

SCHEDULE 2 TO THE MINUTES  
OF THE REGULAR MEETING OF  
COUNCIL FOR PUBLIC HEARINGS  
HELD ON MONDAY, OCTOBER 16,  
2006

Mayor and Councillors

<p><b>To Public Hearing</b>  Date: <u>OCTOBER 16, 2006</u>  Item # <u>4A, 4B + 4C</u>  Re: <u>Lot Size Policy 5434</u>  <u>Bylaws 8080 + 8081</u></p>
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**From:** Carol Day [carol@catsigns.ca]  
**Sent:** Friday, 6 October 2006 12:29 PM  
**To:** Mayor and Councillors  
**Cc:** lermittfamily@shaw.ca  
**Subject:** rezoning policy 5434

To Richmond City Council and the Mayor

Oct 6, 2006

Hello I am writing in regards to the rezoning applications of Policy 5434.

\* Bylaw 8080 ( RZ 06-331753) and 8082 (RZ 06-331753)

I feel that doubling the amount of lots on this section of Williams road and number five road puts too much burden on the very narrow lanes to the rear. It is also unfair to the residents who live across the lane from these properties, the increase in traffic will lower their property values and increase the vehicular traffic and noise.

The solution I feel is to allow one access to the lane and one access to Williams road or number five road per original lot. I feel this is a fair compromise to the residents affected, this will disperse the traffic fairly. Developers must be considerate of existing neighbours and this compromise is fair to them as well.

The houses currently being built on arterial roads look like row houses, I feel that mixing up the appearance by having half the driveways in the rear and half in the front would make the houses look less like townhouses and more like single family homes.

Another benefit to having the driveway in the front facing the frontage road is the houses will have a garage in the front and have a far larger and more useable rear backyard. Currently the homes with lane access have no back yard as the whole thing is a cement driveway and a garage. Occasionally there is a cement patio or micro yard.

I feel the developers would get a better selling price if the houses had real back yards with a green landscape. This is also better for the environment as grass and trees help to clean our air.

Policy 5434 REZONING Number five road from Single family to (R1/B)

I support this change as long as the guidelines match those previously agreed to with the three townhouse developments now under construction on Steveston Hwy between Number five road and Seaward Gate. The primary issue being no lane access and only two storeys high townhouses.

Policy 5434 (R1-06.6) to (R9) Steveston Hwy from Seaward gate to Shell road.

These lots are far too narrow for subdivision, the only access is the lane and traffic already has a tough time moving through these very narrow lanes with a 90% turn on the north end. These lots should only be subdivided if two lots are combined to make three larger more acceptable size lots. Council should review this area as it needs more attention than has been given. Until more study is done I feel these applications should be denied.

This neighbourhood is more than willing to work with city hall and developers to build new housing that makes sense for both the new residents and the existing residents, but that means compromise and communication.

Thanks

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2006-10-06