City of Richmond
Urban Development Division

Report to Committee

To Council - Aug 30, 2004

To: Planning Committee **Date:** August 12, 2004

From: Raul Allueva
Director of Development

RZ 03-250605
File 12-8060-20-7793

RE: **APPLICATION BY PATRICK COTTER ARCHITECT INC. FOR REZONING AT 7051, 7071, 7091, 7131, 7171, 7191 & 7211 STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO TOWNHOUSE DISTRICT (R2-0.6)**

Staff Recommendation

1. That Bylaw No. 7793, for the rezoning of 7051, 7071, 7091, 7131, 7171, 7191 & 7211 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6)", be introduced and given first reading; and

2. That the Public Hearing notification area be expanded as shown in **Attachment 10** of this report.

Raul Allueva
Director of Development

RA:jl
Att. 10

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Patrick Cotter Architect Inc. has applied to rezone 7051, 7071, 7091, 7131, 7171, 7191 and 7211 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6)" to permit development of 51 townhouses (**Attachment 1**). The applicant initially submitted the rezoning application for six of the seven subject properties. The property at 7051 Steveston Highway was recently acquired by the developer and has now been included in this rezoning application.

Findings of Fact

A data sheet that outlines ownership, site size, land use designations, as well as detailed project statistics is provided in **Attachment 2**.

Project Description

The proposed development consists of 51 townhouse units clustered about an internal east-west drive aisle with one access from Steveston Highway. The proposed floor area ratio is 0.6 and proposed site coverage is approximately 37%.

The units along the north property line are two-storey units while the units along Steveston Highway, south of the internal drive aisle, are three-storey units.

Forty-four (44) of the dwelling units have two side-by-side parking spaces within each unit. Seven (7) dwelling units have tandem parking for two cars. An additional 21 surface parking stalls are provided along the internal drive aisle for visitor parking. There are a total of 123 parking spaces provided.

An outdoor amenity space for residents is centrally located in the complex. It features an old oak tree that will be preserved on the site. No on-site indoor amenity space is proposed.

The site plan and elevations are provided in **Attachment 3**.

Site Context

The site context is as follows:

North:	Single-family housing (zoned R1/E)
East:	Single-family housing (zoned R1/E)
South:	Agricultural land (zoned AG1)
West:	Single-family housing (zoned R1/E)

Related Policies & Studies

Arterial Road Redevelopment Policy

The Arterial Road Redevelopment Policy permits densification to a maximum permitted floor area ratio of 0.7 along arterial roads. Densification may take place in the form of smaller single-family lots to low-density townhouses.

Lane Establishment Policy

The Lane Establishment Policy requires that any new rezoning developments along arterial roads dedicate land for a rear lane or provide an acceptable alternative.

Staff Comments

Staff have no major objections to the application. The proposed development is consistent with the Arterial Road Redevelopment Policy. No amendments to the Official Community Plan are necessary.

Appropriate agreements, covenants and/or rights-of-way will be required to secure improvements, buffer areas and access points.

Engineering comments on the application are outlined in the list of Conditional Rezoning Requirements (**Attachment 4**).

Public Consultation

Public Information Meeting Dates and Summaries

During the course of this application, five (5) meetings were held with area residents to discuss development proposals for the site and obtain feedback. The dates of the meetings are listed below:

February 2, 2004
March 23, 2004
March 24, 2004
April 3, 2004
April 15, 2004

The original meetings were held prior to the applicant acquiring the westernmost property (7051 Steveston Highway) when the project was 38 units in size.

The March 23, 2004 meeting was hosted by the City of Richmond to provide neighbourhood residents with an overview of the City's policies and rezoning application process. All other meetings were organized and held by the applicant (Patrick Cotter Architect Inc.).

The summaries of each meeting are provided in **Attachment 5**.

Public Correspondence

Written correspondence received on this application, including questionnaires from the Public Information Meetings, is attached (in chronological order) in **Attachment 6**. A total of 26 written responses were received, mostly noting concerns with various aspects of the proposal during the course of the application review process. However, many of these issues have been addressed in the latest proposed development, as discussed later in this report.

The correspondence cites a number of concerns with the proposed development, its impact on the neighbourhood, and with multi-family development along arterial roads in general. The following concerns were commonly expressed in the letters from area residents:

- Proximity of townhouse units to existing single-family development;
- Development density;
- Parking and traffic concerns;
- Retention of mature trees;
- Landscape screening;
- Loss of privacy;
- Concerns about negative impact on property values; and
- Lack of quiet enjoyment of their properties.

The applicant has made revisions to the siting, form and massing of the development proposal in response to the above neighbourhood concerns. These changes will be discussed further in this report.

Analysis

Concept

The applicant had considered forms of development that involved the creation of a rear lane at the back of the properties, as encouraged by the Arterial Road Redevelopment and Lane Establishment Policies. However, the depth of the lots (approximately 67 m, or 220 ft.) creates difficulty in achieving reasonable layout and access. In early discussions with the neighbourhood, it was also apparent that there was no public support for the creation of a rear lane that would abut existing single-family properties to the north.

The applicant therefore proposes to create an internal east-west driveway through the centre of the site that provides access to individual townhouse units. This internal driveway functions as a lane for the site and may be extended to neighbouring properties upon future redevelopment. The use of an internal road, instead of lane dedication, is an acceptable alternative under the Lane Establishment Policy.

Density

The floor area ratio of the proposed townhouse development is 0.6. This density is comparable to other forms of single-family and coach house developments being developed along arterial roads.

Response to Neighbourhood Concerns

The applicant has made significant amendments to the proposed development from the initial submission to respond to neighbourhood concerns expressed at the Public Information Meetings and in written correspondence. The changes are summarized and evaluated below:

Setbacks
The applicant has increased the rear yard setback of the buildings from 3 m (9.8 ft.) in the original proposal to a range of 6 m (19.7 ft.) to 8 m (26.2 ft.). The rear yard setback is along the north property line that abuts the single-family lots to the north. The increased rear yard setback will duplicate single-family zoning setbacks and conditions of adjacency typical of single-family neighbourhoods. The increased setback will also permit more landscaping options along the north property line for addressing screening and privacy concerns.

The increased rear yard results in minor encroachments of up to 1.5 m (5 ft.) into the front yard setback areas. Staff can support the encroachments because they are only portions of buildings and have no perceived impacts on the streetscape or neighbouring properties. These encroachments can be dealt with as variances at the Development Permit stage.

The side yard setbacks for townhouse buildings backing onto the east and west property lines have also been increased from 3 m in the original proposal to 6 m (19.7 ft.). This increased setback accommodates the retention of trees at property lines and creates greater separation with neighbouring properties.

Spatial Separation and Massing
The dwelling units along the north property line have been grouped in pairs, with the exception of two buildings that have 3 units each. The smaller grouping of dwelling units reduces the mass of the buildings and allows for spatial separation between buildings. The building separation space between townhouse buildings along the north side is a minimum of 2.7 m (9 ft.), which mimics what could be developed with single-family dwellings, thus allowing for increased light into the sideyard areas between buildings and increased landscaping opportunities. The separation also allows individual dwelling units and liveable rooms to be oriented towards the spaces between the buildings and at the sides, rather than towards the north, thereby addressing privacy and overlook issues.

All the units along the north property line are 2 storey units, with the second floor recessed towards the south in order to minimize impact of building mass, increase daylight into rear yards and minimize overlook. The applicant has also indicated that the number of windows on the north elevation will be greatly minimized (only two units) in order to increase privacy for single-family neighbours.

The applicant has provided shadow analyses for various times of the year. An analysis for spring and fall (March and September) is included as **Attachment 7**. It shows that there is virtually no shadowing on the single-family properties to the north. Some shadowing from the three-storey units occurs along the sideyard and partial rear yard on the property to the east. It is noted that this property also has future redevelopment potential to townhouses in the future.

Vehicle Access

One main vehicle access is proposed from Steveston Highway. An alternate emergency vehicle access from Steveston Highway is provided at the west end of the site. The internal east-west roadway has the potential for extension to neighbouring properties to the east and west when they redevelop in the future. Cross-access agreements will be used to secure these access options.

Some area residents expressed concerns about the possibility that the internal driveway may extend to the east and connect with Bamberton Drive. At this time, the internal driveway does not extend beyond the subject site. If the properties to the east redevelop in the future, they would have the option to connect to the internal driveway of the subject site. The plans would be assessed at that time to determine if there is a need to connect the internal driveway to Bamberton Drive and the implications of doing so.

Parking

As there is no parking allowed on Steveston Highway, some area residents were concerned about overflow parking onto surrounding local streets. The applicant has responded to this concern by providing more parking spaces than required under the Zoning Bylaw.

Each townhouse unit provides two (2) parking spaces, which exceeds the 1.5 parking stall per unit requirement in the Zoning Bylaw. The Bylaw requirement for visitor parking spaces for this 51-unit townhouse project is 11 parking spaces (1 visitor parking space for every 5 dwelling units). The applicant has provided 21 visitor parking spaces in response to neighbourhood concerns that visitors might park on surrounding local roads if they are unable to find parking on-site. In addition, several units include large driveway aprons in front of the units, which can accommodate short-term auxiliary overflow parking, if needed, for up to 16 additional cars.

In summary, the applicant provides a total of 123 parking spaces, which is 35 spaces more than the 88 parking spaces required under the Zoning Bylaw, in addition to apron parking areas.

Tree Preservation

At the public meetings, neighbours were concerned about the removal of mature trees on the site. In response to these concerns, the applicant arranged a tour of the site with area residents and an arborist to review the arborist's assessment of existing vegetation.

As a result of discussion, a Tree Retention Plan has been prepared (**Attachment 8**). A number of existing trees along the north and west property lines and along Steveston Highway are proposed to be retained and incorporated into the landscape plan. A large English Oak tree at the centre of the development site, which is on the City's Significant Tree Inventory list, is proposed to be retained as a "feature" of the development's outdoor amenity space.

Many trees in the centre of the development site will have to be removed, including a Horsechestnut, which is also on the Significant Tree Inventory list, that is in poor condition. The applicant has indicated that where possible, the developer will try and relocate healthy trees.

Landscaping
The applicant has identified a several landscaping options to address issues of privacy between the townhouse project and the single-family residences to the north. The options, which are included as **Attachment 9**, reflect ways to enhance existing boundary conditions in order to ensure privacy. The applicant will continue to work with neighbouring residents through the Development Permit stage to determine the best landscaping treatment for each neighbour.

Amenity Space

A 306 m^2 (3,294 ft^2) outdoor amenity space for residents is provided in a central location on the site, close to the main entrance to the development. The amenity space features a large old oak tree that currently exists on the site.

No indoor amenity space is proposed to be developed in this complex. The applicant has agreed to pay $95,000 cash-in-lieu of provision of indoor amenity space. These funds will be deposited into a Recreation Facility Reserve account to be used for upgrading and expansion of public recreation and amenity facilities as determined by the Parks and Recreation Department.

Agricultural Land Reserve Buffer

The applicant has provided a 5 m (16.4 ft.) wide landscape strip along Steveston Highway that will function as a buffer to the Agricultural Land Reserve (ALR), which is immediately south of this site. This 5 m buffer is a guideline of the City's OCP for developments adjacent to the ALR.

To protect the buffer, the applicant will be required to register a restrictive covenant to prevent removal of the landscaping and to advise residents that the purpose of the buffer is to minimize impacts that may be generated from normal farm activities (e.g. odours, dust, noise, spraying, etc.).

Steveston Highway Frontage

As part of the frontage improvements on Steveston Highway, the applicant is required to provide a grass and treed boulevard. The applicant is planning to create a berm as part of the overall landscape and buffer works along Steveston Highway to assist in soundproofing the development from the high traffic volume and minimizing urban-rural impacts.

The applicant proposes a meandering sidewalk within the berm to help preserve existing trees and provide some interest in the streetscape. The sidewalk would meander gently from public to private property along the development's frontage. Public rights-of-passage will be required over a 6 m portion of the front yard in order to accommodate the meandering public sidewalk.

The applicant will also dedicate a 2 m wide strip of land, for a distance of 69.8 m (229 ft.), along the Steveston Highway frontage on the west side of the property. This dedication will be retained for future road widening purposes.

Community Amenity Contribution

The applicant has agreed to contribute a total of $51,000 as a community amenity contribution. The funds will be equally divided among the Child Care Development Fund ($25,500) and the Affordable Housing Statutory Reserve Fund ($25,500).

Public Hearing Notification Area

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area of approximately 200 m (656 ft.), to include the neighbourhood to the north, is proposed.

During the public consultation process, neighbours within the area identified in **Attachment 10** were notified and invited to the meetings. It is recommended that the Public Hearing notices be sent to the same notification area to ensure that residents who were involved in the earlier public consultation process are advised of the Public Hearing date.

Options

Option 1: Single-Family/Coach House

The applicant explored options to subdivide the development site into fee simple R1/A (Single-Family) or R9 (Coach House) lots, which would yield approximately 20 unconventional, deep lots along the Steveston Highway frontage. These options would require access from a rear lane running along the north property line with a connection to Steveston Highway on the east.

Pros	Cons
• density of 0.6 FAR (similar to that of single-family zoning) • less number of dwelling units than the townhouse option • garages located at the rear of the properties • each dwelling unit would have a generous amount of private rear yard space	• creation of a lane would require removal of mature landscaping along the north property line and result in the installation of continuous fencing, street lights, curb and gutter • garages along the rear lane would form a solid wall of development • garages could be located right on the lane with no landscape screening to the north • single-family development would not be subject to any design controls (e.g. Development Permit, Design Panel, etc.)

A single-family option to create 2 cul-de-sacs extending north from Steveston Highway, and no rear lane, was also identified. Although certain residents have requested this option be explored, the resulting layout raises certain issues, including:

1. creation of additional accesses directly onto Steveston Highway;
2. would not be subject to any design controls or review;
3. would create single-family lots along the north property line with minimal amounts of useable rear yard space due to site constraints;
4. would require a substantial amount of road dedication and construction for a limited number of residential lots;
5. may not generate any substantial increase in tree retention relative to the townhouse option due to impact of road construction; and
6. may not achieve an improved interface to the existing surrounding single-family dwellings relative to the townhouse option.

Overall, it does not appear that single-family forms of development on the site provide significant benefits in terms of built form, massing, tree retention, etc.

Option 2: Multi-Family (Recommended)

The pros and cons of the multi-family development as proposed in this application are outlined as follows:

Pros	Cons
• density of 0.6 FAR (similar to that of single-family zoning) can be achieved • multi-family development would be subject to design review • greater opportunities for tree retention • two-storey units along the north property line are compatible with neighbouring single-family uses	• higher number of dwelling units, resulting in concerns about local traffic impacts • privacy and overlook issues • greater neighbourhood opposition to multi-family development due to concerns about change, impact on property values, and loss of quiet enjoyment

While there is public opposition to multi-family development, the proposal addresses many of the neighbourhood's concerns. On balance, the applicant has found ways to create an attractive development that meets City and community objectives.

Rezoning Conditions

The applicant has agreed to all conditions of rezoning outlined in **Attachment 4**. A signed acceptance of the conditions is on file.

Financial Impact

None.

Conclusion

The proposed development conforms to City policies and will provide new housing opportunities in this part of Richmond. Extensive consultation has taken place to review the development proposal with neighbours and listen to their concerns. Although numerous concerns were expressed throughout the process, many of these have been addressed in the current proposal.

Through the public consultation process, the applicant has modified the original submission to arrive at the current development proposal. Changes have been made to setbacks, form, massing and parking in order to address public concerns that were expressed. Staff feels that the applicant has made significant and meaningful amendments to respond to neighbours' concerns and ensure a good fit with surrounding uses.

It is therefore recommended that this application be approved to proceed.

FOR Janet Lee
Planner 2

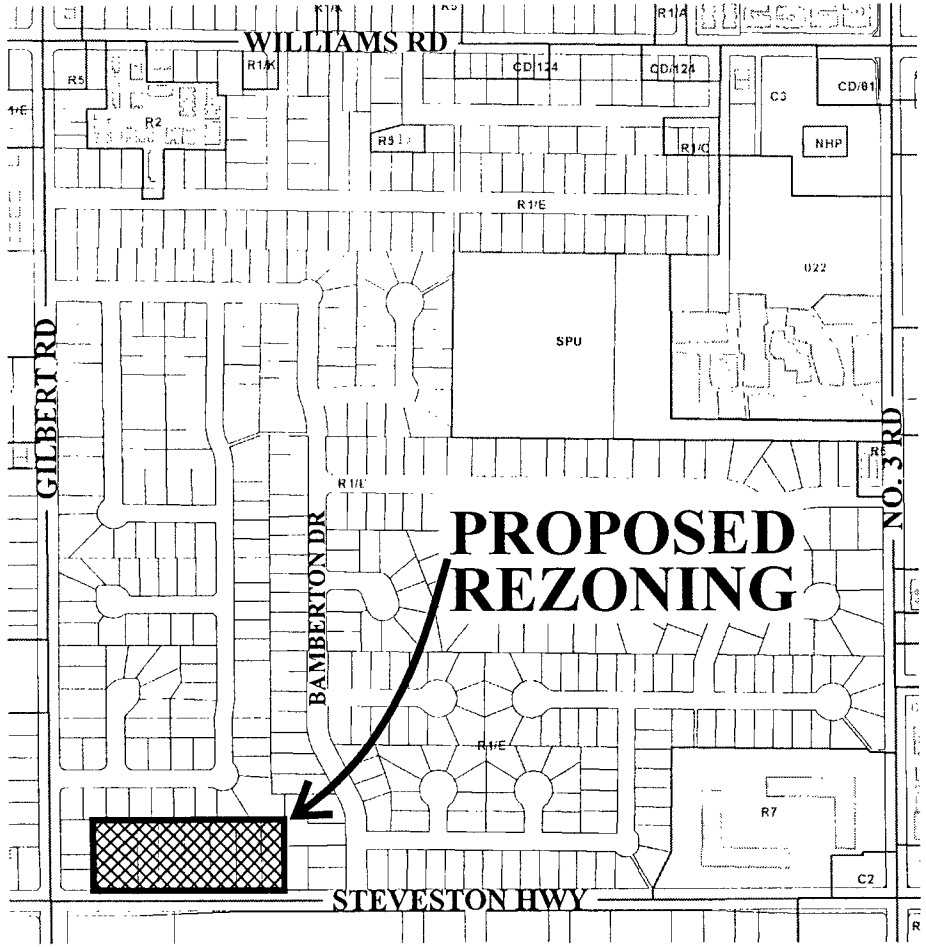
JL:cas

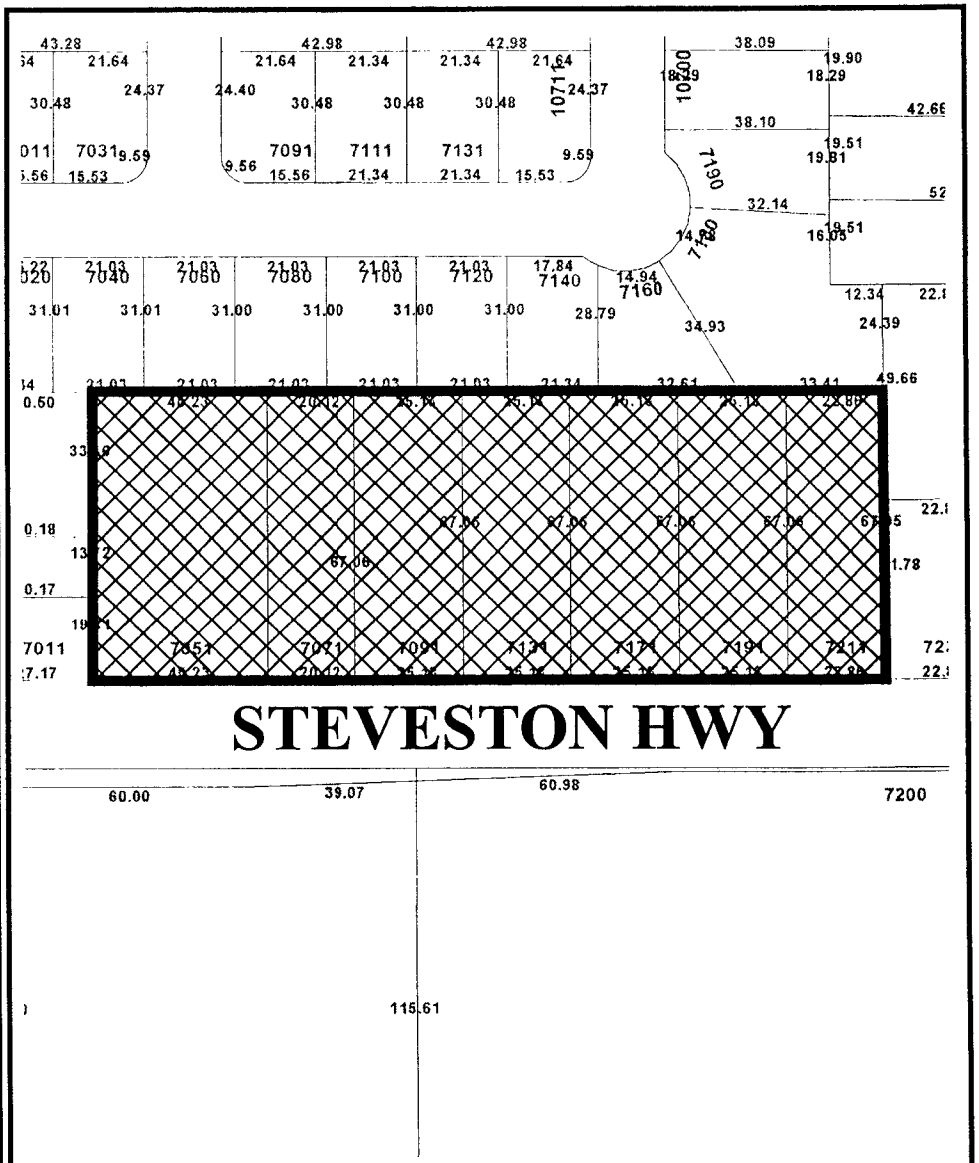
There are requirements to be dealt with prior to final adoption:

Legal requirements:
1. 2 m road dedication along the entire Steveston Highway frontage (for 100 m measured from Gilbert Road).
2. The granting of a 6 m wide Public Rights-of-Passage right-of-way, including maintenance, along the south property line (Steveston Highway frontage).
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Registration of a restrictive covenant ensuring that landscaping within the agricultural buffer along Steveston Highway cannot be removed and to notify residents that there may be some impacts from normal farm operations (e.g. dust, odour, noise, spraying, etc.).
5. Registration of a cross access agreement on the east-west internal driveway allowing access to/from the future development site to the east (7231 Steveston Highway) and west (10900 Gilbert Road).

Development requirements:
1. Contribution of $25,500 to the Child Care Development Fund and $25,500 to the Affordable Housing Statutory Reserve Fund.
2. Contribution of $95,000 in-lieu of on-site amenity space to go to the Recreation Facility Reserve account.
3. The submission and processing of a Development Permit completed to a level deemed acceptable by the Director of Development.

City of Richmond





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RZ 03-250605

Original Date: 11/17/03

Revision Date: 07/26/04

Note: Dimensions are in METRES

ATTACHMENT 1

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

Development Application Data Sheet

Policy Planning Department

RZ 03-250605 **Attachment 2**

Address: 7051, 7071, 7091, 7131, 7171, 7191 and 7211 Steveston Highway

Applicant: Patrick Cotter Architect Inc.

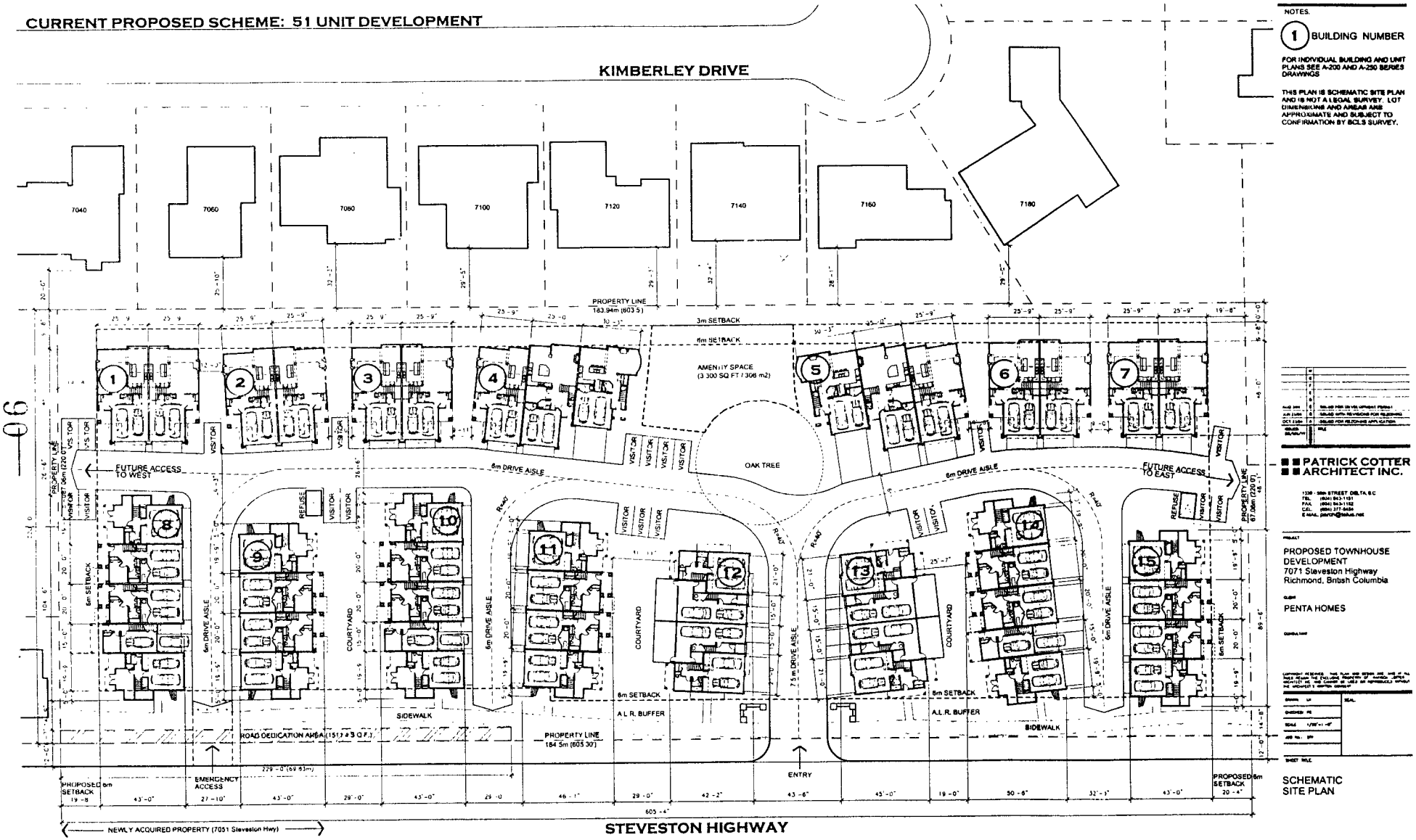
Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	S-8110 Holdings Ltd	To be determined
Site Size (m^2):	1.23 ha (3.04 acres)	1.22 ha (3.02 acres) after 140 m^2 road dedication
Land Uses	Single-family houses	Townhouses
OCP Designation	Low Density Residential	No change
Zoning	R1/E	R2-0.6
Number of Units	7	51
Other Designations	1 English Oak and 1 Horsechestnut tree located at 7131 Steveston Highway are on the Significant Tree Inventory	English Oak is to be retained; Horsechestnut is in poor condition and will be removed

	Bylaw Requirement	Proposed	Variance
Density (units/acre)	N/A	17 upa	none permitted
Floor Area Ratio:	Max. 0.6	0.6	none permitted
Lot Coverage – Building:	Max. 40%	37%	none
Setback – Front Yard (m):	Min. 6 m	6 m with minor encroachments of up to 1.5 m	1.5 m for portions of several buildings
Setback – Side & Rear Yards(m):	Min. 3 m	6 m	none
Height (m):	11 m	11 m for 3 storey units 9 m for 2 storey units	none
Off-street Parking Spaces – Regular/Visitor:	1.5 regular and 0.2 visitor per unit	2.0 regular and 0.4 visitor per unit	none
Off-street Parking Spaces – Total:	88	123	none
Tandem Parking Spaces	permitted	7 units have tandem parking	none
Amenity Space – Indoor:	Min. 100 m^2	None	Cash-in-lieu payment of $95,000
Amenity Space – Outdoor:	Min. 306 m^2	306 m^2	none

Other:

1319100



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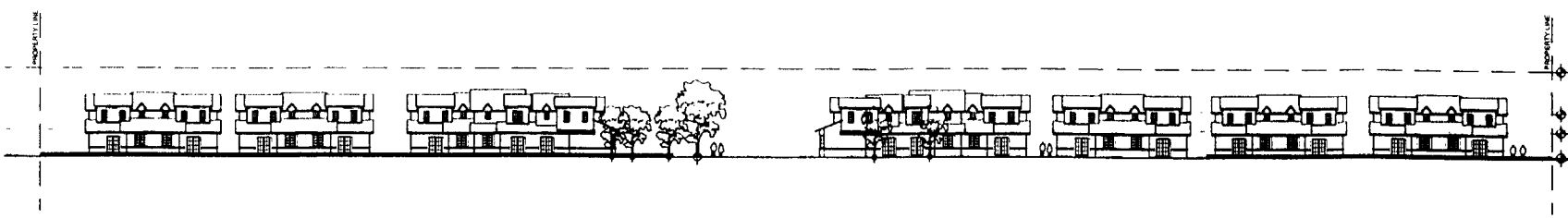
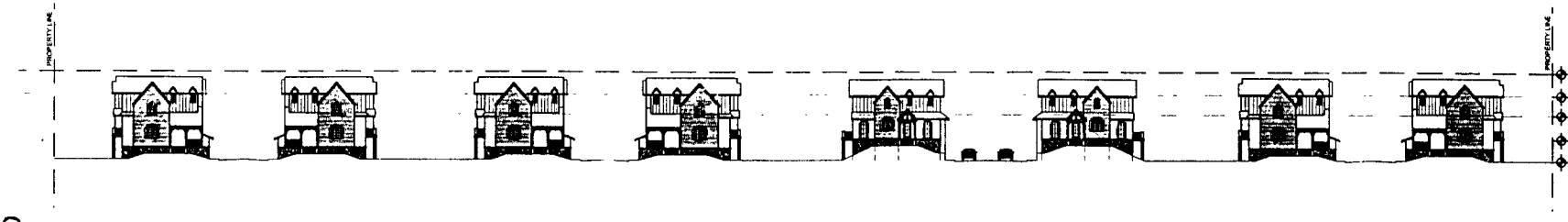
ATTACHMENT 3



1 / A301 STEVESTON HIGHWAY
NORTH STREETSCAPE ELEVATION
SCALE 1" = 20'-0"



2 / A301 STEVESTON HIGHWAY
SOUTH STREETSCAPE ELEVATION
SCALE 1" = 20'-0"

1 / A301 STEVESTON HIGHWAY
UNIT C ELEVATION
SCALE 1" = 4'-0"

1 / A301 STEVESTON HIGHWAY
UNIT E ELEVATION
SCALE 1" = 4'-0"

NOTES:

A	ISSUED FOR DEVELOPMENT PERMIT

PATRICK COTTER
ARCHITECT INC.
1328 - 96th STREET, DELTA, B.C.
TEL. (604) 943-1151
FAX. (604) 943-1152
CELL. (604) 377-6464
E-MAIL pcarch@telus.net

PROJECT
PROPOSED TOWNHOUSE DEVELOPMENT
7071 Steveston Highway
Richmond, British Columbia

CLIENT
PENTA HOMES

CONTRACTOR

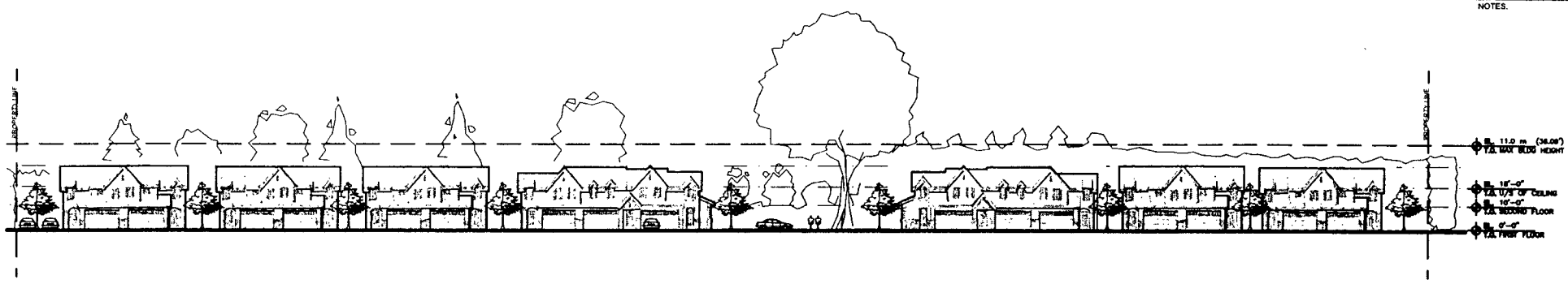
DRAWN	SP
CHECKED	PC
SCALE	1"=10'
JOB NO.	570

SEAL

SHEET TITLE
STREETSCAPE ELEVATIONS

DRAWING NO. A301 REV C

NOTES.



1 A302 **INTERNAL DRIVE AISLE STREETSCAPE ELEVATION (FACING NORTH)**

SCALE: 1" = 20'-0"

2 A302 **INTERNAL DRIVE AISLE TYPICAL BUILDING ELEVATIONS (FACING NORTH)**

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

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PATRICK COTTER ARCHITECT INC.

1338 - 56th STREET, DELTA, B.C.
TEL: (604) 943-1151
FAX: (604) 943-1152
CEL: (604) 377-8434
E-MAIL: patpat@telus.net

PROPOSED TOWNHOUSE DEVELOPMENT
7071 Steveston Highway
Richmond, British Columbia

PENTA HOMES

STREETSCAPE ELEVATIONS

A302 | C

Conditional Rezoning Requirements
7051 - 7211 Steveston Highway RZ 03-250605

Please fax this form back to Janet Lee at (604) 276-4052 by August 10, 2004

Prior to final adoption of Zoning Amendment Bylaw 7793, the developer is required to complete the following requirements:

1. 2 m road dedication along the entire Steveston Highway frontage (for 100 m measured from Gilbert Road).
2. The granting of a 6 m wide Public Rights-of-Passage right-of-way, including maintenance, along the south property line (Steveston Highway frontage).
3. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
4. Registration of a restrictive covenant ensuring that landscaping within the agricultural buffer along Steveston Highway cannot be removed and to notify residents that there may be some impacts from normal farm operations (e.g. dust, odour, noise, spraying, etc.).
5. Registration of a cross access agreement on the east-west internal driveway allowing access to/from the future development site to the east (7231 Steveston Highway) and west (10900 Gilbert Road).
6. Contribution of $25,500 to the Child Care Development Fund and $25,500 to the Affordable Housing Statutory Reserve Fund.
7. Payment of $95,000 in-lieu of on-site amenity space to go to the Recreation Facility Reserve account.
8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to issuance of a Building Permit, the following conditions are to be met:

1. Enter into a Servicing Agreement* for beautification frontage works, including:
   a. removing the existing sidewalk;
   b. creation of a grass, treed and various shrub boulevard with a meandering 2 m wide concrete sidewalk.

* Note: This requires a separate application.

signed copy is on file
Signed

Date

ATTACHMENT 5

PUBLIC INFORMATION MEETING

SUMMARIES

PATRICK COTTER ARCHITECT INC.

1338 56TH STREET, DELTA, BRITISH COLUMBIA, V4L 2A4
TEL: (604) 943-1151
FAX: (604) 943-1152
CEL: (604) 377-9454
EMAIL: parch@telus net

PUBLIC INFORMATION MEETING

To:	City of Richmond	**From:**	Patrick Cotter
Attn:	Jenny Beran	**Date:**	February 4, 2004
Fax:	604-276-4052	**Pages:**	2
Phone:	604-276-4212	**CC:**	Barry Cavanaugh 604-244-7294 Twylia Kuss 604-278-3450 Leon Bogner 604-278-3450 Sean Lawson 604-274-7320

Project: 7071-7211 Steveston Highway

File: RZ #03-250605

☐ **Urgent** ☑ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☑ **Please Recycle**

Jenny;

The following is a summary of comments from the Public Information Meeting held last night.

We have attached the attendance sheet of those who choose to sign in. While 19 people signed in approximately 35 attended the meeting. Also attached is the one comment sheet. You will most likely be receiving other comment sheets directly, and we encouraged people to do that this week.

Those residents who expressed the strongest objection to the rezoning where the 5-6 owners directly adjacent to the site to the north, the remainder understood that development would happen and would try to use the process to have their concerns addressed.

We started at 8:00pm, with people reviewing material and speaking to us individually. I gave a 10 minute presentation to the whole group at 8:45pm, followed by about 40 minutes of questions and comments.

There were several residents that spoke about the improvement to the existing condition of some of the properties, and spoke of the livability of properties on Steveston Highway.

In summary, the comments from the property owners immediately north of the site are opposed to any development apart from single family on the existing lot sizes, primarily because of loss of quiet enjoyment of their properties and concerns of property values. The remainder despite preferring the status quo, were willing to engage in the process to affect the best possible out-come. Finally, a small number of residents were supportive on the basis that the use was appropriate for content of Steveston Highway, that a multi-family development afforded the opportunity for design controls to influence the form of development to deal with access massing, and landscaping that would be better than what could be provided under any single family development, including R1/A Subdivision as an alternative.

It is our belief that we will be able to respond to the comments meaningfully, and will be meeting with our client this week to identify measures we can take to deal specifically with issues of adjencies on the north property line retention of tress and / or replacement strategies, unit count and mix, site utilization, massing and design, and impact on property values. We are fortunate to have a client who is prepared to deal with these issues and committed to making this project a success.

Patrick Cotter , B.A., B.Arch., MAIBC
Principal

City of Richmond

April 14, 2004

SUMMARY NOTES
EXPLANING THE REZONING PROCESS

Date: Tuesday, March 23, 2004, 7:00 – 9 p.m.

Location: Charles London Secondary School

Purpose
In response to a proposed townhouse rezoning at 7071 - 7211 Steveston Highway, community residents requested the City's Policy Planning Department staff to host a meeting to explain the City's relevant community planning policies and the rezoning process.

The City's Policy Planning Department staff hosted the meeting to address the community's concerns.

Attendance - Approximately 32 residents attended the meeting.

Meeting Outline - see attached

Rezoning Proposal
An application (RZ 03-250605) is currently underway to rezone 7071 to 7211 Steveston Highway from Single-Family Housing District, Subdivision Area E (R1/E) (60 ft wide) to Townhouse District (R2-0.6) to permit the development of 38 townhouses.

Discussion
Terry Crowe, Manager, Policy Planning provided an overview of the City's relevant community planning policies and rezoning process including the City's:
- Official Community Plan (OCP)
- Arterial Road Redevelopment Policy
- Lane Policy
- Trees Policy
- Agricultural Buffer Policy
- Zoning Standards.

Residents' Comments and Concerns
(1) Development Proposal
- Consider reducing the agricultural buffer requirement (along the south edge of the proposal) in order to gain additional setbacks along the north property line. The current setbacks shown in the developer's plan are not acceptable.
- A 38-unit townhouse development on the site is not acceptable.
- High density is considered by area residents to be inappropriate for this site.
- Residents would like the developer to consider other options, other than 38 townhouses. The other options should include a single-detached housing option.

(2) Traffic and Parking
- Since there is no parking permitted on Steveston Highway or Gilbert Road, people are already parking in front of other people's houses on local roads.
- Concerns were expressed that a townhouse project in the area would make parking worse.
- There are currently 6 houses with 6 driveways entering to and from Steveston Highway. If a townhouse development with a driveway onto Steveston Highway is built, there will be many more movements per day onto Steveston Highway.
- If a lane is built at the back of the property, there may be drainage problems.

(3) Trees
- Residents were not pleased with the developer's arborist's assessment that recommended the removal of the trees due to disease.
- Residents want assurance that the City will review the arborist's assessment.
- Some of the trees have been red-tagged as heritage trees; however, the City has limited control over those trees because they are located on private property.
- Note: A red-tagged tree means that it has heritage value; however it is not protected from being cut down.

(4) City Policies
- There was a comment that Public Hearing notification should go to neighbours within ½ mile of the proposal, rather than 50 metres.
- Some residents felt that the City's Arterial Road Redevelopment Policy did not make sense because it promotes densification along busy roads.
- Some people thought that higher-density development such as townhouses would be better located on interior roads.

Next Steps

Residents were encouraged to attend the developer's public meeting the next evening (March 24, 2004), to express their views and offer clear suggestions.

Residents should forward any comments and concerns to both the applicant and the City's Planning Department to ensure that their points are considered in the review of the application.

There will be more opportunities for the public to express their comments and concerns about the development proposal, including:
- more public meetings held by the applicant to inform area residents of the development proposal as it evolves and to collect feedback.
- the Planning Committee meeting to consider the application, which is an open meeting.
- the Council meeting to consider the application, which is an open meeting.
- the Public Hearing, where anyone has the opportunity to voice comments or concerns.

Prepared by:
Policy Planning Department

5.2.1. SUMMARY:

- **PUBLIC INFORMATION MEETING No.2** – A Public Information meeting was held on March 24, 2004 at Steveston Community Centre. There were approximately 20 people in attendance, many took comment sheets with the option of forwarding them to the Planner or to our office.

- **PRESENTATION MATERIAL** – A current site plan indicating 12 duplex, 2 storey units placed along the north property line with increased rear setbacks. Along with this scheme, and in response to previous comments we also presented comparisons to alternative forms of development for discussion.

- **PUBLIC RESPONSE** – A variety of opinions continued to be expressed ranging from total opposition to any development. Most were generally opposed to multi-family development based on concerns over proximity of units, development density, parking and traffic concerns associated with the development, retention of mature trees, landscape screening, loss of privacy, concern over negative impact on property values, and lack of quiet enjoyment of their properties.

SUMMARY OF MARCH 24, 2004
PUBLIC MEETING PREPARED BY
PATRICK COTTER ARCHITECT INC.

5.4.1. SUMMARY:

- **PUBLIC INFORMATION MEETING No.2** – A site tour of the subject property was held on April 3, 2004 with the Arborist, Norm Hol of Arbortech on hand to answer questions regarding his original assessment of existing vegetation. A copy of the most recent survey was distributed. There were approximately 14 people in attendance, the tour lasted about 2 hours.

SUMMARY OF APRIL 3, 2004
PUBLIC MEETING PREPARED BY
PATRICK COTTER ARCHITECT INC.

5.5.1. SUMMARY:

- **PUBLIC INFORMATION MEETING No.5** – A Public Information meeting was held on April 15, 2004 at Steveston Community Centre. There were approximately 10 people in attendance.

- **PRESENTATION MATERIAL** – A current site plan indicating 12 duplex, 2 storey units placed along the north property line with increased rear setbacks, and the introduction of 3 storey units on the southern portion of the site was presented. Along with this scheme, 2 schematic site plans were presented to illustrate the effect of manipulating 3 primary variables: site coverage, unit count and building height, in the application of FAR to the site. The Arborist was scheduled to be present, but was unable to attend.

- **PUBLIC RESPONSE** – A variety of opinions continued to be expressed ranging from total opposition to any development, to support. A few new attendees had not been to the previous meetings, and had no major objections, the remainder remain opposed to the form of development and proposed densities.

SUMMARY OF APRIL 15, 2004
PUBLIC MEETING PREPARED BY
PATRICK COTTER ARCHITECT INC.

ATTACHMENT 6

PUBLIC CORRESPONDENCE RECEIVED

ON THE APPLICATION

PATRICK COTTER ARCHITECT INC.
1338 - 56th Street, Delta, British Columbia, V4L 2A4
TEL: (604) 943-1151
FAX: (604) 943-1152
EMAIL: parch@telus net

<ATTN: Jenny Beran>

COMMENTS

Thank you for taking the time to attend this meeting to share your views with us. Please complete this form and drop in the comment box. These comments will be forwarded to the City of Richmond. If you would prefer to forward them directly, contact Jenny Beran at 604-276-4212 or by fax 604-276-4052.

Name A&Z. RASTEH Tel (604-273-2456 **Date:** February 2, 2004

Address 7100 KIMBERLEY Dr Richmond B.C

Re: Proposed Multi Family Development 7071 – 7211 Steveston Hwy

Re-Zoning # 03 - 250605

On October 2002 we purchased our home as a place of Residence and as an investment prior To the purchase our home we were Told By City hall That The neighbourhood in which The home is located was for Single Family Residence only, we are very Concerned about The Proposed Multi Family Development as it will depriciate The value of our home Significantly therfore we are opposed To The above project (NO Re-zoning For Multi Family Development)

Z. Rasteh

A. Rasteh

PATRICK COTTER ARCHITECT INC.
1338 - 56th Street, Delta, British Columbia, V4L 2A4
TEL: (604) 943-1161
FAX: (604) 943-1162
EMAIL: parch@telus.net

COMMENTS

Thank you for taking the time to attend this meeting to share your views with us. Please complete this form and drop in the comment box. These comments will be forwarded to the City of Richmond. If you would prefer to forward them directly, contact Jenny Beran at 604-276-4212 or by fax 604-276-4052.

Name SIMON + DALE BAKER **Date:** February 2, 2004

Address 10891 BAMBERTON DRIVE

Re: Proposed Multi Family Development 7071 – 7211 Steveston Hwy

Re-Zoning # 03 - 250605

We are strongly opposed to the rezoning application as it directly affects our property privacy, value + quality of living. We brought into a well kept, high class single residence community. Any change to high density residence will destroy the ambience of our community, it will create a traffic + parking problem particularly with Steveston Hwy being so busy with Steveston development and no parking on the highway. Street lighting, laneways, increased noise, loss of trees + eagle nesting + roosting site etc are all issues that make this an inappropriate area to regard for changed, increased density of population.

B Baker
D+J Baker

PAGE 1 of 1

PATRICK COTTER ARCHITECT INC.

1338 - 56th Street, Delta, British Columbia, V4L 2A4
TEL: (604) 943-1161
FAX: (604) 943-1152
EMAIL: parch@telus.net

COMMENTS

Thank you for taking the time to attend this meeting to share your views with us. Please complete this form and drop in the comment box. These comments will be forwarded to the City of Richmond. If you would prefer to forward them directly, contact Jenny Beran at 604-276-4212 or by fax 604-276-4052.

Name CHRISTIANNA WARREN **Date:** February 2, 2004

Address 7140 KINGSLEY CRESCENT

Re: Proposed Multi Family Development 7071 – 7211 Steveston Hwy

Re-Zoning # 03 - 250605

WE TOTALLY OPPOSE THE REZONING APPLICATION

THIS IS AN INSULT TO THE RESIDENTS OF THIS LOVELY SINGLE FAMILY SUB DIVISION.

PAGE 1 of 1

Impact of the proposed rezoning and redevelopment

Background:

- 6 years ago we moved to British Columbia from Alberta.
- We spent months going from community to community, house to house looking for new place to call home.
- Richmond was the community we chose to live in and we were thrilled to find my house at 7160 Kimberley Drive.
- We chose this home for a number of reasons including the fact that the homes that we backed on to were single family, quiet and had lots trees.
- We had our realtor check with the City about the zoning in the neighbourhood.
- Our home in Edmonton had backed onto a ravine and it was very important to us that our new home had a "similar" setting.
- This was so important to us that we were willing to pay a premium for this. And we did.
- When we looked at 7160 Kimberley Drive we knew that this house could become our home.
- We made a very large investment in this property and I continue to invest in my home. The thought of having this investment fall apart is frightening.

Impact:

- I have been a good corporate citizen of the City of Richmond.
    - I have and will continue to abide by the bylaws of the City;
    - I have paid my taxes;
    - And I am very vocal supporter of the City of Richmond

- Should these properties by rezoned I will suffer a considerable loss due in no part to anything that I have done.

    - Financial
        - I will suffer a significant and immediate financial loss as it relates to the value of my property.
        - This is the largest single investment I have and I simply cannot afford to have the value of my property decline.
        - I have stated before that a major factor in my decision to purchase this property was the fact that it was surrounded by single family homes and specifically, backing onto large single family lots. I had also considered that given the beautiful lots that I backed onto, this would have protected my investment.

- It is unlikely that even if I tried to stem my losses that I could sell my house with this impending redevelopment.

- Quality of environment
  - The quiet "farm" like environment of my neighbouring properties will be destroyed by this redevelopment plan.
  - Most of the birds, squirrels, and other wildlife will leave as these lots are "redeveloped." **NOTE: This has already started to happen as one or both of the tenants on the properties that back onto my house have been clearing these lots for the last year. There have been many trees and bushes that have been cleared from these sites and my cedar hedge has been damaged in the process.**
  - The noise will increase exponentially – from the destruction, to the construction, to the occupancy.

As a taxpayer in the City of Richmond, a homeowner in the City of Richmond and someone who believes that this is an open process, please consider my very strong opposition to this rezoning.

Rezoning this land will have a very significant impact on the value of our largest personal investment, on our neighbourhood and on our community.

Please consider the rights of me as good citizen and as a member of this community. This rezoning will only bring financial and community hardship to a neighbourhood that has done nothing to deserve this type of action.

Sincerely,

Judith A. H. Sunley
Homeowner
7160 Kimberley Drive
Richmond, BC

February 2, 2004

Feb 3/04

Jenny Beran
City of Richmond
Planning and Development Department

Dear Jenny Beran

I am offering my strong objection to the proposed re-zoning and development of 7071-7211 Steveston Highway.

Monday, February 2, I attended with a number of concerned homeowners of Kimberly Drive, a meeting hosted by the architectural company, Patrick Cotter Architect, Inc, at Maple Lane School. All of us who attended were very upset at the proposal.

My wife, and I have been citizens of Richmond for about 30 years. We have lived at 7040 Kimberly Drive for 25 years. During that time we have seen a lot of changes in Richmond that have been positive and we have learned to love the community and our home and our street. We have always looked after our property and kept our house attractive and up to date inside.

In the past we have been told that the land behind us, the proposed development, would always be single family dwelling, in other words, sensible development that takes into consideration the wishes of neighbors that were there before. We were told the city would not allow anyone to build multiple units because the access to Steveston Highway of a lot of cars from such a development would be dangerous. Try driving down Steveston Highway. To drive with the flow, you will have to go 65 to 75 km. Try walking down the sidewalk on Steveston Highway now. It is a scary experience. Try it. Steveston Highway is really quite dangerous to enter from a side street.

We always knew there would eventually be development behind us, hopefully with the good of the community in mind, not this obtrusive proposal. Richmond really seems to lost a feeling for who the community is really for, ie the existing people of the community, not the developers. This proposal offers nothing good for the community or for us, the residents of Kimberly Drive.

The architect showed us drawings of his proposal. There is going to be 38 dwellings, a lot of noise, heavier traffic, and lack of parking which will lead to visitor parking spilling over onto our streets. Bamberton and Kimberly. Especially bothersome will be loss of the large trees that we have learned to enjoy, which are home for many red tail hawks, owls and many other birds, raccoons, squirrels that are protected species in the city of Richmond, and trees that are part of the Significant Tree Inventory. Their saving of a few trees is not enough. Most of the trees are going to come down. I found it interesting that the architect at the meeting put the Oak tree and a few other trees in his drawings, but did not guarantee that they would remain.

Even though the western edge of the current development is one and a half lots away from our property at 7040 Kimberly, we all know that when the property behind us sells the proposed development will expand to behind us. I expect that to be in a few years or less.

The biggest concern I have is the close proximity of the proposed buildings to our property. The proposal allows only for 3 meters from our back fences to the back buildings. There the buildings our going to tower over us. The buildings are going to be about 9 meters tall, so their back windows will peer right into our back yards. We will no longer have any privacy. Even those of us who have tall hedges will be asked to cut them down to allow light to shine on the new properties. Imagine! It is one thing to allow buildings close together side by side, but another to allow buildings with many windows to invade the privacy of our small back yards that we all have enjoyed so much. We have a lap type pool in our backyard, which soon will be under observation by home owners just over the fence. If this development is accepted, there has to be some concession by the developer to move the buildings further back to allow us to have some privacy. Otherwise, it is totally unfair.

In addition the architect would not elaborate on how they would guarantee that there would be no drainage from this development into our back yards. This could be a major problem in times of heavy rain.

What irks me is that this development is not in favour of us the established taxpayers who have contributed to the community. It is so the Cavanaugh's and Ilichs in the world can make more money and the city can get more tax dollars...again, all at the expense of us who have contributed to the community in smaller but more positive way for so many years. I am sure you know these developers well.

I am going to give you a little insight into one of the families adversely affected. During my 30 years in Richmond I have contributed to the community with my Dermatology Practice in Richmond. I might add that during that time I have treated family members of current councilors, and members of city hall. I treat about six skin cancers a day in my office, mostly Richmond residents. My wife and children have contributed with school associations. My wife chaired the London Music Society and started Richmond water polo and my children played many organized sports including soccer, Kigoo swim club and waterpolo. My son and daughter were raised at 7040 Kimberly Drive. My daughter now lives in a older and nicely development in Richmond and works in the Richmond hotel industry and my son is doing his Masters in Anatomy at UBC in breast cancer research. On Thursday mornigns, I give freely of my time to teach dental students, and residents oral medicine in Vancouver. I have done this for twenty five years. So, I think we have given quite a bit to the community. None of it has been solely for the dollars. In fact, my savings from the thirty years of practice is probably about equal to what my neighbors behind us are getting for their single lots to the developers. Money has not been my main interest in life...my family, my home,

community and practice have been instead. I can assure you that if this proposal goes through, we will no longer feel good about our community of 30 years.

It will be difficult to sell our home now, even though the development has not yet extended to our own backyard. A real estate agent has confirmed that fear.
Please consider the wishes of the citizens of Kimberly Drive to be at least equal in importance to the wishes of developers. If you do concede to the developers, please ensure that they move their ~~damn~~ buildings much further back from our property lines. To allow them otherwise is mean spirited and in an insult to us, the property owners of Kimberly Drive.

If you do not appreciate this, then come and visit one of our backyards and assess the situation first. Consider drainage, noise and privacy issues carefully. I am sure you would not like it if you were in our situation.

So, in summary, the developer must

1. change the proposal so the buildings are moved well back from our back property lines,
2. assure us and the city that important trees are preserved,
3. provide assurance that there will be no drainage into our properties, since the land will probably be built higher,
4. consult us further on these matters
5. And provide assurance that these points will be answered and resolved.

Further, the city must really take a closer look how their planning affects the established community and resolve those issues. Not to do so, would be negligent.

Yours truly,

R. J. Conklin

Jan 2/04

To Jenny Beran
Planning Department, City of Richmond

RE: Proposed development 7071-7211 Steveston Hwy

I have been tossing and turning all night trying to organize my thoughts for a letter that might have some impact on your planning department...impact against this horrible development.
I have lived in my present home for twenty-five years, paid taxes, and made upgrades to my home that would maintain its value and would continue to be in keeping with my neighbours. Unfortunately, now I find my home on the wrong side of Kimberly Dr.
I will not longer be able to see the magnificent trees against the blue sky from my backyard. Instead I will see the dense housing plan cramped into a very bad site. The architect has shown no compassion for our community along the south side of Kimberly Drive. The Maple Village homes in the Broadmoor area are 35 to 40 years old. They are townhouses and apartments that have maintained space between trees and structures. A similar space west of Gilbert on Steveston Hwy is in keeping with the housing that surrounds it. It is four homes on a cul de sac, but not such a high density structure as proposed .
This is too large a density of housing to be built on a highway and it is truly a highway. Steveston Hwy is the main corridor to the other high density projects in Steveston.
I am doubtful that someone of your office will come out and view our situation.
Where will all the vehicles for this complex park? Most households own two cars and with visitors there will be overflow onto our streets. They cannot park on Steveston Hwy, and across Steveston Hwy it is still agricultural land.
How will these households enter and exit onto Steveston Hwy when the average speed is about 60 –80 km/hr?
A better plan would b to maintain the dignity of the community by designing a much scaled down version with more spaces between structures and further away from our south property line, not the three meters away as proposed. A two-story structure peering down on our previously private backyards! Pace it out in your office and imagine what that will be like. It is really a cruel outcome for us.
I hope that someone will acknowledge our concerns. We are the past tax payers, and the taxpayers now, not the future taxpayers. The only winners if this proposal goes through are the gleeful property owners that are in the process of selling their properties to the greedy developers, the same developers who always seem to have their way in our city.
Shame on you if you accept this proposal. To accept this proposal is to have not consideration for the surrounding neighborhood and environment. If you accept this you are playing into the hands of those developers.

Yours truly,
N. Conklin
Nona Conklin,
7040 Kimberly Drive.

5 February 2004

Jenny Beran
City Planner City of Richmond

Re: Re-zoning #03-250605
Proposed Multi-family Development 7071-7211 Steveston Highway

Dear Madam:

Further to our telephone conversation of today this letter will serve as my official opposition to the rezoning proposal from single-family dwellings to multi-family type dwellings for the captioned properties. As mentioned I have lived at 7091 Kimberley Drive for the past 19 years and was appalled to hear that consideration was being given for rezoning of the subject properties. When we purchased our home it was my understanding that the surrounding area was a zoned single-family dwelling and that there was no possibility for this to change. This is an executive type, controlled subdivision of higher priced homes where double enclosed garages and shake roofs were mandatory. I can't help but believe that this rezoning, if it is allowed to proceed and 38 townhouses are allowed to be built, that the quality of the our subdivision known as Kimberley Court will be compromised and that values of existing residences affected negatively. I can only imagine what a 38-townhouse complex will do to eliminate existing full growth trees and change the surrounding landscape not to mention additional noise, traffic and parking problems on the surrounding streets. As my residence represents a major asset I cannot allow the value to decline. While I can appreciate these are rather large lots, I feel perhaps subdividing into smaller lots is an alternative that should be considered rather than the rezoning to multi dwellings with maximum townhouses on the site. While this would mean fewer dollars for the developer, due to costs, it would certainly ensure that higher priced residences of a better quality on the smaller lots be built. I direct your attention to a similar subdivision in the next block, further to the west on Steveston highway that you have indicated you are familiar with. A small horseshoe type subdivision with smaller lots was developed from a block of larger lots, which did not destroy the esthetics of the surrounding community.

As a longtime homeowners and taxpayers of the City of Richmond both my wife and I urge reconsideration of this rezoning application.

Sincerely,

Robert & Maureen Robertson

Robert M. Robertson
Maureen M. Robertson
Phone 604-272-1224

TO JENNY BERAN

February 12, 2004

Bill and Janet Smith
7060 Kimberley Dr
Richmond, B.C.
V7A 4S4
Phone 604-272-4769

Jenny Beran
City Planner
Richmond, B.C.
Fax 604-276-4052
Phone 604-276-4212

Dear Jenny

RE: Re-Zoning #03-25065
Proposed Multi Family Development 7071-7211 Steveston Hwy

As per our telephone conversation on February 3, 2004, I feel compelled to write you this letter. As I mentioned on Monday evening February 2, 2004 my wife Janet and I attended a meeting at Maple Lane Elementary School hosted by Patrick Cotter Architect Inc. to review this Proposed 38 Multi Unit Development and Re-Zoning. This was an upsetting and shocking experience to see what is being proposed in a single family residential neighbourhood. The size and scope of the development is overwhelming and unacceptable to us.

We purchased our southfacing backyard single family residential property to enjoy the life style and sunshine not to live in the shadow of a multi-unit development 3 metres from our property line. As you know Steveston Hwy and Gilbert Road are very busy main traffic routes. The addition of 38 to 76 plus vehicles entering and exiting Steveston Hwy is going to cost lives. There is no parking on Steveston Hwy or Gilbert Road. We will have additional vehicles parked on our front streets and 38 families living behing us.

We are not against re-development of this area as Single Family Residential Homes with or without back lanes.

As I asked you on the telephone please advise us of any upcoming meetings or discussion areas that are going to be held in the future so that we may address these meetings and express our disapproval of the Re-Zoning and invasion of our neighbourhood.

Yours truly

Bill and Janet Smith

Feb 12/04

Jenny Beran

Dear Jenny

re Development Bamberton → Colbeck on Steveston Hwy

Further to our phone conversation + my letter opposing the development.

You stated the Architect, Frank Cotton Assoc, would have further discussions with us re our concerns so that we Kimberly Dr residents + other concerned citizens could come to some reasonable agreement.

When will this occur? We have not heard anything further from the architect, or developer.

R J Conklin
7040 KIMBERLY
604-2777644 (phone/fax)

Mr. and Mrs C. Warren
7140 Kimberley Drive
Richmond
V7A 4S4
604-241-8215

To: Jenny Beran Richmond Planning Dept.

We wish to put in writing to you our very strong objection to the proposed Re-Zoning application covering 7071 – 7211 Steveston Highway.

Before we went ahead and purchased our home at 7140 Kimberley Drive, I visited your Planning Department to get assurances that the subject single family zoned properties would not be rezoned to multiple dwellings. I explained to the staff that helped me that a developer had obtained 2 of the properties and was proposing to build townhouse/condominiums. The staff pulled the map of the area and pointed out the single family zoning and told me specifically that they would not entertain rezoning but would look at a development proposal based on the existing single family zoning.

In choosing a home in Richmond we were attracted by the open spacing of this single family area and it's freedom from multi family dwellings – we specifically looked for a home away from complexes and the problems of noise, vehicles, pets and lack of privacy that always occurs when humans get crowded together. To obtain a home of this kind you have to pay a premium and this we were willing to do. A 38 unit residential duplex development packed into the space at the back of our properties along Kimberley will destroy the biggest single investment of our life – our home.

We have visited and taken photographs of a number of the developments under construction along Steveston Highway plus other areas locally in Richmond. One view of our potential future is a development west of Railway on the north side of the highway. 3 story condo's now dwarf the surrounding homes plus the view in the back yards of the single family homes to the north of the development are dominated by these units staring down on them practically against their back fences.

We are all for development, but it has to have some control and some consideration for the neighbourhood and the families that are living in the homes. Developers want to maximize their profits by packing in as many dwellings as possible and then move on. Developers do not stay in the neighbourhood and are unaffected by the consequences – we, the owners of homes are left holding the bag.

Your comments to me during our telephone conversations that the Mayor and Council are encouraging developers to build multi dwelling complexes along Richmonds major roads came as a complete shock. Richmond will not look very pleasant in 5 years time if all of our major routes are dominated by complexes close to the road without the cushion of the trees and shrubs that we have today. This is a developers dream not the home owners and voters of Richmond.

You told me that the Planning Department has to follow the orders of Council and yet you people have the training and the experience of Urban Development. Members of Council are typically lay people without planning knowledge but typically close ties with developers. The wrong people are planning Richmond's future.

Yours truly.

IF YOU DO NOT KNOW YOUR OPTIONS – THEN YOU HAVE NONE

We invite you to meet at 7140 Kimberley Drive – Monday Feb. 16 Th. at 8 p.m.

The Developer and his Architect have now provided us with their view of our future. It turned out to be even more intrusive and unacceptable than expected.

We need to understand our options and develop our game plan to stop the re-zoning. Other neighborhoods have stopped re-zoning and so can we. We can only do this if we are all united.

We cannot stop development but we can have our say in what is built. Just west of Gilbert is a relatively new development that consists of a horseshoe drive off Steveston Highway to six single-family homes. Please take the time to look at the layout – perhaps this is a better plan for us all. The original plan for this site was a multi-unit development, but it was rejected – we can do the same.

For those of you not directly affected by the proposed complex there are other issues that will impact you. Besides the noise and dust of construction, we will all have to face a major issue. The architect described parking in the complex as 1.5 parking spaces per unit. No company is manufacturing 0.5 of a car and most families have 2 cars. There will be limited visitor parking so where will the overflow go? There is no parking along Steveston Highway or on Gilbert. The nearest street parking will be Bamberton and Kimberley Drive plus the various cul-de-sacs off Bamberton and Kimberley. Life will become a whole lot nosier and busy with the increased traffic and parking noise.

Please bring your ideas and suggestions

Please r.s.v.p. Clive and Laura Warren 604 241-8215

AT NO OTHER TIME IS FAIRNESS AND "DOING WHAT IS RIGHT" DISPOSED OF QUICKER, AS WHEN IT INTERFERES WITH COMMERCE.

Crowe, Terry

From: Gordon Lai [gordonlai@hotmail.com]
Sent: March 21, 2004 4:56 PM
To: Crowe, Terry
Cc: jahsunley@shaw.ca
Subject: Rezoning proposal at 7071-7211 Steveston Hwy

Dear Mr. Crowe,

I live on 10660 Monashee Drive which is very close to the above proposed rezoning area. My neighbours on Kimberley Drive have received a letter from the architect, Mr. Patrick Cotter and the letter was dated March 11, 2004, however none of us on Monashee Drive have received that letter. Our addresses are: 10560, 10580 10600, 10620, 10660, 10680 and 10691 Monashee Drive.

We are concerning about the rezoning, parking and what effect the rezoning will do to our neighbourhood. Since there is no parking allowed on Steveston Hwy. and the number of small units (38 townhouses) crowded in the small proposed area will definately affect the value of the houses in our neighbourhood. Oviously, the architect has not done his job properly to notify all the residents in the affected area. My neighbours and I will attend the meeting hosted by the City on Tuesday, March 23, 2004.

Yours truly,

Gordon Lai

Crowe, Terry

From: Crowe, Terry
Sent: March 24, 2004 7:56 AM
To: 'bill.b3m@telus.net'
Subject: RE: Rezoning Application Steveston Hwy 7071-7211

Bill
Thank you for your comments .
I enjoyed meeting you and the community members.
I will pass them on to staff and the developer.

Thanks
Terry Crowe,
Manager, Policy Planning,
City of Richmond,
6911 No. 3 Road,
Richmond, BC
V6Y 2C1
Tel: 1-604-276-4139
Fax: 1-604-276-4052
Email: tcrowe@city.richmond.bc.ca
WWW.city.richmond.bc.ca

-----Original Message-----
From: bill.b3m@telus.net [mailto:bill.b3m@telus.net]
Sent: March 23, 2004 10:38 PM
To: Crowe, Terry
Subject: Rezoning Application Stevenston Hwy 7071-7211

Dear Mr. Crowe,

I would like to start this letter with a big "thank you" for taking time to address the members of our community. You have heard all the concerns about this project.

I live on 7131 Kimberley Drive with my wife and two young children, ages 6 and 8. I have lived in this house for 5 years. My kids, along with many children in the cul de sac can often be found playing street hockey on Kimberley Drive.....I love it here! My main concern with the proposed project is the overflow of parking onto our neighbourhood. There is no parking along Stevenston nor Gilbert and with the proposed 38 unit project, there is parking problem...that's a fact.....may I suggest opening up the ALR across the street to allow for parking?.....Fat chance right?....But that's the way I feel, you don't like people parking on your land, why should you expect me to allow strangers to park in front of my house? All houses in the cul de sac have drive ways and garages, seldom are there cars parked on the street....that's the appeal of a cul de sac.

I am not against development and progress, but over-development in this quaint

residential neighbourhood would be a crime. I have many neighbours who have live in their home for 20 plus years and would just like to retire in a quiet peaceful neighbourhood....they were here first, their voices should be heard above that of any profit oriented developers.

Tonight, a gentlemen proposed a mini cul de sac to be in place instead. This sound pretty good to me. Seems like a good compromise, the developer would still make his money and our cul de sac would not be affected. The multi-housing proposal with a dead end lane is just pure nonsense. Just look at the age and condition of the houses on either end of this proposed lane and you know that this lane will not complete for 20+ years, in the meantime, Stevenston must absorb the extra traffic.

Again, thank you for you time in hearing the many concerns. The meetings are very civil, but please do not view it as without passion. I think my neighbours have demonstrated to you that they are very nice folks...and believe me, they are!

Bill Mah, BCom CMA

Crowe, Terry

From: Judith Sunley [jahsunley@shaw.ca]
Sent: March 25, 2004 11:30 AM
To: Crowe, Terry
Subject: Second Meeting with the Developer

Hello Terry,

Thought you would want to hear how the meeting went with the developer last night.

Unfortunately the meeting with Patrick Cotter was not a success. In fact the community left the meeting more frustrated than they were at the first meeting.

We felt that we had clearly identified our concerns with the proposed redevelopment: concerns about the density, parking, retention of the trees, traffic concerns, noise and the significant change this redevelopment would have on our neighbourhood. Based on the presentation last night it appears that very few of these concerns were considered and/ or addressed. Bottom line here is, that we don't feel that the developer has listened to our concerns and/or was willing to work with us on building a solution that will work for all parties.

At the meeting last night, the original plan for 38 units was presented again and Patrick also tabled a plan for 44 units. He also discussed increasing the height of the units from 2 story to 3 story. The only issue that he offered a "solution" to was our concern about the space between our property line and the proposed new homes. Patrick indicated that they could increase the space. This was a positive step forward and Patrick has agreed to setting up another meeting with the community in the next 2 to 3 weeks.

Overall it was not a very positive event for our neighbourhood. Most of the community is willing to work with the developer to find a mutually acceptable solution. Most of us recognize that a reasonable approach will involve increasing the number of homes on these lots. Both sides will need to compromise. At the meeting last night, the developer did not demonstrate that he was willing to compromise. In fact, some of the things that were discussed only served to polarize the discussion (i.e. increasing the density to 44 units and introducing the possibility of 3 story structures).

At the end of the meeting Patrick did indicate that he was going to reconsider our concerns and review one of the options that was presented. Again, a positive step forward.

The meeting was very disappointing and quite frankly a bit of a waste of time. There was very little presented that would have assisted in moving the two parties closer together. Most of us in the neighbourhood want to work with the developer and I am hopeful that this will be how things will proceed. I have been advising our community that it is in our best interests to work with the developer and again, most of our neighbours strongly support this strategy.

We are going to be meeting as a community in the next few days to talk about what our next steps should be.

Please feel free to share my email with the appropriate parties.

FYI, I have shared these comments with some of the elected officials with the City of Richmond.

Judith

property to it best advantage.

Attachment 3 shows the subject property as it exists now and also as we suggest it could exist and still comply with the Single-Family Housing R1 zoning.

Please note that our suggested Density at 7071-7211 Steveston Hwy, although much greater than the Kimberley Road area Density, would also ~~be~~ still be slightly greater than the 6611-6619 Steveston Hwy parcel's Density.

DENSITY	PARCEL
944.41 sq.m./dwelling	Kimberley Drive (existing)
689.97 sq.m./dwelling	6611 - 6619 Steveston Hwy (existing)
687.36 sq.m./dwelling	7071 - 7211 Steveston Hwy (attachment 3 suggestion)

Also, this would reduce the number of accesses to Steveston Hwy from 6 to 2.
This would also reduce the number of vehicles, driven by those living on, as well as visiting, the property by over 36% based on 14 dwellings versus the proposed 38 dwellings.
Considering that there is no street parking on Steveston Hwy, any overflow parking would indeed directly impact the surrounding neighbourhood.
We also feel that this type of redevelopment would not have an adverse effect on surrounding property values.

If this suggested option is viable to the City of Richmond, we feel that it would be the better use of the property and retain the liveability of the neighbourhood.

We do believe that the City of Richmond's planning should add value to it's existing residents, and not rezone for the sake of profit to developers, at the expense of those existing homeowners.

Thank you for your consideration of the above.

Yours truly,

Patrick Ryan-Lewis Eileen Ryan-Lewis

Mr. Terry Crowe
Manager,
Policy Planning
City of Richmond

7111 Kimberley Dr.,
Richmond, B.C.
V7A 4S7
March 25, 2004

Subject: Rezoning proposal at 7071 - 7211 Steveston Hwy.

First, let me thank you for the very informative meeting you chaired for the concerned residents on March 23, 2004 at London Secondary School.

I personally wanted to hear both sides of the proposal before I wrote this letter, so I did attend the meeting held by Patrick Cotter Architect Inc, last night (March 11,2004). My wife and myself were out of the country during the previous meeting so had not heard the details first hand prior to this week.

I have lived in Richmond for approximately 50 years, and my wife has lived here almost all of her life.
We have lived on Kimberley Drive for 26 years, having purchased our home when it was new. We chose this area due to it's many great features; large lots, wide streets, quiet nature, varied architectural designs and the fact that we were ensured that the general area was zoned for Single-Family Housing and would not change. (Remember, at that time (1978), the land to the north of the Kimberley Drive development was farmland) and our concerns were real. We knew that it would be eventually developed, and indeed it was, but it did retain it's R1 zoning.

This brings us to the subject proposal. We do realize that redevelopment of the subject property is inevitable. However, we do not agree that rezoning to Multi-Family Housing should be an option for the subject property.

It would appear the primary requirement for the "ARTERIAL ROAD REDEVELOPMENT" policy that a "Neighbourhood Service Centre" be "Near" cannot be met by any stretch of the imagination.

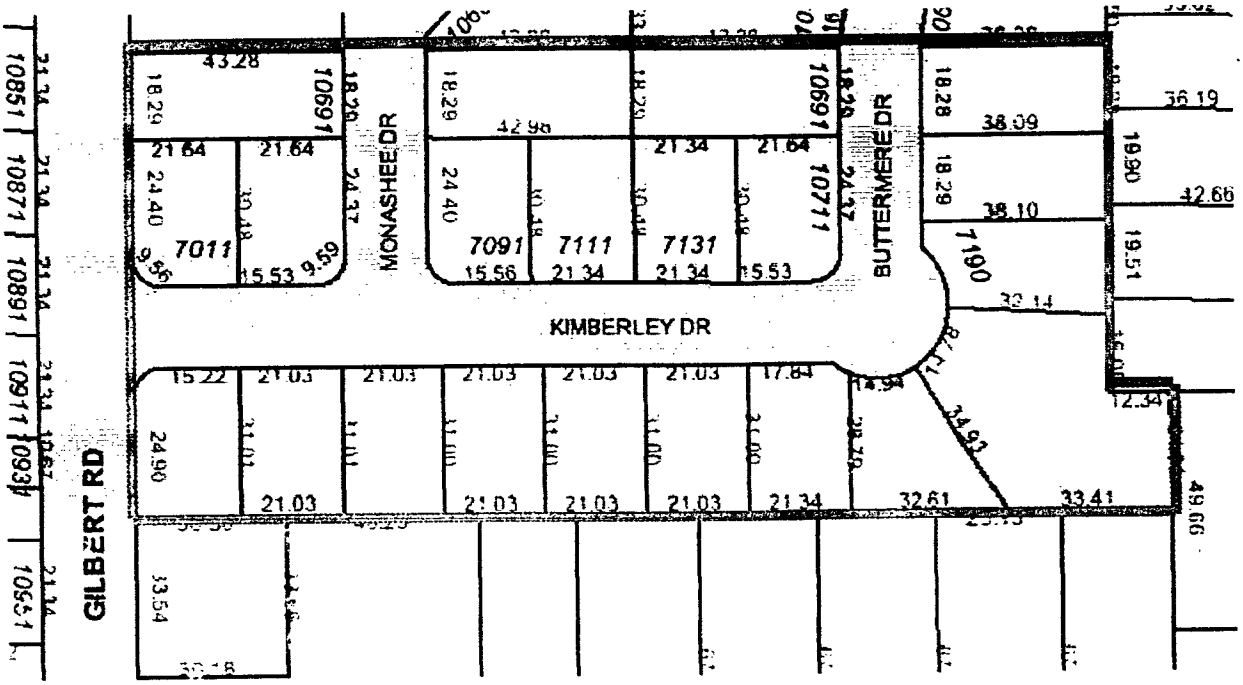
We believe that someone making an opposition to a proposable should also express constructive alternative suggestions.

Here is ours:

Attachment 1 is to show the Density we currently enjoy in the original Kimberley Drive area. (Note here, my use of the term "Density" is not the Architect's definition, we mean the number of square meters per dwelling including access roads, sidewalks etc; arrived at by dividing the total area of the property by the total number of dwellings).

Attachment 2 shows the development at 6611 - 6619 Steveston Highway which we feel is an example that does blend in with the surrounding neighbourhood and is attractive yet utilizes the

Original Kimberley Drive Parcel

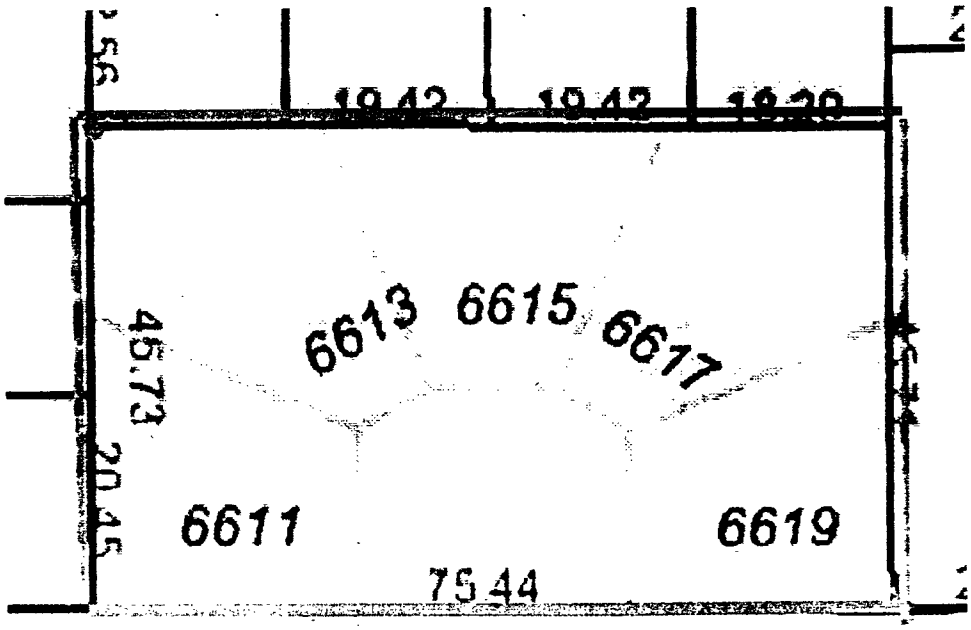


Total Area: 19,832.75 sq. meters
Number of Single Family Dwellings: 21

Density: 944.41 sq. meters/dwelling

Includes Access Roads, Sidewalks Etc.

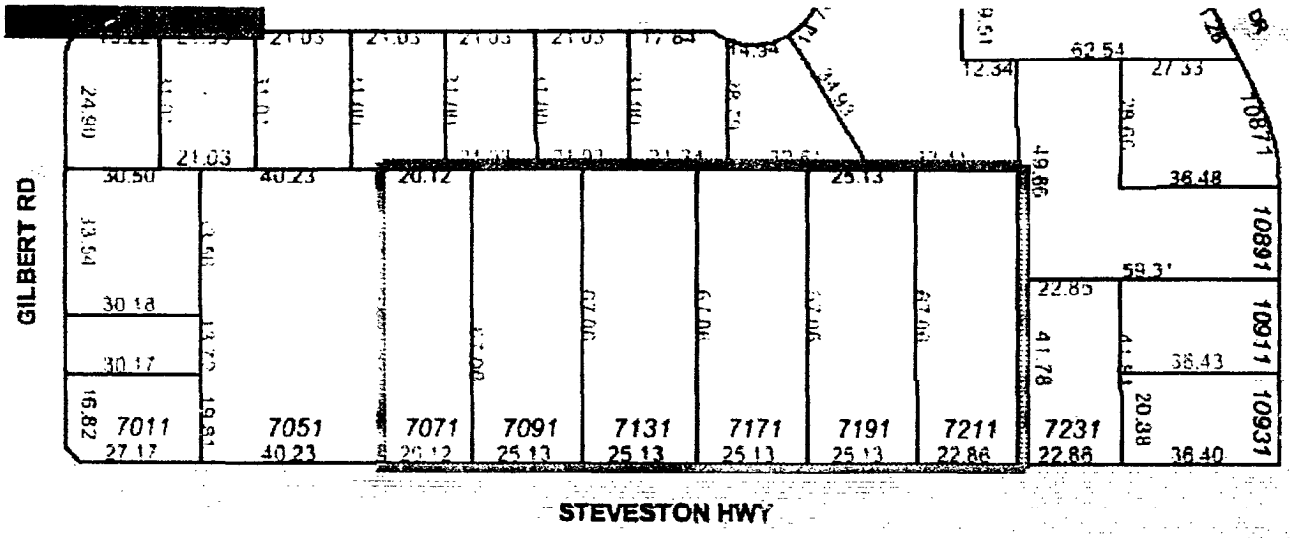
6611 - 6619 Steveston Hwy



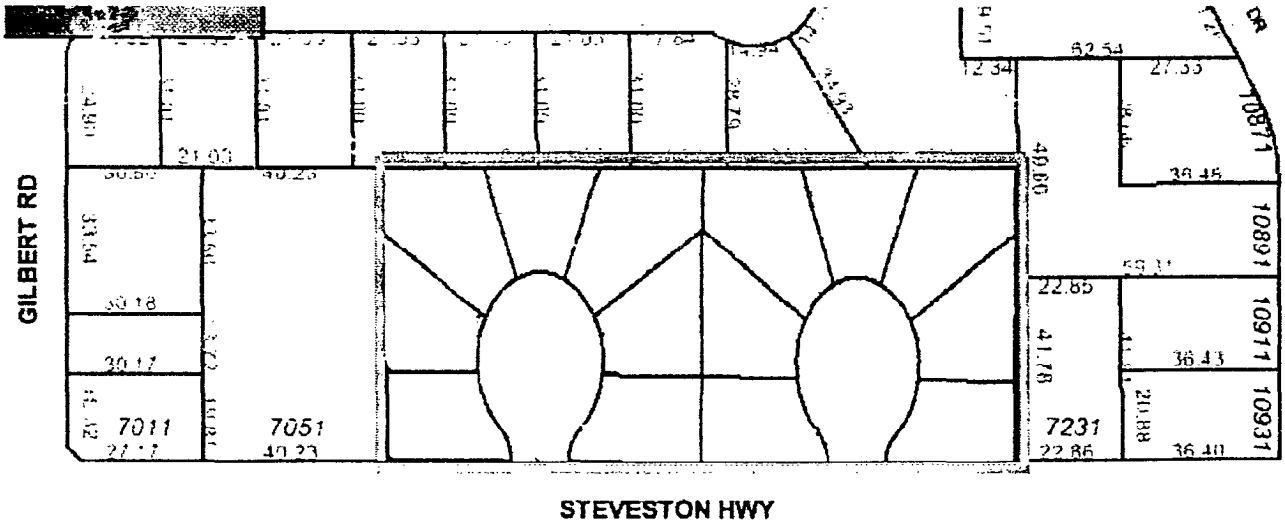
Total Area: 3,449.87 sq. meters
Number of Single Family Dwellings: 5

Density: 689.97 sq. meters/dwelling
Includes Access Roads, Etc

7071 - 7211 Steveston Hwy



Total Area: 9,623.11 sq. meters



Potential for Single Family Dwellings: 14

Density: 687.36 sq. meters/dwelling
Includes Access Roads, Etc.

Crowe, Terry

From: P. Lewis [pryanlew@shaw.ca]
Sent: March 28, 2004 4:36 PM
To: Crowe, Terry
Subject: Rezoning Proposal at 7071-7211 Steveston Hwy

Terry Crowe,
Manager, Policy Planning,
City of Richmond

Correction to my letter of March 25, 2004, mailed to you on the same date:

Re. page 2 concerning the percentage reduction of the number of vehicles driven by those living on, as well as visiting the property.

The letter should read 63% and not 36%.
Please amend your copy.

I must have had a senior's moment at the time I proof read the letter.

Sorry for any inconvenience.

Regards,

Patrick Ryan-Lewis

Crowe, Terry

From: clive warren [clivew@shaw.ca]
Sent: April 5, 2004 3:40 PM
To: Crowe, Terry
Subject: 7071 - 7211 Steveston Highway

The so called "Public Consultation" involved in the request for rezoning is proving to be a farce. Patrick Cotter has been rude to the neighbours at the meetings especially at the last one which was a waste of 2 hours.He responded to none of the concerns raised at the first meeting plus the subsequent correspondence.The positive suggestion of retaining R1 with a dual cul-de-sac or horseshoe arrangement as per the lot on Steveston just west of Gilbert has been basically rejected out of hand.

On Saturday the tour with the arborist was enjoyable as a walk in the park but did little to satisfy anyone. The arborist would love to insist that the large oak stays but he has no power. It is clear that the neighbours with privacy cedar hedges (especially Judith Sunley and her next door neighbours the Chans) will see their hedges die when they are fully exposed with the cutting down of the trees and shrubs on the development site. Very little of the biomass on the development site will make it through the process.

We have had another neighbour meeting and were disturbed to hear that many of our letter's, faxes and e-mails have not made it to your attention, even when a confirmation has arrived! To counter this we are preparing a petition that the whole neighbourhood wants to sign and we will hand deliver the top copy to you in person and make sure that all members of council receive a copy.

The only "truth" heard so far in this whole affair was when Jenny Beran got upset with me and lost her political correctness.She stated that this proposal was exactly what the Mayor and your department wanted and that no matter what we did as a neighbourhood we would not stop this going through. With the Illich/Cavanagh money, power and connections to council this was a foregone conclusion from day one.This entire "Public Consultation" process is a sop to the public to give the illusion that they have a say when we are cleary just a nuisance to the system.

The 38 - 44 units that will be crammed into the development site will begin the decay of this beautiful single family area - it is no wonder that the public's number one concern from your own research in developing the OCP, is the retention of single family neighbourhoods.The "Arterial Road Redevelopment" policy is the thin edge of the wedge that guarantees the dissolution of single family neighbourhoods. Once the "ring " of complexes is arround all major city blocks of residential properties the issues of noise. traffic and crime will naturally arise. Next to go is the inner ring of single family homes who will vote with their feet once they are living next to complexes and so it will proceed. You are guaranteeing that Richmond will not be a pleasant place to live in the future.

By the time the voters of Richmond wake up to what has been going on to their city it will be too late to stop. The architects of the plan will have moved on and will be immune to the voters wrath.

Clive Warren 7140 Kimberley Drive

Crowe, Terry

From: P. Lewis [pryanlew@shaw.ca]

Sent: April 15, 2004 10:01 PM

To: Crowe, Terry

Cc: CLIVEW@shaw.ca; simondale@shaw.ca; rmrobertson@shaw.ca; rconklin@interchange.ubc.ca; sassiecat@telus.net; gordonlai@hotmail.com; jahsunley@shaw.ca

Subject: Rezoning Proposal at 7071-7211 Steveston Hwy

Terry Crowe,
Manager, Policy Planning,
City of Richmond

I have just returned from the meeting held April 15, 2004, chaired by Patrick Cotter Architect Inc., regarding the subject rezoning.

Other than it being a waste of my time, by having the same proposal of 38, 2 and 3 story, townhouses put in front of me that had previously been presented on March 24, 2004, I felt it to be an insult to my intelligence to have him present 3 'worst-case' scenarios for Single-Family Housing to justify his case for rezoning to Multi-Family Housing.

My letter of March 25, 2004 had suggested 14 Single-Family lots surrounding 2 cul-de-sacs.

His answer, to negate this, was to try to squeeze 20 lots into the same area, surrounding 2 cul-de-sacs, and thus show us that they would not be reasonable sized lots for reasonable sized homes.
This logic is in keeping with his meeting of March 24, 2004, where he showed us a plan for 44 Multiple-Family Units in order to convince us that his proposed 38 units should be our choice.

I continue to stand by my letter of March 25, 2004 (and my correcting E-Mail of March 28,2004), opposing the Rezoning Proposal to Multi-Family Housing, as well continuing to support the proposal of 14 lots surrounding 2 cul-de-sacs or some other reasonable proposal that would retain the current Single-Family Zoning.

Regards,

P. Ryan-Lewis
7111 Kimberley Dr.
Richmond, B.C.
V7A 4S7

Crowe, Terry

From: Bob Conklin [rconklin@interchange.ubc.ca]
Sent: April 15, 2004 10:53 PM
To: Crowe, Terry
Cc: MayorandCouncillors
Subject: 7071-7211 Steveston Hwy proposal

Tonight, April 15, my wife, concerned neighbours and I have endured another night with Patrick Cotter. Even though he has moved the meetings further away in Steveston Community Center, which makes it more difficult for some of us to attend, quite a few of us showed up to again express our concerns. Our numbers were somewhat down possibly because of the Canuck game, but mostly because a few supporters could not make it for good reasons, and because some of us are becoming disenchanted about going to meetings with Cotter, who always presents very little new. His proposal today was exactly how what he proposed the last time we met. This is extremely frustrating. Even more frustrating, one by one, he cast each of our proposals in the worst light. His plan for 38 town houses is exactly the same as it was the first meeting in Maple Lane. He has just moved them forward a by 9 feet, which was a concession from the city, not from him. He has the usual arrogant attitude that he exhibits at every meeting. When I questioned him about the retention of the significant Oak, he commented, that "*your* oak will be included." His tone was smug and condescending as it always is. It is not my oak. I love all the trees that exist there much more than I like concrete and townhouses. He knows nothing of the existance Significant inventory chestnut that is to be chopped down. He couldn't care less. This man loves concrete and townhouses because it means money to him. The only tree this man and his developer appreciate is *the kind of tree that money grows on!*
His arborist was supposed to be at this meeting, but could not make it. He said so last meeting. We came, so he should have as well. I am totally sick of Cotter's attitude and presentations.
I am going to start writing letters to the local papers against your plan for multifamily development along Steveston Hwy. This particular development will unleash up to 96 cars onto Steveston Hwy. There will be more polution, noise, and probably accidents and, I expect, fatalities. The people living there will have no where to walk to, no park, no shopping center, no good transportation except for their own vehicles. They would not like to walk along Steveston highway as cars hurtle by 70 to 80 km/hr. They will drive everywhere. They will not be able to turn left onto Steveston Hwy, but will go around down Gilbert Road, increasing that traffic more. Then they some will cut through Kimberly.
The only new multifamily development in Richmond should be within safe walking distance to shopping centers or ALRT lines.
I suggest that Cotter should now present his proposal to council. I see no further benefit in meeting with Cotter. I see no benefit of us dealing further with the planning department, which I think is going to side with Cotter and Kavanagh. Let's now meet with council. Before I move my home and practice out of Richmond, I would love to give them a piece of my mind. One of us has already sold his house, another ready to, and I am not going to support this city with my tax dollars if they persist in this ill-conceived plan of multifamily homes on Steveston Hwy.
Dr. R. J. Conklin.

April 18,2004

Terry Crowe
Manager City Planning Department
City of Richmond

Re: Re-zoning #03-250605
Proposed Multi-family Development 7071-7211 Steveston Highway

Dear Sir:

I am again writing to express our disapproval of the proposed rezoning of the subject properties from single to multi-family dwellings. After I left your meeting of March 23/2004, we felt confident that the developer via the architect Patrick Cotter was prepared to work with the surrounding residents to find common ground in order for the redevelopment of the properties to proceed. We thought this meant compromise on both sides for the benefit of both parties.

I have since attended two more formal meetings at the request of the architect, at which time we. the residents, expressed specific concerns and alternate proposals were presented, all of which have been outlined to you department either verbally or in writing by the surrounding residents. It did not appear the architectural firm at either meeting has even considered amending the original application in line with these concerns but rather endeavored to intimidate us by presenting worse case scenarios consisting of even more townhouse units than what was originally presented to us. We are sure that what he is proposing is within the guidelines set out by the planning department but as I asked him at the meeting why does the proposal have to be minimum free space with maximum density? Is there not something in between that both the developer and most importantly the residents can live with?

I have been told that some of our neighbors are even considering listing their properties and moving from the area. This I believe is not right and a totally unsatisfactory alternative.

I believe the city planning department and the city's planning committee has a equal responsibility to act in the best interests of both the developer and the surrounding long-term residents in a fair and equitable way and it's frustrating that one person or developer can create such stress and anguish to so many longtime residents.

Although we support redevelopment of the site we cannot accept what is being proposed to us and feel it is important to again express our opposition of the application to your department.

Sincerely,

Robert M. Robertson

Maureen M Robertson

I wish to express my thoughts about the presentations we Kimberly Drive and Bamberton residents received from the City of Richmond (Terry Crowe) and Patrick Cotter's representative concerning the development proposal of 7071-7211 Steveston Highway. On Tuesday, March 23, Terry Crowe gave us a good overview of the Planning process, both the long term development goals and process of individual development proposals. Terry did an admirable job and was very accommodating to our concerns. After three hours of discussion Terry offered to stay longer if we wanted! However, I was dismayed at his long term community plan of multifamily development along major arteries, such as Steveston Highway. I do not see how that serves the people of Richmond at all. It may serve the developers and the tax base, but will contribute to rising pollution and less liveability.

On Wednesday, March 24, the Cotter representative, discussed the "compromise" to their previous proposal outlined to us at Maple Lane School a few weeks before. Some compromise! To our dismay, one of his proposals actually increased the development to 44 units from 38! Further, he started the presentation by telling us, that the developer could have proposed three story units rather than two story units, presumably not 38 tiny dwellings, but 57? Later, in the presentation, we were told that the city would probably not allow that anyway! Some concession! He did offer to move the units back a further nine feet from our back fences, ie 18 feet rather than 9 feet, but that, I suspect, was probably a concession from his meeting with Terry Crowe, ie Terry's concession, and not a concession from the developer! He also proposed to make a small green space around the few trees that are to remain. Despite our desire to keep the community single family, there was no alternative proposal at all about single family dwellings and he seemed uninterested in our proposal of single family development in two cul-de-sacs or coach house lots. In addition, the Cotter/Kavanagh proposal is to put about 88 to 100 parking spaces in their development, two parking spots plus 12 visitor spots. That means each day up to 100 cars will be driving out of this development onto Steveston Highway. No doubt, this will create accidents and, probably eventually, fatalities. It will increase the traffic and noise pollution. The long term goal of population increase for Richmond, with little or no land opening up for development, means smaller townhouses and apartments, greater density, greater noise pollution, car pollution, etc. As one of our members stated, this meeting was a true waste of time, and an insult to our time and efforts. He then told us that if we did not like this, the developer will proceed on with the original plans without further input. I am not sure if this was a threat, or his actual feeling that they could get away with this! This young man has a very arrogant manner and I see little reason if discussing things further with him. It seems obvious that this man cares little about our community and our concerns. What a poor representative for the developer! What a poor representative for our community! This lead to a very unpleasant evening for us. When things calmed down, there was some compromise to meet again, and to meet their arborist in the property to tell us why most of the trees that we have enjoyed for 24 years, or more, are suddenly diseased or ready to fall down because of the soft moist soil they have been standing successfully in for so many decades! Could it be the same arborist that works for the Bentall Center? After six days, we have yet to hear about the tour with their arborist. Perhaps Councillor, Sue Halsey-Brandt, might be interested in the destruction of one of the last large stands of trees in private property in her community and one of the few remaining natural bird habitats. I am going to ask Sue if

she could spare the time to come, if in fact there is a tour is offered. As the Richmond News, last Saturday, reported, there has to be another attempt to protect our trees on private property. The Bental Center trees if protected, could be a strong precedent I have been a resident of Richmond for thirty years.

The need for increased density along busy corridors brings up the question, Why? The need for increased density, period brings up the question, Why? Is increased density of $400.000 plus tiny dwellings going to solve the world population growth problems? So, what if our plan is part of the long term plan of Greater Vancouver? Why do we need such a plan? I am sure the citizens of Greater Vancouver, if reminded, would appose such a plan. All it does is put money in the pockets of developers, and perhaps give councils a bit more money in taxes. It is not going to help the community, the voters in the community one bit. Again, I am sure that the people who live in Richmond, the voters would not be happy about the long-term development goals for Richmond.

It seems strange to me that we have a council that feels strongly about a line of oak trees in an industrial neighborhood and not one whit about one of the last surviving stands of trees in a quiet previously quiet neighborhood, where people actually sit for long period in their backyards and enjoy the trees and birds.

It also seems strange to me that we have a council that is concerned about an imposing structure in the form of a Skytrain elevated rail concrete structure in a mainly commercial area of town, and is not the least concerned about the elevated structures that are going to by thrust on the dwellings of Kimberly Drive and Bamberton. Why have high density housing, increased population and a less efficient form of transportation. There is a strange dichotomy there.

I apologize for the length of this and for my digressions. But as you can see I am very upset about this development. If this goes through, I will probably move my home and my practice of thirty years out of Richmond. However, I will go out with a big letter writing campaign against such a development. Remember what happened to Gil Blair because of Terra Nova, and his main election opponent Greg Halsey-Brandt, who capitulated immediately when elected mayor.

Yours truly,

Dr. R. J. Conklin

April 20, 2004.

Mr. Terry Crowe,
Manager, Policy Planning,
City of Richmond
Urban Development Division
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Dear Sir:

Re: Rezoning Proposal 7071 – 7211 Steveston Highway

We wish to voice our strong disagreement to the above Rezoning Proposal. We were unable to attend the meeting you held on March 23rd due to our annual vacation.

This change on Steveston Highway to higher density residence is a negative and unsafe proposal for traffic reasons. You will note we live on Bamberton Drive, and the current traffic patterns make it risky now to attempt to cross Steveston Highway. Any addition to the existing flow is certain to hamper access and will result is increased automobile accidents.

Parking requirements of multi-residential buildings will not be adequate for on site residents and will certainly cause an overflow onto Bamberton Drive, necessitating parking in front of other peoples homes and restricting access.

We are also opposed to reducing the agricultural setback along the south side of Steveston Highway and the resulting impact of farmland reduction.

Thank you for your consideration of our opinion, we will certainly attend any further meetings.

Yours truly,

Dan & Edith Jeannotte
10511 Bamberton Drive
Richmond, B.C. V7A 1K6

A & Z RASTEH

7100 Kimberley Drive
Richmond, BC
V7A 4S4

To: Mr. Terry Crowe
City Hall of Richmond
Manager of policy planning

Reference: Re-zoning #03-250605

Regarding: Multi family development 7071-7211 Steveston High Way

April 23, 2004

Dear Mr. Crowe,

Prior to the purchase of our house in October 2002, we inquired about the zoning restrictions and were informed by city hall that this neighbourhood was exclusive to single family residential zoning laws. Therefore, we are extremely concerned about the potential re-zoning of our neighbourhood to multi-family residential homes.

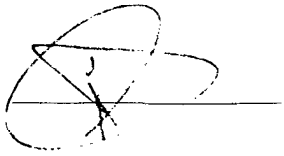
In short, we believe that if this multi-family project were to be constructed, the following problems would arise:

- **Decrease the current value of our home**
- **Significantly increase neighbourhood traffic in relation to cars as well as people**
- **Neighbourhood street will be transformed into public parkade**
- **Significantly increase neighbourhood noise and pollution**

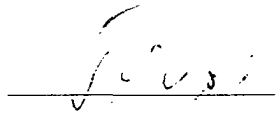
Thus, we strongly oppose the construction of the multi-family development project. Thank you for taking the time to consider our distress. We are confident that city hall will agree with our reasoning and take into account our valid concerns.

Sincerely,

A. Rasteh



Z. Rasteh



RZ 03-250605

August 6, 2004

Janet Lee
Policy Planning Development
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Patrick Cotter
Principal
Patrick Cotter Architect Inc.
1338 - 56th Street
Delta, BC V4L 2A4

Dear Ms. Lee and Mr. Cotter:

Re: Re-Zoning Application for 7051-7211 Steveston Highway

As residents of 10911 Bamberton Drive, we have a few concerns regading this development.

1. As shown on the proposed 51 unit development, future access to the east goes through our property and property 7231. My neighbour, who owns both properties 7231 and 1093, wanted to sell but, to my knowledge, was turned down by the developer. We were never approached regarding the sale of our property. We may be receptive to the sale.

Future access required would be a 6 metres wide lane going through both properties. The access lane going west onto Gilbert Road (designated as an arterial road) has "no new accesses to the arterial are permitted" (quoted from "Residential Redevelopment Along Richmond's Arterial Roads" prepared by the City of Richmond).

2. When the area has been developed and "future access" has not been provided, whose responsibility does it now become?
   (a) the developer at a future date if he is still in business;
   (b) the strata owners; and/or
   (c) the City of Richmond.

3. From a safety perspective, one entrance serving both entrance and exit would not be adequate in an emergency situation. For example: in a major fire or earthquake, the occupants of the 51 units would be trying to out of the complex, probably in vehicles, while emergency vehicles would be trying to access it.

4. As an alternative to "future access" being to the east and west, why not one direct road from Steveston Highway through to Kimberly Drive? This would only require the purchase of one property on Kimberly Drive as opposed four.

5. The above would eliminate any responsibilities on the developer or the strata holders and give a completed development, as to the "future accesses" which could be postponed indefinitely.

6. My primary concern with the development is, if it is left as currently proposed, the affect it will have on my property value. Negatively we're sure and as this is our investment for the future; my concerns are warranted. If we choose to sell in the future, will someone want to make this investment knowing about "future accesses"? Would a developer purchase these common properties knowing that "future accesses" need to be provided?

I would appreciate your comments on these six items and, hopefully, they can be resolved to the mutual satisfaction of all concerned parties.

Sincerely,

Geoff and Maureen Norton

Aug 9, 2004

Attention: Janet Lee
Planner, City of Richmond
Fax 604-2764052

Dear Ms. Lee,

RE: Rezoning application proposed for 7051-7211 Steveston Highway

Many thanks for the time you spent explaining the new rezoning application proposed for 7051-7211 Steveston Highway, particularly as I've not heard back from my attempt to contact the involved architect's office. You suggested I highlight my concerns in a letter which I will try and concisely do as follows:

1. I am most concerned about preserving the integrity of Bamberton Avenue. As I understood from your explanation, the city of Richmond in general is receptive to rezoning along the main arterial roads but in general attempts to otherwise preserve the integrity of residential communities. I would therefore politely suggest that this rezoning application appears to have implications for Bamberton Avenue and therefore the integrity of what is very much a quiet detached single-home residential community. As the site plan appears to refer to future access roads, could you please reassure the neighbourhood, both now and for the future - given an already expanded resubmission – that an access road will not be extended into Bamberton Avenue

2. Consistent with the above concern, I am uncertain what aspects of the project will be visible from Bamberton Avenue. Will the sightlines include 3-storey buildings - which from my perspective - would be inappropriate and out-of-character for the community?

3. Consistent with the above concerns, and given that parking is not allowed along Steveston Highway, do you anticipate that visitors or tenants will be parking along Bamberton Avenue - which I would view as a **dangerous** situation.

4 Overall, I was surprised by the extent of the expansion. As I understand it, the rezoning application would allow a change from 7 homeowners to 51 - more than a seven fold increase. Is this ratio wise and appropriate? From my perspective, it seems far too ambitious and again will significantly change the character of our neighbourhood.

5 Finally, given the implications for a number of streets leading into the interior of the neighbourhood, I think it extremely important that the residents affected by this rezoning application - such as all those who live on roads that intersect with Bamberton Avenue - be allowed a chance to provide input and express any concerns. I'm not certain of how wide the consultation process has extended to-date, but I would hope all those affected (which I see as quite a large number) be given an opportunity for the appropriate involvement.

Respectfully submitted,

Harry Karlinsky
7511 Manning Court
Richmond, BC
V7A 4J3
604-2776003

cc. Neighbours

August 11, 2004

Attention: Janet Lee

Planner, City of Richmond

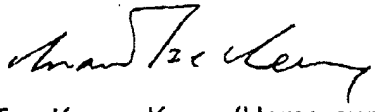
Fax No. 604-276-4052

RE: Re-Zoning Application Proposed for 7051-7211 Steveston Highway

Dear Ms. Lee,

I'd like to express the same concerns as mentioned by Harry Karlinsky in his letter dated August 9, 2004. In particular, I strongly support Harry's line of thinking with regards to # 1, 2, and 4 of his letter. I am very concerned with the impact the proposed rezoning scheme might bring to the integrity of the neighborhood. I, therefore, truly hope that you can reconsider the proposed scheme, and re-assess the appropriateness of expanding a significantly large number of households in this quiet and peaceful neighborhood. I'd also like you to assure the residents of our neighborhood that an access road will NOT be extended into Bamberton Drive, and that, parking is strictly prohibited along Bamberton Drive, Manning Court, to name a few, except for residents of our neighborhood.

Yours faithfully,



Tze-Keung Kwan (Home-owner)

7411 Manning Court
Richmond, BC
V7A 4J3
604-277-1828

August 11, 2004

Attention: Janet Lee

Planner, City of Richmond

Fax No. 604-276-4052

RE: Re-Zoning Application Proposed for 7051-7211 Steveston Highway

Dear Ms. Lee,

I'd like to express the same concerns as mentioned by Harry Karlinsky in his letter dated August 9, 2004. In particular, I strongly support Harry's line of thinking with regards to # 1, 2, and 4 of his letter. I am very concerned with the impact the proposed rezoning scheme might bring to the integrity of the neighborhood. I, therefore, truly hope that you can reconsider the proposed scheme, and re-assess the appropriateness of expanding a significantly large number of households in this quiet and peaceful neighborhood. I'd also like you to assure the residents of our neighborhood that an access road will NOT be extended into Bamberton Drive, and that, parking is strictly prohibited along Bamberton Drive, Manning Court, to name a few, except for residents of our neighborhood.

Yours faithfully,

Emily Kwan (Daughter of Home-owner)

7411 Manning Court
Richmond, BC
V7A 4J3
604-277-1828

Attention Janet LEE Planner
City of Richmond

Simon Baker

RZ 03-25060

From: "Simon Baker" <simondale@shaw.ca>
To: <tcrowe@city.richmond.bc.ca>
Cc: "R. M. (Bob) Robertson" <rmrobertson@shaw.ca>; <jahsunley@shaw.ca>; <rconklin@interchange.ubc.ca>; <CLIVEW@shaw.ca>; <parch@telus.net>
Sent: August 16, 2004 9:40 PM
Subject: Rezoning 7051-7211 Steveston Highway

Mr. Terry Crowe
Manager, Policy Planning
City of Richmond

I recently received a copy of a new proposal for this development from Patrick Cotter Architect Inc. dated July 26, 2004. They have now purchased another property and the number of units has now been increased to 51.

- The initial problems that I, as a neighbour, had with this subdivision was the number of units, 29, accessing Steveston highway and creating traffic problems. The next proposal compounded this problem with 39 units and now we are presented with 51 units, still with a single access onto a very busy arterial route. This density of housing in a single family dwelling neighbourhood is unacceptable. I have been to most of the public meetings concerning this proposal and the Architect does not appear to have listened to the residents opinions and has not considered anything other than the allowed maximum housing density. The proposals get worse and worse from our community perspective.

- The number of residents, the noise and the "people" factor will change the whole ambience of our subdivision. The nearest Neighbourhood Service Centre is at Broadmore, and access to this commercial centre will result in an unacceptable increase in pedestrian and car traffic through the adjacent subdivision. One of the goals stated by the City Planner (Policy 7017) was to put new developments near to Neighbourhood Service Centres and defines "near" as within half a block or 400m of the Centre's main intersection and this subdivision is well over one kilometer by road. I trust that the City will be considering the potential impact on the local school system and other the community services.

-The parking problem has been considerably worsened in this latest proposal. They have added 10 visitor spaces but have increased the number of units by 13! A significant net loss of parking availability which will inevitably result in street parking on Bamberton Drive and Kimberly Drive. I will not tolerate the constant parking of vehicles outside my property on Bamberton Drive when I need this space for my own privacy and for my and my visitors vehicles. I have observed a similar situation on Azure Road in Richmond where the street parking for multi-unit residences expands well into the surrounding single family residence streets every day and night of the week.

-The tree retention plan is a farce. Apart from four trees making up the existing hedges on the north boundary there appears to be only one tree being retained, #340. The bird and squirrel nesting habitat, the eagle nest and the owl habitat will be clear cut and replaced by housing. This is not retention, this is no less than tree and green habitat destruction.

-The City of Richmond Lane Policy (Policy 5038) is also being violated. The proposed future lane access to the East would traverse two existing properties and would go through the kitchen of the Bamberton road property. In order for this lane to ever exist, the Bamberton area would have to be rezoned to legalise the diminished property size and dimensions after the lane access was built. Bamberton Drive is an established single dwelling area with one and two storey homes and is unlikely to ever allow a major access lane to emerge into the middle of the subdivision. I suspect that the access laneway to the West is similarly an impossible dream although at least if it was built it would access the policy required arterial route. Any approval of zone change should have some realistic expectation of actually abiding by City Policies.

I have a number of concerns regarding my own property at 10891 Bamberton Drive.

-I have not been provided with a plan of the proposed units15 and 16 "A1" that will be directly adjacent to my property. My privacy will potentially be compromised depending on the height of the buildings and the window configuration on their East wall.

- I need assurance that my existing cedar hedge will not be damaged, particularly the root system, and that it will not be topped. My privacy is the main reason that I purchased this property 24 years ago. Run off from the construction site and from the proposed parking stalls is a concern with respect to soil pollution in an area with a shallow water table.

- I am concerned that my property value will drop considerably with a multi-unit complex adjacent to my boundary. The saleability of my property has already been compromised just with the threat of this proposal. The developers will come in and build then disappear with their profits with no culpability or concern for the financial and liveability effects on our previosly desirable neighbourhood.

In summary I would state my strong opposition to the proposed rezoning and developement of what I consider an inappropriate architectural proposal for this area.

Unfortunately I will be unable to attend the meeting on August 24th, 2004, but I trust that my opinions and concerns will be considered before any further progress is approved by the City Planning Department.

Yours sincerely,

Dr. Simon B.C. Baker
Mrs. Dale Baker

cc. Janet Lee, Planner, City of Richmond - fax 604 276 4052
Raul Allueva, Director of Development, City of Richmond - fax 604 276 4052
Patrick Cotter, Architect - fax 604 943 1152

TO: MAYOR & EACH COUNCILLOR
FROM: CITY CLERK

MacLennan, Deborah

PHOTOCOPIED & DISTRIBUTED
DATE: Sep 3/04

		INT
✓	JRM	
	DW	
	KY	
	AS	
	DB	
	WB	

8060-20-7793

From: Crowe, Terry
Sent: September 2, 2004 5:52 PM
To: MacLennan, Deborah
Cc: Allueva, Raul; Lee, Janet
Subject: FW: 7051-7211 Steveston Highway

Please ensure that this message is forwarded to Planning Committee.
Thanks

Terry Crowe,
Manager, Policy Planning,
City of Richmond,
6911 No. 3 Road,
Richmond, BC
V6Y 2C1
Tel: 1-604-276-4139
Fax: 1-604-276-4052
Email: tcrowe@city.richmond.bc.ca
WWW.city.richmond.bc.ca

From: R.J. Conklin [mailto:rconklin@interchange.ubc.ca]
Sent: September 2, 2004 1:32 PM
To: Crowe, Terry
Subject: Fw: 7051-7211 Steveston Highway

----- Original Message -----
From: R.J. Conklin
To: Crowe, Terry
Sent: Tuesday, August 24, 2004 6:27 PM
Subject: Re: 7051-7211 Steveston Highway

I am really annoyed about not seeing anything the paper or receiving any other notice of today's, Aug 24, meeting. I would have really wanted to be there to express my concern about this development, but since I am busy in my office, I would have needed notice. There are many of us on Kimberly Drive that would have liked to be at the meeting but new nothing about it. It really seems like the proverbial snow job. Certainly far from democratic.
I want the planning committee to know that I am very annoyed about the scale of this development, the increased noise, traffic and the location of it on a busy highway, well away from shopping centers and good transit. From what I know this is totally against the GVRD planning for high density(which this is) to be placed near good shopping and good transit, the idea being to reduce automobile exhaust polution. This project does nothing positive for the community, except increase tax money for what seems to be a tax hungry council. If this project goes through as presented by Mr. Cotter, there will be concerted effort by me and others in the neighborhood to bring what is a bad development for Richmond to the attention of the voters of the community.
Please make this message available to the planning committee.

> ----- Original Message -----
> **From:** Crowe, Terry
> **To:** R.J. Conklin
> **Cc:** Lee, Janet ; Allueva, Raul

CITY OF RICHMOND DATE RECEIVED 03 SEP 2004 CITY CLERK'S OFFICE

Sent: Monday, August 23, 2004 3:59 PM
Subject: 7051-7211 Steveston Highway

Dr. Conklin
Tomorrow at the Richmond Planning Committee, at 4 PM in Anderson Room, Richmond City Hall, the rezoning proposal will be presented to Planning Committee.
The meeting is public and anyone can speak to the issue.
Planning Committee can either:
- recommend it to Council for first reading and then there would be a Public Hearing, or
- refer it back for more work.
The full rezoning report is on the City's Web site, under Planning Committee, Aug, 24, 2004.
Terry Crowe,
Manager, Policy Planning,
City of Richmond,
6911 No. 3 Road,
Richmond, BC
V6Y 2C1
Tel: 1-604-276-4139
Fax: 1-604-276-4052
Email: tcrowe@city.richmond.bc.ca
WWW.city.richmond.bc.ca

Agenda
Planning Committee
Anderson Room, City Hall
6911 No. 3 Road
Tuesday, August 24th, 2004
4:00 p.m.

Pg. #	ITEM	
		MINUTES
1	1.	***Motion to adopt the minutes of the meeting of the Planning Committee held on Tuesday, July 20th, 2004.***
	2.	**NEXT COMMITTEE MEETING DATE** **Wednesday, September 8th, 2004,** (tentative date) at 4:00 p.m. in the Anderson Room.
		URBAN DEVELOPMENT DIVISION
12	3.	INTERIM STRATEGY FOR MANAGING TOWNHOUSE AND SINGLE-FAMILY RESIDENTIAL REZONING APPLICATIONS DURING THE REVIEW OF THE LANE ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES (Report: Aug. 5/04, File No.: 08-4105-20-AMANDA #/2004-Vol 01) (REDMS No. 1322323) ***Designated Speaker: Raul Allueva*** STAFF RECOMMENDATION ***That the Interim Strategy (Attachment 4 to the report dated August 5, 2004, from the Director of Development), titled "Interim Strategy for Managing Townhouse and Single-Family Residential Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies", be endorsed until the review of the Lane Establishment and Arterial Road Redevelopment Policies is complete and approved by Council.***
23	4.	APPLICATION BY PLATINUM MANAGEMENT INC. TO REZONE 7100 ST. ALBANS ROAD FROM TOWNHOUSE AND APARTMENT DISTRICT (R3) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/127)

(**RZ 04-010244** - Report: Aug. 4/04, File No.: 8060-20-7775/7796) (REDMS No. 1305776, 1012887, 1320981, 1307917, 1307923)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

(1) ***That Bylaw No. 7796, to delete the minimum lot size in "Comprehensive Development District (CD/127), be introduced and given first reading.***

(2) ***That Bylaw No. 7775, for the rezoning of 7100 St. Albans Road from "Townhouse and Apartment District (R3)" to "Comprehensive Development District (CD/127)", be introduced and given first reading.***

38 5. **APPLICATION BY ELEGANT DEVELOPMENT INC. FOR REZONING AT 6791 AND 6811 STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO COACH HOUSE DISTRICT (R9)**

(**RZ 04-269537** - Report: July 13/04, File No.: 8060-20-7780) (REDMS No. 1309970, 1311375, 1311430)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

That Bylaw No. 7780, for the rezoning of 6791 and 6811 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Coach House District (R9)", be introduced and given first reading.

45 6. **APPLICATION BY ELEGANT DEVELOPMENT INC. FOR REZONING AT 9211 STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO SINGLE-FAMILY HOUSING DISTRICT (R1 - 0.6)**

(**RZ 04-272324** - Report: July 13/04, File No.: 8060-20-7781) (REDMS No. 1309934, 1311334, 1311336)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

That Bylaw No. 7781, for the rezoning of 9211 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District (R1 - 0.6)", be introduced and given first reading.

51 7. **APPLICATION BY MOHINDER GILL FOR REZONING AT 9051 DOLPHIN AVENUE FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA B (R1/B) TO SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA K (R1/K)**

(**RZ 04-272619** - Report: July 19/04, File No.: 8060-20-7782) (REDMS No. 1309947, 814043, 1311444, 1311450)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

That Bylaw No. 7782, for the rezoning of 9051 Dolphin Avenue from "Single-Family Housing District, Subdivision Area B (R1/B)" to "Single-Family Housing District, Subdivision Area K (R1/K)", be introduced and given first reading.

58 8. **APPLICATION BY EMPRESS GARDENS HOLDINGS LTD. FOR REZONING AT 8640 AND 8660 NO. 3 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO TOWNHOUSE DISTRICT (R2-0.6)**

(**RZ 04-267350** - Report: Aug. 10/04, File No.: 8060-20-7786) (REDMS No. 1297828, 1317928, 1308110, 1297850, 1297854)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

That Bylaw No. 7786, for the rezoning of 8640 and 8660 No. 3 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6)", be introduced and given first reading.

72 9. **APPLICATION BY PELMAN ARCHITECTURE INC. FOR REZONING AT 7751, 7771 AND 7791 ASH STREET FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/129)**

(**RZ 04-267216** - Report: Aug. 10/04, File No.: 8060-20-7787) (REDMS No. 1308069, 1313239, 947813, 1313920, 1316299)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

That Bylaw No. 7787, for the rezoning of 7751, 7771 and 7791 Ash Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development (CD/129), be introduced and given first reading.

86 10. **APPLICATION BY RICHBERRY FARMS FOR REZONING AT 20471/20491/20511/20531/20551/20571 AND 20591 WESTMINSTER HIGHWAY FROM BUSINESS PARK INDUSTRIAL DISTRICT (I3) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/149)**
(**RZ 04-274416** - Report: Aug. 11/04, File No.: 8060-20-7790) (REDMS No. 1316271, 1316277, 1316282)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

That Bylaw No. 7790, to create a new "Comprehensive Development District (CD/149)", which permits development of an educational institution and to rezone 20471, 20491, 20511, 20531, 20551, 20571 and 20591 Westminster Highway from "Business Park Industrial District (I3)" to "Comprehensive Development District (CD/149)", be introduced and given first reading.

94 11. **APPLICATION BY BIRTHE DREWNOSKI FOR REZONING FOR A PORTION OF 10611 LASSAM ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA B (R1/B)**
(**RZ 04-264732** - Report: July 30/04, File No.: 8060-20-7791) (REDMS No. 1315043, 280220, 1316618, 1316621)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

That Bylaw No. 7791, for the rezoning of a portion of 10611 Lassam Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District, Subdivision Area B (R1/B)", be introduced and given first reading.

105 12. **APPLICATION BY PARM DHINJAL FOR REZONING AT 9271 NO. 1 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO SINGLE-FAMILY HOUSING DISTRICT (R1 - 0.6)**
(**RZ 04-271961** - Report: July 30/04, File No.: 8060-20-7452/7792) (REDMS No. 1314317, 1314375, 1316320, 1316323)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

(1) ***That Bylaw No. 7452, for the rezoning of 9271 No. 1 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District, Subdivision Area A (R1/A)", be abandoned; and***

(2) ***That Bylaw No. 7792, for the rezoning of 9271 No. 1 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District (R1 - 0.6)", be introduced and given first reading.***

113 13. **APPLICATION BY PATRICK COTTER ARCHITECT INC. FOR REZONING AT 7051, 7071, 7091, 7131, 7171, 7191 & 7211 STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO TOWNHOUSE DISTRICT (R2)**
(**RZ 03-250605** - Report: Aug. 12/04, File No.: 8060-20-7793) (REDMS No. 1313982, 1319100, 1314109, 1314110)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

(1) ***That Bylaw No. 7793, for the rezoning of 7051, 7071, 7091, 7131, 7171, 7191 & 7211 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6)", be introduced and given first reading; and***

(2) ***That the Public Hearing notification area be expanded (as shown in Attachment 10 of the report dated August 12th, 2004, from the Director of Development).***

182 14. **APPLICATION BY J.A.B. ENTERPRISES LTD./SANDHILL DEVELOPMENT LTD. FOR REZONING AT 8291 NO. 2 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) AND 8311 NO. 2 ROAD FROM TWO-FAMILY HOUSING DISTRICT (R5) TO TOWNHOUSE DISTRICT (R2 - 0.7)**
(**RZ 04-270815** - Report: Aug. 3/04, File No.: 8060-20-7795) (REDMS No. 1316938, 1318242)

Designated Speaker: Raul Allueva

STAFF RECOMMENDATION

That Bylaw No. 7795 for the rezoning of 8291 No. 2 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" and 8311 No. 2 Road from "Two-Family Housing District (R5)" to "Townhouse District (R2 - 0.7)", be introduced and given first reading.

195 15. **APPLICATION BY CHEVRON CANADA LIMITED FOR REZONING AT 12011 BRIDGEPORT ROAD FROM SERVICE STATION DISTRICT (G2) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD150)**
(**RZ 04-263998** - Report: Aug. 4/04, File No.: 8060-20-7797) (REDMS No. 1318630, 1320423, 1319253, 1319243, 1319055)

Designated Speaker: Raul Allueva
STAFF RECOMMENDATION
That Bylaw No. 7797, to create a new "Comprehensive Development District (CD/150)", which permits a gas station with a convenience store and restaurant, and to rezone 12011 Bridgeport Road from "Service Station District (G2)" to "Comprehensive Development District (CD/150)", be introduced and given first reading.

210 16. **APPLICATION BY NORMAN ZOTTENBERG ARCHITECTURE TO REZONE 7820 ASH STREET FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/28)**
(**RZ 04-263553** - Report: Aug. 10/04, File No.: 8060-20-7799) (REDMS No. 1319386, 1304225, 1319692, 1319691)

Designated Speaker: Raul Allueva
STAFF RECOMMENDATION
That Bylaw No. 7799, for the rezoning of 7820 Ash Street from "Single-Family Housing District, Subdivision Area F (R1/F)" to Comprehensive Development District (CD/28)", be introduced and given first reading.

224 17. **OCP AIRCRAFT NOISE SENSITIVE DEVELOPMENT POLICY**
(Report: Aug. 16/04, File No.: 0153-01) (REDMS No. 1319387)

Designated Speaker: Terry Crowe
STAFF RECOMMENDATION

(1) ***That Bylaw No. 7794, which amends the following schedules in Official Community Plan Bylaw 7100:***
- ***Schedule 1, the main OCP,***
- ***Schedule 2.2A (Dover Crossing Sub-Area Plan),***
- ***Schedule 2.2B (Terra Nova Sub-Area Plan),***
- ***Schedule 2.10 (City Centre Area Plan),***
- ***Schedule 2.11A (West Cambie Area Plan),***
- ***Schedule 2.11B (East Cambie Area Plan),***
- ***Schedule 2.12B (Bridgeport Area Plan), and***
- ***Schedule 2.13B (McLennan Sub-Area Plan),***

by introducing a number of text and map amendments to better manage aircraft noise sensitive development, (as presented in the report dated August 16, 2004, from the Manager, Policy Planning), be introduced and given first reading.

(2) ***That Bylaw No. 7794, having been considered in conjunction with:***
- ***the City's Financial Plan and Capital Program; and***
- ***the Greater Vancouver Regional District Solid Waste and Liquid Waste***

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

(3) ***That Bylaw No. 7794, in accordance with the City Policy on Consultation During OCP Development, be referred for comment to the:***

- ***Vancouver International Airport Authority (VIAA),***
- ***Agricultural Land Commission,***
- ***Richmond School District Board,***
- ***Musqueam First Nation,***
- ***Transport Canada,***
- ***Urban Development Institute, and***
- ***Greater Vancouver Home Builders' Association.***

(4) ***That the "Implementation Strategy - Aircraft Noise Sensitive Development Policy" (Attachment 14 to the report dated August 16, 2004, from the Manager, Policy Planning), be approved, effective upon the adoption of Bylaw 7794.***

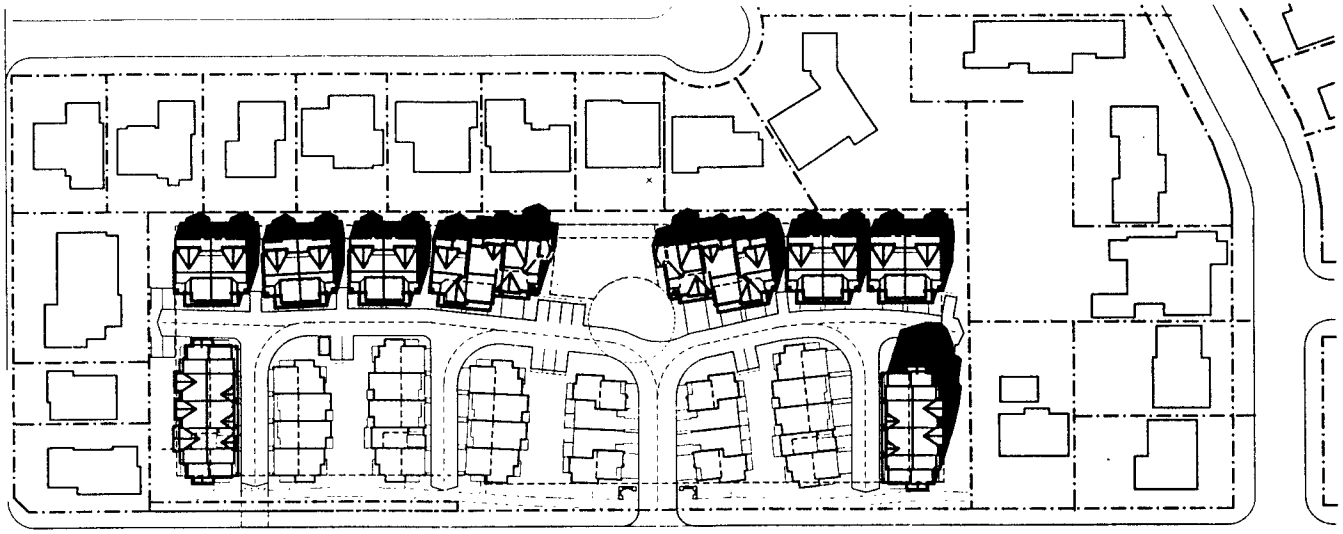
18. MANAGER'S REPORT

ADJOURNMENT

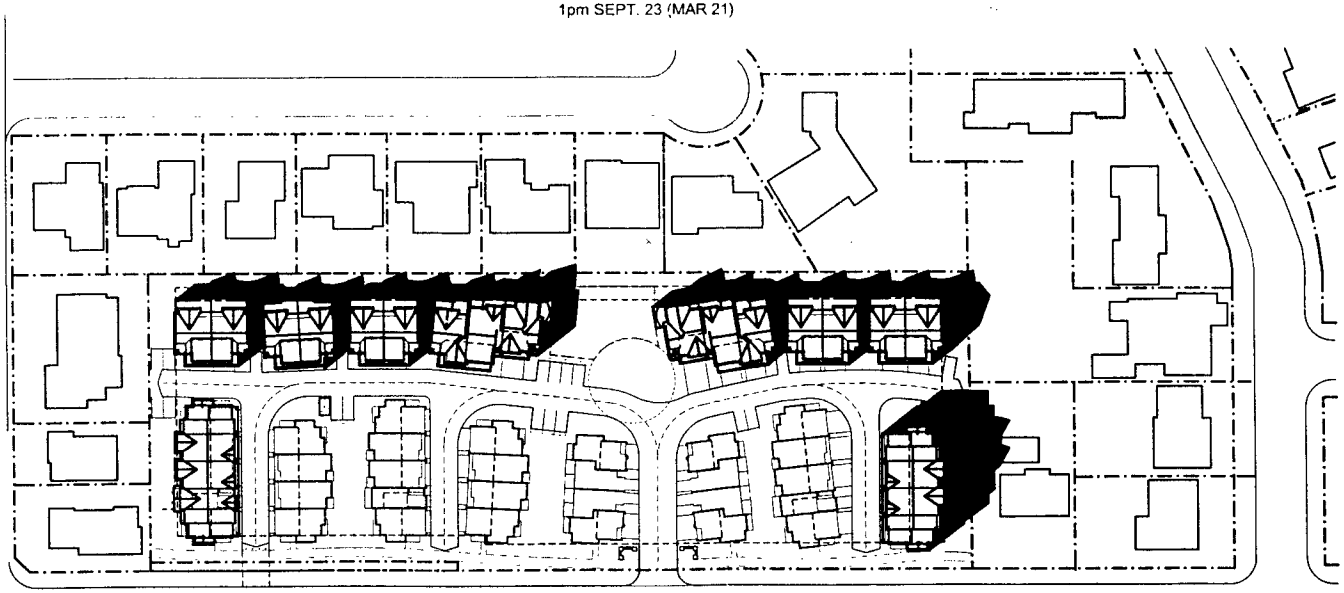
Terry Crowe,
Manager, Policy Planning,
City of Richmond,
6911 No. 3 Road,
Richmond, BC
V6Y 2C1
Tel: 1-604-276-4139
Fax: 1-604-276-4052
Email: tcrowe@city.richmond.bc.ca
WWW.city.richmond.bc.ca

From: R.J. Conklin [mailto:rconklin@interchange.ubc.ca]
Sent: August 23, 2004 2:28 PM
To: Crowe, Terry
Subject: proposed meeting Aug 24/04

Terry, I also received the email from Simon Baker indicating a meeting tomorrow re the proposed development on Steveston Hwy. I have not received any indication from anyone of such a meeting. Please verify the meeting and what it is for. Dr. R.J. Conklin



1pm SEPT. 23 (MAR 21)



3pm SEPT. 23 (MAR 21)

NOTES

PATRICK COTTER ARCHITECT INC.

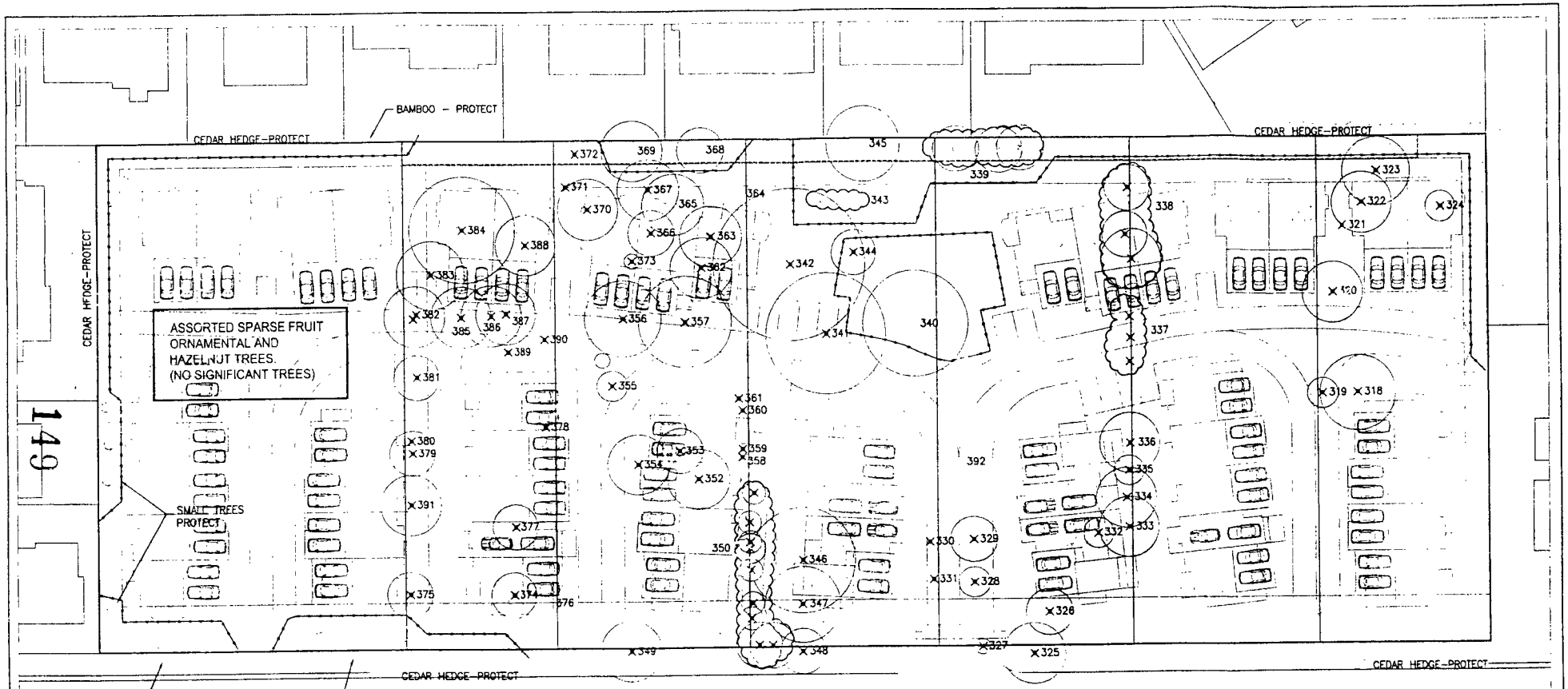
PROPOSED TOWNHOUSE DEVELOPMENT
7071 Steveston Highway
Richmond, British Columbia

PENTA HOMES

SHADOW ANALYSIS

A-106 | C

ATTACHMENT 7



PLAN SHOWING PROPOSED TREE RETENTION SCHEME

TREE PROTECTION FENCE DETAIL

LEGEND

- denotes TREE NUMBER. Refer to tree inventory for type, size and condition data.
- denotes tree to be RETAINED
- denotes tree to be REMOVED
- denotes tree to be REMOVED for hazard mitigation
- denotes understory tree SUITABLE FOR RETENTION (subject to design review)
- denotes TREE PROTECTION FENCE to be installed to Tree Retention Area (TRA) limits.

Scale 1:500

TREE RETENTION PLAN

Client: PATRICK COTTER ARCHITECT INC

Project: TOWNHOUSE DEVELOPMENT

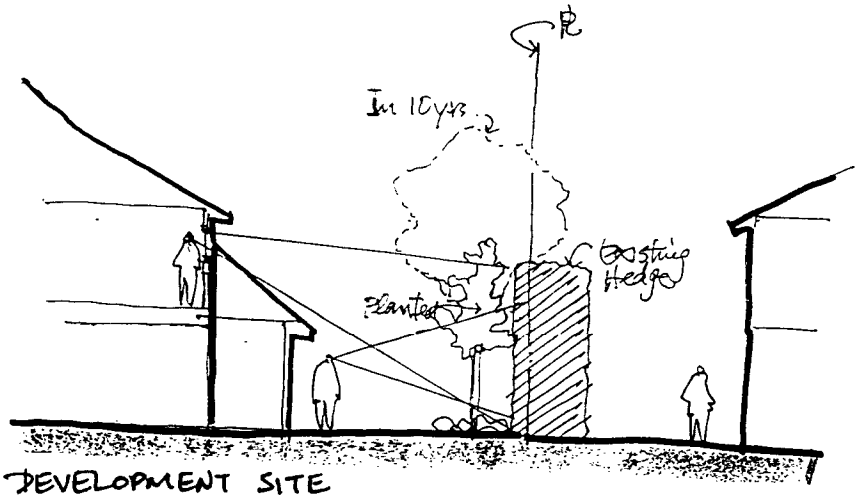
Site: 7000 BLOCK STEVESTON HWY RICHMOND

Professional Tree & Vegetation Consultants
Suite 204 - 3740 Chatham Street
Richmond BC Canada V7E 6L6
ph 604 275 3484 fax 604 275 9334
e-mail trees@arbortech.bc.ca

file 04103 June 11 2004

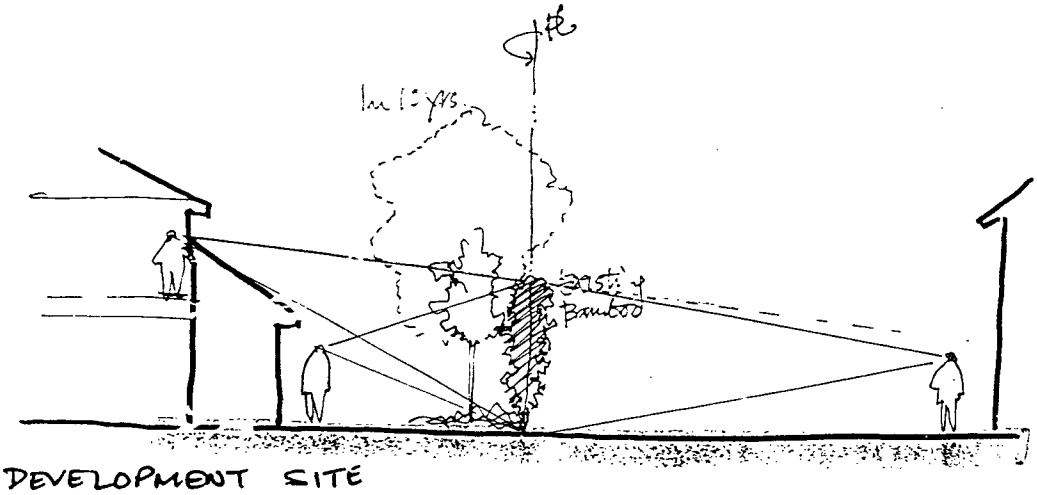
ATTACHMENT 8

LANDSCAPE SCREENING OPTIONS ALONG NORTH PROPERTY LINE



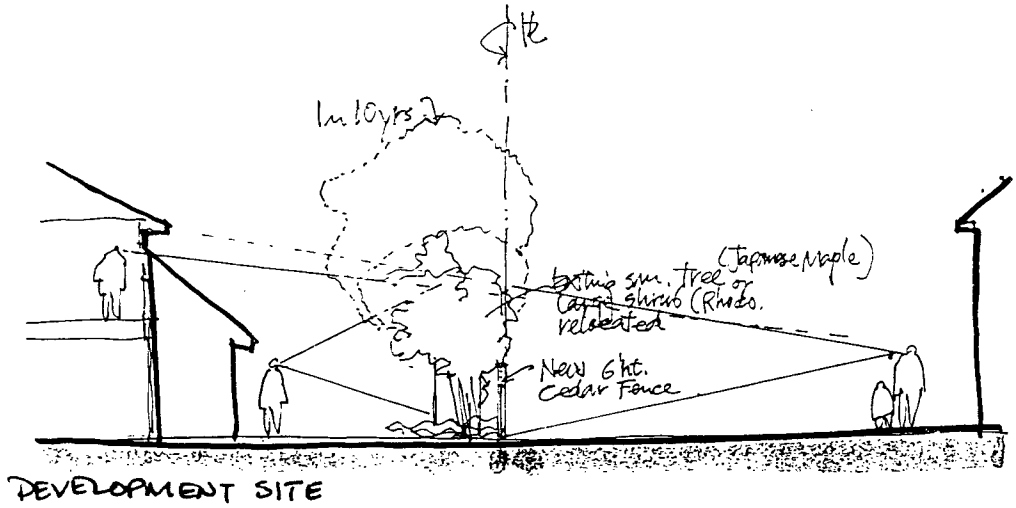
SECTION A-A
SCALE: 1/8"=1'-0"

(ADDITIONAL TREE PLANTED TO SUPPLEMENT AN EXISTING HEDGE)



SECTION B-B
SCALE: 1/8"=1'-0"

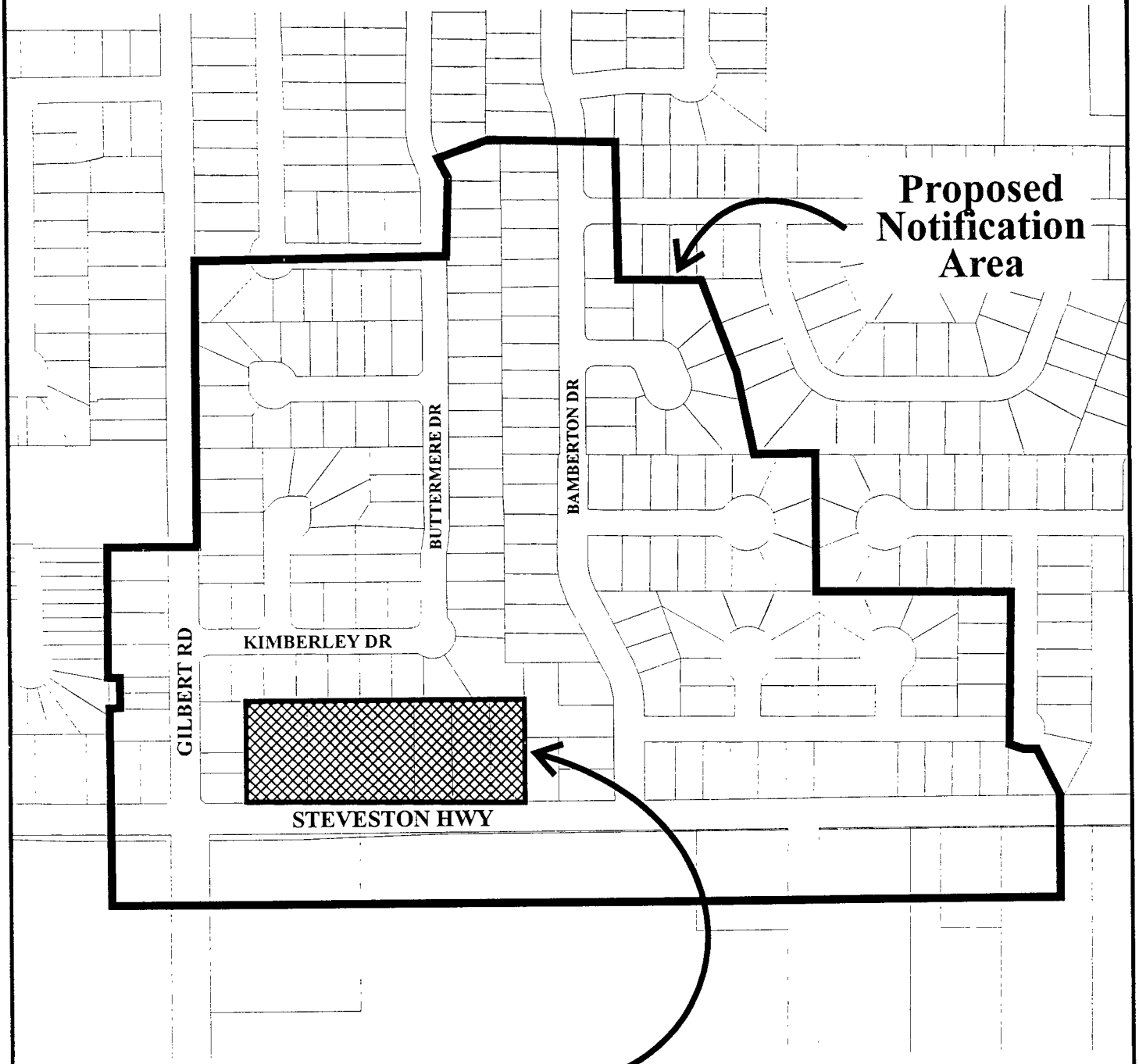
(ADDITIONAL TREE PLANTED TO SUPPLEMENT AN EXISTING BAMBOO HEDGE)



SECTION C-C
SCALE: 1/8"=1'-0"

(ADDITIONAL AND EXISTING TREES SUPPLEMENTED WITH NEW FENCIN

ATTACHMENT 10



	7051 - 7211 Steveston Hwy (RZ 03-250605) Proposed Notification Area	Date: 07/29/04 Amended Date: Note: Dimensions are in METRES

City of Richmond

Bylaw 7793

Richmond Zoning and Development Bylaw 5300 Amendment Bylaw 7793 (RZ 03-250605) 7051, 7071, 7091, 7131, 7171, 7191 & 7211 STEVESTON HIGHWAY

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **TOWNHOUSE DISTRICT (R2-0.6).**

P.I.D. 023-472-235
East 60.35 Metres, Save and Except the East 20.12 Metres of Lot 8 Section 32 Block 4 North Range 6 West New Westminster District Plan 8399

P.I.D. 023-472-243
East 20.12 Metres of the East 60.35 Metres of Lot 8 Section 32 Block 4 North Range 6 West New Westminster District Plan 8399

P.I.D. 003-553-035
Lot 1 Section 32 Block 4 North Range 6 West New Westminster District Plan 10669

P.I.D. 007-462-956
Lot 2 Section 32 Block 4 North Range 6 West New Westminster District Plan 10669

P.I.D. 007-501-684
Lot 3 Section 32 Block 4 North Range 6 West New Westminster District Plan 10669

P.I.D. 004-050-690
Lot 4 Section 32 Block 4 North Range 6 West New Westminster District Plan 10669

P.I.D. 003-682-749
West Half Parcel "A" (Reference Plan 6251) Section 32 Block 4 North Range 6 West Except: Part Subdivided by Plan 52018, New Westminster District

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7793".**

FIRST READING	AUG 30 2004
A PUBLIC HEARING WAS HELD ON	
SECOND READING	
THIRD READING	
OTHER REQUIREMENTS SATISFIED	
ADOPTED	

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

MAYOR

CITY CLERK