



**City of Richmond**  
Planning and Development Department

**Report to Committee**

**To:** Planning Committee  
**From:** Brian J. Jackson, MCIP  
Director of Development  
**Date:** November 7, 2008  
**File:** RZ 08-414348  
**Re:** Application by Interface Architecture Inc. for Rezoning at 12351 No. 2 Road  
from Light Industrial District (I2) to Comprehensive Development District  
(CD/126)

**Staff Recommendation**

That Bylaw No. 8449, for the rezoning of 12351 No. 2 Road from "Light Industrial District (I2)" to "Comprehensive Development District (CD/126)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

SB:blg  
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Real Estate Services.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 12351 No. 2 Road (**Attachment 1**) from "Light Industrial District (I2)" to "Comprehensive Development District (CD/126)", in order to develop approximately 39 three-storey townhouses.

A Servicing Agreement is a requirement of rezoning for the design and construction of: road widening and frontage improvements along No. 2 Road, signalization warrant study for No. 2 Road and Moncton Street, which may lead to intersection improvements or contribution for future works, a 3 m public walkway along the south and west edges of the development site in a public rights-of-passage (PROP) right-of-way (ROW), and servicing pipe size upgrades to City requirements if needed.

The site was formerly used for industrial activities and as a result, soil remediation is required. Confirmation of approval from the Ministry of Environment regarding the site investigation is required as part of the separate Building Permit application process.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

### Surrounding Development

The subject site is located in the Trites Area (Steveston Area Plan), which is in transition from industrial uses to a mix of single-family (new subdivisions and existing) and multi-family townhouses (with discrete two and three storey townhouse areas). The following development surrounds the subject site:

- to the north, is a 54-unit three-storey townhouse development (DP 05-290213), zoned "Comprehensive Development District (CD/126)";
- to the east, across No. 2 Road is farmland in the Agricultural Land Reserve (ALR), zoned "Agricultural District (AG1)";
- to the south, is an active strata-titled industrial property, zoned "Light Industrial District (I2)". This is envisioned to become multi-family in the future; and
- to the west, are two (2) industrial properties, zoned "Light Industrial District (I2)". These are envisioned to become single-family subdivision in the future.

### Related Policies & Studies

#### Official Community Plan

- The proposed development is located within the Richmond Official Community Plan (OCP); Steveston Area Plan. The proposed land use complies with the designated "Three-Level Townhouses" land use on the Trites Area Land Use Map (**Attachment 3**).
- The proposed use, No. 2 Road vehicle access, cross-access, and public pedestrian paths continue the neighbourhood pattern and transportation network being established in the area.

- The proposal complies with the Official Community Plan (OCP) requirement for a special landscape buffer along the urban/rural edge between residential uses west of No. 2 Road and farm uses on the east side.

### **Public Input**

Public correspondence received by the City regarding the rezoning application is attached (**Attachment 4**). A considerable number of residents of the neighbouring townhouse developments and owner's representatives have contacted City staff and submitted written correspondence objecting to the shared use of the driveway and internal drive aisles between the 90 existing townhouses at 12311 No.2 Road (Fairwind) and 12251 No. 2 Road (Navigator's Cove), and the additional 39 proposed townhouses at 12351 No. 2 Road.

When rezoning applications were submitted to the City for multi-family development at the properties to the north at 12311 and 12251 No. 2 Road (RZ 04-271083 and RZ 04-277620), Transportation staff were concerned about the number and locations of potential driveway accesses to the arterial No. 2 Road. The two developments were designed to share a common access to No. 2 Road which would also accommodate the subject property. Registration of cross-access on Title was a requirement of rezoning for both developments.

In response to public input, the proposed development will now include direct vehicle access to No. 2 Road. Transportation staff have reviewed the proposal and have no objection. As a requirement of rezoning, the applicant has agreed to provide a cross-access arrangement for emergency vehicle access, which will be secured along the drive aisle of the subject site out to No. 2 Road, with a removable barrier installed at the property line. The existing cross-access arrangement along the drive aisle of the developments to the North is required for emergency vehicle access due to the depth of the No. 2 Road properties and therefore will be maintained.

### **Staff Comments**

Preliminary site plan, unit plans, streetscape elevations and landscape plans are enclosed for reference (**Attachments 5 & 6**). Separate from the rezoning process, the applicant is required to submit separate applications for Development Permit, Servicing Agreement and Building Permit.

### **Analysis**

The site proposal consists of a 39-unit townhouse development with access from No. 2 Road and secondary access through the adjacent existing townhouse developments for emergency vehicles and truck manoeuvring. The development will provide frontage improvements along No. 2 Road, continuing the works recently constructed to the north.

### Land Use

- The proposed development complies the intent of the Richmond OCP Steveston Area Plan, following the development pattern for the Trites neighbourhood. The subject site is designated in the Trites Area Land Use Map as 'Three-Level Townhouses'.
- This former active industrial site is in the process of having the soil remediated to a residential standard. Approval from the Ministry of Environment is a requirement of rezoning regarding the detailed site investigation.

### Comprehensive Development District (CD/126)

The use of Comprehensive Development District (CD/126) for the subject site is appropriate. The zoning district was created specifically for townhouse development in the Trites neighbourhood and applied first to the townhouse development at No. 2 Road and Andrews Road, and secondly to the townhouse development immediately to the north of the subject site.

### Density and Form

The proposal is consistent the objectives of the Steveston Area Plan – Trites neighbourhood in terms of unit type, density, scale and open space. In particular:

- The proposed three-storey building height and floor area ratio (FAR) of 0.69 under Comprehensive Development District (CD/126) complies with the Area Plan designation of 'Three-Level Townhouses'.
- The proposed development achieves a scale, massing, and pedestrian-oriented townhouse streetscapes, which is consistent with development to the north and south in the neighbourhood.
- Public paths will be provided (PROP ROW) along the west and south edges of the site, continuing the public path that has been established to the north and bringing it out to connect to No. 2 Road. The development is providing 3 m of the ultimate 6 m public path width. Half of the public path will be provided through this development and the other half will be secured through the future development of the adjacent properties to the west and south of the subject site. The path along the west edge of the site has a front yard interface with the western units. The longer path along the south edge of the site has a front yard interface with the units closer to No. 2 Road and an interface with a more open feeling along the west half of the site, with an outdoor amenity area, landscaping and buildings setback behind a drive aisle.
- The proposal includes landscaping and a protective restrictive covenant along No. 2 Road to buffer the residential use from the farmland in the ALR on the east side of No. 2 Road. The applicant has agreed to provide the landscape buffer covenant as a condition of Rezoning. The preliminary buffer scheme was supported by the Agricultural Advisory Committee (**Attachment 7**). Formal presentation of the final buffer scheme to the AAC is required as a part of the Development Permit application review process.
- The proposal was presented to Advisory Design Panel on a preliminary basis to review site planning. Without a quorum, Panel members provided supportive comments and guidance (**Attachment 8**). Formal presentation is required as a part of the Development Permit application review process.

### Transportation

- Vehicular access will be from No. 2 Road.
- The applicant has agreed to provide cross-access as a requirement of rezoning for the benefit of the properties to the north at 12311 and 12251 No. 2 Road. It will be used to accommodate secondary access for emergency vehicles.



- The applicant has agreed to provide public pathways along the west and south edges of the site (PROP ROW) as a requirement of rezoning. The City will maintain the paved path, the owner will be responsible for maintaining the landscaping.
- The applicant will design and construct transportation infrastructure through a Servicing Agreement required as a condition of rezoning (**Attachment 9**). Works include, but are not limited to:
  - Traffic signal warrant analysis;
  - No. 2 Road frontage improvements;
  - Upgrading of City Utilities to City Standard requirements; and
  - Pedestrian walkway.
- Off-street parking for residents and visitors complies with the Zoning & Development Bylaw requirement and is accessed from internal drive aisles. Eight (8) visitor parking spaces are provided. Fifty-nine (59) resident parking spaces are provided at a rate of 1.5 parking spaces per unit.
- Pedestrian routes through the site are provided to the west and south public pathways, out to No. 2 Road.
- Mailboxes are provided in a central location.

#### Tree Management and Site Vegetation

- There are no existing trees on this formerly industrial site.
- New trees will be planted throughout the site, including private yards, internal drive aisles, the industrial landscaping buffer. Landscaping details will be finalised through the Development Application review process.
- Landscape buffers are required along the interface with active farm use in the ALR to the east, and also along the interfaces with active industrial land use to the west and south. The applicant has agreed to register legal agreements on title as a requirement of rezoning to protect the landscape buffers and alert future owners of the adjacency to active farm and industrial uses.

#### Amenity Space

- On-site indoor amenity space is not proposed. The developer has agreed to pay cash-in-lieu as a requirement of rezoning in compliance with the OCP and Council Policy 5041 (e.g. \$59,000 for 39 townhouse units).
- On-site outdoor amenity space is proposed in a central location. The on-site outdoor amenity space proposal meets the OCP requirements for size, location, visual surveillance and access. The landscape design details and children's play area will be refined as a part of the separate Development Permit application.

#### Affordable Housing

The applicant has agreed to comply with the City's Affordable Housing Strategy, with a voluntary cash contribution to the reserve funds as detailed in the strategy. As this proposal is for a townhouse complex of 39 units, the applicant is making a voluntary cash contribution in the amount of \$120,176, or two dollars (\$2.00) per buildable square foot as per the strategy. The contribution will be provided prior to rezoning adoption.

### Public Art

The applicant has agreed to contribute \$0.60 per buildable square foot (e.g., \$36,053 for 0.69 FAR on a 8,090.4 m<sup>2</sup> site) to the City's Public Art fund. The contribution will be provided prior to rezoning adoption.

### Accessible Housing

The applicant will provide units that are designed with conversion for universal accessibility in mind. The number of units, conversion floor plan and conversion details will be reviewed as part of the separate Development Permit Application review process. Details of opportunities for providing enhanced accessibility and aging in place will also be reviewed at the Development Permit Application stage.

### Servicing Capacity

The applicant has submitted an engineering capacity analysis for the sanitary sewer capacity and no upgrades have been identified.

### Flood Plain Management

- The development proposal complies with the minimum flood construction level of 2.9 m GSC as regulated with the Flood Plain Designation and Protection Bylaw No. 8204.
- Registration of a flood plain covenant (2.9 m GSC) is required as a condition of Rezoning.
- The landscape design and grade transition details will be refined as a part of the separate Development Permit application.

### Design Review and Future Development Permit Application Considerations

A separate Development Permit Application for the proposed townhouse development is required to be processed to the satisfaction of the Director of Development as a condition of rezoning. Review by the Agricultural Advisory Committee and the Advisory Design Panel will be required as part of the Development Permit application review process.

The applicant has developed a preliminary design for this site (**Attachments 5 & 6**). The following items will be further investigated at the Development Permit stage:

- Detailed review of building form and architectural character;
- Landscaping design, including: outdoor amenity space programming, a children's play area, grade transition details, landscape buffers along No. 2 Road and the south edge of the site;
- Review of units providing opportunities for conversion to accommodate a resident in a wheelchair and/or aging in place (including providing blocking in bathroom walls for future installation of grab rails); and
- Detailed dimensions of parking stalls on plans, with a minimum 11 m clear space for stalls in tandem arrangement within a garage (e.g., a small car stall in tandem arrangement within a garage will not be accepted. Stall dimensions, including accessible spaces, to be in accordance with the City Zoning and Development Bylaw, Division 400.

Guidelines for the issuance of Development Permits for multiple-family projects are contained in Schedule 1 of Bylaw 7100 (Section 9.0 Development Permit Guidelines) and in Schedule 2.4 - Steveston Area Plan (Section 8.0).

**Financial Impact**

None.

**Conclusion**

The subject proposal complies with city-wide, and Steveston Area objectives for development and population growth. The proposal to develop three-storey townhouses is consistent with the Trites Area objectives.

The proposed use of Comprehensive Development District (CD/126) is consistent with existing adjacent townhouse development. The project will be an attractive addition to the neighbourhood. On this basis, staff recommend that the proposed rezoning application be approved.



Sara Badyal, M.Arch.  
Planner  
(Local 4282)

SB:blg

See **Attachment 9** for legal and development considerations agreed to by the applicant and to be completed prior to final adoption of the Zoning Amendment Bylaw.

Attachment 1: Location Map and Site Context – GIS 2007 aerial Photo

Attachment 2: Development Application Data Sheet

Attachment 3: Trites Area Site Context

Attachment 4: Public Correspondence

Attachment 5: Preliminary Architectural Drawings

Attachment 6: Preliminary Landscape Plans

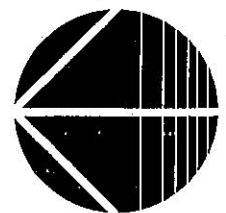
Attachment 7: Agricultural Advisory Committee Annotated Draft Meeting Minutes Excerpt  
(October 9, 2008)

Attachment 8: Advisory Design Panel Meeting Notes (August 20, 2008)

Attachment 9: Rezoning Considerations



# City of Richmond

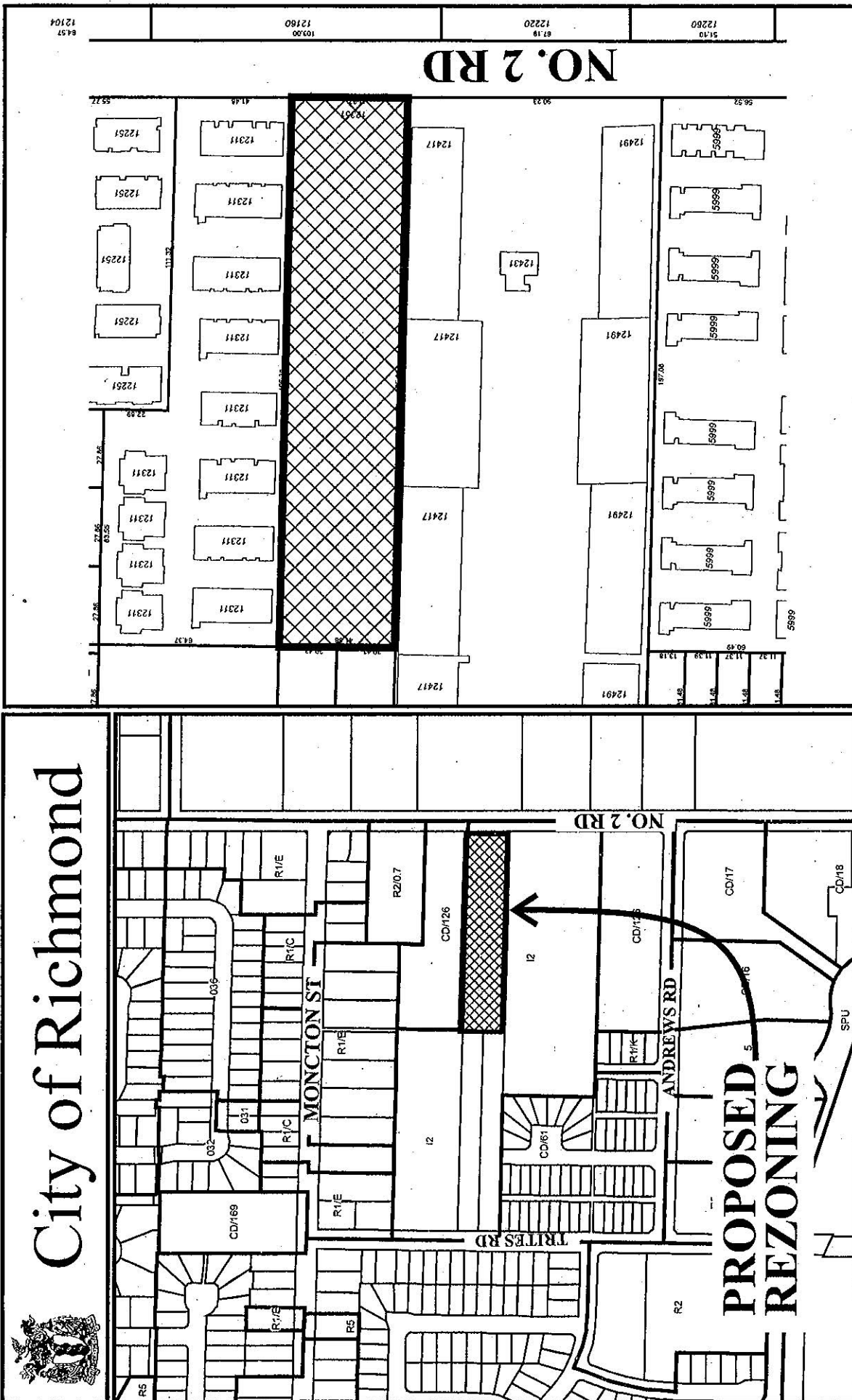


RZ 08-414348

Original Date: 03/14/08

Revision Date:

Note: Dimensions are in METRES







RZ 08-414348

Original Date: 03/14/08

Amended Date:

Note: Dimensions are in METRES



## City of Richmond

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
www.richmond.ca  
604-276-4000

## Development Application Data Sheet

**RZ 08-414348**

**Attachment 2**

Address: 12351 No. 2 Road

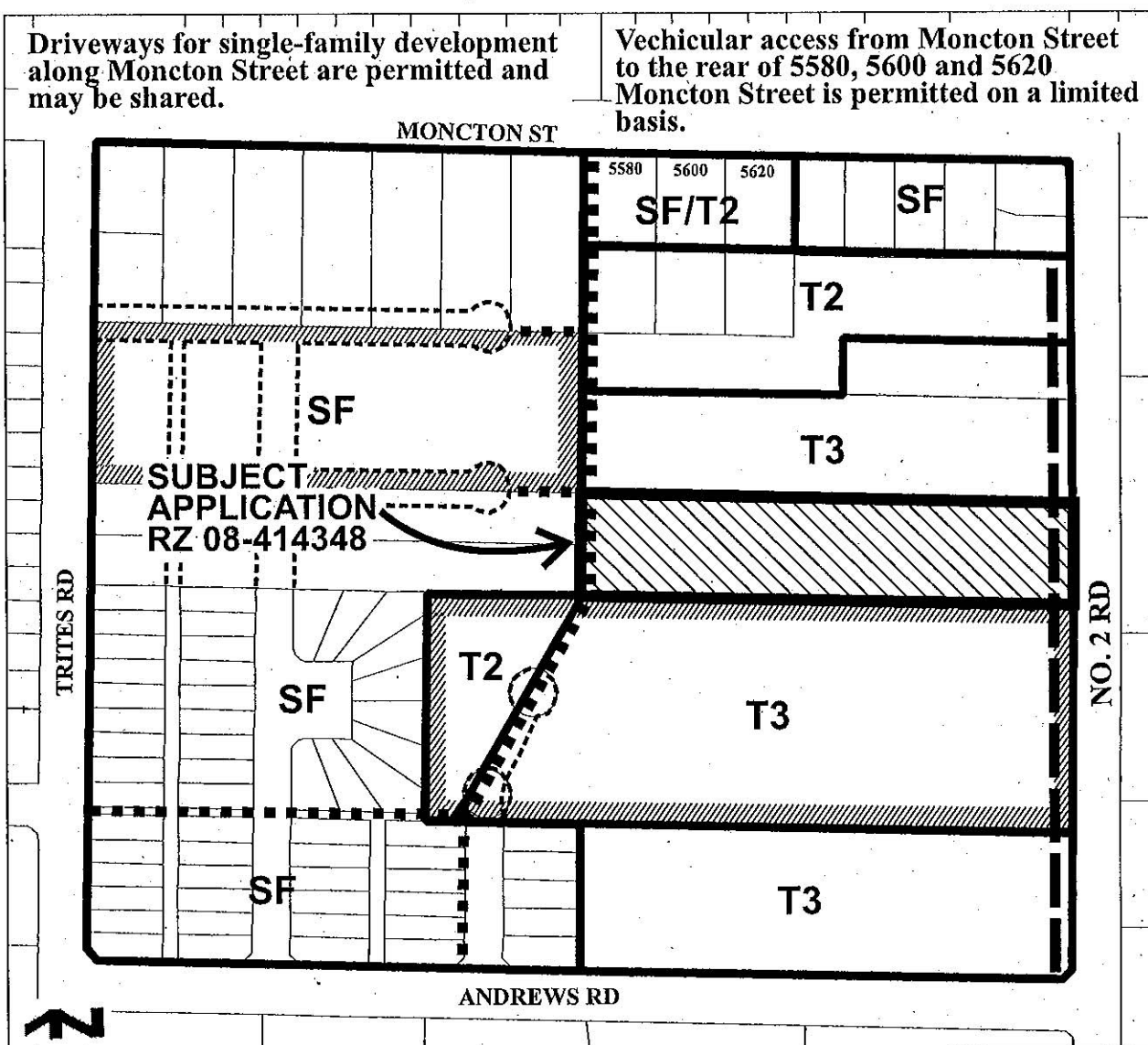
Applicant: Interface Architecture Inc.

Planning Area(s): Trites Area (Steveston Area Plan)

	Existing	Proposed	
Owner:	E. Mathers Holding Co Ltd	No change	
Site Size (m <sup>2</sup> ):	8,090 m <sup>2</sup>	No change	
Land Uses:	Industrial	Multi-Family Residential	
OCP Designation:	ALR buffer along No. 2 Road	Complies	
Area Plan Designation:	Three-Level Townhouses	No change	
Flood Construction Level:	2.9 m GSC	Complies	
Zoning:	I2	CD/126	
Number of Units:	6 Industrial units	39 Townhouses	
CD/126	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.69	0.69	none permitted
Lot Coverage – Building:	Max. 46%	36%	None
Lot Size (min. dimensions):	0.405 ha	0.809 m <sup>2</sup>	None
Setback – Public Road:	Min. 6 m	6 m	None
Setback – Side Yard:	Min. 3 m	Min. 3 m	None
Setback – Rear Yard:	Min. 3 m	8.5 m	None
Height (m):	Max. 12 m & three-storey	11.8 m & three-storey	None
Off-street Parking: Resident Visitor (Accessible)	59 8 (2)	59 8 (2)	None
Off-street Parking Spaces – Total:	57	67	None
Small Car Parking Spaces:	Max. 30%	21%	None
Tandem Parking Spaces:	Permitted	18 Spaces in 9 Units	None
Amenity Space – Indoor:	Min. 70 m <sup>2</sup>	Cash in lieu	None
Amenity Space – Outdoor:	Min. 234 m <sup>2</sup>	234 m <sup>2</sup>	None



# Trites Area Land Use Map



**SF** Single-Family Housing

**T2** Two-Level Townhouses

**T3** Three-Level Townhouses

This map is to be used as a guide when making redevelopment decisions.

■■■■■ Pedestrian Links

— — — Urban/Rural Buffer

- - - - Possible road and lane alignments (others may be permitted)

/////// Interim Industrial Use

## Public Correspondence

Bryan Carkner, President  
Fairwind Strata Council

September 21, 2008

Chris Manson  
Fairwind resident

August 26, 2008

Greg Plotnikoff  
Navigator's Cove resident

August 14, 2008

Jeff Worrall  
Fairwind resident

August 13, 2008

Kathy Marlin  
Fairwind resident

August 12, 2008

Milton Bingham & Tanya Carrier  
Fairwind resident

August 11, 2008

Kimberly Tremblay  
Fairwind resident

August 7, 2008

Lori Smith  
Fairwind resident

August 7, 2008

Uwe Rieger  
Fairwind resident

August 7, 2008

Joe Lau  
Fairwind resident

August 7, 2008

Patrick Campbell  
Fairwind resident

August 6, 2008

Bryan Carkner  
Fairwind resident

July 16, 2008  
July 29, 2008  
August 11, 2008



# FAIRWIND

12311 NO. 2 ROAD RICHMOND, B.C. V7E 0A1

September 21<sup>st</sup>, 2008

Bryan Carkner  
Strata Council President on behalf of Council Members  
25-12311 No. 2 Road  
Richmond, B.C.  
V7E-0A1

Brian Jackson  
Director of Development  
City of Richmond  
6911 No. 3 Road  
Richmond, B.C.  
V6Y-2C1  
Via e-mail. Original to follow by mail with enclosures

Dear Mr. Jackson:

**RE: Shared driveway access at 12311 No. 2 Road and 12351 No. 2 Road.**

I am writing on behalf of the Strata Council for Strata Corporation BCS1972 ("Fairwind"). Further to our previous correspondence, we are not opposed to the current development proposal at 12351 No. 2 Road (RZ 08-41438 refers), except for the proposed use of an easement and shared driveway between 12311 and 12251 No. 2 Road, as well as the future development at 5580, 5600, and 5620 Moncton Street (RZ 08-425926 refers). The easement would be the primary and only access to 12351 No. 2 Road.

We have several concerns, set out below:

**1. Number of units using a single driveway.**

Our townhouse complex, "Fairwind", is unique to the City of Richmond as the strata lot is deep in design and the main driveway is very long. Typically, strata lots in the City of Richmond are short and wide. Our strata lot consists of 54 units and there are 35 units at 12251 No. 2 Road ("Navigator's Cove"). Further, the proposed development at 5580, 5600 and 5620 Moncton Street of an additional 28 townhome units that also connect to 12251 No. 2 Road will result in a total of 117 units within the 3 strata lots. Adding the 39 proposed townhome units at 12351 No. 2 Road would result in a total of 156 units. We have been advised that a combined total of 100 units is generally the maximum allowable benchmark when using shared driveways for multiple strata lots. In any event, it is our position that 156 units sharing one narrow driveway is excessive.

**2. Unique design.**

As noted above, the Fairwind strata lot is unique in design in the City of Richmond. It is long and narrow where, traditionally, strata lots are short and wide. The proposed easement travels very deep into our strata lot before connecting to 12351 No. 2 Road. This creates an unnatural and illogical result where vehicles have to travel deep into one strata lot then double back through another.

### **3. Agricultural Land Reserve ("ALR") / Farmlands on the east side of No. 2 Road.**

On the east side of No. 2 Road, there is ALR land that will very likely never be developed, or at least will not be developed in the foreseeable future. There will be no driveways or access points that would cause a traffic conflict along the east side of No. 2 Road. The only driveways along this traveled portion of No. 2 Road will be on the west side. Consideration must be given that there will be no driveways along the east side.

### **4. Development nearing completion along No. 2 Road corridor.**

The development of the Steveston lands along No. 2 Road south of Moncton Street is nearing completion, as most of the remaining industrial land has been developed, or is being developed, for residential use. We have been advised that the traffic volume along No. 2 Road is significantly less than forecasted. An increase in traffic volume is therefore not a valid consideration in limiting driveway access on No. 2 Road.

### **5. Future Development at 12417, 12431 and 12491 No. 2 Road.**

This is currently a fully functioning warehouse / business complex with tenants that are committed to long-term leases. Any development to this property is therefore approximately 10-15 years away from being developed. We have been advised that there is already a proposed full access point off of No. 2 Road and an additional full access point at Westcott Street (Westcott St / Andrews Rd). Given the lengthy time frame for re-development of this lot, there is no logical reason to restrict access to No. 2 Road due to this long-term future development.

### **6. Safety concerns within our complex.**

The residents of Fairwind consist of mainly young families and small children. The traveled portion of the easement, the main driveway into Fairwind, directly passes two children's playgrounds. In addition, children use the driveway and laneways to play. Any increase in vehicular traffic poses a significant risk to the safety of pedestrians and children playing. The main driveway and laneways are narrow in design and it is difficult for two vehicles to pass safely, especially when there are children and/or pedestrians present.

The laneway where the proposed easement is to exist is even narrower than the main driveway into Fairwind. There are ten driveways that front this laneway, creating a significant safety hazard for pedestrians and vehicles. A delivery or moving truck conducting business within this laneway would completely block access to 12351 No. 2 Road.

In addition, to access No. 2 Road by foot, pedestrians have to walk along the main driveway. There are no sidewalks to enhance the safety of pedestrians or children.

### **7. Examples of shared driveways in Richmond.**

In an email dated August 1<sup>st</sup>, 2008, you provided addresses that were examples of shared driveways similar to our complex. We have examined the addresses provided and have concluded that none of the addresses provided resemble or can be used as comparables to our complex.

#### **A. 6300 and 6388 Alder Street.**

The driveway splits immediately at the entrance way diverting traffic to the appropriate complex. It is not necessary for people accessing their units to drive entirely through another strata lot.

#### **B. 12551 and 12571 Cambie Road.**

Although these are two addresses, upon attending this complex, it is evident that they are to be considered one large complex. The roadways are 'double-wide' allowing vehicles to pass freely

compared to our roadway and laneways that are narrow. Also there are several access points along the "main" driveway eliminating the necessity to drive through one entire strata lot to access another strata lot, giving immediate relief to vehicle traffic within this complex.

**C. 12633 and 12639 No. 2 Road.**

This is a condominium complex, not a townhouse complex with individual garages, that has an underground parkade. The "shared" portion is approximately 20 feet and splits immediately to both addresses at the entrance.

**D. 9333 Sills Avenue with future developments at 7088 Heather Street and 9240 Granville Avenue.**

There are currently 58 units at the Sills Avenue address. Upon reviewing the lot sizes on Heather Street and Granville Avenue, only 10 to 12 additional units of housing could be constructed, for a total of up to 70 units. Further, there is virtually direct access from Sills Avenue that does not require driving through the entire strata lot to access the future strata lot.

**E. 11511 Steveston Highway with 11393 Steveston Highway and developments at 11599 and 11631 Steveston Highway.**

There are two fully functioning driveway points Steveston Highway and no fire lanes. As the development exists now, 11511 and 11393 have their own driveways. It is reasonable to expect that people accessing 11511 or 11393 would use the driveway closest to their actual address and not drive through another strata lot. The lot sizes at 11599 and 11631 are small and very limited in the amount of housing units that could be constructed, giving a marginal increase to the total number of housing units.

In summary, the examples you provided do not give a fair or accurate comparison to our complex. As already mentioned, Fairwind is unique to the City of Richmond as it extends very deep and the proposed easement to 12351 No. 2 Road therefore travels deep into our complex. The examples provided do not provide any valuable comparison to our situation.

In conclusion, we recommend that the City of Richmond maintain the current driveway at 12351 No. 2 Road. We also recommend that the easement at 12311 No. 2 Road to 12351 No. 2 Road be used only as a secondary fire access lane with bollards. If we are unsuccessful and the City of Richmond refuses to accede to our recommendations, we will be expressing our concerns with the Planning Committee during the public hearing process.

If you have any concerns or questions, I can be contacted at 604.241.4127 or at [carkner@telus.net](mailto:carkner@telus.net).

Respectfully submitted,



Bryan Carkner  
President, Fairwind Strata Council

Enclosures

**CC: Councilor Harold Steeves, Chair of Planning Committee (By e-mail without enclosures)**  
**Mr. Joe Erceg, City of Richmond (By e-mail without enclosures)**  
**Interface Architecture (By mail without enclosures)**

---

From: Chris Manson [mailto:cmanson22@shaw.ca]  
Sent: Tuesday, 26 August 2008 16:07  
To: MayorandCouncillors  
Subject: Solitary Driveway for Three Complexes?

Dear Mayor Brodie and City Councillors,

My name is Chris Manson and I am an owner of a town home at 12311 NO.2 Road. It has recently come to my attention that there has been re-zoning in a lot adjacent to ours at 12371 NO.2 Road that will become another high density townhouse complex. While I have no issues with another development going up and believe that it will improve the neighbourhood, I was appalled to hear that the City of Richmond had denied an entry way to that complex and assumed that our current driveway be used by them. I was already concerned that the complex next to us was required to use our entry way, and now the City assumes that we can support three?

I have several concerns about this decision:

1. As a parent of a young child who frequently plays in front of our home and at the adjacent playground, I can see nothing but danger being created for my son, and the many other children who live here, by following through with this decision.
2. As an owner of a unit on the proposed route I can only assume my property value will drop in comparison to the others as it would be in a major traffic lane.
3. There was no vote, request or meeting by the City of Richmond to determine that our complex would be arbitrarily used as a common entry way for three strata and apparently not taking into consideration that this strata and its roadway were not designed to accommodate such traffic.
4. My fees will rise due to rising insurance costs that will result from possible traffic accidents at such a high volume access way.
5. As a strata we are primarily responsible for the upkeep and maintenance of this roadway, including brick inlay that is at the hub of the access way. As a result we will be the ones paying for the repair of a roadway that will now have extraordinary increased usage by others.
6. There is already a driveway in place at that location. Why can't it continue to be used?! In theory, what you are asking would be like two home owners living side by side, and the City of Richmond has decided that even though my neighbour has a perfectly good driveway, he must not use it. Instead, he must park in my driveway, walk up into my living room, and go out the side door to get to his house.

I sincerely hope you see the error in this decision and rescind it immediately taking into account the items that I have outlined in this letter. Also note that I am not the only one who feels strongly opposed to this venture and you will be hearing from our council as well.

Regards,

Chris Manson  
#23-12311 NO.2 Road  
Richmond, BC, V7E 0A1  
604-277-8297



---

From: gplotz [mailto:gplotz@shaw.ca]  
Sent: Thursday, 14 August 2008 12:55  
To: MayorandCouncillors  
Subject: Townhouse Complex Development, 12371 No. 2 Road

Dear Mayor and Councillors,

I understand that the industrial property located at 12371 No. 2 Road is currently undergoing rezoning for the development of a 39 unit townhouse complex which we feel will greatly enhance our neighborhood. However, it has come to my attention that the City of Richmond will not grant the developer access to the property from No. 2 Road and intends to have this development use the shared driveway located between the Navigators Cove (12251 No. 2 Road) and Fairwind (12311 No. 2 Road) townhome complexes.

I own #50 - 12251 No. 2 Road at Navigators Cove which borders along the shared access way between Fairwind and Navigators Cove. I am adamantly opposed to the suggestion that the new development use this as an access point. This access point is the only access to the 2 current high density developments and we have significant concerns with a third townhouse complex using this access.

This access point is not only used by vehicle traffic but is the main thoroughfare for foot traffic which consists of people walking with strollers, small children and pets. There are no sidewalks bordering this access point so people have to walk on the driveway area. The increase in traffic volume with a third townhouse complex poses a significant risk to the safety of the people walking on this access route. There are also 2 playgrounds located along this access route and the increase in the traffic volume will adversely affect the safety of the children playing in these areas. This access route also does not appear to have been designed for high volume traffic as it is narrow and the corner of the access area going south towards the new development will have limited visibility for vehicular and pedestrian traffic.

As mentioned previously I am adamantly opposed to this suggestion. There is an access road already situated along the new development that can be upgraded to accommodate the new development. I am also quite concerned that the City of Richmond did not consult or inform the owners of Navigators Cove and Fairwind prior to making this decision.

I am requesting that you reevaluate your decision as I believe that your shortsightedness will have detrimental affects on all 3 of the townhouse complexes. Please contact me at 604.375.6191 should you have any questions.

Regards,

Greg Plotnikoff

---

From: Jeff Worrall [mailto:jeffworrall@shaw.ca]  
Sent: Wednesday, 13 August 2008 18:51  
To: MayorandCouncillors  
Subject: 12371 No 2 Road

I am a resident and owner at Fairwind at #28-12311 No 2 Road. I understand that Richmond is not allowing direct access via No 2 Road to the neighboring complex to be built at 12371 No 2 Road.

I share my neighbors concerns about the shared driveway access. The point at which cars will have to turn down between buildings five and six, halfway through the complex, is not a natural flow point and will have cars driving throughout Fairwind looking for the access to the neighboring complex. It is my understanding that this was supposed to be a fire lane only as per the developer of Fairwind. That would be much more sensible.

The two playgrounds that cars will drive past is a concern as well. I see children playing in these areas daily. Children aren't always aware of vehicles. I don't think it is a risk that should be taken to add more cars in a playground area, let alone two playground areas. If this were planned, to share a driveway with three high density complexes, then why would the City of Richmond not have the foresight to make sure the developments were planned in such a way that the playgrounds don't border the main driveway, and why would Richmond place the entrance to 12371 between buildings five and six, a completely illogical place for an entrance.

I don't see, from a traffic safety standpoint, how limiting one driveway from No 2 Road will decrease traffic conflict points, even with a forecasted increase in the volume of traffic on No 2 Road. There are three driveways in the stretch that is not residential now, why not give 12371 one driveway on the south side of that property and plan to have the space on the south side of 12371 that's currently an industrial park share a driveway between those two developments. This, to me would make much more sense.

It is the city's position that it "is appropriate and commonplace to share a driveway between two or three multifamily oriented neighboring properties....." I would like to know the addresses of the other developments in Richmond that share driveways in the way that these three high density family complexes will share a driveway, with cars driving through one complex, past two playgrounds, and passing through two-three story buildings in the middle of the complex to enter the neighboring complex. I would like to see how it works for those homeowners.

I don't know if this is only being looked at on paper, but I would trust that the city has visited Fairwind to see the driveway for themselves. The roadway between buildings five and six is not wide enough for two cars to pass side by side. There are no sidewalks to keep residents off the roadway. Cars will be driving through Fairwind looking for the entrance to 12371 somewhere in the middle of our complex. What an absolutely ridiculous idea. I would like to know when the public hearings are scheduled. I think it would be appropriate, given the concerns of myself and my neighbors, that someone notify us of any hearings. I look forward to your response.

Regards,

Jeff Worrall  
#28-12311 No 2 Road

August 12, 2008

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

Attention: Mayor and Council

Re: 12371 No 2 Road – Proposed Access to No. 2 Road via Fairwind Strata

It has been brought to our attention, that the City of Richmond has advised the developer of 12371 No. 2 Road that access to No. 2 Road for the proposed complex will be via the driveway of 12311 No. 2 Road (Fairwind Strata).

Please be advised that we strongly object to this use of our driveway for the following reasons:

- 1) The width of the driveway does not support two-way traffic such as a major street does. This driveway was not designed for high volume traffic i.e. Navigators Cove and proposed development at 12371 No. 2 Road in addition to Fairwind.
- 2) The resulting increase in traffic flow will create gridlock, additional noise and danger to all pedestrians, including pets, children and the elderly.
- 3) This driveway is maintained and insured by Fairwind Strata and granting access to other Stratas will adversely affect costs and liability.
- 4) Such a decision cannot be made without consent of the Fairwind Strata Owners
- 5) We purchased our unit with the understanding that this driveway is used solely for access to and from the Fairwind Complex.
- 6) We purchased our unit based on its location, which is on the quiet inside of the complex, away from a major road (No. 2 Road). This location of the unit was reflected in our purchase price. Adding additional traffic for another Strata Complex and its resulting increase in traffic will negatively affect the value of our unit.

We herewith request that the City of Richmond revisit this proposal and permit access for the proposed complex at 12371 No. 2 Road by way of the existing lane (adjacent to the fence on the south side of Fairwind Strata complex) either to the east onto No 2 Road or to the west onto Trites Road.

Sincerely,

Kathy Marlin  
Unit # 31,  
12311 No. 2 Road  
Richmond, BC V7E 0A1  
Tel: 604-271-5065

From: bbingham [mailto:bbingham@shaw.ca]  
Sent: Monday, 11 August 2008 18:08  
To: MayorandCouncillors  
Subject: Rezoning for lot at 12371 No 2 Road

To the Members of City Council of Richmond,

My wife and I reside at # 21 – 12311 No. 2 Road. We are extremely distressed to have learned of your intentions to allow sole access to a new development planned for 12371 No 2 Rd. via our Fairwind strata lot's own driveway. Furthermore, this access turns next to our playground, and would then pass directly down the small lane that goes by the front of our garage door.

We've been living here since completion of Fairwind, and have been very happy with the neighbourhood. It is a quiet, low traffic area in which we have many, many children that play outside most days, and it has a real community spirit in which neighbours know each other ( a rare thing these days). We have a strata council that works very hard and is devoted to maintaining a pleasant and well-maintained strata complex.

Currently we already share our access driveway with Navigator's Cove. Adding access to yet a third high density development raises a number of serious concerns for us:

1. Safety of our children / restricting their access to the outside to play
2. Increased noise level from added traffic
3. Our lane (between buildings 5 & 6) is small and is not intended for the passage of multiple moving trucks, delivery trucks, garbage trucks, etc. Indeed, I have no doubt that our (& our neighbours) access in and out of our garage will be impeded from such traffic. Such heavy traffic causes vibrations in the building, and because maneuverability is restrictive for large trucks turning onto our lane, they frequently drive over the corner curb onto our landscaped area.
4. Said traffic would increase wear and tear on our road. Our small lane was not designed for such proposed traffic.
5. It is outrageous that our strata would be solely responsible for road maintenance, snow plowing, etc...yet 2 other developments have no responsibility?

The lot at 12371 No 2 Road has had a separate access road from 2 Road for many, many years (i.e. for industrial use). It makes no sense to us that you would decide arbitrarily and without consulting our strata council to use our driveway for access to a new 39 unit development. We implore you to reconsider this notion, and instead allow the existing roadway to that site to be used for any future development.

It was our belief when we purchased our home for nearly ½ million dollars, that we would be living in a quiet area and away from traffic. Indeed this was a key selling point for us. There is no doubt in our minds that the increased traffic would affect our property values and greatly reduce our enjoyment of our home. We ask you therefore to please respect our communities needs, and to please reconsider your decision.

Sincerely,

Milton Brent Bingham & Tanya Carrier

---

From: Tremblay, Kimberly [mailto:Kimberly.Tremblay@worksafebc.com]  
Sent: Thursday, 7 August 2008 2:55 PM  
To: MayorandCouncillors

To whom it may concern:

My name is Kimberly Tremblay, and I own Unit 24 at 12311 No 2 road, Fairwind Developments. I just received notification from my Starta Council, that a developer has purchased the industrial lot directly south of my development, which apparently is being rezoned for a 39 Unit town home complex. However, it has been confirmed that the City of Richmond will NOT grant the developer access to number 2 road, and that the proposed development will be using our roadway to access the complex.

I find it appalling that the City can just arbitrarily grant this without consultation with us owners. I am living in a townhouse, that will be directly impacted by this, as I am on the current dead end roadway (which we were told was used to be used as an emergency access).

We are already sharing our roadway with Navigators cove to the North of us, and this occurred without consultation. This in itself has caused constant traffic on our main roadway.

To have 3 high density townhouses driving through our single driveway which was never designed for this volume of traffic, will adversely affect us owners in Fairwind.

It will affect our insurance coverage.

As an owner it will cost us for the maintenance and wear and tear of the driveway and brick inlay. This will have a negative impact on my property value, which I cannot afford.

We are a family orientated complex and all the children feel safe rollerblading, scootering, riding their bicycles, playing street hockey, using chalk on the driveway. We have a playground which would be directly on the route of the proposed road.

The little road where I am, which is right beside the development, has 7 young children who are outside playing on a daily basis. Where are they to go?

I am concerned for their safety.

And what if another complex goes up on the south side of this new development. how are they to access number two road????

The industrial development beside me has access to number two road, and there are several vehicles a day coming and going, without issue to the traffic on 2 road.

I am adamantly opposed to the City of Richmond requiring a single driveway to be used for three high density town home complexes. I firmly believe that the shortsightedness of the City of Richmond will have a detrimental affect to our homes in Fairwind.

I invite all of you to come and visit the complex and see for yourselves that this is not the right solution.

I have no problem going to the media with this issue.

Please, reevaluate your proposal.

Thank you for your time. I look forward to your response.

Kimberly Tremblay

From: Smith, Lori [mailto:Lori\_Smith@canaccord.com]  
Sent: Thursday, 7 August 2008 3:07 PM  
To: MayorandCouncillors

I am writing with concern to the road way scheduled to be shared with the new 39 unit complex being developed at 12371 No. 2 Rd.. I live at 12311 No.2 Rd. and we already, to every ones surprise, are sharing our driveway with Navigators Cove. This means we would have 3 complexes sharing one road way. Firstly the roads are fairly narrow with many garages backing onto them. Presently it is quite hazardous just to approach your garage as traffic enters and exits from both directions. Secondly, there are a lot of very young children in this neighbourhood, and they are constantly skateboarding, roller blading, playing street hockey, using sidewalk chalk etc. I feel that additional traffic is a recipe for disaster.....perhaps a fatal disaster. I truly feel it would be very irresponsible to increase the traffic in such a family oriented neighbourhood. It may seem logical on a blue print but if you actually had the time to stand on the street and watch the already hectic vehicular activity I firmly believe you would be opposed to allowing a 3rd complex access. Please re-think this decision for our children's safety.

Lori Smith  
#13-12311 No. @ Rd.  
Richmond B.C. V7E-0A1



**From:** Uwe Rieger [mailto:uwerieger@shaw.ca]  
**Sent:** Thursday, 7 August 2008 7:09 PM  
**To:** Mayor and Councillors  
**Subject:** Sharing road access w/new Adera development  
**Importance:** High

Dear Mayor and Councillors:

I am writing to you in regards to a letter we received from our strata council, dated August 5th, 2008 at FAIRWIND, 12311 No.2 Rd.

It is with great concern that I would like to voice our opinion to your panel. I find it unbelievable and insulting that the City of Richmond would take the initiative, without consulting us at Fairwind, by granting an independant developer access to their homes via route of our common property. I do not know who made this decision, a city engineer or the Richmond City Council, however, I highly recommend the city to revisit this decision and grant Adera either access via No 2 Rd or via the existing lane.

It brings me to believe that the city must be worried about congestion and multiple accesses to No 2 Rd between Moncton and Andrews Rd due to this new Adera development. If that is the case, perhaps the City should not have given Adera the permit to develop in the first place. I am certain if one of your neighbours were to tell you tomorrow that they will be building access to their new home via your backyard that you would be as thrilled as we are at Fairwind.

We have many young children living at Fairwind and it is a common, daily sight to have children playing in our lanes, riding bikes, roller blading, playing ball and partake in many other activities which kids enjoy outdoors. Not only are kids playing outside all the time, but the proposed access road to the Adera complex will also go past two playgrounds adding probably 50-100 vehicles daily coming and going. It's an accident waiting to happen!

We ask you to do the right thing and change the access to where it should have been in the first place, via No 2 Rd in front of their development or via the existing lane.

If you have any questions I will be more than happy to attend in any public hearing.

Regards,

Uwe Rieger, B.Sc.

Uwe Rieger Photography  
[www.uwerieger.com](http://www.uwerieger.com)

From: Joe Lau [mailto:jlau249@hotmail.com]  
Sent: Thursday, 7 August 2008 8:12 PM  
To: MayorandCouncillors

Dear Sir,

As informed by our strata council that the City of Richmond has granted the development of a residential complex at 12371 No. 2 Road to use the driveway between 12251 No. 2 Road and 12311 No. 2 Road.

I am the owner of one of the townhouses at 12311 No. 2 Road. I strongly object to such decision as made by the City of Richmond mainly because of safety issue. The drive is already shared by two complex and there are kids and pets playing in that area.

I sincerely hope that the City of Richmond will re-evaluate their proposal and allow the existing driveway to be used at 12371 No. 2 Road.

Joe

From: Patrick Campbell [mailto:patrick\_campbell@telus.net]  
Sent: Wednesday, 6 August 2008 10:33 PM  
To: MayorandCouncillors  
Subject: Rezoning Address 12371 # 2 Road

To Whom it may Concern,

I am writing in response to the proposed rezoning of the industrial lot Located at 12371 No. 2 Road.

It has been brought to our attention that the City of Richmond is not Granting the developer access to No. 2 Road and advised that the complex will be Using our driveway located at 12311 No. 2 Road for access to their complex.

Currently the industrial users right now have their own driveway to access the lot.

As a resident of 12311 No. 2 Road I have significant concerns with a third Townhouse complex us our only Driveway.

1. A single driveway being used for three high density townhouse complexes.
2. It will adversely affect our insurance coverage in the result of an incident involving someone using our driveway to access the neighboring complex
3. We are solely responsible for the maintenance costs of the driveway (including the brick inlay) and the significant increase in vehicular traffic will result in increased wear and tear to which, we, as owners are responsible to maintain.
4. We are a family oriented complex with many young children playing amongst the laneways. Any increase to the vehicular traffic will adversely affect the safety of the children in the proximity of the two playgrounds along the driveway.
5. The driveway and proposed laneway was never designed for high volume of vehicular traffic
6. The main driveway will become an artificial choke point for vehicles with three high density townhouse complexes using a single driveway.
7. With 54 units in our complex and a comparable amount in Navigators Cove as well as another 39 units to be built at 12371 No. 2 all built with a two car garage that is potentially 260 - 300 cars that will be entering and exiting from one driveway, even if 50% of the people living in the complex were not going to work that would still leave a potential 130 - 150 cars leaving for work in the morning using one driveway. If even only 50% of those people left for work between 7:00 am and 8:30 am to be at work for the typical 9-5 Job that would leave potential 65 - 75 cars leaving in the hour and a half resulting 1 car every 60 to 90 seconds trying to leave the driveway. This would again happen in the evening. In the event of an emergency trying to have this many cars leave the complexes or have emergency vehicles enter the complex would pose serious danger to the safety of the people living in our complex.

As it stands right now there is a driveway at 12371 No. 2 road that is being used on a constant basis by the industrial usage. It would be in the best interest for the safety of the residents in both Fairwind and Navigators Cove for the proposed development to use the existing driveway location that is already in place.

If you were to take a look at the size of the laneway that is being suggested to use you will see that the width of the road just is not big enough to safely have another 80 cars coming and going through it. It was designed to be used for the 12 families to access their garage and home.

To see it reasonable that we now add hundreds of extra vehicle trips per day down a laneway that is less than 14 feet wide does not seem like a reasonable solution.

With the average small being in the 6 foot wide range (based on a 2007 Mazda 3 being 5.8 feet wide) It is reasonable to have them pass each other while parking in the garages, with only 12 units per row the likelihood of them all coming and going at the same time reduced due to the low numbers. Now add another 300 or so estimated car trips per day down an access road where these 12 families will be

backing in and out of their garages as we do not have driveways will surely cause many accidents and damages to personal property.

In these complexes now there are many young families with children that play outside, in this day and age it is refreshing to see children playing outside instead of being inside playing video games and becoming the next generation of over weight Canadians.

If this extra traffic is routed through our driveway it will surely impact the safety of the children and they will have no choice but take on indoor activities and become another statistic of overweight youth.

I hope you will take this into consideration as I hope to be able to raise my children in a safe environment where they are able to play outside.

I ask you to take a look at your driveway at home and see if it reasonable for us to ask that you let you entire neighborhood use your driveway to access their home.

Thank you

PC

Patrick Campbell  
patrick\_campbell@telus.net  
604.838.4730

-----Original Message-----

From: Bryan & Kacey Carkner [mailto:carkner@telus.net]

Sent: Wednesday, 16 July 2008 21:49

To: MayorandCouncillors

Subject: 12371 No. 2 Road

I am a resident and taxpayer at 25-12311 No. 2 Road. I understand that the neighboring property at 12371 No. 2 Road is currently being re-zoned for a townhouse complex. I have no issues whatsoever with the townhouse complex and it will only enhance our neighborhood.

However, it has been brought to my attention that our driveway will be used as the main driveway for this townhouse complex with all traffic then using a single lane way to access this complex. I also understand the purchaser of 12371 No. 2 Road has been denied access to No 2. Road upon completion of this new development. I would like to offer some information:

1. Currently, the single driveway at 12311 No 2 Road is already being shared and used by another large, high density townhouse complex at 12251 No 2. Road. Adding a third townhouse complex will create an unnatural choke point using a single driveway. There will be approximately 133 units with approximately 250 cars using a single driveway to access their homes. Currently, there is a multi-use industrial complex at 12371 No. 2 Road with vehicles already using an existing driveway from No. 2 Road. I have not witnessed any traffic or safety related issues.

2. There are 2 children's playgrounds along the driveway of 12251 and 12311 No 2. Road. The complexes are occupied by many young families whose children play amongst the complex. The unnecessary increase in vehicle traffic will significantly increase the risk to the children who are outside playing.

3. I was advised by our developer that the proposed easement from 12311 to 12371 was slated to be used as a fire access lane with bollards. I have no issues with an easement for a fire lane only with bollards.

4. The driveway is not a road and is not very wide. The driveway is the only access for pedestrians and children to walk towards No. 2 Road. There are no sidewalks. Currently, many residents park their vehicles on No. 2 Road and again, walking down the driveway is their only means of accessing No. 2 Road. The proposed lane way at 12311 (between buildings #5 and #6) is very narrow and cannot accommodate two-way traffic.

I would like to confirm that:

1. The developer of 12371 No. 2 Road has been denied access to No 2. Road.

2. A single easement using a lane way is proposed to join the two townhouse complexes.

3. It is appropriate for three, high density, family oriented townhouse complexes to use a single driveway to access their homes.

4. Any justification to limiting access from No 2. Road for high density townhouse complexes.

I look forward to your response and if possible, when public hearings regarding the development application are to take place. If the single driveway proposal is true, I hope the City of Richmond can take in account the aforementioned concerns and re-consider and evaluate other options including granting access to No 2 Road for 12371 to help ensure the safety and enjoyment of our homes.

Regards,

Bryan Carkner  
25-12311 No. 2 Road

**From:** Bryan & Kacey Carkner [mailto:carkner@telus.net]  
**Sent:** Tuesday, 29 July 2008 22:05  
**To:** Brodie, Malcolm  
**Cc:** MayorandCouncillors; Jackson, Brian  
**Subject:** Fwd: 12371 No. 2 Road

Mayor Brodie:

I appreciate your staff's response set out below, however, I still have great concerns regarding the removal of the current driveway for the future town house complex at 12371 No. 2 Road. I would like to respond to the following responses:

*"It is appropriate and a common practice to share a driveway among two or three multifamily oriented neighbouring properties in order to restrict conflict points and thereby enhance safety along busy traffic corridors. The number of existing and potential residential units that would share a common driveway is well within normal limits for this type of development and anticipated traffic."*

I am not aware of any town home complexes in the City of Richmond where 2 or more complexes share a single driveway. I walked throughout the entire Steveston neighborhood and have not observed any 2 or more town home complexes sharing a single driveway. In fact, I observed a townhouse complex named "Westwater" located at the end of No. 2 Road at Dyke Road and there are 2 driveways for this complex. Do you have any examples of 2 or more town home complexes that share a single driveway? Please advise. Also, is there a building / construction standard when referring to *"The number of existing and potential residential units that would share a common driveway is well within normal limits for this type of development and anticipated traffic"* What are the normal limits?

*"Widening of No. 2 Road between Steveston Highway and Dyke Road has been included in the next Five-Year Major Capital Works Program as this stretch is forecasted to have increasing volume of traffic. Therefore, from the traffic safety standpoint, restricting vehicular access, and subsequently reducing traffic conflict points, will have long-term benefits."*

I appreciate that No. 2 Road is being widened within the next 5 years to accommodate an increase in traffic volume. Given the justification for restricting vehicle access via driveways to No. 2 Road as a perceived safety issue, then I will presume that given the large number of residences and multiple driveways located on No. 2 Road, between Steveston Hwy and Moncton St that when construction begins, the driveways to those residences will be eliminated, a cross access easement will be erected channeling all vehicular traffic towards a single driveway. I doubt that this would actually occur but if the City of Richmond stands behind this logic, then I would expect for this to happen. Can you please confirm if this will occur or not?

I would like to reiterate that the driveway to 12371 No. 2 Road already exists and that it should be kept open for the future town home development. That current driveway is currently used to a significant extent by the current tenants of the industrial buildings there, with no obvious safety or traffic issues, and no complaints from the neighbours. Having people to use another strata lot to access another strata lot defies common sense. You literally have to drive to the near end of our strata lot, make a southbound turn, and then drive into the future strata lot and then go east



back towards No. 2 Rd. We are already sharing the single driveway with another strata lot and that is already becoming a traffic conflict point with a single driveway. Our driveway and laneway are not very wide and was never intended to be used for high volumes of vehicular traffic and it is unable to accommodate two-way traffic. There are 2 playgrounds along the driveway which are regularly used by children. Children are constantly playing and riding their bikes along the driveway. By removing the current driveway and forcing all traffic into 1 driveway will not result in perceived benefits at No. 2 Road and only result in a significant increase to the risk of the safety of children and families and decrease in the quality of life of myself and neighbors. I drive No 2 Road twice a day in to the City of Vancouver and I have never encountered a traffic issue whatsoever related to the driveways along No. 2 Road. Also, for the future development of the industrial property south of 12371 No. 2 Road, how will this be connected? With another easement and the use of our only driveway? Please advise.

I respectfully request that the City of Richmond reconsider their position of eliminating the driveway at 12371 No. 2 Road. I also respectfully request that the easement at 12311 No. 2 be reverted back to a fire lane with bollards, which was what we were advised by the developer of our complex was originally planned. I personally invite you to our complex for a walking tour to gain a "first hand" view of the layout of our complex and neighboring strata lots. I will adjust my schedule to accommodate your busy schedule. I can be reached at 604.241.4127 or 604.317.8389 or by email at [carkner@telus.net](mailto:carkner@telus.net). I look forward to meeting you and an opportunity to share our concerns with you.

Myself, my concerned neighbours and the Fairwind Strata Council are ready and willing to participate in the public hearings in relation to this matter. We request that we be kept apprised of any and all hearing dates.

Regards,

Bryan Carkner

25-12311 No. 2 Road

**From:** Bryan & Kacey Carkner [mailto:carkner@telus.net]  
**Sent:** Monday, 11 August 2008 8:44 AM  
**To:** Brodie, Malcolm  
**Cc:** Jackson, Brian; Mayor and Councillors  
**Subject:** Re: 12371 No. 2 Road

Dear Mayor Brodie:

Thank you for the response from your staff. I am feeling somewhat frustrated on the part of the City of Richmond to not re-evaluate their position in removing the existing driveway at 12371 No. 2 Road and forcing a 3rd townhouse complex to use a single driveway. I appreciate that during the construction of 12311 No. 2 Road, the developer was required to build an easement to connect with 12371 No. 2 Road. It was our understanding that the City of Richmond required this for fire lane access. The easement would have bollards erected and used for emergencies only. I cannot stress enough that the current complexes at 12251 and 12311 No. 2 Road are family oriented complexes where several children live and play. The easement proposal literally intersects an entire strata complex (the length of a city block), travelling past 2 children's play grounds before connecting to 12371 No. 2 Road. The lane ways were never designed or intended for two way vehicle traffic. The portion of the laneway where the easement connects to 12371 No. 2 Road is very narrow and two vehicles cannot pass at the same time. A delivery truck or moving truck, conducting business at 12311 No. 2 Road would block the only access to 12371 No. 2 Road.

I also understand that long before the townhouse complexes were built and occupied, proposed drawings, suggestions, and plans were implemented for what would be the desired outcome of the re-development of the industrial lands in the Steveston area. Now that townhouse complexes have been erected and families are now living in the neighborhood, I believe that those plans be re-evaluated to meet the changing needs of the neighborhood. What was once a good plan on paper doesn't necessarily mean it will work out or is practical. As land is being re-developed, an on-going assessment should be done rather than relying on an idea proposed on paper. The unwillingness to re-evaluate in a stage of progression is a great pitfall. I drive to and from the City of Vancouver 5 days a week along No. 2 Road. There are hundreds of homes along No. 2 Road, all with driveways. I don't comprehend the justification from the City of Richmond that there is a safety issue and that 3 townhouse complexes must use a single driveway, amongst the hundreds of driveways on No. 2 Road when there is already an existing driveway at 12371 No. 2 Road. I have never encountered a problem along No. 2 Road from Dyke Road to the No. 2 Road bridge. Why is it a safety issue at 12251, 12311 and 12371 No. 2 Road but not elsewhere? I firmly believe greater safety issues are being created by the City of Richmond within the complexes at 12251 and 12311 No. 2 Road by forcing another townhouse complex to use the only driveway rather than keep the existing driveway at 12371 No. 2 Road.

All I am asking is that the City of Richmond, re-evaluate and re-consider removing the existing driveway at 12371 No. 2 Road. What once was perceived to be a good idea on paper, obviously is not working out in reality. Now that townhouse complexes have been built and families have moved in, it is time for the City of Richmond to assess the situation based on the current situation and the future rather than a proposal done many years ago prior to any re-development of the Steveston industrial lands. The safety justification lacks all credibility, especially since I travel along No. 2 Road on a routine basis. I hope the City of Richmond considers itself to be progressive values the safety and needs of its residents and that they value the safety and concerns of the area residents. Allowing the existing driveway at 12371 No. 2 Road will maintain the quality of life for its area residents and ensure the safety of everyone.

Regards,

Bryan Carkner  
Owner, 25-12311 No. 2 Road.

*Development Permit - 39-unit Townhouse Development - 12351 No. 2 Road, Richmond, BC.*

# PRELIMINARY CONCEPT

**SITE PLAN**  
Scale: 1"=24'-0"

Scale: 1"=24'-0"

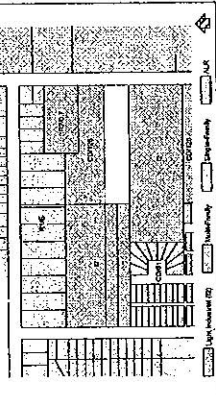
# A1.0

ing.

## CONTEXT PLAN



### LOCATION PLAN



## ZONING SUMMARY

[illegible]

## BUILDING CODE SUMMARY

[illegible]

## PROJECT DESCRIPTION

[illegible]

## DRAWING LIST

Architectural	Landscape
A1 PROJECT DATA, SITE PLAN	L1 LANDSCAPE MIDDLE PLAN - Pathway
A2 THREE PLAN TYPES, A, B, C	L2 LANDSCAPE STEERING PLAN - WGS
A3 PLANS + ELEVATIONS BLOCKS 1-4	L3 LANDSCAPE STEERING PLAN - EAST
A3.1 PLANS + ELEVATIONS BLOCKS 1-3	
A3.2 PLANS + ELEVATIONS BLOCKS 3-4	
A4 SITE SECTION + WGS NO ELEVATION	C1 Civil Engineer

## CONTACTS

[illegible]

1

[illegible]

④ ESCAPE INDEX PLAN - Preliminary  
ESCAPE SUTPLANING PLAN - WEST  
ESCAPE SUTPLANING PLAN - EAST

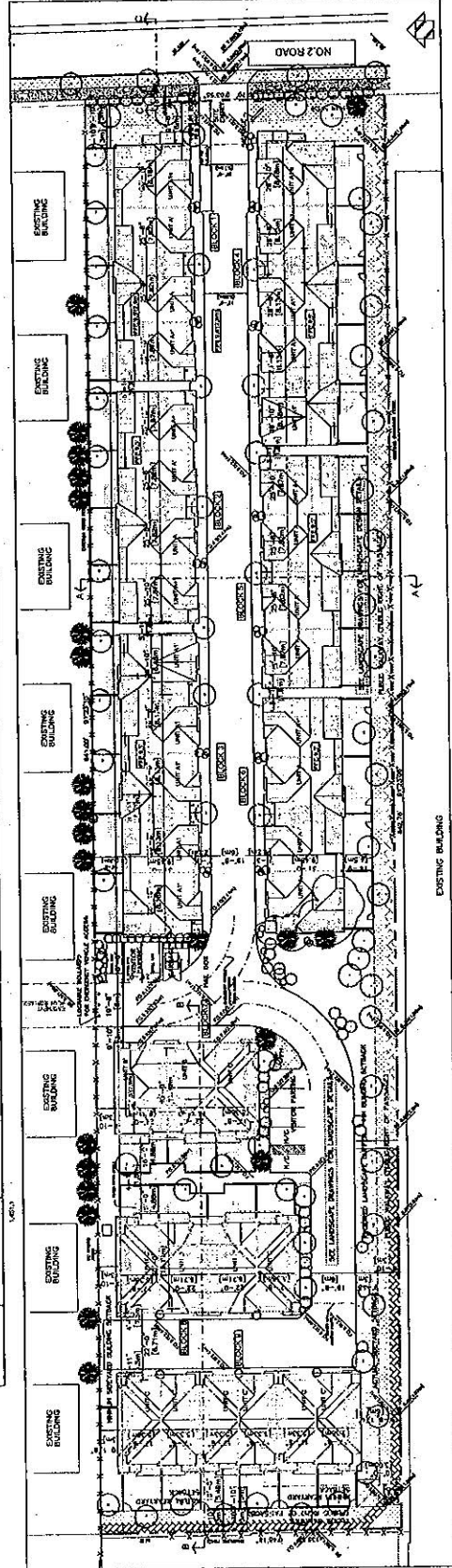
**CHINA'S CLOSING**

[illegible]

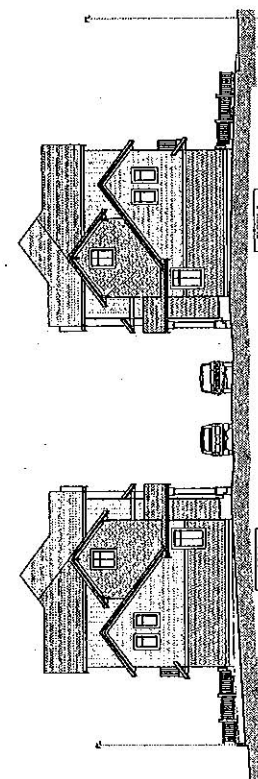
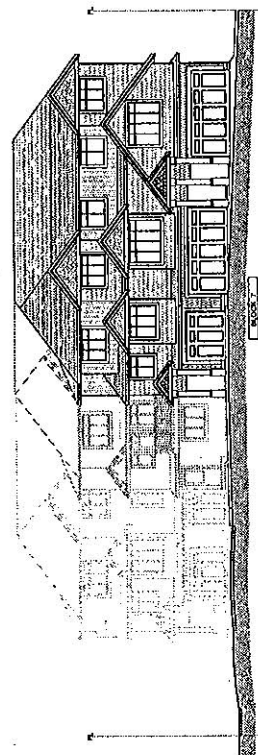
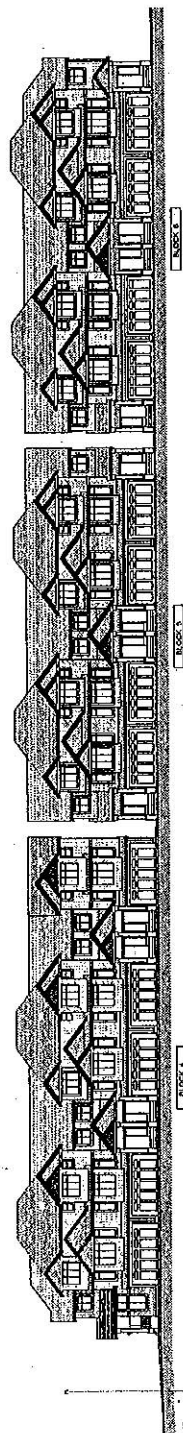
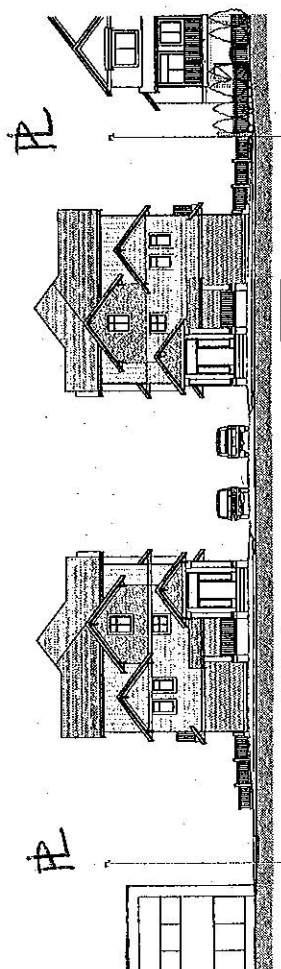
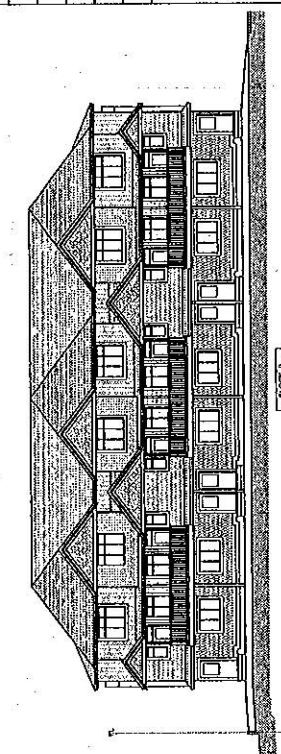
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----

[illegible]

姓名	性别	年龄	职业	住址	联系电话
张三	男	35	教师	北京市朝阳区	13800138000
李四	女	28	医生	北京市海淀区	13900139000
王五	男	45	工程师	上海市浦东新区	13600136000
赵六	女	32	公务员	广东省广州市	13500135000
孙七	男	50	企业家	浙江省杭州市	13400134000
周八	女	40	律师	北京市西城区	13300133000
吴九	男	38	程序员	深圳市南山区	13200132000
郑十	女	25	设计师	成都市高新区	13100131000
冯十一	男	42	会计师	武汉市武昌区	13000130000
陈十二	女	30	记者	西安市雁塔区	12900129000
林十三	男	48	销售经理	南京市鼓楼区	12800128000
黄十四	女	33	心理咨询师	昆明市五华区	12700127000
周十五	男	55	大学教授	长春市朝阳区	12600126000
吴十六	女	27	自由职业者	贵阳市南明区	12500125000
郑十七	男	43	银行职员	海口市琼山区	12400124000
冯十八	女	36	翻译	海口市秀英区	12300123000
陈十九	男	52	公务员	海口市龙华区	12200122000
林二十	女	29	程序员	海口市美兰区	12100121000
黄二十一	男	47	企业家	海口市琼山区	12000120000
周二十二	女	34	设计师	海口市秀英区	11900119000
吴二十三	男	51	会计师	海口市龙华区	11800118000
郑二十四	女	26	记者	海口市美兰区	11700117000
冯二十五	男	44	销售经理	海口市琼山区	11600116000
陈二十六	女	31	心理咨询师	海口市秀英区	11500115000
林二十七	男	53	大学教授	海口市龙华区	11400114000
黄二十八	女	28	自由职业者	海口市美兰区	11300113000
周二十九	男	46	银行职员	海口市琼山区	11200112000
吴三十	女	37	翻译	海口市秀英区	11100111000
郑三十一	男	54	公务员	海口市龙华区	11000110000
冯三十二	女	29	程序员	海口市美兰区	10900109000
陈三十三	男	49	企业家	海口市琼山区	10800108000
林三十四	女	35	设计师	海口市秀英区	10700107000
黄三十五	男	56	会计师	海口市龙华区	10600106000
周三十六	女	32	记者	海口市美兰区	10500105000
吴三十七	男	41	销售经理	海口市琼山区	10400104000
郑三十八	女	27	心理咨询师	海口市秀英区	10300103000
冯三十九	男	50	大学教授	海口市龙华区	10200102000
陈四十	女	30	自由职业者	海口市美兰区	10100101000
林四十一	男	45	银行职员	海口市琼山区	10000100000
黄四十二	女	38	翻译	海口市秀英区	09900099000
周四十三	男	57	公务员	海口市龙华区	09800098000
吴四十四	女	33	程序员	海口市美兰区	09700097000
郑四十五	男	42	企业家	海口市琼山区	09600096000
冯四十六	女	28	设计师	海口市秀英区	09500095000
陈四十七	男	58	会计师	海口市龙华区	09400094000
林四十八	女	34	记者	海口市美兰区	09300093000
黄四十九	男	43	销售经理	海口市琼山区	09200092000
周五十	女	29	心理咨询师	海口市秀英区	09100091000
吴五十一	男	51	大学教授	海口市龙华区	09000090000
郑五十二	女	31	自由职业者	海口市美兰区	08900089000
冯五十三	男	46	银行职员	海口市琼山区	08800088000
陈五十四	女	39	翻译	海口市秀英区	08700087000
林五十五	男	59	公务员	海口市龙华区	08600086000
黄五十六	女	35	程序员	海口市美兰区	08500085000
周五十七	男	44	企业家	海口市琼山区	08400084000
吴五十八	女	30	设计师	海口市秀英区	08300083000
郑五十九	男	60	会计师	海口市龙华区	08200082000
冯六十	女	36	记者	海口市美兰区	08100081000
陈六十一	男	47	销售经理	海口市琼山区	08000080000
林六十二	女	32	心理咨询师	海口市秀英区	07900079000
黄六十三	男	52	大学教授	海口市龙华区	07800078000
周六十四	女	33	自由职业者	海口市美兰区	07700077000
吴六十五	男	48	银行职员	海口市琼山区	07600076000

[illegible]

PROJECT	PROPOSED 34 UNIT TOWNHOUSE DEVELOPMENT 10314 NW 2 <sup>ND</sup> AVE. MIRAMAR, FL 33025
PROJECT NO.	0501
SCALE	AS SHOWN
DATE	SEPTEMBER 21, 2006
DRAWN BY	KATIE FOX
CHECKED BY	WILLIAM FOX
SHEET TITLE	STREETSCAPES
DRAWING	A8.0







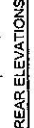
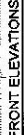
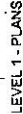
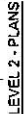
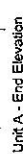




 **INTERFACE  
ARCHITECTURE  
INC.**

8250 - 11509 CHAMBER ROAD  
RICHMOND, B.C. V6X 3Z5  
Tel: (604) 271-1182  
Fax: (604) 271-1165  
<http://www.interfacearch.com>

### A3.2

[illegible]



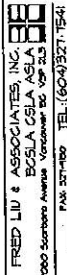
PROJECT	PROPOSED 24-UNIT TOWNHOUSE DEVELOPMENT
OWNER	GOSWAMI INT.
SITE	"A-24-C"
DATE	JUNE 2008
DRAWN BY	K.L.
CHECKED BY	F.L.
SCALE	
TITLE	LANDSCAPE INDEX PLAN Preliminary
SHEET NO.	L   OF 3

1. All plant materials were stored in sealed BODIPY 200-1000 bags.
2. All organs were dried to constant weight before weighing.
3. High water content herbs for the experiment of the feeding among plant material importance.
4. For all other materials, the Laraburgh specifications (1966) are 0.5-0.6 mm.

MATCH LINE



**FRED LIU & ASSOCIATES, INC.**  
**ECOLA CSLA ASLA**  
 2080 Scarborough Avenue Vancouver BC V5P 2L9  
 FAX: 527-4880 TEL: (604) 527-1541



**INTERFACE  
ARCHITECTURE  
INC.**

880 • 830 CAMDEN ROAD  
POTOMAC, MD. 20854

Te 800-325-4822  
Ph 301-325-4846

Interphase Architecture, Inc. is an Equal Opportunity Employer. Minorities and women are encouraged to apply.

INSET	PROPOSED 34 UNIT TOWNHOUSE DEVELOPMENT	INSET IN 0800 51 INT	SOC 1/16" = 1' - 0"	DATE JUNE 2008	SCALE N.L.	DATE 6' F.L.	INSET TALE	LANDSCAPE SITE / PLANTING PLAN - WEST	INSET	L2 OF 3
-------	--	----------------------	---------------------	----------------	------------	--------------	------------	---	-------	---------





**Agricultural Advisory Committee**  
**ANNOTATED DRAFT MINUTES EXCERPT**  
**Thursday, October 9, 2008**

*[The Rezoning application was presented on a preliminary basis to review the ALR buffer scheme. Formal presentation is required as a part of the Development Permit application process]*

1. Development Proposal – 12351 No. 2 Road (ALR Buffer)

Staff provided an overview of the development proposal at 12351 No. 2 Road (39 unit townhouse development). Components of the ALR buffer and relevant agricultural policies and adjacency issues were highlighted. The project architect (Ken Chow) and landscape architect (Fred Liu) provided additional details on the agricultural buffer and updated Committee members on some potential changes impacting the access to No. 2 Road (emergency only vs. permanent) and adding walkways adjacent to the drive-aisle so as not to impact the planted area along No. 2 Road. Staff identified that further details of the ALR buffer will be contained in the Development Permit submission, which will be forwarded to the AAC in the future.

The AAC forwarded the following motion:

That the ALR buffer along No. 2 Road for the project at 12351 No. 2 Road be supported.

Carried Unanimously.

AAC members identified concerns over the current width of No. 2 Road south of Moncton Street. Members noted specific concerns about the narrowing of the road due to recent works, which included repaving and implementation of sidewalks and boulevard treatments on the west side of No. 2 Road. The current width makes it difficult for tractors and farm vehicles utilizing this road for access and mobility.

Due to these concerns, the AAC forwarded the following motion:

That widening of No. 2 Road occur as soon as possible to enable improved mobility for farm vehicles and that the appropriate updates be provided to the AAC.

Carried Unanimously.

*[The motion has been brought to the attention of Transportation staff]*



**Advisory Design Panel**  
**ANNOTATED DISCUSSION NOTES EXCERPT**  
**Wednesday August 20, 2008 – 4:00 p.m.**

*[The Rezoning application was presented on a preliminary basis to review site planning and landscaping concept. Formal presentation is required as a part of the Development Permit application process and will include applicant's response to the Panel Member comments below]*

Comments from the Panel were as follows:

- nice project; pedestrian pathway constraint is handled appropriately;
- the end elevations will need careful colour treatment;
- good landscaping; liked the additional oak trees planted;
- resolve inconsistencies between landscape plans and cross-sections. Consider extending shrub planting to the sidewalk instead of a narrow lawn;
- consider taller plant palette and varied ground cover;
- project is successful given the shape and form of the site;
- look into the design of the streetscape. Consider the application of street lighting compatible with the form of architecture;
- created a nice internal street within a housing complex. Explore opportunity to create a pleasant environment for pedestrians;
- buildings and elevations require a closer look on their detailed design such as bracketing or planter's boxes to add layering to the façades of the buildings;
- look at planting along No. 2 Road from a CPTED perspective;
- extension of the colour palette on buildings along No. 2 Road; and
- buffer adjacent to the industrial area should be as massive as possible; not a concrete block wall but a large form of hedging to provide privacy and there may be acoustic concerns generated by industrial activities in the adjacent site.

The Acting Chair summarized the comments of the Panel members and noted that they were positive.

Due to the absence of Quorum, a recommendation could not be considered.

## Rezoning Considerations

**12351 No. 2 Road**

**RZ 08-414348**

Prior to final adoption of Zoning Amendment Bylaw 8449, the developer is required to complete the following:

1. Register a 3.0 wide public rights-of-passage right-of-way along the entire west property line and entire south property line, complete with a 3 m by 3 m corner cut at the junction to accommodate a public pedestrian walkway. Hard surfaces to be maintained in the future by the City, landscaping to be maintained by the property owner.
2. Registration of a floodplain covenant on title to the lands (2.9 m GSC).
3. Registration of a legal agreement on title to the lands prohibiting the conversion of tandem parking area into habitable space.
4. Registration of a legal agreement on title to the lands prohibiting the removal of the landscape buffer along the south property line for mitigation of potential impacts from normal industrial operations (e.g., noise, odour, large simple building forms). This will also notify prospective purchasers of nearby industrial activities.
5. Registration of a legal agreement on title to the lands prohibiting the removal of the landscape buffer along No. 2 Road for mitigation of potential impacts from normal agricultural operations (e.g., noise, odour, dust, spraying). This will also notify prospective purchasers of nearby agricultural activities.
6. Register a cross access agreement along the drive aisle from No. 2 Road to the north property line for vehicle access to and from 12311 & 12251 No. 2 Road.
7. Pay in-lieu of on-site indoor amenity space (e.g. \$59,000 for 39 townhouses), or submission of an alternate plan at the Development Permit stage that includes appropriate and adequate indoor amenity space as per the Official Community Plan (OCP).
8. City acceptance of the developer's offer to voluntarily contribute \$0.60 per buildable square foot (e.g., \$36,053 for 0.69 FAR on a 8,090.4 m<sup>2</sup> site) to the City's Public Art fund, and if providing onsite, execution of a legal agreement confirming the terms of the contribution and provision of the Public Art.
9. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g., \$120,176 for 0.69 FAR on a 8,090.4 m<sup>2</sup> site) to the reserve funds as detailed in the City's affordable housing strategy.
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

11. Enter into a Servicing Agreement\* for the design and construction of: frontage improvements, intersection signal warrant analysis, a pedestrian walkway, and any identified engineering infrastructure upgrades. Works include, but may not be limited to:
- Traffic signal warrant analysis: for the intersection of No. 2 Road and Moncton Street, which may lead to intersection improvements or contribution for future works. DCC road credits would apply to improvements.
  - No. 2 Road frontage improvements: road widening, curb & gutter, creation of a minimum 1.6 m wide grass boulevard with street trees (7cm cal. Scarlet Oaks), davit arm street lights (spec L11.1) and a 1.5 m concrete sidewalk at the property line. NOTE: There is an existing 300mm diameter AC water main which will be immediately under the new sidewalk - all costs related to any failure of the water main during the construction process will be at the sole cost to the developer. Pre-ducting of hydro/tel is also required. (The cross section should be the same or very similar works done on No 2 Road via SA 05-290424 to the north). DCC Roads credits apply.
  - Pedestrian walkway: 1.5 m concrete walkway at the property line edge, sloping towards this project, with a 1.5 m edge planted with grass. Low slow growing hedging is permitted as identified in DP. Should the consulting Engineer deem necessary, storm drainage may be required. Works at the developer's sole cost.
  - Servicing upgrades: Applicant to demonstrate sufficient capacity and conformance with City requirements, or upgrade as needed. Works at the developer's sole cost.
12. Approval from the Ministry of Environment regarding the detailed site investigation.

Prior to future Building Permit\* Issuance:

- Submission of a Construction Parking and Traffic Management Plan\* to the Transportation Division.
- Incorporation of accessibility measures for aging in place in Building Permit drawings for all units including level handles for doors and faucets and blocking in all washroom walls to facilitate future potential installation of grab bars/handrails.
- The applicant is required to obtain a Building Permit\* and any other required City approval prior to erecting any construction hoarding.

*All legal agreements are to be to the satisfaction of the City Solicitor, and may be or may be in association with a section 219 Covenant. Where applicable, all legal agreements are to be fully registered on title prior to the final adoption of the Rezoning Bylaw.*

[Signed original on file]

Signed

Date

\* Note: This requires a separate application



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8449 (RZ 08-414348)  
12351 NO. 2 ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/126)**.

P.I.D. 006-475-728

Lot 138 Section 12 Block 3 North Range 7 West New Westminster District Plan 30210

2. This Bylaw may be cited as **"Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8449"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

