representatives. **We commend Richmond Council's Planning Committee for raising initial concerns on January 18, 2005, about the attempted policy escalation inherent in Staff Recommendation #1. However, common-sense planning, fairness and justice will be served only by further action by the Planning Committee and the full council to unequivocally reject Recommendation #1.**
- One rationale offered for the pro-townhouse policies suggests that officials at City Hall apparently would rather not have cars from residential driveways complicating their utopian concepts of streamlined traffic flows along arterial roads throughout the city. There is no rational basis in fact for exclusionary, heavy-handed measures now being advanced. Some of the world's most successful cities have no problem living with single-family housing along arterial roads that are orders of magnitude busier than Richmond's Gilbert and Blundell roads.

We are aware from community newspaper reports that neighbourhoods across Richmond are being stirred to outrage by the townhouse-development excesses that have been, and are attempting to be, foisted on residents of single-family properties. The following comments address some significant issues raised by an 'open house' conducted by Richmond Urban Development staff May 10 allegedly to "consult" with the Gilbert-Blundell neighbourhood on the future of the Lane Establishment and Arterial Road Redevelopment policies.

### **Orwellian campaign to redefine "single-family neighbourhoods"**

- Richmond's Urban Development Division is playing misleading word games with the intent and effect of City policies. What was presented to residents at the open house is an attempt by the City to ignore the reality of the Gilbert-Blundell neighbourhood. The reality is that single-family houses along the arterial roads are an integral part of the existing single-family neighbourhood.

- For example, the Arterial Road policy poster stated that the existing policy is directing future residential development “away from existing single-family neighbourhoods and towards major roads.” The poster failed to acknowledge that those same “major roads” already are lined with single-family houses that are very much a part of their surrounding “single-family neighbourhoods.”

### **Townhouses do not “protect” single-family neighbourhoods**

- Another poster at the open house continued this deception by suggesting that development along major roads actually would “protect neighbourhoods” by directing new development away from single-family neighbourhoods. The poster also suggested that townhouses and apartments “support commercial services and community centers” and that townhouses and apartments will achieve “better urban design” by allowing the “upgrading of housing on impacted roads.” The bias against single-family housing is obvious, and obviously contrived; these are specious, pro-development suggestions by the Urban Development Division.
- Based on the open house and other City documents, it is evident that some people at Richmond City Hall are promoting policies that will have the effect of redefining single-family neighbourhoods as a grouping of houses that are at least one or two building lots removed from an arterial road — walled in by townhouses and apartments. This is not responsible planning. It would be laughable, if the consequences weren’t so serious.
- There is no justification for this denial of the character and structure of the existing Gilbert-Blundell neighbourhood. It can have only one objective, which is to justify and facilitate the imposition of more townhouses and apartments on what now are single-family properties. This contrived, policy-serving definition of a neighbourhood — if allowed to pass unchallenged — will be like a free pass to Mardi Gras for the development industry. But the record also shows that an overwhelming majority of the residents in the Gilbert-Blundell area has previously rejected — and remains firmly opposed — to apartment and townhouse redevelopment in this single-family neighbourhood. **After the open-house experience, our concern now is: Who at City Hall is going to look out for the interests of the single-family neighbourhoods?**

### **Policies more in conflict than in harmony with Official Community Plan**

- The principles of Richmond’s 1999 Official Community Plan were enshrined well before the Arterial Roads policy was hatched. An Urban Development Division poster at the open house claimed that the Official Community Plan “indicates that new residential development should not occur within existing single-family neighbourhoods.” It is obvious here too that subsequent, implementing policies giving effect to the Community Plan have failed to deliver the promised protection for single-family neighbourhoods.

We have seen nothing in the Official Community Plan that suggests that single-family neighbourhoods do not include single-family houses on major roadways. We have noted, though, that the Official Community Plan does emphasize the importance of “strengthening the sense of community” in neighbourhoods and of “maintaining and enhancing the unique character of individual neighbourhoods.” On these criteria, the Arterial Road policy, and its proposed revision now before the Planning Committee, are more in conflict than in harmony with the Official Community Plan.

This again begs the question of why the Urban Development Division appears to be attempting to redefine what constitutes a single-family neighbourhood — as evidenced by its pronouncements to the effect that single-family houses along arterial roads are no longer part of single-family neighbourhoods?

#### **Concession zone for developers doubled to 800 metres**

- Policy 7017, adopted by Council in 2001 and amended in 2003, stated that, in general, townhouses and apartments would be encouraged ahead of single-family housing on properties that were on arterial roads and within half a block, or 400 metres, of a neighbourhood service centre. We learn now from the March 4 report to City Council’s Planning Committee that staff is proposing to drastically, and even permanently, expand the so-called locational criteria. In general, staff wants to throw open to the townhouse development industry everything within 800 metres of “commercial services,” or a community centre, subject to some other criteria, including the availability of public transit. **There is no justification for a concession of this scale, which is a further blow to single-family neighbourhoods throughout much of the city. It would have the effect of declaring miles of major streets that are within 800 metres of at least a convenience store as, in staff’s words, “suitable locations” for new multi-family developments.** Staff claims that this concession to developers “will provide certainty to the development community and the public...” It must not become permanent policy — but it does beg more serious questions about the origination of policy in this area.

#### **Laneway policy fails to recognize ‘new lane’ option**

- There is another major flaw in the staff recommendations submitted to the Planning Committee March 4, 2005. Recommendation #5 proposes to permit single-family development only “where there is an existing lane network” or where there is an existing frontage road, separate from the arterial road. This is far too restrictive and exclusionary. Land assemblies being exploited by developers often, if not always, could provide opportunities to include new frontage roads, or new rear lanes, as part of the site development plans. (One such property assembly already exists at the southwest corner of the Gilbert-Blundell neighbourhood). **However, the wording of Recommendation #5 would not permit single-family development with a new lane, but only with an old lane.** The recommendation is illogical, and should be rejected by the Planning Committee and Council.

### Open house posters misleading and inadequate

- In 1990, despite pressure from townhouse developers, City policy — supported by the neighbourhood — designated the southwest corner of Blundell and Gilbert as a site for future, smaller-lot single family development. It is zoned for single-family use. However, Urban Development Division maps displayed at the open house May 10 showed the southwest corner property only as potential townhouses — and not any form of single-family housing. The misleadingly incomplete presentation of information certainly sent a message to the neighbourhood, and to the would-be developer, suggesting that townhouses might well be a fait accompli within the Urban Development Division.
- The Urban Development Division poster even suggested that one of the outcomes in favour of townhouse development was that it “offers a backyard interface with neighbouring properties.” This suggested justification is actually empty rhetoric; the same could be said of every form of single-family housing, too — but the Urban Development Division failed to acknowledge that much. As noted above, at the bottom of page two, the would-be townhouse developer wants to put two-storey townhouses 10 feet away from the backyard of an adjoining single-storey, shallow-lot, single-family house at the Gilbert-Blundell corner. Some “interface!” It is appalling — and it is one reason why this letter is being directed to our elected representatives.
- Most of the properties on the west side of Gilbert Road, between Blundell and Lucas, have been previously designated by city as large-lot single-family housing. Posters at the open house showed only about half the area as large-lot residential; the other half was shown as a possible area for something called “two-family residential on shallow lots.” All of the lots along that stretch of Gilbert are more or less equally shallow. Once again, the Urban Development Division was advancing the idea of something other than continued single-family residential development in a single-family residential zone. Why?

### Mirabel Court at the centre of a unique micro-neighbourhood

- Recognition must be given to the unique nature of the Mirabel Court single-family micro-neighbourhood. Mirabel Court was created about 25 years ago by splitting portions of the backyards away from then-existing single-family homes along Gilbert Road and Minler Road. Today, all of the homes along Mirabel Court, and all of the homes that are back-to-back along Gilbert and Mirabel, have unusually shallow lots, with backyard depths generally no more than 20 to 30 feet. Under Richmond’s lane requirements, it would not be possible to redevelop most of the Gilbert Road properties (with the exception of the land assembly at the southwest corner of Gilbert and Blundell) with single-family housing serviced by a new laneway.  
**As a minimum, there must be provision in the city’s planning policies, now biased in favour of townhouses, for special-case exceptions — such as the Gilbert-Mirabel area — to permit single-family renewal along Gilbert Road to continue in due course, as has been successfully occurring in recent years.**

- For more than a generation of planning, Gilbert Road was the north-south demarcation line between the high-density housing developments of the official City Centre, to the east, and the prevailing single-family neighbourhoods to the west. Over the years, developers have successfully, steadily eroded the City Centre boundary, particularly along Blundell Road. Now, the virtual abandonment of arterial-road portions of single-family neighbourhoods by the planning staff and City Council has produced two planning Frankensteins in the Gilbert-Blundell area: one at the southwest corner of Gilbert and Blundell; the other a large townhouse rezoning bid on the west side of Gilbert Road, just north of Blundell, where a developer wants to erect a nest of townhouses right beside relatively new, million-dollar single-family houses. **The townhouse bids will be a test of the sincerity of Richmond's professed commitment to the protection of single-family neighbourhoods.**

#### **'Open house' format a distraction**

- It should be noted that the 'open house' consultation arranged by Richmond's Urban Development Division is an entirely unsatisfactory forum for providing comprehensive scrutiny of contentious issues that have far-reaching consequences. Open houses are favoured by officialdom in part because they dilute and blunt any concerted expression of opposition to contentious proposals that have to be shared with the public.
- The tactic of having townhouse developers at the same meeting, peddling their unacceptable plans to break up the single-family neighbourhood, certainly created an appearance of official encouragement for the townhouse developers. The presence of the developers inevitably served to distract and fragment what should have been important discussions of the broader policy issues. In a disgraceful result, this improper mixing of open-house issues and one-sided development industry pitches provoked confrontations between neighbours who want to cash in the speculative values of their properties as townhouse sites and other neighbours who believe that single-family neighbourhoods should not be undermined and abandoned by City policies.

We would welcome an opportunity to further discuss our concerns with staff or members of Council. **Further to a Mirabel group letter to Richmond City Council dated February 7, 2005, it should be noted that 95% of the homeowners on Mirabel Court now have formally expressed their opposition to the proposed townhouse development at the southwest corner of Gilbert and Blundell roads.** We are concerned about the future of our neighbourhood and wish to be constructively involved in city deliberations that have a direct bearing on the neighbourhood. We specifically request that we be kept advised, in advance, of the filing of staff reports and the scheduling of discussions by the Planning Committee and Council on the important policy matters and the townhouse rezoning applications reviewed in this letter.

Yours sincerely,

The undersigned residents of Mirabel Court

Name/signature

Address

Name/signature	Address
VICKI K. DAVIES	8151 MIRABEL COURT
John A. Davies	8151 Mirabel Court
Jackie Lui	8391 Mirabel Court
Raphael Lui	8391 Mirabel Court
CLARE S. ASH	8171 MIRABEL COURT
J. Anne Ash	8171 MIRABEL COURT
MARYANN WILLIAMSON	8166 MIRABEL COURT
Babs Williamson	8166 Mirabel Court
Babs Elloxin	8311 Mirabel Court
Babs Elloxin	8311 Mirabel Court
Alan Reynolds (Alan Brenda Reynolds)	8280 Mirabel Crt.
MARCUS PAUL	8120 Mirabel Court



**Burke, Holger**

---

**From:** Rae Seay [raseay@telus.net]  
**Sent:** Sunday, 15 May 2005 11:34 AM  
**To:** Burke, Holger  
**Subject:** re Review of the Lane Establishment & Arterial road Redevelopment Plicies

I was unable to attend the public meeting on tuesday evening regarding the above but did want to add my comments to those of the other residents of Mirabel Court.

I have been a property owner on Mirabel Court since April of 1979 and am very concerned about the proposed development on the corner of Gilbert and Blundell Road.

1) A 3 story townhouse development on the property would be unsightly for the property and the surrounding residents.

2) The number of visitor parking spaces proposed for the space would not be sufficient for the number of townhouses planned. This would no doubt cause visitors to park on Mirabel Court. As you know there is only parking on one of Mirabel Court and any additional parking and traffic on this street would compromise the safety and accord of existing residents

3) The proposed access to the new development is understood to be only by driving east on Blundell Road. This would mean that residents of the new development coming east on Blundell or South on Gilbert would have to drive south on Gilbert Road, turn right onto Lucas, and right onto Minler and then east onto Blundell. This is going to increase the traffic on residential streets. I'm wondering if the residents on Minler and Lucas have been given the opportunity to voice their concerns.

It is my opinion that further consideration should be given to developing a smaller 2 story townhouse complex with more sufficient visitor parking and access from both Blundell Road and Gilbert Road. I hope that you will give serious consideration to the concerns of the existing residents of the area.

Rae Seay  
8211 Mirabel Court  
Richmond B.C.  
V7C 4V8

604 275-6275

RECEIVED  
MAY 20 2005

May 18, 2005

BY:.....

TO: City Hall staff  
Development Applications Department

FROM: Mary Ann Williamson  
8166 Mirabel Court, Richmond

The following comments are made with respect to the May 10, 2005 public consultation respecting Blundell and Gilbert Roads and the review of the lane establishment and arterial road redevelopment policies.

In my view, it was unfortunate that the applicants, Patrick Cotter Architect Ltd. and Matthew Cheng Architect Ltd. were asked to attend the meeting. These applications for rezoning are extremely contentious within the neighbourhood and the attendance of the applicants allowed the applications to become the centre of the open house rather than arterial road redevelopment and lane establishment policies.

Although a large number of neighbourhood residents attended the open house, the discussion, for the most part, was with the rezoning applicants so it is my fervent hope that City Hall staff receive sufficient feedback, either through discussion with neighbours or written comments, to have an informed opinion of the wishes of the neighbourhood on the issue at hand.

I read the poster boards displayed at the open house and the report of March 4 to the Planning Committee and consequently, I have a good understanding of the arterial road redevelopment issues. I have been a homeowner on Mirabel Court since 1984 and will be directly impacted by the redevelopment of properties on both Blundell and Gilbert Roads.

I disagree with the ad hoc nature in which multiple family residential developments have been interspersed with single-family homes along sections of Blundell Road between Garden City and Gilbert Roads and I'm very glad that the policies for redevelopment currently in place have been suspended pending further consultation with the neighbourhood.

I read, with interest, the report of March 4, 2005 to the Planning Committee from the Director of Development. In the section on Staff Policy Review on page 3 of the report it states

*"staff conducted a review of these policies, including consultation with the development community. A technical committee of building and development industry representatives was established to review issues*

*and possible alternatives to address concerns and establish an appropriate direction for the revised policies”.*

Why were representatives of the neighbourhoods not included in those meetings? I suggest that City Hall would not be facing the current outrage from neighbourhoods had they been proactive and sought their views much earlier than now.

With respect to arterial road redevelopment, my view is that single-family residential lots should not be rezoned as a matter of policy, to multi-family residential use. So I am vehemently opposed to the rezoning applications, noted earlier in my comments, that are in direct conflict with the expressed wishes of the neighbourhood

Application Rz 04-287193 is currently zoned R1D with lane access not connected to Mirabel Court. There is no reason, whatsoever, for this to change. The single family residential on small lot option is perfectly adequate for that location. A lane is a lane, whether it supports the access and egress to a main arterial road for 5 or 6 single-family homes or 18 townhouses. In fact, there will be far less traffic if the R1D zoning is maintained thereby enhancing traffic safety.

Maintaining the current R1D zoning will:

- protect the neighbourhood;
- create a more complete community by providing another housing choice;
- create better urban design by allowing the gradual upgrading of housing on an impacted major road;
- improve traffic circulation by eliminating individual driveways to two major roads

All the above points have been put forward by the City for development along major roads.

I urge City Hall staff and elected officials to respect the wishes of the neighbourhood over the greed of the developers.

*MaryAnn Williamson*

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: BLUNDELL WAS A TWO LANE ROAD  
WHEN WE BUILT IN 1980 - BECAME  
4 LANES 1984 - WAY TO BUSY NOW  
AND WITH MORE DEVELOPMENT EITHER  
MAKE THE WHOLE AREA HIGH DENSITY  
OR LEAVE IT THE WAY IT IS  
ACCIDENTS AT GILBERT & BLUNDELL ALREADY  
TOO HIGH BLUNDELL ELEMENTARY WILL  
BE STRESSED WITH EXTRA CHILDREN AND  
THE PARK WILL BE USED A LOT MORE  
HOW DO I GET PARKING ON BLUNDELL  
LIKE YOU PUT ON MONSTON ROAD

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

*Bill Townhomes*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I Am in FAVOR of Town house  
Development in the area.

.65 of .7

[REDACTED]

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: *The Blundell & Gilbert intersection has become very busy & increased traffic flows does not lend itself to single family homes. It would therefore appear to be better suited to townhouse development which would be affordable to young families which would provide enrollment for the Blundell Elementary school. Further there are park facilities to provide needed space for these families to enjoy the neighbourhood - school, play ground, shopping and medical facilities. I strongly support the Arterial Road Policy.*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.



May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: RE 05-288372 (DESIGN BY MATTHEW CHENG)  
ARCHITECT LTD.

(1) DEVELOP THE LAND TO 10 UNITS WOULD  
GREATLY INCREASE  
~~NOT HELP TO REDUCE~~ THE TRAFFIC  
GOING OUT TO THE MAJOR ROAD.

(2) DEVELOPMENT OF MULTIPLE-FAMILY HOUSES  
WOULD CHANGE THE NEIGHBOURHOOD.

(3) PREFER TO SEE SINGLE FAMILY  
RESIDENTIAL HOUSES WITH BACK-LANE  
ACCESS. (MAX. OF 4/6 SINGLE  
HOUSES IN THIS LOT).

**Please leave in the designated Comment Sheet box or give to a City staff person.**

**Thanks for you feedback.**

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

I live in the area and I do support more density along the main arterial road. So more families can come into the neighbourhood. We need more kids so the school won't close (Garrett school closed down already). The corner project on Blundell & Gilbert is fine with me as they have their own driveway for their project. It should not affect the properties besides it. We need more affordable housing in the area.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
April 27, 2005  
Open House

Blundell and Gilbert Roads  
Granville Avenue  
No. 1 Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments:

I am in support of allowing medium density, like Townhouses to be built along major artery road. This is only way to divert ~~to main~~<sup>any</sup> disruption to existing neighbourhood in the inside street. We need controlled, well planned development in Richmond for all those in coming growth of the city. Only this kind of development will afford more reasonable priced real estate in market. NOT EVERYONE CAN AFFORD SINGLE HOME, THEY ARE WAY TOO EXPENSIVE, WITHOUT THIS KIND OF REDEVELOPMENT, HOW COULD YOUNG FAMILIES CAN AFFORD

Please leave in the designated Comment Sheet box or give to a City staff person. HOUSING

FOR THE CANE, AS LONG AS IN RICHMOND! NOT AFFECT EXISTING NEIGHBOURHOOD TRAFFIC FLOW, I AM IN SUPPORT AS WELL.

- We need more young family to be able to buy properties in Rmd (affordable price) to support schools, otherwise schools will be closed due to lack of kids.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

TOWNHOUSE DEVELOPMENT & ASSOCIATED  
LANE PROPOSALS DOES NOT SEEM TO BE AN  
APPROPRIATE MEASURE. AS LONG TIME RESIDENTS  
WE APPRECIATE THE LOW DENSITY NATURE OF  
OUR NEIGHBOURHOOD. WHY SPOIL A GOOD THING?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

**Blundell and Gilbert Roads**

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments: I DO NOT SUPPORT HIGHER DENSITY OR MULTI-FAMILY  
DEVELOPMENT IN THE BLUNDELL/GILBERT AREA AS SHOWN.  
IT IS DRAMATICALLY DIFFERENT THAN THE NEWER HOUSINGS  
ALONG GILBERT ST. ALSO GILBERT/BLUNDELL INTERSECTION  
HAS MANY ACCIDENTS AND TO ADD ALL THE ADDL TRAFFIC  
FROM THE 2 ACTIVE PROPOSALS IS NOT SAFE OR PRUDENT.  
THERE ARE A NUMBER OF PROPERTIES ALSO FOR SALE ALONG  
BLUNDELL (BETWEEN GILBERT + CURSON) THAT WOULD LIKELY  
BE BOUGHT BY A DEVELOPER FOR TOWNHOUSES. I WOULD  
STRONGLY OBJECT TO ANY TOWNHOUSE OR SMALL LOT  
DEVELOPMENT IN THAT AREA (SHOULD IT HAPPEN)

**Please leave in the designated Comment Sheet box or give to a City staff person.**

**Thanks for you feedback.**

THE CRAMMED IN SMALL HOUSES  
SYNDROME IN RICHMOND IS CREATING  
A MESS WHICH (IN 20YRS) WILL LOOK  
LIKE THE PROJECTS OVER TIME.  
LET US HAVE SOME YARDS + LAND!

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

I DO NOT THINK THAT TOWNHOUSES  
FIT IN WITH THE NEIGHBORHOOD.  
THIS IS A SINGLE FAMILY AREA.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

I AM AGAINST THESE TOWNHOUSE DEVELOPMENTS. THESE OLD SINGLE FAMILY HOMES SHOULD BE REPLACED WITH NEW SINGLE FAMILY HOMES. TOWNHOMES ON GILBERT WILL DESTROY THE OVERALL LOOK OF THE STREET, BRING ADDED TRAFFIC CONGESTION AND PARKING PROBLEMS. THIS INTERSECTION IS VERY BUSY AND BY ADDING 27 TOWNHOMES WILL ONLY MAKE IT WORSE.

Please leave in the designated Comment Sheet box or give to a City staff person.

I AM NOT AGAINST DEVELOPMENT, BUT  
Thanks for you feedback. BY ALLOWING TOWNHOMES THE CITY IS BECOMING VERY CHOPPY LOOKING. THE OVERDEVELOPMENT IS TAKING AWAY FROM THE SINGLE RESIDENTIAL LOOK. CERTAIN AREAS ARE BETTER SUITED FOR TOWNHOMES

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: Land use option preferred:  
Single-Family residential on large lots  
- Reduce the density of new townhouse  
developments in existing single family  
residential areas. - allows new developments  
to blend in better with existing homes.  
- What will these new developments do to  
long time existing residents? ie: taxes/assessments  
- new developments don't seem to have  
enough visitor parking  
- Will Blundell Elementary School be able to  
accommodate another 25-35 students?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.



May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: Re: KZ04-287193@6760-6800 Blundell & 8091 Gilbert  
This is the first time I saw the development idea for these townhouses and I am concerned about these issues: (1) privacy: These townhouses are 3 stories, eleven meters in height. The one against my property will have a facade mostly in the full 11 metres height and it is only 3 metres away from the property line. This facade also is the main view and natural light intake facade for the townhouse with major living spaces such as bedrooms and balcony will be located. I am seriously concerned about the negative impact on the privacy of

Please leave in the designated Comment Sheet box or give to a City staff <sup>cost</sup> person. my property this development proposal will ~~cost~~.

Thanks for your feedback.

(2) I also think with this density of development there is obviously not enough visitor parking proposed.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: 

Address: 

Comments: \_\_\_\_\_

LAND USE OPTIONS - KEEP THE SAME  
SINGLE FAMILY RESIDENTIAL ON  
LARGE LOTS

  
Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: Our Lot Size is 20.12 x 48.09 Lot 8340

WE WOULD LIKE TO CONSIDER PUTTING  
A DUPLEX OR TRIPLEX ON THIS PROPERTY  
WITH ACCESS ONTO GILBERT IF POSSIBLE  
IF WE CAN GET AN EXTENSION OF A LAWE  
INTO CHURCH PROPERTY THEN ACCESS THROUGH  
THE BACK OF THE CHURCH AND ONTO BLUNDELL (PROPOSAL  
ROAD WOULD BE POSSIBLE. I GUESS OUR QUESTION  
OF THE PLANNING DEPT IS.  
WHAT ARE OUR OPTIONS TO DEVELOP IT INTO  
A MULTI-FAMILY COMPLEX?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: THERE ARE ENOUGH ACCIDENTS AS  
IS. OUR KIDS ARE PLAYING AROUND  
CUL DE SAC  
~~AND THERE ARE~~ AS THE DEVELOPER  
IS SUGGESTING, THERE ARE GOING  
TO BE THREE STORY BUILDING WHO  
WANTS SOMEBODY LOOKING INTO  
YOU BACK YARD & THE WHOLE HOUSE.  
WHY CAN'T THEY BUILD SINGLE  
FAMILY HOUSES.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**

(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments:

I grew up on Mirabel Court  
and have considered not only  
the house but the neighbourhood  
my home. This neighbourhood was  
wonderfully safe and conducive  
for childhood play and a family  
life style. The traffic/parking for  
the proposed townhouse complex  
would completely ruin Mirabel Court  
and the lifestyles & livelihood of  
all who live on this street.

I am completely OPPOSED to this proposal.  
Please leave in the designated Comment Sheet box or give to a City staff  
person.

Thanks for you feedback.

*MAA*

May 10, 2005  
Open House

Blundell and Gilbert Roads

COMMENT SHEET  
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: AS A LONG TERM RESIDENT OF  
MIRABEL COURT FOR 24 YRS, I AM OUTRAGED  
AT THE CURRENT PROPOSED DEVELOPMENT  
(REZONING APPLICATION NO: R2 04-287193)  
SUBMITTED BY PATRICK COTTER ARCHITECTURE  
UNDER THE CURRENT PROPOSED ONLY 4 VISITOR  
PARKING SPOTS ARE REQUIRED AND IT WOULD  
MOST LIKELY BE THAT MIRABEL COURT ST.  
PARKING WOULD BE USED BY RESIDENTS OF  
BLUNDELL & GILBERT ROADS. THROUGHOUT MY YRS,  
I HAVE SEEN ENOUGH ACCIDENTS AT THE

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

CORNER OF BLUNDELL & GILBERT RD.

MY GRAND-CHILDREN ENJOY PLAYING  
AROUND THE MIRABEL COURT CUL-DE-SAC,

~~THE PROPOSED INCREASED TRAFFIC~~  
WOULD PUT MY GRAND-CHILDREN  
AT RISK OF AN ACCIDENT.

I HOPE MY FEEDBACK &  
COMMENTS WOULD BE TAKEN  
UNDER STRONG CONSIDERATION

THANK YOU

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I would like to see the existing housing plans with driveways leading out onto Gilbert + Blundell to remain as-is (no changes). Reasoning is that a townhome complex would have a "queue" to drive-in and drive-out, causing congestion and/or dangerous situations, especially when the <sup>new</sup> development is so close to corner of Gilbert + Blundell.  
Re: <sup>townhome</sup> development at corner of Blundell + Gilbert:  
totally opposed to plan due to lack of visitor parking, and most undoubtedly the visitors will park on Mirabel Court. Mirabel Court already is →

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.



full of people parking on street. Having more  
visitors from townhome complex parking on Mirabel  
Court would cause congestion and traffic + frustrations.

[REDACTED]

[REDACTED]

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: I have 2 small children whom I walked to School daily through the pathway between the house and the perposed townhome complex area. I do not believe that rezoning this area will bring any improvement to this residential area. In addition, the extra traffic that it will bring is going to be hazardous to young children in our subdivision and possibly extra traffic when other motorists using the mirabel court as another roadway → increasing risk when children run + play in our area. Please take these point into consideration ! Thanks.

**Please leave in the designated Comment Sheet box or give to a City staff person.**

**Thanks for you feedback.**

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

We strongly disagree the rezoning  
application at the corner of BLUNDALL  
and GILBERT, this area is getting  
too crowded.

Please leave in the designated Comment Sheet box or give to a City staff  
person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: OPPOSED TO LARGE MULTI-DWELLING DEVELOPMENT  
FOR FOLLOWING REASONS

- PARKING ISSUE ON MIRABEL / ENFORCEMENT
- INCREASED POTENTIAL TRAFFIC AT INTERSECTIONS
- LOSS OF PRIVACY
- INTEGRITY OF MIRABEL COURT COMMUNITY LOST
- RESALE VALUE OF EXISTING HOMES ON MIRABEL
- POTENTIAL FOR INCREASE IN CRIME
- 3 STOREY DESIGN TOO HIGH - BLOCKING MOUNTAIN VIEWS
- 17 UNITS TOO MANY FOR ~~THE~~ GIVEN AREA

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments:

I have big concern about the parking issue of the ~~new~~ plan of building 17 townhouses @ 7 on 6760 + 6800 Blundell Road. If there are 17 townhouses on the premises, the chance of their visitors parking the cars on Mirabel Court is definite. Our street is a one side parking street, we cannot afford more cars from outside. The intersection on Blundell/Gilbert is already busy enough and many accidents has occurred. With  $17 \times 2 = 35$  cars frequently access the premises plus visitors so close to the intersection, I strongly believe the chance of accidents shoots high. Our street is a quiet

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

family oriented street with kids. If ~~more~~ cars from outside ~~the~~ travel on our street, the chance of them slowing down is ~~is~~ extremely low. If only 2 residents of the townhouse throwing a party on Christmas Eve. They can easily generate 8 to 10 cars. the extra cars will park on our street. DTD

I also found in the design of the proposed townhouse. Their residents can easily put a wall and a door in the garage turning it into an entertainment room. Where are they going to park their ~~car~~ car? Definitely to the visitor parking. And their visitors? Park their ~~car~~ car on our street. Is there ways to prohibit that ??? ~~I have~~

I ~~so~~ strongly suggest that they reduce their ~~to~~ number of units significantly or increase their number of visitor parking. I don't see a 17 units development work ~~partially~~ particularly here on the north end of our street even though they don't have direct access ~~to the street~~ ~~I feel the developers~~ ~~are not taking this into~~ ~~the~~ ~~fact~~ visitors!

One more concern = Where are the cars of 7671 & 7691 Gilbert Road development plan going to park? Hopefully not our street.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: Their major entrance is located right next to the alley, only a few meters away from Minler and Gilbert. There is a major traffic safety concern with the amount of cars travelling on the busy street of Blundell. Another concern of mine is their limited ~~space~~ number of visitors parking spaces that's shown on the display. Regardless of the

Please leave in the designated Comment Sheet box or give to a City staff person. →

Thanks for you feedback.

by-law regulation, with about  
17 units build and only 3 visitors  
parking spaces, where are ~~there~~ extra  
guests going to park ~~where~~.  
Especially with no ~~no~~ roadside parking  
available?



May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**

(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Blundell is now too busy  
~ narrow street, many children.  
Residents & visitors of the develop-  
ment would park on Blundell  
& use it as a driveway.

[REDACTED]

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

I strongly disagree with this process &  
think it quite unfair. We <sup>were</sup> asked to come  
to City Hall & <sup>with</sup> find a combined  
presentation of city staff & a  
private developer. It is difficult  
for citizens to protest a development.  
We are not organized nor do we <sup>have</sup> paid  
employees. Please scrap this process  
& please ask the developer to scrap  
this unrealistic & unrealistic proposal  
on the corner of Gilbert & Blundell.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**

(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: The neighbourhood should remain  
a single family residential area - as  
Show-case on your bill board # 8.

As owner of a single family unit on Mirabel  
Court my major concern is about the traffic  
created by the ~~dev~~ development of 17 units  
on the existing 4 units as specified on  
the rezoning application R2 04-287193. The  
developers have designated 3 visitors' parking  
only for such a large project. The overflow  
visitors' cars will inevitably come to Mirabel Court.  
They should reduce the number of units ~~to~~ to be

Please leave in the designated Comment Sheet box or give to a City staff built a person. their property so as to reduce traffic in that  
area.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: OBJECT TO THE PROPOSAL OF THE NEW TOWN HOUSES PROJECT:

- ~~XX~~ ADDITIONAL TRAFFIC ~~W~~ WOULD CREAT MUCH MORE PRESSURE TO THE ALREADY CONTESTED INTERSECTION OF THE BLUNDELL + GILBERT ROAD.
- NOT SUFFICIENT VISITORS' PARKING SPACE AT THE NEW PROPOSED DEVELOPMENT. THIS WOULD LEAD TO NON-RESIDENTS OF THE MIRABEL COURT TO USE UP THE PARKING SPOT ALONG MIRABEL COURT. THE ~~R~~ LANE/STREET WITHIN ~~THE~~ MIRABEL COURT IS ALREADY QUITE CROWDED & THE ROAD IS NARROW WITH PARKING ALLOWED ON ONE SIDE OF THE ROAD! MIRABEL WOULD BECOME A PARKING LOT FOR THIS PROJECT! UNFAIR!!
- THE TOWN HOUSE DEVELOPMENTS ALONG BLUNDELL ROAD HAD ALREADY ADDED MUCH PROBLEMS TO THE TRAFFIC ALONG BLUNDELL.
- THE FIRELANE AT THE END OF MIRABEL WOULD BE ~~BE~~ HARZADISED!
- THE CITY OUTLOOK ALONG THE AREA WOULD BE AFFECTED!  
~~XX~~ LESS TREES & GREENS. THIS AFFECTS THE NEIGHBOURHOOD NEGATIVELY

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

It is obvious that there is not enough parking space for the new developing townhouse. all the visitors cars would parked on the Mirabel Court which causes inconvenience to existing residents, and also raises security and criminal problems.

The new roads from mirabel Court <sup>to Blundell</sup> also ~~very~~ creates traffic problems. Too dangerous!

Lawn & plants will be greatly reduced which affect the living environment and

downgrade our existing living environment!

**★ STRONGLY OPPOSE ★**

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments: As far as I know, there is already some existing townhouse along Gilbert Road (8031-8351). if townhouses were to be built on the opposite side, <sup>(decrease of plants)</sup> city's image will be ruined. On top of that, with the increase of townhouses, people will ~~also~~ be driving out/in into the ~~thru~~ drive way, which eventually leads to unwanted accidents. With the ~~limited~~ <sup>visitors/</sup> limited parking space from the townhouses, and cars are not allowed to park on the major roads, I wonder where the other visitors can park. The intersection of Blundell & Gilbert is a traffic black spot. any townhouse development along the ~~big~~ major roads will only create additional deaths & casualties. Townhouse development along Blundell & Gilbert should be <sup>rejected</sup>.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: REZONING APPLICATION NO. R704-287193  
PLEASE INCORPORATE MY LETTER DATED MAY 6, 2005  
TO COUNCIL AS MY FORMAL OBJECTION  
TO THE REZONING APPLICATION NO. R704-  
287193 SUBMITTED BY PATRICK COTTER  
ARCHITECT INC. IN ADDITION, THE DRIVEWAY  
COMING IN AND OUT OF THE TOWNHOUSE COMPLEX  
SHOULD BE DIRECTED ON GILBERT ROAD, NOT  
ON BLUNDELL ROAD.

BEST REGARDS

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: IN MY OPINION, FOR A MULTI-FAMILY UNIT  
NEARBY MIRABEL COURT IS TOTALLY UNACCEPTABLE.  
IT WILL CREATE PARKING PROBLEM FOR THE  
WHOLE AREA. BESIDES, THE MAIN ACCESS TO  
THE NEW-DEVELOPMENT UNIT WILL HAVE  
A TRAFFIC PROBLEM IN FUTURE. MORE IMPORTANTLY  
THE DEVELOPER DIDN'T OFFER OPEN OUR  
MIRABEL COURT NEIGHBOURS A CHANCE TO  
RAISE THEIR CONCERNS BEFORE THEY SET  
UP THE PROJECT.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.



May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: Concern about only one exit/entry  
drive way off blundell. Also the  
close proximity between the emergency  
laneway off Mirabel Court and the  
proposed drive way. Concern about  
the children/family safety when  
walking to school/and mall from  
the emergency laneway off Mirabel.  
Concern about overflow of visitors  
parking onto Mirabel Court from the  
proposed site. Therefore I strongly

Please leave in the designated Comment Sheet box or give to a City staff  
person.

Thanks for you feedback.

opposed to multifamily residential  
development.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: I have 2 children that often  
play on the street. I worry about  
the amount of traffic that <sup>might</sup> increase  
because they only have 2 visitors  
parking spaces. So where are all  
their guests going to park?  
I worry my kids ~~to~~ riding bikes  
by the small alley where there's  
going to be an increased in traffic.  
Safety is my major concern.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

*2/10/05*  
Name:

Address:

Comments:

Parking → with only 3 or 4 spaces  
available for visitors, where are  
all the extra guests going to park.  
What about units with single garage?  
Where will they park?  
Entrance → it is located right  
in between Minkler and Gilbert,  
how's that going to affect our traffic  
safety?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

## Blundell and Gilbert Roads

### COMMENT SHEET (Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments:

CONCERNS

- WEST OF  
RE: 17 UNIT PROPOSED DEV' ON A GILBERT & SOUTH OF BLUNDELL
- 1) VERY LIMITED <sup>VISITORS</sup> PARKING; <sup>THIS</sup> COULD ENCROACH ON MIRABEL COURT LIMITED PARKING SPACES
  - 2) CULDESAC <sup>IS A</sup> ~~HAS TO BE~~ VEHICLE FREE FOR FIRE TRUCKS' ACCESS; WHO WILL INTERFERE  
THIS WHEN RESIDENTS OR VISITORS FROM DEVELOPMENT PARK ILLEGALLY? SAFETY FIRST!
  - 3) TRAFFIC AT INTERSECTION WILL GET WORSE ~~AND~~ EXP. WITH ACCESS FROM  
BLUNDELL; THERE SHOULD BE STRICT "TURN" SIGNS FOR <sup>RESIDENTS OF NEW</sup> DEVELOPMENT TO FOLLOW, I.E.  
EXIT RIGHT TURN (EAST BOUND) ON BLUNDELL ONLY; NO LEFT TURN FOR  
WESTBOUND (BLUNDELL RD) TRAFFIC TO 17 UNIT TOWNHOUSE
  - 4) ~~3RD~~ MIRABEL RESIDENTS WILL LOSE "PRIVACY" IF A 3-STORY TOWNHOUSE DEVELOPMENT  
IS APPROVED; IT SHOULD BE REDUCED TO 2 STORY ONLY LIKE SURROUNDING SINGLE-FAMILY  
HOUSES IN MIRABEL COURT
  - 5) LOTS OF CHILDREN PLAY ON MIRABEL COURT; IF "UPGRADED" TO NON-MIRABEL COURT  
VEHICLE, OUR ROAD WILL NOT BE SAFE ANYMORE
  - 6) MIRABEL COURT IS A SINGLE-FAMILY NEIGHBOURHOOD THAT HOLD BLOCKWATCH  
FOOTLUCK PICNIC ANNUALLY AT THE CULDESAC. WE COULD LOSE THE NEIGHBOUR-  
HOOD ATMOSPHERE IF OTHER PEOPLE "SNOOP" ON OUR ACTIVITIES
- ~~IF PLEASE DO NOT APPROVE~~ PLS. DO NOT APPROVE THIS DEVELOPMENT  
~~PLEASE DO NOT~~ UNLESS THE ABOVE CONCERNS AND THE REST OF  
MIRABEL COURT RESIDENTS' CONCERNS ARE ADDRESSED

THANK YOU

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: The proposed development on the corner of  
Gilbert and Blundell Roads (designed by Patrick  
Cotter Architects) is offensive in all respects.  
It is also impractical, unrealistic and  
runs contrary to the wishes of the residents  
of Mirabel Court, as has been the case with  
past development proposals at this intersection,  
which were declined by the City. The  
residents of Mirabel Court are united in  
their concern, and will fight any and  
all developments on this site.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

APPLICATION BY COTTER  
COMPLETELY UNACCEPTABLE  
TOO DENSE POPULATION I.E. 17 T/H  
TOO HIGH - 3 STOREY. TRAFFIC  
CONGESTION. PARKING BY  
VISITORS WOULD GRAVITATE TO  
MIRABEL AS NO ADEQUATE VISITOR  
PARKING ON BLUNDELL OR GILBERT  
TRAFFIC TO UNITS WOULD TRY & MAKE LEFT  
HAND TURNS INTO UNITS & ON LEAVING  
TRY TO MAKE LEFT HAND TURNS

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

SEE THE HISTORY ON THIS AREA AS TO  
WHAT HAS BEEN PROPOSED & REJECTED

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**

(Please print or write legibly)

Name:

Address:

Comments:

Re - 3 lots at corner of  
Blundell & Gilbert  
① We would like it to  
remain single family homes  
② Definitely not 18' unit  
townhouses  
③ No more chunky developments allowed  
My husband & I have lived in Rmd  
for over 30 years & have really  
loved it here. However, recently  
developments have made us wonder

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

if Rmd is still a wonderful  
place. ~~As~~ Developers seem to  
be able to do anything they want for  
personal gains, regardless of city  
planning, traffic safety etc. We hope  
we can put our faith in our city hall  
PTO

people to put a stop to unreasonable  
developments.

Thank you

[REDACTED]

[REDACTED]



May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: WE ARE CONCERNED WITH INCREASE

IN TRAFFIC FLOW DUE TO :

- # OF UNITS PROPOSED (TOO MANY)

- # OF VISITOR SPOTS TO ACCOMMODATE

# OF UNITS (TOO FEW)  
THIS WILL RESULT IN VISITORS PARKING ON MIRABEL CRT.

THIS ~~FE~~ INCREASED TRAFFIC COULD LEAD TO ENDANGERING  
NEIGHBORHOOD

THE SAFETY OF CHILDREN WHO PLAY IN THE STREETS

ALSO, PARKING IS LIMITED ~~BECAUSE~~ BECAUSE IT IS

ALLOWED ONLY ON THE EAST SIDE OF MIRABEL CRT.

WE WOULD BE MORE AMENABLE TO FEWER UNITS

PROPOSED AND PERHAPS CHANGING ~~ACCESS~~ ACCESS TO  
GILBERT RD.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 10, 2005  
Open House

Blundell and Gilbert Roads

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Since these 2 streets are considered Arterial Road, (AKA Busy Roads), from an economic standpoint, it seems that higher density units would work far better. This does not necessarily mean fitting more units, but smaller developments, such as allowing Townhouses with the same density as building a single family home such as the development located @ 7060 Blundell where the units are .55 FAR.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

## Burke, Holger

---

**From:** Eric Ah-Yon [eeric88@gmail.com]  
**Sent:** Monday, 9 May 2005 2:42 PM  
**To:** Badyal, Sara  
**Cc:** Burke, Holger  
**Subject:** Formal objection letter to proposed Rezoning RZ 04-287193



Letter to City of  
Richmond RE ...

Dear Sara & Holger,

Please find attached our formal objection letter concerning the proposed Rezoning RZ 04-287193 to Rezone 6760, 6800 Blundell Road & 8091 Gilbert road from single family housing district (R1/E) to townhouse district (R2-0.6).

Copy to be followed by fax.

Looking forward to discussing those issues with you tomorrow at the Open House.

Best regards,  
Eric Ah-Yon, President  
Mickeric Enterprises Ltd.  
Suite 610  
6081 No. 3 Road  
Richmond, British Columbia  
V6Y 2B2 CANADA  
Direct Line: 604.760.0826  
Telelephone: 604.275.3671  
Fascimile: 604.274.3671  
Email: eric@mickeric.com

\*\*\*\*\*The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any computer.\*\*\*\*\*

Georges Ah-Yon & Colette Marie Ah-Yon  
c/o Eric Ah-Yon  
8011 Mirabel Court  
Richmond, BC V7C 4V8  
Direct Line 604.760.0826  
Telephone 604.275.3671  
Fascimile 604.274.3671

May 6, 2005

City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
Attention: Sara Badyal, Planner  
Cc: Holger Burke

**RE: RE-ZONING APPLICATION NO. RZ04-287193**

Dear Sara:

Please accept this letter as a formal objection letter by Mr. Georges & Mrs. Colette Ah-Yon c/o Eric Ah-Yon regarding the Re-Zoning application No. RZ04-287193 to Rezone 6760, 6800 Blundell Road & 8091 Gilbert road from single family housing district (R1/E) to townhouse district (R2-0.6).

Foremost, we would like to applaud you and the Urban Development Division for consulting with neighbouring property owners in obtaining feedback on the proposed development of the above described properties.

By now, you must have read and reviewed the signed petition letter dated January 31, 2005 from the Mirabel Court residents outlining the views and feelings of the area residents. We would like to reiterate our strong views expressed in the 8-page letter and expand from a personal aspect every relevant issues that were raised in the letter, in particular preservation of single-family neighbourhood, traffic and noise considerations. We would like to stress upon you that we totally agree and endorse every consideration that were raised by our fellow Mirabel Court neighbours. In the following paragraphs, we are going to emphasize the major points that we feel need to be taken under strong consideration and review in the re-zoning of the subject properties.

Having been loyal and faithful residents of Mirabel Court for the past 16 years, we really enjoy this area of Richmond due to the family community setting. This is a direct correlation to the car and foot traffic being limited to the Mirabel Court residents. We fear, with valid concerns, that with the current proposed development there will be an increased in car and foot traffic, bearing

in mind that there is only 4 parking spaces provided for visitors in the proposed 18-unit townhouses, the minimum amount of parking spots required under the rezoning bylaw. From personal experience, we discern that during weekends, there is at least a 50% to 75% increase in car traffic and cars parked along the Mirabel Court corridor. This is explained by the visit of Mirabel Court residents' families and friends; the traffic is particularly emphasized during public and civic holidays. Cars that ought not be parked around the round-about in the cul-de-sac are being used anyway, despite the clear No-Parking sign forbidding the practice.

As a side note, the traffic at the back of Blundell road is a major (noise) nuisance during the rush hour traffic, but we have grown accustomed to the noise throughout the years, not to mention the vibrations being felt in the house by passing through buses and heavy trucks. Moreover, our neighbour adjacent to our house, 8015 Mirabel Court, has listed his house for sale for the past 6 months and the criticism received by most of the 40+ potential buyers were the vehicle noise and vibrations reverberated from Blundell Road. As of this date, the house still remains unsold in this strong period of real estate environment, but the other common feedback from potential buyers said that if the house was located along the corridor of Mirabel Court, they would have no hesitation purchasing the house in question, which is a strong testament of the pleasing qualitative aspect of the neighbourhood for raising families.

Having said that, under the current proposed redevelopment there will be a definite increase in car traffic and noise on the east side of our house, as a driveway would run adjacent to our property line going in and out of the townhouse development, which would have to be expropriated from the existing city-owned emergency access lane. It is unacceptable that such a plan is being proposed by the developer's architect. It is clear that this proposal is a direct and complete disregard to our property. It will be further evidenced by the appraisal report of Kirk Appraisals Limited in order to confirm that such a proposal would decrease the value of property. The appraisal report would be made available to you shortly; in the meantime, please feel free to contact our appraiser, Mr. Paul Kirk at:

Kirk Appraisals Limited  
6955 120 Street  
Delta, BC V4E 2A8  
Bus.(604) 501-3900  
Fax.(604) 501-3901

Needles to mention inevitable disruption and unwanted nuisance such as noise, dirt, dust that would be produced during the construction process of the subject properties. There is a definite possibility that our property might be damaged if the appropriation of the exited city-owned emergency access lane is adopted under the current proposed redevelopment. For instance, during our 16-year stay in our residence, we have been the target of a couple of major

robberies, as well as the damage and graffitis of our fence alongside Blundell Road and adjacent emergency access lane. We have received letters from the City of Richmond ordering us to repaint the fences to its original state. Under the current proposed redevelopment, there would be a surge in families surrounding the neighbourhood and the most likelihood that young families would be living in the townhouses due to its more affordable price compared to single-family homes. There is a genuine possibility that with the advent of adolescents, there is a probability that young adults would most likely cause damage and/or graffiti to the surrounding area.

Furthermore, throughout the years, we have witnessed numerous minor and major accidents at the busy Blundell & Gilbert Road intersection. We strongly believe that with the addition of the 18-unit townhouses, it will be further increase congestion in the area and greatly increase the probability of causing more accidents in the future. As a 1996 Building Technologist (Economics) graduate from British Columbia Institute of Technology (BCIT), I totally understand the financial motivation behind this scheme, but again, this is another inconsiderate planning layout from the developer and its architect.

If you have any questions, please do not hesitate to contact me at 604.760.0826. Thanking you in advance for your cooperation and understanding. Looking forward to meeting with you at the City of Richmond Open house on May 10, 2005 to furthermore discuss those issues as described above.

Sincerely yours,

Georges Ah-Yon & Colette Ah-Yon  
c/o Eric Ah-Yon, B.B.A., Dipl.T.

Sergiy Goncharuk  
8010 Minler Rd.  
Richmond, BC  
V7C 3T7

May 7, 2005

**TO: Urban Development Division**

City Of Richmond  
6911 No.3 Road,  
Richmond, BC

**ATT: Mr. Holger Burke**

Development Coordinator

**CC: Sara Badyal**

Planner

**FAX: (604) 276-4052**

Dear Mr. Burke

**RE: Development options along a section of Blundell and Gilbert Rd.**

First of all thank you for invitation to discuss the Rezoning issue and the associated problems in the area, particularly Minler Rd. as they are interlinked.

At the moment, the set of problems associated with Minler Rd. are as follows:

1. There is a lot of traffic on this road, as a lot of drivers use this road as a short cut rather than driving on Gilbert Rd. Because it is such a smooth road, many drive at very high speed, endangering the pedestrians needlessly, because there are no speed bumps or sidewalks on the Minler Rd. (see pictures attached)
2. A Baptist Church that is located on the corner of Minler Rd. and Blundell Rd. is also enhancing the problem. A lot of people came to this church on Sunday and there have been a number of small accidents as a result of fast driving and congestion. Because those that attend services park their cars along the side of this narrow road, a bottleneck is created, making the hazards even more evident.

In the future, as a result of rezoning on Blundell Rd. and the corner of Gilbert Rd, the problems mentioned above can only increase in proportion:

1. Construction and road works will create an additional obstacle for driving through this intersection.
2. Even more drivers will use Minler Rd. to bypass the Blundell-Gilbert intersection.
3. On weekends, vehicles parked by church attendants will block this road.

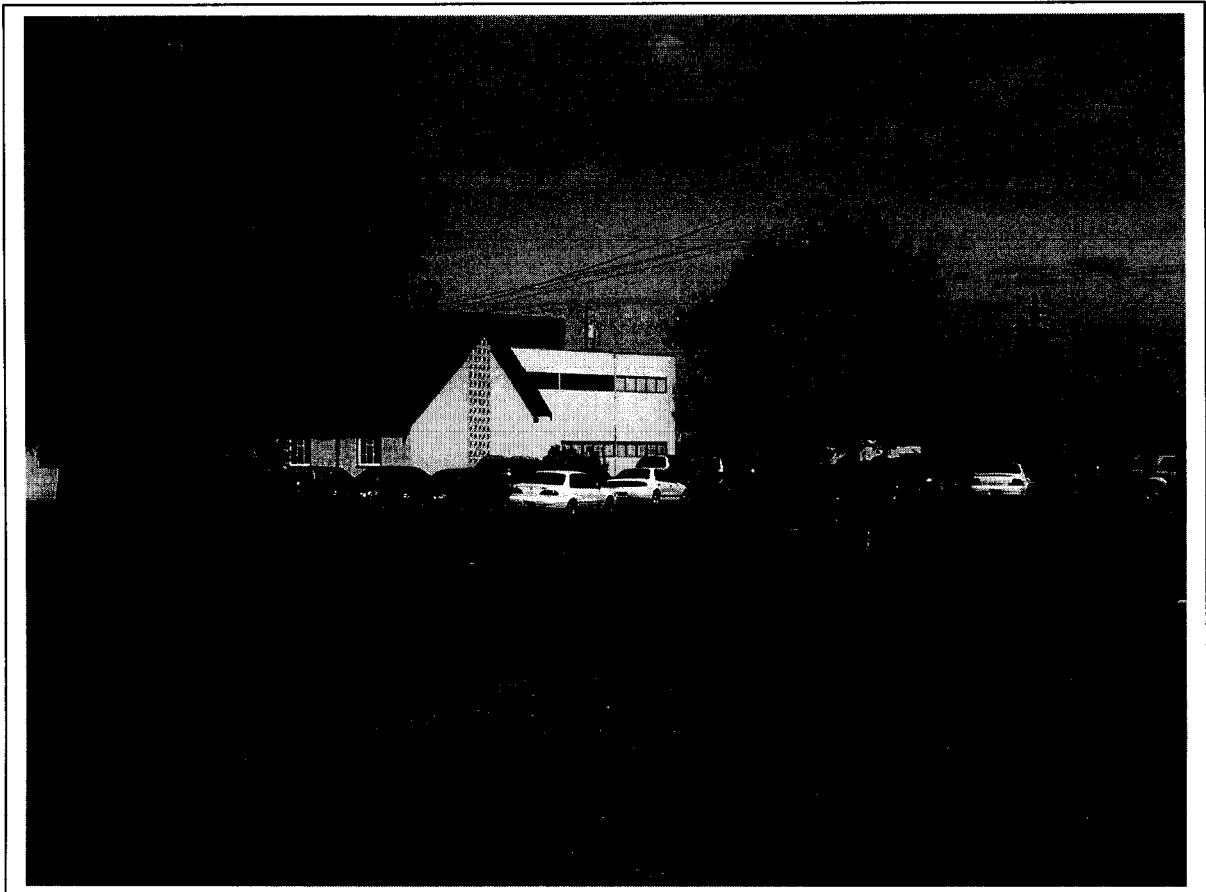
As a result, the danger for pedestrians on Minler Rd. will be further increased, and the traffic, will overflow beyond safe capacity.

However, these problems can be eliminated if speed bumps and sidewalks can be added to Minler prior to rezoning.

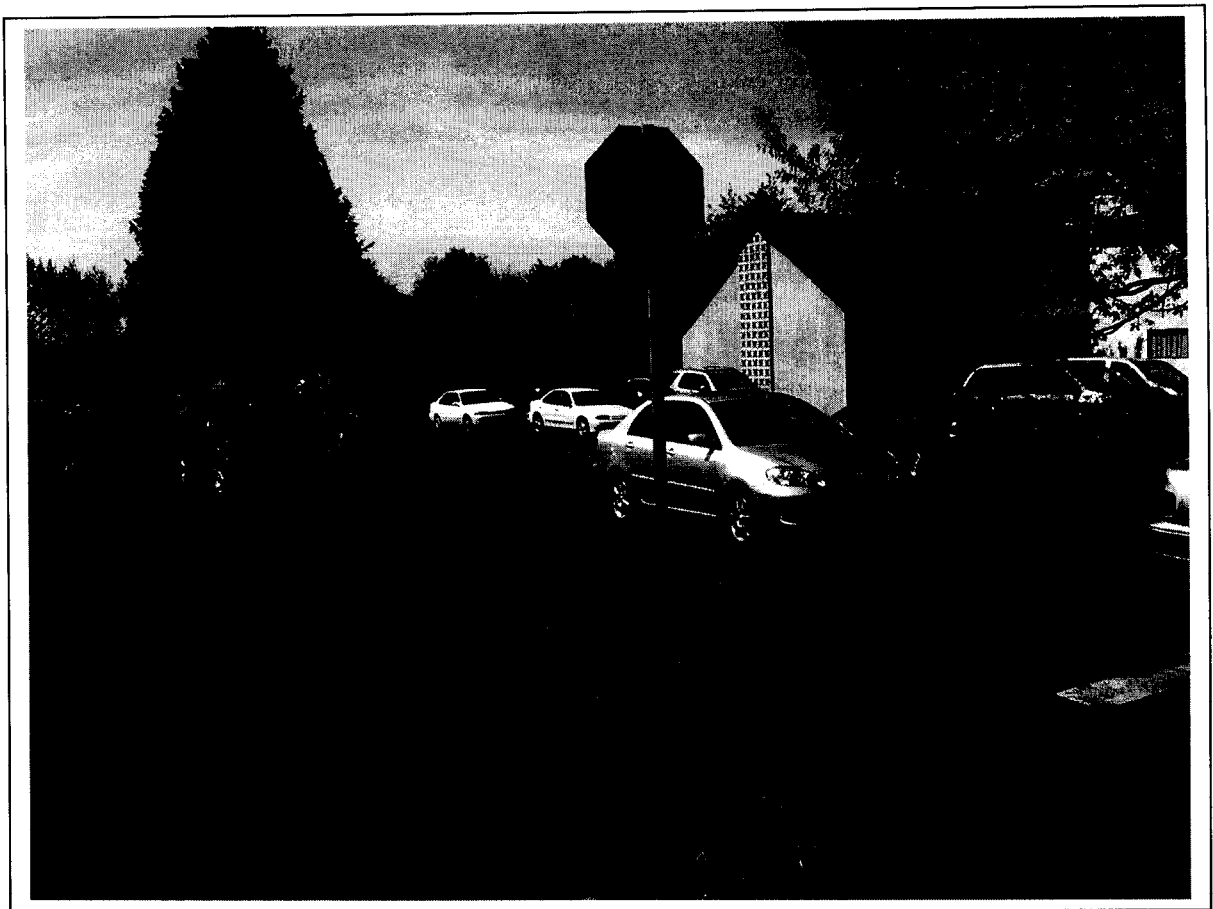
An addition, if the bus stop on the corner of Blundell and Minler was moved from the East side to the West side of Minler Rd. congestion would also be decreased and would make the rezoning process easier.

I live on Minler Rd. and I really want this road to be more safe and in better shape. I am tired of going for walks along this road at night only to find more road-kill and dead pets. I will do my best to participate in the discussion on May 10 and/or contact you by phone on May 11.

Sincerely yours,  
Sergiy Goncharuk, PhD, P.Eng., IEEE Member  
Electrical Engineer







3  
From: WENZEL CHAN  
8341 GILBERT ROAD  
RICHMOND BC  
V7C 3W8  
DATE: APRIL 26 2005

101- HONGER BURKE  
DEVELOPMENT COORDINATOR  
CITY OF RICHMOND  
6411 NO. 3 ROAD  
RICHMOND BC  
V6V 2C1

Dear Sir,

INVITATION TO AN OPEN HOUSE,  
MAY 10 2005 AT CITY HALL

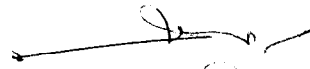
It is much regret to say, I will have not any time  
to come for having any questions of the open House of May  
10 2005.

I am very glad to say, that, the development of  
Townhouse is much useful for the residential area  
to be located in the city of Richmond.

Please carry on your work without delay.

Thank you.

Yours truly

  
WENZEL CHAN

# STEVESTON HIGHWAY AREA

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

04-268223

**MayorandCouncillors**

**From:** MayorandCouncillors  
**Sent:** Friday, 17 June 2005 9:17 AM  
**To:** 'J and K Baryluk'  
**Subject:** RE: rezoning proposal

pc: Acting Director, Development  
for attachment to staff report  
(~~via email~~)

Dear Mr. and Mrs. Baryluk,

This is to acknowledge and thank you for your email to the Mayor and Councillors in connection with the rezoning proposal on the north side of Steveston Hwy near Lassam, a copy of which has been forwarded to the Mayor, each Councillor for information.

Your email has also been forwarded to Mr. Holger Burke (to whom, I understand, you have already spoken) so that it may be attached to the staff report on this matter when it comes before Planning Committee in due course. A date has yet to be scheduled for this particular item, however, I would invite you to contact Mr. Burke at 604-276-4164 regarding any tentative scheduling for this report or regarding any other questions or concerns you may have at this time.

Thank you for taking the time to make your views known to Council.

Yours truly,

David Weber

David Weber  
Director, City Clerk's Office  
City of Richmond  
6911 No.3 Road, Richmond, BC, V6Y 2C1  
voice: (604) 276-4098  
fax: (604) 278-5139  
email: dweber@richmond.ca  
web: www.richmond.ca

**From:** J and K Baryluk [mailto:jbaryluk@telus.net]  
**Sent:** Friday, 10 June 2005 10:38 AM  
**To:** MayorandCouncillors  
**Subject:** Fw: rezoning proposal

PHOTOCOPIED

JUN 17

N

& DISTRIBUTED

----- Original Message -----

**From:** J and K Baryluk  
**To:** bmcnulty@city.richmond.ca  
**Sent:** Friday, June 10, 2005 9:24 AM  
**Subject:** rezoning proposal

Dear Mr. McNulty:

I spoke with Holger Burke and he advised that you are the Chair of the planning committee so I hope I am addressing this correctly.

We, the residents of Westwind have some concerns regarding the proposed rezoning on the north side of Steveston Hwy near Lassam.

We feel that this is a single family neighbourhood that we live in and would like to keep it that way. So much of Richmond is being developed into multiple family dwellings and it certainly takes away from the character of some of our lovely neighbourhoods, not to mention without a doubt it will impact traffic and parking on our streets.

I understand this proposal is being put to the planning committee at an upcoming council meeting and we would like to know the date of that meeting.

We would appreciate any information you may be able to provide.

Thank you.

Karen Baryluk

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**

(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: I support densification along arterials,  
WITH S.F. HOUSES, PREFERABLY SMALLER  
LOTS (30' +/-) I SUPPORT REAR LANES BUILT TO  
MINIMAL ENGINEERING STANDARDS (SUSTAINABLE)  
TO REDUCE THE NO. OF ACCESS POINTS ON  
THE ARTERIALS. I ALSO SUPPORT TOWN HOUSES,  
ESPECIALLY CLOSER TO MAIN INTERSECTIONS LIKE  
LAKHAM, RAILWAY + NO. 2 RD. DENSITY IS  
GOOD NOT BAD. THAT'S THE ONLY WAY  
WE'LL BE ABLE TO PRESERVE THE INNER-  
SECTION SUB-DIVISIONS. I AM NOT A NIMBY, I  
SUPPORT MORE DENSITY ADJACENT TO ME

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

AND SUPPORT FULLY BOTH  
APPLICATIONS IN THIS  
AREA IN PROCESS.

THE ARTERIAL ROAD RE-DEVELOPMENT POLICY IS  
ONE OF THE MOST VISIONARY PLANNING POLICIES I  
HAVE SEEN IN THE GVRD IN A LONG TIME!

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

- 1) This area consists of large lots and older houses and should be encouraged into denser multi-family development like 4 plexes.
- 2) Lack of convenience stores in this section. The block may be converted into commercial on the ground level and condos on top.
- 3) Marketability and affordability economy is what drives development. Assembly of land nowadays at over \$50 ft. Simply cannot allow development to happen.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

*I prefer option #10 -  
Keep it the way it is.*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.



May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

*Use option # 10.*

**Please leave in the designated Comment Sheet box or give to a City staff person.**

**Thanks for you feedback.**

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I PREFER OPTION 10!  
TO KEEP THINGS THE WAY  
IT IS AND TO NOT HAVE  
LANES OR CONDO'S ETC

[REDACTED]

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

Excitedly awaiting the  
development of the property  
at 5411 & 5431 Steveston Hwy (Hassam Road)  
we are more pleased about  
the ~~new~~ small short lane  
as compared to the other  
long lane version.  
Peter has been most  
co-operative on our behalf.  
Thanks \_\_\_\_\_

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

Thanks for providing the  
opportunity for meeting with us on  
the Steveston/Lasson, proposed rezoning  
application

We reiterate our displeasure  
at the whole rezoning process, the  
conduct of the developer and the  
disgraceful proposal itself. Please  
see letters to the City dated

June 8, 2004 & March 20, 2005 for  
more particulars of our concerns and  
objections

Please leave in the designated Comment Sheet box or give to a City staff  
person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: \_\_\_\_\_

Thank you, for giving me an opportunity, to meet with you'll at the City of Richmond presentation of 26/May/05. We all, as residents of Richmond, must take much care in planning this very unique stretch of properties, between 2 Rd, Lassam, railway and 1 Rd. Railway and Steveston Hwy, consists a Pub, Beer, Wine store and Bike lanes along railway... (Bicycle).

I have much confidence, in the City / Planning department, not approving, back lanes in this stretch, as it will minimize future parking, vandalism infractions of city and residents property. \* Thank You. Please refer my original letter of 25th

Please leave in the designated Comment Sheet box or give to a City staff person.

May  
2004.

Thanks for you feedback.

Thank You.

Yours Sincerely,  
[REDACTED]

Mr: ELVYN C. WITTENSLEGER  
10631 HOLLYMOUNT DRIVE,  
RICHMOND B.C. V7E-4Y3.  
CANADA. 25th May/2004.  
PH: Res: 604-277-6454.

THE CITY OF RICHMOND,  
THE PLANNING COMMITTEE, : Council,  
CITY CLERK'S Department.

MADAM/Sir,

I thank you, for your letter/notice, regarding <sup>the</sup> proposed change in Single Family lot size policy, from 5071 - 5751 Steveston Hwy and future lane access, with new property developments.

I would like to bring together, some concerns, that should be noted, especially on the stretch of Steveston Hwy and No 2 Road <sup>Railway</sup>.  
with regards, to new developments of properties with lane access. The corner of Steveston Hwy and Railway, is also, very unique as we have the commercial properties of a Neighbourhood Pub and an adjoining liquor store/outlet.

(a) Parking, is an issue, along Railway <sup>upto</sup> Steveston Hwy on Friday/Saturday and national sports nights. This stretch, also has a defined bicycle lane. Parking and noise could become a factor on any long lane access with future developments, parallel with Steveston Hwy.

(b) The concerns of crime and vandalism of city or private property in this unique stretch of Steveston Hwy [between railway and No 2 Road] needs to be looked at closely as future development proposals are submitted to our city of Richmond.

As a Sincere Richmond/Steveston resident, for many years, these sincere concerns of my family and our future, planned and safer neighbourhood, is very valuable to all of us in our city of Richmond.  
An Sincere and neutral... Mr. OC Wittensleger

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

RE DEVELOPMENT  
5171 STEVESTON HIGHWAY  
we would like the developers  
to provide a privacy and  
noise screen such as a  
hedge between our property  
and the new town houses  
closest to our rear (south)  
fence.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I OBJECT To 3 story Houses in  
A Normal 2 story House Sub Division.  
I.E. LAURET + STEVESTON HWY.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.



May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

HAPPY WITH EXPLANATIONS PROVIDED  
APPRECIATE NEW DEVELOPMENTS WILL  
NOT INTERFERE WITH EXISTING  
PROPERTIES + ACCESS ROUTES.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**

(Please print or write legibly)

Name:

Address:

Comments:

Our ~~concern~~<sup>objection</sup> is the back lane  
it may ~~be~~ to be built on  
our backyard & multiple  
townhouses, ~~which will~~<sup>which will</sup> be overlooking  
our yard which means ~~as~~  
~~privacy~~ our privacy is  
affected.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

Our Primary Concerns are:  
Our objections is not only the  
expansion of MULTI DEVELOPMENT Town  
Houses <sup>Reviewed</sup> Reducing the Single Developments.  
- But we strongly object to the  
Development of ARTERIAL "LANES" THROUGH  
THE RIGHT-OF-WAYS WHICH ABSOLUTELY SERVES  
NO PURPOSE. WE HAVE LITTLE GREEN SPACE AS IS  
THIS WOULD REDUCE IT FURTHER AND INCREASE  
OUR SECURITY CONCERNS: "NO LANES!!"

Please leave in the designated Comment Sheet box or give to a City staff person.

SEE REVERSE.

Thanks for you feedback.

You say you want to reduce the Traffic  
on Stoneston Hwy. but by putting  
in more Townhouse developments,  
you are increasing Traffic. Instead of  
having single houses the town houses  
are ~~being~~ increasing the density thereby  
increasing Traffic. There seems to be  
no planning in these residential areas.  
Anyone who wants to put in townhouses  
seems to get approved.

~~\_\_\_\_\_~~

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: DO NOT SUPPORT ALLEY CONCEPT!  
HOWEVER, HAVING OBSERVED THE PROPOSAL  
FOR THE CORNER OF LASSMAN / STEVESTON  
WITH ACCESS TO NEW DEVELOPMENT PLANNED  
BETWEEN BUILDINGS SEEMS TO MAINTAIN  
THE ALLEY PROBLEMS AT THE SAME TIME  
PROVIDES GOOD ACCESS. THE ONLY OTHER  
ISSUE WOULD BE TO KEEP THE  
REAR PORTIONS OF DEVELOPMENT RESTRICTED  
TO TWO STOREY HOMES TO CONFORM  
WITH EXISTING PROPERTIES

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

I am not in favor of multi family dwellings in my neighborhood (as I bought this home is a ~~single~~ family dwelling over) Parking will definitely be an issue as well safety. Speed will be a factor as it already is. You have not informed the neighborhood properly on the planning going on and 70% of people in the area are completely unaware. Don't spoil one of the nicest areas of Richmond

**Please leave in the designated Comment Sheet box or give to a City staff person.**

**Thanks for you feedback.**

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

- There is an existing Policy.  
"keep it!"
- More densification reduces my property values.
- The developer is telling me he is "forced" not to have a back lane, this is wrong.
- There needs to be a lot more consultation.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

COMMENT SHEET  
(Please print or write legibly)

Name:

Address:

Comments: SEEMINGLY ENDLESS APPROVAL  
FROM SINGLE FAMILY DWELLING  
(60x120') LOT TO TWO SINGLE  
FAMILY DWELLINGS, APPARENTLY ON  
THE APPLICATION IN QUESTION ON  
STEVESTON HWY TO CONVERT A  
SINGLE FAMILY DWELLING TO 9  
CONDO'S - THIS ON A TYPICAL  
RICHMOND LOT - WHERE IS THE  
TRAFFIC TO BE HANDLED & THE  
PARKING ?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.



May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: My concern is what is happening to Rmd. as a whole. Every where you go there are re-zoning signs which are being approved by City Council. One home is being replaced by anywhere from 2-10 homes or town houses. Richmond is quickly losing its character & I am becoming very concerned & disappointed. Building codes should demand more creativity so that these new homes do not look like "row housing".

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

We have concerns about the redevelopment of the north side of Steveston Hwy. between Lassam & O'Hare's Pub. Spillover parking into the Westwind subdivision (Swallow) is inevitable. Zoning laws (back lane/no back lane) are in a state of flux. Let's clarify which areas are single family and stick with it!! We're on the verge of OVERDEVELOPING SW Richmond. The charm of Steveston is on the wane. Too much traffic!!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

- I'm not ~~am~~ impressed with the proposed development of town houses or carriage homes in the 500 block of Steveston Hwy. The developers and planning people from the city seem to be at odds with either providing lanes or accessing directly onto Steveston Highway. The basis for the arterial road policy was originally developed mainly to alleviate traffic access onto the main roads.

This type of development / piecemeal development is just adding to an already the two hodgepodge

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

nature of building along the main roads and not addressing the original concerns. What is wrong with leaving development to the already in place Single Family lot size Policy that already exists in this subdivision. Can Richmond survive this type of development. There seems to be no overall planning concept.

May 26, 2005  
Open House

Steveston Highway

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

PLEASE RE-CONSIDER

THE PERMIT / HAUSING DEVELOP.

@ #1 ROAD AND STEVESTON HWY.

THE HAUSING UNITS MAY INCREASE

CHANCES FOR MORE VEHICLES TO

CROSS DOUBLE LINE → LEFT TURN

IN TO #1 ROAD / SOUTH ; WHILE THE

MAJOR INTERSECTION (STEVESTON / #1 ROAD)

OBSERVES INCREASING TRAFFIC FLOW

ALREADY ⇒ PLEASE CHECK THE

GURD / MINATO WEST COMPLEX FOR AN  
ADDITIONAL EXIT (FIRE EXIT LINE)

Please leave in the designated Comment Sheet box or give to a City staff person.

IN TO STEVESTON HWY. THIS WOULD

Thanks for you feedback. HELP EASE TRAFFIC

FLOW FROM #1 ROAD AND

HELP OVERALL SITUATION WITH

INCREASED AMOUNT / VOLUME OF

VEHICLES @ #1 ROAD / STEVESTON

# **WILLIAMS ROAD AREA**

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We are one of three 66x160'  
lots which could be redeveloped.  
We would support a multi-family  
development involving two ~~or~~ or  
three of these lots.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: RE: 8111 Williams Road

Multi-family or two single family  
houses ~~that~~ are requested  
As it is now property is not  
what beautifies the street

Any questions  
please

[REDACTED]

[REDACTED]

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments: WITH TWO MEGA HOUSES BESIDE ME I  
FEEL THAT DEVELOPMENT OF MY PROPERTY IS  
QUESTIONABLE. HOWEVER I FEEL THAT MOST OF  
THE HOUSES ON WILLIAMS WERE BUILT 50 YEARS OR  
MORE AGO. THIS AREA IS PARTICULARLY FAVORABLE  
TO A MORE "DENSE POPULATION" FOR FUTURE  
DEVELOPMENT - SCHOOLS, PARK, SWIMMING, TRANSPORTATION  
RECREATION (SOUTH ARM), STORES, MALL, DOCTORS ETC. HOW  
THE CITY DECIDES EITHER SPLIT LOTS FOR SMALLER  
SINGLE FAMILY HOMES - TOWNHOUSES - DUPLEX HOUSES. etc.  
ANOTHER POINT IS ECONOMIC WHERE TO BUILD + SELL  
MEG HOMES WILL RANGE IN THE MILLION \$. DUPLEX  
TOWNHOMES & SINGLE SMALLER FAMILY WILL BE EASIER TO

Please leave in the designated Comment Sheet box or give to a City staff person. SELL (about 400K to 500+K) AT THIS RANGE RICHMOND  
WILL STILL ATTRACT A GOOD HEALTHY FAMILY UNIT.

Thanks for your feedback.

THE OTHER ALTERNATIVE IS NOT TO DEVELOPE AND  
LEAVE THE 50 YEAR PLUS OLD BUNGLOW AS IS.  
PLEASE ADVISE HOW COUNCIL IS GOING TO  
DEVELOPE THIS AREA SO WE CAN ALSO DECIDE  
WHAT TO DO.  
I FEEL THAT THE HOMEOWNERS THAT APPLIED BE  
GIVEN PERMISSION TO REALIZE THEIR DREAM.



June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: 

Address: 

Comments: Due to Small Family and  
Going High Energy Cost  
Everyday People not can  
 afford Big Big House So  
we in Favor of Small  
House

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: Due to small family and going  
expensive coast. Every day people  
can not afford big home, so we  
are in favor small house.

Thank you


Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: 

Address: 

Comments: *Along the Williams Rd. Between 3 Rd And  
Garden City. Allow some 33' single  
Family lot may be a good idea.*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

— I own [redacted] —  
— I am against a lane  
— Would like to see an increased  
density + innovative housing to  
meet increased housing demand, ie  
perhaps develop 'zero lotline' or  
'row housing' or multi-family on  
a single lot (66' X 160')

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: I THINK IT IS VERY GOOD IDEA THE  
WAY CITY HAD PLANNED FOR WILLIAMS RD  
THE MULTIPLE HOUSING IS GREAT.  
I FULLY SUPPORT THE DEVELOPPER'S  
APPLICATION FOR TOWN HOMES ON  
8411 WILLIAMS RD AND FURTHER FUTURE  
DEVELOPMENTS IN THAT AREA.

[REDACTED]  
[Signature]

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

It would be great to have  
more smaller affordable housing  
on William Street. All the amenities  
are close by i.e. community center,  
school, retail.

**Please leave in the designated Comment Sheet box or give to a City staff person.**

**Thanks for your feedback.**

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: \_\_\_\_\_

I AM NOT IN FAVOR OF THE  
LOT SIZE ~~BEING~~ FOR TOWN HOUSE  
DEVELOPMENT BEING CHANGED  
FOR \_\_\_\_\_

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: I AM NOT IN FAVOUR OF CHANGING

FROM 30 M. TO 28m SO A TOWN HOUSE

DEVELOPMENT CAN GO IN @ 8411 WILLIAMS.

I'M MORE IN FAVOUR OF 2 <sup>SINGLE</sup> HOMES GOING IN.

RATHER THAN A 3 STORY TOWN HOUSE DEVELOPMENT

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.



June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: I am opposed to the requirement for

lots along Williams Road. I am also

opposed to the development of "multi family"

residences in this area.

I do support development on smaller

lots eg 33 foot frontage for single family

homes.

**Please leave in the designated Comment Sheet box or give to a City staff person.**

**Thanks for you feedback.**

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

My mother owns property on Williams Road that will be bracketted by future development. She has no plans to sell or re-develop the land she lives on. She currently is very happy to live on this property. I am concerned that problems such as flooding might arise from unintended drainage patterns.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments:

- I am strongly for this development plan and idea along Williams Rd.  
- I understand the dangers of traffic along the 3 lane route down Williams, but I think diverting traffic to the back lanes would help the situation more, perhaps more than now.  
- I'm glad I came tonight and the people were very nice and helpful. Thank You.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name:

Address:

Comments:

HOUSE AT [REDACTED] WAS TORN DOWN  
+ STORM DRAIN MANHOLE THAT WAS IN THEIR  
DRIVEWAY HAS BEEN MOVED INTO MY DRIVEWAY.  
(WEST SIDE OF MY LOT, APPROX. 10-15 FEET  
FROM SIDEWALK) IS THIS SUPPOSED TO HAPPEN?  
(I ALREADY HAD A STORM DRAIN IN THE  
SOUTH-EAST CORNER OF MY LOT.)  
PLS. ADVISE. TXS. [REDACTED]

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: We  
I object to both townhouses + laneway/coachhouse  
plans. We purchased in this neighbourhood years  
ago because of the large lots + greenspace.  
More development on arterials: good or bad.  
The city has decided it is good in all arterial  
areas. This is our city, this is our area  
and we would like the area to remain  
large lots, or single family dwelling.  
We don't want a laneway behind us that will serve  
as a parking lot or laneway in time. We grew up  
in a neighbourhood that stayed a neighbourhood.  
Did you? We are not city center.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: MULTI-FAMILY DENSITY IS  
TOO EXTREME COMPARED TO 18 METRE  
SINGLE FAMILY LOTS REQUIRED NORTH  
OF WILLIAMS.  
ADJOINING 9 METRE LOTS WOULD  
BE EASIER TO ACCEPT ESPECIALLY WITH  
A LANE ALLOWANCE AS A BUFFER  
BETWEEN LOW AND HIGHER DENSITY (9 METRE)  
MULTI FAMILY IS TOO HIGH A DENSITY  
- TOO BIG A CHANGE - NOISE - PRIVACY - TRAFFIC  
- COMPLETELY UNACCEPTABLE UNLESS WE CAN  
SUBDIVIDE AND MOVE AWAY.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Comments: we need multifamily or subdivided  
into two lots.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: The lane policy w/ shared driveway should  
be completely eliminated. I feel that the  
66' lots should be allowed subdivision with  
1 common driveway and hammer-head type of  
driveways. The homes should be designed  
by a qualified architect to allow elevations  
that fit in with the area & not have  
double garages sticking out, but rather stagger  
the garages or tandem style garages.  
I hope to see more T/H house style or duplex  
style developments on lots that are larger.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.



June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I MY VIEW ANY  
PROPERTY MORE THAN 100' WIDE  
SHOULD BE ALLOWED MULTI FAMILY  
TOWN HOUSES. MORE AFFORDABLE  
TO END USER AND BRING MORE  
FUNDS AND TAX BASE FOR  
CITY AND MORE PROPERTY VALUE  
FOR EXISTING HOME OWNERS.

THANKS

Please leave in the designated Comment Sheet box or give to a City staff person.

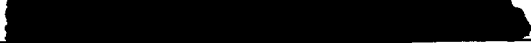
Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

**COMMENT SHEET**  
(Please print or write legibly)

Name: 

Address: 

Comments: WOULD LIKE TO SEE THE CITY ADOPT A POLICY  
THAT ALLOWS FOR THE DEVELOPMENT OF  
MULTIPLE-FAMILY RESIDENTIAL UNITS, AS THEY  
HAVE DONE ALONG WILLIAMS ROAD NEAR NO#5 RD

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

June 8, 2005  
Open House

Williams Road

Location: Between Garden City & Ash.

**COMMENT SHEET**  
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

1) Prefer single residential zoning AS15!

a) → But: with proposed changes, we prefer  
the R2.06 plan.

b) → We do not want lane access in our  
back yard

2. In aug 2004, we canvassed our neighbourhood,  
please see attached. We do not want Coach House,  
3 story or lane access.

Please leave in the designated Comment Sheet box or give to a City staff  
person.

Thanks for you feedback.

# NO TO LANE (FUTURE LANE ACCESS)

## PETITION AGAINST BYLAW 7773 AND 7777

IN OPPOSITION TO THE DEVELOPMENT OF ZONING TO R9 (COACH HOUSE DISTRICT) ON WILLIAMS ROAD  
BETWEEN ASH AND GARDEN CITY.

NAME	ADDRESS	OWNER (Y/N)	SIGNATURE	PHONE #
E GARDEN	9171 PINEWELL CR	Y	[Signature]	604-277-8584
ALENA SHY	9231 PINEWELL CR	Y	[Signature]	604-277-8444
NE FLEGEL	9251 PINEWELL	N (17-4)	[Signature]	604-277-0558
A ROSENKE	9371 Pinewell Cres	Y	[Signature]	514-448-9076
n Akhtar	9460 Pinewell Cres	Y	[Signature]	604-277-7397
D CAVEZZA	9951 ASH ST.	YES	[Signature]	604-277-2862
Y Gatzke	9091 Williams Rd.	Yes	[Signature]	604-274-4916
ne MacLennan	9071 Williams Rd	<del>Yes</del> (N)	[Signature]	604-277-9476
ying Wang	9051 Williams Rd	Yes	[Signature]	604-274-6097
WA McCONNELL	9180 SAUNDERS Rd Rmd	YES	[Signature]	604-277-1980
1 LUFARD	9080 Pinewell CR	YES	[Signature]	604-275-4522
AM SAMRA	9071 PINEWELL CREST	YES	[Signature]	604-275-3659
Pietmierzch	9111 Williams Rd	Yes	[Signature]	604-277-3884

9383 N/A  
9389 N/A

9431 FANS.  
9231 (m)  
9211 Kent.