



To: Planning Committee **Date:** August 29, 2006
From: Jean Lamontagne **File:** RZ 06-331753,
Director of Development RZ 06-334342

Re: **Application by Sal Bhullar for Rezoning at 11540 Williams Road from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District 0.6 (R1-0.6)**

Application by Dhinjal Construction Ltd. for Rezoning at 11680 Williams Road from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District 0.6 (R1-0.6)

Staff Recommendation

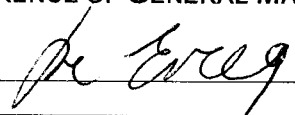
1. That the following recommendations be forwarded to Public Hearing:
 - (a) Single-Family Lot Size Policy 5434 for the area bounded by Williams Road, No. 5 Road, Steveston Highway, and Shell Road (Section 36-4-6), adopted by Council on November 18, 1991, be amended to:
 - i. Remove all properties fronting on Steveston Highway from Seaward Gate to No. 5 Road;
 - ii. Permit properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District 0.6 (R1-0.6) or Coach House District (R9), provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - iii. Permit the properties fronting No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provision of the Single-Family Housing District, Subdivision Area B (R1/B).
2. That Bylaw No. 8080, for the rezoning of 11540 Williams Road from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Single-Family Housing District (R1-0.6)”, be forwarded to Public Hearing on October 16, 2006; and

3. That Bylaw No. 8081, for the rezoning of 11680 Williams Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Single-Family Housing District (R1-0.6)", be forwarded to Public Hearing on October 16, 2006.



Jean Lamontagne
Director of Development

EL:blg
Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

The applications for rezoning at 11540 Williams Road (RZ 06-331753; Bylaw 8080) and 11680 Williams Road (RZ 06-334342; Bylaw 8081) (**Attachment 1**), and the proposed amendment to Single-Family Lot Size Policy 5434 were originally presented to Planning Committee on June 20, 2006, with Council granting first reading on June 26, 2006. At the July 17, 2006 Public Hearing, Council passed the following resolution:

“That the proposed amendments to Single-Family Lot Size Policy 5434 (Section 36-4-6) for the area bounded by Williams Road, No. 5 Road, Steveston Highway and Shell Road be referred back to staff for further review taking into consideration the following:

- ways to restrict access from the lanes to the internal neighbourhood;*
- retention of the R1/B zoning for the deepest lots along the west side of No. 5 Road, from Steveston Highway north to Seacliff Road;*
- improved access to arterial roads from the neighbourhood;*
- the addition of traffic calming measures in the neighbourhood;*
- utilization of the middle lane on Williams Road for left turns;*
- the financial consequences for these improvements.”*

“That Zoning Amendment Bylaw 8080 (RZ 06-331753) for the rezoning of 11540 Williams Road from “Single-Family Housing District, subdivision Area E (R1/E)” to “Single-Family housing District (R1-0.6)” be referred back to staff for review.”

“That Zoning Amendment Bylaw 8081 (RZ 06-334342) for the rezoning of 11680 Williams Road from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Single-Family Housing district (R1-0.6)” be referred back to staff for review.”

This staff report addresses the Council referral and brings forward the rezoning applications for consideration based on the revised proposed amendment to Single-Family Lot Size Policy 5434.

Findings Of Fact

The original staff report and related information is attached for reference (**Attachment 2**).

Staff Comments

In response to the Council referral, the proposed amendment to Single-Family Lot Size Policy 5434 has been revised to maintain the Single-Family Lot Size Policy, Subdivision Area B (R1/B) zoning for the deep lots fronting No. 5 Road approximately 135 m south of Seacliff Road to Steveston Highway (**Attachment 3**). The responses to the Council referral related to traffic issues prepared by Transportation staff are attached for reference (**Attachment 4**).

Analysis

Lot Size Policy 5434 Revised Proposal

Based on the results of the survey done in December 2005, multi-family townhouses are neither supported nor prohibited along No. 5 Road between Seacliff Road and Steveston Highway. As mentioned in the original staff report (**Attachment 2**), an extensive review including further community consultation will be required when such an application is received by the City. However, staff have reviewed the lot configuration of the properties along this block of No. 5 Road and considered the properties between Seacliff Road and approximately 135 m to the south not ideally suited for townhouse development given existing lot configurations and recently approved subdivisions in this area. Therefore, staff propose to limit the redevelopment of this area to small lot single-family (R1-0.6) or coach house (R/9) only.

Traffic Concerns

According to the Memorandum prepared by the Transportation Department (**Attachment 4**), no traffic-related improvements are warranted due to the proposed amendment to the Lot Size Policy 5434. However, upon request from the neighbourhood residents, potential of traffic calming measures on laneways and signalization of intersections will be evaluated.

RZ 06-331753 & RZ 06-334342

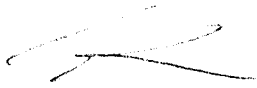
The two development applications to rezone 11540 and 11680 Williams Road to Single-Family Housing District (R1-0.6) for the purpose of creating two (2) single-family lots on each parcel for a total of four (4) lots would comply with the amended Lot Size Policy 5434 if adopted by Council. Staff have no additional concerns to the two rezoning applications. However, since Council adopted the Richmond 2006-2031 Flood Protection Management Strategy on July 10, 2006 and a Flood Indemnity Covenant is now required for all development applications, the Conditional Rezoning Requirements for the two applications have been revised (**Attachment 5 & 6**).

Public Consultation

Rezoning signs have been installed on 11540 and 11680 Williams Road shortly after the two rezoning applications were submitted to the City. The signs will remain in place until Council has made a final decision on the applications. Subsequent to the Public Hearing on July 17, 2006, the City Clerk's Office had received one (1) Notice of Objection (**Attachment 7**) to the proposed amendment to Lot Size Policy 5434 and the two rezoning applications at 11540 and 11680 Williams Road (RZ 06-331753 and RZ 06-334342).

Conclusion

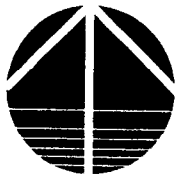
The Planning and Development Department staff have responded to the referral items that were raised at the Public Hearing. The proposed amendment to Single-Family Lot Size Policy has been revised but no traffic related improvement is required at this time. Staff is recommending that the revised proposed amendment to Single-Family Lot Size Policy 5434 as shown in **Attachment 3** be forwarded to Public Hearing and that Bylaws 8080 and 8081 for the rezoning applications at 11540 and 11680 Williams Road, be introduced and given first reading.



Edwin Lee
Planning Technician – Design
(Local 4121)

EL:blg

- Attachment 1: Location Maps and Aerial Photos
- Attachment 2: Original Staff Report
- Attachment 3: Proposed Amended Single-Family Lot Size Policy 5434
- Attachment 4: Memorandum from Transportation
- Attachment 5: Conditional Rezoning Requirements - 11540 Williams Road (RZ 06-331753)
- Attachment 6: Conditional Rezoning Requirements - 11680 Williams Road (RZ 06-334342)
- Attachment 7: Notice of Objection



RZ 06-331753 & RZ 06334342

Original Date: 05/29/06

Amended Date:

Note: Dimensions are in METRES



RZ 06-331753 & RZ 06334342

Original Date: 05/30/06

Amended Date:

Note: Dimensions are in METRES



City of Richmond
Planning & Development

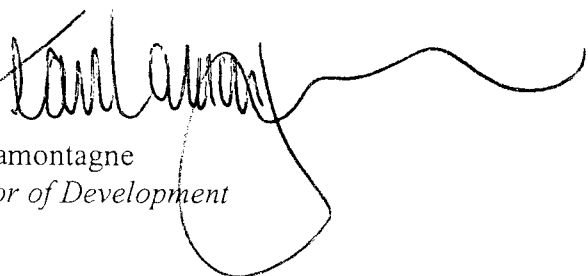
Report to Committee

To: Planning Committee **Date:** June 1, 2006
From: Jean Lamontagne **File:** RZ 06-331753,
Director of Development RZ 06-334342
Re: **Application by Sal Bhullar for Rezoning at 11540 Williams Road from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District 0.6 (R1-0.6)**
Application by Dhinjal Construction Ltd. for Rezoning at 11680 Williams Road from Single-Family Housing District, Subdivision Area E (R1/E) to Single-Family Housing District 0.6 (R1-0.6)

Staff Recommendation

1. That the following recommendations be forwarded to Public Hearing:
 - (a) Single Family Lot Size Policy 5434 for the area bounded by Williams Road, No. 5 Road, Steveston Highway, and Shell Road (Section 36-4-6), adopted by Council on November 18, 1991, be amended to:
 - i. Remove all properties fronting on Steveston Highway from Seaward Gate to No. 5 Road;
 - ii. Permit properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on No. 5 Road from Williams Road to Seacliff Road, and properties fronting on Steveston Highway from Seaward Gate to Shell Road, to rezone and subdivide in accordance with the provisions of Single-Family Housing District 0.6 (R1-0.6) or Coach House District (R9), provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - iii. Permit properties fronting on No. 5 Road from Seacliff Road to Steveston Highway to rezone and subdivide in accordance with the provisions of Single-Family Housing District 0.6 (R1-0.6) or Coach House District (R9), provided that vehicle accesses are to the existing rear laneway only;
2. That Bylaw No. 8080, for the rezoning of 11540 Williams 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; and

3. That Bylaw No. 8081, for the rezoning of 11680 Williams 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.

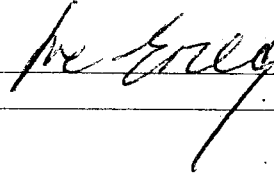


Jean Lamontagne
Director of Development

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Att.

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CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Sal Bhullar of 11540 Williams Road (RZ 06-331753) and Dhinjal Construction Ltd. of 11680 Williams Road (RZ 06-334342) (**Attachment 1**) have each applied to rezone their respective properties to Single-Family Housing District (R1-0.6) for the purpose of creating two (2) single-family lots on each of the two (2) properties. These applications are contrary to the existing Single-Family Lot Size Policy 5434, which has been in effect for over five years.

Prior to being able to consider these rezoning applications, the existing Single-Family Lot Size Policy 5434 must be amended to allow properties along Williams Road within this policy area to be subdivided as per Single-Family Housing District (R1-0.6). A public consultation process for the amendment to Single-Family Lot Size Policy 5434 was initiated in December, 2005, based on three separate rezoning applications to allow for the subdivision of 11091, 11111 and 11191 Steveston Highway (RZ 05-313184, RZ 05-301311, and RZ 05-304459) into two (2) lots each.

This report provides information on the neighbourhood consultation, responses to the informal survey used in the consultation process, and staff's recommendations for amendments to the Policy and each of the two rezoning applications along Williams Road.

Findings Of Fact

Item	Existing	Proposed
Owner	11540 Williams – Jora Bhullar & Ravi Lally 11680 Williams – Manpreet Kaur Sambhi	To be determined
Applicant	11540 Williams – Sal Bhullar 11680 Williams – Dhinjal Construction Ltd.	No change
Site Size	11540 Williams – 613 m ² 11680 Williams – 613 m ²	2 lots - 306 m ² (3,299 ft ²) each (Attachment 2) 2 lots - 306 m ² (3,299 ft ²) each (Attachment 3)
Land Uses	Single-Family	No change
OCP Designation	Low Density Residential	No change
Lot Size Policy	R1/E (18 m or 59 ft. wide)	R1-0.6 (9 m or 29.5 ft. wide)
Zoning	R1/E (18 m or 59 ft. wide)	R1-0.6 (9 m or 29.5 ft. wide)

Surrounding Development

To the south, east and west: Single-family dwellings on large lots (typically 18 m wide or wider) and zoned as Single-Family Housing District, Subdivision Area E (R1/E).

To the north: Older single-family dwellings on R1/E designated lots as well as recently completed single-family dwellings on Single-Family Housing District, Subdivision Area K (R1/K) designated lots.

A number of properties in the 10000 and 11000 block of Williams Road are currently in the process of redevelopment. The majority of the lots in these two blocks have similar development potential due to the existing lane system and the Arterial Road Redevelopment Policy.

Related Policies & Studies

Lot Size Policy 5434

Single-Family Lot Size Policy 5434 (**Attachment 4**) was adopted by Council on February 19, 1990 and amended on November 18, 1991. It permits rezoning and subdivision to Single-Family Housing District, Subdivision Area E (R1/E) (18 m or 59 ft. wide), with the exception that properties fronting on Steveston Highway and No. 5 Road, from Seaward Gate to Seacliff Road, which are permitted to rezone to Single-Family Housing District, Subdivision Area B (R1/B) (12 m or 39 ft. wide).

Lane Establishment and Arterial Road Redevelopment Policies

The rezoning applications comply with the adopted "Revised Interim Strategy" to handle new development application during the review of the Lane Establishment and Arterial Road Redevelopment Policies, as they are single-family residential proposals with access to an operational lane. The rezoning applications also conform with the revised Lane Establishment and Arterial Road Development Policies (have been considered by Council on May 8, 2006 and are scheduled for Public Hearing in June, 2006) which encourages single-family residential and coach house development along arterial roads where an existing municipal lane is fully operational.

Ironwood Sub-Area Plan

The properties along the north side of Steveston Highway between Seaward Gate and No. 5 Road are located within Area B of the Ironwood Sub-Area Plan which encourage multiple-family development in this area to facilitate compatible land use and coordinated vehicle access. (**Attachment 5**) A set of development guidelines have also been developed to promote an attractive welcoming gateway to the City of Richmond at this location. The proposal to remove the properties along this section of Steveston Highway from Lot Size Policy 5434 complies with the intention of the sub-area plan.

Consultation

In early December, 2005, letters were sent to the entire quarter-section (36-4-6) regarding the three rezoning applications on Steveston Highway and proposed amendments to the Single-Family Lot Size Policy for this area (**Attachment 6**). In response to this letter, six letters were received from area residents (**Attachment 7**). Concerns included the proposal for multi-family residential housing along No. 5 Road, overall densification, and the timing of the letter itself.

In late January, 2006, a second letter (**Attachment 8**) was sent out, again providing an overview of the applications and the proposed amendments to the Single-Family Lot Size Policy as well as an invitation to an open house meeting at Kidd Elementary School on February 16, 2006.

Approximately 35 residents attended the open house meeting and a survey (**Attachment 9**) was provided at the meeting. The survey was not intended to be a scientifically valid sampling and should only be viewed as individuals' opinions rather than a representation of the opinions of the neighbourhood as a whole. Twenty-two (22) valid surveys were received; 21 of the responses were from owners and one (1) was from a resident. The responses of the 22 surveys are summarized below:

Question 1:

Are you in favour of reducing the minimum lot width along Steveston Highway between Seaward Gate and Shell Road to 9 m?

YES: 13 respondents

NO: 9 respondents

Question 2:

Are you in favour of reducing the minimum lot width along No. 5 Road between Seacliff Road and Williams Road to 9 m?

YES: 13 respondents

NO: 9 respondents

Question 3:

Are you in favour of reducing the minimum lot width along Williams Road between No. 5 Road and Shell Road?

YES: 12 respondents

NO: 10 respondents

Question 4:

What is the minimum lot width that you prefer in the quarter-section interior?

18 m (59 ft.) (current minimum): 11 respondents

12 m (39 ft.): 4 respondents

9 m (29.5 ft.): 6 respondents

no answer: 1 respondent

Question 5:

Please indicate your preference for the area fronting No. 5 Road between Steveston Highway and Seacliff Road.

Multiple-family townhouses: 4 respondents

Single-family residential 12 m (39 ft.) wide lots – (current minimum): 9 respondents

Single-family residential 9 m (29.5 ft.) wide lots: 5 respondents

“Either 9 m wide lots or multiple-family townhouses”: 3 respondents

“Not in favour”: 1 respondent

(Note – the last two options were not part of the original survey)

Staff also received eight form letters indicating support for small lots along the arterials and for multiple-family along No. 5 Road. Some of these did not provide addresses and about 1/2 were

from residents living outside the quarter-section. A copy of the letter is provided in **Attachment 10**.

Staff Comments

Transportation Services

Staff concluded that the additional traffic from the proposed zoning in the Shellmont Area could be accommodated in the existing capacity of the fronting arterial roadways. All single-family lot subdivisions or rezonings in the area highlighted in this proposed Policy shall access off the existing rear lanes in order to minimize the number of driveways and conflict points on the fronting arterial roads. Should any multi-family development be considered in the area in the future, further review would be required to determine its access location and requirements.

Infrastructure Services

Utility services have been reviewed by Engineering staff who have determined that at ultimate build-out, the current utilities should be sufficient to handle the additional lots, assuming redevelopment with single-family only. However, if any portion of the quarter section is considered for redevelopment with multiple-family residential, a storm and sanitary utility capacity review, as well as a transportation review, will be required.

Rezoning Proposal for 11540 Williams Road (RZ 06-331753)

Staff Technical Review

No servicing concerns with rezoning. At subdivision, the applicant will be required to pay Neighbourhood Improvement Charge (NIC) fees for future lane improvements. The applicant is also required to pay Development Cost Charges (DCCs), School Site Acquisition Charge, Address Assignment Fee and Servicing costs at the subdivision stage. Vehicular access is to be from lane only, no access to Williams Road.

Trees

A tree survey was submitted (**Attachment 2**). There 12 trees on site and the applicant is proposing to remove seven (7) trees and prune another two (2) to accommodate the future detached garages. Staff recommend that the applicant plant and maintain a minimum of two (2) trees on site for each tree being removed. Due to the configuration of the future lots and building footprints, the applicant is proposing to plant six (6) replacement trees on site and contribute \$4,000 towards the Park Improvement Fund in-lieu of eight (8) replacement trees.

The applicant has provided a preliminary landscape plan (**Attachment 11**) prepared by a registered landscape architect, to ensure that the front yards of the future lots will be enhanced. The landscape plan includes the six (6) replacement trees, Cedar hedge, and a combination of shrubs and ground covers. In order to ensure that this work is undertaken, the applicant has agreed to provide a landscape security in the amount of \$8,229 prior to final adoption of the rezoning bylaw. Tree protection barriers will be installed prior to final adoption of the zoning amendment bylaw or demolition of the existing house on site.

The applicant is also proposing to remove one (1) tree in the back lane and prune another one (1) to allow the construction of the future driveway. The applicant will need to seek permission from Parks Department and may need to plant replacement trees or contribute to the Tree Planting Fund to plant trees elsewhere. Removal, pruning, and replanting of City's trees will be at the owner's cost.

Conditional Rezoning Requirements

A list of conditional rezoning requirements is provided in **Attachment 12**. The applicant has agreed to fulfill these conditions prior to final adoption of the rezoning bylaw.

Rezoning Proposal for 11680 Williams Road (RZ 06-334342)

Staff Technical Review

No servicing concerns with rezoning. At subdivision, the applicant will be required to pay Neighbourhood Improvement Charge (NIC) fees for future lane improvements. The applicant is also required to pay Development Cost Charges (DCCs), School Site Acquisition Charge, Address Assignment Fee and Servicing costs at the subdivision stage. Vehicular access is to be from lane only, no access to Williams Road.

Trees

A tree survey was submitted (**Attachment 3**). There are three (3) trees on site and the applicant is proposing to remove all of the trees on site to accommodate the future garages and driveway. Staff recommend that the applicant plant and maintain a minimum of two (2) trees on site for each tree being removed.

The applicant has provided a preliminary landscape plan (**Attachment 13**), prepared by a registered landscape architect, to ensure that the front yards of the future lots will be enhanced. The landscape plan includes the six (6) replacement trees and a combination of shrubs and ground covers. In order to ensure that this work is undertaken, the applicant has agreed to provide a landscape security in the amount of \$6,164 prior to final adoption of the rezoning bylaw.

Conditional Rezoning Requirements

A list of conditional rezoning requirements is provided in **Attachment 14**. The applicant has agreed to fulfill these conditions prior to final adoption of the rezoning bylaw.

Analysis

Recommended Policy

Based on the results of the survey, the technical review of the area, and the recommendations from revised Lane Establishment and Arterial Road Development Policies considered by Council on May 8, 2006 and scheduled for Public Hearing in June, 2006, an amended Lot Size Policy is proposed (see **Attachment 15**).

The amended Policy effectively supports subdivision to Single-Family Housing District 0.6 (R1-0.6) and Coach House District (R9) - 9 m (29.5 ft.) wide lots - in the following areas:

- along Williams Road between Shell Road and No. 5 Road;
- along No. 5 Road between Williams Road and Steveston Highway; and
- along Steveston Highway between Seaward Gate and Shell Road.

Without consolidations, and assuming complete build out, a total of new 69 lots would be created by the proposed Policy amendments. Access to all the single-family lots fronting an arterial road will be to the existing rear laneways.

Multiple-family townhouses will NOT be considered in the following locations:

- along Williams Road between Shell Road and No. 5 Road;
- along No. 5 Road between Williams Road and Seacliff Road; and
- along Steveston Highway between Seaward Gate and Shell Road.

Multiple-family townhouses are neither supported nor prohibited along No. 5 Road between Seacliff Road and Steveston Highway. It is noted that extensive reviews, including further community consultation, may be required should such an application be received by the City.

The amended Policy proposes that the existing Single-Family Housing District, Subdivision Area E (R1/E) (i.e. minimum 18 m (59 ft.) wide lots) be retained and that no multiple-family townhouses be considered in the interior. For some, this last recommendation will be contentious as the average age of housing in this area is 37 years old and the rising cost of land and construction will make direct replacement of large houses on the area's large lots increasingly unaffordable. However, in addition to some of the residents concerns regarding the impacts of such redevelopment on the character of the area, there are also servicing and utility issues which will require in depth analysis with such a wholesale change in policy.

Staff supports each of the subject applications because each is consistent with the recommended Single Family Lot Size Policy 5434 for the larger area.

Financial Impact or Economic Impact

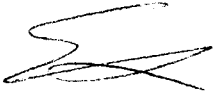
None.

Conclusion

The Planning and Development Department has completed a study to determine future single-family lot sizes in Section 36-4-6. Based on the survey results and the technical analysis, staff is recommending that the amended Policy shown in **Attachment 13** be forwarded to Public Hearing.

Pending rezoning applications in the study area to rezone two (2) separate lots to Single-Family Housing District 0.6 (R1-0.6) for the purpose of creating two (2) single-family lots on each parcel for a total of four (4) lots, are consistent with the proposed amendment to Lot Size

Policy 5434 recommended. The proposed landscaping works in the front yards of the future lots would enhance the streetscape. On this basis, staff support the two subject applications.



Edwin Lee
Planning Technician – Design
(Local 4121)

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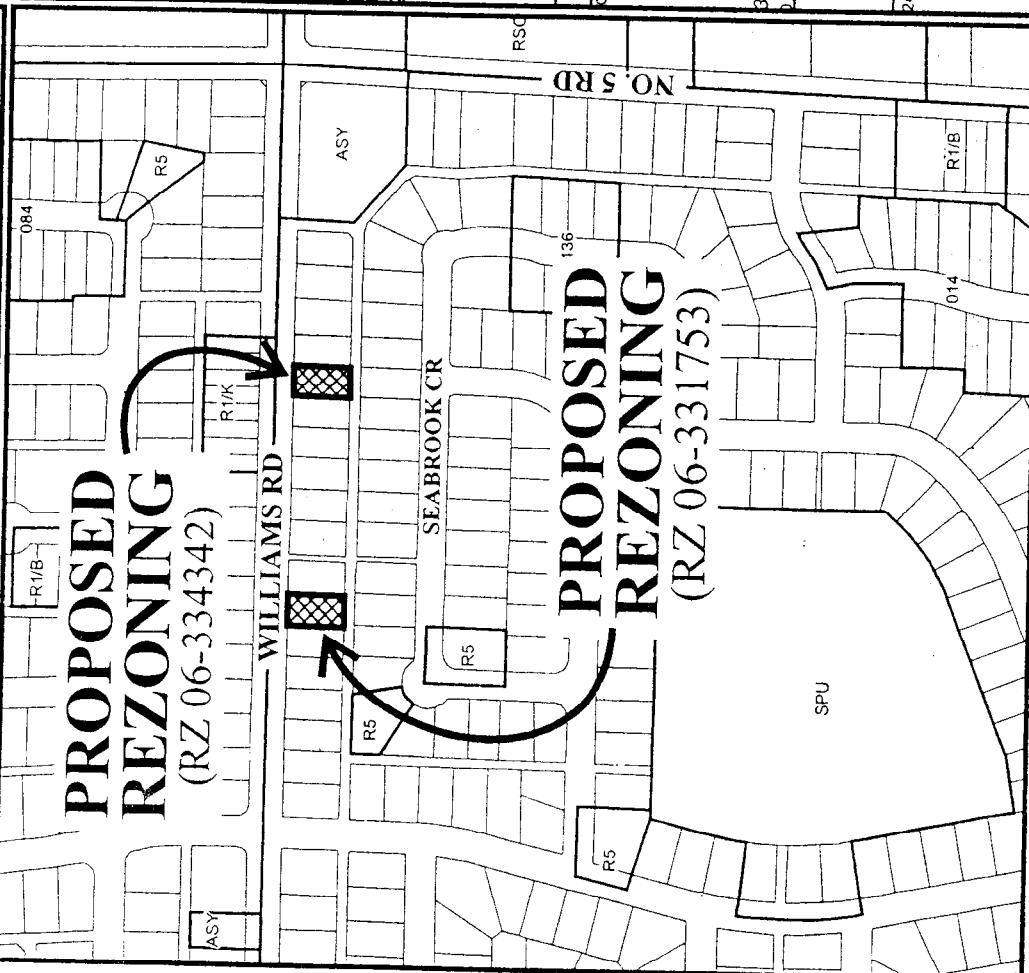
- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan and Tree Survey – 11540 Williams Road (RZ 06-331753)
- Attachment 3: Proposed Subdivision Plan and Tree Survey – 11680 Williams Road (RZ 06-334342)
- Attachment 4: Existing Single-Family Lot Size Policy 5434
- Attachment 5: Ironwood Sub-Area Development Permit Area Plan
- Attachment 6: Neighbourhood Consultation Letter
- Attachment 7: Letters Received
- Attachment 8: Open House Notification Letter
- Attachment 9: Survey Form
- Attachment 10: Support Letter Sample
- Attachment 11: Preliminary Landscape Plan - 11540 Williams Road (RZ 06-331753)
- Attachment 12: Conditional Rezoning Requirements - 11540 Williams Road (RZ 06-331753)
- Attachment 13: Preliminary Landscape Plan - 11680 Williams Road (RZ 06-334342)
- Attachment 14: Conditional Rezoning Requirements - 11680 Williams Road (RZ 06-334342)
- Attachment 15: Proposed Amended Single-Family Lot Size Policy 5434



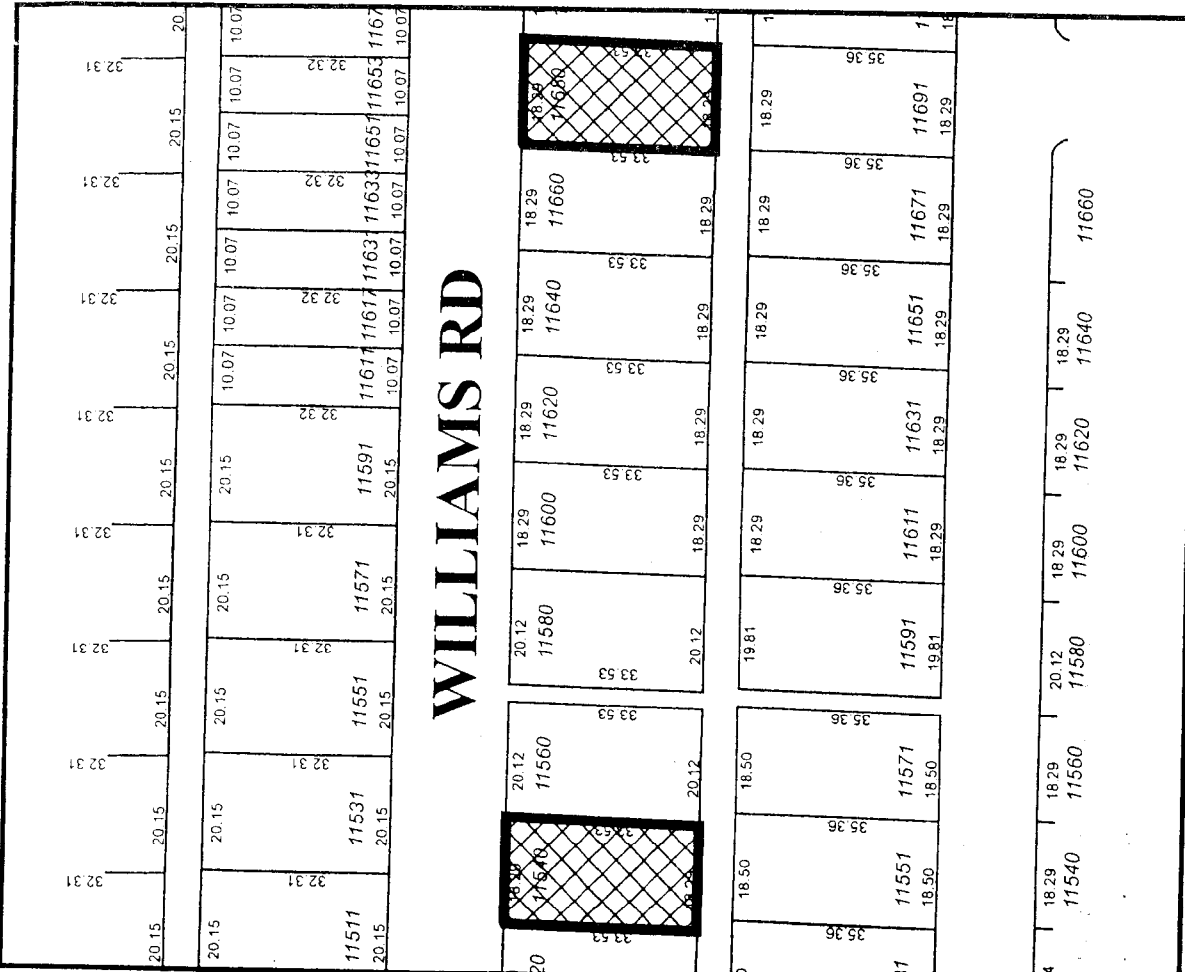
City of Richmond

PROPOSED REZONING

(RZ 06-334342)

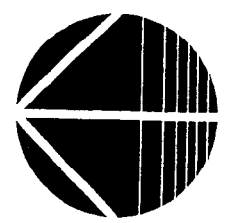


WILLIAMS RD



Original Date: 04/05/06
 Revision Date: 05/29/06
 Note: Dimensions are in METRES

RZ 06-331753 & RZ 06-334342





RZ 06-331753 & RZ 06334342

Original Date: 05/29/06

Amended Date:

Note: Dimensions are in METRES



RZ 06-331753 & RZ 06334342

Original Date: 05/30/06

Amended Date:

Note: Dimensions are in METRES

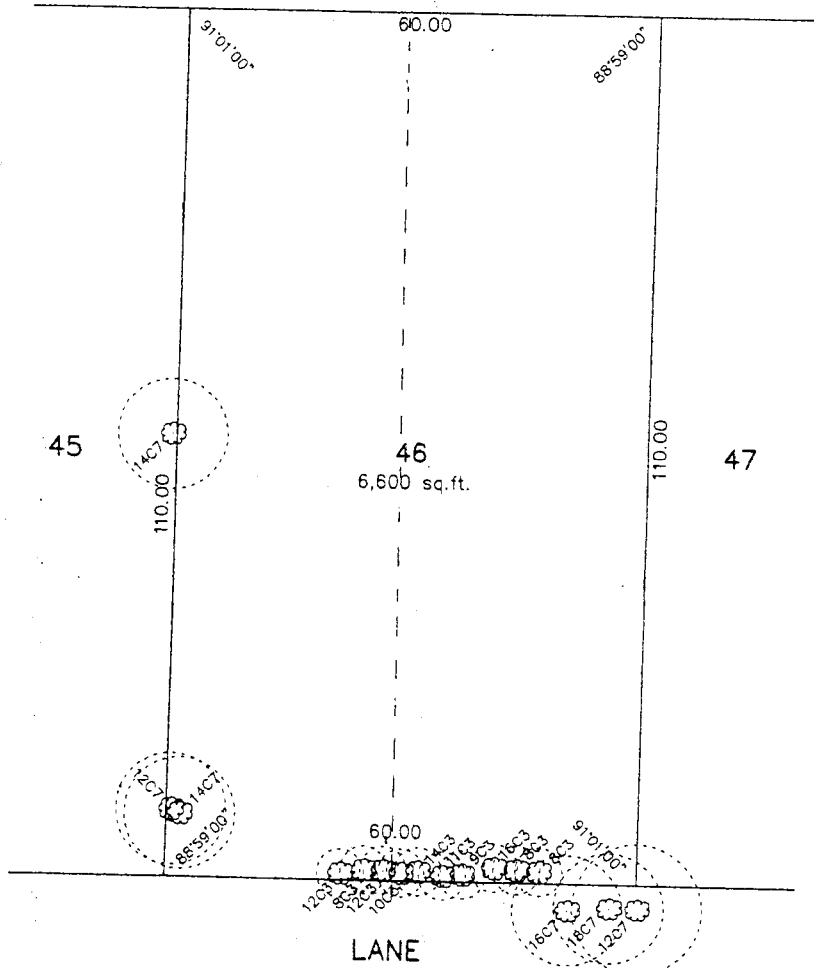
TREE SURVEY PLAN OF LOT 46
SECTION 36, BLOCK 4 NORTH, RANGE 6 WEST
NEW WESTMINSTER DISTRICT, PLAN 28788

SCALE 1" = 16'

All distances are in feet



WILLIAMS ROAD



NOTES:

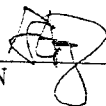
- Lot dimensions are derived from Plan 28788.
- All trees have been plotted as required by Tree Bylaw.

- ⊗ denotes tree stump.
- 8-10 height (inches)
- diameter (inches)
- ⊙ denotes tree.
- 8C10-1234 tag number
- drip line radius (feet)
- C=coniferous
- D=deciduous
- diameter (inches)

CIVIC ADDRESS

11540 WILLIAMS ROAD
RICHMOND, B.C.

CERTIFIED CORRECT.
DATED THIS 16TH DAY OF MAR., 2008

LOUIS NGAN  B.C.L.S.

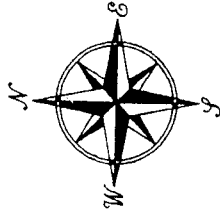
LOUIS NGAN LAND SURVEYING

#270-11180 VOYAGEUR WAY
RICHMOND, B.C. V6X 3N6
(604) 273-2938

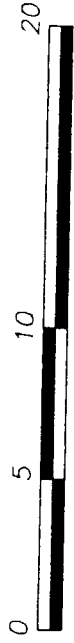


**PLAN OF SURVEY OF TREES AND PROPOSED SUBDIVISION OF LOT 53
OF SECTION 36 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 28788**

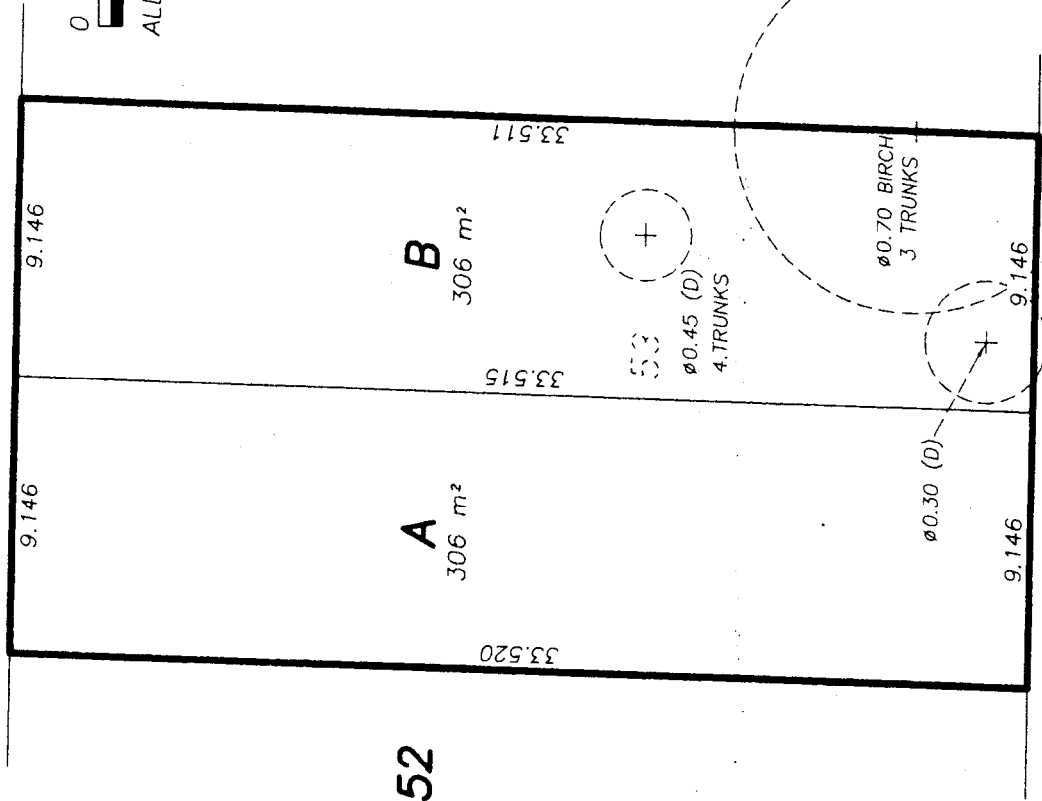
#11680 WILLIAMS ROAD
RICHMOND, B.C.
P.I.D. 003-960-528



SCALE: 1:250



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



52

54

WILLIAMS ROAD

LANE

LEGEND:
(D) denotes deciduous tree.

© Copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: jctam@telus.net
Job No. 2976
FB-75 P74-75
Drawn By: GB

DWG No. 2976-TREE

ATTACHMENT 3

Survey completed on March 29th, 2006.



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1990
 Amended by Council: November 18, 1991

POLICY 5434

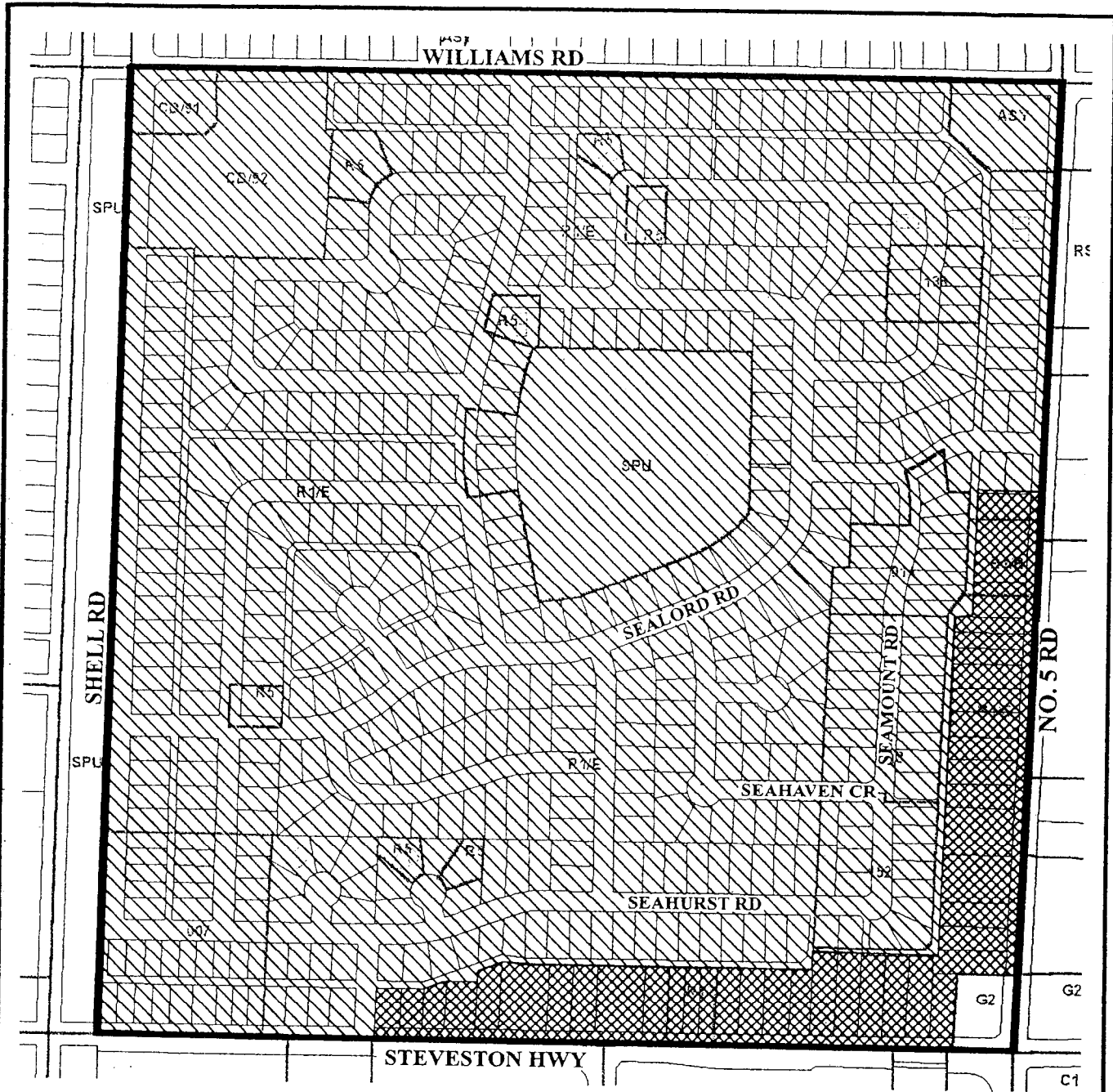
File Ref: 4045-00



SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

That properties within the area bounded by Shell Road, No. 5 Road, Steveston Highway and Williams Road, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that properties fronting on Steveston Highway and No. 5 Road, from Seaward Gate to Seacliff Road, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B), in Zoning and Development Bylaw 5300, and that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



-  Subdivision permitted as per R1/E
-  Subdivision permitted as per R1/B

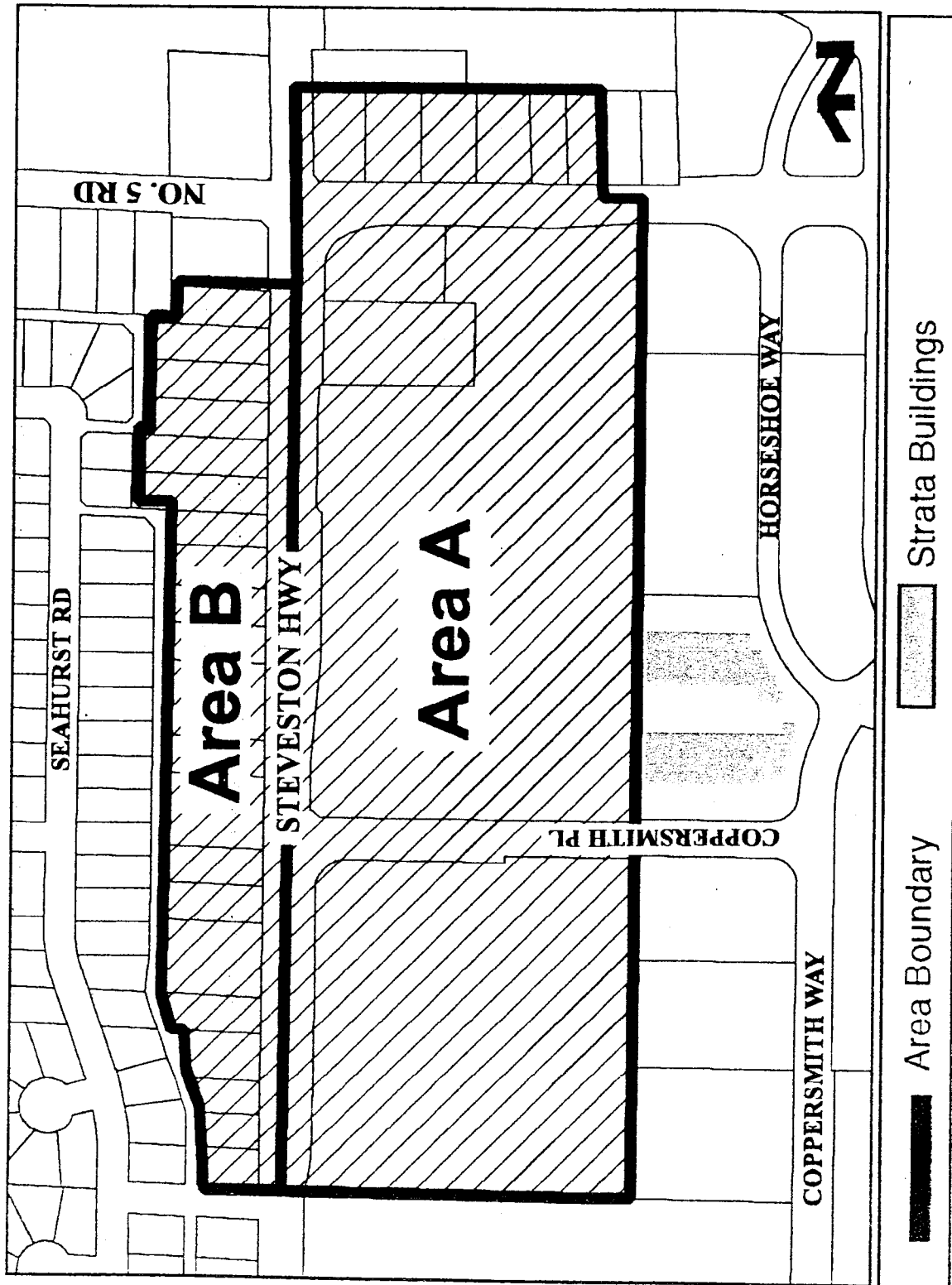


POLICY 5434
SECTION 36, 4-6

Adopted Date: 02/19/90
Amended Date: 11/18/91

DEVELOPMENT PERMIT AREA MAP

Bylaw 7753
2005/07/25





City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
 Telephone (604) 276-4000
 www.city.richmond.bc.ca

December 6, 2005

File: RZ 05-301311, RZ 05-304459, RZ 05-313184

Urban Development Division
 Fax: (604) 276-4052

Dear Home Owners and Residents:

Re: Rezoning Applications for 11091, 11111 and 11191 Steveston Highway and Proposed Amendments to Your Area's Lot Size Policy

This letter is being sent to inform you about three (3) separate applications for Rezoning for **11091, 11111 and 11191 Steveston Highway** (see **Attachment A**) and the implications for other single-family developments in your area.

Rezoning Applications

The three (3) rezoning applications have been sought by separate applicants to allow for the subdivision of **11091, 11111 and 11191 Steveston Highway** into two (2) lots each in order to permit the development of six (6) single-family dwellings, each with access to the existing rear laneway. These three (3) separate applications are proposed to be considered by Planning Committee at an upcoming meeting.

Single Family Lot Size Policy No. 5434

In 1990, City Council established a lot size policy for your area restricting the minimum size that lots could be subdivided down to when redevelopment proposals were made. This Policy was amended in 1991 to cover the area shown on **Attachment B**. The Policy was established after consultation with the neighbourhood and was intended to provide a level of assurance as to what types of subdivisions would be permitted in the area and therefore how the character of the neighbourhood would develop over time.

Typically, these Lot Size Policies are set up so that they will apply for a minimum of five (5) years after which they can be changed upon Council's approval. As the Lot Size Policy is more than five (5) years old, and the three (3) rezoning applications do not conform to the existing Lot Size Policy the City has initiated this review. Council's decision on whether to amend the Lot Size Policy may in turn affect whether each of these three (3) rezoning applications are also approved.

Staff Recommendation

Having conducted a technical review of the applications for **11091, 11111 and 11191 Steveston Highway**, staff will be recommending that:

1. Single-Family Lot Size Policy No. 5434 be amended to permit subdivision to R1-0.6 along a portion of those properties fronting onto arterial roadways (i.e. Steveston Hwy, No. 5 Rd., and Williams Rd.) as shown in **Attachment C**;

2. Subdivision within the interior of the quarter section be permitted to R1/E (18 m wide lots) (i.e. be kept to the standards previously adopted);
3. That this proposed amendment be adopted for a minimum of five (5) years, and;
4. That the three (3) applications for rezoning of **11091, 11111 and 11191 Steveston Highway**, as noted below, be supported subject to the condition that accesses must be to the existing rear lane:
 - 11091 Steveston Hwy - from Land Use Contract No. 007 to Single-Family Residential Subdivision R1-0.6 (in this case 9.56 m wide lots);
 - 11111 Steveston Hwy - from Land Use Contract No. 007 to Single-Family Residential Subdivision R1-0.6 (in this case 10.01 m wide lots); and
 - 11191 Steveston Hwy – from Single-Family Residential – Subdivision R1/E (min. 18 m wide lots) to Single Family Residential Subdivision R1-0.6 (in this case 9.19 m wide lots).

Properties fronting Steveston Hwy. between Seaward Gate and No. 5 Road, and properties fronting No. 5 Road between Steveston Hwy. and Seacliff Road are proposed to be removed from the amended Single Family Lot Size Policy as the expectation is that multiple-family residential will be considered in these areas.

Request

Please forward any comments or concerns you may have on the proposed amendments to the Single-Family Lot Size Policy No. 5434 and the rezoning applications for **11091, 11111 and 11191 Steveston Highway** to the undersigned by Friday, December 30, 2005. Your comments will be provided to Council for their consideration.

Should you have additional questions please feel free to contact me at the number listed below.
Thank you.

Yours truly,



David Brownlee

Planner 2

Phone: 604-276-4200

Fax: 604-276-4052

e-Mail dbrownlee@richmond.ca

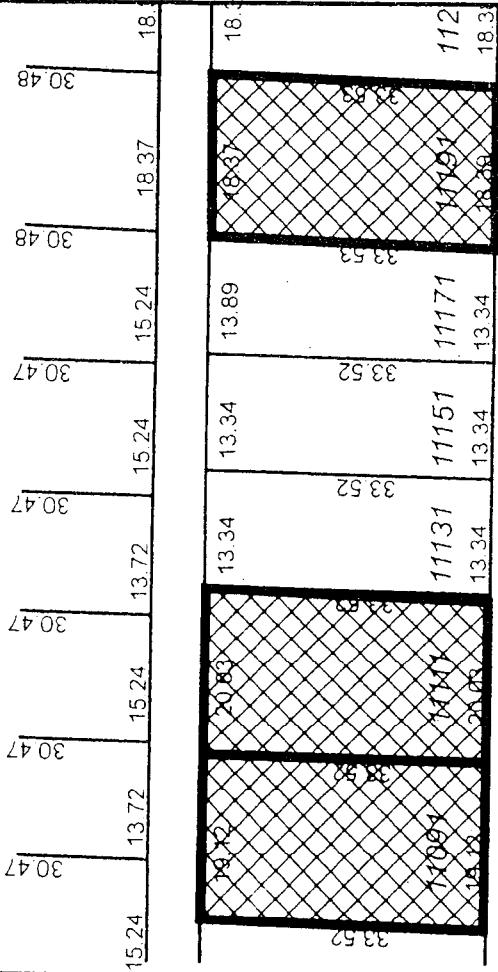
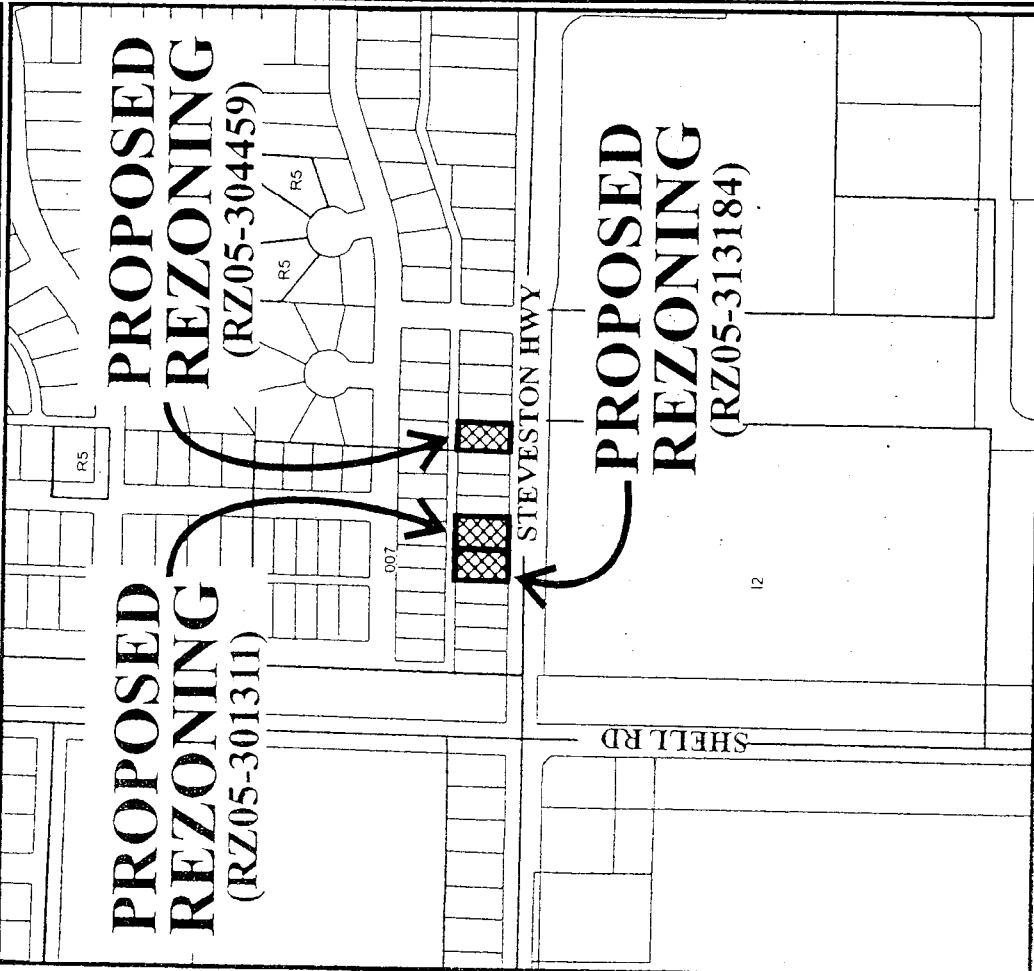
DCB:rg

Att. 3

pc: Holger Burke, Acting Director, Urban Development

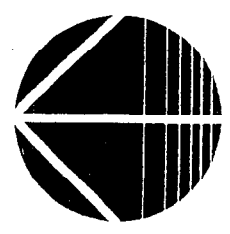


City of Richmond



STEVESTON HWY

229.33



**RZ 05-304459 ; RZ 05-301311 &
RZ 05-313184**

Original Date: 09/19/05
Revision Date:
Note: Dimensions are in METRES



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1990
Amended by Council: November 18, 1991**POLICY 5434**

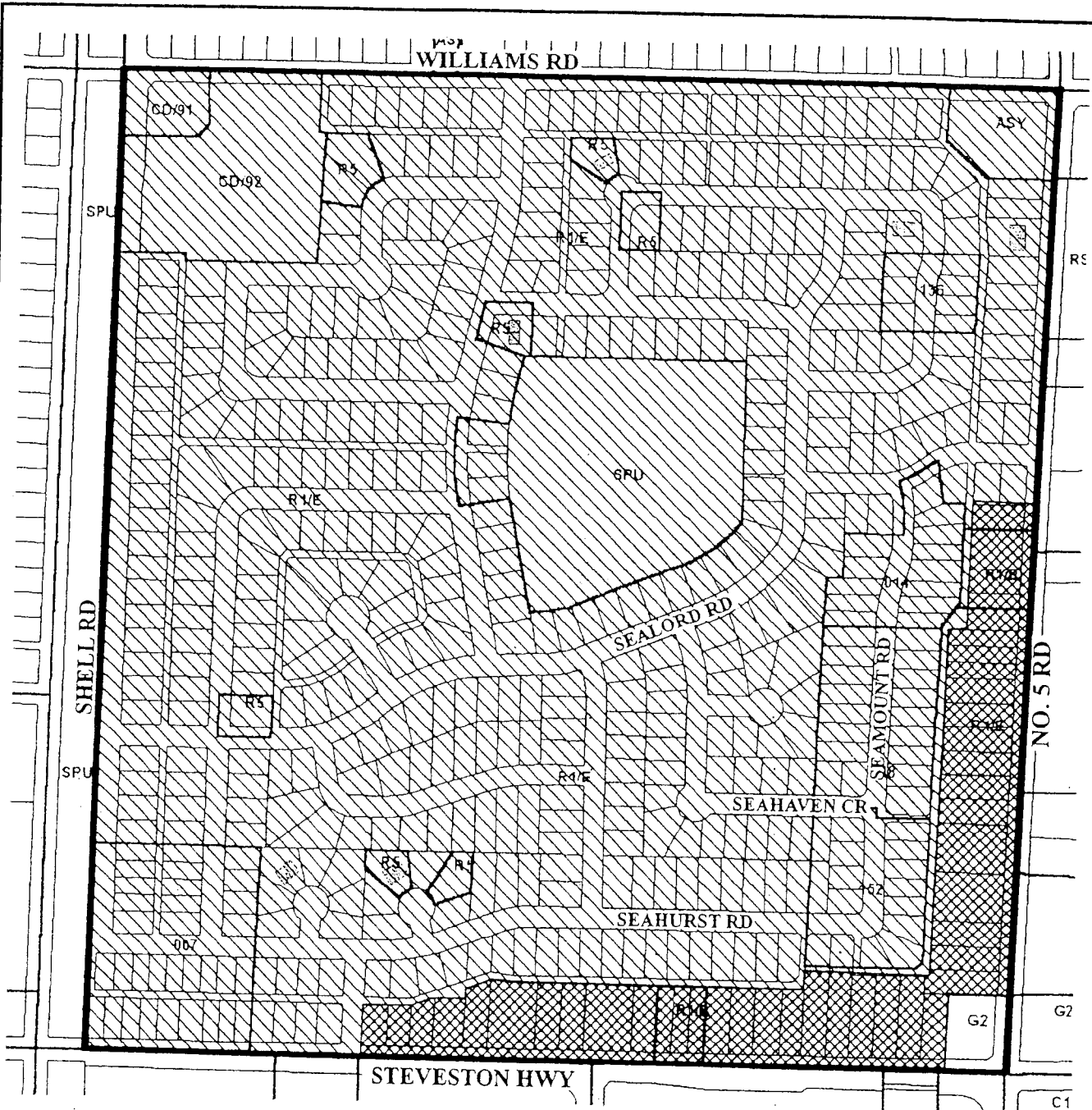
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

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

That properties within the area bounded by Shell Road, No. 5 Road, Steveston Highway and Williams Road, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that properties fronting on Steveston Highway and No. 5 Road, from Seaward Gate to Seacliff Road, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B), in Zoning and Development Bylaw 5300, and that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



-  Subdivision permitted as per **R1/E**
-  Subdivision permitted as per **R1/B**



POLICY 5434
SECTION 36, 4-6

Adopted Date: 11/18/91
 Amended Date:



City of Richmond

Policy Manual

Page 1 of 2

Proposed Policy

POLICY 5434

File Ref:

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6

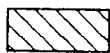
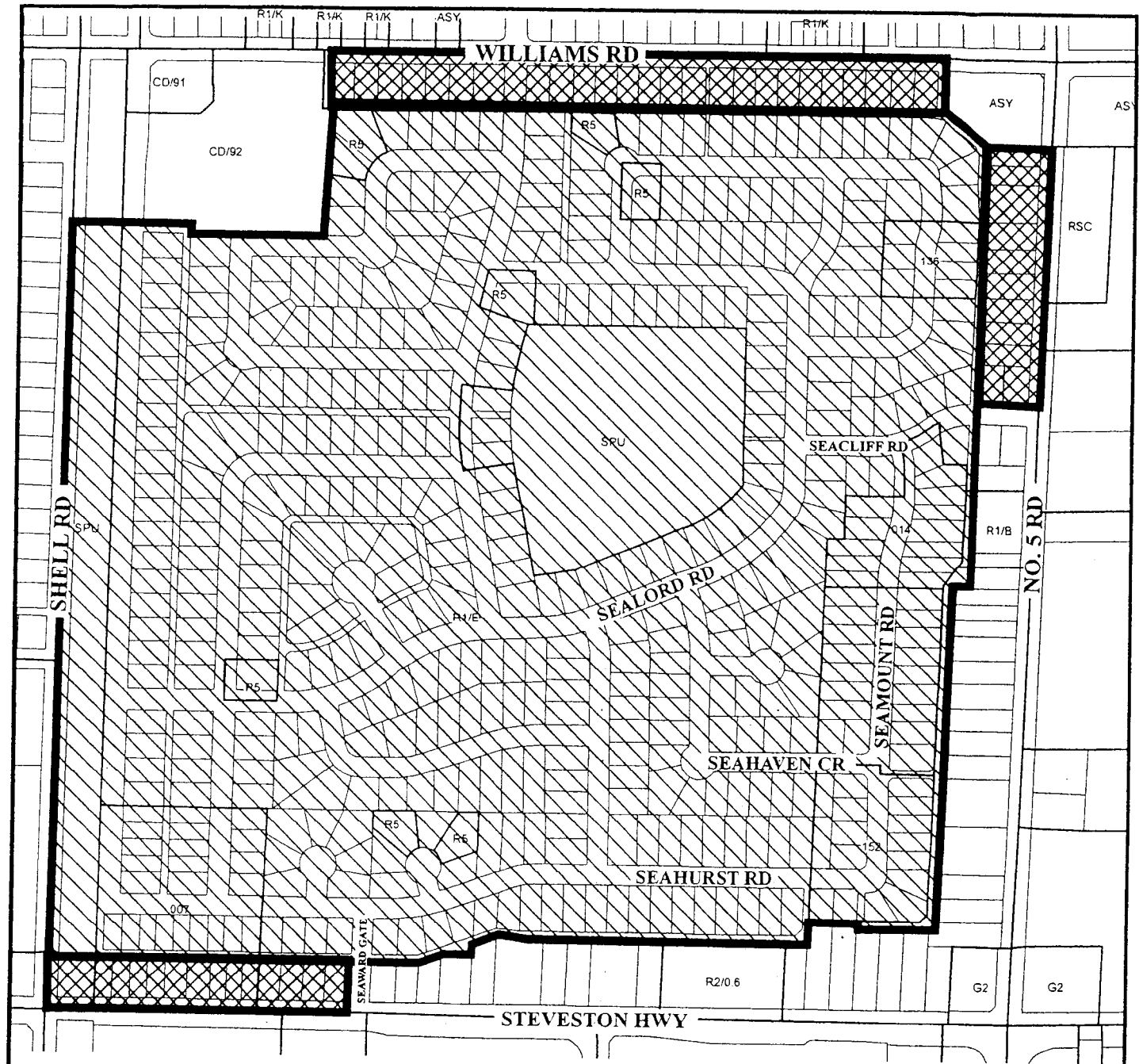
POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

1. That properties within the area bounded by Shell Road, No. 5 Road, Steveston Highway and Williams Road, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:

Properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Seacliff Road to Williams Road, and properties fronting Williams Road from No. 5 Road to Shell Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) provided that vehicle accesses are to the existing rear laneway only.

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



Subdivision permitted as per **R1/E**



Subdivision permitted as per **R1-0.6**
(access to lane only)



Proposed Policy 5434 Section 36-4-6

Adopted Date:

Amended Date:

Mr. D. Brownlee, Planning Dept.
Copies to: Mr. Brodie, Mayor
Mr. Burke, acting Director, Urban Development

Re: Family Lot Size Policy #5434 and rezoning application for 11091, 11111 and 11191 Steveston Hwy. or RZ05-304459, Rzo5-301311 and RZ05-313184

I strongly disapprove of reducing lot size for parts of the subdivision from the current standard to the proposed 9-10 meter suggested. To do this to the perimeter of the subdivision creates the impression that the whole subdivision has small crowded houses.

In addition it and the multi family plans create a marked increase in subdivision traffic. By restricting access to the rear lane all traffic including existing have to compete for one of the only 4 exits out of the subdivision

- Shell Rd. and Seacote Rd. to Williams Rd. which its self is a single lane and very busy
- Seacliffe Rd. to # 5Rd. a very busy thorough-fare and currently requires long waits especially during peak periods.
- Seaway Rd. to Steveston Hwy. currently requires waits and very difficult during peak periods.

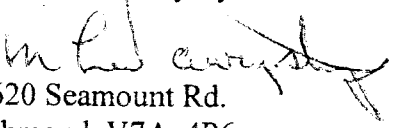
Also this increase in lane traffic creates danger of injury due to narrowness and poor visibility.

A multi family multi housing along #5 Rd. from Seacliffe Rd. to Steveston Hwy. would result in many children in that development making their way to school via the shortest route.

- down the narrow busy lane
- -across the lane the across existing private yards fronting Seamount Rd. neither way satisfactory.

We respectfully request your reconsideration of these changes

Mervin L. Wawryshyn


10620 Seamount Rd.
Richmond, V7A 4P6
604-272 3764

11171 Sealord Road
Richmond, BC V7A 3K5

December 22, 2005

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

Attention: David Brownlee

RE: Rezoning Applications for 11091, 11111, and 11191 Steveston Highway and Proposed Amendments to Your Area's Lot Size Policy

Dear Mr. Brownlee:

We are writing to express our opposition to both the rezoning applications for the properties noted above and the proposed amendments to Policy No. 5434. You note in your letter of December 6, 2005 that consultation was undertaken with our neighbourhood in 1991 when the Policy was amended. We hope that this letter of request for feedback is not the City's idea of public consultation! Making such significant policy changes warrants far more extensive public consultation than a letter sent out during the busy holiday season. We are sure your feedback will be limited. Therefore, we strongly encourage the City to hold a more informative public information session that outlines the implications of the proposed policy changes. A couple of notable effects of continued lot size reductions that immediately come to mind are: 1. Destruction of a neighbourhood's integrity and 2. Increased impervious surfaces requiring greater stormwater runoff control (which we believe our road has been the subject of over the last 4 months – with the installation of larger than 'normal' stormwater pipes).

We would like the opportunity to have greater input into the future redevelopment plans of our neighbourhood and not simply be sent a letter as some kind of after thought. The redevelopment of the Shellmont Shopping Plaza was an excellent example of how a developer, the City and the neighbouring residents can work together to come to agreement on a development that fits in with the surrounding area and is an asset to the neighbourhood. Please give our suggestion serious consideration. At the very least we would appreciate being contacted to confirm receipt of our letter. We can be reached at 604-275-7285.

Sincerely,

Norbert Eckert and Karen Thomas

Cc: George Duncan, Chief Administrative Officer
Holger Burke, Acting Director, Urban Development

G. Wynne & Glenys A. Powell

10571 Seamount Road,
Richmond, B.C.
V7A 4P5
Home 604-272-3897
Cellular 604-209-3210
Wynne Work 604-272-7412
e-mail wynnepowell@hotmail.com

23 December, 2005

City of Richmond,

6911 # 3 Road,
Richmond, B.C.
V6Y 2C1

ATTENTION: Mr. David Brownless, Planner to pass on to Richmond Council

Dear Sirs:

Re: rezoning application / proposed amendments file RZ 05-301311,
RZ 05-304459, RZ 05-313184

We are writing to you to express our strong disapproval of your staff's recommendation for the properties fronting # 5 Road to be changed from single family lot size policy to multiple families residential.

We initially moved to Seacliff Road in 1969, and moved to our current Seamount home in the late 1970's. As long term Richmond residents we respectfully wish to you to turn down the staff recommendation for the # 5 Road properties to be considered for multiple family zoning. The only access to # 5 Road properties will be a lane which is not a public roadway. This lane for this area comes out on Seacliff and Seahurst roads. With the proposed lane use for the properties located along Steveston Highway you are already potentially placing more traffic into an area of Richmond that already faces traffic gridlock without any additional # 5 Road expansion consideration.

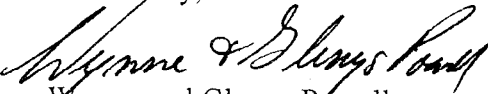
Our planning staff needs to recognize that Steveston Highway and # 5 Road have become major highways that are utilized by significant transient and local traffic. The fact that the recommendation is to turn a lane into the only access for the proposed Steveston Highway increased density development demonstrates the fact that these staff officials admit that our roadways cannot cope with their recommendations.

Seamount Road is occupied by higher end newer homes than the rest of the Sea street area. Staff's recommendations will turn Seamount into a major road access making the road not safe for the current children and grand children located in this well established well maintained Richmond home area.

The staff rezoning recommendation for 11091, 11111 and 11191 Steveston Highway we are pleased to note is single family residential. We urge Council to not increase the zoning to multiple family homes in the area from Seward Gate to # 5 Road, and from Seacliff and # Road to Steveston Highway. We also urge Council to not turn Seamount Road into a major high traffic area by inappropriately using lanes as major public roads.

Thank you for taking the time to consider the points raised by us.

Yours truly,



Wynne and Glenys Powell

Mr. David Brownlee
Planner 2 for
City of Richmond
6911 No 3 Rd
Richmond, B.C.
V6Y 2C1

11720 Williams Rd.
Richmond, B.C.
V7A 1J4

December 27, 2005

Dear sir:

**Re: Rezoning Applications for 11091, 11111, 11191 Steveston Highway and
Proposed Amendments to Your Area's Lot Size Policy**

I received your notice for the Rezoning Applications above, shortly after you mailed it out on December 6, 2005. However, I set it aside after reading it, because it referred to Single Family Lot Size Policy No. 5434. What's that mean?

Here was a mention made referring to the above lots as Policy No. 5434, and how it referred to the size of lots as they change after 5 years or sooner. The staff recommended to permit subdivision of the above lots to R1-0.6.

POINT NO. 1 These numbers mean nothing to me. I believe though R1-0.6, refers to the size of the lots, so why don't you tell me in the "letter of notice" the size of the lots in feet or meters, etc. as at present and what they will be changed to. As it is, they mean something to you and the developers, but they mean nothing to us ordinary citizens and why should I have to run to the City Hall every time I get a letter like this from City Hall.

This will not be the last letter from you to me, because I foresee a lot more similar developments.

POINT NO. 2

There are a lot of us citizens in this area bounded by Shell and #5 Rd on one side, and Steveston Highway and Williams Rd on the other sides.

Many of us go for walks in the neighbourhood for many different reasons - some walk because of their doctor's order, some walk if it is a nice day out, and others walk their dogs.

And then there is the majority of walkers, that walk to Ironwood to do some shopping there, or to drop in at Tim Horton's etc. for a casual cup of coffee. They have enjoyed their walk to Steveston Highway near the shopping center of Ironwood, ever since the

shopping center opened, and it was just great for them. But, to get there, many of us took a "short cut" to Steveston Highway from Seahurst Rd., through the vacant empty lots, referred to in this application. This wonderful shortcut, has been cut short, because the developers have erected metal fences, and now the poor citizens of this wonderful neighbourhood have to walk a way up Seahurst Rd to Seaward Gate and then a way back to the Ironwood Shopping Center, an unnecessarily extended walk. There are a lot of seniors in this area, and this extended walk may not be the best for their health.

My recommendations for the citizens of this area are, and for your consideration in this application are::

#1. That whenever a letter is sent from you to the citizens referring to some developers application, and it usually refers to some change in size in your developer language as R1-0.6, I request that after the word or number such as R1-0.6 that you enter in (Brackets) in English the actual size in feet or meters, so that we may all understand just what you are talking about, and make a more informed decision.

#2. That the developers be made responsible for a "pedestrian walkway" from Seahurst Rd. to Steveston Highway, some where's through their lots. It will only take a few feet off the total of their applications.

Sincerely,

Herbert Hinz

Brownlee, David

From: carol day [carolday@shaw.ca]
Sent: Wednesday, 28 December 2005 9:03 PM
To: Brownlee, David
Cc: MayorandCouncillors
Subject: file rz 05-301311,05-304459,05-313184
Attachments: img741.jpg

Hello Mr. Brownlee planning dept
City Council and the Mayor

Dec 28th ,05

I am writing in regards to file # RZ 05-301311,Rz 05-304459,RZ 05-313184 These are rezoning applications for 11091,11111 and 11191 Steveston Hwy.

The applicants wish to divide the lots into two lots each creating 6 lots where there now are only 3 lots.

I have talked to some of my neighbours and we understand that redevelopment with lane access for these single family homes makes sense but we feel that the new lot sizes should be in keeping with the lots that now exist.

The lots in between these lots up for rezoning are 13.34 meters. I feel it would make sense to maintain this minimum lot width for all these lots ,making them uniform in size. The lot size requested is 9.19 meters and this is far too narrow for the area.

The lane in that section of Steveston Hwy. is very narrow and cannot accomodate extra cars being parked in the lane. There is no extra parking on Seahurst rd. and there is no parking allowed on Steveston Hwy.

Please ask the planning committee and the council to require the developer have a minimum lot width of 13.34 meters so we can have some consistency in the neighbourhood and less problems with parking.

Thanks you for your time and consideration, I will forward this letter to the Richmond city council .

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

CELL 604 240 1986

carolday@shaw.ca

Brownlee, David

From: Jan Lermite [lermittefamily@shaw.ca]
Sent: Friday, 30 December 2005 4:36 PM
To: Brownlee, David
Subject: File ; RZ 05-301311,RZ 05-304459 , RZ 05 - 313184

Re: Rezoning Applications for Steveston Highway

David,

I am forwarding my concerns about the proposed amendments to the Single Family Lot Size Policy No. 5434 and the rezoning applications for 11091, 11111, and 11191 Steveston Highway.

As a resident in the subdivision between Steveston Hwy and Williams, and No. 5 Road and Shell, it continues to concern and surprise me with the lack of comprehensive thinking on this community plan. This is the fifth community plan amendment that our area has been subjected to in the twelve years we have been residents here. In looking back over this time there does not seem to be a thread of cohesiveness that the city planners have for this area.

My concerns are as follows:

1. Access to rear lanes for two way traffic. As residents we thought this was comprehensively reviewed and a decision to not have two way traffic in our lanes was made in 2004 when the Subdivision permit was changed as per R1/B.
2. The new amendment you wish is to go to R1-0.6 which goes against what the city and the residents have already accepted: Less density and no access to lane. Why would a small section of No. 5 Road and Steveston Hwy be different than what council has already put into the community plan under R1/E and R1/B?
3. It doesn't make sense to put higher density housing on smaller lots in the areas of these major thoroughfares entering and exiting Richmond. There is already too much traffic congestion on these roads, especially during rush hour periods. Down the road on Steveston Hwy, across from the Richmond Golf Club, there is another divergence in planning for single family homes. When will the city have a comprehensive design to enhance the community plan for Richmond? This is the gateway into our city and it should be reflected as such with sensible access routes and well thought out housing plans.
4. These submissions were done in Sept. 05. Why wait until December's holiday season to send out information to residents of the area? This puts undue pressure on residents to respond in an appropriate time. This seems to be another thread of the city's last minute approach to planning. When will the city counselors put in the time, effort and structure to enhance this evolving community?

Sincerely,

Concerned Richmond citizens,
Paul and Jan Lermite
10860 Seamount Road

01/03/2006

**City of Richmond**

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

Telephone (604) 276-4000

www.city.richmond.bc.ca

January 25, 2006

File: RZ 05-301311, RZ 05-304459, RZ 05-313184

Urban Development Division

Fax: (604) 276-4052

Dear Home Owners and Residents:

Re: Rezoning Applications for 11091, 11111 and 11191 Steveston Highway and Proposed Amendments to Your Area's Single Family Lot Size Policy

In early December, 2005, a letter was sent to the owners and residents within your neighbourhood outlining proposed amendments to the City's Single Family Lot Size Policy for your neighbourhood and advising of the three applications for subdivision along Steveston Highway. As you may recall the Single Family Lot Size Policy establishes the minimum lot width that a property can be subdivided down to.

In response to that letter the City has received a number of letters from residents relaying concerns and suggestions for addressing issues in the area and with these proposals. Because the issues being raised are complex, and since this neighbourhood has been quite sensitive to development in the area, it is apparent that the neighbourhood would benefit from further discussion on these issues.

As a result, City staff will be hosting an open house in the Kidd Elementary School gymnasium, 10851 Shell Road, on February 16, 2006 between 7:00 pm and 9:00 pm. The format will be drop-in. Information Panels will be displayed for your review and staff will be on hand to answer questions and listen to your input. A survey questionnaire will be made available at the meeting to allow for your additional comment and suggestions.

For your reference, I have again included a copy of the current lot size policy and the proposed lot size policy. Should you have any questions in advance of the meeting, please feel free to contact me at 604-276-4200 or through my email address at dbrownlee@richmond.ca.

Yours truly,

David Brownlee

Planner 2

DCB:cas

Att. 1

pc: Holger Burke, MCIP, Acting Director of Development

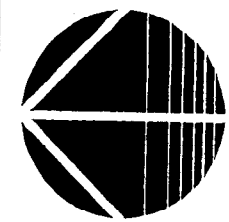
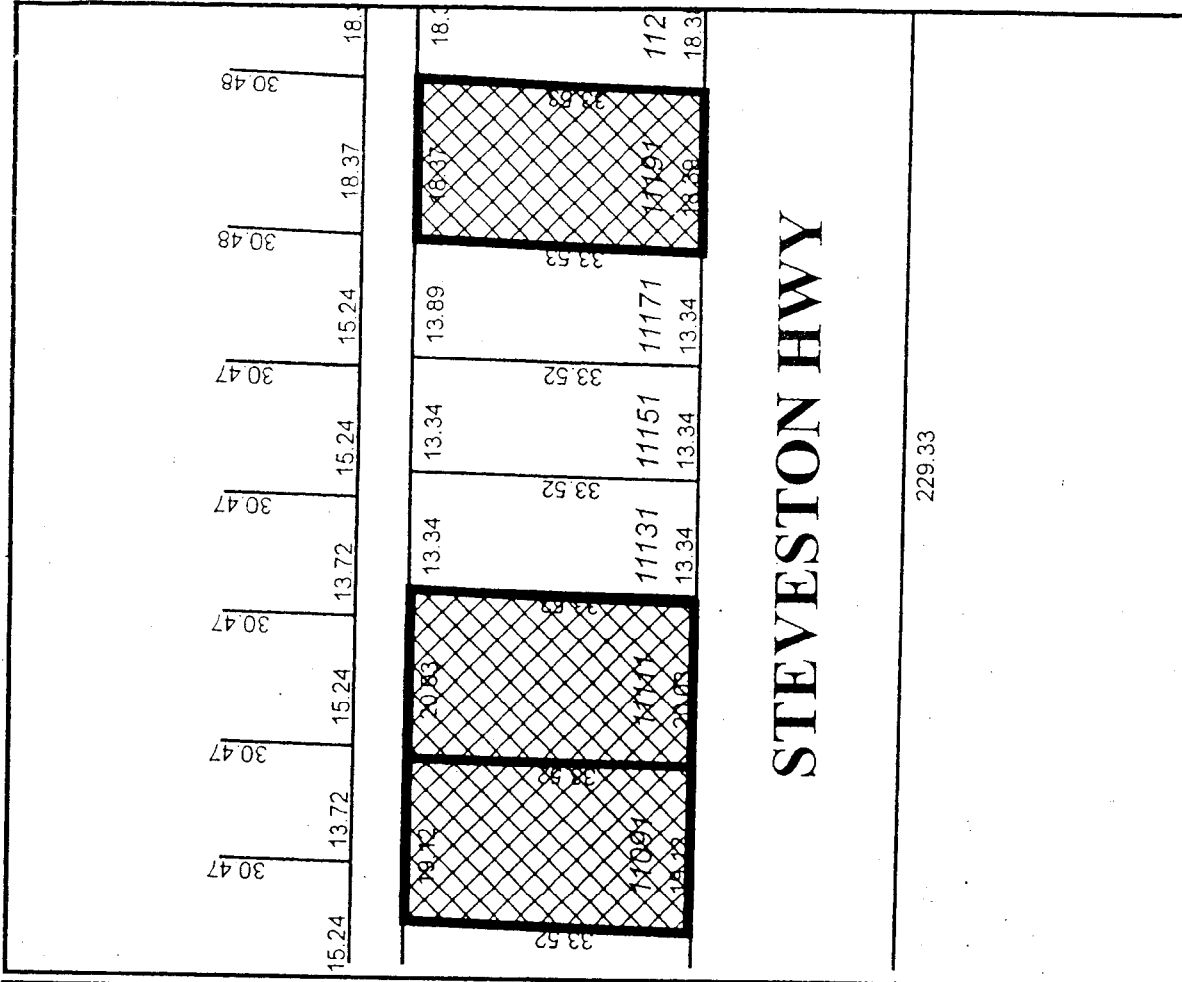
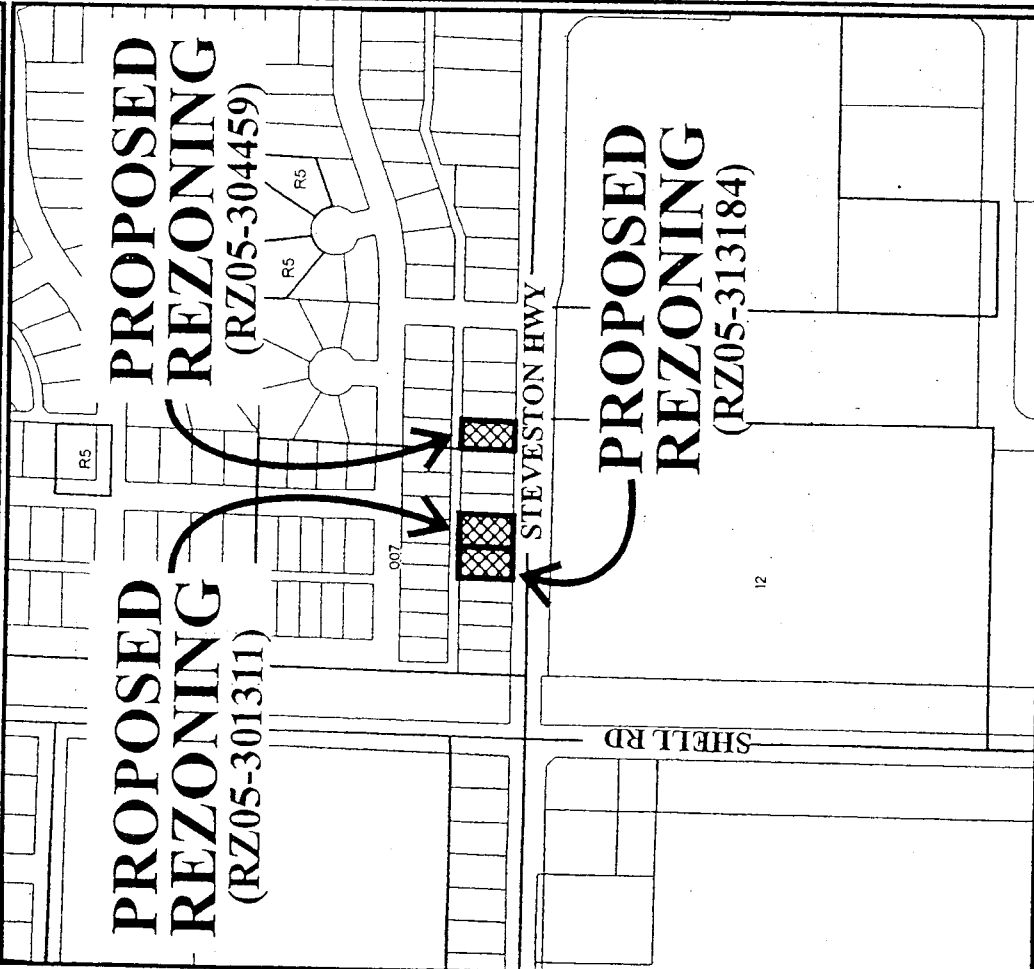
*Attachment 1: Locations of the three pending rezoning applications**Attachment 2: Existing Single Family Lot Size Policy No. 5434**Attachment 3: Proposed Single Family Lot Size Policy*



City of Richmond

**PROPOSED
REZONING
(RZ05-301311)**

**PROPOSED
REZONING
(RZ05-304459)**



RZ 05-304459 ; RZ 05-301311 & RZ 05-313184

Original Date: 09/19/05

Revision Date:

Note: Dimensions are in METRES

**City of Richmond****Policy Manual**

Page 1 of 2

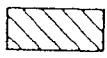
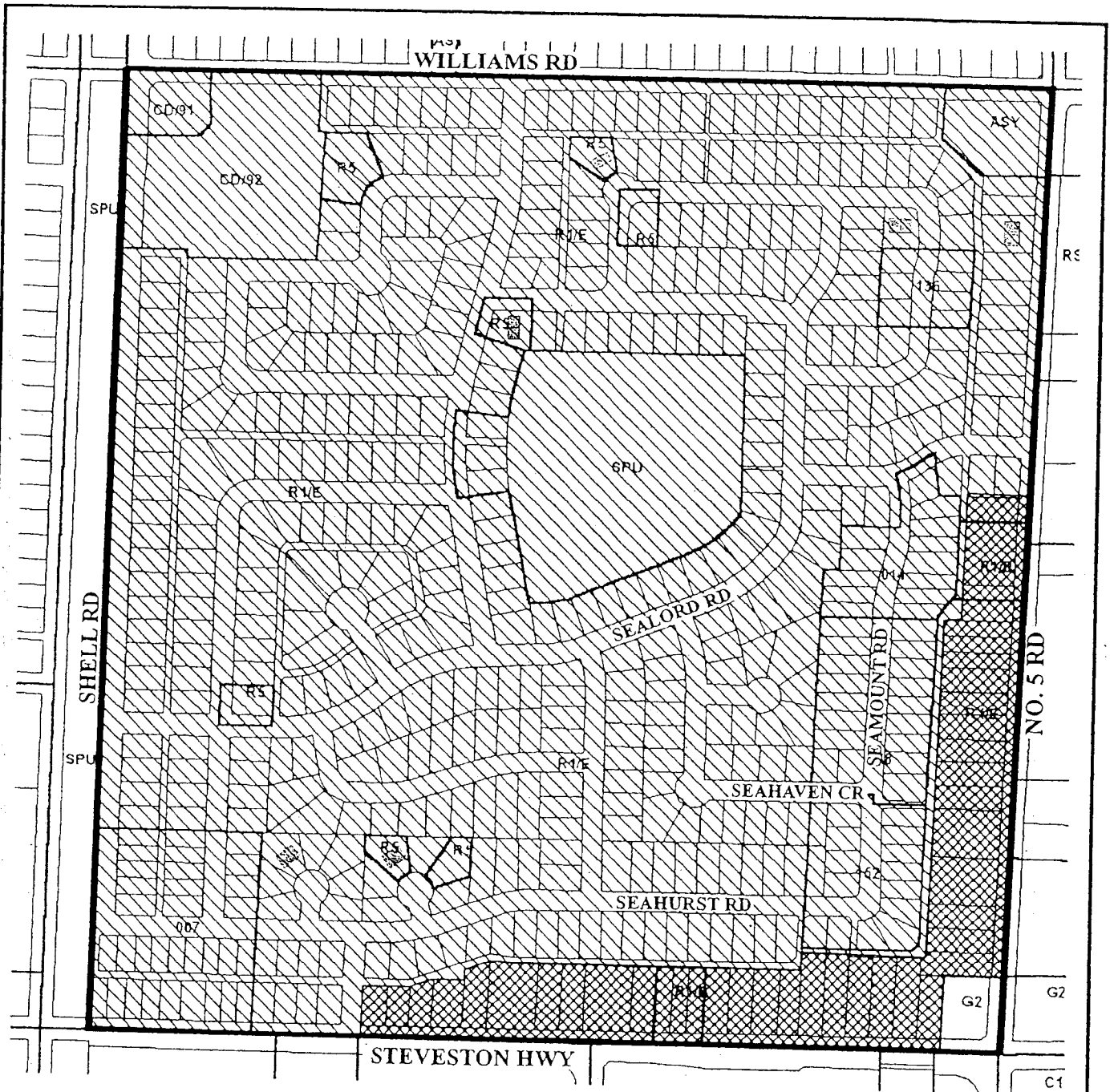
Adopted by Council: February 19, 1990
Amended by Council: November 18, 1991**POLICY 5434**

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6**POLICY 5434:**

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

That properties within the area bounded by Shell Road, No. 5 Road, Steveston Highway and Williams Road, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that properties fronting on Steveston Highway and No. 5 Road, from Seaward Gate to Seacliff Road, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B), in Zoning and Development Bylaw 5300, and that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/E**



Subdivision permitted as per **R1/B**



POLICY 5434 SECTION 36, 4-6

Adopted Date: 11/18/91
Amended Date:



City of Richmond

Policy Manual

Page 1 of 2

PROPOSED POLICY

POLICY 5434

File Ref:

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6

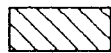
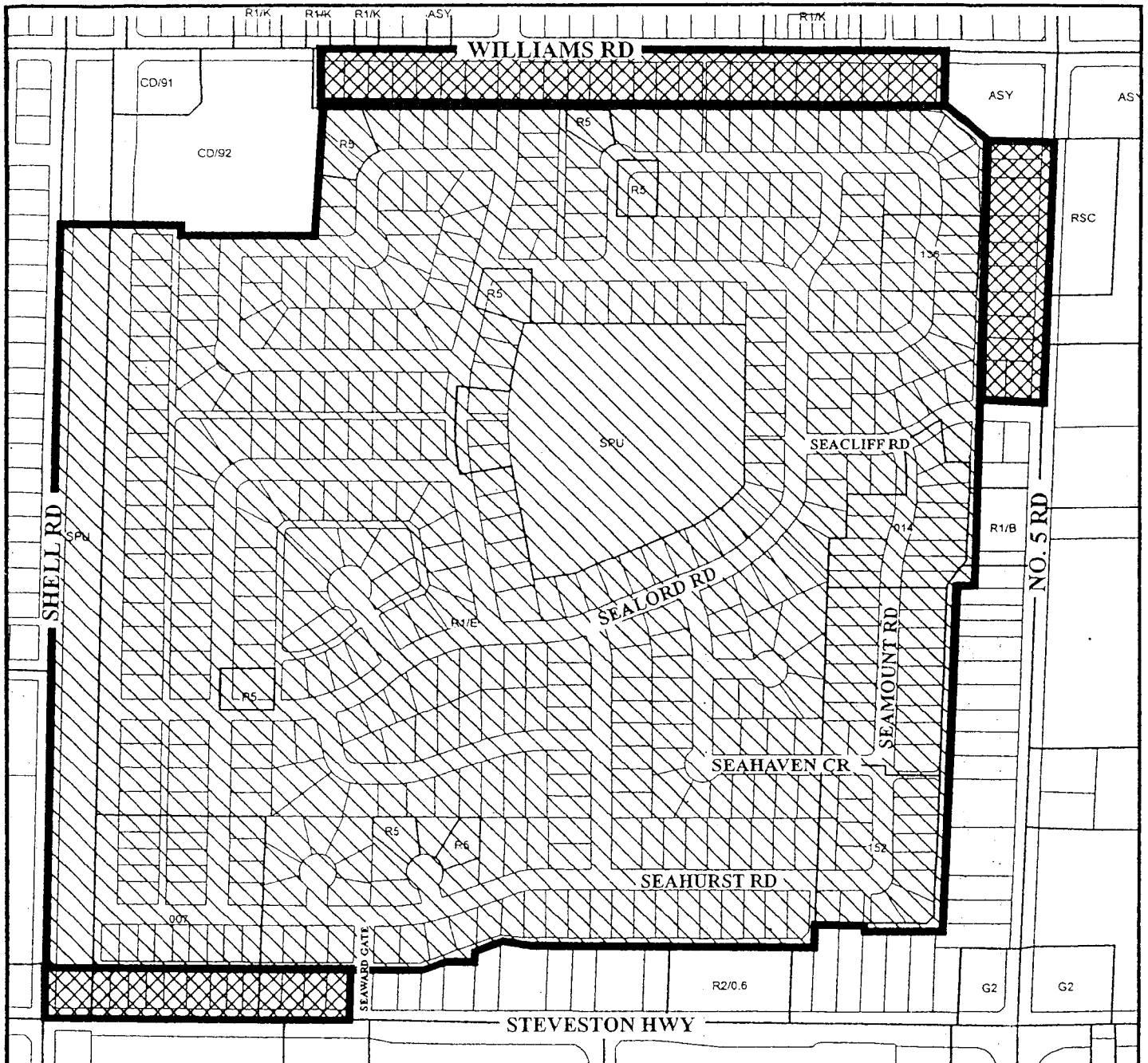
POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

1. That properties within the area bounded by Shell Road, No. 5 Road, Steveston Highway and Williams Road, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:

Properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Seacliff Road to Williams Road, and properties fronting Williams Road from No. 5 Road to Shell Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) provided that vehicle accesses are to the existing rear laneway only.

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



Subdivision permitted as per **R1/E**



Subdivision permitted as per **R1-0.6**
(access to lane only)



Proposed Policy 5434

Section 36-4-6

Adopted Date:

Amended Date:



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
(604) 276-4000

Lot Size Study Survey Policy Planning Department

Section 36-4-6

Contact (604) 276-4200 Fax (604) 276-4052

To ensure that your response is valid, please fill in the following:

Name: _____ Address in Study Area: _____

Please indicate whether you are a;

Property Owner or Resident

BACKGROUND

Staff have proposed changes to the Single Family Lot Size Policy for this quarter-section. This Policy is used to control the minimum lot widths for subdivisions of single-family lots.

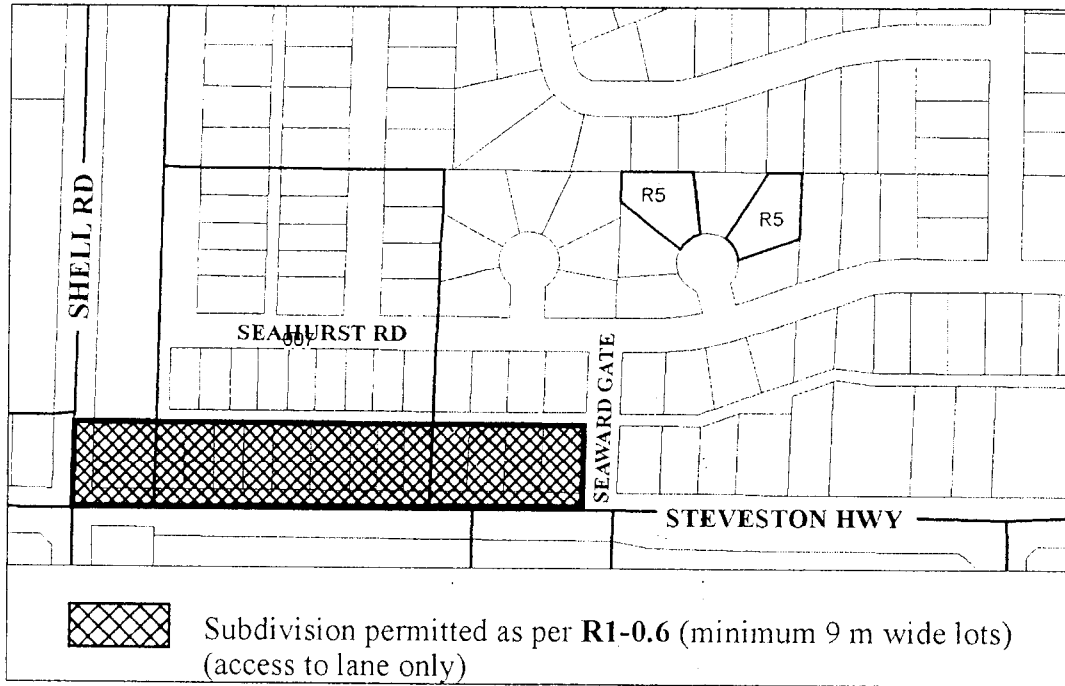
The City's normal policy is to support densification along arterial roads where rear lanes exist. Consequently, staff have proposed reducing the minimum lot widths for three locations in this quarter-section where the single-family lots front onto arterial roads and have existing rear laneways.

Please review each of the following questions and indicate your preferences in each of the following questions by placing an "X" in one of the following boxes.

QUESTION 1: STEVESTON HIGHWAY AMENDMENT

Staff have proposed reducing the minimum lot width in the cross-hatched area along Steveston Highway west of Seaward Gate from 18m or 59 ft. (R1/E) to 9 m or 29.52 ft. (R1-0.6).

Up to 6 new lots would be created in this area through this option. Each of the three rezoning applications received in this area would be allowed to subdivide.



Are you in favour of reducing the minimum lot width in this area along Steveston Hwy. to 9m?

YES

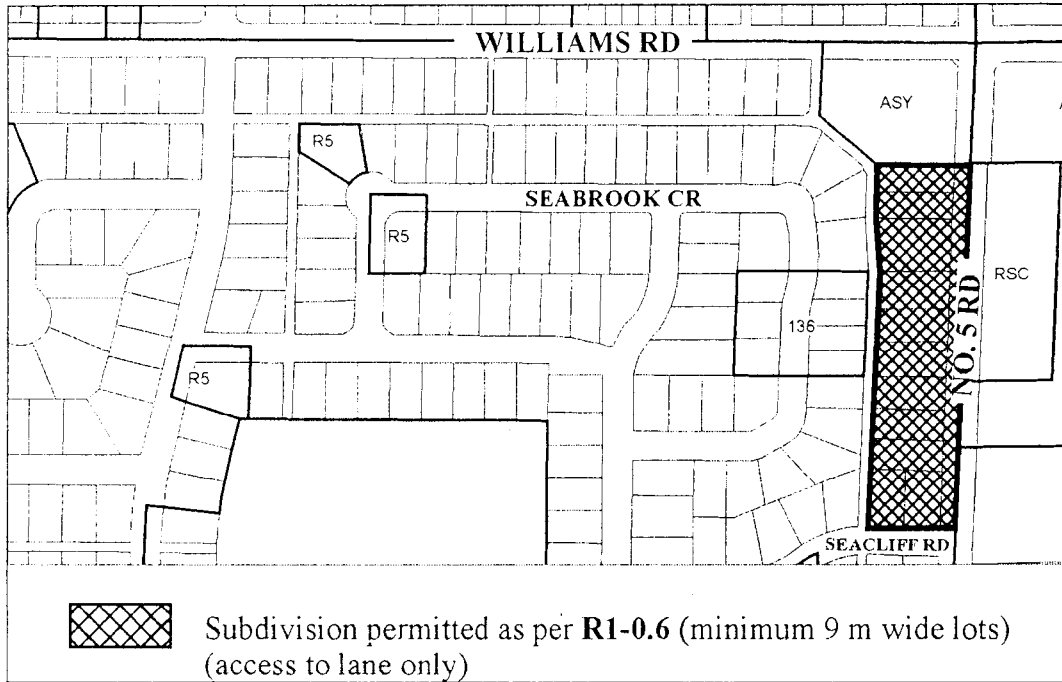
NO

COMMENTS

QUESTION 2: NO. 5 ROAD AMENDMENT

Staff have proposed reducing the minimum lot width in the cross-hatched area along No. 5 Road north of Seacliff Road from 18m or 59 ft. (R1/E) to 9 m or 29.52 ft. (R1-0.6).

Up to 7 new lots would be created in this area through this option.



Are you in favour of reducing the minimum lot width in this area along No. 5 Road to 9m?

YES

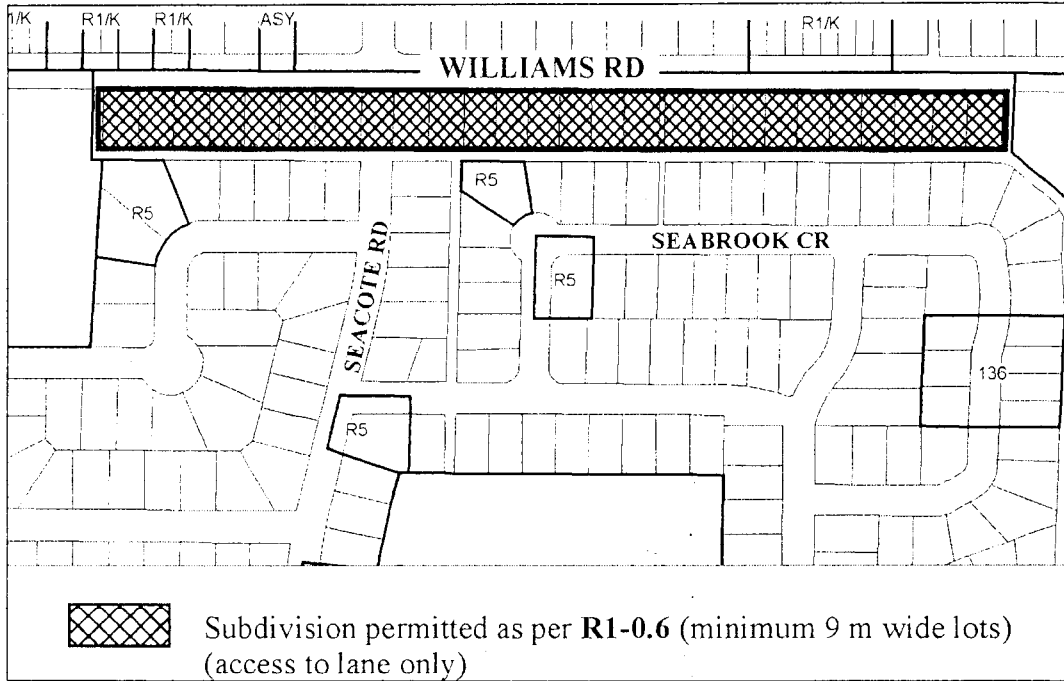
NO

COMMENTS

QUESTION 3: WILLIAMS ROAD AMENDMENT

Staff have proposed reducing the minimum lot width in the cross-hatched area along Williams Road between No. 5 Road and Shell Road from 18m or 59 ft. (R1/E) to 9 m or 29.52 ft. (R1-0.6).

Up to 25 new lots would be created in this area through this option.



Are you in favour of reducing the minimum lot width in this area along Williams Road to 9m?

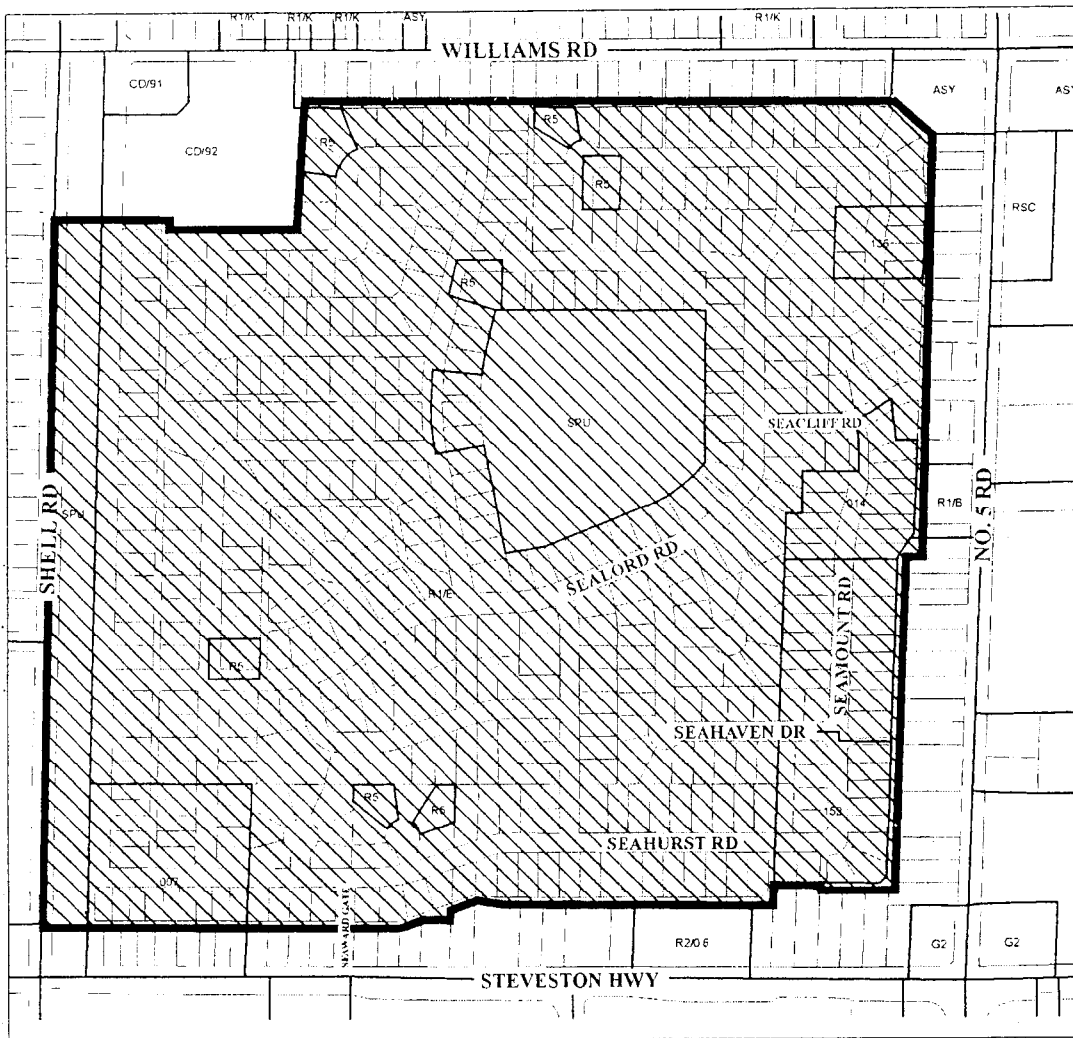
YES

NO

COMMENTS

QUESTION 4: THE INTERIOR AREA

Staff have proposed keeping the current minimum lot width of 18m or 59 ft. (R1/E) for the interior area of the quarter-section (see the hatched area on the map).



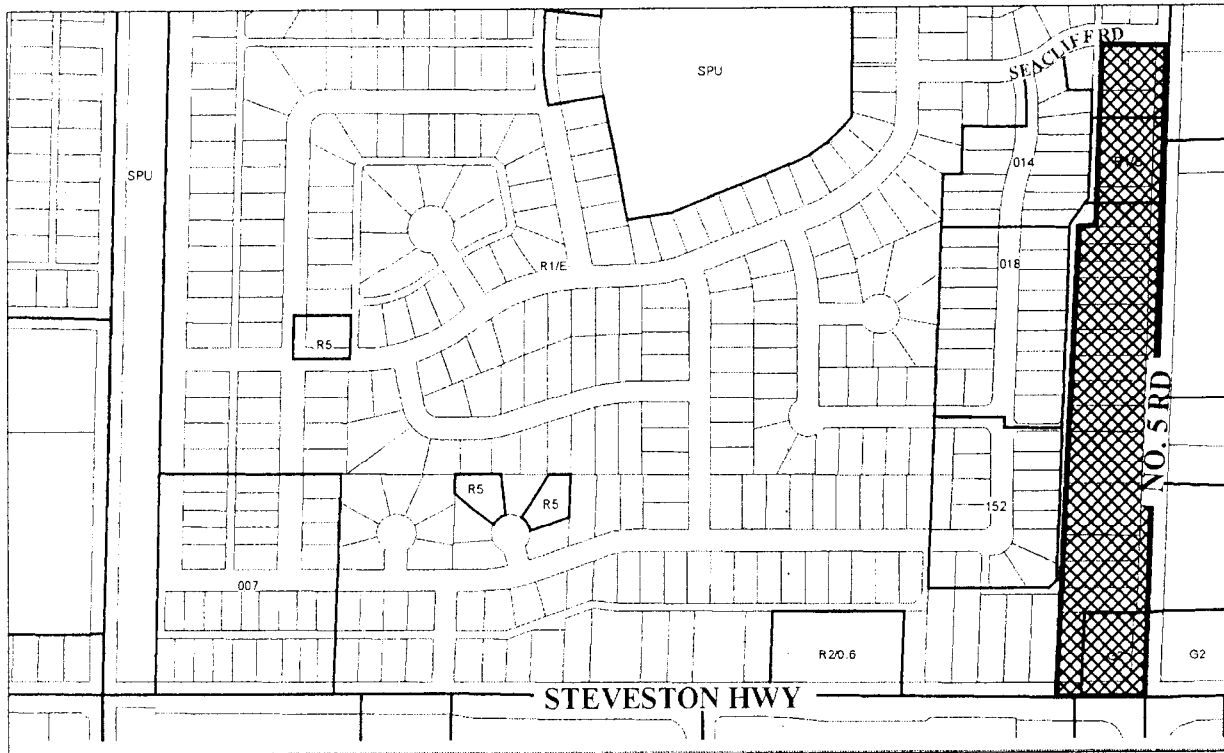
What is the minimum lot width that you prefer in the quarter-section interior?

- 18m (59ft) - *current minimum*
- 12m (39ft)
- 9m (29.5ft)

COMMENTS

QUESTION 5: MULTIPLE-FAMILY OPTION ALONG PART OF NO. 5 RD

City Policies normally support additional density near commercial centres. Low to medium density townhousing has been considered for the area approximately between Seacliff Road and Steveston Highway (see cross hatched area in the map). These would be similar to those approved along Steveston Hwy. between No. 5 Road and Seaward Gate (i.e. 2 storey at the rear, up to 3 stories adjacent to No. 5 Road).



Please indicate your preference for this portion of No. 5 Road:

- Multiple-family townhouses
- Single-family residential
12m (39ft) wide lots - *current minimum*
- Single-family residential
9m (29.5ft) wide lots

COMMENTS

OTHER COMMENTS

Please feel free to provide any other comments or suggestions below.

The results of this survey will be used by City staff and Council to determine the appropriate lot sizes for the study area. All responses are confidential.

Thank you for taking the time to complete the survey. **Please return the completed survey by February 24, 2006** or fax to David Brownlee at **(604) 276-4052**.

Please contact David Brownlee, Planner, at **(604) 276-4200** if you have any questions regarding the survey.

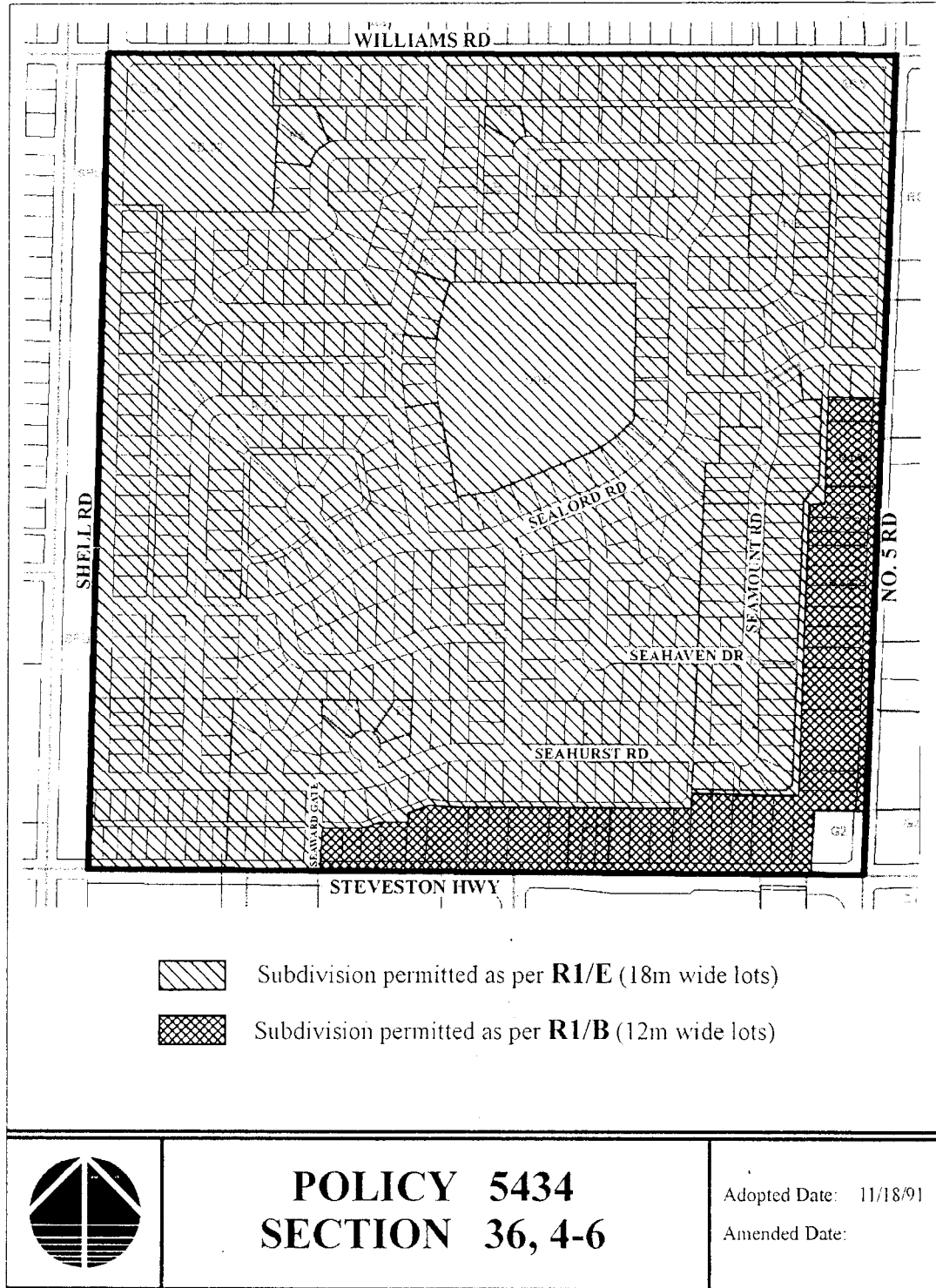
For Translation Assistance:

如閣下需要中文翻譯服務
請與中僑互助會聯絡
電話：279-7180

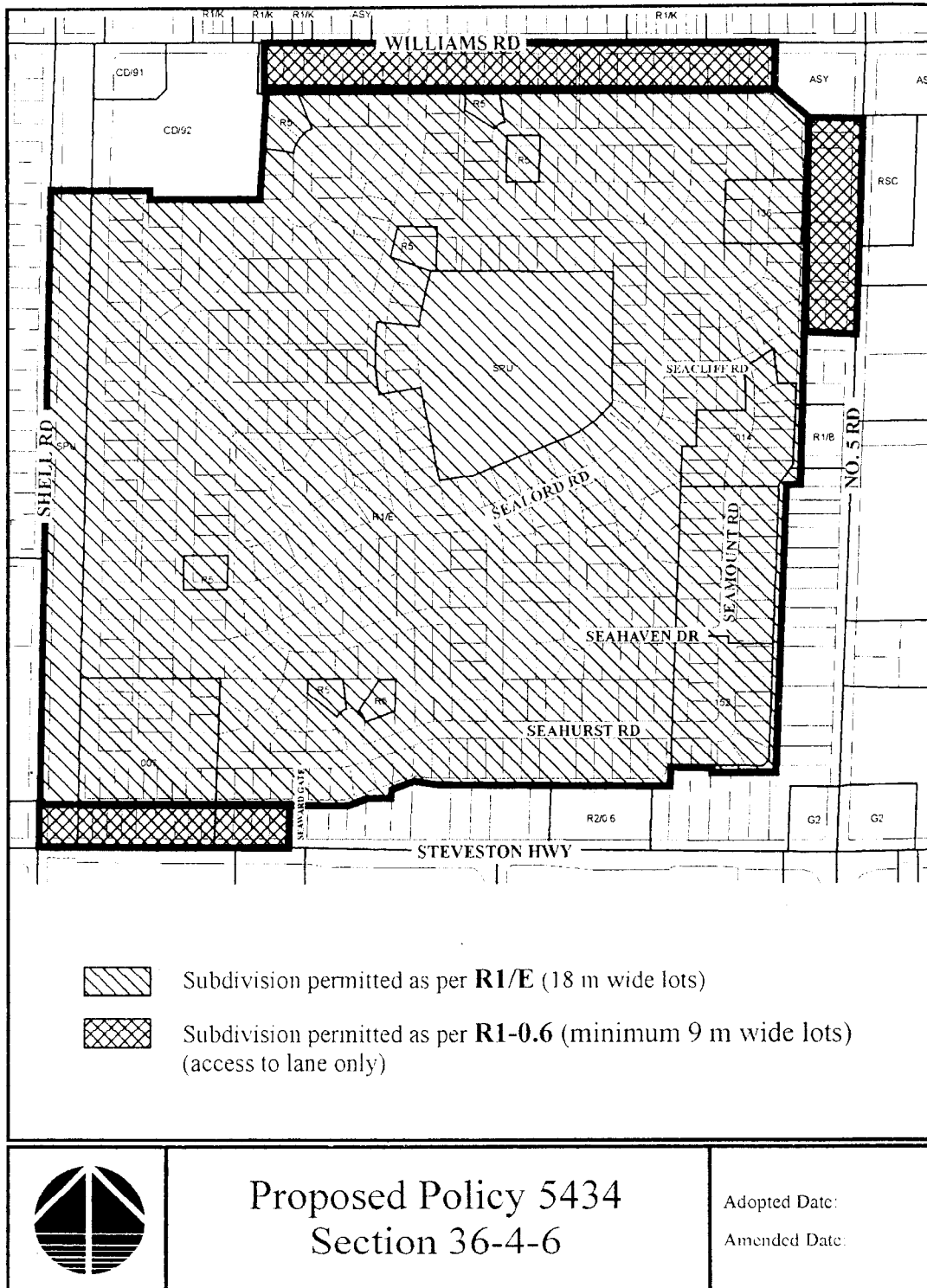
ਪੰਜਾਬੀ ਵਿੱਚੋਂ ਅਨੁਵਾਦ ਸੇਵਾਵਾਂ ਲਈ ਰਿਚਮੰਡ
ਮਲਟੀਕਲਚਰਲ ਕਨਸਰਨਜ਼ ਸੋਸਾਇਟੀ ਵਿਖੇ
279-7160 ਤੇ ਫੋਨ ਕਰੋ

Reference Maps

Current Single Family Lot Size Policy No. 5434



Proposed Amended Policy Map



To whom it may concern:

I _____
of address _____
would like the City of Richmond to
know that I support the 30' lots along
Williams Road, #5 Road, and Steveston
Hwy. I would also support multi family
along Steveston Hwy and # 5 Road.
I would agree with these smaller 30' lots
because they would help to create more
affordable homes. I feel this would be
good for some seniors who wish to stay
at home with their familys in the base-
ment rather than move out to seniors
homes which are few and far between.
I would agree with allowing access
from the back lane to these new homes.

Signed _____

Dated _____



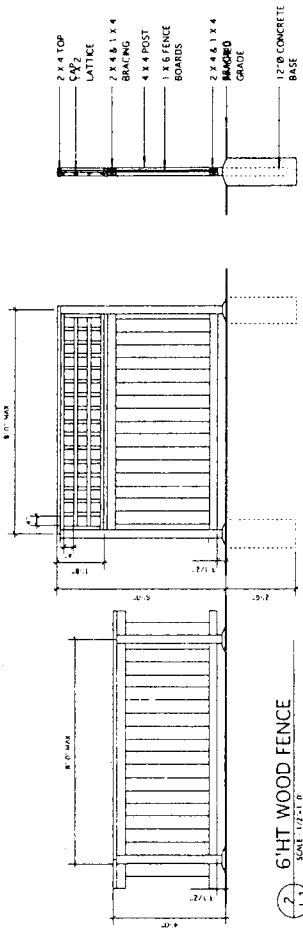
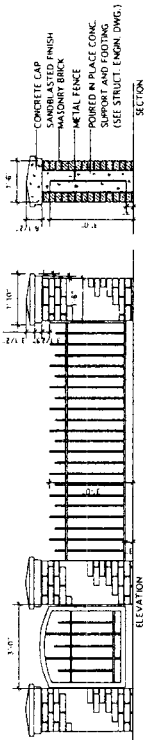
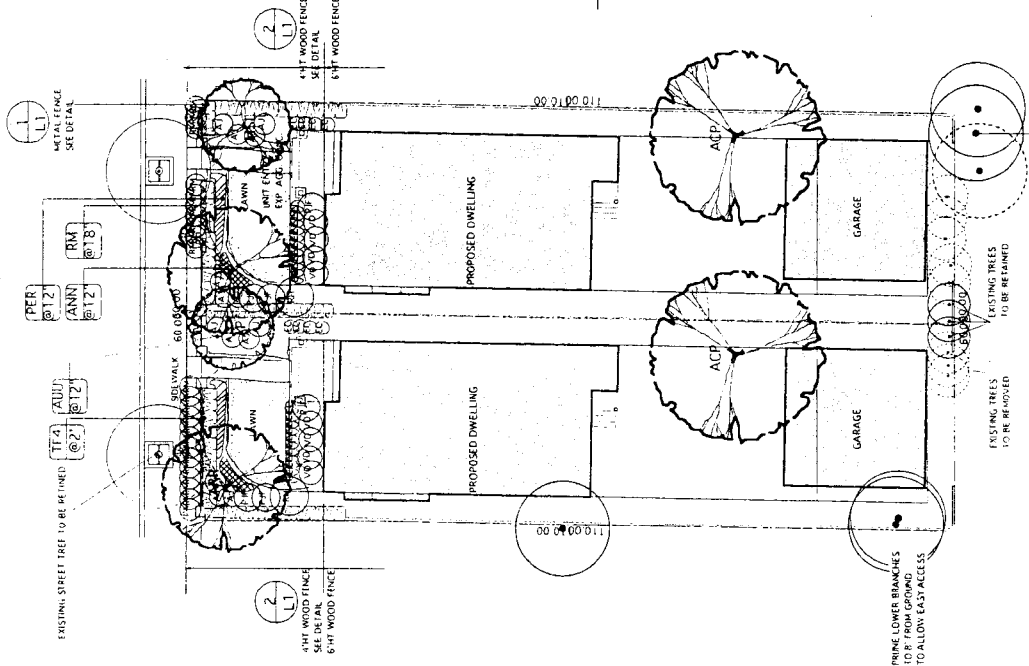
PLANT LIST

11540 WILLIAMS ROAD, RICHMOND

KEY	QTY*	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
AP	1	ACER PALMATIC	JAPANESE MAPLE	6" CAL. BAR 1.8m STD.
AD	2	ACER PLATANOIDES	MORNING GLORY	6" CAL. BAR 1.8m STD.
MSL	1	MAGNOLIA SONORANA	PIPER SWEET MAGNOLIA	6" CAL. BAR 1.8m STD.
TF4	67	THUNIA OCCIDENTALIS FASTIGIATA	PYRAMIDAL CEDAR	1.25m HT.
SHRUBS				
AI	14	ASTALEA JAPONICA	WINTER WEATHER	#2 POT
EC	30	ERICA CARNEA	LAY OF THE VALLEY	#3 POT
PJF	6	PERIS JAPONICA FOREST FLAKE	RHODODENDRON	1.00m HT.
RK	2	RHODODENDRON	DAVID'S SUBURNUM	#2 POT
VD	8	VERBONUM DAVIDON		#2 POT
GROUND COVERS				
AUJ	80	ARCTOSTAPHYLOS (V.A. LRS)	KINNIKINNICK	#5P3 POT
VINES				
PERENNIALS/ANNUALS/FERNS/GRASSES/AQUATIC PLANTS				
ANN	10	ANNUALS **		#5P3 POT
PER	30	PERENNIALS **		#1 POT

NOTES
 ** DENOTES SPECKES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT
 ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT BRITISH COLUMBIA LANDSCAPE STANDARDS.
 PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CNFA STANDARDS FOR NURSERY STOCK AND THE BCNA STANDARDS FOR CONTAINER GROWN PLANTS.
 ALL PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS.
 ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE YEAR PERFORMANCE SHALL OCCUR WHEN 35% OF THE CONTRACT HAS BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.
 THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER.

WILLIAMS RD.



LANDSCAPE PLAN

ITO & ASSOCIATES
 Landscape Architects
 2180-164 Street, Suite 200
 Richmond, BC V6V 2K4
 Phone: (604) 273-2812
 Fax: (604) 273-4836
 Email: ito@itofair.ca

Project:
 11540 WILLIAMS RD.
 RICHMOND, B.C.

L1 of 1

Conditional Rezoning Requirements
11540 Williams Road RZ 06-331753

Prior to final adoption of Zoning Amendment Bylaw 8080, the developer is required to complete the following requirements:

- 1) Contribution of \$4,000 in lieu of eight (8) replacement trees to go to the park Improvement Fund.
- 2) Provide a Landscape Security to the City of Richmond in the amount of \$8,229 for the landscape works as per the landscape plan prepared by Ito & Associates, dated May 28, 2006, and attached to the Report to Committee dated June 1, 2006; and
- 3) Installation of tree protection barriers around all protected trees prior to final adoption or demolition of the existing structures on site.

[signed copy on file]

Signed

Date

PLANT LIST

11680 B WILLIAMS RD. RICHMOND

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
ARR	1	AZER RUBUM 'RED SUNSET'	RED SUNSET MAPLE	11 GAL CAL BAB 1 8m STD
CK	1	CORNUS KOUSA 'SATOBI'	PINK KOUSA DOGWOOD	9 GAL CAL BAB
MSL	1	MAGNOLIA SOULANGIANA 'RUSTE RIBBA'	PURPLE SAUKER MAGNOLIA	6 GAL CAL BAB
SHRUBS				
AJ	7	ATALFA JAPONICA **	JAPANESE AZALEA	#2 POT
EC	15	ERICA CARNEA **	WINTER HEATHER	#2 POT
P/E	2	PERNA JAPONICA 'FOREST FLAME'	FLY OF THE VALLEY	#5 POT
WH	1	WIKSTRANDIA **	WIKSTRANDIA	#2 POT
VD	4	VIBURNUM DATON	DAVISON'S VIBURNUM	#2 POT
GROUND COVERS				
ALUJ	40	ARCTOSTAPHYLOS LAVA UPSA	KINKY KNEE	#9P3 POT
PERENNIALS/ANNUALS/FERNS/GRASSES/AQUATIC PLANTS				
BC	24	BERGENIA CRASSIFOLIA	HEARTLEAF BERGENIA	#1 POT
ANN	20	ANNUALS **		#9P3 POT
PER	15	PERENNIALS **		#1 POT

NOTES

** DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT FOR NURSERY STOCK AND THE BCMA STANDARDS FOR CONTAINER GROWN PLANTS. ALL MATERIALS AND SPECIFICATIONS SHALL BE IN ACCORDANCE TO THE MOST RECENT BRITISH COLUMBIA LANDSCAPE STANDARDS.

PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CITA STANDARDS FOR NURSERY STOCK AND THE BCMA STANDARDS FOR CONTAINER GROWN PLANTS. ALL PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS.

ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER THE DATE OF SUBSTANTIAL PERFORMANCE. SUBSTANTIAL PERFORMANCE SHALL OCCUR WHEN 95% OF THE CONTRACT HAS BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE STANDARDS AFTER THE WORK IS TURNED OVER TO THE OWNER.

ITCO

LANDSCAPE ARCHITECTS

3180 West Street
Richmond BC V6E 2L4
Voice: (604) 275-2812
Fax: (604) 275-4839
Email: info@itco.ca

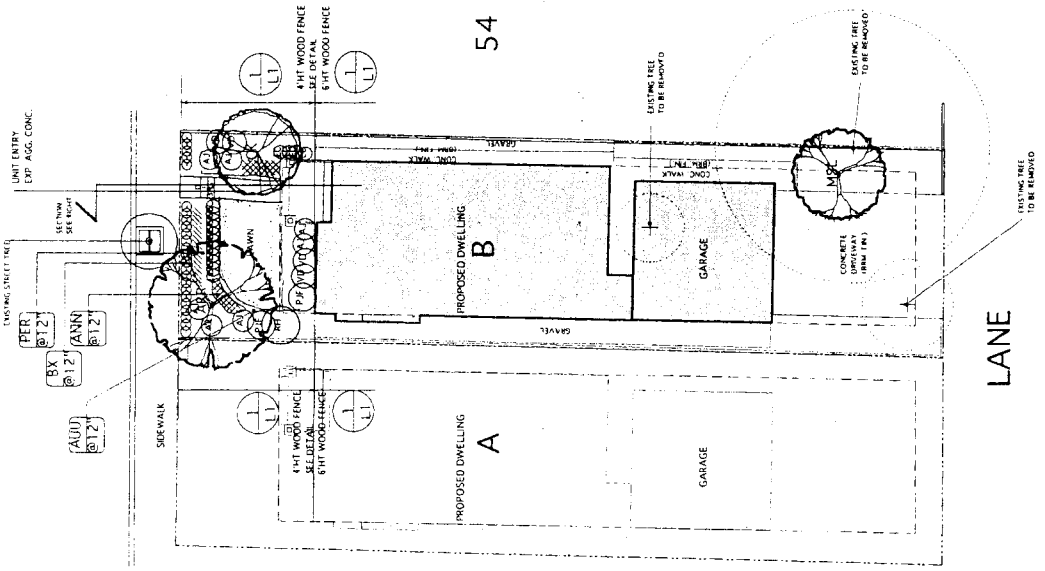
Project: 11680 B WILLIAMS RD. RICHMOND, B.C.

Drawing No: LANDSCAPE PL

Scale	1/4" = 1'-0"
Date	07/27/2011
Client	PROPOSED HOMES
Site	11680 B WILLIAMS RD.
Sheet	LANDSCAPE PL

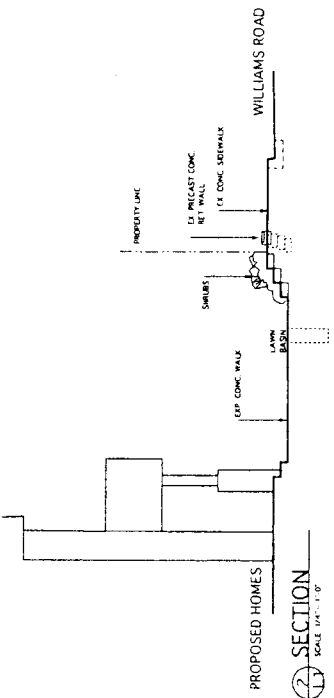
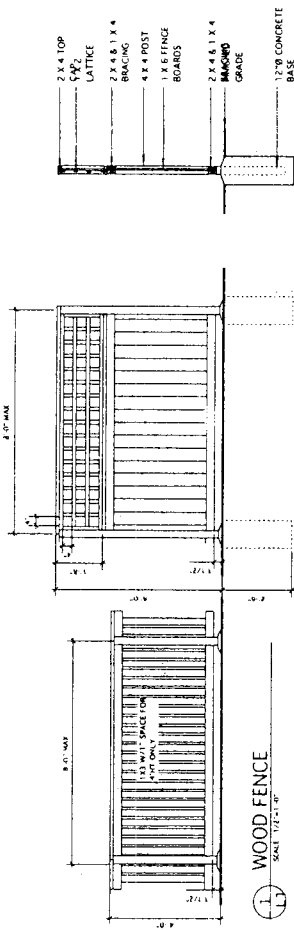
L1 of 1

WILLIAMS ROAD



52

54



Conditional Rezoning Requirements
11680 Williams Road RZ 06-334342

Prior to final adoption of Zoning Amendment Bylaw 8081, the developer is required to complete the following requirements:

- 1) Provide a Landscape Security to the City of Richmond in the amount of \$6,164 for the landscape works as per the landscape plan prepared by Ito & Associates, dated June 1, 2006, and attached to the Report to Committee dated June 1, 2006.

[signed copy on file]

Signed

Date



City of Richmond

Policy Manual

Page 1 of 2

PROPOSED POLICY

POLICY 5434

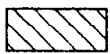
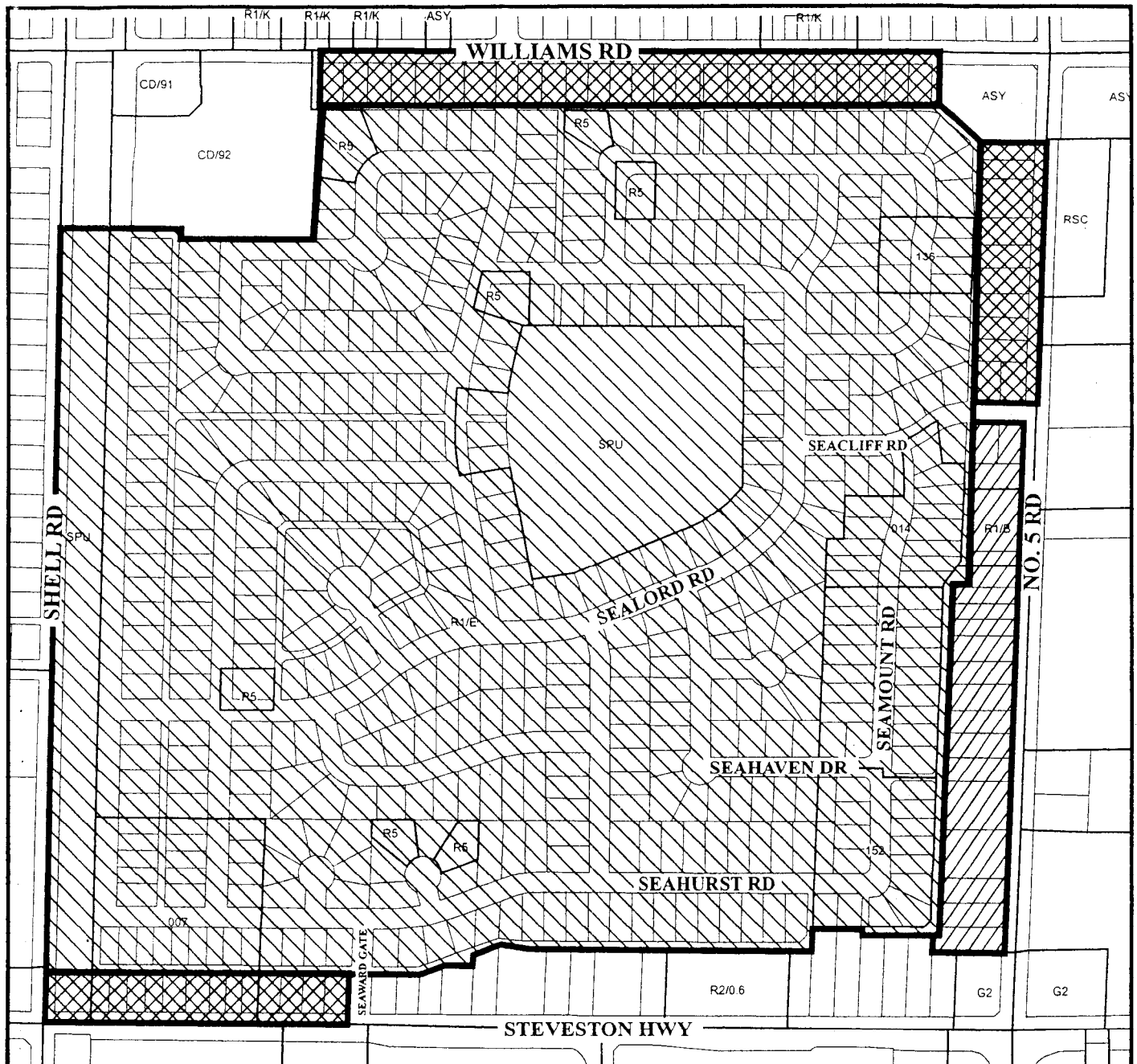
File Ref:

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road:**

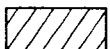
1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
 - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on No. 5 Road from Williams Road to Seacliff Road, and properties fronting on Steveston Highway from Seaward Gate to Shell Road, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - b) Properties fronting on No. 5 Road from Seacliff Road to Steveston Highway be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development is permitted.)



Subdivision permitted as per **R1-0.6 or R/9** (access to lane only)



Proposed Policy 5434

Section 36-4-6

Adopted Date:

Amended Date:



City of Richmond

Policy Manual

Page 1 of 2

PROPOSED POLICY

POLICY 5434

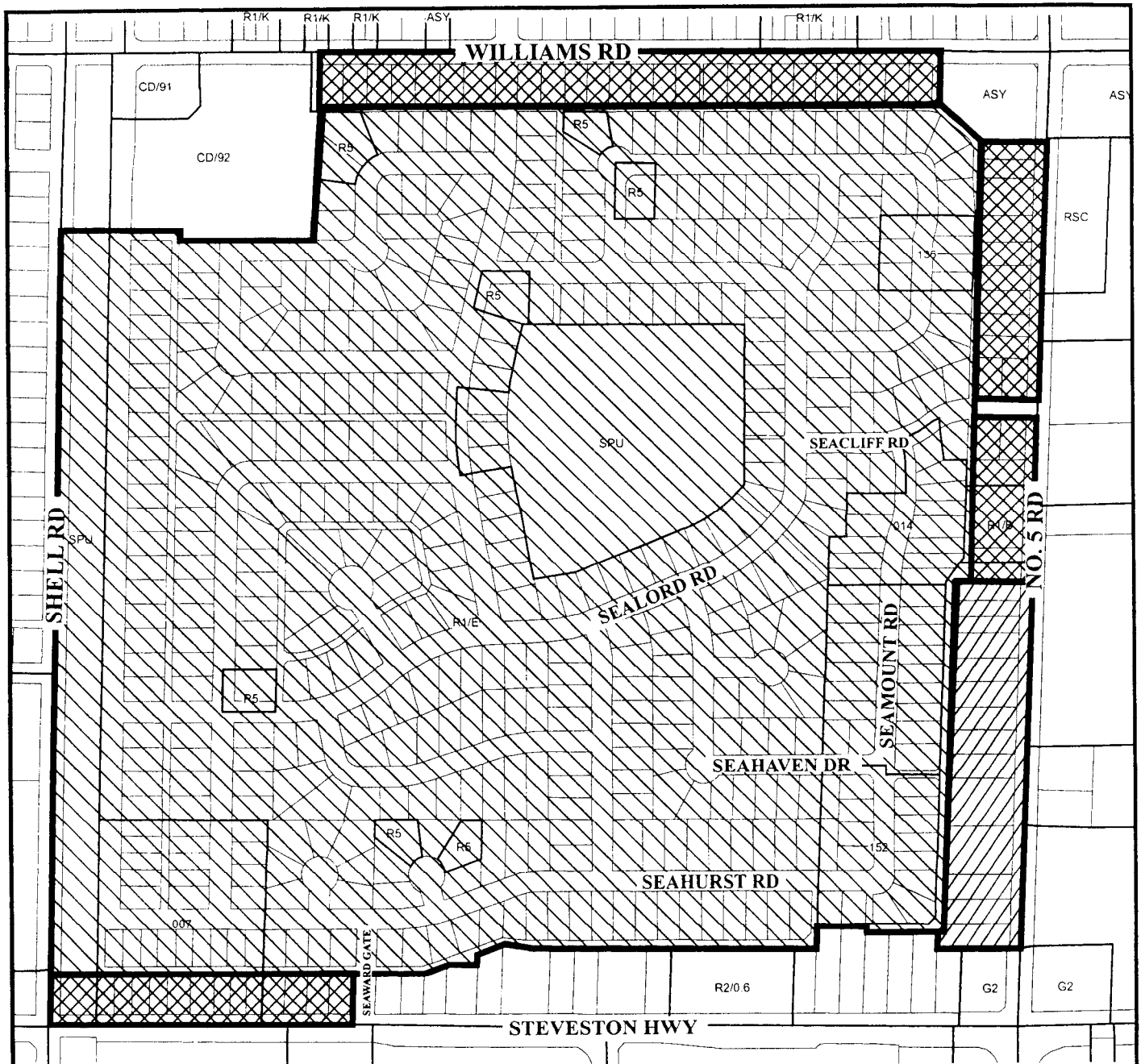
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The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road**:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
 - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development is permitted.)



Subdivision permitted as per **R1/B**



Proposed Policy 5434 Section 36-4-6

Adopted Date:

Amended Date:



City of Richmond
 Planning and Development Department

Memorandum

To: Jean Lamontagne
 Director, Development

Date: August 24, 2006

From: Victor Wei, P. Eng.
 Director, Transportation

File: 08-4425-01/2006-Vol 01

**Re: PROPOSED AMENDMENTS TO SINGLE-FAMILY LOT SIZE POLICY 5434 –
 REFERRAL FROM RESOLUTION PH06/7-8**

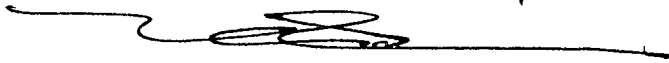
In response to the Council referral on the above subject at the Public Hearing on July 17, 2006, we offer the following comments.

- Ways to restrict access from the lanes to the internal neighbourhood – Restricting access on laneways to residential units fronting arterial roadways is not generally supported by Transportation staff as laneways are established for the main purpose of providing direct access to abutting properties in order to minimize traffic conflicts along the arterial roadways. However, upon request from the neighbourhood residents, Transportation staff do on a regular basis evaluate potential traffic calming measures on laneways (such as speed humps) to deter traffic from shortcutting into the neighbourhood if “rat-running” is found to be a problem.
- Improved access to arterial roads from the neighbourhood – A long-term solution for improved access for a neighbourhood would be to signalize local road intersections with the arterial roadways, if traffic signal warrants are met. Upon request from the public, Transportation staff monitor the access points to determine the timing for implementing such signalization. The overall increase in traffic volumes as a result of the future subdivision of existing lots in the subject neighbourhood does not appear to warrant signalization at this location at this time. As traffic volumes grow on adjacent arterial roads, signalization at some intersections in this area may be warranted in the future.
- The addition of traffic calming measures in the neighbourhood – If warranted, traffic calming measures can be introduced in any neighbourhood after consultation with the affected residents. In order to implement any traffic calming measures, the following assessment will be required:
 - verification of the extent of speeding or short-cutting
 - analysis of historical accident data
 - determination of the type of traffic calming measures to be implemented
 - estimation of costs and confirmation of funding availability
 - continuous monitoring of the traffic calmed area
- Utilization of the middle lane on Williams Road for left turns – As part of the Williams Road conversion plan in the mid-1990’s, sections of the existing centre left turn lane are envisioned to be converted to tree medians in the long term when the front driveways are relocated to the rear

laneways as part of future redevelopment of abutting properties. Therefore there will not be a need to retain the centre left turn lane where driveways are non-existent on Williams Road.

- Financial consequences of these improvements – The costs of the above mentioned improvements can generally be summarized as follows:
 - traffic calming (speed humps) on laneways - \$1,500 per speed hump
 - traffic signalization on arterial roadways - \$150,000 per intersection
 - conversion of left-turn lane to tree median - \$85,000 per 100 metres

None of the above traffic-related improvements is recommended at this time. Any funding needed to implement these improvements, if they are found to be warranted, will be submitted to Council for consideration as part of the future capital program budget process.



Victor Wei, P. Eng.
Director, Transportation

SSS:lce

Conditional Rezoning Requirements
11540 Williams Road RZ 06-331753

Prior to final adoption of Zoning Amendment Bylaw 8080, the developer is required to complete the following requirements:

- 1) Contribution of \$4,000 in lieu of eight (8) replacement trees to go to the park Improvement Fund.
- 2) Provide a Landscape Security to the City of Richmond in the amount of \$8,229 for the landscape works as per the landscape plan prepared by Ito & Associates, dated May 28, 2006, and attached to the Report to Committee dated June 1, 2006; and
- 3) Installation of tree protection barriers around all protected trees prior to final adoption or demolition of the existing structures on site.
- 4) Registration of a Flood Indemnity Covenant on title.

[signed copy on file]

Signed

Date

Conditional Rezoning Requirements
11680 Williams Road RZ 06-334342

Prior to final adoption of Zoning Amendment Bylaw 8081, the developer is required to complete the following requirements:

- 1) Provide a Landscape Security to the City of Richmond in the amount of \$6,164 for the landscape works as per the landscape plan prepared by Ito & Associates, dated June 1, 2006, and attached to the Report to Committee dated June 1, 2006.
- 2) Registration of a Flood Indemnity Covenant on title.

[signed copy on file]

Signed

Date

MayorandCouncillors

From: daphne keith [dannekeith@sna.w.ca]
Sent: Thursday, 7 September 2006 4:26 PM
To: MayorandCouncillors
Subject: Proposed rezoning of properties along Number 5 Road, Seacliff to Steveston Hwy.

I am once again writing to voice concern about the future rezoning of properties along Number 5 Road, between Seacliff Gate and Steveston Highway, specifically 10631, 10671, 10691 and 10711 Number 5 Road with depths of 184 feet.

I spoke last month at the public hearing and questioned why properties of such depth would be considered for 30 foot lots and suggested that prudent minds would realize that the best utilization of these properties would be multi-family units, especially for these 4 lots with 132' frontage, comprising a total of 1 1/2 acres. At that time, most of you agreed that it would be wasteful to allow single family homes on these properties and referred the matter back to the Planning Department. It has now come to my attention that Planning has recommended that these properties be zoned R1B, which means that we are now looking at 40 or 45 foot lots. This is a far cry from multi-family and the best utilization of these properties.

It should be unnecessary for me to point out that multi-family housing provides the city with more revenue in property taxes, as well as providing much needed lower cost housing for families.

The area residents voiced their opinion that they could live with multi-family units on Steveston Highway and along Number 5 Road if the lanes were not affected.

I must also point out that until recently the properties between Seacliff and Steveston were seen by the Planning Department as potential multi-family lots. These properties are on an arterial roadway and are in close proximity to Ironwood Shopping Centre. According to city policy as such should be seriously considered for multi-family housing. There seems to be a yo-yo effect going on in the Planning Department as they keep changing their minds about this area.

Please also remember that there will soon be changes with the Fantasy Gardens property and that should have a direct bearing on the rezoning of these properties.

We feel 30 foot lots on arterial roads, such as Williams Road, are reasonable and if need be we would rather have our large lots rezoned to 30 foot lots rather than the 40-45 foot lots. (Can you tell me anyone who would want a 7,000 square foot house on this section of Number 5 Road?)

As my last email was not recognized at the last public hearing I would like assurance that it will be received and read by all of the city councillors.

Respectfully submitted,
Daphne Keith
10671 No. 5 Road
Richmond, B.C. V7A 4E6
604-275-4169

MayorandCouncillors

From: daphne keith [dannekeith@shaw.ca]
Sent: Wednesday, 28 June 2006 10:31 PM
To: MayorandCouncillors
Subject: Re: Rezoning of properties at Number 5 Road and Steveston Highway

To Mayor Brodie and the Councillors of the City of Richmond

Subject: Proposed rezoning of property at the location of Number 5 Road and Steveston Highway, Richmond, B.C.

I am the resident owner of the property at 10671 #5 Road. As a brief check of your street map will indicate, this property is located directly across the street from Fantasy Gardens where a proposal is being considered for the building of a hotel and shopping complex, consider also that my property is within one block of Ironwood Mall and the new shopping plaza located on the south-east corner of Steveston Highway and Number 5 Road.

A policy decision arrived at by the City of Richmond in August, 2004, determined that all properties in close proximity to shopping complexes would be rezoned for multi-family housing. For example, around the corner on Steveston Highway you have permitted the construction of a townhouse development. I respectfully draw your attention to the fact that my property falls within the definition of "close proximity" and when combined with the property of my two adjacent neighbours the area becomes one and a half acres, having a depth of 182 feet. It would seem reasonable that such a combined acreage would be well suited for a multi-family zoning, resulting in higher property tax revenues for the city.

It should be redundant to point out that Richmond is rapidly running out of land suitable for housing, especially lower cost housing. The only other option is to begin removing land from the ALR which option would result in an unnecessary, negative political reaction from the citizens of Richmond.

Please give this matter some further consideration.

I would appreciate a response to this email, indicating some time frame within which I could expect a response.

Most sincerely,
Daphne Keith,
10671 Number 5 Road,
Richmond, B.C., V7A 4E6
604-275-4169



Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8080 (RZ 06-331753)
11540 WILLIAMS ROAD

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 SINGLE-FAMILY HOUSING DISTRICT (R1-0.6).

P.I.D. 004-347-200

Lot 46 Section 36 Block 4 North Range 6 West New Westminster District Plan 28788

- 2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8080".

FIRST READING

JUN 26 2006

A PUBLIC HEARING WAS HELD ON

JUL 17 2006

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8081 (RZ 06-334342)
11680 WILLIAMS ROAD

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 SINGLE-FAMILY HOUSING DISTRICT (R1-0.6).

P.I.D. 003-960-528

Lot 53 Section 36 Block 4 North Range 6 West New Westminster District Plan 28788

- 2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8081".

FIRST READING

JUN 26 2006

A PUBLIC HEARING WAS HELD ON

JUL 17 2006

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

JUL 04 2006

ADOPTED

CITY OF RICHMOND APPROVED by [Signature] APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER