




**To:** Planning Committee **Date:** May 4, 2004  
**From:** Raul Allueva **File:** RZ 03-232158  
 Director of Development  
**Re:** **APPLICATION BY MICHAEL LI FOR REZONING AT 11511, 11551, 11571 AND 11591 STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO TOWNHOUSE DISTRICT (R2-0.6)**

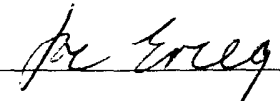
**Staff Recommendation**

That:

1. That Bylaw 7663 (**Attachment 10**) to amend the Ironwood Sub-Area Plan Development Permit Guidelines be abandoned.
2. That Bylaw 7664 (**Attachment 11**), to rezone 11551, 11571 and 11591 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to the "Townhouse District (R2 - 0.6)", be abandoned.
3. That Official Community Plan Amendment Bylaw No. 7712, to update the Development Permit Guidelines for Area B in the Ironwood Sub-Area Plan, Schedule 2.8A of Official Community Plan Bylaw No. 7100, be introduced and given first reading.
4. That Bylaw No. 7712, having been considered in conjunction with:
  - the City's Financial Plan and Capital Program;
  - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;
 is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
5. That Bylaw No. 7712, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.
6. That Bylaw 7713, to rezone 11511, 11551, 11571 and 11591 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to the "Townhouse District (R2 - 0.6)", be introduced and given first reading.

  
 Raul Allueva  
 Director of Development

RV:dcb  
Att. 11

<b>FOR ORIGINATING DIVISION USE ONLY</b>
<b>CONCURRENCE OF GENERAL MANAGER</b>


## Staff Report

### Origin

Michael Li has applied to the City of Richmond for permission to rezone 11511, 11551, 11571 and 11591 Steveston Highway (**Attachment 1** shows the site location) from Single-Family Housing District (R1/E) to Townhouse District (R2 - 0.6) in order to permit the development of 27 townhouse units in a combination of two and three storey structures. (**Attachments 2 & 3** provide the proposed site plan and elevations).

An earlier version of the application with 21 units on 11551, 11571 and 11591 Steveston Highway at 0.7 FAR was reviewed by Council at the Pubic Hearing in August 2003 where the following motion was passed:

*That Zoning Amendment Bylaws 7547 and 7571 be referred to staff in order to allow the developer to work in conjunction with the community on a revised plan.*

*Prior to the question being called, direction was given that the delegations' comments and the precedent for near-by properties be considered in conjunction with the revised plan, and that a review be undertaken for:*

- i) locations where the proposed R2-0.7 zone could be supported; and,*
- ii) townhouse units fronting a lane.*

A second version of the application with 16 units on 11551, 11571 and 11591 Steveston Highway at 0.6 FAR was reviewed by Council at their regular meeting on March 8, 2004. At that meeting Council introduced and gave first reading to Bylaw 7663 (amending the Ironwood Sub-Area Plan Development Permit Guidelines) and Bylaw 7664 (rezoning the properties R2-0.6) and also made the following referral:

*That staff request the developer to address the following issues at the Public Hearing on the rezoning of 11551, 11571 and 11591 Steveston Highway (RZ 03-232158)*

- (a) the design and need for the proposed pedestrian walkway;*
- (b) visitor parking overflow;*
- (c) safety issues with respect to the proposed pedestrian walkway and the unimproved lane;*
- (d) the possibility of the developer upgrading the existing lane, particularly to address drainage problems; and*
- (e) whether the developer would provide any other funds to the City.*

The current application has been modified by the applicant to include a fourth adjacent property (11511 Steveston Hwy) to accommodate an additional 11 units over the second previous application. The density has been maintained at 0.60 FAR.

This report addresses the referral items and presents the latest modifications to the application. The applicant has provided a written response to Council’s referral request of March 8, 2004 (see **Attachment 9**).

**Findings of Fact**

Item	Existing	Proposed
Owner	11511 – Harprit Singh Gill – but pending Transfer 11551/11571/11591 – Five and Steveston Development Ltd., Inc.No. 676465	To be determined
Applicant	Michael Li	No change
Site Size	11511 – 2207 m <sup>2</sup> (23,756 ft <sup>2</sup> ) approx.* 11551 – 1101 m <sup>2</sup> (11,851 ft <sup>2</sup> ) approx.* 11571 – 1102 m <sup>2</sup> (11,862 ft <sup>2</sup> ) approx.* 11591 – 1218 m <sup>2</sup> (13,111 ft <sup>2</sup> ) approx.* (*Based upon the City's GIS data)	5, 632.7 m <sup>2</sup> (60,632 ft <sup>2</sup> ) approx. (based upon the application)
Land Uses	Single-Family	Multi-Family
OCP Designation	Low Density Residential	No change
Zoning	R1/E	R2 – 0.6

Development History

There were two other townhouse applications that were approved in this block (**Attachment 4**). In 1998, the site beside the gas station was proposed for 27 townhomes at 0.55 FAR with a right-in, right-out access (RZ 96-00057). In 2000, there were 9 townhomes proposed at 0.55 FAR on 11511 Steveston Hwy with a temporary right-in, right-out access (RZ 98-140477). While they both received 3<sup>rd</sup> reading, for various reasons the developments were not completed.

Surrounding Development

Currently, single family homes are located on either side and behind the subject site. The existing single family lots north of the site are likely to be permanent. However, in the future it is likely that other multi-family developments may be considered adjacent to the site along Steveston Highway on the basis of the Arterial Road Redevelopment Policy. The Ironwood Shopping Centre is located across Steveston Highway.

Ironwood Sub Area Plan Design Guidelines

There are design guidelines in the Ironwood Plan which address the Steveston Highway frontage and the lane. It is often desirable to orient units and front doors toward the street in order to create an attractive streetscape. However, due to the high traffic noise and activity along this stretch of Steveston Highway, the Ironwood guidelines suggest a berm along the Steveston Highway frontage in order to buffer the residential units.

The guidelines also currently call for vehicular access from the lane and encourage units to be oriented toward the lane where a sidewalk and street trees are proposed. Following the public process where concerns were expressed in these areas, it is proposed that these elements of the guidelines be removed. This is discussed in more detail later in this report.

### Arterial Road Redevelopment Policy

The Arterial Road Redevelopment Policy encourages densities of up to 0.70 floor area ratio (FAR) for properties that are near Neighbourhood Services Centres. The purpose of this additional density is to:

- focus redevelopment near neighbourhood centres to provide a focal point for the community;
- provide opportunities for different types of housing to accommodate residents in various life stages;
- support transit service; and
- support the commercial services available at Shopping Centres.

As the subject site is located directly across from the Ironwood Shopping Centre, densities of up to 0.7 FAR can be considered from the Arterial Road Redevelopment Policy perspective.

### Lane Policy

As there is a rear lane already servicing the subject site, the Lane Policy requires the subject site to upgrade its frontage along the lane.

## **Public Process & Concerns**

### Public Hearing – September 15, 2003

At the Public Hearing there was concern expressed about:

- the proposed density;
- the 3 storey building height and overlooking;
- insufficient visitor parking;
- the use of tandem parking;
- school capacity;
- the use of the lane for vehicular access and front doors of units;
- ability to use Steveston Highway for access;
- the impact that would result from increased use of the lane;
- parking and increased traffic on Seahurst Road and adjacent streets;
- the already existing traffic congestion on Steveston Highway;
- lighting in the lane;
- the implications for further redevelopment;
- drainage; and
- traffic safety.

### Public Information Meeting – October 21<sup>st</sup>, 2003

In order to better understand the concerns of the neighbourhood, staff held a public Information Meeting at Woodward School. Four City staff facilitated the meeting which was attended by approximately 70 residents, many of whom voiced strong opposition to the proposal.

The purpose of the meeting was to explain some of the city's policies and then to listen to the concerns expressed by the neighbourhood. **Attachment 5** provides the complete list of concerns. In summary, the following were the most contentious issues expressed at the meeting:

- area wide traffic issues;
- neighbourhood traffic issues;
- transit operations;
- the use of the lane;
- pedestrian access;
- density;
- parking; and
- building height.

#### Public Open House – December 9<sup>th</sup>, 2003

Following the Information Meeting, staff met over the course of almost two months to review the concerns and propose appropriate solutions to address the issues. The proposed responses were presented at a subsequent Public Open House held at City Hall. There were five staff in attendance at the meeting in addition to the developer, architect and the transportation consultant hired by the applicant. There were information stations set up for each of the above mentioned issues where a suggested response was provided with staff or consultants available to answer questions.

From the comments expressed at the Open House and from the comment sheets that were handed in afterward, staff were able to ascertain if the public was satisfied with the proposed responses. **Attachment 6** is a summary of the comment sheets. In some cases, respondents were satisfied with the solutions proposed and in other cases further refinements were required to both the architect's scheme and to the Sub Area Plan.

Staff met again to discuss further refinements that were necessary to the proposal and to the Sub-Area Plan in order to respond to the public's concern from the Open House. The following section of this report outlines the responses to all of the issues. Staff believe that the majority of the issues that relate to the proposal have now been satisfactorily addressed. Prior to the application amendment (i.e. adding the lot at 11511 Steveston Hwy), a letter summarizing these changes and informing the residents that the application would be proceeding to Planning Committee was sent to the community (**Attachment 7**). Some of these residents attended the March 2, 2004, Planning Committee meeting. Generally speaking, they were quite satisfied with the process and proposed outcomes. However, some concerns were still expressed about the pedestrian walkway, lack of upgrading the lane, and visitor parking. These concerns led to the referral motion at the March 8, 2004, Council meeting.

#### **Response to Issues**

The following sections elaborate on some of the major concerns that were identified by the neighbourhood. The "Issue" section is a brief description of the concern and of the action taken as of the date of the Open House. The "Response" section summarizes any changes that have been made following the Open House. The "Implication" section is provided where necessary to highlight any downside to the proposed course of action. The issues are arranged from area wide to the more specific. It should be noted that although many of the issues appear to have been

addressed in the comments below, at the writing of this report the community has not had the opportunity to review the most recent application amendments.

### Area Wide Traffic Issues

Issue #1: At the Information Meeting, there were concerns about both the Steveston Highway Interchange and when the new interchange at Blundell would be built to alleviate traffic pressure on the area.

Response: At the Open House, city staff indicated that they are continuing to discuss these issues with the Ministry of Transportation. No timing has been established by the Province in this regard.

Issue#2: Concerns were expressed at the Open House about the Steveston and No. 5 Road intersection in terms of the length of the left hand turn bay from Steveston onto No. 5 as well as the need for an advance left green on No. 5 to Steveston eastbound.

Response: City Transportation Department staff noted that the length of the left hand turn bay is adequate to store the left turn traffic and advise that an advance left is not desirable as it would attract more traffic which would be difficult to accommodate in the peak hours without traffic blocking the intersection.

### Neighbourhood Traffic Issues

Issue#3: There was a concern expressed at the Information Meeting that due to the traffic congestion in the area there was shortcutting through the neighbourhood and that more development would cause more cars to shortcut through the neighbourhood.

Response: The developer hired Hamilton Associates, transportation consultants, who conducted a trip generation study during the evening rush hour to examine the issue of shortcutting through the neighbourhood. The results, which were presented at the Open House, indicates that shortcutting is not a significant issue in the area (**Attachment 8**). For example, of the 228 cars entering the neighbourhood via Seaward Gate, 202 were local, leaving only 26 shortcutting vehicles at this location. A total of 42 short cutting vehicles were identified from all five monitoring stations which is an average of 14 per hour, which is considered a low number.

Issue#4: There were concerns expressed at the Information Meeting about the difficulty in exiting the neighbourhood while turning left onto Steveston Highway from Seaward Gate. For vehicles to activate the signal, 4 vehicles need to queue for 30 seconds on Seaward Gate.

Response: Following the Open House, at which traffic operations staff were in attendance, the intersection was modified so that only 2 cars are now needed to trigger the light.

Issue#5: There were questions as to when there would be a signal at Seacliff Road and No. 5 Road.

Response: Information was provided at the Open House that a pedestrian activated crosswalk is anticipated to be installed in May or June of 2004, which will address this concern.

#### Transit Operations

While these issues are not directly related to the subject proposal, they were concerns expressed by the neighbourhood in terms of liveability. Therefore, in order to make an attempt to alleviate some of the concerns, City staff contacted Translink who declined to be involved in the Open House but provided the following written responses. Recognizing that these issues are out of the City's jurisdiction, the City's role was as an intermediary in Translink's absence.

Issue#6: Buses are idling while parked along Steveston Highway.

Response: Translink responded that Steveston and Seaward is a relief point for some transit runs and buses may stop at this location for up to 15 minutes.

Issue#7: Buses drivers are parking in the neighbourhood.

Response: Translink responded that there is ample parking on the transit lot and a notice has been posted requesting that employees park there and not in the neighbourhood.

Issue#8: There were questions about why the cedar hedge that was shown in the drawings for the bus barn site wasn't actually built.

Response: Translink responded that the hedge was not planted because of the impact on useable space and the negligible impact on reducing noise.

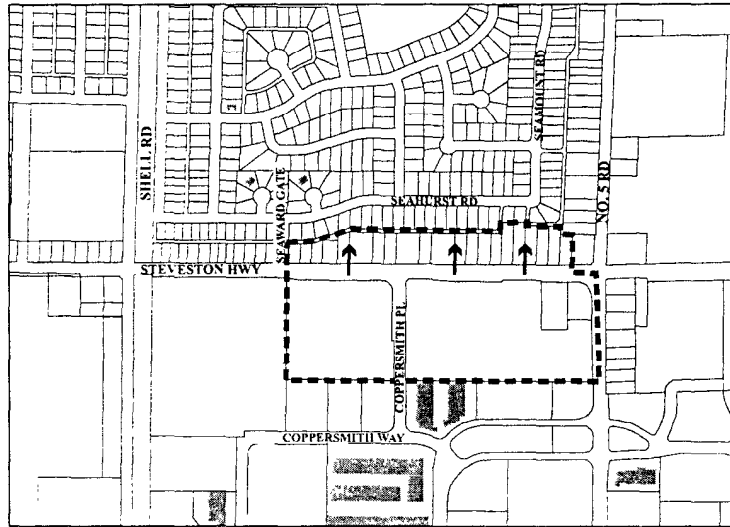
#### Use of the Lane

Issue#9: There were strong concerns expressed about the use of the lane for vehicular access to the site. A compromise that was proposed at the Open House was that temporary access to Steveston Highway would be provided to developments until the lane was upgraded. This approach was previously approved with an earlier rezoning. While there is no technical reason that the lane could not be used for access once it is upgraded (ie, lane width, expected volumes), there was still strong opposition expressed by the neighbourhood to increased traffic in the lane.

Response: Following the Open House amendments were made to the development proposal and are proposed for the Sub-Area Plan to:

- permit all townhouse sites to have permanent right-in, right-out access to Steveston Highway or through an adjacent townhouse site, with no connection to the lane. A total of three access points for future multi-family developments between No. 5 Road and Seaward Gate are proposed approximately as shown on the following diagram and these have been

coordinated with existing accesses to the Ironwood Shopping Centre site south of Steveston Hwy;



*Approximate Locations of Shared Access Points*

Implications:

- permit sites that simply subdivide into two single family lots to continue to have access to the lane; and
- despite having no vehicle access to the rear lane, the builder has agreed to upgrade the lane to include new paving, drainage and new lighting.
- There will be more vehicular access points to Steveston Highway than would be the case if the lane were utilized. While the ideal scenario from the point of view of protecting the function of the arterial road, would be for the existing lane to be utilized, a total maximum of three access points is acceptable.
- Other neighbourhoods may use this case as a precedent in objecting to lane being used for townhouse traffic. In many cases it is possible to design a townhouse site so that no rear lane will be required.

Issue#10: There were concerns expressed at both the Information Meeting and Open House about the front doors of the new units fronting on the lane and creating a pedestrian oriented laneway with a sidewalk and street trees.

Response: The proposal and Sub-Area Plan are amended to remove vehicular access to the lane and reorient the units inward.

Implications: - removing the use and orientation away from the lane will remove the feeling of “ownership” that the new residents may have over the lane. This “Ownership” contributes to a neighbourliness and a tendency to be watchful over potential criminal situations.



### Pedestrian Access

Issue#11: The sub-area plan currently calls for pedestrian access to permit residents in the neighbourhood to walk easily to Ironwood. Concerns were expressed at the Information Meeting about gathering spots and crime around the pedestrian walkways. At the Open House, staff proposed that the requirement for pedestrian access be removed from the plan based on the neighbourhood concerns. A number of responses from the Open House indicated dissatisfaction with this response. This concern was again raised at the March 2, 2004, Planning Committee by some residents. The applicant has agreed to provide a 4 m wide public right of passage right of way along the western side of 11511 Steveston Highway. This pedestrian access will include a 2.4 m wide paved walkway, 3 lights and low fences / shrubs to address safety concerns (see **Attachment 3**). Staff are satisfied with the proposed design, which will be further refined through the Development Permit process.

Response: The proposal will provide a pedestrian access through the site and the area plan will continue to encourage that pedestrian access points are desired and that care should be taken to utilize CPTED principles in the design of these walkways.

### Density

Issue#12: The original proposal was for 21 units at 0.7 FAR. The neighbourhood had serious concerns about this density. The developer reduced the units to 17 and the FAR to 0.6 for the Open House but there were still concerns expressed about the number of units.

Response: The developer has subsequently added an extra property to the application and has reduced the overall density of the development to 0.6 FAR. With the additional lot the developer is now seeking approval for 27 units. The Sub-Area Plan will be amended to restrict the site to a maximum density of 0.6 FAR.

Implications: The Arterial Road Redevelopment Policy promotes densities in excess of 0.6 FAR close to neighbourhood centre, such as Ironwood, to increase the amount and forms of housing that are located close to a wide range of services, support transit use and local commercial areas, and promote pedestrian activity around a neighbourhood focal point. The proposal for 0.6 FAR does not fully achieve these objectives, however, the proposed density and overall plan has been modified to address specific issues and objectives identified by the community at this location.

### Parking

Issue#13: The original proposal utilized tandem parking for all of the 21 units. The residents had concerns that the tandem parking would not be utilized leading to parking in the lane and on adjacent streets. At the Open House the applicant reduced the number of tandem spots to 4 of the 17 units, however there were still concerns expressed.

**Response:** The developer has eliminated all tandem parking and has provided two standard resident parking spaces per unit. The Area Plan will be amended to restrict all tandem parking.

**Issue#14:** Each of the various versions of the proposal has provided the minimum number of visitor parking spaces. The residents have concerns that there would not be enough visitor parking resulting in parking in the lane and on adjacent streets.

**Response:** The proposal now provides:

- Seven visitor parking spaces which exceeds the zoning bylaw requirement of 5.4 visitor spaces; and
- an additional 10 overflow parking spaces have been included in the “aprons” in front of the garage doors.

Height

**Issue#15:** The original proposal was for three storey townhouse units. For the Open House the applicant amended the proposal so that the majority of the units were two storeys with only 6 units along Steveston Highway remaining at three storey. There were still concerns about the height.

**Response:** There are six units in portions of structures which extend up to three storeys. The remaining 21 units are in two storey structures. All of the units adjacent to the rear lane are in two storey structures. The Sub-Area Plan will be amended to permit only a maximum of 2 storey units along the lane.

**Staff Comments**

Policy Planning

The details of the subject and future proposals such as density and access will be secured using a combination of zoning and Development Permit Guidelines (in the Ironwood Sub-Area Plan) as shown on the following chart.

	<b>R2-0.6 Zone</b>	<b>Development Permit Requirements</b>	<b>Proposal</b>
<b>Density</b>	0.6 FAR	0.6 FAR	0.6 FAR
<b>Lot Coverage</b>	40%	n/a	38%
<b>Setbacks</b>	Front: 6.0m (19.7 ft) Rear & Side: 3m (9.8 ft)	Front: 6.0m (19.7 ft) or 12.0m (39.4 ft) with no berm Rear & Side: n/a	Front: 10.7m (35.1 ft) Rear: 5.5m (18.04 ft) Side: 3 to 4.4m (9.8 to 14.43 ft)
<b>Height</b>	Three storeys but not to exceed 11m (36 ft)	Maximum of 2 storey units along the lane	All units but 6 are in two storey structures.
<b>Parking</b>	(Section 400 of Zoning Bylaw) Resident - 1.5 spaces per unit Visitor – 0.2 spaces per unit	- No tandem parking - Provide additional visitor parking	- Resident - 2 spaces per unit for a total of 54 stalls - Visitor – 0.259 spaces per unit for a total of 7 stalls plus an additional 10 overflow spaces on

			the garage aprons. - No tandem parking
<b>Unit Orientation</b>	n/a	Focused inward rather than toward the lane	Focused inward rather than toward the lane
<b>Vehicular Access</b>	n/a	From Steveston Highway – no vehicular access to lane for multiple family dwelling developments,	From Steveston Highway – no vehicular access to lane
<b>Pedestrian Access</b>	n/a	Encourage pedestrian connections from Steveston to lane	Pedestrian connection from Steveston to lane

In order to ensure that subsequent developments conform to the standards that have been achieved in the subject proposal, some changes, as indicated in the previous chart, are proposed to the Ironwood Sub-Area Plan to:

- keep the green, treed streetscape along Steveston Highway with the berm providing some buffering to the residential area;
- add restrictions related to maximum heights, densities and tandem parking, and ;
- remove references to the rear lane, vehicle access to the lane or the orientation of units to the lane.

Development Applications - Engineering Review

Prior to final reading of rezoning, the developer must:

1. Consolidate the lots into one development parcel;
2. Grant a 7.5m Public Rights of Passage (PROP) ROW from Steveston Highway, that can taper at a 5:1 ratio starting at 5m from Steveston Highway, getting down to a 6m PROP at the interior intersection. A 6 m wide PROP is required for the East-West portion of the internal roadway that runs to each Property Line, (ROW document to be vehicles only - no utilities or servicing agreement is required), and;
3. Grant a (PROP) ROW along the entire length and width of the pedestrian walkway.

Prior to the issuance of the future building permit, the developer is to enter into the City's standard Servicing Agreement to design and construct Steveston Highway frontage and the rear lane (north edge) as per the design guidelines in the sub-area OCP (Bylaw 7100 Schedule 2.8A). Highlights of the works include, but are not limited to:

- removing the existing sidewalk, creating a 2.3m grass and treed boulevard, adjusting/adding davit arm street lights on Steveston Hwy as required to better align with the works done at Ironwood and providing a 1.5m concrete sidewalk at the property line.
- "North" Lane: rebuild lane base, complete with storm sewer and laneway street lighting and roll curb and gutter on both sides.

Urban Design Planner Review

At the Development Permit stage the developer will be required to address the following:

- a) provision of indoor amenity space or cash in lieu;
- b) demonstrate sufficient outdoor amenity space size;
- c) provision and details for mailbox kiosk, recycling/garbage enclosures (if required) and signage;

- d) provision for two accessible parking stalls (2% of parking stalls provided);
- e) restrict small parking spaces to no more than 30% of the total parking stalls;
- f) The pedestrian walkway could be improved by either relocating it to align with the internal amenity area, or widening and enhancing the walkway with landscaping and lighting. In either case, the applicant will be asked to show Crime Prevention Through Environmental Design principles (CPTED) will be employed;
- g) Improve the outdoor amenity space - Consider improving pedestrian link to and visibility on manoeuvring aisle. Extend special paving to manoeuvring aisle edge to extend landscaping and minimize apparent width of aisle. Provide passive surveillance.

**Analysis**

There are 21 single family properties located between No. 5 Road and Seaward Gate which have development potential. Even though there have been two earlier applications along this stretch, they were submitted prior to the adoption of the Arterial and Lane policies which provided more guidelines in terms of the objectives and expected densities. Therefore, the development of the subject site will set a precedent for the surrounding sites.

There are a number of options for the redevelopment of the subject property ranging from smaller lots to high density townhouses. The following chart illustrates the number of units that would result under different development options if all of the lots between No. 5 Road and Seaward Gate were to develop as well as the main benefits and issues associated with each.

	<b>Small Lot Single Family</b>	<b>Coach House</b>	<b>Low Density Townhouses (subject proposal) (0.6 FAR, two storeys)</b>	<b>Medium Density Townhouses (0.7 FAR, two and three storeys)</b>	<b>High Density Townhouses (0.8 FAR three storeys)</b>
<b># units</b>	54 lots	108 units: 54 single family homes and 54 coach houses	approx 120 two storey units	approx 140 two storey units	approx 160 two and three storey units
<b>Benefits</b>	Least dense option may be the most acceptable option for the neighbourhood	Provides a legal second unit (mortgage helper) on each property	Still relatively low number of units compared with coach house but will have berm and design control	- Supports the Neighbourhood Centre Model - Will have berm and design control	- Supports the Neighbourhood Centre Model - Will have berm and design control
<b>Issues</b>	- Will result in long skinny lots and under-utilization of the deep lots - Would not be able to provide berm or design control - All traffic on laneway	Will result in long skinny lots and under-utilization of the deep lots - Would not be able to provide berm or design control - All traffic on laneway	Appears acceptable - No traffic on lane	More density than the neighbourhood wishes - No traffic on lane	Would be the least acceptable option for the neighbourhood - No traffic on lane

Following the public consultation that occurred, on balance, the Low Density Townhouse Option seems to address the neighbours concerns about density.

In addition to addressing the neighbour's concerns, the benefits of the low density townhouse option are that:

- Townhouse design and site layout provide opportunities to mitigate the impacts associated with the site's location on a busy section of Steveston Highway and across from the Ironwood Shopping Centre;
- The deep lots lend themselves to townhouse design;
- The subject properties are located on the edge of an established single-family neighbourhood. The change in use to townhouses supports the residential uses in this area while allowing for a different housing form;
- The applicant is permitting a pedestrian access through the site to permit the residents in the area easier access to Ironwood shopping centre;
- Townhouses will provide a transition or boundary between the quiet, low density residential uses on the north side of Steveston Highway and active commercial and business park uses including Ironwood Shopping Centre on the south side of Steveston Highway, and;
- Townhouses provide a scale of development that is compatible with the other large scale uses at this Richmond gateway and will therefore provide a balanced streetscape.

The proposed interface with the surrounding single-family properties considered acceptable. The properties to the north are buffered by a lane. The properties on either side of the proposal have the potential to redevelop and even if they do not redevelop, the proposed townhouses are built at the same height as the single-family homes.

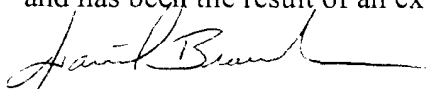
- Appropriate two-storey massing and height will provide a reasonable interface to single-family uses across the lane.
- No additional traffic on the lane for multifamily.

### **Financial Impact**

None determined.

### **Conclusion**

The proposal is to construct 27 townhouse units in two and three-storey structures with permanent access from Steveston Highway. Changes are also proposed to the Ironwood Sub-Area Plan consistent with the details of the subject application. Staff are supportive of the application and the amendment as it is consistent with the Arterial Road Redevelopment Policy, and has been the result of an extensive public process.



David Brownlee  
Planner 2

DCB:cas

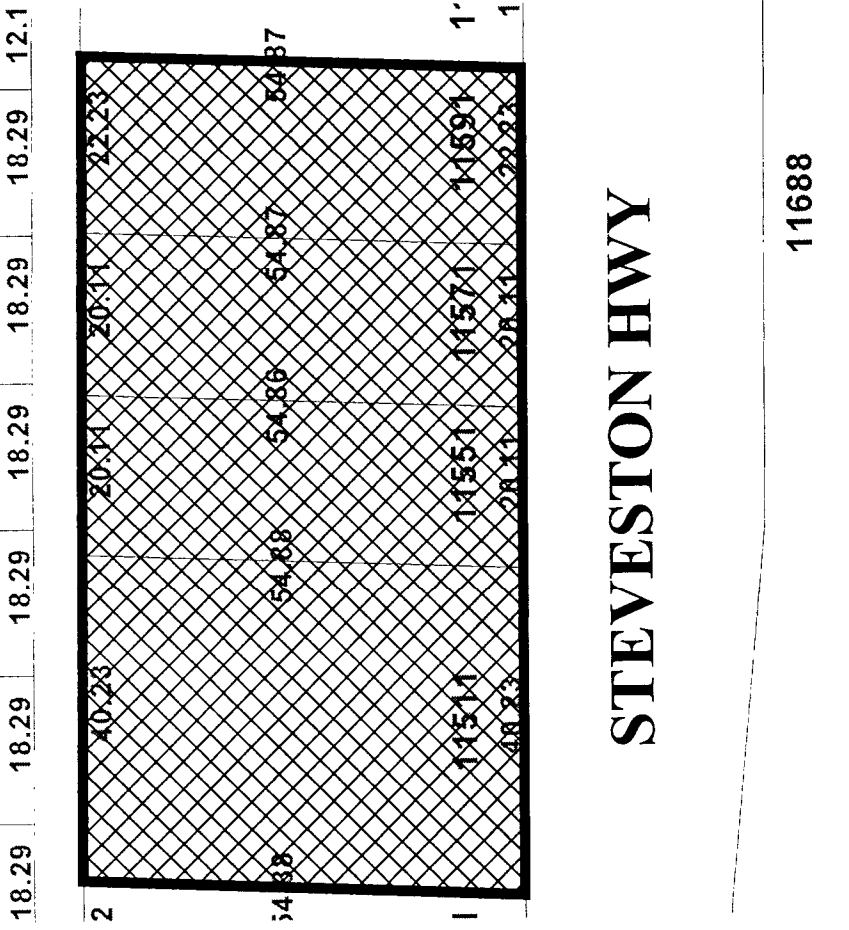
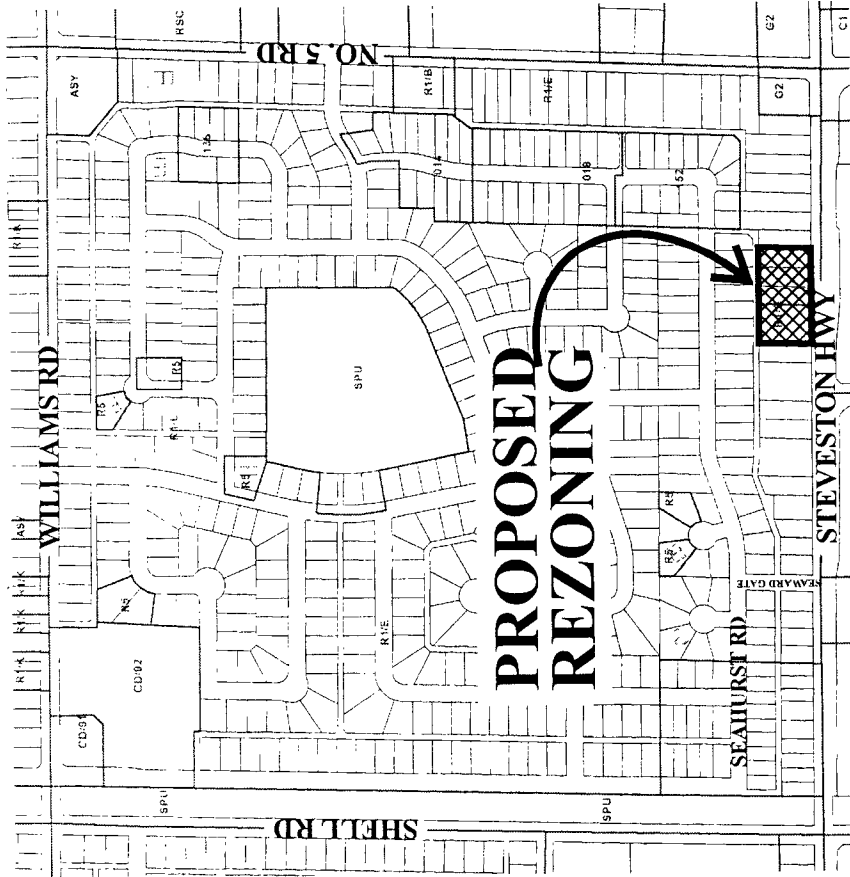
There are requirements to be dealt with prior to final adoption:

1. Ministry of Transportation and Highways approval;
2. Consolidate the lots into one development parcel; and
3. Grant a 7.5m Public Rights of Passage (PROP) ROW from Steveston Hwy, that can taper at a 5:1 ratio starting at 5m from Steveston Hwy, getting down to a 6m PROP at the interior intersection. A 6 m wide PROP is required for the East-West portion of the internal roadway that runs to each Property Line, (ROW document to be vehicles only - no utilities or servicing agreement is required);
4. Grant a 4 metre wide (PROP) ROW along the entire length of the pedestrian walkway, and;
5. Processing of the Development Permit application to an acceptable level according to the Director of Development.

## **LIST OF ATTACHMENTS**

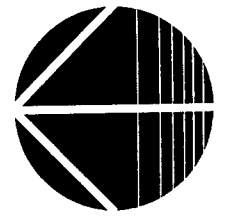
- ATTACHMENT 1: Location Map
- ATTACHMENT 2: Proposed Site Plan
- ATTACHMENT 3: Proposed Building Elevations and Public Walkway Plan
- ATTACHMENT 4: Map Showing Previous Townhouse Applications in Area
- ATTACHMENT 5: Detailed List of Concerns Raised at the Public Information Meeting – October 21, 2003
- ATTACHMENT 6: Summary of the Comment Sheets Received (Oct 21, 2003)
- ATTACHMENT 7: City Letter to the Community
- ATTACHMENT 8: Trip Generation Map: Seaward Gate Example
- ATTACHMENT 9: Applicants Response To Council's Referral Request of March 8, 2004
- ATTACHMENT 10: Bylaw 7663 – To be abandoned
- ATTACHMENT 11: Bylaw 7664 – To be abandoned

# City of Richmond



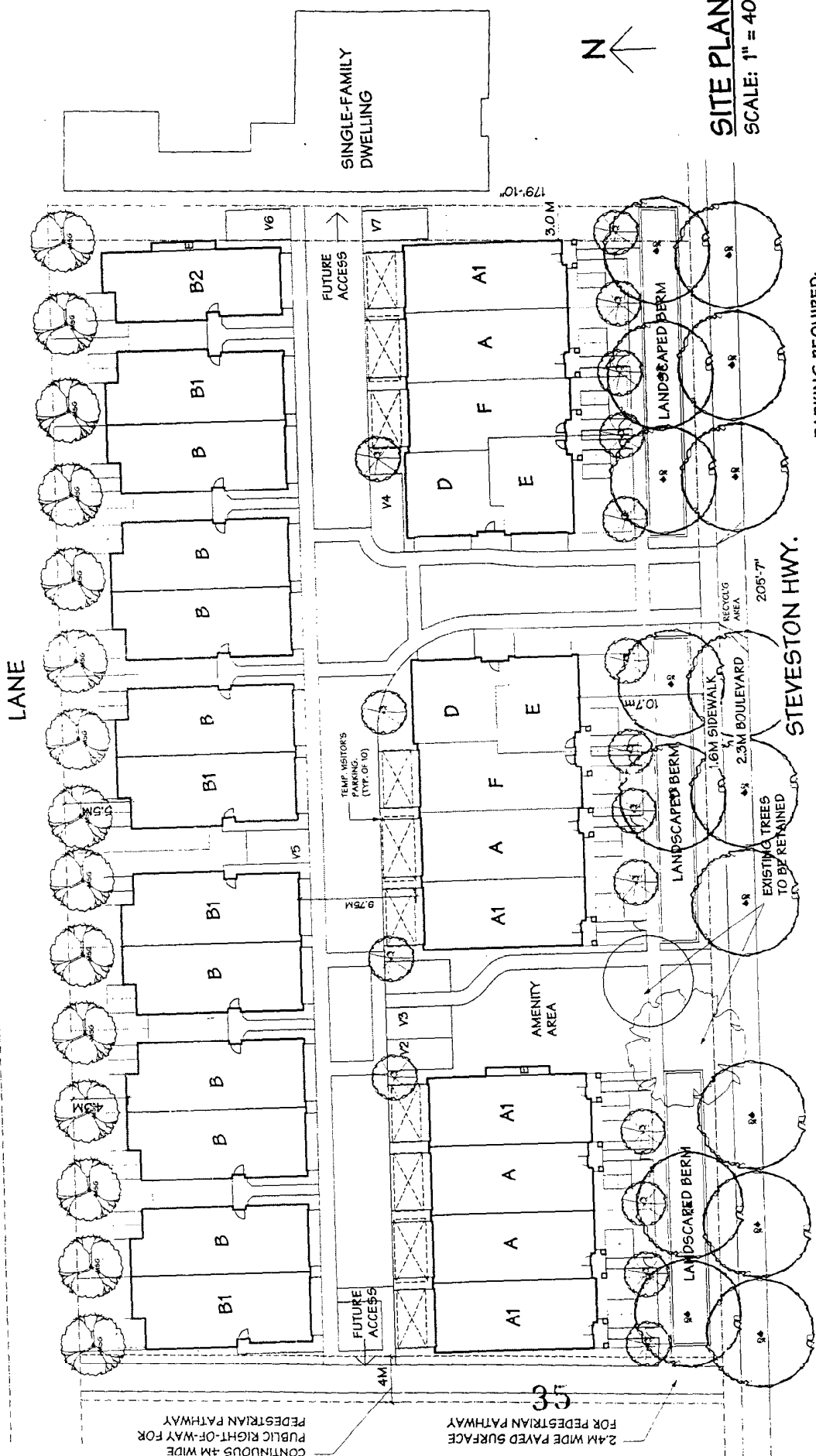
RZ 03-232158

Original Date: 04/04/03  
 Revision Date: 04/14/04  
 Note: Dimensions are in METRES





**SITE PLAN**  
SCALE: 1" = 40'-0"



**PARKING REQUIRED:**  
 26 UNITS X 2 = 52 SPACES  
 26 UNITS X 0.2 = 5.2 VISITOR SPACES  
**TOTAL: 57.2 SPACES**

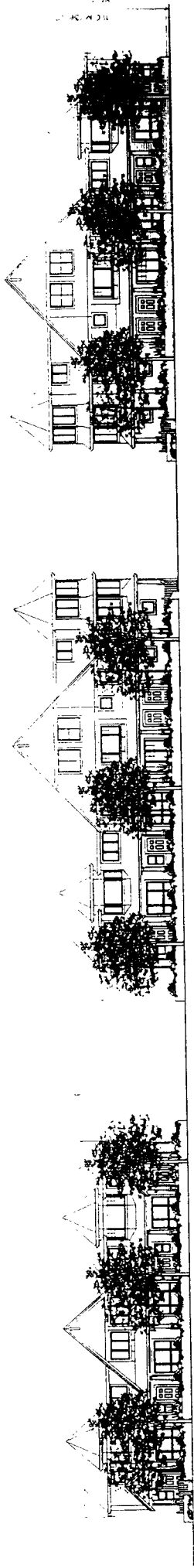
**PARKING PROVIDED:**  
 2 CAR GARAGE X 26 UNITS = 52 SPACES  
 VISITOR PARKING = 7 SPACES  
**TOTAL: 59 SPACES**

ADDITIONAL 10 TEMPORARY VISITOR'S PARKING SPACES PROVIDED  
 (F.A.R. = 0.6)

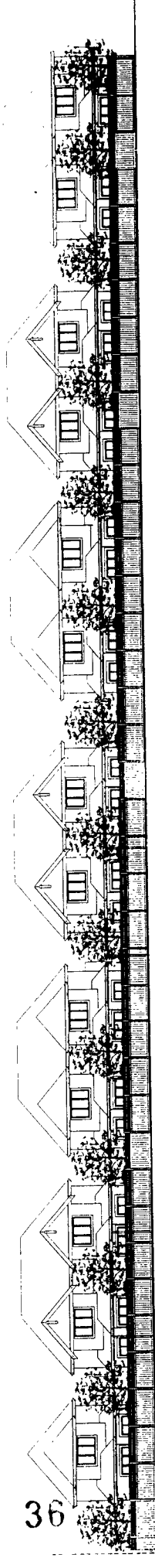
**PROPOSED FLOOR AREA:**

UNIT-A/A1:	1,225 SF X 8 UNITS = 9,800 SF
UNIT-B:	1,400 SF X 8 UNITS = 11,200 SF
UNIT-B1/R2:	1,465 SF X 5 UNITS = 7,325 SF
UNIT-D:	1,300 SF X 2 UNITS = 2,600 SF
UNIT-E:	1,250 SF X 2 UNITS = 2,500 SF
UNIT-F:	1,425 SF X 2 UNITS = 2,850 SF
ELECT ROOMS:	95 SF
<b>TOTAL 27 UNITS</b>	<b>36,360 SF (22,126) (F.A.R. = 0.6)</b>

**STATISTICS:**  
 1151-11531-11535-11551-11571-11591 STEVESTON HWY.  
 R2-0.6  
 5,632.6 SQ.M. (60,631 SF, 1.4 AC)  
**PROPOSED REZONING:** 60,632 SF X 0.6 = 36,379 SF  
**SITE AREA:**



SOUTH ELEVATION (STEVESTON HWY.)



NORTH ELEVATION (LANE)

36

0308

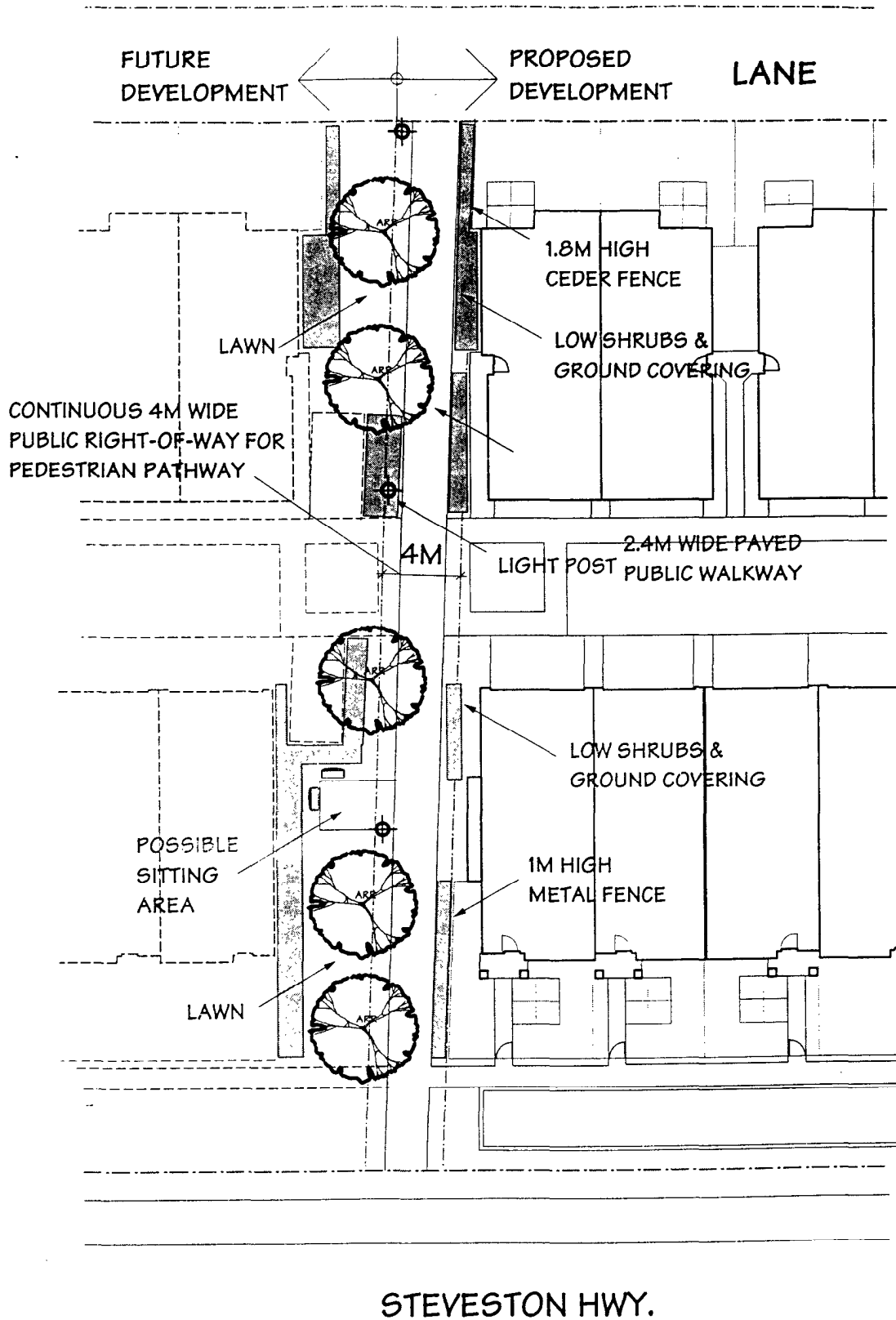
TOWNHOUSE DEVELOPMENT

11511-11551-11571-11591 Steveston Hwy., Richmond

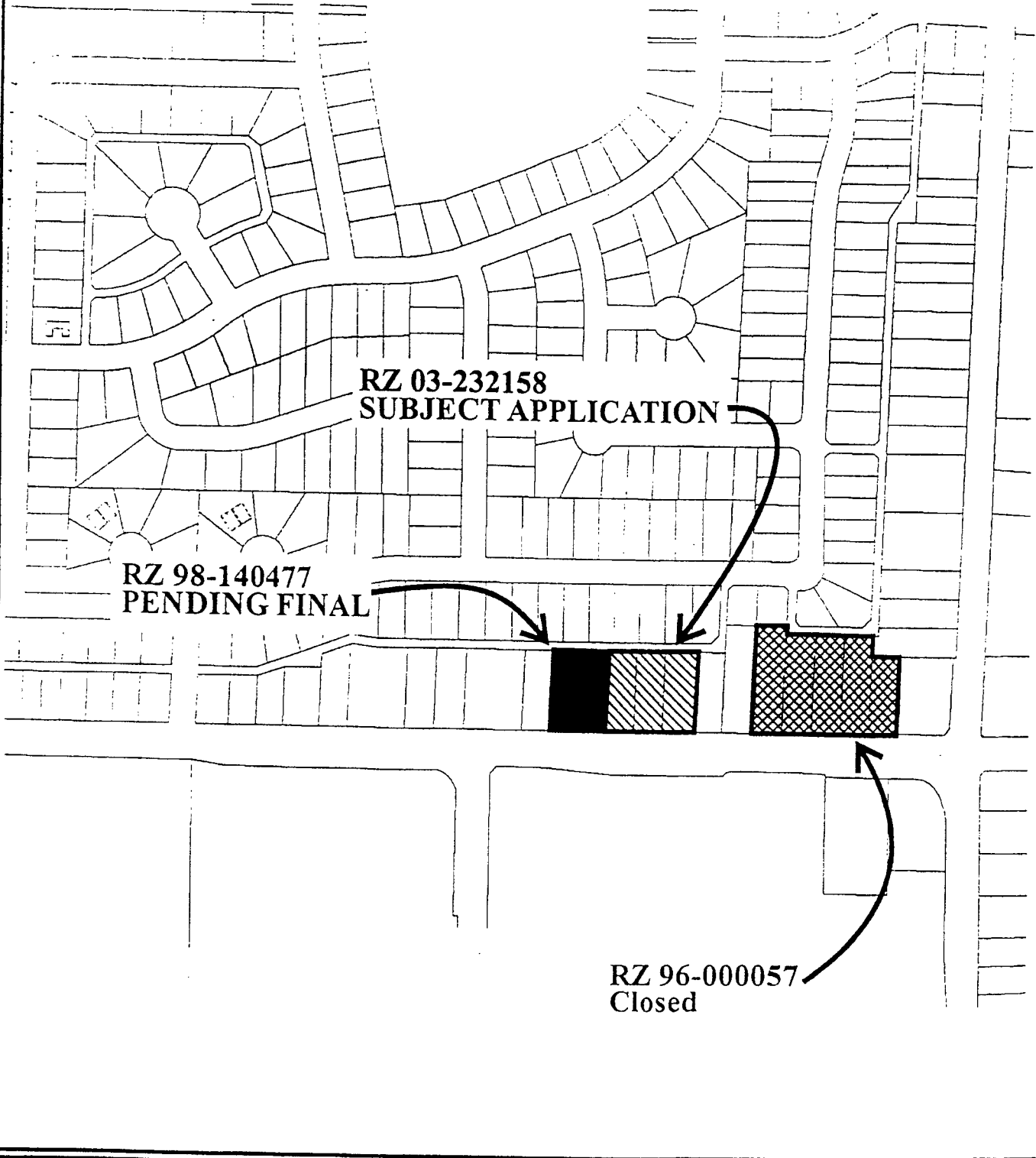
APR. 01, 2004

tomizo yamamoto architect inc.

954 Baycrest Drive, North Vancouver  
B.C. V7G 1N8 Tel. 929-8531 Fax. 929-8591  
E-mail: [tomizo@shaw.ca](mailto:tomizo@shaw.ca)



PUBLIC WALKWAY PLAN



Development Status  
 11,000 Blk Steveston Highway

Adopted Date: 07/14/03

Amended Date:

Note: Dimensions are in METRES

**Public Information Meeting Notes  
Shellmont Area – Woodward School (October 21, 2003)**

**General Traffic Concerns**

Access In and Out of Neighbourhood

- Pedestrian activated light at Seaward Gate does not work properly – light is not being activated even though a line of cars is down Seaward Gt.
  - General dislike of having to get out of car to trigger the light – safety concerns with this too.
  - Others wanted to impose left turn restrictions (using either signage or a concrete median.)
  - Similar concerns voiced at Seacliff Road access to No. 5 Road (ie. difficulty turning left).
- Concerns were voiced about pedestrian access (via. path or walkway) from the neighbourhood - thru the lane and townhouse development – to Steveston Hwy and Ironwood.
- Traffic congestion causing people to access the neighbourhood via Shell or Williams.

Problems Associated with Busy Arterials and Traffic Congestion

- Traffic noise associated with the heavy use of arterial roads
- Left hand turn bay to head from Steveston Hwy to No. 5 Road (northbound) is insufficient.
- Health related issue associated with existing and future traffic congestion (ie. air quality).
- Need to create another access to Hwy. 99 to alleviate pressure on existing access at Steveston Hwy and No. 5 Road (ie. Blundell Road access).
- “Bottleneck” created by bridge over Hwy. 99.
- There was the realization from some that traffic congestion is a problem now – and that traffic congestion will be a problem in the future.

Traffic Thru the Neighbourhood

- Concerns with existing overall volume of traffic thru the neighbourhood as well as the potential increase in this form of traffic caused by townhouse development along Steveston Hwy.
- Speed of existing traffic travelling thru the neighbourhood.
- Use of arterials (Steveston Hwy) to get from point ‘A’ to ‘B’ is not the case – Cars will still use local roads thru the neighbourhood.

Lane Issues

- Some wanted to know how people were going to be encouraged to use the lane rather than the neighbourhood local roads.
- Concerns over lane safety (ie. Crime created by increased access and use of the lane).
- Many had problems with the proposed lane access off Steveston Hwy and No. 5 Road stating that it would only make traffic congestion and existing problems worse.

- Lane is too narrow as it currently exists – Will the upgraded lane address the increased use generated by the proposed townhouse development?
- Some felt that the lane needed to be blocked off – this is to prevent cars from using the lane to access the local roads in the neighbourhood.
- The safety of alternative modes of transportation (peds. & bikes) is compromised by increased traffic in the lane.
- Many people (1/2) did not want the proposed townhouses to have any access to the lane (access to townhouses via Steveston Hwy. only).

#### New Development and Associated Traffic Volumes

- Proposed traffic volumes associated with the medium-density build out scenario are too high with regards to potential cars that will be using the lane.

#### **Negative Impacts from Surrounding Developments (ie. Ironwood)**

- The use of buses along Steveston Highway.
  1. Noise associated with buses generally travelling down Steveston Hwy.
  2. Buses stopping along Steveston Hwy for extended periods of time is creating further traffic problems.
- Negative Externalities from Ironwood and Coppersmith
  1. Noise is too high (particularly in evening).
  2. Garbage spilling out into residential neighbourhood.
- Generally Oppose the future Buddhist Temple east of No. 5 Road.
- Concerns with the noise generated by the Bus Depot (Translink).

#### **Concerns with Proposed Development (3-Storey Townhouses)**

- The density of the proposed townhouse (3-Storey) is out of character with the existing residential development (Single-Family) in the neighbourhood.
- Some people noted that for houses that front along Steveston Hwy where townhouse development is slated or proposed – Townhouse development will be the only way that the frontage will get improved (ie. implementation of the landscaped berm and grass & treed boulevard).
- Problems with incremental development and upgrading of the lane along Steveston Hwy. (ie. Lane will not be fully upgraded and to standard without a significant amount of development, but in the meantime – as first few developments go in, people will be using (for the most part) a substandard lane.
- There was a dislike of the use of individual garages (facing inward) within the proposed townhouses.
- Opposition to front doors in the lane for proposed townhouse.
- Visitor parking issues:
  - Are visitor parking numbers sufficient?
  - Spill out of parking into the lane and/or neighbourhood.

- Concerns over who would pay for the upkeep and maintenance of lane, landscaping along the lane and landscaped berm along Steveston Hwy, which are requirements of the proposed development.
- Residents wanting another form of development (Single-Family Housing Only).
- Concerns that existing drainage (which is bad now) may be made worse from the proposed townhouse.
- “Tone Done” proposed townhouse development (about a 2/3 majority supported this).
- TANDEM vs. CONVENTIONAL parking on the development site.

### **Miscellaneous**

- One individual noted that Council had an overall ‘dislike’ of the development and therefore questioned the legitimacy of the overall proposal for townhouses along Steveston Hwy.
- A few individuals suggested a frontage road that would go between Steveston Hwy and the proposed townhouse development and that this frontage road would provide any and all access to the future townhouses.
- Questioning why development along arterial roads is supported and/or permitted rather than in areas within the neighbourhood.
- Concerns were voiced about how to ensure that what was approved at the rezoning stage (and Development Permit process) is what actually gets built.

Prepared by Kevin Eng, City of Richmond

## Summary of Top Responses

### Supporting Comments

- Support given to the establishment of a formal pedestrian walkway from the lane to Steveston Highway.
- Support given to proposed upgrades along Steveston Hwy (i.e. Implementation of a landscaped berm; sidewalk widening and grass & treed boulevard).
- General view that the proposed townhouses will improve the aesthetics of the area and land ownership (vacancy vs. rental). Townhouses were a good fit considering the context – Ironwood.

### Opposition Comments

- No proposed townhouse development should be able to access and use the lane. Permanent vehicle access shall be by Steveston Hwy only.
- The upgraded lane will not be able to handle the traffic volumes if in the future, development of townhouses occurs along this block.
- Sensor for the Pedestrian activated light at Seaward Gate needs to be reviewed and adjusted to lessen the waiting time and decrease the amount of queuing cars required to trigger the light.
- Despite reductions in density – proposal is still too high. A range of 11 to 14 townhouse units was proposed as being more acceptable.
- 2 ½ storeys along the back lane is still too high. The back should be no higher than 2 storeys with the front being no higher than 3 storeys.
- The maximum height of all buildings should be 2 storeys.
- Parking concerns were numerous with comments about:
  - Visitor parking being insufficient; and
  - People using tandem parking incorrectly.
  - People believe that townhouse parking will spill out onto neighbourhood streets and lanes.



## **Issue – Pedestrian Access**

### **Supporting Comments**

- Support the establishment of a pedestrian walkway from the lane to Steveston Highway (x3).
- Support for the proposed upgrades along Steveston Highway – Landscaped buffer (x2).
- In using the existing informal pathway – one noted no prevalent safety concerns.
- Pedestrian safety will be better addressed with townhouse development than in the current situation.
- Additional/Upgraded lighting, sidewalks, and the presence of newer style townhomes will make the neighbourhood safer.

### **Support Conditional – Requested Revisions**

### **Opposition – Comments**

- Pedestrian safety at the north-south access laneway is compromised by cars entering and exiting the development.

### **General Comments**

## **Lane**

### **Supporting Comments**

- The upgrades (Steveston Hwy. & Lane) will be able to accommodate the increased usage

### **Support Conditional – Requested Revisions**

- Along with lane upgrades, any possibility of implementing traffic calming measures (x2).
- Opportunity to green-up the lane (Country Lane).
- Willing to support the project if no access is allowed to the lane (permanent access off Steveston Hwy).

### **Opposition – Comments**

- The completely upgraded lane will still not be able to handle the potential increase in traffic if development occurs along this entire block. The width will not be sufficient.
- No developments along Steveston Hwy should have any access to the lane at any time (x2).
- Lane upgrades should occur all at once, not piece by piece.
- Drainage in the lane is currently poor. There is a concern that the proposed development would only worsen existing drainage on surrounding properties.
- The upgraded lane will not be able to accommodate emergency and/or service vehicles.
- No access (permanent or temporary) should be allowed from Steveston Hwy because of high traffic volumes.

- Development will result in bottlenecks at the lanes exiting onto Seaward Gate and Seacliff Road.
- Traffic volumes will be higher than predicted.

**General Comments**

**Traffic Flow**

**Supporting Comments**

- Shortcutting is evident everywhere – This neighbourhood is no different.

**Support Conditional – Requested Revisions**

**Opposition – Comments**

- Existing infrastructure (i.e. Seahurst/Seamount and Lane), is not adequate enough to handle increased traffic volume.
- Single lane bridge over Hwy 99 is insufficient.

**General Comments**

- Traffic flow problems in this area (current and future) are a result of decisions to locate public facilities and housing (Riverport), contrary to the regional growth strategy of the GVRD.

**Steveston Hwy and No. 5 Road Intersection**

**Supporting Comments**

- The issue of left hand turn bays (inadequate length or signal time) will be an issue no matter what. Does not relate to proposed development.

**Support Conditional – Requested Revisions**

**Opposition – Comments**

- Time cycle for the signal is too long during low traffic periods.
- Existing inadequacies with left hand turn bays at intersection will only be magnified with increased development.

**General Comments**

**Access into the Neighbourhood**

**Supporting Comments**

### **Support Conditional – Requested Revisions**

#### **Opposition – Comments**

- Difficult to get out of the neighbourhood – proposed development would only magnify problems of access in and out of area.
- Difficult to access Steveston Hwy via Seaward Gate. Need fully signalized intersection.
- A no left turn sign should be implemented at Seaward Gate.

#### **General Comments**

- Sensor for activating pedestrian light at Seaward Gate needs to be reviewed (i.e. less time to wait and fewer cars triggering the light) (x5).
- One comment about how access problems via Seaward Gate and Seacliff Gate had nothing to do with the proposed development.

### **Transit Operations**

#### **Supporting Comments**

- It is advantageous to have any bus service at all – Many areas or regions do not have such close and convenient bus service.

### **Support Conditional – Requested Revisions**

#### **Opposition – Comments**

- Buses parked along Steveston Hwy for extended periods of time.
- Bus drivers are still parking in the neighbourhood.

#### **General Comments**

- Noise from transit facility makes neighbourhood less pleasant to live in.
- Berm should have been a requirement for this project (x3).

### **Developer Proposal**

#### **Supporting Comments**

- Townhouses are a good idea, especially in regards to attracting a more elderly population because of the close proximity to services.
- Development around the shopping centre is better suited to townhouse forms of development.
- Many developments are much denser in Richmond – Why should this proposal be drastically scaled down – Policies and decisions should be more equitable.
- Noise from Steveston hwy will actually be reduced because of the buildings and implemented berm.
- The new development will actually reduce crime (eliminate rental properties and associated concerns – grow ops; large numbers of cars parked outside one house).
- Revisions to density and height are acceptable.

### **Support Conditional – Requested Revisions**

- Front doors should be oriented to the lane to help prevent crime.
- One resident stated that they could support a development with a density of 0.55 FAR or around 11 townhouse units.
- For the townhouses facing the rear lane, a height of 2 storeys would be acceptable.
- One resident would support densities of around 14 to 15 units.
- Maximum height should be 2 storeys for all townhouse buildings.

### **Opposition – Comments**

- Despite reductions in density, parking is still going to be problem, both for visitor and dwelling unit parking. 5 visitor parking stalls is not enough (x6).
- Density is still too high. 17 townhouse units is still too much (x4).
- The height of the project is still too high. Three storeys along Steveston Hwy is supported, but opposition to 2 ½ storeys facing the lane because of privacy concerns (x2).
- Do not support any implementation of tandem parking. Concern that those that do not use tandem parking properly will park their cars in the neighbourhood streets (x2).
- This area is better suited for small/narrow lot single-family homes (33-40 ft wide) in order to keep increases to traffic at a minimum.
- Proposed developments of the past did not have a density of the one currently being proposed. Why should this one be considered differently?

### **General Comments**

- One voiced support for the development – the reasoning being that people living in the new development will pay full taxes and utility rates. The individual cited concerns about illegal secondary suites in the neighbourhood.
- Excellent opportunity to provide a better aesthetic appearance as the area is a major gateway into Richmond (x2).
- The surrounding context (shopping centre, large residential lots) means that development is inevitable. As the proposed development is not Co-op or affordable/rental housing, the resulting development will be of high quality with active ownership.

Prepared by Kevin Eng, City of Richmond

February 10, 2004  
File: RZ 03-232158

Urban Development Division  
Fax: (604) 276-4052

Dear :

**Re: APPLICATION BY MICHAEL LI FOR REZONING AT 11551, 11571 AND 11591  
STEVESTON HIGHWAY**

Following the Open House that was held on December 9<sup>th</sup>, 2003 , staff have now summarized the verbal and written comments that were received. Based on these comments, further amendments have now been made to the applicants proposal and are proposed for the Ironwood Sub-Area Plan.

This letter is to summarize those changes and to inform you that the application will likely be reviewed by Planning Committee on either March 2<sup>nd</sup>, 2004 or March 16, 2004 at 4:00pm in the Anderson Room. To obtain a copy of the staff report and to confirm the meeting date, view the Planning Committee Agenda on or after February 27<sup>th</sup> or March 12<sup>th</sup> on the City's web page at [http://www.city.richmond.bc.ca/council/planning/2004/pl2004\\_list.htm](http://www.city.richmond.bc.ca/council/planning/2004/pl2004_list.htm). Assuming that Planning Committee and Council accepts the staff recommendations, this application will proceed to a Public Hearing on Monday, April 19<sup>th</sup>, 2004 at 7:00 pm in the Council Chambers.

Summary of applicants proposal (see Attachment 1):

- the applicant has reduced the number of units from 21 to 16;
- the heights for all but three units along Steveston Highway have been reduced from 3 to 2 storeys;
- there is a permanent access to Steveston Highway and no vehicular access to the lane;
- the front doors of the rear units have been re-oriented inward away from the lane;
- there are no tandem parking spaces; and
- the proposal now provides the three standard visitor parking spaces required by bylaw, and one additional standard visitor stall plus 6 informal visitor spaces in the "aprons" in front of the garage doors.

Summary of changes to the Ironwood Sub-Area Plan:

- there will be no vehicular access to the lane on a temporary or permanent basis for townhouse developments. Only three access points will be permitted in the whole block to Steveston Highway which will result in some shared access points. Single family developments will be permitted access to the lane;
- both vehicular and pedestrian access are to be oriented inward rather than to the lane;
- the maximum permitted density will be 0.6 FAR;
- the maximum permitted height will be 2 storeys at the rear and 3 storeys along Steveston Highway;

- no tandem parking will be permitted;
- additional visitor parking spaces are encouraged;
- there will be pedestrian access points connecting the lane to Steveston Highway. These walkways are to be designed according to CPTED principles for safety; and
- there will be no changes to the requirement for a landscaped berm along Steveston Highway.

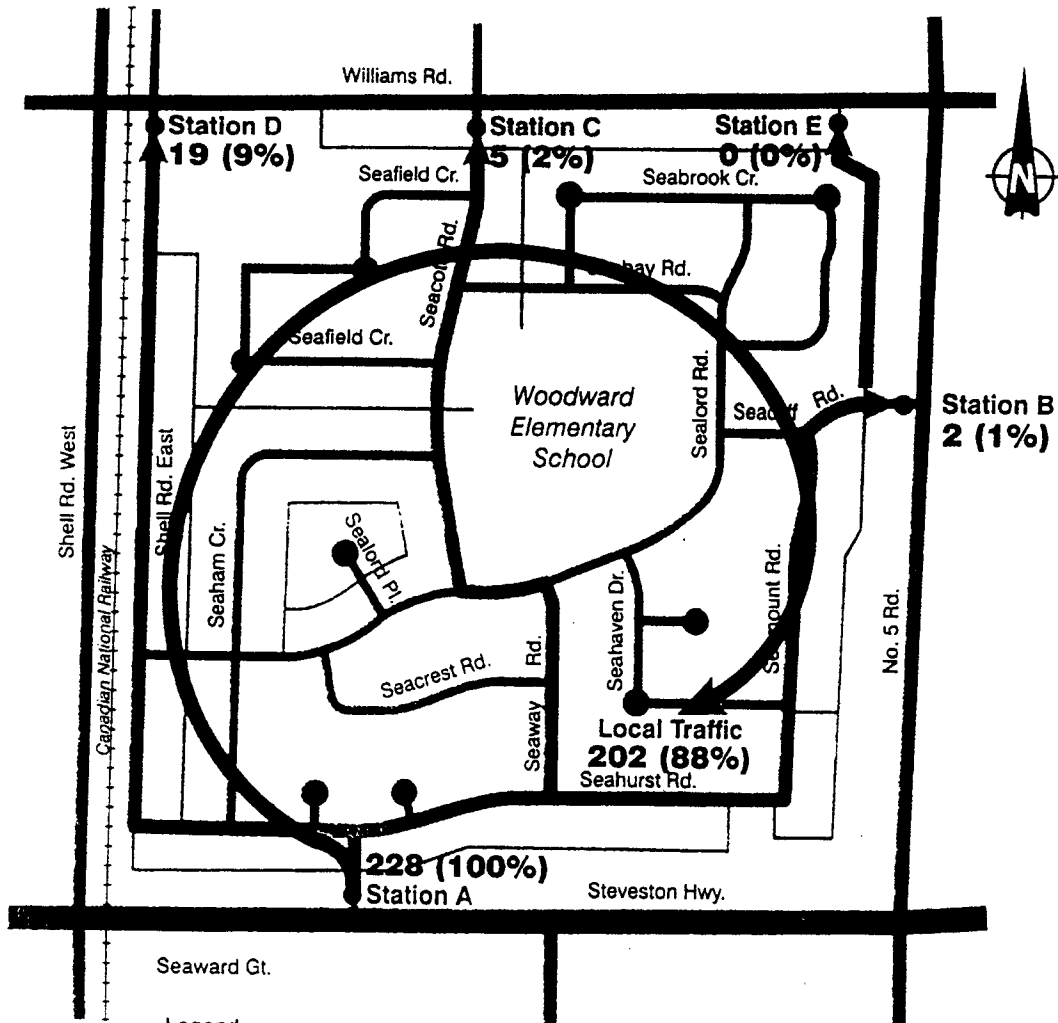
Also of note is the fact that, based on concerns expressed about the difficulty in turning left from Seaward Gate on to Steveston Highway, the intersection was modified to trigger the light on two cars.

If you have any questions or comments you can reach me at 604-276-4212.

Yours truly,

Jenny Beran, MCIP  
*Planner, Urban Development*

JMB:jmb



**Legend**  
 XX (YY%)  
 --- Percent of entering vehicles from Station A  
 --- Total number of vehicles between 3:00pm and 6:00pm

**FIGURE 3 PROPORTIONS OF SHORT-CUTTING AND LOCAL TRAFFIC FROM STATION A**

**tomizo yamamoto architect inc.**

954 baycrest drive, north vancouver, b.c. V7G 1N8

phone: 604-929-8531 fax: 604-929-8591

e-mail: tyarch@shaw.ca

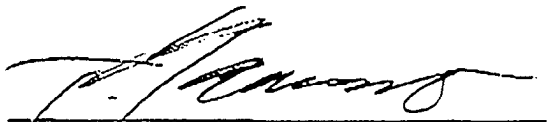
Point (d) *the possibility of the developer upgrading the existing lane, particularly to address drainage problems;*

The developer has agreed to upgrade the lane to include new paving and drainage, and new lighting. Design of the improved lane will be submitted to the City of Richmond for approval.

Point (e) *whether the developer would provide any other funds to the City;*

The developer has agreed to improve the public lane to the North of the development. As this development is not served by this lane, improvement to the lane is for the benefit of the greater community. Additionally, and as outlined in response to point (a), the developer is willing to contribute money for the development of a public walkway offsite of the development in lieu of providing the pathway on the subject property.

Please feel free to contact me with any questions,



Tomizo Yamamoto MAIBC  
Tomizo Yamamoto Architect, Inc.





City of Richmond

Bylaw 7663

**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 7663 (RZ 03-232158)**

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

- 1. The Shellmont Area, Ironwood Sub-Area Plan, Bylaw 7100 Schedule 2.8A is amended by:
  - a) deleting the Table of Contents and pages 9 through 14;
  - b) substituting a new Table of Contents and pages 9 through 14 which are attached as Schedule 1 to this bylaw; and
- 2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7663”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



City of Richmond

Bylaw 7664

**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7664 (RZ 03-232158)  
11551, 11571 AND 11591 STEVESTON HIGHWAY**

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

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

P.I.D. 003-899-331

Lot 394 Section 36 Block 4 North Range 6 West New Westminster District Plan 45716

P.I.D. 005-965-250

Lot 395 Section 36 Block 4 North Range 6 West New Westminster District Plan 45716

P.I.D. 016-268-768

Lot "B" Section 36 Block 4 North Range 6 West New Westminster District Plan 86247

- 2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7664**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK

TO: MAYOR & EACH  
COUNCILLOR  
FROM: A/CITY CLERK

## MayorandCouncillors

**From:** Edward Kroeker [eakroeker@shaw.ca]  
**Sent:** February 29, 2004 8:00 PM  
**To:** MayorandCouncillors  
**Subject:** Planning Committee Meeting - Mar.02/04

Re: Planning Committee Meeting - Mar.02/04  
Agenda item #7 - Application for rezoning at 11551, 11571, 11591 Steveston Hwy.

To: Planning Committee,

My name is Edward Kroeker and I own and live at 11640 Seahurst Rd.

In looking at the reports and recommendations of the planning committee with regard to pedestrian access from the back lane of the properties along Steveston Hwy. to Steveston Hwy, I noticed that although concerns were raised regarding pedestrian access, the committees' proposal is that they will continue to encourage that pedestrian access points are desired.

I would like to take issue with this response since my property backs onto the lane right across from the proposed development.

I know that there have been a number of responses at the last Open House that indicated dissatisfaction with the proposal to remove pedestrian access to Steveston Hwy. None of those people that oppose the removal of pedestrian access live right on the lane. They are from other properties in the subdivision and see pedestrian access as a convenient way to get to Ironwood Plaza.

They are also not the ones that have had to deal with the vandalism that has been caused by pedestrian traffic past our property.

I have had my fence kicked in 7 times in the past 2 years - most recently 2 weeks ago. (the fresh boards are still visible at the back of my property) I have also had my garden hose stolen from the side of house against the lane. One other issue that pedestrian traffic has caused is a constant littering of garbage along the lane and on my own lawn and boulevard.

I know this vandalism is not caused by those homeowners who wish to use a convenient shortcut to Ironwood. They have always been done by teenagers or young adults that have no respect for anyone's property. If it was only responsible homeowners who used this pedestrian access, I would have no problem with it.

Although a pedestrian walkway between the lane and Steveston Hwy. is convenient, those that choose to walk to Ironwood would only need to walk one block further to cross Steveston Hwy. at the Seaward Gate intersection. We use this route ourselves because the whole purpose of walking instead of driving is to get some exercise - not just to get there quickly.

I have reviewed the rest of the issues and committee responses and am pleased with how these have been dealt with. The whole process that has taken place so far has shown good cooperation between the developer, city planning, and the neighbourhood.

Although I may be a minority voice in this issue of pedestrian access, I feel I must express my concerns to you and I know they are also the concerns of those who live directly against the lane along Seahurst Rd.

Sincerely,  
Edward & Agnes Kroeker  
11640 Seahurst Rd.





Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7712 (RZ 03-232158)

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

- 1. The Shellmont Area, Ironwood Sub-Area Plan, Bylaw 7100 Schedule 2.8A is amended by:
a) deleting the Table of Contents and pages 9 through 14;
b) substituting a new Table of Contents and pages 9 through 14 which are attached as Schedule 1 to this bylaw; and
2. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7712".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

Five horizontal lines for signatures or initials.

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

MAYOR

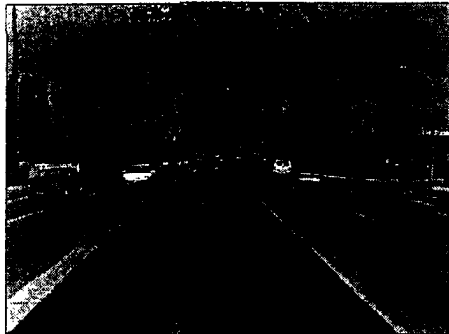
CITY CLERK

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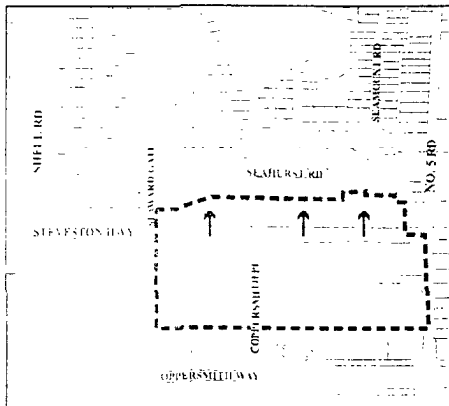
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*Centre boulevard across from Ironwood*



*Shared vehicular access*

### 8.3.1 SETTLEMENT PATTERNS

- a) Place emphasis on the establishment of a green, treed and landscaped streetscape along Steveston Highway punctuated by entranceways to individual townhouse clusters;
- b) Accommodate three vehicular access points between Seaward Gate and No. 5 Road as shown on the shared vehicular access diagram;
- c) These vehicular access points will provide right in/right out access to the development sites and will be the only form of vehicular access for new townhouse developments (eg. no lane access); and
- d) These vehicular access points will be linked where possible through the multi-family sites with the use of public right-of-ways.

### 8.3.2 MASSING AND HEIGHT

- a) Permit townhouses at a maximum density of 0.6 FAR;
- b) Setback 6 m (19.69 ft.) along Steveston Highway. EXCEPT that where a berm is not provided (as described under Landscape Elements) the minimum setback shall be 12 m (39.37 ft.); and
- c) Multi-family units along the lane are to be a maximum of 2 storeys.

### 8.3.3 ARCHITECTURAL ELEMENTS

- a) To address noise-related traffic impacts and establish a pedestrian-friendly streetscape, new development should be designed to maintain an acceptable ambient noise level of 35 dB for indoor spaces and 55 dB for outdoor private spaces.

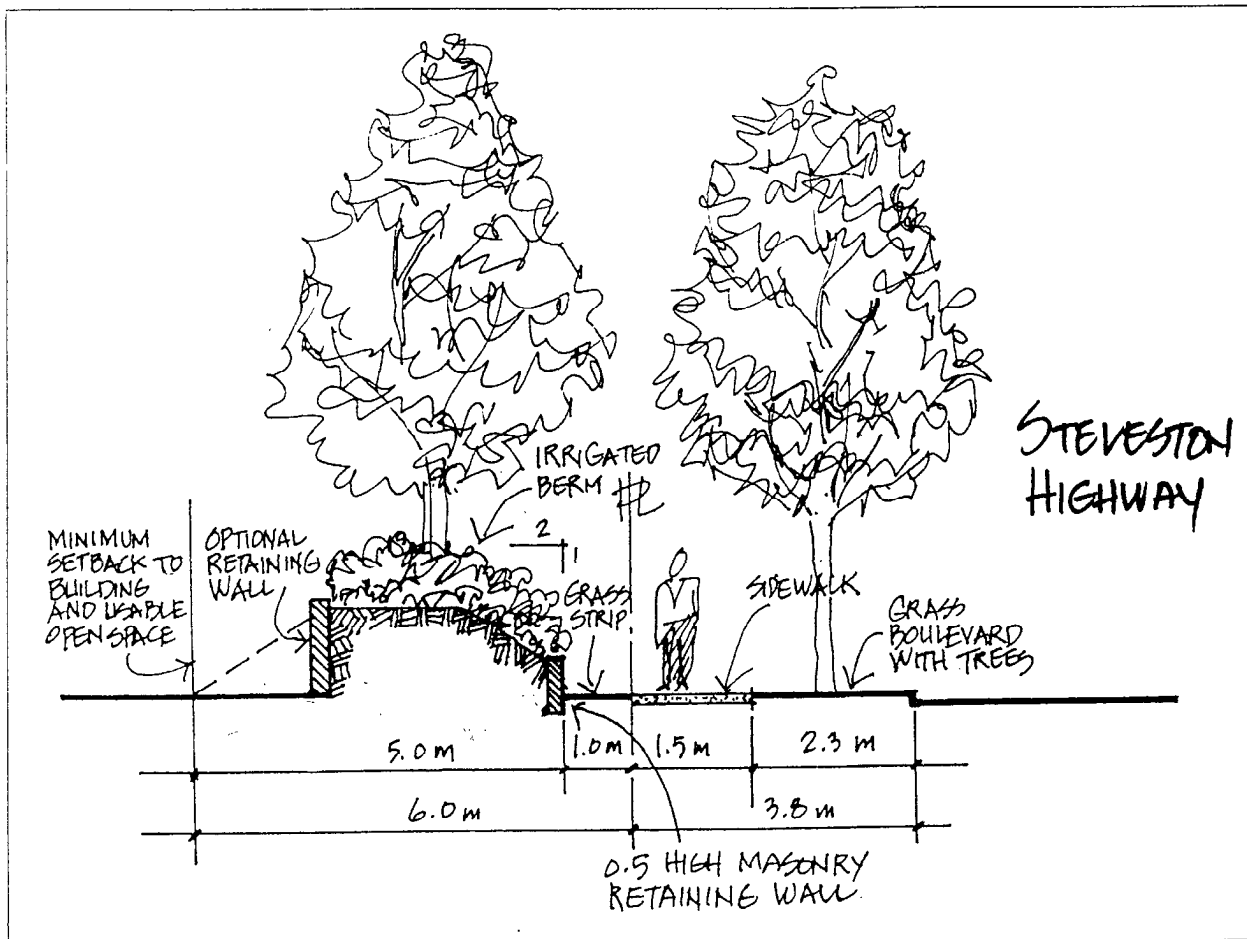
### 8.3.4 LANDSCAPE ELEMENTS

- a) Along Steveston Highway, contribute a lush, green and pedestrian oriented landscape by accommodating:
  - Installation of a 2.3 m (7.55 ft.) wide grass boulevard (complete with a single row of Pin Oaks) at the back of curb and a 1.5 m (4.92 ft.) wide concrete sidewalk;

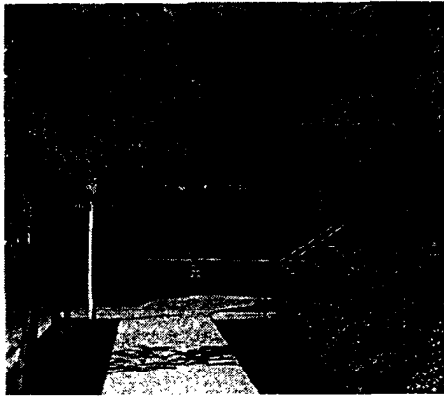


Berm on south side of Steveston Highway

- Within the minimum 6 m (19.69 ft.) building setback, a 1 m (3.28 ft.) wide grass strip at the back of sidewalk and a continuous landscaped berm at least 1.2 m (3.94 ft.) high (measured from the adjacent curb), EXCEPT as required to maintain existing mature trees (See diagram: *Steveston Highway frontage*);
- Any fencing incorporated as part of the berm should be located at a minimum of 4.4 m (14.43 ft.) from the south property line and not higher than 1.5 m (4.92 ft.) (measured from the curb) EXCEPT where a fence is adjacent to private outdoor space it may be as tall as 1.8 m (5.90 ft.);
- Significant planting within the berm area, including large growing trees and plant material chosen for its seasonal colour, screening abilities, and visual interest;



Steveston Highway frontage



*Crosswalk at Coppersmith Place*

- A minimal width and number of breaks in the berm for pedestrian and where necessary, vehicular access. Pedestrian access should be shared by a number of units and typically be confined to a 3 m (13 ft.) break in the berm; and
- Pedestrian pathways linking the single-family neighbourhood to the north of Area B to the Ironwood shopping centre. The pathways require a minimum of 2.4 m (7.87 ft.) of paved surface to accommodate pedestrian and bicycles with a minimum of 0.8 m (2.6 ft.) landscaping on either side for a total width of 4 m (13.12 ft.). One of the pathways should be located close to Coppersmith Place where there is a crosswalk. Pathways should be designed according to CPTED principles.

### **8.3.5 PARKING AND SERVICES**

- a) No tandem parking will be permitted; and
- b) Additional visitor parking is encouraged.



**BICYCLE PARKING AND  
END OF TRIP FACILITIES**

**APPENDIX 1**

New development should accommodate the bicycle parking and end-of-trip facility needs of multiple-family residential dwellers, workers, and visitors.

**a) CLASS 1 Parking**

Secured, long-term bicycle parking shall be provided for the use of residential use and non-residential tenants in the form of waterproof bicycle lockers, or bicycle rooms complete with bicycle racks.

- (i) Parking facilities shall: be at-grade; have uniform 160 lux (min.) lighting which yields true colours; and, be within sight of building entry, elevator, and/or security.
- (ii) Bicycle rooms shall provide: lockable door(s) with window(s); tamper-proof, motion-activated security lighting; and unobstructed view of each room from its entry; and, facilities for no more than 20 bicycles per room (enabling owners to identify one another).
- (iii) Bicycle lockers shall: be constructed of solid, opaque, weather-proof and theft-resistant material, with no exposed fittings or connectors; have lockable doors which open to the full height and width of each locker; be grouped together; not be located at the head of parking spaces; and, have clear minimum dimensions of:

Length	1.80 m (5.91 ft.)
End Width at Door	0.60 m (1.97 ft.)
End Width Opposite Door	0.22 m (0.72 ft.)
Height	1.20 m (3.94 ft.)

**b) CLASS 2 Parking**

Unsecured, short-term bicycle parking shall be provided for visitors in the form of bicycle racks located within 15 m (49.2 ft.) of a principal building entry.

- (i) Parking shall be situated in well-lit locations, clearly visible from principal building entries and/or public roads.

- (ii) Bicycle racks shall be made of sturdy, theft-resistant material, securely anchored to the floor or ground.
- (iii) Bicycle racks shall be designed to support the bicycle frame, not the wheels, and allow both the frame and the front wheel to be locked to the rack with a U-style lock.

