City of Richmond

Minutes

Regular Council Meeting for Public Hearings

Monday, January 18, 2010

Place:	Council Chambers Richmond City Hall 6911 No. 3 Road
Present:	Mayor Malcolm D. Brodie Councillor Derek Dang Councillor Sue Halsey-Brandt Councillor Ken Johnston Councillor Bill McNulty Councillor Harold Steves Gail Johnson, Acting Corporate Officer
Absent:	Councillor Linda Barnes Councillor Evelina Halsey-Brandt Councillor Greg Halsey-Brandt
Call to Order:	Mayor Brodie opened the proceedings at 7:00 p.m.

1. Zoning Amendment Bylaw 8435 (RZ 08-438376)
(8571 Heather Street; Applicant: NKS Enterprises)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

(a) Steve Coventry, 8571 Heather Street, Richmond, (Schedule 1).

Submissions from the floor:

Steve Coventry, 8571 Heather Street, explained he resides to the north of the subject site, and while he was not opposed to the subdivision of the property, he expressed concern with the potential size and placement of the proposed residential unit and its impact on his property in terms of drainage and shading.

Following a response by staff to Mr. Coventry's questions, it was suggested he contact the developer to discuss possible flexibility in the building plans.

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PH10/1-1 It was moved and seconded
That Zoning Amendment Bylaw 8435 be given second and third readings.
CARRIED

2. Zoning Amendment Bylaw 8557 (RZ 09-484669)
(3951, 3971, 4071, 4111 Boundary Road, Portions of 23660 River Road, No Address Parcels (P.I.D. 003-693-805, 003-693-996, 003-694-143,003-693-899) and Portions of Existing Surplus City Road Right-of-Way; Applicant: South Coast British Columbia Transportation Authority (TransLink))

Applicant's Comments:

Phil Christie, Vice President of Real Estate, Translink, provided an overview of TransLink's proposed bus operations and maintenance facility in Hamilton, noting in particular:

- the facility will be similar to the existing bus maintenance facility operating at Steveston Highway and Shell Road;
- up to 350 diesel buses will eventually be accommodated;
- approximately 600 TransLink staff will be employed at the facility;
- the location is logistically desirable in terms of transportation delivery and land use;
- the required traffic study will include developments that have recently occurred on the New Westminster side of the proposed development; and
- TransLink strives to be a good neighbour and will continue to address outstanding issues raised by parties such as the City of New Westminster, Tree Island Steel Industries and residents of the Hamilton Community.

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Brian Jackson, Director of Development, provided an update on the Public Open House that was hosted in Hamilton on January 13, 2010, and summarized the main concerns raised by attendees, which included: the impact of traffic in the area (80% of the questions); pedestrian safety, namely the provision of walkways/sidewalks (10% of the questions); the design and location of park land; and the need for, or provision of, a daycare (10% of the questions). Mr. Jackson also referenced the concerns related to access to Tree Island Industries.

Written Submissions:

(a) Memorandum dated December 18, 2009 from the Director of Development providing additional information, (Schedule 2).
(b) Stephen Ogden, VP Operations, Tree Island Industries , letter dated January 8, 2010, (Schedule 3).
(c) Stephen Ogden, VP Operations, Tree Island Industries , letter dated January 12, 2010, (Schedule 4).
(d) Memorandum dated January 15, 2010 from the Director of Development providing additional information, (Schedule 5).
(e) Letter from Mayor Wayne Wright, Corporation of City of New Westminster, (Schedule 6).
(f) Phil Christie, Vice President, Real Estate, TransLink, (Schedule 7).
(g) Terryl Plotnikoff, 147 Phillips Street, New Westminster, (Schedule 8).

Submissions from the floor:

Bev Grieve, Manager of Planning, accompanied by Catherine Mohoruk, Transportation Engineer Specialist, both from the City of New Westminster, stated that the City supports the proposed land use; however, concerns were raised regarding: the lack of time necessary to review the proposed development in order to address concerns of New Westminster residents; the impact on traffic patterns at the Westminster Highway and Howes Street intersection; and, the lack of communication regarding the functional design of Boundary Road. The City requested that Richmond Council not give final reading to the Bylaw until these concerns have been addressed.

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Ed Wilson, Tree Island Industries Ltd, referenced the history of the land sold to TransLink and the severe impact the proposed development will have on access to Tree Island Industries Ltd. Although discussions have taken place with TransLink, the issue has not yet been resolved to the satisfaction of Tree Island Industries Ltd. Mr. Wilson requested that Council not approve the rezoning until an agreement has been reached to provide a private registered access over portions of River Road and Boundary Road parcels.

Dick Chan, President of the Hamilton Community Association (HCA), accompanied by an HCA representative, expressed support for the development; however, questions were raised regarding the location of the childcare facility at this location, due to health and safety concerns. In addition, Mr. Chan suggested that there might be higher priorities for the community than a daycare, such as a library or fitness centre, and that the Hamilton community would like to provide input into the proposed site development, as well as the benefits derived from it.

Gavin Palmer, President of the Queensborough Residents Association expressed support for the project, stating it would be positive for the community; however, Mr. Palmer expressed concerns regarding: increased traffic congestion; recent developments in the immediate area, such as a new industrial park; increased air pollution in Queensborough, and that an air quality test should be done prior to opening of the facility to establish a base line; the impact of oil and fuel waste on fish habitat; a flawed public consultation process where no notice was given to local businesses; and, the wisdom of locating a childcare centre on Boundary Road.

Robert Howie, 625 Hamilton Street, New Westminster, agreed that an additional transit facility was needed to meet transportation demands of the region; however, he expressed concern that the proposed facility would increase traffic flow through New Westminster as well as exacerbate existing congestion on local bridges.

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The Mayor acknowledged the conclusion of the opportunity for first time presentations, and the following speaker addressed Council for the second time with new information:

Ed Wilson, Tree Island Industries Ltd, explained that this project could be supported if the access issue is addressed by TransLink going back to the Province seeking restitution of the original ownership of the road.

During discussion, members of Council expressed support for the proposed development, believing it was appropriate for the site. It was also believed that Tree Island Industries access difficulties would be addressed satisfactorily, based on TransLink's stated willingness to seek a solution. Further, the provision of funding for a childcare facility was believed to be in the best interests of the community; however, discussion as to an appropriate location would still be required.

PH10/1-2 It was moved and seconded
That Zoning Amendment Bylaw 8557 be given second and third readings.
CARRIED

PH10/1-3 It was moved and seconded
That the matter of the potential childcare facility and the required funding, be referred to staff for further consultation with the Hamilton Community Association and other stakeholders.
CARRIED

3. Zoning Amendment Bylaw 8558 (RZ 07-401012)
(8140 Heather Street; Applicant: Rav Bains)

Applicant's Comments:

The applicant was not in attendance.

Written Submissions:

None.

Submissions from the floor:

None.

Regular Council Meeting for Public Hearings

Monday, January 18, 2010

PH10/1-4 It was moved and seconded
That Zoning Amendment Bylaw 8558 be given second and third readings.
CARRIED

4. Zoning Amendment Bylaw 8560 (RZ 09-490139)
(251 Douglas Crescent; Applicant: Anjali Chawla & Hamish MacDonald)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

(a) Greg Laing, 91 Douglas Crescent, Richmond, (Schedule 9).
(b) Candace Mayes, 6960 Miller Road, Richmond, (Schedule 10).
(c) Ingrid and Jake Trouw, 2160 Handley Avenue, Richmond, (Schedule 11).

Submissions from the floor:

None.

PH10/1-5 It was moved and seconded
That Zoning Amendment Bylaw 8560 be given second and third readings.
CARRIED

5. Official Community Plan Amendment Bylaw 8561
(City Centre, Burkeville and West Cambie; Applicant: City Of Richmond)

In accordance with Section 100 of the Community Charter, Councillor Derek Dang declared himself to be in a potential conflict of interest as he has an interest in property that is the subject of Item 5, and left the meeting at 8:46 p.m.

Applicant's Comments:

Staff was available to answer questions.

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Written Submissions:

(a) Memorandum dated December 7, 2009 from the Manager of Policy Planning providing new information, (Schedule 12).

Submissions from the floor:

None.

PH10/1-6 It was moved and seconded
That OCP Amendment Bylaw 8561 be given second and third readings.
CARRIED

It was moved and seconded
PH10/1-7 ***That OCP Amendment Bylaw 8561 be adopted.***
CARRIED

Councillor Derek Dang returned to the meeting at 8:48 p.m.

6. Zoning Amendment Bylaw 8562 (RZ 09-497547)
(6411 Blundell Road; Applicant: Ajit Thaliwal)

Applicant's Comments:

The applicant was available to answer questions.

Written Submissions:

(a) Brian and Susanne Galloway, 6500 Chelmsford Street, Richmond, (Schedule 13).
(b) Sih Jen Yang, 6395 Blundell Road, Richmond, (Schedule 14).
(c) Huamin Li, 6355 Blundell Road, Richmond, (Schedule 15).

Submissions from the floor:

None.

PH10/1-8 It was moved and seconded
That Zoning Amendment Bylaw 8562 be given second and third readings.
CARRIED

Regular Council Meeting for Public Hearings

Monday, January 18, 2010

ADJOURNMENT

PH10/1-9 It was moved and seconded
That the meeting adjourn (8:50 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular Meeting for Public Hearings of the City of Richmond held on Monday, January 18, 2010.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer,
City Clerk's Office (Gail Johnson)

SCHEDULE 1 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

To Public Hearing
Date: Jan 18, 2010
Item # #1
Re: Bylaw 8435

Lussier, Cynthia

From: steve coventry [stevecoventry@hotmail.com]
Sent: Sun 2010-01-17 5:30 PM
To: Lussier, Cynthia
Cc:
Subject: Zoning amendment bylaw (rz 08-438376) part 1.
Attachments:

Hello Cynthia, Thank you for sending the information concerning the rezoning application for 8571 Heather st (rz08-438376) ,as stated in our phone conversation I do have several concerns regarding how this proposal affects my property which is on the north side next door 8551 Heather st. It seems the applicant has applied for max floor area ratio,therefore I am assuming (I hope i'm wrong)the intention is for the floor plan to extend the full lot depth to the max distance (6m setback from the back and front of the lot)this would be roughly 50ft past the upper sundeck on the back of my house,about 60 ft past the back of the house itself.This would effectively make a giant shadow across my back yard year round,creating a soggy moss covered lawn and would be like living next to a giant warehouse (the combination of raised land height + the extra height of the building itself would make it much higher than my 2 storey house.This would have a direct impact on the enjoyment of my backyard which is used by my family members. There have been other lots on this block that have been divided into 2 ,but none that I am aware of have had homes built that go that far back and forward on the lot pls see enclosed photo,8591,8611 &8613 Heather st do not appear to go anywear near as deep into the lot as is proposed for the property next to mine,so I do not feel this is in keeping with other homes on the street,if using the full 6m setback is his intention.In the enclosed photo,the white stick is 6m from the back fence,in the background you can see the other new homes that have been built do not extend that far into the rear of the property.I have other photos with issues I would like to present and will e-mail those also. Thank you Steve Coventry.

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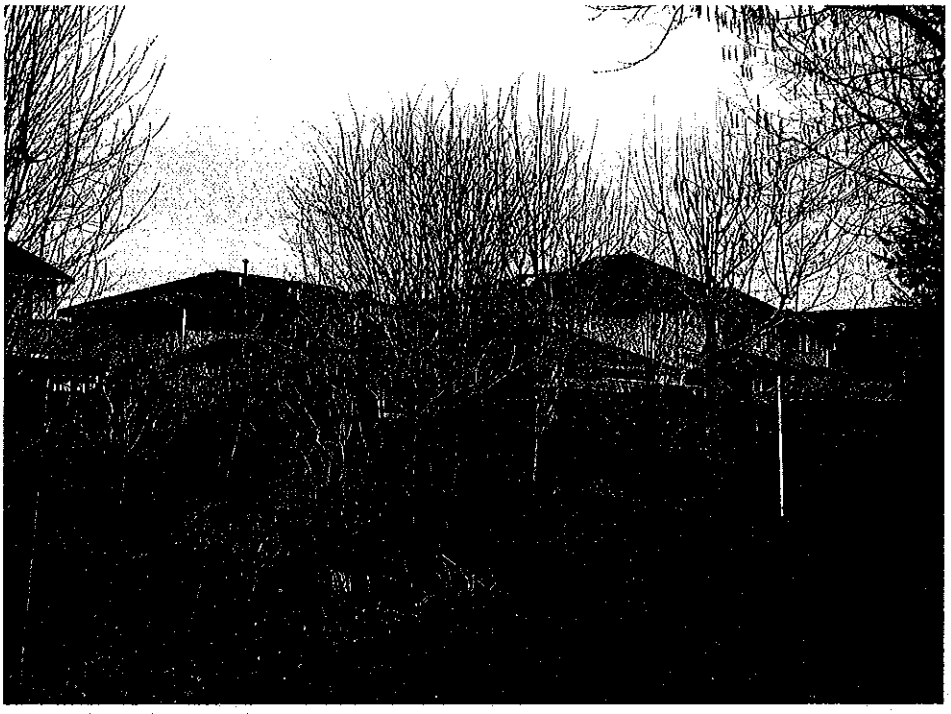
Photos 1 & 2 – white stick is positioned 6 m from rear lot line, newer dwellings seen in background



Lussier, Cynthia

From: steve coventry [stevecoventry@hotmail.com]
Sent: January 17, 2010 6:16 PM
To: Lussier, Cynthia
Subject: Zoning 8571 Heather st. part2.
Attachments: P1000695.JPG; P1000694.JPG

Hi Cynthia,Another concern I have is regarding the raised level of the ground and the resulting use of my yard which is lower as a drain for the other yards,I feel proper drainage needs to be in place as once this property is raised all adjecent properties will be higher than mine,my nieghbour across the street has higher properties all around him and he has a swamp for a back yard all winter, not nice! I have included a couple of photos of my nieghbours property for comparison for water level in the yard and notice the setback from the back fence of the home to the right of the photos,it was built on a subdivided lot and has a longer distance from the home to the fence. Thanks -Steve.

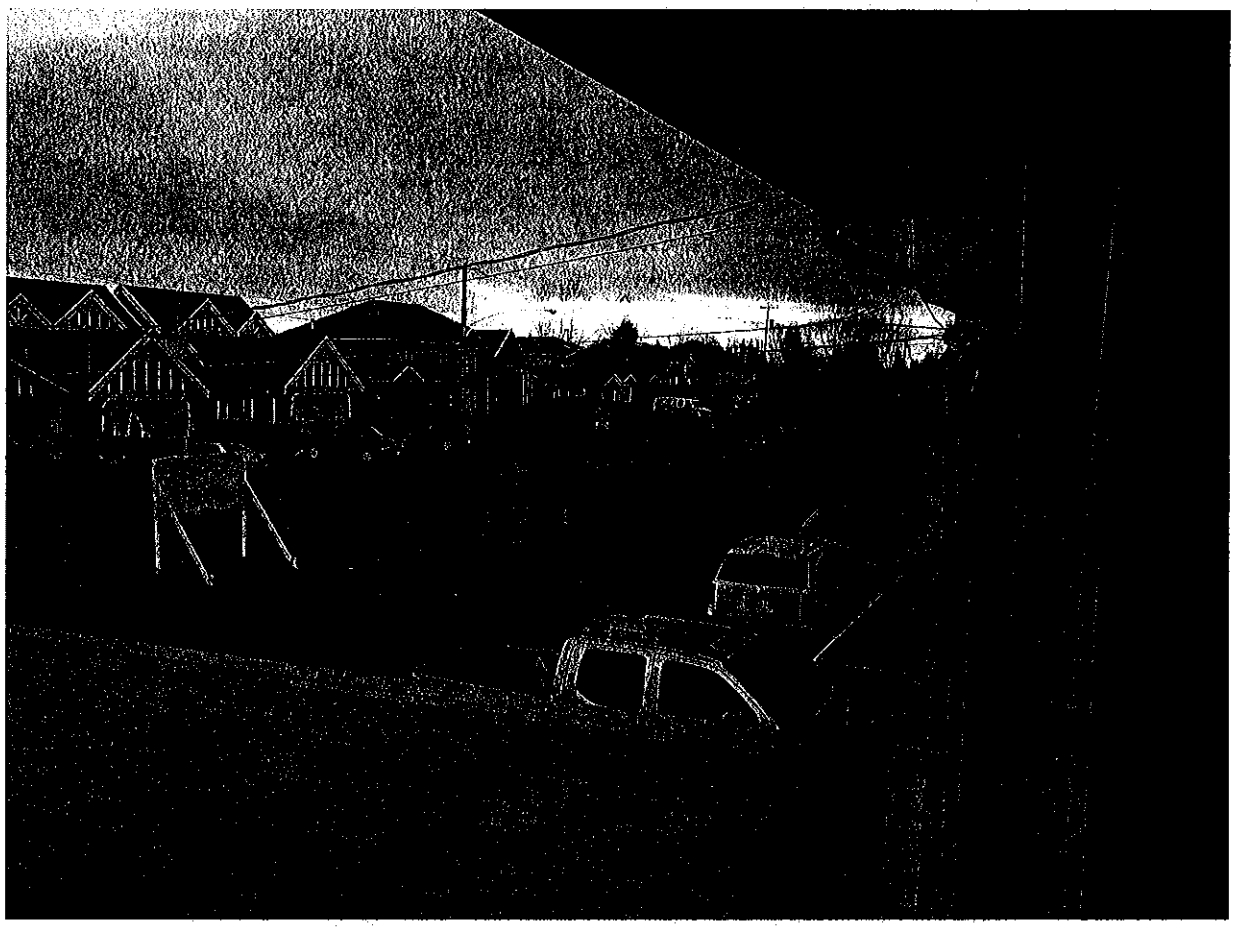
Photos 3 & 4 – drainage concerns – rear yard of lot across from subject site, which complainant asserts was impacted by recent raises in grade on adjacent sites.

Lussier, Cynthia

From: steve coventry [stevecoventry@hotmail.com]
Sent: January 17, 2010 6:57 PM
To: Lussier, Cynthia
Subject: 8571 heather st rezoning part3.
Attachments: P1000686.JPG

Hi Cynthia, Next I would like to discuss the front of the house,as I also assume it would extend past the front of my house.Currently I can look out my front window and see down the street to Dolphin park, once the house is built next door I'll look straight into the side of their house as it would extend past mine,in the photo I am guessing the front of the house would be somewhere around the back of the silver truck parked in the driveway next door. I would like to see what kind of design is planned for the front & back of the proposed homes,some new homes have the upper level stepped further back than the lower which would help lessen the impact of the extention of the home past
mine. Also
there is a secondary suite to be added to one of the homes I believe, I suppose
adequate parking will be provided for that?In conclusion I have no problem with people subdividing their properties and putting two appropriate sized houses on them but I do have an issue with oversized homes being crammed onto them at the expense of others who currently live in the neighbourhood.I realize that there is a 45% lot coverage limit but as a nieghbour to this project I would at least like to have been provided some sort of dimensions of what is planned for next door and at least have some input into it as I am going to be affected by it.I am also guessing that the building is planned for a summer of 2010 build date, and as I have the summer off from work this year it looks as if I'll be listening to sawing ,hammering and other annoying noises all summer,not happy if that is the case.I am working 12:30 pm - 23:00pm mon-fri but I will try to be present for the meeting at 19:00 mon 18th but no promises,and as such I would apprieciate if some of these concerns could be forwarded to the meeting. thank you -Steve.

Photo 5 – 2nd storey view looking southeast from complainants dwelling (north of subject site)



SCHEDULE 2 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

City of Richmond

Memorandum

To:	Planning Committee Members	**Date:**	December 18, 2009
From:	Brian J. Jackson, MCIP Director of Development	**File:**	RZ 09-484669

Re: **Amendments To The Rezoning Conditions (Attachment 4) To The Application By South Coast British Columbia Transportation Authority**

Through mutual agreement between the representatives of the South Coast British Columbia Transportation Authority (SCBCTA) and City staff the following two amendments have been made to Attachment 4, Rezoning Conditions, in the aforementioned Report To Committee:

Under "**Land Conditions**", condition No. 3 should now read as follows:

3. If required by Terasen Gas a right-of-way in favour of Terasen Gas, subject to SCBCTA review and approval, is to be registered for the gas line alignment on the following property P.I.D. 003-693-899 (Parcel F) prior to adoption of the Rezoning.

Under "**Servicing Agreement Conditions**" the following bullet has been added to the section titled "***Dyke Upgrades on P.I.D. 003-693-805, 003-693-996, 003-694-143,003-693-899***"

- Should the dyke be relocated at some point, it is acknowledged that the City will discharge the right-of-way from title.

Please contact either myself at 604-276-4138 or David Brownlee at 604-276-4200 should you have any questions related to these additions.

Brian J. Jackson, MCIP
Director of Development

BJ:dcb

2785187

SCHEDULE 3 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

To Public Hearing
Date: JAN 18, 2010
Item # 2
Re: Bylaw 8557

Weber, David

From: Peter Maitland [pmaitland@treeisland.com]
Sent: Friday, 8 January 2010 10:37 AM
To: Brownlee, David
Cc: Weber, David; Jackson, Brian; Peter Maitland; Stephen Ogden
Subject: Richmond Translink.doc
Attachments: image001.png; image003.png; oledata.mso

Tree Island Industries Ltd.

8 January, 2010

David Brownlee
Planner
City of Richmond

Via email

Re: Proposed Hamilton Transit Centre

Dear David,

When Tree Island sold the 0.803 ha parcel of land lying on the south side of the River Road and Dyke allowance to Translink we fully expected River Road would remain in public hands and would continue to provide unrestricted access to our main entrance and our employee parking lot.

We were surprised to learn that this road has been acquired by Translink and is now shown within the fenced perimeter of their Preliminary Site Plan.

With Translink's acquisition of this road and dyke allowance (Parcels E, B, C and F of Plan 49866) the 37 Acre site of Tree Island Industries no longer has any frontage in Richmond except across private property.

Obviously this raises an immediate concern regarding access to our site and in the longer term may have significant implications with respect to future service requirements or development at Tree Island .

In the absence of any agreed road and access plan that addresses access requirements to our employee parking lot, truck and emergency vehicle access, rail car access, utility access and potential future access requirements, Tree Island cannot support Translink's rezoning application.

Please let us know how the City of Richmond proposes to resolve our concerns and what Tree Island can do to help.

Sincerely,

Stephen Ogden

P.O. Box 50
New Westminster
British Columbia
Canada V3L 4Y1
Tel. (604) 524-3744
Fax: (604) 524-2362

VP Operations

Cc David Weber, Richmond City Clerk
Brian Jackson, Richmond Director of Development
Peter Maitland, Tree Island

Manufacturers
Of Quality Wire
And Wire Products

SCHEDULE 4 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

TREE ISLAND INDUSTRIES LTD.

To Public Hearing
Date: Jan. 18, 2010
Item # 2
Re: Bylaw 8557

January 12, 2010

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

Attention: Mr. David Brownlee Planner

Dear Sirs and Mesdames:

Proposed Hamilton Transit Centre – Rezoning Application RZ-09-484669

Tree Island Industries Ltd. is the owner of the lands located at 3933 Boundary Road. This parcel is bound by Boundary Road to the east and River Road to the south.

Until their recent sale to South Coast British Columbia Transportation Authority ("Translink"), Tree Island also owned the two parcels of land that form part of Translink's rezoning application being PID 000-993-280 Lot 89 Section 25 B5N R4W NWD Plan 34545 ("Lot 89") and PID 000-995-142 Lot C Except: Firstly: Parcel One Reference Plan 49341 ("Lot C").

We were recently surprised to learn that Parcels E, B, C and F of Plan 49866 (the "River Road Parcels") have been acquired by Translink and are now shown as being within the fenced perimeter of their Preliminary Site Plan. The River Road Parcels were sold to Translink by BC Transport Finance Authority without any notice to Tree Island or any other public notice that we are aware of.

When Tree Island sold Lot 98 and Lot C to Translink in 2009, we fully expected River Road would remain in public hands and would continue to provide unrestricted emergency vehicle access, commercial vehicle access, rail access and public access to our main entrance and our employee parking lot.

With Translink's acquisition of the River Road parcels and the proposed closure of River Road, Tree Island's 37 Acre site will no longer have any road frontage in Richmond.

Obviously this raises concerns regarding the current access to our site and in the longer term may have significant implication with respect to future servicing requirements or development at Tree Island.

The Richmond Planning and Development Department staff Report to Committee (December 10, 2009) remarks with favour, the new jobs that will be created by the creation of the Transit Center. It does not mention the negative impacts it will have on the existing private sector jobs at Tree Island. The closure of River Road effectively eliminates access to Tree Island's existing main entrance and our employee parking lot

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New Westminster
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Tel: (604) 524-3744
Fax: (604) 524-2362
www.treeisland.com

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TREE ISLAND INDUSTRIES LTD.

entrance. It also eliminates the current rail access to our property and will negatively impact utility access to our site. In short it will have major negative effects on our operations.

We are disappointed that in its previous discussions and negotiations with us with respect to Lot 89 and Lot C, Translink did not advise us that they would be acquiring River Road and Boundary Road Parcels and closing public access to both. If they had we could have addressed the issue at that time..

We have recently discussed the issue with Translink but they have only been willing to offer a limited easement that is not sufficient to meet our needs.

We ask that until such time as Translink and Tree Island reach agreement as to the terms of a private registered access easement road over portions of the River Road and Boundary Road Parcels the City:

(a) Refuse to rezone the Translink parcel, and

(b) Do not close Thompson Road and do not transfer it to Translink,

We thank the City for its consideration of this vital mater.

Sincerely,

Stephen Ogden

VP Operations

cc: Mayor and City Council
David Weber, Richmond City Clerk
Brian Jackson, Richmond Director of Development
Peter Maitland, Tree Island

SCHEDULE 5 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

City of Richmond

Memorandum

Planning and Development Department
Policy Planning

To: Mayor and Council
Date: January 15, 2010

From: Brian J. Jackson, MCIP
Director of Development
File: RZ 09-484669

Re: **Public Open House – Application By South Coast British Columbia Transportation Authority (Proposed Translink Operations and Maintenance Centre in Hamilton)**

Background

At the regular meeting on December 22, 2009, Planning Committee directed that TransLink representatives should host an Open House for Hamilton residents to be informed with regard to the facility.

This memo reports back on the efforts to notify Hamilton residents and set up the January 13th, 2010 Open House. It also provides a summary of the key comments made by attendees to the Open House.

Open House Arrangements

- Translink arranged a mail drop notice via Canada Post to more than 1200 addresses in Hamilton.
- Translink placed notices in the Richmond Review and the Richmond News during the second weekend editions in January.
- With the assistance of staff at the Hamilton Community Centre, notice of the meeting was placed on their Read-o-Graph between Jan. 4 and Jan. 14th.
- Notice of the meeting was inserted into the local School News Letter which was emailed to all the school children's parents in Hamilton.

Open House Attendance

- The Open House was held on January 13, 2010, at the Hamilton Community Centre between 6:00 and 8:30 pm.
- Six Translink staff, one consultant to TransLink and one Coast Mountain staff member plus four City staff were in attendance at the event, for a total of twelve resources for people to speak to.
- Approximately 63 people attended (53 signed in).
- Attendees were primarily from the Hamilton area with some from Queensborough (New Westminster).

Summary Of The Comments/Issues Raised By Attendees

Traffic (approximately 80% of the questions)

- Traffic is the number one concern of the residents of both Hamilton and Queensborough.
- Residents are concerned about increased bus and vehicular traffic.
- Questions were raised about the capacity of and congestion at the Howes Street interchange in New Westminster.
- Capacity of, and congestion along Westminster Highway between Boundary Road and the interchange including the intersection of Westminster Hwy/Howes Street were also identified.
- When probing the issues it appears that the problem is actually associated with the traffic backing up from the freeway at peak hours and concerns that the buses will add to the congestion.

- Some residents also indicated that future development growth in New Westminster / Queensborough would add to the congestion on the road and highway network.
- Questions were raised regarding what the road improvements were that come with this application.
- Concerns were raised regarding fumes from buses and the impact on the Hamilton residents.

Pedestrian safety (approximately 10% of the questions)

- The Hamilton community wants the pedestrian sidewalk/walkway to connect into their community.
- They made suggestions as to connecting to the proposed trail and continuing the walkway along Westminster Highway all the way to Gilley Road.

Parks

- There were questions as to the design and location of the potential trail connection through the new park space.
- Most seemed pleased with the connection to the waterfront and the possibility of a future trail along the water.

Day Care (approximately 10% of the questions)

- The community appears to be mostly in opposition to day care (either the need for it in general or this particular location).
- There were many questions about the access to the daycare and whether it would be located at the east or the west side of the site.
- The community feels that this stretch of Westminster Highway is unsafe now and putting in a vehicle access at this point is dangerous.
- There were also comments about the "modular" nature of the daycare.

Staff will be available at the Public Hearing on January 18th, 2010, to address these issues and any questions Council may have on the application.

Brian J. Jackson, MCIP
Director of Development

BJ:dcb

pc Joe Erceg, MCIP, General Manager, Planning and Development
Dave Semple, General Manager, Parks and Recreation
Robert Gonzalez, P.Eng., General Manager, Engineering and Public Works
Cathryn Volkering Carlile, General Manager - Community Services
John Irving, P.Eng. MPA, Director, Engineering
Victor Wei, P. Eng., Director, Transportation
Serena Lusk, Manager, Parks - Planning & Design
John Foster, MCIP, Acting Manager, Social Services

NEW WESTMINSTER

January 18, 2010

File: 13.2530.15
Doc#125447

The City of Richmond
Attention: City Clerk
6911 No.3 Road,
Richmond, BC, V6Y 2C1

SCHEDULE 6 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

By Fax: 604-278-5139

Dear Mayor Brodie and City of Richmond Council:

Re: Public Hearing for Bylaw No. 8557

The purpose of this letter is to submit the City of New Westminster's comments on Bylaw No. 8557, for the zoning of a site in the Hamilton neighbourhood to establish a bus operations and maintenance facility.

New Westminster Council and staff members have received expressions of concern from members of the community about the proposed bus operations and maintenance facility to be developed on the Richmond-side of Boundary Road adjacent to Queensborough, the subject of tonight's Public Hearing.

Council has been informed that staff from New Westminster Planning Division and Engineering Department learned about the proposed development in November 2009, and received information from the Richmond Planning Department at that time. However, since that time no further updates or information was received. New Westminster staff was monitoring the City of Richmond's project website, where no further information or updates had been posted. After learning of this Public Hearing on January 11, 2010, Planning and Engineering staff members have been in contact with Richmond City staff to obtain information. As you can understand, New Westminster staff has not been able to review the new information and consulting reports in that short period of time to properly address the concerns of residents.

In reviewing the proposal, New Westminster Council and staff consider the proposed bus facility appropriate for a light industrial area, and therefore do not have concerns regarding the proposed land use. The concerns expressed in this submission relate to the

Corporation of the City of New Westminster
Development Services Department Planning Division
511 Royal Avenue, New Westminster BC V3L 1H9
T 604 527 4532 F 604 527 4511 E planning@newwestcity.ca

www.newwestcity.ca

management of the transportation and traffic impacts of the proposal, specifically that impact on traffic patterns in the Westminster Highway/Howes intersection and the lack of communication regarding the design of Boundary Road. Fuller details of the specific concerns are included in the enclosed staff report, dated January 18, 2010.

The following provides a summary of the three most significant concerns which have been identified by New Westminster staff and residents:

1. A condition of the rezoning will require that approximately 90% of the bus traffic to and from the facility will be restricted to the Westminster Highway, Highway 91A corridor, passing through the Howes Street intersection. These routes, all passing through Queensborough, are part of the Major Roads Network, and are intended to accommodate regional traffic with no restriction on access.

2. Concern has been expressed that the additional traffic generated from the proposal will exacerbate a condition where congestion is currently a problem. The intersection capacity analysis submitted to New Westminster staff did not take in account traffic generated by approved developments located on the former Western Forest Product site or along Westminster Highway and Boyd Street. Additional analysis should be done to account for planned New Westminster developments and to ascertain if traffic improvements are required for the Westminster / Howes intersection.

3. There has been no consultation with Richmond staff regarding the role and potential functional design of Boundary Road. The City of New Westminster wishes to remind the City of Richmond that in February 1964, the Boundary Road Improvement Authorization Bylaw was adopted which authorized Richmond to improve Boundary Road according to specified plans and thereafter maintain the road. According to Section 37 of the *Community Charter,* in the case of an intermunicpal boundary highway, improvements to boundary highways may only occur with the approval of both municipalities. Engineering staff has identified a number of concerns with the proposed improvements to Boundary Road as well as the intersection with Westminster Highway which need to be addressed at the functional and detailed design stage.

Considering the above, the City of New requests that the City of Richmond not give Final Approval of the rezoning application until the concerns summarized in this letter are

reviewed and measures are taken to mitigate the impacts of the proposed development on the community, and that both municipalities agree to the functional and detailed design of Boundary Road.

The City of New Westminster wishes to acknowledge that we value our collegial and constructive relationship with the City of Richmond. We look forward to working together to resolve the issues outlined in this submission.

Yours truly,

Wayne Wright
MAYOR

:bg

City of New Westminster

REPORT

DEVELOPMENT SERVICES DEPARTMENT

To:	Mayor W. Wright and Members of Council in Regular Meeting of Council Working Session	Date:	January 18, 2010
From:	Lisa Spitale, Director of Development Services	File:	13.2530.15
	Jim Lowrie, Director of Engineering		
Subject:	Proposed Bus Operations and Maintenance Facility in Richmond.		

RECOMMENDATION

***THAT** Council send a letter to the City of Richmond Public Hearing scheduled for January 18, 2010 regarding a proposal for South Coast British Columbia Transportation Authority to rezone a site in Richmond at the north west corner of Westminster Highway and Boundary Road from "Industrial" (I) to "Light Industrial" (IL) in order to develop a Bus Operation s and Maintenance Facility.*

PURPOSE

This report provides Mayor and Council with information regarding a proposal for South Coast British Columbia Transportation Authority to rezone a site in Richmond at the north west corner of Westminster Highway and Boundary Road from "Industrial" (I) to "Light Industrial" (IL) in order to develop a Bus Operation s and Maintenance Facility.

The City of Richmond staff report regarding proposal is included as **Attachment 1**. (see public hearing agenda Item #2)

BACKGROUND

At the Regular Council meeting of January 11, 2010, Council and Staff were informed that a public hearing for the proposed rezoning was set for Monday, January 18, 2010 at 7pm at Richmond City Hall. Council directed staff to prepare a report on the proposed rezoning application.

Preliminary information about the proposal was distributed to staff in November 2009, but since that time no further updates or information was received. Planning Division

staff was monitoring the project website, and no further information had been posted since November.

Having learned of the Public Hearing date of January 18, 2010 on the evening of January 11, 2010, Planning and Engineering Department members have been in contact with Richmond City staff to obtain information and clarify issues. However, staff has not had sufficient time to review the Public Hearing drawings and the consultants' reports to be able to respond to the concerns of the New Westminster residents. As such, this report recommends that Council submit a letter to the Public Hearing outlining the concerns of the residents and requesting that Final Approval of the rezoning application not occur until those concerns are explored and that both municipalities agree to the functional and detailed design of Boundary Road.

EXISTING POLICY/PRACTICE

Under the Local Government Act, municipalities are not required to refer rezoning applications to adjacent municipalities for comment. However, it is customary to refer applications which have an impact on adjacent municipalities for comment and review.

ANALYSIS

The Proposed Development

The proposed Bus Operations and Maintenance Facility will provide for maintenance and storage of the fleet which serves New Westminster, Burnaby, Delta and Surrey as well as providing parking for bus drivers. The site will be designed to accommodate an ultimate capacity of 350 diesel buses with about 600 TransLink staff employed at the facility, of which 100 will be on-site staff and the remainder being bus drivers.

The proposal includes a bus maintenance building and several smaller buildings with a collective capacity of about 11,148 m2 (120,000 square feet). The main building will be used for vehicle maintenance, ancillary office space, storage, break facilities, and a fitness centre. The development also includes the provision of a community amenity (proposed to be a child care facility) a pedestrian trail between Westminster Highway and the foreshore and a natural buffer strip between the site and the Hamilton residential neighbourhood.

Staff has reviewed the proposal and information, and provides the following analysis for Council's consideration. The main concerns are related to the traffic and transportation impacts associated with the proposal.

Land Use

The subject site is currently zoned a mix of I (Industrial) and IL (Light Industrial). The proposed rezoning application will rezone the entire property to IL (Light Industrial) in order that the site can be consolidated and developed comprehensively.

Considering that the proposal involves a Light Industrial use, staff has no concerns with the proposed land use change from Heavy Industrial to Light Industrial. The permitted uses in the IL (Light Industrial) district are considered more compatible with the Queensborough Area as they include less industrially intensive activities. The current Industrial (I) zone permits typical heavy industrial uses such as concrete plans, recycling of hazardous material and waste management facilities which could cause significant neighbourhood externalities.

Traffic Concerns

Queensborough residents have expressed concern about the traffic generated from the site, particularly the bus and vehicular movements that will occur eastbound from the site to the Howes Street intersection. The Richmond staff report notes with the exception of the buses servicing the Hamilton community, all other bus traffic will be restricted by registered agreement on the title to access the site using roadways east of the property leading to Highway 91A. This agreement is a condition of rezoning. As well, TransLink has committed to work with their employees to ensure that they use similar routes to access the site. The result of these restrictions to road access is that the majority (90 %) of the bus traffic will be directed eastbound on Westminster Highway to the Howes Street intersection.

The Engineering Department has reviewed the information and provide the following comments:

Background

1. The site is being designed to potentially accomodate 350 diesel buses, approximately 600 staff will be employed at the facility with approximately 100 on-site staff and the remainder transit drivers. A total of 350 parking spaces are proposed to accomodate both visitors and employee parking.

2. The site arrangement proposes access off of Boundary Road with a new site access located approximately 50 meters north of Westminster Highway.

3. The City of Richmond staff report as well as the site plan states that "*with the exception of buses serving Hamilton community, all other bus traffic will be restricted by registered agreement on title to access the site using roadways east of the property leading to Highway 91A.*" The staff report goes on to say site servicing will include:

- A new traffic signal with a north-south crosswalk at Westminster Highway and Boundary Road with Boundary Road widening and an exclusive left-turn lane for southbound traffic;
- Site frontage improvements include street lighting on all frontages as well as a sidewalk on the north side of Westminster Highway and the west side of Boundary Road, a transit landing and shelter near the Westminster Highway/ Boundary Rd intersection as well as a bike lane along Westminster Highway frontage (north side);.
- In addition a Transportation Demand Management Plan has been submitted by the applicant. The Plan elements are intended to reduce auto related trips generated by the site (see Attachment 5 of the Richmond Staff report.)

Transportation staff has reviewed the material, including a Transportation Assessment, provided from the City of Richmond regarding an application from TransLink for a Bus Maintenance Facility for the site located in the northwest quadrant of Westminster Highway at Boundary Road . A Traffic Assessment prepared by Itrans Consulting examined operations at two intersections: Westminster Highway at Boundary Road and at Howes Street during both morning and afternoon peak periods for three horizon periods, 2012 Opening Day and 2017. The report notes the following:

Due to development restrictions mandated by the City of Richmond, the majority of buses (90%) are required to access the Site from Highway 91A and the Howes Street (from the east). The report goes on to note that " *the (traffic) analysis for 2012 Total Traffic found that the intersection of Westminster Highway / Howes Street operated at acceptable levels... the intersection of Westminster Highway / Boundary Road, the northbound and southbound movements experienced delays with unacceptable levels of service.*" A traffic signal at this intersection is recommended to mitigate poor operations.

Transportation staff have reviewed the Transportation Assessment and note the following:

1. Within the City, Boundary Road is a designated local road, the municipal boundary, for the section north of Westminster Highway, is centred in the existing road right-of-way, generally in line with the painted yellow centreline. An emergency access to the Casino site (gated access) is located off of Boundary Road about 150 m north of the subject site generally in line with an access to Tree Island Steel located on the west side. It is important that roadway geometrics and traffic operations on Boundary Road be managed so as to not hinder emergency access to the Casino at this location. It is recommended that the functional plan for the Boundary Road corridor that City of Richmond has required be extended to include the two accesses to these two existing properties and the intersection of Boundary at Westminster Highway and that any subsequent road works be done accordingly. It is noted that improvements outlined in Richmond report - Attachment 4 regarding works on the New Westminster side of the municipal boundary were missed in the main body of the report. This also requires clarification from City of Richmond staff regarding this oversight. Since some of

the required roadway improvements (e.g. Boundary Road and the Westminster Highway/Boundary Road intersection) are located in the City of New Westminster, the functional and detailed design drawings for these improvements will need to be reviewed and approved by the City of New Westminster.

2. Westminster Highway, in both Richmond and City of New Westminster is part of the Region's Major Road Network (MRN). Generally MRN roads are intended to accommodate through regional traffic including both passenger and commercial service vehicles. Movements on the MRN are not typically restricted and, in this case, the transit vehicles should be considered "commercial service" vehicles, in that they are on their way to, or leaving their their route location. Commercial service vehicles should not have movements restricted on MRN corridors and that the choice of eastbound or westbound travel should really be dependent on traffic conditions, which vary by time of day, season and other factors. Due to existing land uses and proximity to the Highway 91 A, the section of Westminster Highway east of the site experiences congestion and delays during peak periods, therefore the primary goal should be to maintain schedules and minimize travel delay for this type of activity. Transportation staff, therefore do not support the restriction posed by the City of Richmond to restrict bus travel to "roads east" of the subject site.

3. Furthermore the intersection capacity analysis for the intersections of Westminster Highway/Boundary Road and Westminster Highway / Howes in the traffic assessment for the Tree Island Bus Depot (August 2009) prepared by iTRANS does not consider the traffic generated by the planned commercial/industrial developments located on the former Western Forest Products site nor does it appear to accurately reflect the large volume of bus type traffic in the Synchro traffic analysis[1]. Therefore once both developments are factored in, it is likely that increased travel delays will be experienced on Westminster Highway east of Boundary near Howes in the community of Queensborough. Therefore additional analysis should be done to account for planned New Westminster developments and to ascertain if traffic improvements are required for the Westminster / Howes intersection.

4. Also in regard to the Westminster Highway / Boundary traffic signal, as part of the site works for the 401 Jardine site, the City obtained a contribution of $45,000 towards a future signal at this intersection. In addition traffic signal progression along Westminster Highway to coordinate signals at Boundary Road, Gifford Street and Howes Street is a part of Servicing Agreement Conditions. Therefore the proposed traffic signal for the intersection of Boundary at Westminster Highway should remain under City of New Westminster jurisdiction so that on-going traffic signal coordination can be implemented and maintained.

[1] To be confirmed by consultant (iTrans)

Queensborough residents have asked City staff if the agreement restricting access which is a condition of rezoning is legally enforceable. Staff received a legal opinion stating that normally the Section 21 of the South Coast British Columbia Transportation Authority Act precludes any action that would reduce the capacity of any part of the major road network to move people (Westminster Highway is part of this network), unless approved by the Authority. In this case, the Authority would be considered to have approved such restrictions if they are contained in an agreement to which the Authority is a party since they are the applicant.

Boundary Road Improvements

The rezoning application is proposing improvements to Boundary Road as a condition of the rezoning. There exists a "Boundary Road Improvement Authorization Bylaw" affecting the City of New Westminster and the City of Richmond which authorized Richmond to undertake specified improvements on Boundary Road. According to Section 37 of the *Community Charter,* in the case of an intermunicpal boundary highway, improvements to boundary highways may only occur with the approval of both municipalities. To the extent that the improvements to Boundary Road described in Richmond staff report regarding the proposed rezoning affect Boundary Road, the approval of New Westminster will be required. Engineering staff has identified a number of concerns with the proposed improvements to Boundary Road as well as the intersection with Westminster Highway which need to be addressed at the functional and detailed design stage.

Richmond City staff has inquired as to whether the design of Boundary Road was an issue in the consideration of the OCP amendment and rezoning for the Starlight Casino. Staff has informed Richmond staff that as a result of the functional analysis of this road as well as comments received from the City of Richmond, Boundary Road is considered only as an emergency access route from the Casino site, and that a locked gate prevents general traffic from accessing Boundary Road from the Casino parking lot.

OPTIONS

The following three options are presented for Council's consideration:

1. That a letter be forwarded to the City of Richmond for submission to the Public Hearing for the proposed Hamilton bus maintenance facility;
2. That the City of New Westminster decline to provide comment at the Public Hearing and staff be directed to meet with City of Richmond staff to discuss the issues raised by New Westminster residents; or
3. That Council provide other direction.

Staff recommend Option 1.

INTERDEPARTMENTAL LIAISON

Planning Division and Engineering Department Transportation staff collaborated in reviewing the proposed rezoning application and preparing this report.

CONCLUSION

Overall, both Planning Division and Engineering Department staff believe that the proposed rezoning application represents a reasonable use of the land, and therefore the land use proposed on the site is not of concern. However, it is clear that the proposal presents potentially significant traffic and transportation externalities to New Westminster, and staff has not been able to evaluate these impacts nor be in a position to respond to the issues raised by residents.

As such, this report recommends that Council submit a letter to the Public Hearing outlining the concerns of the residents and requesting that Final Approval of the rezoning application not occur until those concerns are explored and resolutions found, and that both municipalities agree to the functional and detailed design of Boundary Road.

Beverly Grieve,
Manager of Planning

Catherine Mohoruk,
Transportation Engineering Specialist

Jim Lowrie,
Director of Engineering

Approved for Presentation to Council

Lisa Spitale,
Director of Development Services

for Paul Daminato,
City Administrator

TransLink
1600 - 4720 Kingsway
Burnaby, BC V5H 4N2
Canada
Tel 604-453-4500
Fax 604-453-4626
www.translink.bc.ca

South Coast British Columbia
Transportation Authority

SCHEDULE 7 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

18 January 2010

Our File No. 0640-20/T02

Mayor Malcom Brodie & Council
Mayor's Office
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mayor Brodie & Council:

Re: TransLink Rezoning Application 01 15 2009

When TransLink purchased several parcels of land from the Province for this proposed facility we were not aware of Tree Island Industries use of portions of two of those same parcels. To our knowledge Tree Island Industries did not have any legal arrangements for their use of a portion of those lands for access and therefore there was nothing to indicate that part of these lands were required to provide vehicle and rail access to Tree Island Industries Ltd. To complete the land assembly for this facility TransLink has paid the BC Transportation Financing Authority full market value for these lands and that value reflected that they were not legally encumbered by any access roads or easements to Tree Island Industries. Further to this purchase TransLink has also agreed with the city to provide a dyke on these same lands.

I would like to reassure Richmond Council that as part of the rezoning conditions, and upon reasonable negotiations with Tree Island Industries and appropriate compensation, TransLink is willing to dedicate either road allowances or easements to ensure that vehicular and train access will continue to be provided to Tree Island Steel.

I would also like to advise that TransLink is prepared to agree to the following conditions and respectfully requests Council to allow the TransLink rezoning to continue moving forward and will commit to Council to having met these conditions prior to 4th Reading of the Zoning by-law.

1. TransLink is required to do a detailed functional analysis of Boundary road to the City's satisfaction and will consult with Tree Island Steel.

2. TransLink will also consult with the City of New Westminster in the functional design of Boundary road.

3. While long term access issues are being worked out with Tree Island Steel, TransLink will not disrupt existing vehicular and train movements in and out of Tree Island Steel over the next six months (subject to execution of a temporary license agreement between TransLink and Tree Island Steel).

Yours truly,

Phil Christie
Vice President, Real Estate

SCHEDULE 8 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

Steeves, Susan

From: Johnson, Gail
Sent: January 18, 2010 5:44 PM
To: Steeves, Susan
Subject: Fw: Public Hearing-Hamiltion Bus Maintenance Facility

To Public Hearing
Date: Jan 18, 2010
Item # 2
Re: Bylaw 8557

From: T. Plotnikoff <terrylp@telus.net>
To: Johnson, Gail
Sent: Mon Jan 18 17:41:54 2010
Subject: Public Hearing-Hamiltion Bus Maintenance Facility

Please include the following letter that I sent to the City of New Westminster in your feedback from the public regarding the Public Hearing-Hamiltion Bus Maintenance Facility. Thank you.

Dear Honourable Mayor and City Council for New Westminster,

I am writing a short letter to you today to express concern over the transit bus maintenance and storage facility proposed for the Tree Island property across Boundary Road from the Starlight Casino in Queensborough. I attended the Residents' Association meeting last week to learn more about what was being proposed and to find out how the City was responding to the proposal for the Richmond property.

Apart from the traffic problems that might occur as a result of so many buses traveling through the Howes St. interchange and along Boyd St., (particularly on nights when the proposed Night Market, if successful, is in operation), I have serious concerns over the amount of pollution that might be generated at the facility itself. At the meeting, a resident who used to work for the bus company said that his job was to start the buses each morning, and that by the time the last bus has been started and they have been idling for over 2 hours, that the cloud of black diesel fumes is so thick it's sickening. If this practice is still continuing today, that is very disturbing to me as a resident not far from the facility.

I am also concerned not only for my own health and that of my children, but am worried about the impact environmentally of such an operation, in particular, the idling buses. As you know, the property is right on the Fraser River, and that shoreline in particular is a haven for wildlife, especially waterfowl that feed there during the tide changes. It is not uncommon to see Herons, Ducks, Geese, and Bald Eagles feeding in that area. At the edge of the property where the bus yard is proposed to be, is an active Bald Eagles nest that must require some type of protection from this kind of pollution. Although I understand that the property is zoned industrial and I completely see the need for a central location for the bus facility, if idling buses are going to be there and negatively impacting the sensitive environment around it, then I think it is imperative that an environmental assessment also be required (if it is not in the works already).

I hope you take an aggressive stand against this proposal in defence of maintaining the quality of life for Queensborough residents and for the environment and creatures around us.

Thank you.

Yours truly,

Terryl Plotnikoff
147 Phillips St.
New Westminster, BC
V3M 6Z5

CITY OF RICHMOND
DATE
JAN 18 2010
RECEIVED
CITY CLERK'S OFFICE

To Public Hearing
Date: JAN. 18, 2010
Item # 4
Re: Bylaw 8560

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: January 9, 2010 1:51 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #487)

SCHEDULE 9 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

Send a Submission Online (response #487)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/Page1793.aspx
Submission Time/Date:	2010-01-09 1:50:07 PM

Survey Response

Your Name:	Greg Laing
Your Address:	91 Douglas Crescent, Richmond BC
Subject Property Address OR Bylaw Number:	251 Douglas Crescent, Richmond BC
Comments:	I fully support the zoning amendment which will allow for the construction of a 'coach house.' Regards, Greg

To Public Hearing
Date: Jan 18, 2010
Item # 4
Re: Bylaw 8560

MayorandCouncillors

From: City of Richmond Website [webgraphics@richmond.ca]
Sent: January 12, 2010 1:49 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #488)
Categories: UCRS CODE / FILE NUMBER: 12-8060-20-8560

SCHEDULE 10 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

Send a Submission Online (response #488)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/Page1793.aspx
Submission Time/Date:	2010-01-12 1:48:41 PM

Survey Response

Your Name:	Candace Mayes
Your Address:	6960 Miller Road
Subject Property Address OR Bylaw Number:	RZ 09-490139
Comments:	We support this rezoning. We would like to see this zoning extended to all Burkeville properties with rear lane access.

To Public Hearing
Date: Jan 18, 2010
Item # 4
Re: Bylaw 8560

SCHEDULE 11 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

Ingrid & Jake Trouw

2160 Handley Avenue
Richmond BC
V7B 1H7
Email: fearless4@shaw.ca
Phone: 604-278-0880

January 17, 2010

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

Attention: Director, City Clerk's Office &/or Cynthia Lussier, Planning and Development Department

Dear Ms. Lussier:

Re: Notice of Public Hearing, Zoning Amendment Bylaw 8560 (RZ 09-490139)

We are writing with our concerns regarding the rezoning of the property at 251 Douglas Crescent and their wish to rezone from Single Detached to Coach House.

We would like to request that this rezoning NOT proceed. Our concerns stem mainly from the issues that this rezoning would create and they are:

- Parking in our neighbourhood has already become a problem as more and more residents have extra vehicles that park on the narrow streets causing our roads to become single lane traffic. This will be increased if there is a coach house built as this creates the possibility of one, or two, more vehicles added for the residence of the coach house and there will be no garage access so they will also be parking on the street. We can appreciate you are supposed to create an additional spot for a vehicle but even regular residence park on the streets due to the fact that our homes are small and many use garages for storage so we don't see how this will be a solution. Our fire trucks have already had difficulty turning corners due to parked cars. This is an unacceptable safety issue.

CITY OF RICHMOND
DATE
JAN 18 2010
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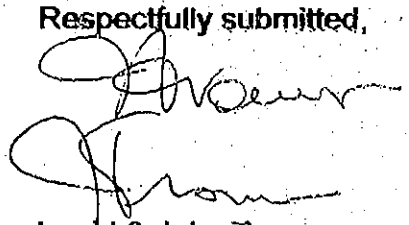
- Adding coach houses takes away valuable green space in the yards. This adds to the congestion and the increasing lack of green space that the City already allows in Richmond proper. We have to be looking to saving our green space not taking away more.

- Adding more buildings intrudes on the neighbours privacy. Many of us chose to live here because it was still an affordable neighbourhood to raise our children with yards for them to play in and privacy for ourselves. We also chose detached housing because we didn't want to be so close to our neighbours beside us. Many of these coach houses intrude on our privacy as they are 2nd floor structures built right up to the boundaries of the property not only in the back but the sides and windows look down onto our properties. This makes for an uncomfortable situation and an infringement of our privacy.
- Past experience with renters in converted garages. It has been our experience in the past (and the RCMP can confirm this) that there were residents that rented out their converted garages to young people who disrespected the neighbours and had loud music and loud parties into the late evenings/early mornings where the police were frequently called. Many times we were helpless to do much, although they kept us and our young children awake. This is more frequent in the summer of course but it does affect whether we can even keep our windows open in the summer. Not very pleasant and very frustrating when trying to sleep or trying to enjoy our own surroundings on a pleasant evening. Coach houses are frequently rented to young students, young people who don't have the same regard for their neighbours as they tend to be transient.

Thank you for taking the time to consider our requests and reasons.

Respectfully submitted,



Ingrid & Jake Trouw

SCHEDULE 12 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

SCHEDULE 1 TO THE MINUTES OF THE PLANNING COMMITTEE MEETING OF TUESDAY, DECEMBER 8, 2009.

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

City of Richmond

Memorandum

To:	Mayor and Councillors	**Date:**	December 7, 2009
From:	Terry Crowe Manager, Policy Planning	**File:**	
Re:	**(New Information Re Planning Committee Agenda Item 7 OCP Aircraft Noise Sensitive Development**		

Purpose
The purpose of this memorandum is to provide Council with new information regarding Planning Committee Agenda, Item 7 - OCP Aircraft Noise Sensitive Development (ANSD).

Background
On Planning Committee Agenda page PL - 155 (report page 5) in the last paragraph, the first bullet partially reads:

"The comfort conditions are based on the following criteria:
a) Maximum indoor air temperature of 29 C."

The New Information
As 29 C (84 F) appears somewhat warm, upon further checking with industry professionals, section a) should read as follows:

a) "To achieve a comfort target of 21 degrees C."

In equivalents, 21 C = 69.8 F and is a more comfortable indoor summer temperature.

After Planning Committee meeting, I will change the staff report to include this information. The proposed OCP Bylaw 8561 does not need to be changed.

I will be available at Planning Committee to clarify this matter more if necessary. I can also be reached at local 4139 for further clarification.

Terry Crowe,
Manager, Policy Planning

pc: Joe Erceg, MCIP, General Manger, Planning and Development
Brian J. Jackson, MCIP, Director of Development
David Johnson, Planner 2

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SCHEDULE 13 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

To Public Hearing
Date: JAN 18, 2010
Item # 6
Re: Bylaw 8562

Sent by fax to 604-278-5139
Attention: Director, City Clerk's Office

Comments on 6411 Blundell Road
Zoning Amendment Bylaw 8562 (RZ 09-497547)

We are the owners of the property directly north of this proposed redevelopment. Our address is 6500 Chelmsford Street, at which we have lived for the past 20 years. Part of the proposed development includes the continuation of a lane that currently does not extend past the south edge of our property but we understand that it is proposed that the lane will now extend directly past the south edge of our property. We have a large, very well established hedge and as well, a fence in place that will be at risk should the lane be extended, as the roots of our hedge might be exposed when the lane is being built, causing the trees to die.

What we are most concerned with is that our back yard privacy is maintained; we have worked many years at building up a peaceful, serene atmosphere in which to relax. The hedge is approximately 20 – 30' high in places. It is mainly a cedar hedge, with a few cypress trees as well. These provide a home to many birds as well as to a pair of bats.

Our first preference would be for the lane development to be set back far enough so that no scraping away of the tree roots occurs, therefore not damaging our fence or existing trees.

A second option would be that if the roots are exposed in some way, the developer Ajit Thaliwal would ensure that the arborist he has retained (Norman Hol of Arbortech) would be treating and attending to the trees in order to ensure they live and stay healthy. Please note that the enclosed report is from 2008, when this proposed development was first raised. As far as we know, circumstances have not changed since then.

It would be prudent to have in writing, a fall-back to this second option; in that if, after all the care that has been provided to the existing trees does not succeed and that some or all of our hedge does die, the developer would be responsible for supplying and planting new 12 – 14' ones, and the fence, if need be. Mr. Hol has suggested this could be done in the form of a bond, with a 2-year limit from the time construction on the new housing/lane has been completed. We would like the bond to be long enough to be sure that we know the hedge will survive before the bond expires.

Mr. Hol has put his suggestions in writing, a copy of which is enclosed.

We ask that these comments and concerns be entered into the record of the meeting this evening.

Respectfully,

S. Galloway

Brian & Susanne Galloway
6500 Chelmsford Street
Richmond, B.C. V7C 4H9
604-271-1643

CITY OF RICHMOND
DATE
JAN 8 2010
RECEIVED
CITY CLERK'S OFFICE

ARBORTECH
CONSULTING
LTD

Suite 200 - 3740 Chatham Street
Richmond, BC Canada V7E 2Z3

MEMORANDUM:

July 21, 2008 File: 07267

Attn.: **Ajit Thaliwal**
Unit 2240 – 4871 Shell Road
Richmond BC V6X 3Z6

cc:

Project: **6411 Blundell Road Richmond**
Re: **Neighbouring Hedge at 6500 Chelmsford Street**

Dear Mr. Thaliwal,

Please be advised that I have met with the Mrs. Galloway, the owner of the neighbouring property to the proposed subdivision at the above noted address. In discussions with her on site, and with Mr. Galloway in the telephone, I propose the following terms to be incorporated into an agreement in principle for the protection of the hedge on their property, and provision for its replacement if in the worst case that it does not survive the pending lane construction:

Assessment

For the purposes of this report, referenced to the "hedge" includes the entire row of shrubs and trees located within the neighbouring property running east to west along their south property line. The hedge is described below for reference:

- The hedge includes a combination of a sheared formal section and an un-pruned, tree form section. The plants are currently in good health, however some previous root damage from fence construction was observed. The western section formed by 4.0 m tall (approximate) sheared Lawson cypress (*Chamaecyparis lawsoniana*) planted approximately 0.6 m from the common property line on 1.0 m centres. The eastern section of the hedge is comprised of 5 Lawson cypress trees that have not been sheared, and have been left to grow to normal tree form. These trees are closely spaced such that the crowns fully merge in their lower crowns. This combination of sheared and tree form cypresses form a valuable privacy screen between the two properties. Note that 5 stems of the hedge were determined to be of bylaw size.
- The foliage of the west portion overhangs by approximately 1.5 m into the development site, where a city lane is required to be constructed by the developer. The eastern section is suppressed by adjacent trees (#'s 533 and 534), so the foliage is slightly bare and the south overhang is reduced.
- The grades of the neighbouring lot are higher than the development site by approximately 0.35 m, and the grade change is abrupt. A wood fence is installed between the hedge and the development site at that grade change, and during its installation, some roots of the hedge and trees appear to have been cut. These factors make the root system of the hedge shrubs and trees significantly asymmetrical, and heavily reliant on the northern root zone within the neighbouring property.
- It is my opinion that the hedge can be retained and protected as requested by the owners, but some protection measures and treatments should be implemented as per my recommendations below. With or without the measures and treatments, the trees may still decline in health and die. In case of mortality to the hedge, the neighbours would like provision for a bond in place for a suitable term to cover the replacement cost of the hedge.

AJIT THALIWAL
6411 BLUNDELL ROAD
NEIGHBOURS HEDGE

FILE 07267

Recommendations

1. The city planning and engineering departments should be consulted to obtain permission for a reduced asphalt width such that root protection for the hedge can be maximized. Ideally, a setback to the asphalt of 1.5m from the north property line would be required, however with the asymmetrical root zone, a protection zone as small as 0.75m from the property line can likely be tolerated.
2. The project arborist should be on site to supervise and direct the site preparation for any construction on the site adjacent to the hedge. This would include services and lane construction. Root pruning would be undertaken at this time in order to minimize root damage.
3. Treat the remaining root zone with a root building fertilizer.
4. Prepare a schedule for supplemental watering. I assume that the neighbour would be willing to implement the watering since they have direct access to water and the root zone.
5. Developer to provide securities in the form of a landscape bond to be held in trust for two years. The project arborist would make an assessment of the hedge at the end of that term in order to determine the viability. One full growing season after disturbance is sufficient for the viability of the hedge to be determined, however the owners prefer to have securities for two years. In the event that the hedge will need to be removed, the developer will need to coordinate approvals from the City of Richmond (i.e. to conform to bylaw requirements).
6. The amount of the bond should be sufficient to cover the costs to remove the hedge and to plant 20 new hedge trees. I recommend using 4m tall nursery grown trees of Western redcedar (*Thuja plicata*) species rather than the Lawson cypress species due to the latter's high susceptibility to root disease. Future maintenance to shear the hedge would be the responsibility of the neighbours.

Estimated Costs, Tree removal and site preparation for planting:	$3,000.00
Estimated Costs, Supply and Install 18 4.0 m Thuja plicata:	$6,300.00
Contingency:	$700.00
TOTAL SECURITIES:	$10,000.00

With the above, I trust that the concerns of the impacts to the neighbours hedge are fully addressed. Please provide a copy of this report to the planner at the city and to the neighbour for their consideration and approval.

Thank you for choosing Arbortech for your tree assessment needs. If you require any further information, please call me directly at 604 275 3484 to discuss.

Regards,

Norman Hol,
Consulting Arborist
ISA Certified Arborist, Certified Tree Risk Assessor, Qualified Wildlife and Danger Tree Assessor

Enclosures; none

To Public Hearing
Date: JAN 18, 2010
Item # 6
Re: Bylaw 8562

SUH JEN YANG
6395 Blundell Rd
Richmond Bc V7C 1A7.
TEL- 604-277-8327

ZONING AMENDMENT BYLAW 8562 (RZ-497547)

LOCATION = 6411 Blundell Rd
JAN 18, 2010

SCHEDULE 14 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, JANUARY 18, 2010.

DEAR Edwin LEE =

WE STRONGLY AGAINST the Development OF TWO SINGLE family residence on 6411 Blundell Rd. The Reasons are following.

1) The Rear Lane entrance is very narrow it is easy To cause accidant.

2) IT will disturb the quient living lives for six families who live in the area.

Sincerely Yours

CITY OF RICHMOND
DATE
JAN 18 2010
RECEIVED
CITY CLERK'S OFFICE

June 18, 2010

To whom it may concerned:

We are the residents of #6355 blundell Rd. We just bought this house in October 2009. When we bought this house, the seller has told us that the rear lane is quiet and safe. That is one of the most important reasons why we bought this house.

If they let the vehicle access from the rear lane extension, it will be very noisy and unsafe. I have a very young child, so I prefer a safe and quiet place for my child. If they access from the rear lane extension, it will not be safe for my child.

I believe that we are affected by the proposed bylaw; therefore, I reject the zoning proposal. I would prefer they make a ~~ab~~ different access lane.

Thank you very much for your attention!

Sincerely,

Huamin Li