



City of Richmond
Planning and Development Department

Report to Council

To: Planning Committee **Date:** April 23, 2012
From: Brian J. Jackson, MCIP
Acting General Manager, Planning and Development **File:** RZ 10-516267
Re: Supplemental Report: Application by Western Maple Lane Holdings Ltd. for Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3)

Staff Recommendation

1. That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)", be forwarded to Public Hearing, to be held on Monday, June 18, 2012; and
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14 of the Report to Committee dated June 17, 2011.

Brian J. Jackson, MCIP
Acting General Manager, Planning and Development

BJJ:el
Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to rezone 9160 No. 2 Road (**Attachment A**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) in order to permit the development of 18 three-storey townhouse units on the site with vehicle access from Maple Road.

Background

A Report to Committee (**Attachment B**) on the subject rezoning application was taken to Planning Committee on July 5, 2011. The Committee endorsed the staff recommendation to forward the subject application to Public Hearing but requested information on potential signalization at the corner of Maple Road and No. 2 Road.

Prior to Public Hearing, the applicant decided to revise the proposed and requested to have the application removed from the Public Hearing agenda. The application was therefore deleted from the September 7, 2011 Public Hearing agenda and referred back to staff.

This supplemental report is being brought forward now to provide information regarding signalization at the corner of Maple Road and No. 2 Road, a discussion on vehicle access to the proposed development, a summary of revisions made to the project, and the result of the second open house for the proposed development held on March 29, 2012.

Findings of Fact

Please refer to the attached updated Development Application Data Sheet (**Attachment C**) for a comparison of the proposed development data with the relevant Bylaw requirements. Please refer to the original staff report dated June 17, 2011 (**Attachment B**) for information pertaining to related City's policies and studies, pre-Planning Committee consultation process and result, as well as staff comments related to tree retention, site servicing, and frontage improvements.

Review of Transportation Issues:

Signalization at the Corner of Maple Road and No. 2 Road

Typically, new traffic signals are funded through the City's Road DCC Program and prioritized based on the Transportation Association of Canada (TAC) Signal warrant Analysis.

Based on the TAC analysis, it is found that a traffic signal is not warranted at this location. The anticipated traffic volume generated by the proposed 18 unit townhouse development will result in only a marginal increase and the intersection will continue to perform adequately with the stop control operation. However, staff recognize that the likely ultimate signalization at the intersection will be required in the future due to growth. Currently, the eastbound left-turn traffic on Maple Road does experience some delays during the morning peak period due to commuter traffic on No. 2 Road.

In light of the developer's commitment for the design and construction of the traffic signals, staff can support signalizing the Maple Road intersection as part of this development to stop traffic on

No. 2 Road for local access from Maple Road and help to address neighbourhood concerns related to traffic delay.

As a condition of rezoning, the developer is committed to enter into a standard Servicing Agreement for the design and construction of the No. 2 Road/Maple Road upgrades with full traffic signals, complete with audible pedestrian signals (APS). The works will include but not be limited to: roadway widening, utility relocation, reconstruction of Maple Road on the east and west leg, pavement markings and signage changes. In order to determine the requirements of the Servicing Agreement for the design and construction of off-site works, a functional plan including road dimensions and road cross sections for all approaches is required. All proposed transportation and traffic improvements are subject to review and final approval of the Director of Transportation and the Director of Engineering. All works to be provided at developer's sole cost with no applicable DCC credits.

Vehicle Access

Site Access on Maple Road

Residents from the single-family neighbourhood east of No. 2 Road (on Maple Road, Martyniuk Place, and Romaniuk Drive) have expressed concerns about the location of vehicle access to the townhouse development on Maple Road. They feel that the increased traffic generated by the townhouse development would increase the delay at the No. 2 Road and Maple Road intersection during peak hours.

Site Access on No. 2 Road

Residents from the adjacent senior apartment and the users of the church to the south object to a No. 2 Road driveway for the proposed townhouse development. A letter from the Christian Reformed Senior Housing Society (**Attachment D**) and a petition from the Tapestry Church with 121 names was submitted (**Appendix I**). They feel that the proposed driveway would be too close to their shared driveway, making it more difficult to enter and exit their shared driveway, posing a safety concern. In addition, the nine (9) units in the senior apartment that look out over the proposed driveway would be impacted by the noise, exhaust fumes, and bright headlights at night from vehicles using the driveway.

In addition to the comments from the area residents, staff considered the following factors when reviewing the two possible site access locations:

- The hierarchy of roads, i.e., their functions and capacity. No. 2 Road is classified as an Arterial Road while Maple Road is classified as a local road.
- The distance of the proposed driveway from the intersection and other driveways.
- Tree preservation and its benefits to the neighbourhood. At least two (2) additional bylaw-sized trees and four (4) under-sized trees that were identified for retention would be removed to accommodate vehicle access off No. 2 Road
- The gain and/or loss of on-street parking spaces.
- The applicant's proposal to upgrade the existing Special Crosswalk at the north leg of the No. 2 Road/Maple Road intersection to a full traffic signal without requiring any City roads DCC funding.

Upon reviewing both site access options, Staff concluded either an access on Maple Road or No. 2 Road would be workable.

Review of Proposed Revisions:

Entry Driveway on Maple Road

The applicant has considered relocating the entry driveway from Maple Road to No. 2 Road. Based on the comments received from the neighbourhood, the applicant proposes to keep the entry driveway on Maple Road; however, the proposed driveway location has been shifted west to reduce potential impacts on the neighbouring property to the east.

Site Layout

The site layout has been revised (**Attachment E**). The developer is now proposing six (6) duplex units with a pedestrian walkway along the east property line. The duplexes will be set back 6 m from the east property line and a hedgerow will be planted along a portion of the east property line to provide backyard privacy for the neighbouring property to the east.

All proposed units fronting on Maple Road are now in duplex form, creating a similar massing and character as the adjacent single-family developments. In addition, the four-plex in the central part of the site has been split into two (2) duplexes, the free standing electrical rooms along the south yard setback have been removed, and the outdoor amenity area has been relocated to the Maple Road frontage.

Same as the original proposal, every unit has two (2) side-by-side parking spaces. A total of four (4) visitor parking spaces are provided throughout the site, including one (1) accessible parking space. The applicant has indicated that eight (8) of the double car garages are deeper than usual and each of these garages may accommodate up to three (3) compact vehicles.

Detailed design of the project, including site design, architectural form, and landscaping, will be reviewed at the Development Permit stage.

Consultation:

Petition Received August 31, 2011

In addition to the comments letters attached to the Report to Committee dated June 17, 2011 (**Attachment B**), 213 petition letters (with 447 signatures) in opposition to the proposal was submitted on August 31, 2011 (**Appendix II**). A sample petition letter can be found in **Attachment F**.

Open House March 29, 2012

The applicant held a second public Open House on March 29, 2012 at the Thompson Community Centre. An Open House flyer was sent by mail to the owners and residents of over 140 neighbouring properties. Approximately 57 people attended representing 49 households in the City, in which 19 households are located within the notification area and an additional 6 households are located within the immediate neighbourhood bounded by Francis Road, Woodward Road, Gilbert Road, and No. 2 Road. Staff attended the Open House as observers. Comment sheets were provided to all the attendees and 43 responses were received (**Appendix**

III). A copy of the Open House Summary prepared by the applicant is included in **Attachment G**. A mapping of the responses received at the open house can be found in **Attachment H**. The survey result is as follows:

- 16 attendants from 15 households within the notification area oppose the proposal;
- 4 attendants from 4 households within the immediate neighbourhood (bounded by Francis Road, Woodward's Road, Gilbert Road, and No. 2 Road) oppose the proposal;
- 1 attendant from a household within the immediate quarter section support the proposal;
- 20 attendants in 16 households in Richmond, but outside of the immediate quarter section, support the proposal; and
- 2 attendants did not indicate whether they support or oppose the proposal.

Most attendants who oppose the proposal feel that nothing has changed since this application was forwarded to Planning Committee in July 2011. The concerns raised by these attendants are similar to the comments received on the first round of consultation.

Petition Received April 12, 2012

Pursuant to the second open house, a second petition from the area residents with 196 petition letters (350 signatures) in opposition to the proposal was submitted on April 12, 2012 (**Appendix IV**). A sample petition letter can be found in **Attachment I**. A mapping of the households in opposition to the proposal is included in **Attachment J**. Staff have subsequently met with representatives of the neighbourhood group to review the revised proposal and answer questions.

Public Input

A copy of the petitions and comment sheets from the second open house (**Appendix I to IV**) has been compiled into a binder. Copies of the binder have been placed in the Councillor's lounge for City Council reference and also at the City Hall information desk for public viewing.

A list of major concerns raised by the area residents is provided below, along with responses in *italics*:

1. The single-family residential character should be maintained.

The subject townhouse development is not the first multiple-family development on this block of No. 2 Road between Maple Road and Woodward's Road. There is an existing 4-storey seniors' apartment building located to the immediate south of the subject site. The subject site, along with the properties on both side of No. 2 Road, between Francis Road and Woodward's Roads, is identified for townhouse development under the Arterial Road Redevelopment Policy in the Official Community Plan (OCP). Townhouse developments are limited to properties fronting onto arterial roads, such as No. 2 Road, and are not envisioned in the internal subdivision.

Duplex units are being proposed along the Maple Road frontage to create a massing and character similar to the adjacent single-family homes.

2. The proposed density is too high; 18 units are too many.

Please see Analysis section for the discussion on the proposed density in term of Floor Area Ratio (F.A.R.). The City does not restrict the number of units, as long as the proposal complies with all zoning requirements.

3. The proposed three-storey buildings are too tall.

The Arterial Road Redevelopment Policy permits 3-storey height (above the Flood Plain Construction Level (FCL)). In order to address the adjacency issue and to preserve mature trees on site, the proposed development will be built on existing grade, which is approximately 1.37 m below the FCL, 0.80 m below the No. 2 Road sidewalk elevation, and 0.25 m below the existing Maple Road elevation. The ground floor will be for parking only and no habitable area is permitted. A low sloped 4-in-12 roof is proposed to keep the apparent building height along the fronting streets as low as possible. The proposed buildings will appear to be 2½ storeys above the FCL, which would be similar in height as the newer/future single-family homes on Maple Road.

4. Four (4) visitor parking spaces are not enough for 18 townhouse units. The proposed development would create parking and traffic problems on Maple Road.

The proposal includes two (2) side-by-side parking spaces per unit and a total of four (4) visitor parking spaces on site, which is in compliance with the bylaw requirement.

At present, no parking is permitted on both sides of No. 2 Road but there is no restriction along Maple Road. With the new traffic signal and the proposed development in place, no parking should be allowed on the south side of Maple Road between No. 2 Road and the proposed site access. From the site access to the easterly property boundary, it is feasible to accommodate three (3) on-street parking spaces on the south side of Maple Road. On-street parking on the north side of Maple Road is very limited due to the existing property driveways.

The applicant has indicated that some of the garages may accommodate up to three (3) compact cars (see Alternate Parking Plan in Attachment E). The developer has also agreed to explore the opportunities to provide additional visitor parking stalls on site at Development Permit stage.

5. Increased traffic generated by the townhouse development would make the already problematic intersection at No. 2 Road and Maple Road more dangerous.

Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review; the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have a insignificant traffic impact to the existing operations at the No. 2 Road and Maple Road intersection; the existing vehicle access to No. 2 Road is within the existing roadway and intersection geometry.

In addition, as part of the development, the pavement on Maple Road along the site frontage will be widened to provide additional travelling space on Maple Road.

Furthermore, the provision of full traffic signal at Maple Road and No. 2 Road will allow traffic making left turns out from Maple Road with the protection of signalization.

6. The proposed traffic light on Maple Road is too close to Francis Road.

The Maple Road approaches carry very moderate traffic volumes; the introduction of a new traffic signal at Maple Road will not adversely impact traffic progression along No. 2 Road currently through Maple and Francis. Final signal timing plans can be worked out in the detailed design stage to optimize traffic progression and minimize vehicle delays. The new signal at Maple will improve existing traffic conditions at the intersection by providing protected pedestrian crossings across No. 2 Road and adequate capacity for Maple Road left-turn traffic to No. 2 Road northbound.

7. The diverters on Maple Road will be removed in the future.

While some residents suggested removal of the existing diverters on Maple Road at Romaniuk Drive (between No. 2 Road and Gilbert Road) to ease traffic congestion at the No. 2 Road and Maple Road intersection, many have concerns that such removal will create serious safety issues in the neighbourhood.

Transportation Division staff noted that the existing mid-block closure of Maple Road was instated several years ago in response to concerns raised by residents regarding speed and traffic short-cutting on Maple Road. Opening up the Maple Road link between the two (2) arterial roads will create a potential for a significant increase of traffic volume and speed on Maple Road, impacting the intersection at No. 2 Road. The diverters would still be required to manage traffic levels and speed in the area. Therefore, the removal of the existing diverters are not recommended.

Analysis

Official Community Plan (OCP) Compliance

The proposed development is consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east and the apartment building to the south:

- The proposed 3-storey townhouses will be built on existing grade, so their 3-storey appearance will be somewhat lessened. The proposed top floor is also about the same height as the second floor of the adjacent seniors' apartment.
- The site grade along the east property line will be raised to achieve the minimum Flood Construction Level (FCL). The duplexes along the east property line are considered 2½ storey in height above the FCL. Thereby, the interface with single-family along the east property line is considered in compliance with the Arterial Road Redevelopment Policy in terms of building height and setback.
- Units are laid out along the No. 2 Road and Maple Road to provide a pedestrian scale along the street fronts. Duplex units with direct street entry are proposed along Maple Road, creating a coherent streetscape with the existing single-family homes on the block.
- The rest of the townhouse blocks on-site are laid out with an east-west orientation to provide view corridors (north-south) from the adjacent seniors' apartment.

These proposed design features will be controlled through the Development Permit process.

Medium Density Townhouses (RTM3)

The proposed zoning (RTM3 with a maximum density of 0.7 FAR) and the proposed density (0.675 FAR) complies with the Low-Density Residential land use designation contained in the Official Community Plan (OCP) for development on the City's arterial roads. Densities above the base density, for townhouse development along arterial road, of 0.6 floor area ratio (FAR) are usually considered in conjunction with development sites in close proximity to a Community Centre and/or Neighbourhood Service Centre. The subject site is across from a local commercial site and is within walking distance to the Blundell Shopping Centre (approximately 650 m). To qualify for the proposed density and to satisfy the requirements of the RTM3 zone, the applicant is:

- Preserving eight (8) bylaw-sized trees and four (4) under-sized trees on-site, as well as protecting all trees on adjacent properties, located in proximity to the development site;
- Providing a voluntary contribution to the Affordable Housing Strategy reserve fund; and
- Providing at least one (1), possibly two (2), convertible units which are designed to accommodate a vertical lift.

Development Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTM3) zone. Based on the review of revised site plan for the project, no variance is being requested.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9160 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Detailed review of the site plan to ensure a 4.3 m minimum vertical clearance is provided over the entire 6.7 m width of the internal drive aisle and that corner cuts are provided at the internal intersections on-site;
- Opportunities to provide additional visitor parking stalls on site;
- Detailed review of the site plan to ensure semi-private space is distinguished from private spaces including the design and location of visitor parking;
- Detailed review of building form and architectural character including elimination of significant projections into required yard setbacks as well as unit design that facilitates conversions of garage area into habitable space;
- Unit entry design with respect to CPTED principles;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Ensure there is adequate private outdoor space for each unit; and

- Landscaping design, site grading, and enhancement of the outdoor amenity area to maximize use.

Conclusion

The proposed 18-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads and meets the zoning requirements set out in the Medium Density Townhouses (RTM3) zone. Overall, the proposed land use, site plan, and building massing relates to the surrounding neighbourhood context. The applicant is proposing to upgrade the No. 2 Road/Maple Road intersection with full traffic signals, complete with audible pedestrian signals (APS), to address concerns raised by delegations to Planning Committee related to traffic. A Transportation Functional Plan will be provided prior to the Servicing Agreement stage to determine ultimate transportation and traffic improvements.

Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process.

The updated list of rezoning considerations is included as **Attachment K**, which has been agreed to by the applicants (signed concurrence on file).

While the proposal generates significant concerns from the immediate neighbourhood, the proposal does address all of the concerns raised and is in compliance to the City's Arterial Road Redevelopment Policy. The subject site is specifically identified in the OCP for multiple family development. On this basis, staff recommends support for the rezoning application.

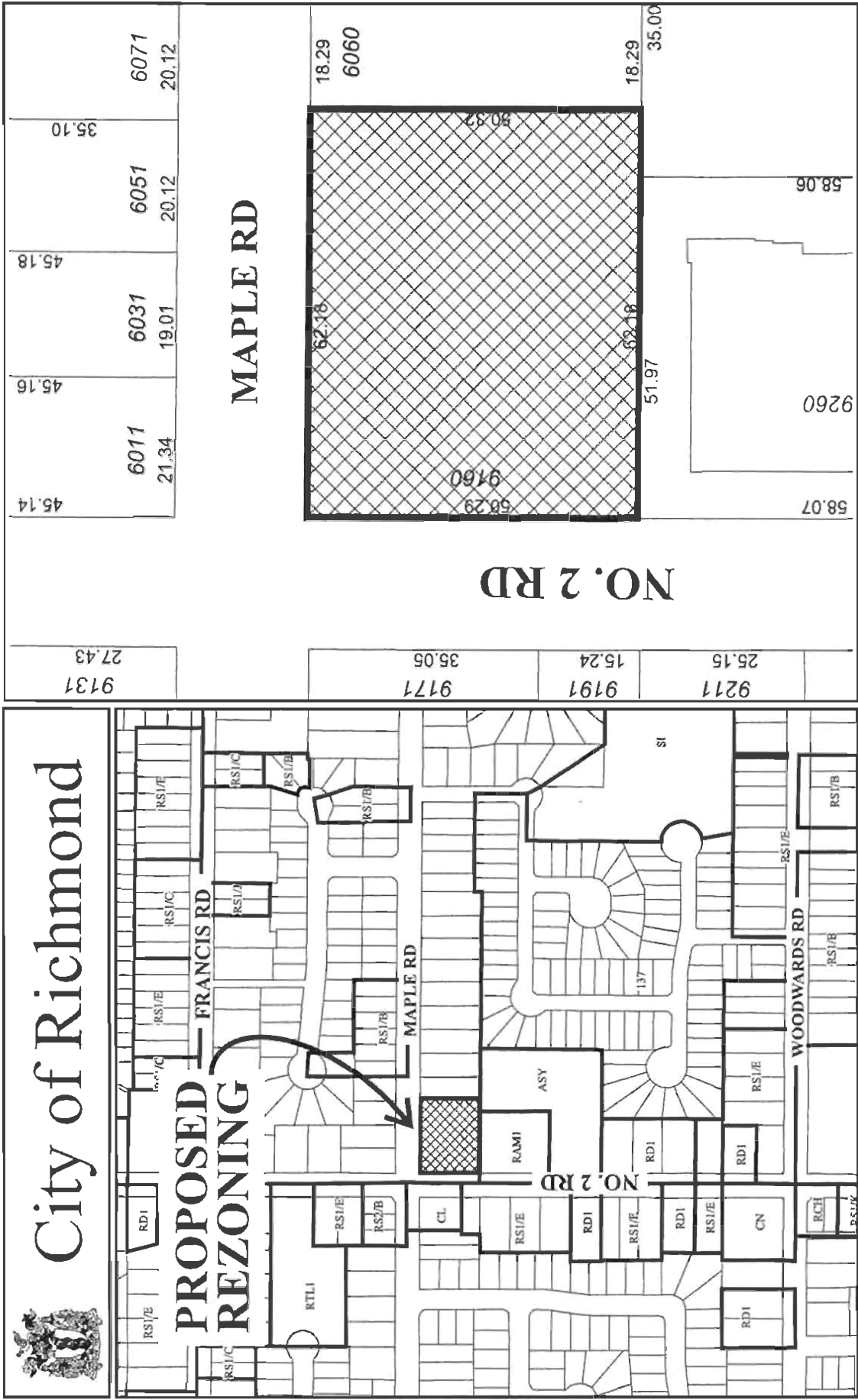


Edwin Lee
Planner 1
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EL:rg

Attachment A: Location Map
Attachment B: Report to Committee dated June 17, 2011
Attachment C: Development Application Data Sheet
Attachment D: Letter from Christian Reformed Senior Housing Society dated April 2, 2012
Attachment E: Revised Development Concept
Attachment F: Sample Petition Letter dated August 5, 2011 (received on August 31, 2011)
Attachment G: Open House Summary
Attachment H: Public Consultation Responses (Open House, March 29, 2012)
Attachment I: Sample Petition Letter dated April 1, 2012 (received on April 12, 2011)
Attachment J: Mapping of Petition received April 12, 2012
Attachment K: Rezoning Considerations Concurrence

Appendix I: Petition from Tapestry Church
Appendix II: Petition Received August 31, 2011
Appendix III: Comment Sheets Received at Open House Held on March 29, 2012
Appendix IV: Petition Received April 12, 2012



RZ 10-516267

Original Date: 03/02/10
Revision Date: 05/18/11
Note: Dimensions are in METRES



RZ 10-516267

Original Date: 03/02/10

Amended Date: 05/18/11

Note: Dimensions are in METRES



City of Richmond
Planning and Development Department

ATTACHMENT B

Report to Committee

To: Planning Committee

Date: June 17, 2011

From: Brian J. Jackson, MCIP
Director of Development

File: RZ 10-516267

Re: Application by Western Maple Lane Holdings Ltd. for Rezoning at
9160 No. 2 Road from Single Detached (RS1/E) to Medium Density
Townhouses (RTM3)

Staff Recommendation

1. That Bylaw No. 8769, for the rezoning of 9160 No. 2 Road from "Single Detached (RS1/E)" to "Medium Density Townhouses (RTM3)", be introduced and given first reading;
2. That the Public Hearing notification area be expanded from the standard 50 m radius to include the area shown in Attachment 14; and
3. That Bylaw No. 8769 be forwarded to a Special Public Hearing, to be held on Tuesday, July 26, 2011, at 7:00 p.m., in the Council Chambers.

Brian J. Jackson, MCIP
Director of Development

EL:blg

Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	

Staff Report

Origin

Western Maple Lane Holdings Ltd. has applied to the City of Richmond for permission to rezone 9160 No. 2 Road (**Attachment 1**) from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) in order to permit the development of 18 three-storey townhouse units on the site with vehicle access from Maple Road (**Attachment 2**).

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 3**).

Surrounding Development

To the North: Across Maple Road, existing single-family dwellings on large lots zoned Single Detached (RS1/E);

To the East: Existing single-family dwellings on large lots zoned Single Detached (RS1/E);

To the South: Four-storey senior apartment building (three-storeys over parking) zoned Medium Density Low Rise Apartments (RAM1) and Christian Reformed Church Of Richmond on a large piece of property zoned Assembly (ASY); and

To the West: At the southwest corner of No. 2 Road and Maple Road, a commercial retail building on a property zoned Local Commercial (CL); at the northwest corner of Maple Road, a recently approved 3-lot subdivision on a site zoned Single Detached (RS1/B) fronting on Maple Road.

Related Policies & Studies

Arterial Road Redevelopment and Lane Establishment Policies

The Arterial Road Redevelopment Policy is supportive of multiple family residential developments along major arterial roads, especially in locations such as the subject site, which are within walking distance of commercial services and where public transit is available.

The subject site is a large single-family lot fronting No. 2 Road with a lot depth much deeper than a standard single-family lot in the area. This site is identified for townhouse development under the Arterial Road Redevelopment Policy and the proposed development is generally consistent with the Policy. While this proposal is the first townhouse development proposal on the east side of No. 2 Road between Maple Road and Woodward Road, the proposal is not the first multiple family development on the block as there is an apartment building for seniors located to the immediate south of the site. It is noted that there is a predominant presence of other previously approved townhouses along the east side of No. 2 Road between Woodward Road and Williams Road. It is envisioned that the rest of the single-family and duplex lots on this block between Maple Road and Woodward Road could be redeveloped for multiple family residential under the Arterial Road Redevelopment Policy in the OCP.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant is making a cash contribution of \$2.00 per buildable square foot as per the Strategy; making the payable contribution amount of \$47,003.23.

Public Input

The applicant has forwarded confirmation that a development sign has been posted on the site. There has been significant interest from the neighbouring residents regarding this proposed rezoning. Staff have received:

- Two (2) support letters from two (2) households on Romaniuk Drive and Gilbert Crescent within the immediate quarter-section, and one (1) support letter from a household in the King George/Cambie Neighbourhood (**Attachment 4**);
- Eight (8) opposition letters from nine (9) households on Maple Road, Martyniuk Place, No. 2 Road, and Ramaniuk Drive (**Attachment 5**); and
- A petition with 37 signatures from 33 households within the immediate neighbourhood in opposition to the proposed development (**Attachment 6**).

Concerns expressed by the public include changes in neighbourhood character, increased density, increased traffic, parking, safety at the No. 2 Road and Maple Road intersection, tree preservation, building height, and loss of privacy.

Open House

The applicant has conducted public consultation regarding the rezoning application through a public Open House on March 15, 2011 at the Richmond City Hall. An Open House flyer was hand delivered by the applicant to over 140 neighbouring single-family homes (see **Attachment 7** for the Notification Area). Approximately 19 people attended representing 12 households of neighbouring residents. Staff attended the Open House as observers. Comments sheets were provided to all the attendees and 16 responses were received. A copy of the Open House Summary prepared by the applicant is included in **Attachment 8**. An updated petition, with a total of 192 signatures from 148 households, was submitted to the City in April, 2011 (**Attachment 6**).

A mapping of the petition, including all written submissions, is included in **Attachment 9**. A list of major concerns raised by the area residents is provided below, along with the responses in *bold italics*:

1. The proposed density is too high; the single-family residential character should be maintained.

(The subject townhouse development is not the first multiple-family development on this block of No. 2 Road between Maple Road and Woodward Road. There is an existing 4-storey seniors' apartment building located to the immediate south of the subject site. The subject site, along with the properties on both side of No. 2 Road, between Francis Road and Woodward Roads, is identified for townhouse development under the Arterial Road Redevelopment Policy in the Official Community Plan (OCP). Townhouse developments are limited to properties fronting onto arterial roads, such as No. 2 Road, and are not envisioned in the internal subdivision.

The developer has agreed to explore the opportunities to break the townhouse block fronting Maple Road down to duplexes or triplexes, at the Development Permit stage, to make the form and massing of the townhouses more compatible to the existing single-family developments on Maple Road. The developer will also explore the opportunities to shift the entry driveway on Maple Road westwards to reduce possible impacts to the neighbouring single-family home.)

2. Increased traffic generated by the townhouse development would make the already problematic intersection at No. 2 Road and Maple Road more dangerous.

(In order to address this concern, Transportation Division staff have conducted field traffic counts and performed an intersection operational analysis as part of their review; the applicant has retained Bunt & Associates to prepare a Traffic Impact Study. Both Transportation Division staff and the Traffic Impact Study concluded that the proposed development would have insignificant traffic impact to the existing operations at the No. 2 Road and Maple Road intersection; the existing vehicle access to No. 2 Road is within the existing roadway and intersection geometry.

It is also noted that, with the pavement widening on Maple Road, two (2) outbound lanes to No. 2 Road will be provided; this arrangement will provide additional capacity on Maple Road compared to the existing single outbound lane approach.

Some residents suggested removal of the existing mid block closure of Maple Road between No. 2 Road and Gilbert Road to ease traffic congestion at the No. 2 Road and Maple Road intersection. Transportation Division staff noted that this closure was instated several years ago in response to concerns raised by residents regarding speed and traffic short-cutting on Maple Road. Reinstating the Maple Road link between the two (2) arterial roads will create a potential for a significant increase of traffic volume and speed on Maple Road, impacting the intersection at No. 2 Road.

Some residents suggested installation of a traffic signal at the No. 2 Road and Maple Road intersection. Both Transportation Division staff and the Traffic Impact Study concluded that a full traffic signal is not warranted at this intersection due to the projected traffic volumes.)

3. The proposed development would create a parking problem on Maple Road.

(The proposal includes two (2) side-by-side parking spaces per unit and a total of four (4) visitor parking spaces on site, which is in compliance with the bylaw requirement. In addition, as part of the development, the pavement on Maple Road

along the site frontage will be widened to provide additional parking/travelling space on Maple Road. Transportation Division staff indicated that Maple Road is a typical local road which is designed for on-street parking on either side without hindering vehicle movements.)

4. The proposed three-storey buildings are too tall and would create privacy and overlook concerns.

(The proposed development will be built on existing grade, which is approximately 1 m below the existing road elevation. The building will appear to be 2½-storey along Maple Road.

A 10.9 m setback from the east property line to the 3-storey townhouse is being proposed. The developer has agreed to explore the opportunities to reduce the height of the easternmost townhouse block to 2½ storey with a minimum 6.0 m setback, at the Development Permit stage, to address the privacy and overlook concerns.)

5. The proposed development would change the streetscape of No. 2 Road by removing the beautiful big trees along the frontage.

(Two (2) of the ten (10) bylaw-sized trees along the site's No.2 Road frontage are being proposed for removal due to poor condition. The applicant has agreed to maintain existing site grade along No. 2 Road to preserve as many trees as possible. Custom design crossing between the sidewalk and the unit entries is proposed to minimize the disruption to the root systems. The applicant is also proposing to plant additional trees and shrubs along the No. 2 Road frontage to enhance the streetscape. Staff will work with the applicant on the landscaping scheme to ensure that these design elements are include in the landscape design at the Development Permit stage.)

Consultation with Covenant Court Residents

The applicant has also hosted a consultation meeting with the residents at Covenant Court (the seniors' apartment located adjacent to the subject site) on April 4, 2011. Approximately 13 residents and two (2) officials of the Christian Reformed Senior Housing Society attended the meeting. Staff also attended the meeting as an observer. A copy of the Meeting Summary prepared by the applicant is included in **Attachment 10**. A comment letter from the Christian Reformed Senior Housing Society submitted to the City after the consultation meeting is included in **Attachment 11**. A list of major concerns raised by the residents in the seniors' apartment building is provided below, along with the responses in ***bold italics***:

1. The proximity of the townhouses to the south property line would reduce privacy and sunlight to the existing residential units in the adjacent apartment building to the south.

(The proposed townhouses will be built on existing grade. The applicant has confirmed that the proposed first habitable floor is at a lower elevation than the neighbours' first floor; and the proposed top floor is of about the same height as the seniors' apartments second floor. All proposed windows on the side elevations facing the seniors' apartment building are high and small to minimize overlooking potential).

2. Increased traffic on No. 2 Road makes it more difficult to enter and exit Covenant Court's driveway, which is shared with the church next door; relocating the existing northbound bus stop and No. 2 Road cross walk from north of Maple Road to south of Maple Road would make the intersection safer for pedestrians.

(Coast Mountain Bus Company requires all bus stops to be located at the far side of an intersection, which is typical of the bus stops on No. 2 Road. Pedestrian crosswalks are preferred to be located in proximity to a bus stop. Relocating the crosswalk to the south poses vehicular and pedestrian conflicts due to an adjacent active driveway).

3. Special consideration should be given to minimize noise emanating from the proposed outdoor amenity space.

(The proposed children's play area is located along the east property line, away from the seniors' apartment. At the Development Permit stage, staff will work with the applicant on the landscaping scheme to ensure that an adequate buffer or separation between the proposed play area and the adjacent residential developments is provided).

Staff Comments

Tree Retention and Replacement

A Tree Survey and a Certified Arborist's report were submitted in support of the application. 33 bylaw-sized trees were identified on the Tree Survey and reviewed by the Arborist. The majority of the trees in the center of the site are old fruit trees in very poor condition, whereas the majority of the trees along the periphery of the site (No.2 Road and Maple Road frontages) are conifers in good condition.

The City's Tree Preservation Coordinator has reviewed the Arborist Report and concurred with the Arborist's recommendations to preserve eight (8) bylaw-sized trees along No. 2 Road and four (4) under-sized trees on site along the south property line (see **Attachment 12** for a Tree Preservation Plan). Among the 25 trees proposed for removal:

- Three (3) trees are in fair condition, but are proposed for removal due to over-crowding.
- One (1) Birch tree along the south property line is in good condition; however, it is proposed for removal due to building conflicts that cannot be mitigated unless one (1) townhouse unit is deleted.
- Four (4) on-site trees and two (2) off-site trees along the Maple Road frontage are in good condition, but warranted for removal due to conflicts with required servicing upgrades and frontage improvements that cannot be mitigated. Parks Operations staff have agreed to the proposed removal of the off-site trees and have determined a 2:1 compensation for the Hazelnut tree (\$1300) and a 3:1 compensation for the Cedar tree (\$1950). Prior to the removal of any City trees, the applicant will need to seek formal permission from Parks Operations Division and removal of the hedges will be at the owner's cost.
- 15 trees are in poor condition.

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 46 replacement trees are required for the removal of 23 bylaw-sized trees on-site. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 35

replacement trees on-site and provide cash-in-lieu (\$500/tree) for off-site planting of the balance of the required replacement trees (i.e. \$5,500 cash contribution for 11 replacement trees). Staff will work with the landscape architect to explore additional tree planting opportunity on-site at the Development Permit stage. Should the applicant wish to begin site preparation work after Third Reading of the rezoning bylaw, but prior to Final Adoption of the rezoning bylaw, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

In order to ensure that the eight (8) protected trees will not be damaged during construction, as a condition of rezoning, the applicant is required to submit a \$24,000 tree survival security. The City will retain 50% of the security until the proposed landscaping is planted on-site. The City will retain the remaining 50% of the security for one (1) year after inspection of the completed landscaping to ensure that the protected trees have survived.

All neighbouring trees are to be protected. Tree protection fencing on-site around the driplines of all trees to be retained will be required prior to any construction activities, including building demolition, occurring on-site. In addition, a contract with a Certified Arborist to monitor all works to be done near or within all tree protection zones (for both on-site and off-site trees) must be submitted prior to final adoption of the rezoning bylaw. Tree protection barriers, as per the Tree Retention Plan (**Attachment 12**), must be installed on-site prior to any construction or demolition works commencing.

Site Servicing and Frontage Improvements

An independent review of servicing requirements (sanitary and storm) has been conducted by the applicant's Engineering consultant and reviewed by the City's Engineering Department. The Capacity Analysis concludes that no sanitary upgrades are required to support the proposed development, however, storm upgrades to the existing system are required. Prior to issuance of the forthcoming Building Permit, the developer is required to enter into a standard Servicing Agreement for the design and construction of the storm upgrades as identified in the capacity analysis (please see **Attachment 13** for details).

Prior to final adoption, the developer is required to dedicate a 4 m x 4 m corner cut at Maple Road and No. 2 Road, provide a 2.0 m wide Public Rights-of-Passage (PROP) along the entire No. 2 Road frontage for future road widening, and provide a \$3,000 contribution for the upgrade of the pedestrian signal on the north leg of the No. 2 Road/Maple Road intersection. As part of the Servicing Agreement for the servicing upgrades, the design and construction of frontage improvements is also required. Improvement works include but are not limited to widening of Maple Road with new curb and gutter, grass and treed boulevard, and a 1.5 m sidewalk along the new property line (see **Attachment 13** for details).

Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$18,000 as per the Official Community Plan (OCP) and Council policy.

Outdoor Amenity Space

Outdoor amenity space will be provided on-site and is adequately sized based on Official Community Plan (OCP) guidelines. The design of the children's play area and landscape details will be refined as part of the Development Permit application.

Public Art

The Public Art Program Policy does not apply to residential projects containing less than 20 units.

Analysis

Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Development Permit Guidelines for multiple-family projects contained in the Official Community Plan (OCP). The proposed height, siting and orientation of the buildings respect the massing of the existing single-family homes to the north and east and the apartment building to the south:

- The proposed 3-storey townhouses will be built on existing grade, which is approximately 1 m below the existing road elevation, so their 3-storey appearance will be somewhat lessened. The proposed top floor is also about the same height as the second floor of the adjacent seniors' apartment.
- The 2½-storey interface with single-family along the east property line complies with the requirements under the Arterial Road Redevelopment Policy in the OCP.
- The 2½- to 3-storey massing is also a result of the design intent to leave existing grade as is, which requires non-habitable space below the road elevation.
- Units are laid out along the No. 2 Road and Maple Road to provide a pedestrian scale along the street fronts. The rest of the townhouse blocks on-site are laid out with an east-west orientation to provide view corridors (north-south) from the adjacent seniors' apartment.

These proposed design features will be controlled through the Development Permit process.

Medium Density Townhouses (RTM3)

The proposed zoning (RTM3 with a maximum density of 0.7 FAR) and the proposed density (0.69 FAR) complies with the Low-Density Residential land use designation contained in the Official Community Plan (OCP) for development on the City's arterial roads. Densities above the range of 0.6 floor area ratio (FAR) are usually considered in conjunction with development sites in close proximity to a Community Centre and/or Neighbourhood Service Centre. The subject site is across from a local commercial site and is within walking distance to the Blundell Shopping Centre (approximately 650 m). To qualify for the proposed density and to satisfy the requirements of the RTM3 zone, the applicant is:

- Preserving eight (8) bylaw-sized trees and four (4) under-sized trees on-site, as well as protecting all trees on adjacent properties, located in proximity to the development site;
- Providing a voluntary contribution to the Affordable Housing Strategy reserve fund; and

- Providing at least one (1), possibly two (2), convertible units which are designed to accommodate a vertical lift.

Development Variances

The proposed development is generally in compliance with the Medium Density Townhouses (RTM3) zone. Based on the review of current site plan for the project, no variance is being requested. However, the following variances are envisioned should the proposal be revised to provide some 2- to 2½-storey units with the same overall floor area and unit yield as currently proposed:

- i. Increase in lot coverage for buildings; and
- ii. reduction in lot coverage for landscaping with live plant materials.

Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the development at 9160 No. 2 Road is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined:

- Guidelines for the issuance of Development Permits for multiple-family projects contained in Section 9.3 (Multiple-Family Guidelines);
- Opportunities to shift the entry driveway west;
- Detailed review of the site plan to ensure a 4.3 m minimum vertical clearance is provided over the entire width of the internal drive aisle and that corner cuts are provided at the internal intersections on-site;
- Opportunities to reduce the height of the easternmost townhouse block to a maximum of 2½ storeys;
- Opportunities to break the townhouse block fronting Maple Road down to duplexes or triplexes better match the form and character of the large single-family houses on Maple Road;
- Detailed review of building form and architectural character including elimination of significant projections into required yard setbacks;
- Review of the location and design of the convertible unit and other accessibility features;
- Review of site grade to ensure the survival of protected trees and to enhance the relationship between the first habitable level and the private outdoor space;
- Ensure there is adequate private outdoor space for each unit;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and articulate hard surface treatment.

Public Hearing Notification Area

Should the application be endorsed by Council and proceed to Public Hearing, it is recommended that the notification area be expanded. The statutory requirement for notification of Public Hearing is 50 m (164 ft.) from the development site, which generally includes all immediate neighbours. An expanded notification area as shown in **Attachment 14** is proposed.

During the public consultation process, neighbours within the area identified in **Attachment 7** were notified and invited to the meetings. It is recommended that the Public Hearing notices be sent to the same notification area to ensure that residents who were involved in the earlier public consultation process are advised of the Public Hearing date.

In addition, a significant number of residents reside outside of the area identified in **Attachment 7** signed the petition in opposition to the subject proposal (see mapping of the petition, including written submissions received, in **Attachment 9**). It is recommended that the Public Hearing Notices also be sent to these residents to ensure that they are advised of the Public Hearing date.

Financial Impact or Economic Impact

None.

Conclusion

The subject application is consistent with the Official Community Plan (OCP) regarding developments along major arterial roads. Further review of the project design will be required to ensure a high quality project. This review will be part of the future Development Permit process. On this basis, staff recommend that the proposed rezoning be approved



Edwin Lee
Planning Technician – Design
(604-276-4121)

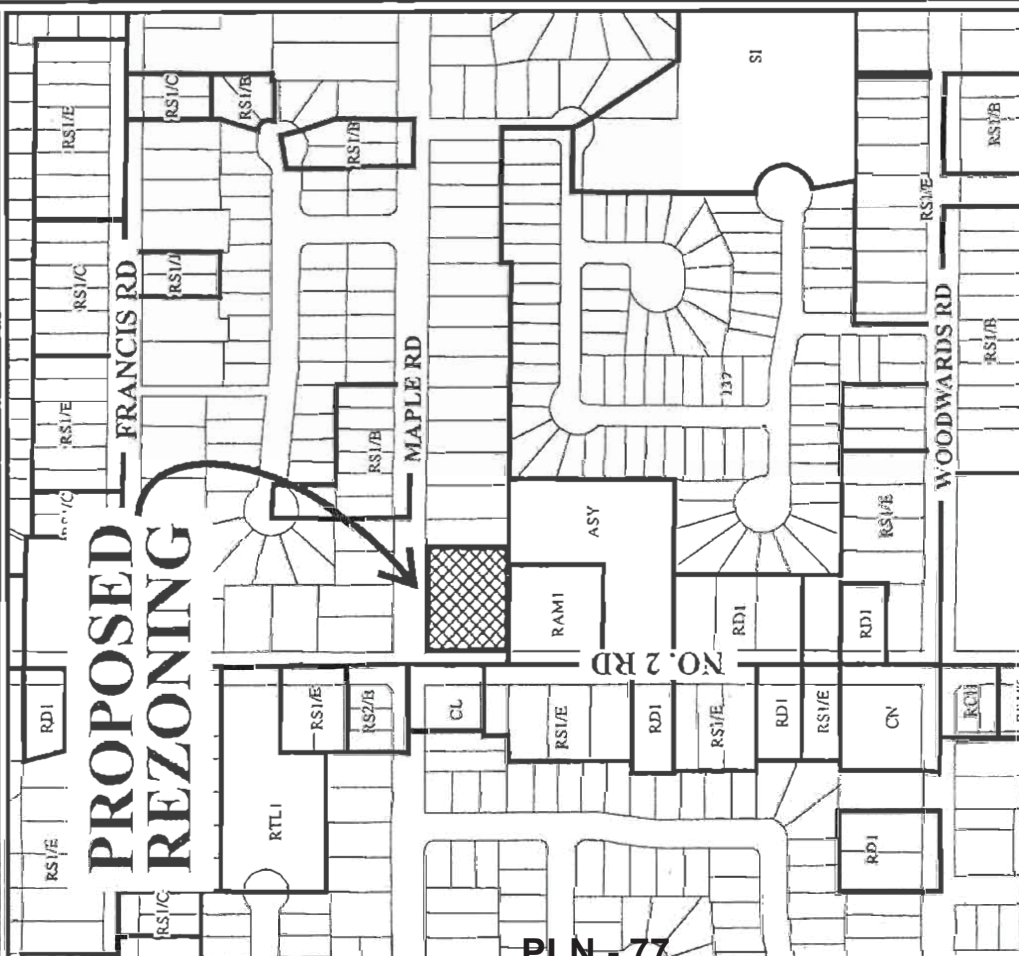
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- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Support Letters
- Attachment 5: Opposition Letters
- Attachment 6: Petition
- Attachment 7: Open House Notification Area
- Attachment 8: Open House Summary
- Attachment 9: Public Consultation Responses
- Attachment 10: Consultation Meeting Summary (Covenant Court)
- Attachment 11: Letter from Christian Reformed Senior Housing Society (Covenant Court)

Attachment 12: Tree Preservation Plan
Attachment 13: Rezoning Considerations Concurrence
Attachment 14: Proposed Public Hearing Notification Area



PROPOSED REZONING



PLN-77

NO. 2 RD

MAPLE RD

6011	6031	6051	6071
21.34	19.01	20.12	20.12

6051
20.12

6031
19.01

6071
20.12

45.16

45.18

35.10

9131
27.43

18.29	6060
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6278

$$\frac{18.29}{35}$$

61.97

☒

09260

58.07

58.06



RZ 10-516267

Original Date: 03/02/10

Revision Date: 05/18/11

Note: Dimensions are in METRES



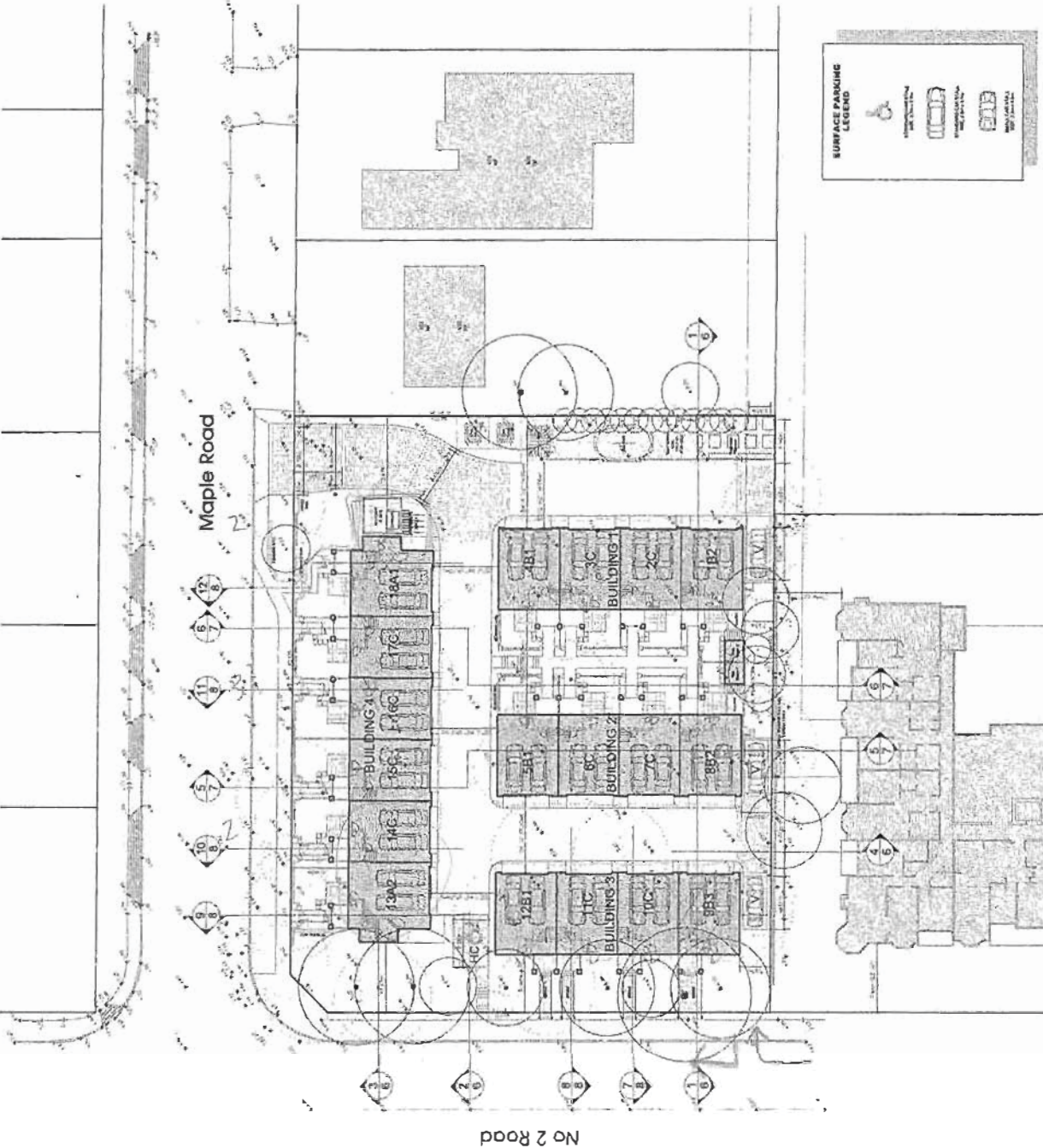
RZ 10-516267

PLN - 78

Original Date: 03/02/10

Amended Date: 05/18/11

Note: Dimensions are in METRES

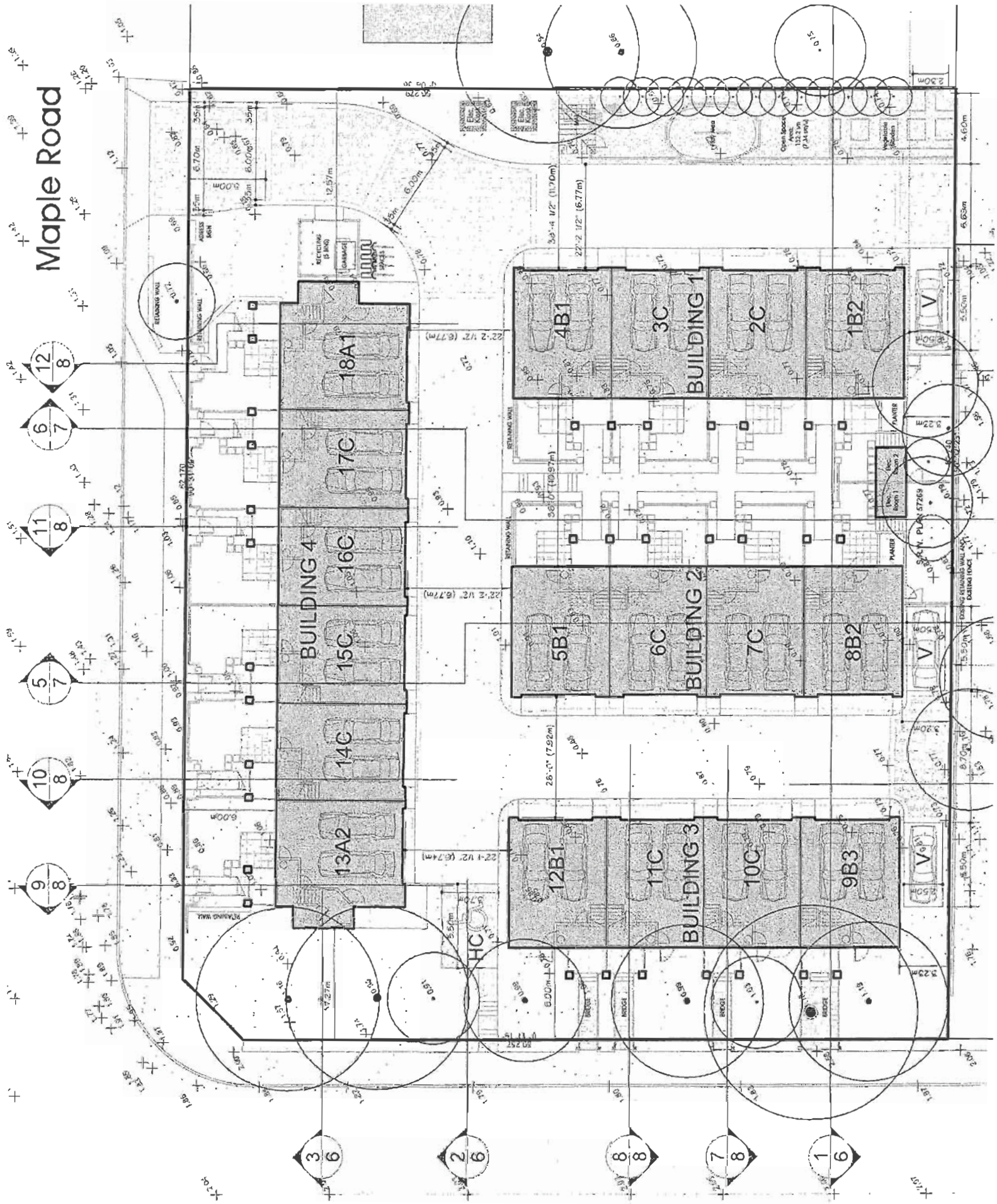


No 2 Road

Maple Road

PLN - 79

SITE DATA	
Proposed Zoning	RTM1
Site Area	33,771 sq ft (13,301 sq ft) (3,771 sq ft)
Proposed Density	233 Units
Land Area Calculations	
1. A	3,771 sq ft
2. B	3,771 sq ft
3. C	3,771 sq ft
4. D	3,771 sq ft
5. E	3,771 sq ft
6. F	3,771 sq ft
7. G	3,771 sq ft
8. H	3,771 sq ft
9. I	3,771 sq ft
10. J	3,771 sq ft
11. K	3,771 sq ft
12. L	3,771 sq ft
13. M	3,771 sq ft
14. N	3,771 sq ft
15. O	3,771 sq ft
16. P	3,771 sq ft
17. Q	3,771 sq ft
18. R	3,771 sq ft
19. S	3,771 sq ft
20. T	3,771 sq ft
21. U	3,771 sq ft
22. V	3,771 sq ft
23. W	3,771 sq ft
24. X	3,771 sq ft
25. Y	3,771 sq ft
26. Z	3,771 sq ft
27. AA	3,771 sq ft
28. AB	3,771 sq ft
29. AC	3,771 sq ft
30. AD	3,771 sq ft
31. AE	3,771 sq ft
32. AF	3,771 sq ft
33. AG	3,771 sq ft
34. AH	3,771 sq ft
35. AI	3,771 sq ft
36. AJ	3,771 sq ft
37. AK	3,771 sq ft
38. AL	3,771 sq ft
39. AM	3,771 sq ft
40. AN	3,771 sq ft
41. AO	3,771 sq ft
42. AP	3,771 sq ft
43. AQ	3,771 sq ft
44. AR	3,771 sq ft
45. AS	3,771 sq ft
46. AT	3,771 sq ft
47. AU	3,771 sq ft
48. AV	3,771 sq ft
49. AW	3,771 sq ft
50. AX	3,771 sq ft
51. AY	3,771 sq ft
52. AZ	3,771 sq ft
53. BA	3,771 sq ft
54. BB	3,771 sq ft
55. BC	3,771 sq ft
56. BD	3,771 sq ft
57. BE	3,771 sq ft
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59. BG	3,771 sq ft
60. BH	3,771 sq ft
61. BI	3,771 sq ft
62. BJ	3,771 sq ft
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64. BL	3,771 sq ft
65. BM	3,771 sq ft
66. BN	3,771 sq ft
67. BO	3,771 sq ft
68. BP	3,771 sq ft
69. BQ	3,771 sq ft
70. BR	3,771 sq ft
71. BS	3,771 sq ft
72. BT	3,771 sq ft
73. BU	3,771 sq ft
74. BV	3,771 sq ft
75. BW	3,771 sq ft
76. BX	3,771 sq ft
77. BY	3,771 sq ft
78. BZ	3,771 sq ft
79. CA	3,771 sq ft
80. CB	3,771 sq ft
81. CC	3,771 sq ft
82. CD	3,771 sq ft
83. CE	3,771 sq ft
84. CF	3,771 sq ft
85. CG	3,771 sq ft
86. CH	3,771 sq ft
87. CI	3,771 sq ft
88. CJ	3,771 sq ft
89. CK	3,771 sq ft
90. CL	3,771 sq ft
91. CM	3,771 sq ft
92. CN	3,771 sq ft
93. CO	3,771 sq ft
94. CP	3,771 sq ft
95. CQ	3,771 sq ft
96. CR	3,771 sq ft
97. CS	3,771 sq ft
98. CT	3,771 sq ft
99. CU	3,771 sq ft
100. CV	3,771 sq ft
101. CW	3,771 sq ft
102. CX	3,771 sq ft
103. CY	3,771 sq ft
104. CZ	3,771 sq ft
105. DA	3,771 sq ft
106. DB	3,771 sq ft
107. DC	3,771 sq ft
108. DD	3,771 sq ft
109. DE	3,771 sq ft
110. DF	3,771 sq ft
111. DG	3,771 sq ft
112. DH	3,771 sq ft
113. DI	3,771 sq ft
114. DJ	3,771 sq ft
115. DK	3,771 sq ft
116. DL	3,771 sq ft
117. DM	3,771 sq ft
118. DN	3,771 sq ft
119. DO	3,771 sq ft
120. DP	3,771 sq ft
121. DQ	3,771 sq ft
122. DR	3,771 sq ft
123. DS	3,771 sq ft
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125. DU	3,771 sq ft
126. DV	3,771 sq ft
127. DW	3,771 sq ft
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167. FK	3,771 sq ft
168. FL	3,771 sq ft
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171. FO	3,771 sq ft
172. FP	3,771 sq ft
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383. NS	3,771 sq ft
384. NT	3,771 sq ft
385. NU	3,771 sq ft
386. NV	3,771 sq ft
387. NW	3,771 sq ft
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389. NY	3,771 sq ft
390. NZ	3,771 sq ft
391. OA	3,771 sq ft
392. OB	3,771 sq ft
393. OC	3,771 sq ft
394. OD	3,771 sq ft
395. OE	3,771 sq ft
396. OF	3,771 sq ft
397. OG	3,771 sq ft
398. OH	3,771 sq ft
399. OI	3,771 sq ft
400. OJ	3,771 sq ft
401. OK	3,771 sq ft
402. OL	3,771 sq ft
403. OM	3,771 sq ft
404. ON	3,771 sq ft
405. OO	3,771 sq ft
406. OP	3,771 sq ft
407. OQ	3,771 sq ft
408. OR	3,771 sq ft
409. OS	3,771 sq ft
410. OT	3,771 sq ft
411. OU	3,771 sq ft
412. OV	3,771 sq ft
413. OW	3,771 sq ft
414. OX	3,771 sq ft
415. OY	3,771 sq ft
416. OZ	3,771 sq ft
417. PA	3,771 sq ft
418. PB	3,771 sq ft
419. PC	3,771 sq ft
420. PD	3,771 sq ft
421. PE	3,771 sq ft
422. PF	3,771 sq ft
423. PG	3,771 sq ft
424. PH	3,771 sq ft
425. PI	3,771 sq ft
426. PJ	3,771 sq ft
427. PK	3,771 sq ft
428. PL	3,771 sq ft



for
Western Maple Lane Holdings Ltd

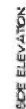
05 10' 20'



- EXTERIOR FINISHES SCHEDULE
- | | |
|----|----------------------------|
| 1 | ROOF |
| 2 | VNTL SONG - HORIZONTAL |
| 3 | VNTL SONG - VERTICAL |
| 4 | VNTL SHAKES |
| 5 | HORIZ SONG - PANELS |
| 6 | HORIZ SONG - SHAKES |
| 7 | HORIZONTAL TSH |
| 8 | ENTRY DOOR (EXTERIOR ONLY) |
| 9 | WINDO FRAMES |
| 10 | SNDW FRAMES |
| 11 | DECK CLUTING |
| 12 | WOOD POST |
| 13 | WOOD RAIL |
| 14 | WOOD PICKETS |
| 15 | WINDO SILLING |
| 16 | METAL FENCERAIL |
| 17 | GARAGE DOOR |
| 18 | GARAGE DOOR TRMT |
| 19 | SNDW 4 DOOR TRMT |
| 20 | SNDW 6 DOOR TRMT |
| 21 | DOWNSPOTS |
| 22 | ALL FLASHING |

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for
Western Maple Lane Holdings Ltd

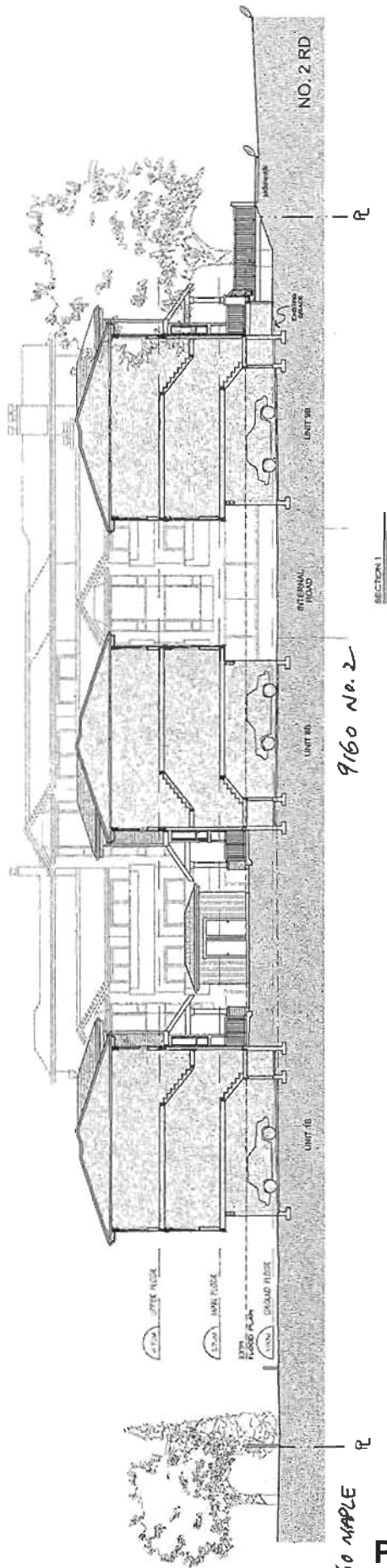


- EXTERIOR FINISHES SCHEDULE
- | | |
|-----|-------------------------|
| 1 | ROOF |
| 2 | VENT SONGS - HORIZONTAL |
| 3 | VENT SONGS - VERTICAL |
| 4 | VENT SONGS - PANELS |
| 5 | VENT SONGS - PANELS |
| 6 | VENT SONGS - PANELS |
| 7 | HORIZONTAL TRIM |
| 8 | ENTRY DOOR TRIM ONLY |
| 9 | ENTRY DOOR TRIM ONLY |
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ELEVATIONS BUILDING 4
SCALE 1/8" = 1'-0"

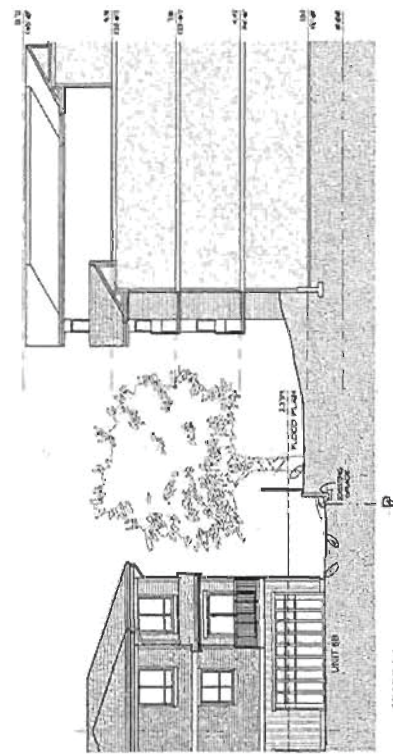




9160 NO. 2

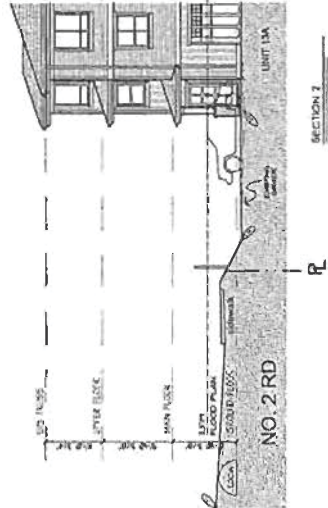
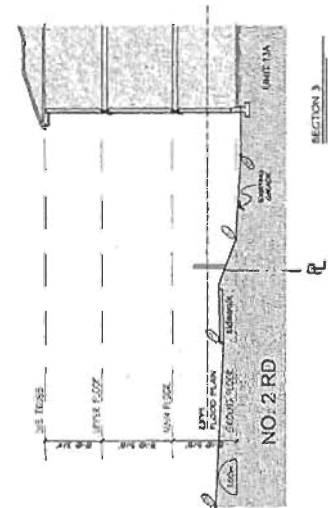
6060 MAPLE

PLN - 83



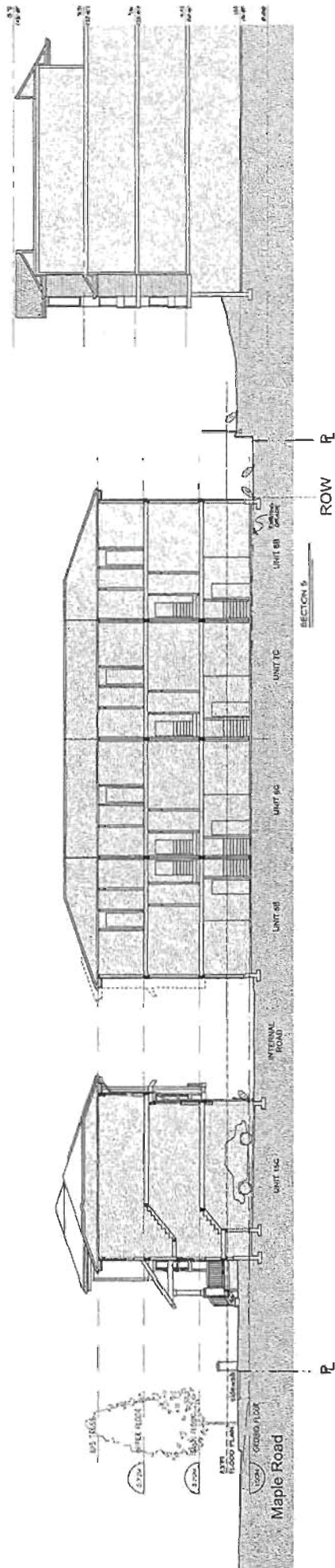
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9260 NO. 2
COVENANT COURT

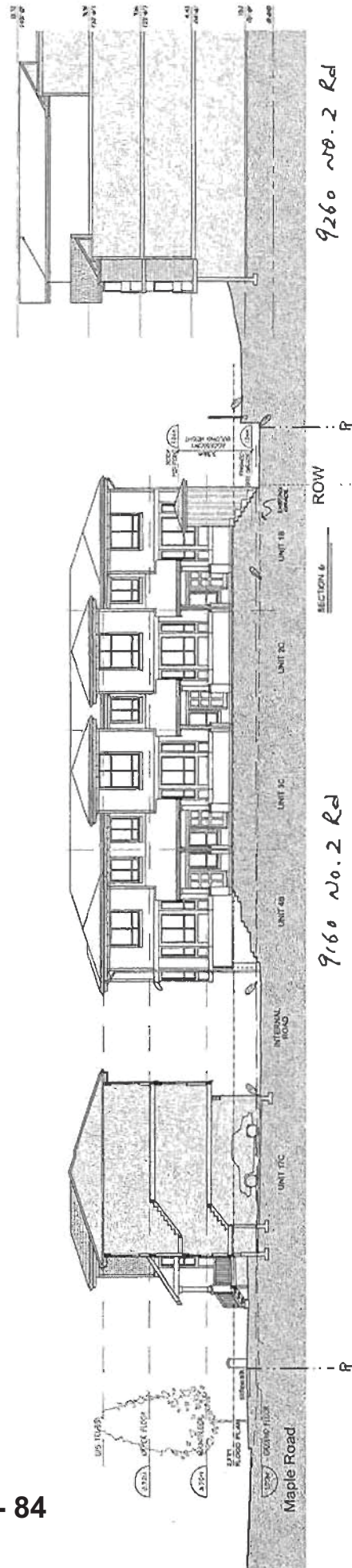


SITE SECTIONS
SCALE: 1/8" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd



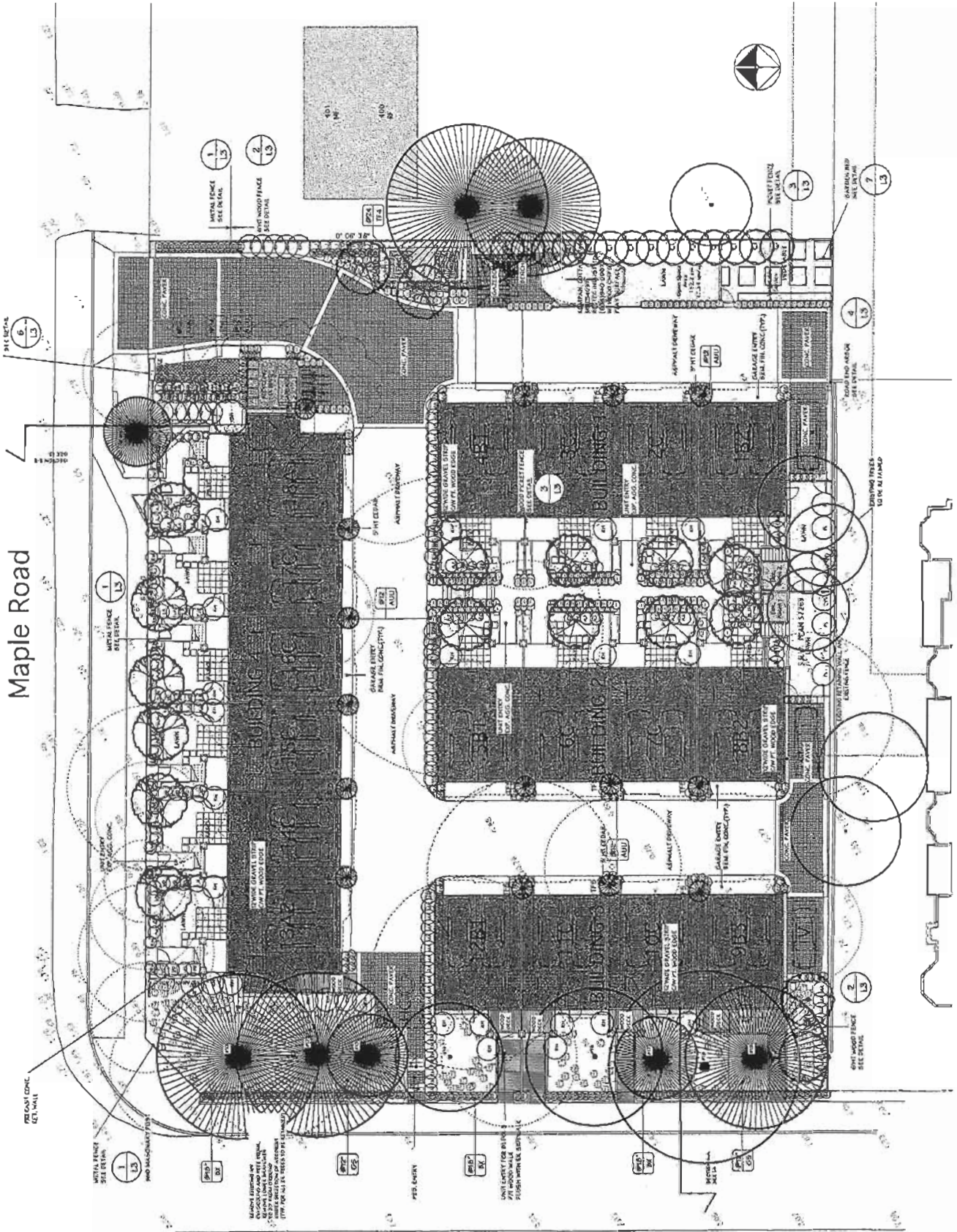
PLN - 84



SITE SECTIONS
SCALE: 1/8" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

Maple Road



No 58 Rnd

ITO
 & ASSOCIATES
 Landscape Architects
 1342 E 8th Ave.
 Vancouver, BC V6L 1M2
 T: (604) 255-5099
 Email: info@itoassociates.com

HARRINGTON COURT
 RICHMOND

Client	City of Richmond
Project	Harrington Court
Location	Richmond, BC
Scale	1" = 10' 0"
Drawn	11
Check	11
Appr	11
Date	04/11/2011
Sheet	11 of 11

L1
 of 6

PLANT LIST

PROJECT ADDRESS: WASHINGTON COURT BUCHMONT

KEY	BUTRICAL NAME	QTY	COMMON NAME	SIZE
FREELS				
13	ACER CROCINATUM		WHITE MAPLE	60" CAL. BAB 3. STEMS 4EN
APZ	ACER PALMISTUM		JAPANESE MAPLE	50" CAL. BAB 3. STEMS 4EN
2	ACER PSEUDOPLANSTICUM		RED MAPLE	50" CAL. BAB 3. STEMS 4EN
3	ACER RUBRUM		RED MAPLE	50" CAL. BAB 3. STEMS 4EN
4	MAGNOLIA SOLANAGRA		PEARL MAGNOLIA	3.5m HT. BAB
5	POPALEA		POPALEA	6.0m CAL. BAB
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100	POPALEA		POPALEA	6.0m CAL. BAB
SHUBERS				
61	AMTELIA JAPONICA **		JAPANESE AMTELIA	42" POT
62	BUNIA SAMPINENSIS		COMMON BOWNWOOD	42" POT
63	BUNIA SAMPINENSIS		COMMON BOWNWOOD	42" POT
64	BUNIA SAMPINENSIS		COMMON BOWNWOOD	42" POT
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100	BUNIA SAMPINENSIS		COMMON BOWNWOOD	42" POT
GROUND COVERS				
46W	ARTISTOTELIA LIVA LICE	235	POWDERWAX	20" POT
65	GASTHERA SHALLOW	445	SALAL	20" POT
VINES				
AAA	ASTILEIA NEROSUS "MACHYST"		HEADY TWIST	4" POT
AAA	ASTILEIA NEROSUS "MACHYST"		HEADY TWIST	4" POT
AAA	ASTILEIA NEROSUS "MACHYST"		HEADY TWIST	4" POT
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AAA	ASTILEIA NEROSUS "MACHYST"		HEADY TWIST	4" POT
AAA	ASTILEIA NEROSUS			

NOTES

** EXOTIC SPECIES AND VARIETY TO BE SPECIFIED BY THE LANDSCAPE ARCHITECT.
ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT
BETTER COLUMBIAN LANDSCAPE STANDARDS.

PLANTS IN THIS PLAN LIST ARE SPECIFIED ACCORDING TO THE CITY STANDARDS.
PLANTS NOT IN THIS LIST ARE SUBJECT TO THE CITY STANDARDS FOR CONTAINER PLANTS.
PLANT LIST FOR NUMBER 2 AND THE RETURN STANDARDS FOR CONTAINER PLANTS.

ALL IN-PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE
ADJUSTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION TO THE PLANTING BIDS.

ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL
YEAR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE
LANDSCAPE. THE CONTRACTOR SHALL BE COMPLETED TO THE SATISFACTION
OF THE LANDSCAPE ARCHITECT.

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

REPLACEMENT TREE PLAN

MANAGEMENT CONSULTING

[illegible][illegible]

& ASSOCIATES
Landscape Architects
1942 E. 37th Ave.
Vancouver, BC V6N 1M2
T.F. (604) 256-9629
Email: info@rmaad.com

HARRINGTON COURT
RICHMOND

PLANT LIST

Order	Year	Value	Value	Value
1	1990	100	100	100
2	1991	100	100	100
3	1992	100	100	100
4	1993	100	100	100
5	1994	100	100	100
6	1995	100	100	100
7	1996	100	100	100
8	1997	100	100	100
9	1998	100	100	100
10	1999	100	100	100
11	2000	100	100	100
12	2001	100	100	100
13	2002	100	100	100
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17	2006	100	100	100
18	2007	100	100	100
19	2008	100	100	100
20	2009	100	100	100
21	2010	100	100	100
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23	2012	100	100	100
24	2013	100	100	100
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26	2015	100	100	100
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72	2061	100	100	100
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74	2063	100	100	100
75	2064	100	100	100
76	2065	100	100	100
77	2066	100	100	100
78	2067	100	100	10

NOV 13, 2017
 For drawings created
 by ITO & Associates
 Architectural & Engineering

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NOV 13, 2017
 For drawings created
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 Architectural & Engineering

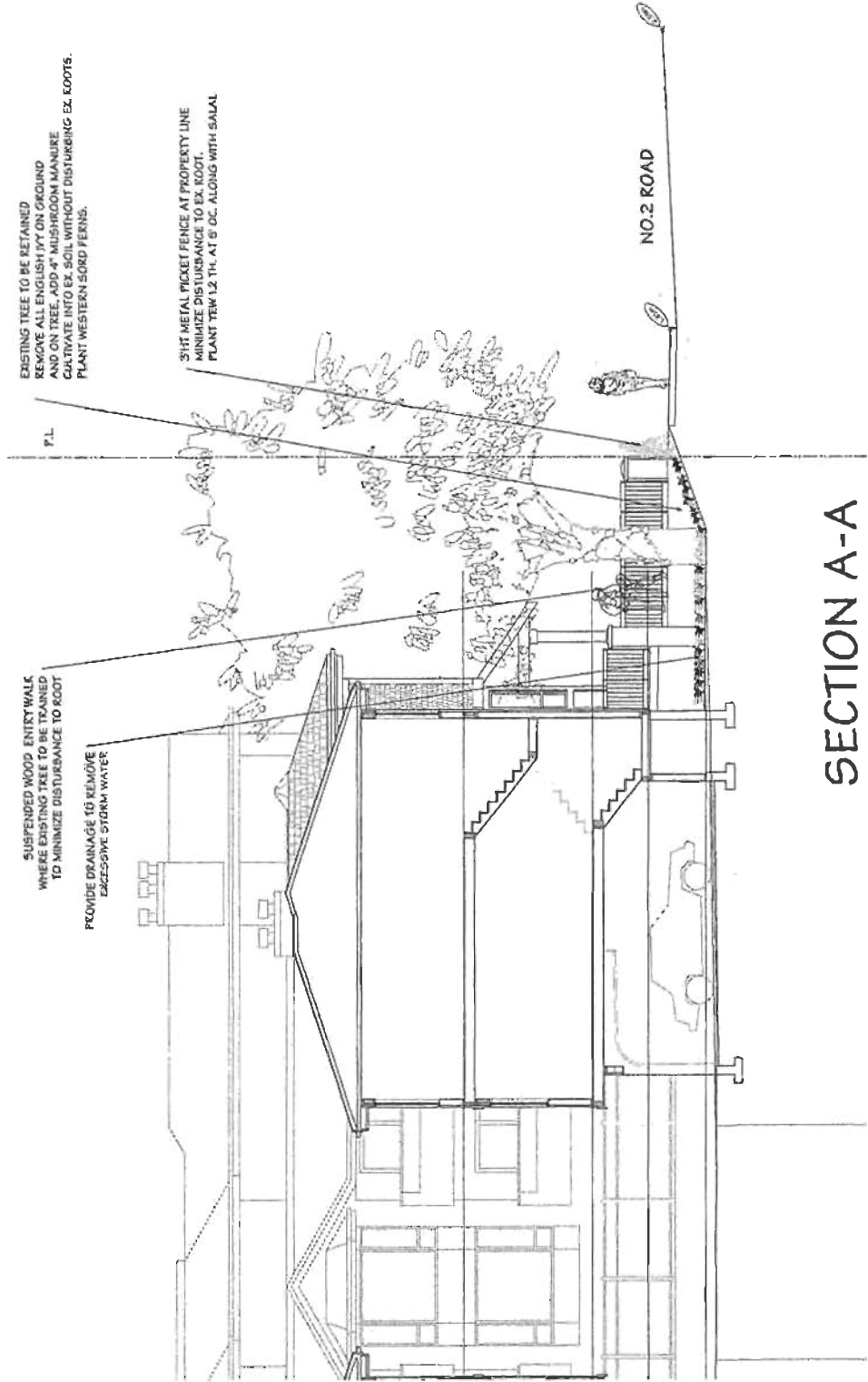
NOV 13, 2017
 For drawings created
 by ITO & Associates
 Architectural & Engineering

EXISTING TREE TO BE RETAINED
 REMOVE ALL ENGLISH IVY ON GROUND
 AND ON TREE, ADD 4" MULCHROOM MANURE
 CULTIVATE INTO EX. SOIL WITHOUT DISTURBING EX. ROOTS.
 PLANT WESTERN SWORD FERNS.

SUSPENDED WOOD ENTERTAINMENT
 WHERE EXISTING TREE TO BE TRAINED
 TO MINIMIZE DISTURBANCE TO ROOT

PROVIDE DRAINAGE TO REMOVE
 EXCESSIVE STORM WATER

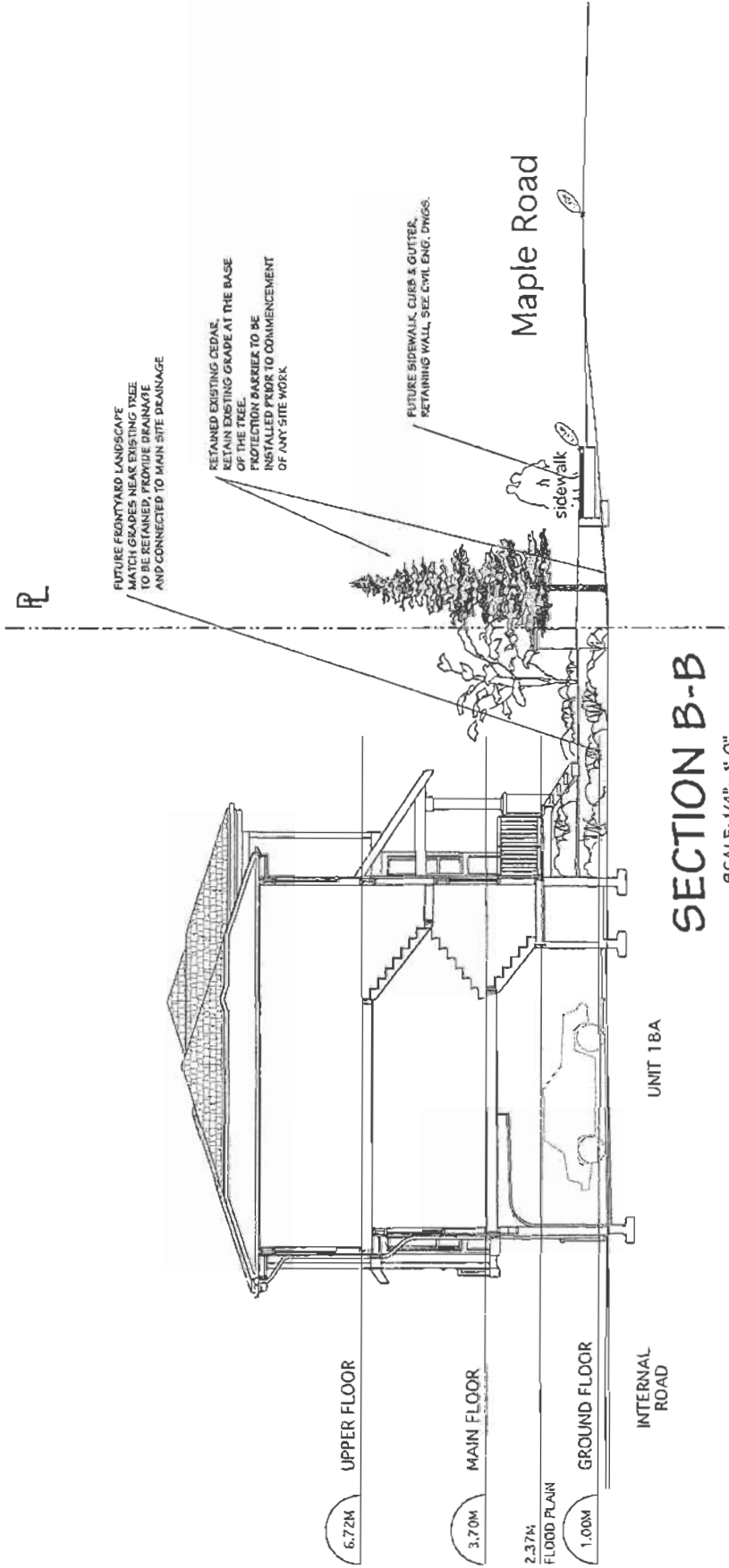
3/4" METAL PICKET FENCE AT PROPERTY LINE
 MINIMIZE DISTURBANCE TO EX. ROOT.
 PLANT YEW 1.2 TH. AT 5' OC. ALONG WITH SALAL



SECTION A-A

SCALE: 1/4" = 1'-0"

L4 of 6



DATE: 11/2/11
BY: [Signature]
FOR: [Signature]
PROJECT: [Signature]
SHEET: 1 OF 1
SCALE: 1/4" = 1'-0"
PROJECT: [Signature]
SHEET: 1 OF 1
SCALE: 1/4" = 1'-0"
PROJECT: [Signature]
SHEET: 1 OF 1
SCALE: 1/4" = 1'-0"

ITO
& ASSOCIATES
LANDSCAPE ARCHITECTS
1842 E 5th Ave
Richmond, BC V6Y 1K2
Tel: 604-271-1111
Fax: 604-271-1112
Email: info@ito.ca

Project

HARRINGTON COURT
RICHMOND

Section

SECTION

DATE: 11/2/11
BY: [Signature]
FOR: [Signature]
PROJECT: [Signature]
SHEET: 1 OF 1
SCALE: 1/4" = 1'-0"
PROJECT: [Signature]
SHEET: 1 OF 1
SCALE: 1/4" = 1'-0"



City of Richmond

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

Development Application Data Sheet

RZ 10-516267

Attachment 3

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Western Maple Lane Holdings Ltd.	No Change
Site Size (m²):	3,127 m ² (33,660 ft ²)	3,119 m ² (33,574 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
Number of Units:	1	18
Other Designations:	Arterial Road Redevelopment Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	23.3 upa	n/a
Floor Area Ratio:	Max. 0.7	0.69	none permitted
Lot Coverage – Building:	Max. 40%	35.4%	none
Lot Coverage – Non-porous Surfaces	Max. 70%	60.7%	none
Lot Coverage – Landscaping:	Min. 25%	25% min.	none
Setback – Front Yard – No. 2 Road (m):	Min. 6 m	6.0 m	none
Setback – Exterior Side Yard – Maple Road (m):	Min. 6 m	6.0 m	none
Setback – Interior Side Yard (South) (m):	Min. 3 m	3.2 m	none
Setback – Rear Yard (East) (m):	Min. 3 m	10.9 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 12.0 m (3 storeys)	9.15 m (3 storeys)	none
Lot Size (min. dimensions):	Min. 40 m wide x 30 m deep	Approx. 50.29m wide x 62.18 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.22(V) per unit	none
Off-street Parking Spaces – Total:	40	40	none
Tandem Parking Spaces:	not permitted	0	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$18,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 18 units = 108 m ²	132 m ² min.	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.

LEO CHAN

9297 Romaniuk Drive, Richmond BC V7E 5G6

Tel: 604-377-7748 (C) / 604-448-9297(H)

March 2, 2011

The Urban Development Division
City Hall
6911 No.3 Road,
Richmond, B.C.
V6Y 2C1

Ref: RZ 10-516267

Dear Sir,

I saw that the property at the corner of Maple Road and No.2 Road is finally demolished, cleaned up and will be developed. I am in full support of the development. That area was an eye-sore for many years and the land was under-used. The townhouse development will improve the look and value of the neighborhood and the criminal occurrence in any case.

I hope the City will approve the project.

Yours truly,



Leo Chan Shu Woon
9297 Romaniuk Drive
Richmond BC V7E 5G6

March 15th, 2011

Urban Development Division

City of Richmond

6911 No.3 Road,

Richmond, B.C. V6Y-2C1

Re : Re-Zoning Application to rezone 9160 No.2 Road,
Richmond.

Dear Sir or Madame :

My name is Tom Cheng and I reside at 9651 Gilbert
Crest in Richmond, B.C.

I hereby to express my support for the rezoning
application from Western Maple Holdings Ltd to rezone
9160 No.2 Road from a single detached (RS1/E) to a
townhouse (ZT69) zone.

Should you have any additional questions, please feel
free to contact the undersigned.

Respectfully Yours,

A handwritten signature in black ink, appearing to read 'Tom Cheng', written over a circular stamp or seal.

Tom Cheng

May 31, 2011

Tiffany Kwong
#77-12500 McNeely Drive
Richmond, B.C.
V6V 2S4

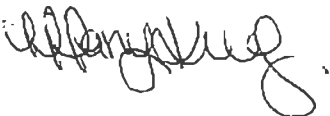
-- Planning Department --
City of Richmond
6911 No.3 Road
Richmond, B.C.
V6Y 2C1

Ref: RZ 10-516267

Dear Sir/Madam,

My name is Tiffany Kwong and I live in #77-12500 McNeely Drive, Richmond, B.C. Canada. I am living with my parent now and I am graduating from Simon Fraser University this summer. I have an uncle who lives in the Maple Road/Gilbert Road area. My uncle and his family live in a pretty nice and big house. I heard from my uncle that a proposed townhouse projects in that area is getting a lot of opposition, simply because the residents in that area do not want any smaller and multiple family homes. I think this is a totally wrong idea. If we maintain this idea, Richmond will become a city that will be occupied only by rich people. People like me and many of my high school classmates who do not have rich parents will be forced to move out of Richmond, where we grew up and have many friends and relatives. We like to stay in Richmond. My uncle is rich and he helped his children to buy their own homes in Richmond. As the newspaper said, housing in Richmond is getting very expensive and unaffordable, the City official should, whenever possible, allow more houses to be built. This will help to make housing more affordable to the younger generation people like me and my friends. The townhouse project that is getting all the opposition is on No.2 Road. It is on a busy street, a location more suitable for multiple family and more affordable housing. Actually, I do not understand why the people living on Maple Road and Gilbert Road oppose to the project, because it has very little effect on this end of Maple Road. Richmond City officials should not listen only to the rich people, they should be aware of the situation of the average and not so rich citizens. They should allow this townhouse and similar projects to go ahead, so that more houses are built and Richmond becomes more affordable to live.

Yours truly,



Tiffany Kwong

The Township of Richmond
Urban Development Dept

Proposed Development at Maple & Two Road

The destruction of the property and the construction of eighteen townhouses is going to negatively impact the lives of many of the senior citizens who live at 9260 Two Rd. (Already, since the demolition of the buildings on the property, we have had an invasion of large carpenter ants.) Many wildlife animals and birds inhabited the property – no doubt the surrounding homes will inherit them. It's already creating an increase in our Budget for Pest control.

On the north side of the building the residents, especially those on the first and second floors, will lose quiet enjoyment, view and light when the development is completed. (The reasons we moved here in the first place) Plus during construction the dust that inevitably comes with building will invade our homes making it next to impossible to keep them clean. Many of the seniors who live here are allergic to dust. It follows that they will suffer health problems (in some cases, severe) from the pollution and it will cost more to keep our homes clean

With eighteen units there will be a dramatic increase in vehicles producing more pollution. They will have to turn on to Two Rd (a road that is already one of the busiest in Richmond – but not well serviced by Translink) as there is **no exit** from Maple to the east.

We seniors have to cross Maple Rd to get to and from the bus.
In all likelihood there will be an increase in accidents as none of us move quickly.

On top of that we understand that the building will be only ten feet from our fence, so those of us on the north side will have to keep our window coverings closed all the time. And the noise level will increase dramatically.

All of this will contribute to a decrease in market value for our homes. (Not to mention less inheritance for the families we leave behind.)

It is our hope that if the application to rezone is approved (and from the work that has already been done this seems to be a 'done deal') there will at least be a restriction on the number of units to be built. Also some way to decrease the problems the residents at Covenant Court (9260 Two Rd) will face.

Sincerely,
Ellen Langan
110-9260 No 2 Rd.,
Richmond, BC
V7E2C8
604-277-0994 or email omato4@gmail.com

Man Ying Lee
6240 Maple Road
Richmond BC
V7E 1G5

John & Eleanor Cantello
6120 Maple Road
Richmond BC
V7E 1G5

March 29, 2010

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

Dear Sir / Madam: *EDWIN LEE*

Re: Rezoning Application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

I am writing to oppose the abovementioned rezoning application. The concerns include the following:

1. This project will not conform to the norm, stereotype of our neighborhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighborhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road and its interception with No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbors, especially when the proposed 3-storey building is constructed facing the East and/or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully

[Signature]
Man Ying Lee
Owner and Occupant

We would highly appreciate this too.
We feel the same as Mr. Lee.

Yours faithfully
John E. Cantello
& my wife Eleanor
Owners & Occupants

6280 Maple Road
Richmond BC
V7E1G5

March 29, 2010.

City of Richmond
6911 No. 3 Road
Richmond BC
V6Y2C1

Dear Sir/Madam:

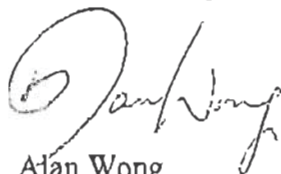
Strongly oppose the rezoning application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

I am writing to oppose the above mentioned rezoning application. The concerns include the following:

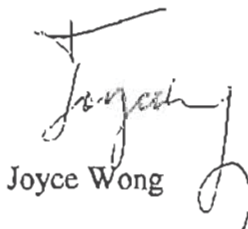
1. This project will not conform to the norm, stereotype of our neighbourhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighbourhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road as it is too close to the junction of No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbours, especially when the proposed 3-storey building is constructed facing the East and /or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.

In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully



Alan Wong
Owners and Occupants



Joyce Wong

05 April 2010

Urban Development Division

City Hall

6911 No 3 Road

Richmond B.C.

V6Y 2C1

Dear Madam) Sir:

Re: Western Maple Holdings Ltd.

It seems the above company has applied for permission to rezone 9140 No 2 Road from single detached (RS1/E) to Townhouse (2T69) proposed 18 April 3 story.

This property is a corner lot of Maple & No. 2 Road with the dwelling facing Maple, not No 2 Road.

I firmly believe this should stay as it is - single detached. On No 2 Road it is trees, not a dwelling.

There are too many single dwellings changed on No. 2 Road, beautiful big trees cut down &c

development can bring in many
townspeople.

Please do not allow this change
as that house is facing Maple
Rt 710. 2. Road.

Sincerely,

Mary Jardeni

MARY JARDINE

Edmund San
6180 Maple Road,
Richmond, B.C.
V7E 1G5

April 11th, 2010
City of Richmond
6911 No. 3 Road,
Richmond
B.C.
V6Y 2C1

CITY OF RICHMOND

APR 13 2010

RECEIVED

Dear Sir/Madam,

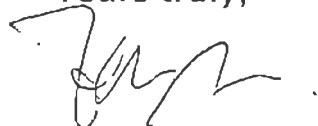
Re: Rezoning Application on 9160 No. 2 Road, Richmond (File No. RZ10-516267)

We are writing to oppose to the captioned rezoning application. Our reasons for objections are:

- This project is of high density in nature crowded with 18 smaller townhouse units. This does not conform with our neighbourhood with mostly larger single family houses on bigger lots.
- This project will have an adverse impact on the parking situation on Maple Road. No. 2 Road is not allowed for parking at all times and occupants and visitors of this 18 units will greatly increase the number of cars parked on Maple Road.
- This increased flow of traffic along Maple Road and its interception of No. 2 Road will be hazardous to the drivers and residents in the area.
- The proposed 3 storey building would invade the privacy of us as the east facing units are overlooking directly onto our backyards.

We strongly oppose to any high density developments in this area and your decision to decline this rezoning application would be highly appreciated.

Yours truly,



Edmund San

J. & S. Bjelos
6100 Maple Road
Richmond, BC
V7E 1G5

April 29, 2010

City of Richmond
6911 No. 3 Road
Richmond, BC

Dear Sir/Madam:

RE: Rezoning Application on 9160 No. 2 Road, Richmond (File No. RZ10-516267)

We are writing to you to express our opposition and concerns regarding the above mentioned rezoning application. Please note the following concerns:

1. The proposed project at 3 stories does not conform to our neighbourhood's profile. The height of the buildings will impede on the homes around the project. **IT WOULD BE PREFERABLE THAT THE PROJECT BE KEPT TO 2 STORIES IN HEIGHT.** This would be a much better fit and keep the flow of the existing neighbourhood.
2. The increase in density is of concern as well. The increase in traffic created by the project will affect the flow and congestion of both Maple & No. 2 Road in a negative fashion.
3. Privacy - The height of the project will negatively affect the levels of privacy that the residential home occupants have.

With reference to the foregoing, your decision to decline this rezoning application or at the very least, review and change to 2 storey application would be greatly appreciated.

Sincerely,

John & Stella Bjelos
Owner

John Bjelos
Stella Bjelos

To: BRIAN JACUSON
(for attaching to the
relevant staff report)

DN	
✓ GT	JS
KY	
DB	

PHOTOCOPIED

RECEIVED



Lee, Edwin

From: Al and Harriet [deboer1867@shaw.ca]
 Sent: August 24, 2010 9:04 PM
 To: Lee, Edwin
 Cc: Hingorani, Sonali
 Subject: Townhome proposal
 Follow Up Flag: Follow up
 Flag Status: Green

Dear Edwin,

This e-mail concerns the townhome developement proposal at No. 2 Rd and Maple Rd. .
 The file number is RZ10516267.
 I was given your name to contact with my concerns.

My name is Harriet deBoer and I live at 9248 Romaniuk Drive which is just around the corner from the above. My husband and I are concerned about the traffic that will inevitably become much busier should this developement be allowed. Already, it is very difficult to make a left turn onto No. 2 Rd. and many in the neighborhood choose not to and make a right turn instead but then are also adding to their driving distance. Even turning right on this street can take awhile because of traffic volume on No. 2 Rd.. Maple Rd. turns into my street Romaniuk Drive at the barrier on Maple Rd. Therefore my way out is mainly at this point. An 18 unit townhome, will increase traffic significantly regardless of where the entrance to the developement is planned.

Also, this area is comprised of all single family homes, from Francis Rd. north to Woodward Rd.. I think it should be kept that way. The other developements that are happening at this moment - 2 on Maple Rd. close to the above mentioned site are large single family homes. I am concerned that a townhouse developement will hinder the house values in this area.

The block - off in the mid point of Maple Rd between Gilbert and No.2 Rd. was created years ago due to traffic concerns, when our area was developed. People feared cars racing to Gilbert or No. 2 Rd. with young children living on Maple Rd. Now that No. 2 Rd. has become much busier and Gilbert less busy I would suggest opening up Maple Rd. again so we can travel either east or west to our destinations, whatever is prudent. A round-about in place of the barrier will prevent through traffic from speeding through. I think there is enough room, as on the east side of the barrier, the road is a large cul-de-sac.

I would appreciate your feed back on this matter.
 Thank you in advance for your consideration to our concerns,
 Sincerely,
 Harriet deBoer
 604-271-1867

PLN - 101

12/01/2010

Lee, Edwin

From: Aliard Lau [aliardlau@gmail.com]
Sent: April 25, 2011 9:28 PM
To: Lee, Edwin
Subject: Folder # 10 516267 000 00 RZ - Rezoning of 9160 No 2 Road to 18 units townhouse
Follow Up Flag: Follow up
Flag Status: Purple

Hi,

Further to our phone conversation of April 14, 2011, I am emailing you my personal opinion on the above rezoning. I apologize of missing the public hearing last month.

I disagree to open up the barrier on Maple and I suggest the access to the townhouse through No 2 Road instead of Maple.

I live at 6100 Martyniuk Place, Richmond for more than 10 years. I like the setup in my area because there are 2 cul-de-sac and a few more near the park area, plus one barrier on Maple and the other one on Woodward's to block the traffic. The only entrance and exit to the whole area is the intersection at No 2 Road and Maple.

I believe this set up is to ensure road safety and to prevent car accident for the reasons below:

(1) walk / bike to elementary and secondary school

My son is currently 14 years old. His elementary school was Errington and secondary school Steveston-London. He has to walk through Maple, through the park area, cross the street to get to his school. It is a 20-30 minutes walk to Errington and 15-20 minutes to Steveston-London.

In addition to my son, I believe there are other kids walk to school or bike to school every day. Errington has about 200-250 students (Age 5 to 12) and Steveston-London about 1200-1300 students (Age 12 to 17). That is probably why we have barriers on both Maple and Woodward's to reduce the traffic in the area.

(2) walk / bike to the park

My mom is currently 83 years old. She walks to the park almost every day, again through Maple, to meet her friends from the neighbourhood. Her eyesight and hearing is not as good as before and she walks slow. Lesser traffic is for sure more encouraging for seniors to continue exercising and walk to the park as a daily routine. I believe there are other seniors and adults walk (with a dog) / bike to the park every day.

I prefer no change to the current set up in the area and I disagree to open up the barrier on Maple. The followings explain the probable impact if opened..

(1) Opening up the barrier on Maple could be attracting more traffic, from east of the barrier to the intersection of No 2 Road and Maple.

If there is no barrier on Maple, people can choose which main road to take - Gilbert or No 2 Road. If the parent drives the kid to Steveston-London, probably will turn right on Gilbert. If the driver wants to go to Richmond Centre, Airport or Vancouver during peak hours, probably will turn right on No 2 Road, then No 2 Bridge to Vancouver.

During peak hours, people tend to turn right - less lanes and traffic to worry about before making the turn, and less chance to be held responsible if car accidents happen.

(2) Potential re-zoning to another townhouse directly across the street from the current site

I notice that the houses on Maple, directly across the street from this 18 units townhouse were recently sold. With the opening up of the barrier, it would enhance the developer to re-zone these single detached houses into another townhouse or condo next year. If this is the case, the traffic at this intersection of No 2 Road and Maple would become a serious issue.

The re-zoning of 9160 No 2 Road from 1 single detached home to 18 units townhouse in this 0.77 acres lot result in everything being 18 times more as compared to before - cars, garbage, visitors etc. It is a plus that each unit of the townhouse has double garage and there are 6 visitor parkings. However, if it snows and stays in winter times, the owners of these townhouse tend to park their cars along Maple for easy access. During holidays like Christmas and New year, the visitors to this same 0.77 acres lot become 18 times more than before and the overflow has to park along Maple. The 6 visitor parking could be just comparable to the driveway of the previous 1 single detached home.

Conclusion

The traffic increases as a result of this re-zoning into a 18 units townhouse. As explained above, the opening up of the barrier on Maple is not a good option. To minimize the impact on the neighbourhood, I suggest to have the townhouse accessed through No 2 Road instead of Maple. By the way, the official address of the site is 9160 No 2 Road, Richmond. The City cannot sacrifice the intent of the current set up and the interests of the other owners (kids and seniors) in the whole area to accommodate 1 owner - the developer of 9160 No 2 Road.

In addition, there should be more visitor parking in this 18 unit townhouse complex to reduce the likelihood of cars parking along Maple.

The approval of current proposal plan could set a precedence for future rezoning and development, like the potential sites directly across the street from this 18 unit townhouse. As explained above, the opening up of the barrier on Maple and the entrance to the townhouse through Maple could increase the likelihood of car accident in the area with a probable result of holding Richmond City Hall responsible.

Please email me if you need any clarification. Hopefully, this email is not too late for consideration by Richmond City Hall.

Thanks.

April 28, 2010

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

Attn: Urban Development Division

Dear Sir / Madam:

Re: Rezoning Application on 9160 No. 2 Road Richmond (File No. RZ10-516267)

We are writing to oppose the abovementioned rezoning application. The concerns include the following:

1. This project will not conform to the norm, stereotype of our neighborhood as the size of each proposed individual dwelling would be too small and too dense (size of each of the neighborhood single-family house is over 2,000 sq. ft.).
2. Increased flow of traffic and corresponding increased parked cars along Maple Road and its interception with No. 2 Road will be hazardous to the drivers and the residents living in this area.
3. It will be even more dangerous when the main entrance of this site is set on Maple Road as it is too close to the junction of No. 2 Road. Cross-traffic accidents may be easily occurred.
4. The proposed 3-storey building would no doubt affect the private lives of our neighbors, especially when the proposed 3-storey building is constructed facing the East and/or facing the North of Maple Road.
5. Increased density of population will inevitably hamper the quality of life, the harmony and peaceful environment of this quiet community.



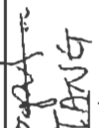
In view of the foregoing, your decision to decline this rezoning application would be highly appreciated.

Yours faithfully

Owners and Occupants
Maple Road
Richmond BC

Encl. 37 Specimen Signatures for 33 owners/co-owners and occupants of Maple Road opposing this rezoning application.

PLN - 104

FAVIA LIU Name 6191 MAPLE RD Address RICHMOND, B.C. V7E 1G4	Brandon Cheng Name 9151 Rossmore Dr. Address Richmond BC V	Blaine Powell Name Blaine Powell Address 6360 Martyniuk Pl. Richmond
PETER CHENG Name 9091 MARTYNIUK GATE Address V7E 6L7	Mike Cheng Name Address 6135 Maple Rd. Richmond B.C.	Ray Zhu Name Address 6888-1497 + 9714 K V7E 6K1
PEGAN KWOK Name 6191 MARTYNIUK Address V7E 6E1	 Name Address 6191 Maple Rd. Richmond BC	Edmond Lau Name Edmond Lau Address 6300 Martyniuk Place Edmond Lau
Y. O. King Name 6231 MARTYNIUK Address V7E 6K1	 Name JASON AN Address 6200 MARTYNIUK PL V7E 6K1	Yu Xiong Name Address 6320 Martyniuk PL V7E 6K1
ZHI TANG. Li Name 6060 Maple Road Address V7E 1G5 778-999-9563	 Name PIK HA CECILIA TANG Name 6291 Martyniuk Place Address V7E 6K1 778-889-2118	Mary Yu Name 6329 Martyniuk Address 6329 Martyniuk V7E 6K1

MARY COA <u>Mary Coa</u> Name Address 6200 Maple Road Richmond BC V7E1G5 legamye@hotmail.com	<u>John E. Cantello</u> Name Address 6120 Maple Rd. Richmond B.C. V7E1G5. e@johncantello.net	<u>Eleanor Cantello</u> Name Address 6120 Maple Rd. Richmond BC V7E1G5
Man Ying Lee. M.Y.L. Name Address 6240 Maple Road. mytsa28@hotmail.com	<u>Alice & Felix Ho</u> Name Address 6315 MAPLE ROAD RICHMOND V7E1G4	JOCK & BLAN WONG Name Address 6315 MAPLE ROAD Richmond
Chen Cuijuan JG Name Address 6160 Maple Road.	<u>Richard Wang</u> Name Address 9111 Martynuk Gate V7E6L7	ALICE & FELIX HO Name Address 6315 MAPLE ROAD RICHMOND V7E1G4
Thomas Fockes Name Address 6220 Maple Rd.	<u>Terence Chan</u> Name Address 6251 Maple Rd. Richmond BC V7E1G4	Ben Fan Name Address 6291 MAPLE ROAD RICHMOND
Mary Anne Foster Name Address 6220 Maple Rd.	<u>Steve Wong St. Vag.</u> Name Address 9100 MARTYNUK GATE	<u>Ken</u> Name KEN DIN LAM Address 6050 MARTYNUK GT. RICHMOND BC

<p><u>Eather Yu</u></p> <p>Name Address 6333 MARYNICK PL</p>	<p><u>Xiao Sa</u></p> <p>Name Address 6333 Martynick PL</p>	<p><u>WAN YIN Fung</u></p> <p>Name Address 6271 MARYNICK PLACE</p>
<p><u>Joan Ming Duk</u></p> <p>Name Address 6211 Maple Rd., Richmond</p>	<p><u>Pulsine Lee</u></p> <p>Name Address 1220 Remembrance Dr.</p>	
<p><u>XIA ZHANG</u></p> <p>Name Address 9226 ROMANICK DR</p>	<p><u>CONNIE H Lee</u></p> <p>Name Address 6880 Maple Road</p>	

2011 April 08

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

Attention: City Clerks Department

Dear Sirs:

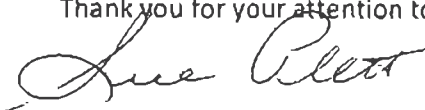
Re: Rezoning Application File No. RZ10-516267

Please find enclosed lists of signatures of homeowners/occupants opposing the above rezoning. Please note that a letter with a list of signatures, (attached) was sent to the Urban Development Division on 2010 April 28 and those signatures are now included in the new list provided along with a copy of the letter.

My husband and myself have lived on Maple Road for 38 years and have come up against a few developers wanting to change the zoning. This road should remain as single family residences, we have beautiful expensive (\$3,000,000 plus) homes being built and sold on our road and think townhouses are not suited to our neighbourhood.

The undersigned would like to be notified of any upcoming meetings regarding this property.

Thank you for your attention to this matter.



Sue Plett
6611 Maple Road
Richmond, BC V7E 1G4
(604) 274-7302

cc: Urban Development Division, w/encls.

PLN - 108



<p><u>Selina Cheung</u> Name Address 6411 Juniper Dr.</p>	<p><u>Sophia Chan</u> Name Address 6391 Juniper Drive</p>	<p><u>Tony Cheung</u> Name Address 6571 Juniper Dr</p>
<p><u>Ching Chingwai</u> Name Address 6411 Juniper Dr.</p>	<p><u>V. Dainfeld</u> Name Address 6511 JUNIPER DRIVE RICHMOND</p>	<p><u>Ching Ching Yee</u> Name Address 6571 Juniper Dr.</p>
<p><u>Ching Chingwai</u> Name Address 6571 Juniper Dr</p>	<p><u>Sally Cheung</u> Name Address 6571 Juniper Drive</p>	<p><u>Nelson Cheung</u> Name Address 6571 Juniper Dr</p>
<p><u>Ching Chingwai</u> Name Address 6571 Juniper Dr</p>	<p><u>Michael Cheung</u> Name Address 6571 Juniper Drive</p>	<p><u>Grace Cheung</u> Name Address 6571 Juniper Drive</p>
<p><u>Lisa Young</u> Name Address 6580 Juniper Dr. RICHMOND</p>	<p><u>Samantha Cheung</u> Name Address 6571 Juniper Drive</p>	<p><u>Gulley</u> Name Address 6451 Juniper Dr.</p>





Jonathan Lee Name jh04.lec0927@gmail.com Address 5728 Maple Rd. 604-277-8710	Glenn Lee Name Address 5380 Maple Rd. 604-607-8384	Aj Chag Name Address 5260 Maple Rd. 604-275-9022
Fabian Tam Name tam-fabian@hotmail.com Address 5720 Maple Rd.	Gerald Lee Name Address 5382 Maple Rd.	Linda Wong Name Address 5120 Maple Road 604-812-3598
Raymond Chiswick Name 5660 Address Maple Road. 604-277-8710	HONG CHAO Name 5388 Address 5044478886 Maple Rd.	Simone Lending Co Name VITO LAM Address 5091 Maple Rd 604-603-8006
Tracy Frances Maxam Name 5460 MAPLE ROAD Address RICHMOND B.C. (604) 277-2479	Dolly BAIAS Name 5328 MAPLE Address 604-275-0330	Wilson Zhu Name Address 5253 Maple Rd 778 883 7628
VINCENT CHAN Name Address 5386 MAPLE ROAD RICHMOND B.C. 604-271-8762	Kylie Lee Name kyky.lee@gmail.com Address 5300 Maple Rd.	LLORD HO Name dylloyd@live.ca Address 5360 MAPLE B.

<u>Jacky Ho</u> Name Jacky Ho Address 9273 Romanuk Dr. Richmond 604-272-1383	<u>STRAIT</u> Name Tatiana Krutman Address 9466 Romanuk Place	<u>ALLEN EDGE</u> Name <u>Allen Edge</u> Address 9299 Romanuk Dr
<u>LARIE MICKEL</u> Name <u>Larrie Mickel</u> Address 9444 Romanuk Pl. EDMUND CITY	<u>ARON GUTMAN</u> Name 9482 Romanuk Pl Address <u>ARON</u> <u>Gordon Xu</u> Name Gordon Xu Address 9439 Romanuk Pl	 Name 7013 Anthony Address 9433 Romanuk Place RICHMOND B.C. <u>Douglas Qhan</u> Name WENDY TSO Address 9277 Romanuk Dr. V7E 5G6
<u>R. Smithson</u> Name Diane Smithson Address 9464 Romanuk Pl.	<u>WOLFE</u> Name Luke Robinson Address 9473 Romanuk Dr.	<u>RICHMOND</u> Name <u>RICHMOND</u> Address 9211 Romanuk Dr.
<u>R. Smithson</u> Name R. SMITHSON Address 9464 Romanuk Pl.	<u>BERTKAND CHEN</u> Name BERTKAND CHEN Address 9286 Romanuk Dr.	<u>KE MICHAEL NG</u> Name MICHAEL NG Address 6071 Maple Rd. 604 278 5828

Name <u>Helen</u> Address <u>6045 MAPLE RD</u>	Name <u>SOUL KAE</u> Address <u>6026 MARTYNIUK PL</u> <u>RICHMOND, BC, V7E 6K1.</u>	Name <u>TRACY LEE</u> Address <u>6035 MARTYNIUK PLACE</u> <u>RICHMOND, BC V7E 6K1.</u>
Name <u>BETTE ANG</u> Address <u>6151 MARTYNIUK PL</u>	Name <u>HUNG-NIN SUD.</u> Address <u>6031 MARTYNIUK PL.</u>	Name <u>Jenny Jiang</u> Address <u>6071 Martyniuk Place,</u> <u>Richmond, BC V7E 6K1</u>
Name <u>Brandon</u> Address <u>Aliard Lau</u> <u>6100 Martyniuk Place</u>	Name <u>Patrick Hu-Yen</u> Address <u>6111 MARTYNIUK PLACE</u>	Name <u>Paul Draper</u> Address <u>6080 Martyniuk Place</u> <u>Richmond, BC</u>
Name <u>CHUN YUNG CHAN</u> Address <u>6138 Martyniuk Place.</u>	Name <u>RONA</u> Address <u>6171 Martyniuk PL.</u>	Name _____ Address _____
Name <u>6040 Martyniuk Place</u> Address _____	Name <u>Chih-wai Kuo</u> Address <u>6051 Martyniuk Pl.</u>	Name _____ Address _____

THEA & ROBERT ROSOVSKY Name Address 6560 JUNIPER DR. RICHMOND BC.	Shirley Schwabe Name Shirley Schwabe Address 6600 Juniper Dr. Richmond BC V7E4Z6	DARRYL SISKIN Name Address 9160 JUNIPER GATE RICHMOND BC V7E5N9
[Signature] Name Address 6540 Juniper Dr. Richmond	ALAN WONG Name Address 6600 Juniper Gate Richmond BC V7E5N9	GUY O'LOUGHLIN Name Address 9291 Romanuk Dr Richmond, V7L5S6L
JOHN + KAREN WONG Name Address 6551 JUNIPER DR. RMD, BC V7E4Z4	AL + HARRIET DEBOER Name Address 9248 Romanuk Drive RMD. V7E5K9 [Signature]	
David Guo Name Address 6800 Juniper Dr	May Huang Name Address 6171 Juniper Dr.	
[Signature] Name Address 6760 JUNIPER DR.	Ben Chen Name Address 6171 Juniper Dr.	

KUT LEUNG WONG	Gao Zhong wen	SALLY KUO
Name Address 6620 MAGNOLIA DR RICHMOND BC V7E 6M7	Name Address 6531 Magnolia Dr Richmond BC V7E 6M7	Name Address 6428 MAGNOLIA DR RICHMOND BC V7E 6M7
CHEUNG HAO CHSU	Guo Chang Hin	Rui zhi Fung
Name Address 6560 MAGNOLIA DR Richmond BC V7E 6M7	Name Address 6531 Magnolia Dr Richmond BC V7E 6M7	Name Address 6555 Magnolia Dr Richmond BC V7E 6M7
Richmond BC V7E 6M7	ALBERT NG KANTHY WONG	LEE CHUN
Name Address 6522 MAGNOLIA DR Richmond BC V7E 6M7	Name Address 6471 MAGNOLIA DR RICHMOND BC	Name Address 6500 Magnolia Dr V7E 6M7
Richmond BC V7E 6M7	MOK KIN WAI AU YEUNG SAU CHUN	Jessica Ye
Name Address 6533 MAGNOLIA DRIVE	Name Address 6488 MAGNOLIA DR Richmond BC V7E 6M7	Name Address 6660 Magnolia Dr Richmond BC V7E 6M7
SIFCIY GOECKHAR	JAMES & NINA CHENG	Dany Zhang
Name Address 6577 MAGNOLIA DR RICHMOND BC V7E 6M7	Name Address 6511 Magnolia Dr Rmnd - BC V7E 6M7	Name Address 6677 Magnolia Dr Richmond BC V7E 6M7

 Name <u>PATRICK WONG</u> Address <u>6360 Maple Rd</u>	<u>DEVIDA BLANCO</u> Name <u>Devida Blanco</u> Address <u>6720 Maple Rd</u>	<u>Dawn Stewart</u> Name <u>Dawn Stewart</u> Address <u>6700 Maple Rd.</u>
Name <u>STEWART SIV</u> Address <u>6391 MAPLE ROAD</u>	<u>Susan M</u> Name <u>Susan Mueser</u> Address <u>6740 Maple Rd.</u>	<u>TRUDIE LAI</u> Name <u>Trudie Lai</u> Address <u>6571 Maple Rd.</u>
<u>PANG LAN-KIU</u> Name <u>PANG LAN-KIU</u> Address <u>6460 Maple Rd</u>	<u>WENDELL TAN</u> Name <u>Wendell Tan</u> Address <u>6800 MAPLE RD</u>	<u>MC LAI</u> Name <u>McLai</u> Address <u>6571 Maple Rd</u>
 Name <u>JOCELYNE VANDO</u> Address <u>6520 MAPLE RD</u>	<u>SANDY</u> Name <u>SANDY CHENG</u> Address <u>6751 MAPLE RD</u>	<u>SERENA LAI</u> Name <u>Serena Lai</u> Address <u>6571 Maple Rd.</u>
 Name <u>HENRY LAU</u> Address <u>6620 MAPLE RD</u> <u>RICHMOND BC</u>	 Name <u>C.E. McFarlane</u> Address <u>6711 Maple Rd</u> <u>RICHMOND BC V7E 1G6</u>	<u>Wendy Tang</u> Name <u>Wendy Tang</u> Address <u>6561 Maple Rd</u>

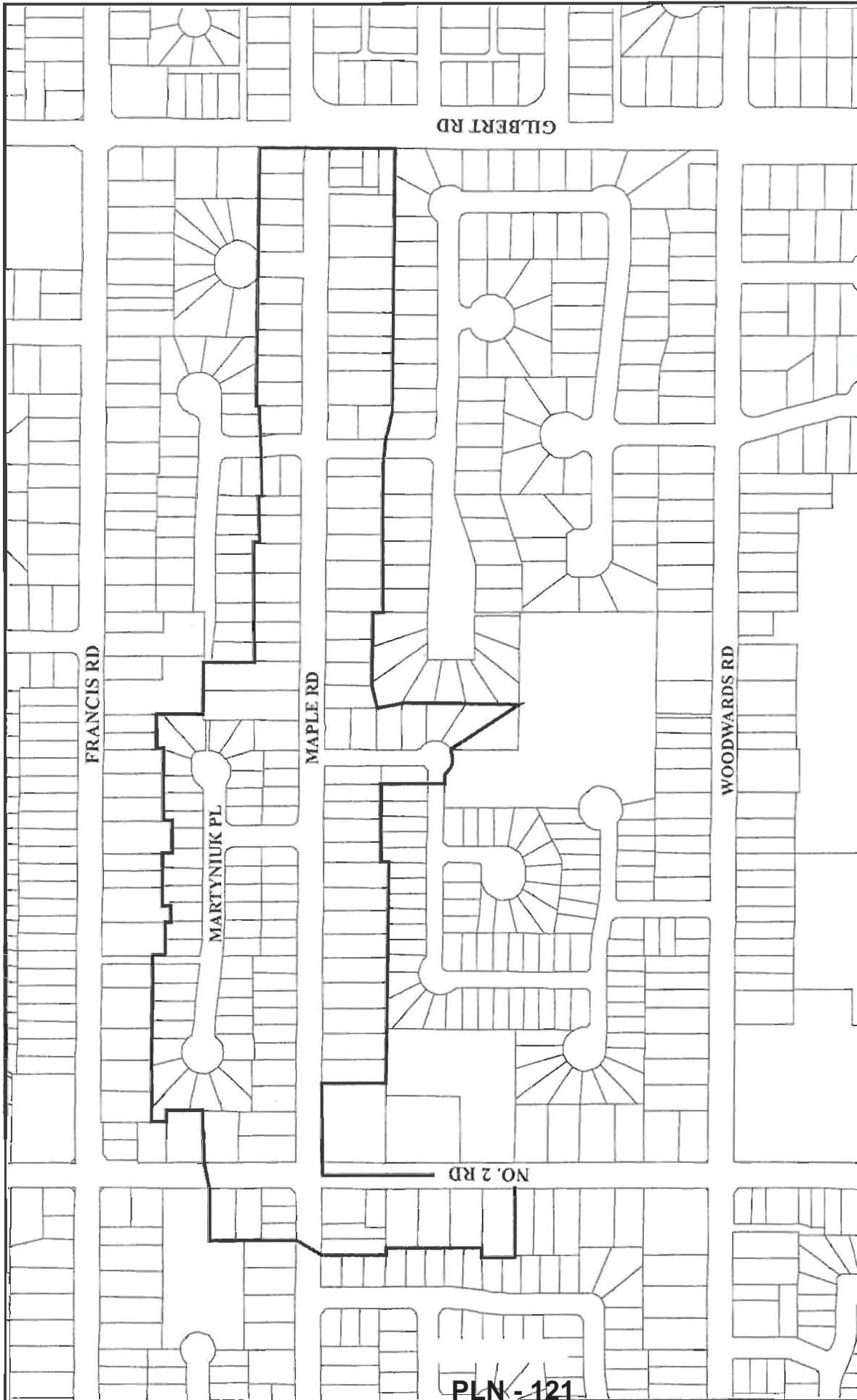
Name Address 6366 Magnolia Dr	Name Address 6471 Maple Road	Name Address 6380 Maple Rd.
Name Address 6511 Maple Rd.	Name Address 6471 Maple Road	Name Address 6440 Maple Rd.
Name Address 6500 Maple Rd.	Name Address 6451 MAPLE RD.	Name Address 6480 Maple Rd.
Name Address 6471 Maple Rd.	Name Address 6433 maple Rd.	Name Address 6631 Maple Rd.
Name Address 6471 Maple Rd.	Name Address 6348 Maple	Name Address 6770 Maple Rd.

George Name 6820 Maple Address	Chun Sh Name Address 6411 Maple Rd.	Ma Lanpin 6328 Name Address
Jiggs Name Address 6340 Maple Rd.	Ellina Name Address 6340 Maple Rd.	YUNG WAI CHUNG Name Address 6480 Maple
Sue Plett Name Address 6611 Maple Road	Timy Man Men Name Address 6591 Maple Rd.	Mei Hua Kuo Name Address 6591 Maple Rd.
Kichte LA'S Name Address 6731 MAPLE ROAD	David Guo Name Address 676 Maple Rd.	Lucy. Qian Name Address 676 Maple Rd.
Sherry Name Address 6600 Maple Rd.	Henry Hoo Ming Name Address 6600 Maple	PRUL LY Name Address 6571 MAPLE RD.

Name <u>Richarda Yick</u> Address 6113 Maple Rd. Richmond VT 05164	Name <u>WIVIAN YICK</u> Address 6113 MAPLE RD, RICHMOND	Name Address
Name <u>Stephen Yick</u> Address 6113 MAPLE RD, RICHMOND VT 05164	Name <u>M. Anne Ptucha</u> Address 6420 Maple Rd., Richmond VT 05165	Name Address
Name <u>John Ptucha</u> Address 6115 Maple Rd. Richmond VT 05164	Name <u>JOHN PTUCHA</u> Address 6420 MAPLE ROAD RICHMOND VT 05165	Name Address
Name <u>Don Platt</u> Address 6115 Maple Road Richmond VT 05164	Name <u>DON PLATT</u> Address 611 MAPLE RD RICHMOND VT 05164	Name Address
Name <u>Tina Tong</u> Address 6115 Maple Road Richmond VT 05164	Name Address	Name Address

Heng Lin Fan Name Address 6668 Magnolia Dr. Richmond, BC V7E 6M7	Michael Chan Name Address 6520 Magnolia Dr. Richmond	Name Address
LI-JEN CHAO Name Address 6688 Magnolia Dr V7E 6M7	Waiyong Tang Name Address 6668 Magnolia Dr. Richmond	Name Address
Fung Fung Sheng Name Address 6480 Magnolia Dr. V7E 6M7 Richmond	Ching Yee Chan Name Address 6633 Magnolia Dr. Richmond V7E 6M7	Name Address
JANTZAN PUN Name Address 6460 Magnolia Dr Richmond BC	Lyle WATERS Name Address 6551 Magnolia Dr Richmond BC	Name Address
Name Address 6491 Magnolia Dr Richmond BC V7E 6M7	ERIC LIN Name Address 6611 Magnolia Dr Richmond BC	Name Address

 Name Address 9080 Martigniek Gate	Name Address	Name Address
 Name 陳志輝 Address 9091 Martigniek Gate	Name Address	Name Address
Name Address	Name Address	Name Address
Name Address	Name Address	Name Address
Name Address	Name Address	Name Address



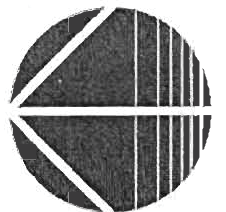
Original Date: 05/17/11

Revision Date:

Note: Dimensions are in METRES

Open House Notification Area

9160 No. 2 Road - RZ 10-516267



PLN - 121

9160 No.2 Road (RZ 10-516267)
Report on Public Information
held on March 15, 2011 at the City Hall of Richmond, B.C.

- A total of 152 invitations were delivered to the residents in the Maple Road and No.2 Road neighborhood, as per catchment plan provided by City Staff. Separate invitations were sent to the residents of the senior housing complex, Covenant Court.
- 19 persons (some are from the same family) attended the meeting.
- The developer, Wayne Fougere, the Architect and Masa Ito, the Landscape Architect were present.
- Edwin Lee from the City was also present.
- The meeting lasted from 5:30 to 7:30 pm.
- Plans, drawings and renderings were presented for viewing.

The following is the summary of the comments from the residents attended the meeting:

1. The townhouses do not conform to the single family housing in the neighborhood. The density is too high, the units are too small.
2. The 3 storey buildings are too tall.
3. The 18 units of townhouses will create traffic and parking problems on Maple Road and No.2 Road, particularly for cars trying to turn left from Maple Road onto No.2 Road in the morning.
4. The road block on the middle of Maple Road can be removed so that traffic can go from No.2 Road to Gilbert Road, hence easing the south-turn traffic from Maple Road onto No.2 Road.
5. The entrance to the townhouse project can be on No.2 Road.
6. A traffic light can be installed on the junction of No.2 Road and Maple Road, or on No.2 Road and Woodward.
7. The market value of the properties in the neighborhood will be adversely affected.

Our response to the above mentioned concerns are as follows:

1. Our property is situated on the south-eastern corner of No.2 Road and Maple Road. Immediately to our south is a senior housing apartment complex, and on our east is an older 2 storey house. In the immediate neighborhood, forms of development include, older small bungalows, older walk-out basement bungalows, new modest-sized two-storey homes (with double car garages facing the street, two storey entries and auto courts), newer large two-storey homes (with auto courts, three car garages and two storey entries), a three and a half storey apartment building, (the senior housing immediately to the south of the subject property), a church (with a large parking lot) and a small commercial development. Within a block radius of the property there are also several townhouse developments, duplexes and a small commercial centre.
2. Smaller homes in the neighborhood will provide affordable housing for young people and families, many of who would prefer to stay in the neighborhood they grew up in, close to their parents. Smaller homes will also allow long time area residents who find themselves empty nesters to downsize from a large family home without moving out of their neighborhood.
3. Along No.2 Road between Westminster Highway and Steveston Highway, there are 23 multi-family housing projects, some situated on corner properties, some in the middle of the block. The proposed project will be one of the most attractive ones among them.
4. Eighteen homes will generate a limited amount of traffic, base on the Traffic Study performed by Bunt and Associates.
5. All of the homes have a garage for parking two cars side-by-side. The City requires us to provide an extra four cars for visitor parking but potentially we may provide six visitor parking stalls (a 50% increase in the required visitor parking).
6. More street parking will be available due to our improved roadway frontage on Maple Road and the location of a single driveway crossing situated at the eastern property line.
7. The property east of our development will be screened with a row of tall trees and there is ample open space separating it from the townhouses.
8. Our three storey buildings will be built below the road elevation and will appear to be two and a half storey tall along our Maple Road Frontage. The windows in our homes will be the same types of windows in the homes on the north side of Maple Road (entry, living room, master bedroom and stair).
9. Garage doors will not face Maple Road.

10. As to the increase density. These new townhomes are of very high quality, with side-by-side double car garages and very modern and eye-pleasing exterior finishes. They will compare very well with the neighboring homes and certainly will add value to the area. A few more friendly people in the neighborhood will add to the quality of life, increase the number of residents keeping watch over the neighborhood and will deter the criminal elements by increasing the number of eyes on the street.

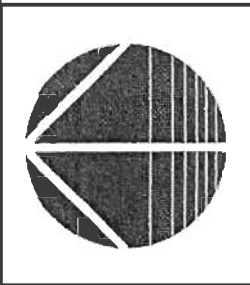


LEGEND

Subject Site (9160 No. 2 Road)

Oppose

Support



Public Consultation

9160 No. 2 Road - RZ 10-516267

Original Date: 05/17/11

Revision Date:

Note: Dimensions are in METRES

9160 No.2 Road (RZ 10-516267)
Report on Public Information Meeting held on April 4, 2011
at Covenant Court, 9260 No.2 Road, Richmond, B.C.

The meeting was attended by 13 residents and the officials of the Christian Reformed Senior Housing Society, Nick Loenen and Simon Hanemaayer. The meeting was also attended by Edwin Lee of the City of Richmond.

After the assembly had a chance to view the plans, drawings and renderings. Wayne Fougere gave a brief run-down of the proposed townhouse project. The residents then took turn to ask questions and comment. A summary of the comments are as follows:

- The 3 units adjacent to the senior housing apartment building are too close and there are concerns of loss of privacy, sunlight and view.
- The density bonus given to the townhouse development is not justified and one unit in the middle of the project should be removed so that an open space becomes available.
- The driveway should not be too close to the senior housing.
- The playground, if there is one, should be situated away from the apartments and there should not be too many toys and games that will create excessive noise.
- The townhouses will create traffic problems.

Our response to the above mentioned concerns are as follows:

The above-mentioned concerns were presented to us over a year ago and we have since then made drastic changes to our design and site layout. The plans and renderings presented in this meeting have the following features:

- Only 3 units with east-west orientation are now situated adjacent to the neighboring apartment building, with no window opening and no deck looking onto any of their balconies and windows. The apartment is situated on the southern property line, and their residents are only looking onto the side-yards of the three townhouses.
- The original grade was maintained so that even though the townhouses are 3 storey in height, the top floor is of about the same height as the apartments' second floor. No townhouse residents will be looking onto the apartment units as the first floor of the apartment is a parkade, and the window openings of the townhouses are high and small.
- The entrance to the project is on Maple Road, away from the apartments.

- We agreed to plant some trees on the apartment property to create more shelter and pleasant look, as the services right-the-way on the project's property does not allow any tree planting along the property line.
- The exterior of the townhouse will be painted with light color and climbing plants and flowers will be planted on the fences. A new privacy fence with lattice will be built.
- The roof slopes have been reduced significantly.
- We will commission a traffic study to assess the future traffic impact and if needed implement remedies. (The traffic report was done)
- The density bonus was a result of our effort to save the trees along No.2 Road and Maple Road. In doing so, we need to build the townhouses on the present grade, requiring the construction of bridges to access the units fronting on No. 2 Road. Density bonus is also given to a project for its contribution in up-grading the underground services and road work, which will benefit the area. The project will incur substantial costs in this regard.

On a whole, the residents were pleased that we listened to their concerns and have made a good effort to make changes to accommodate their suggestions.

Christian Reformed Seniors Housing Society

April 11, 2011

City of Richmond Planning Department

Att: Edwin Lee

Re: RZ-10-516267

Dear Mr. Lee:

Thank you for attending the information meeting. Following the presentation our residents agreed to submit this letter. It contains our corporate response while recognizing that each Strata Lease Holder is entitled to make a personal submission.

Covenant Court (9260 #2 Rd.,)

Covenant Court, located adjacent to and south of subject property, is a 26 unit frame construction apartment building on 3 floors above a concrete parkade. It is designed for seniors 55 years and over.

The units are strata titled. Twenty-one units are owned by their occupants under a long term lease called Life-Estates. These Life-Estates are contracts between the non-profit Christian Reformed Seniors Society and the occupants. Life-Estates are registered against title. Five suites are rented to provide affordable housing to persons of limited financial means.

The governing bodies are the Society's Board of Directors and the Strata Council.

Impact on Covenant Court

The developer proposes 18 units in 4 blocks or strips of townhouses, one parallel and adjacent to Maple, three parallel to # 2 Rd. Nine suites of Covenant Court face north. Residents of those suites will look at the end-walls of these blocks of townhouses. Those three end-walls will be 10 feet from the fence. Their height from existing grade is three levels plus a roof. The 10 feet setback is further reduced by a two foot cantilevered bay-window space, without glass. The Covenant Court building is 25 feet within the fence.

The potential negative impact of the proposed development includes:

- Loss of view
- Loss of daylight, making the north facing suites dark and dismal even during daytime.
- Loss of privacy, particularly for the 9 outside patios
- Increased noise, such as radios, car doors slamming, playground noise, basketball thumping, etc.
- Increased traffic congestion particularly at the Maple/#2 Rd. intersection and exiting the Covenant Court driveway will be more dangerous.

Relationship with Developer

Since this application for rezoning was first made over a year ago, the developer, Mr. Thomas Leung and his staff, have been respectful, understanding, and helpful. Their attitude and approach is much appreciated. Twice there were private meetings. In addition, on April 4 the developer and his staff held an information meeting strictly for the residents of Covenant Court, Mr. Edwin Lee representing Richmond Planning was also in attendance.

As a result the current proposal incorporates significant changes that help address some of the concerns expressed by our residents. The changes include:

- Reduced total height.
- Reduced and relocated windows facing south and limiting their total area to reduce loss of privacy for Covenant Court suites.
- Reduced roof slope.
- An undertaking to apply light colours to outside finish on end walls.
- An undertaking to replace aging fence.

Remaining Concerns

1. Proximity of the middle block.

The greatest deprivation of daylight and loss of view is for the centre most suites on the first and second floors of Covenant Court. We request that consideration be given to eliminating the southern most unit of the centre block, thus increasing the set-back from 10 to 30 feet, for that block only. That would reduce density and eliminate the density bonus the applicant has applied for. This seems only just, because why should a density bonus be allowed in exchange for preserving trees when Richmond's tree by-law

imposes a duty on all property owners to preserve trees?

So far, the developer has been hesitant to agree to this specific request on the basis that reducing density will make this project less profitable. Money is important but it is equally important for both sides. We ask the Planning Department and City Council to also consider the negative financial impact on the nine suites that face north. Is their financial well being not also important? And if so, what is the dollar value of their loss and how does that compare to the potential profit for the developer on just one unit?

It is our belief that rezoning is never a right, particularly where a development is allowed a mere 10 feet set-back when ours is 25 feet. A rezoning can only be justified if there is a public interest and if there is no harm inflicted on others. We ask you to consider the harm inflicted on our suites under the current proposal and to accept reasonable accommodations to off-set such harm. We respectfully submit that our request is reasonable and not unduly self serving or an excessive burden to the developer.

2. Traffic

Traffic volume along #2 Rd. may require additional signals at the Maple Street intersection. West bound traffic turning left onto #2 Rd. is particularly at risk. In addition, our residents find it increasingly more difficult to exit and enter Covenant Court's driveway which is shared with the church next door.

Another improvement would be to move the existing bus stop along the east side of #2 Rd. from north of Maple to south of Maple and to move the #2 Road cross walk also to the south side of Maple. Most car traffic is on the north side of this intersection. Placing the cross walk and bus stop on the south side of the intersection would separate car and pedestrian traffic more effectively.

In the event it is not possible to move the bus stop, consideration should be given to move at least the cross walk to the south side. There is significantly more vehicular traffic on the north side of the intersection than on the south side. If the light-controlled sidewalk were on the south side, Maple vehicular traffic, both east and west, can turn onto #2 Road to go north, and south-bound #2 Road traffic can turn into Maple while the cross walk is occupied, without endangering pedestrians. Currently that is not possible

and yet cars are constantly tempted to do this, hoping to beat the pedestrians.

Moving that cross walk will make for a much safer intersection. For example, it will greatly help the residents of Covenant Court, all of whom are seniors and many of whom use the bus, and it will also help church traffic. That church operates a daycare, programs for youth, and is in use every day of the week. Currently, both Covenant Court residents and church users who come by bus south-bound on #2 Road must cross #2 Road, once, and Maple, twice. The Maple crossings are without the benefit of a light or crosswalk. By moving the cross walk south the two Maple crossings are eliminated for those persons. It is true that this gain is off-set by area residents who live north of Maple and now enjoy the benefit of not having to cross Maple twice. But that group is fewer in number and will be even more so when this proposed development is in place.

The primary reason for moving the crosswalk is that nearly all car traffic that comes out of or goes into Maple is on the north side of the intersection.

3. Noise

Mindful that Covenant Court is home to seniors we ask that playground areas not be equipped with noise producing features such as a basketball hoop and special consideration be given to minimize noise emanating from playground areas.

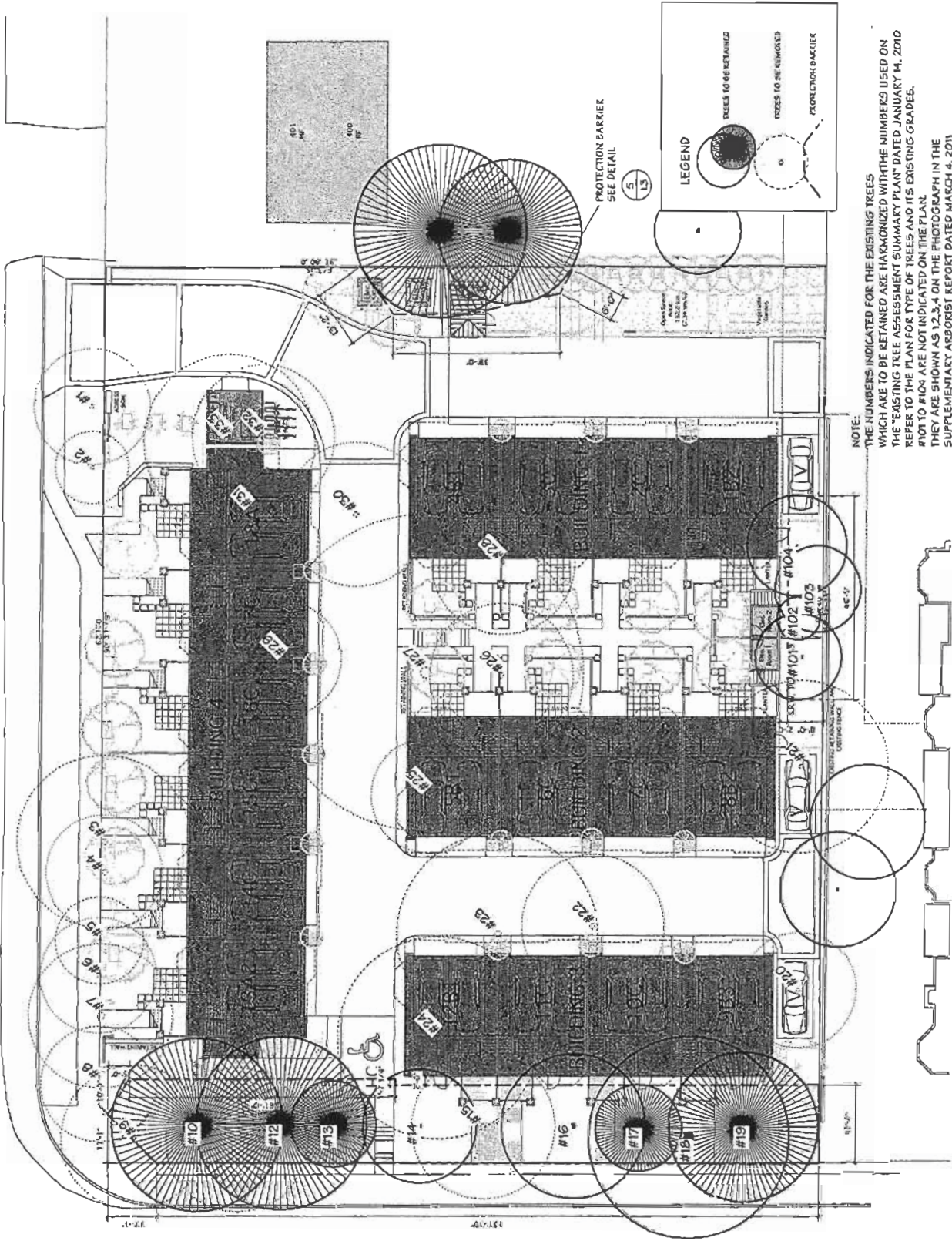
Thank you for your consideration.

On behalf of all residents.

Dorinne Hudie
President, Strata Council
LMS 1251

Nick Loenen
President, Christian Reformed
Seniors Housing Society

Maple Road



NOT TO SCALE
 1/8" = 1'-0"
 1/4" = 2'-0"
 1/2" = 4'-0"
 3/4" = 6'-0"
 1" = 8'-0"
 1 1/4" = 10'-0"
 1 1/2" = 12'-0"
 1 3/4" = 14'-0"
 2" = 16'-0"
 2 1/4" = 18'-0"
 2 1/2" = 20'-0"
 2 3/4" = 22'-0"
 3" = 24'-0"
 3 1/4" = 26'-0"
 3 1/2" = 28'-0"
 3 3/4" = 30'-0"
 4" = 32'-0"
 4 1/4" = 34'-0"
 4 1/2" = 36'-0"
 4 3/4" = 38'-0"
 5" = 40'-0"
 5 1/4" = 42'-0"
 5 1/2" = 44'-0"
 5 3/4" = 46'-0"
 6" = 48'-0"
 6 1/4" = 50'-0"
 6 1/2" = 52'-0"
 6 3/4" = 54'-0"
 7" = 56'-0"
 7 1/4" = 58'-0"
 7 1/2" = 60'-0"
 7 3/4" = 62'-0"
 8" = 64'-0"
 8 1/4" = 66'-0"
 8 1/2" = 68'-0"
 8 3/4" = 70'-0"
 9" = 72'-0"
 9 1/4" = 74'-0"
 9 1/2" = 76'-0"
 9 3/4" = 78'-0"
 10" = 80'-0"
 10 1/4" = 82'-0"
 10 1/2" = 84'-0"
 10 3/4" = 86'-0"
 11" = 88'-0"
 11 1/4" = 90'-0"
 11 1/2" = 92'-0"
 11 3/4" = 94'-0"
 12" = 96'-0"
 12 1/4" = 98'-0"
 12 1/2" = 100'-0"

ITO
 ASSOCIATES
 1400 E. 10TH AVE.
 VANCOUVER, BC V6M 1A6
 TEL: (604) 251-5008
 FAX: (604) 251-5009
 WWW. ITOASSOCIATES.COM

HARRINGTON COURT
 RICHMOND

EXISTING TREE
 PRESERVATION
 PLAN

Scale	1/8" = 1'-0"
North	North Arrow
Drawn	10/10/10
Check	10/10/10
Appr	10/10/10
Rev	10/10/10

L6 of 6

Rezoning Considerations

9160 No. 2 Road

RZ 10-516267

Prior to final adoption of Zoning Amendment Bylaw 8769, the developer is required to complete the following:

1. Dedication of a 4m x 4m corner cut at Maple Road and No. 2 Road.
2. The granting of a 2.0 wide Public Rights-of-Passage (PROP) right-of-way along the entire west property line (No. 2 Road frontage) c/w a 4m x 4m corner cut at Maple Road for future road widening.
3. Registration of a flood indemnity covenant on Title. The minimum Flood Construction Level is 2.9 m (geodetic) or 0.3 m above the surveyed top of the crown of the adjacent public road.
4. City acceptance of the developer's voluntary contribution of \$2.00 per buildable square foot (e.g. \$47,003.23) to the City's Affordable Housing Reserve Fund.
5. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of eleven (11) replacement trees within the City.
6. Submission of a Tree Survival Security to the City in the amount of \$24,000 for the eight (8) protected trees to be retained on-site. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9160 No. 2 Road). The remaining 50% of the security will be release one year after final inspection of the completed landscaping in order to ensure that the trees have survived.
7. Issuance of a separate Tree Cutting Permit for the removal of two (2) street trees along the Maple Road frontage. The City's Parks Division has reviewed the proposed tree removal and concurs with it. Identified compensation in the amount of \$3,250 is required.
8. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site and off-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
9. City acceptance of the developer's offer to voluntarily contribute \$3,000 towards the upgrade of the pedestrian signal on the north leg of the No. 2 Road/Maple Road intersection.
10. Submission of cash-in-lieu for the provision of dedicated indoor amenity space in the amount of \$18,000.
11. Submission and processing of a Development Permit application* to the acceptance of the Director of Development.

Prior to issuance of Demolition Permit:

1. Installation of appropriate tree protection fencing on-site around all trees to be retained on site and on adjacent properties to the north and east prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

Prior to issuance of Building Permit:

1. Enter into the City's standard Servicing Agreement to design and construct off-site works on both frontages. Works include, but are not limited to:
 - a. No 2 Road: (this ALL subject to the health & proximity of the existing trees along the No 2 Road edge)...Removal of the existing sidewalk, pouring a new 1.5m sidewalk at the new property line and establishing a grass and treed boulevard;
 - b. Maple Road:
 - i. Per the capacity analysis, upgrade the storm sewer across the Maple Road frontage to 900mm diameter on a manhole to manhole basis.
 - ii. Widen Maple Road to 11.2m, relocating the curb & gutter, creating a grass & treed boulevard c/w davit arm street lighting and installation a 1.50m sidewalk at the property line.
 - iii. It is noted that the Maple Road widening will be over a 150mm AC watermain. The design Engineer may recommend that the watermain be replaced as part of the design/construction process (all existing watermain breakages during construction are the clients sole responsibility).

Note: All works are at the clients sole cost; i.e. no DCC credits apply.

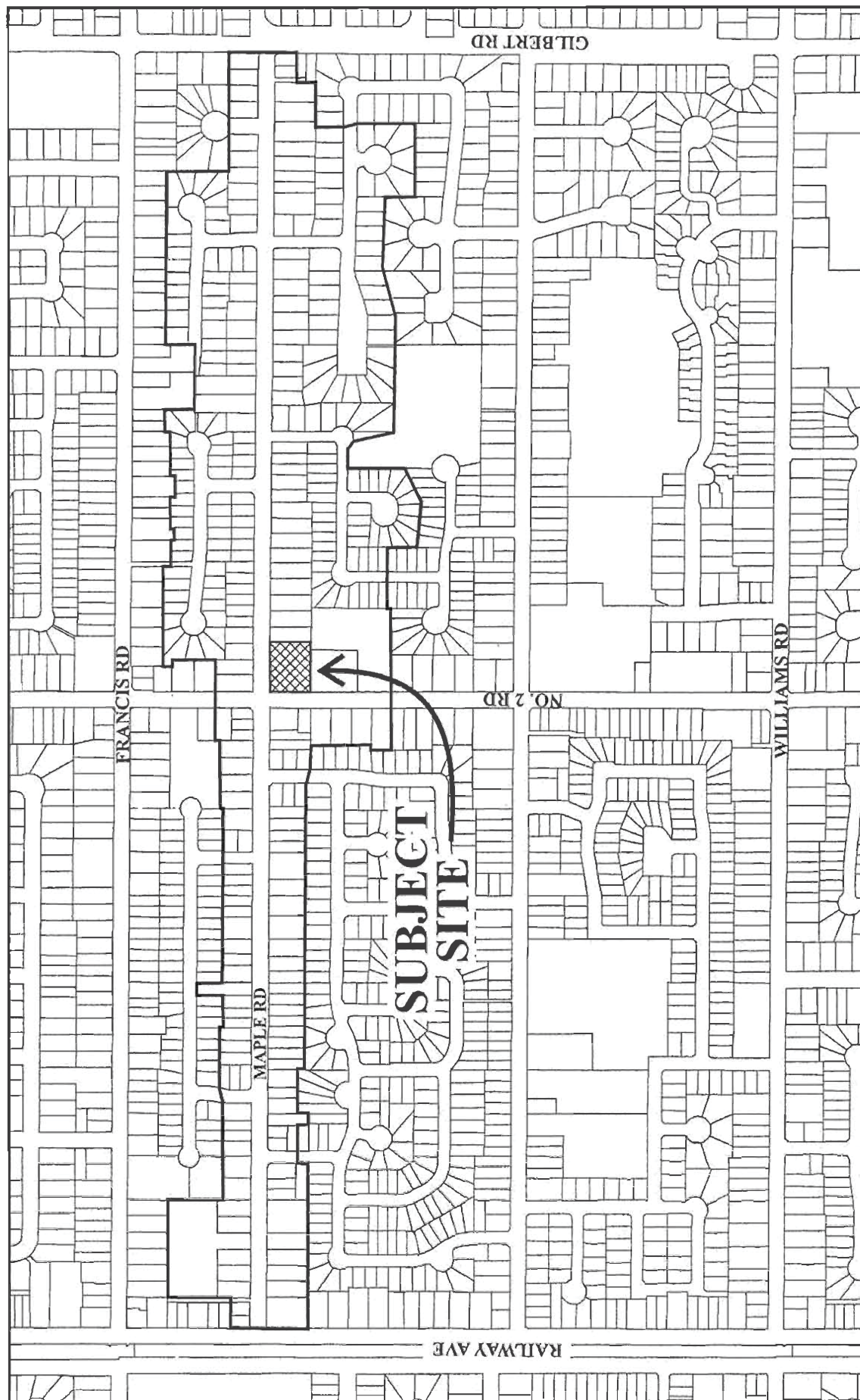
2. A construction parking and traffic management plan to be provided to the Transportation Department to include: location for parking for services, deliveries, workers, loading, application for request for any lane closures (including dates, times, and duration), and proper construction traffic controls as per Traffic Control Manual for Works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

* Note: This requires a separate application.

[Signed original on file]

Signed

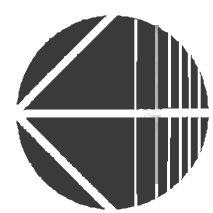
Date



PLN - 135

Original Date: 05/17/11
 Revision Date: 06/07/11
 Note: Dimensions are in METRES

Proposed Public Hearing Notification Area 9160 No. 2 Road - RZ 10-516267





City of Richmond

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

Development Application Data Sheet

RZ 10-516267

Attachment C

Address: 9160 No. 2 Road

Applicant: Western Maple Lane Holdings Ltd.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Western Maple Lane Holdings Ltd.	No Change
Site Size (m ²):	3,127 m ² (33,660 ft ²)	3,119 m ² (33,574 ft ²)
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Medium-Density Townhouses (RTM3)
Number of Units:	1	18
Other Designations:	Arterial Road Redevelopment Policy – Multiple Family Development	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	23.3 upa	n/a
Floor Area Ratio:	Max. 0.7	0.675	none permitted
Lot Coverage -- Building:	Max. 40%	35.2%	none
Lot Coverage -- Non-porous Surfaces	Max. 70%	70% Max.	none
Lot Coverage -- Landscaping:	Min. 25%	25% Min.	none
Setback -- Front Yard -- No. 2 Road (m):	Min. 6 m	6.0 m	none
Setback -- Exterior Side Yard -- Maple Road (m):	Min. 6 m	6.0 m	none
Setback -- Interior Side Yard (South) (m):	Min. 3 m	3.0 m Min.	none
Setback --Rear Yard (East) (m):	Min. 3 m	6.0 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 12.0 m (3 storeys)	11.7 m (3 storeys)	none
Lot Size (min. dimensions):	Min. 40 m wide x 30 m deep	Approx. 50.29m wide x 62.18 m deep	none
Off-street Parking Spaces – Resident (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.22(V) per unit	none
Off-street Parking Spaces – Total:	40	40	none
Tandem Parking Spaces:	not permitted	0	none
Small Car Parking Stalls:	Max. 50% x 40 stalls = 20 stalls	18	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	\$18,000 cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 18 units = 108 m ²	110 m ² min.	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.

Christian Reformed Seniors Housing Society

April 3, 2012

City of Richmond Planning Department

Att: Edwin Lee and Planning Committee of Council

Re: RZ-10-516267

Dear Mr. Lee and Planning Committee:

This is an Addendum to our submission dated April 11, 2011.

We wish to re-confirm that in principle we are not opposed to this development particularly since it has been Council's policy to permit multiple family rezoning all up and down Number 2 Rd.,

We appreciate the developer's positive response to several requests we have made as noted in last April's letter. We note that in addition to those improvements the developer is now also committing to signalization of the Number 2 Rd./Maple Rd. intersection.

However, we are concerned that some people are calling for this development's driveway to be placed onto Number 2 Road.

Such a driveway impacts not only Covenant Court and its residents but all who use the shared driveway between Covenant Court and the adjacent church. We circulated a petition among Covenant Court residents and those who regularly use our common driveway. The 121 name petition in opposition to a Number 2 Rd. driveway is attached.

We wish to register our objection to a Number 2 Rd. driveway in the strongest possible manner. The reasons for our objection are as follows:

- A Number 2 Rd. driveway contravenes the Official Community Plan guidelines which recommend driveways be kept off arterial roads whenever possible.
- All up and down Number 2 Rd. developments in recent years have been made to comply with the OCP's guidelines to keep driveways off arterial roads. Why should this development be treated

differently?

- It is against the original staff recommendations.
- It places the future residents of this proposed development at greater risk both when coming and going.
- This driveway will add to the difficulty of going into and out of our shared driveway with the church, thus placing even more people at risk.
- The 9 suites that look out over the proposed development will be impacted far more severely with noise and exhaust fumes from cars, garbage trucks, delivery vans and at night bright headlights etc. The quiet enjoyment of the use of those 9 outdoor patios and sundecks in particular will be severely curtailed.

It has been suggested that traffic on the proposed driveway would be 'right-in and right-out' only. That sounds nice but it is unenforceable and highly impractical. Consider yourself a future resident wishing to run an errand at the nearest shopping centre -- Blundell and Number 2 Rd. Going is fine, but coming back is highly problematic.

You are south-bound on Number 2 Rd. At Francis Rd. you must turn either left or right. It matters not which way you turn; either way the trip will be extended nearly four times. Suppose you turn right, you proceed to Railroad, turn left to Williams. On Williams you go back to Number 2 Rd. then turn left and proceed to your driveway. The just over 0.5 mile return trip has now become just shy of 2.5 miles. Does anyone seriously believe that people are actually going to do that? If you assume that future residents will actually do it, why would you impose such a dreadful penalty on these folks, particularly when there is an alternative readily available?

It is not as though Maple Rd. is burdened with traffic. As you know, Maple is blocked between Number 2 Rd. and Gilbert. Hence, the traffic on Maple east of Number 2 Rd., where the subject property is, is but a fraction of the traffic on Maple west of Number 2 Rd.

Traffic along Number 2 Rd. is very heavy almost anytime of the day¹. There is a double yellow line, which many wrongly assume does not permit south-bound traffic to turn into the church driveway and when cars do, as happens

¹ One of our residents observed the following numbers of cars on Sunday, Oct. 23, 2011 between 11:15 am and 12:130 pm. Right turns from Church drive 93; left turns from Church driveway 38; coming into Church driveway 17.

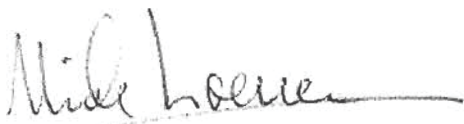
frequently, following motorists get very annoyed. They have just left the signaled intersection and must now unexpectedly brake, stop and wait. This proposal would create two such bottle necks, one immediately after the other. Is that sound traffic planning?

To allow this latest proposed driveway is very, very poor planning. The much revered, late Jane Jacobs taught that livable communities need to be planned with people in mind. Coming home in the dark, having to cross a double center line, two lanes of traffic and a sidewalk which the elderly residents from our seniors housing use in scooters and walkers is not planning with people in mind – it is more like abandoning people.

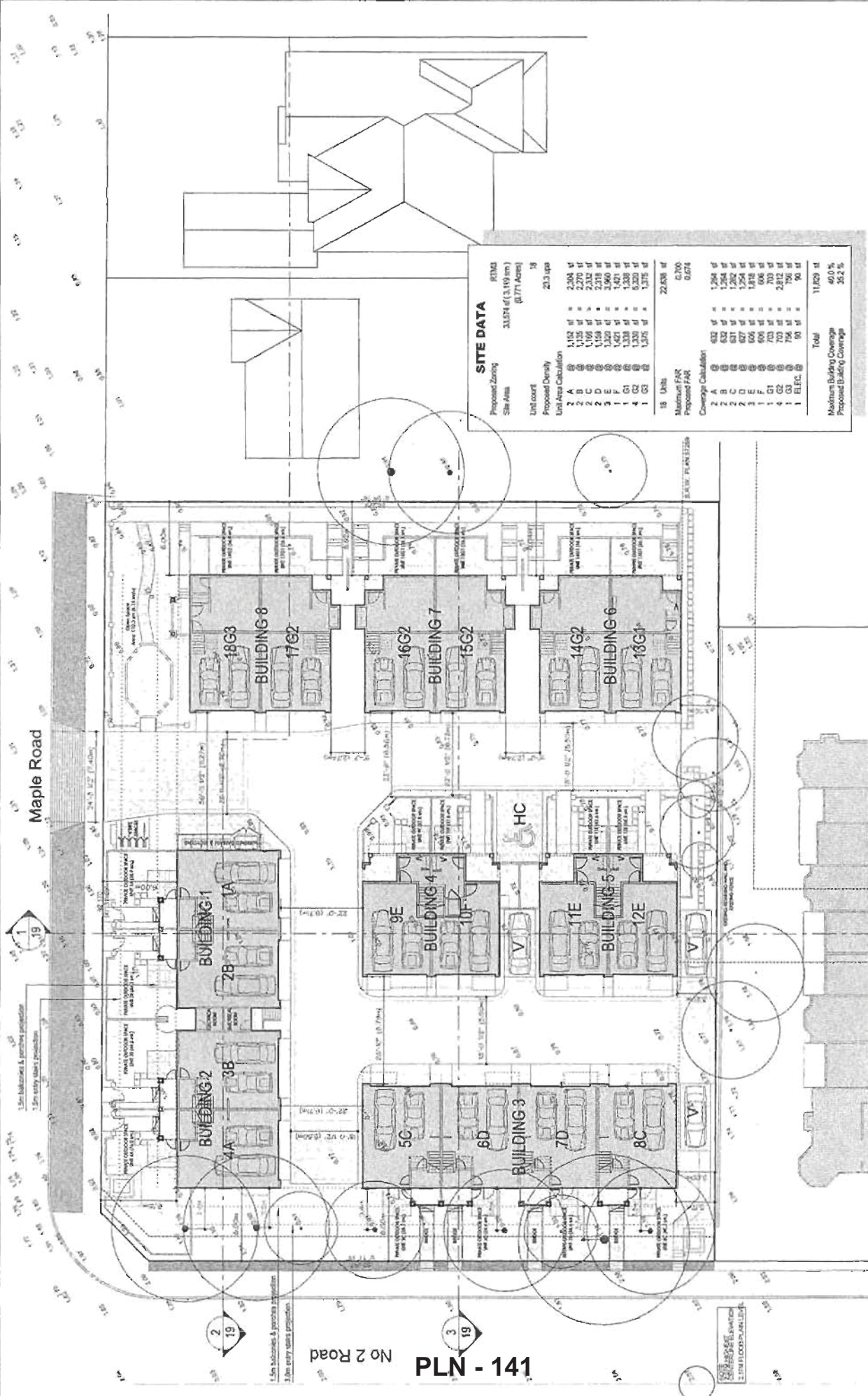
Can any of you doubt that future residents of this proposed development if given an opportunity would choose Maple Rd. over Number 2 Rd. as a preferred way to enter and leave their home property?

We sincerely hope planning for people will prevail and the location of the driveway will remain on Maple Road.

In closing it is our view that the signalization of Maple and Number 2 Rd. will be a benefit to our residents but also all the traffic which tries to get onto Number 2 Rd. from west of Maple. That traffic has currently a hard time particularly in the morning when nearly all that traffic turns left to go north along Number 2 Rd.

A handwritten signature in dark ink, appearing to read "Nick Loenen", with a long horizontal flourish extending to the right.

Nick Loenen
President, CRSHS.



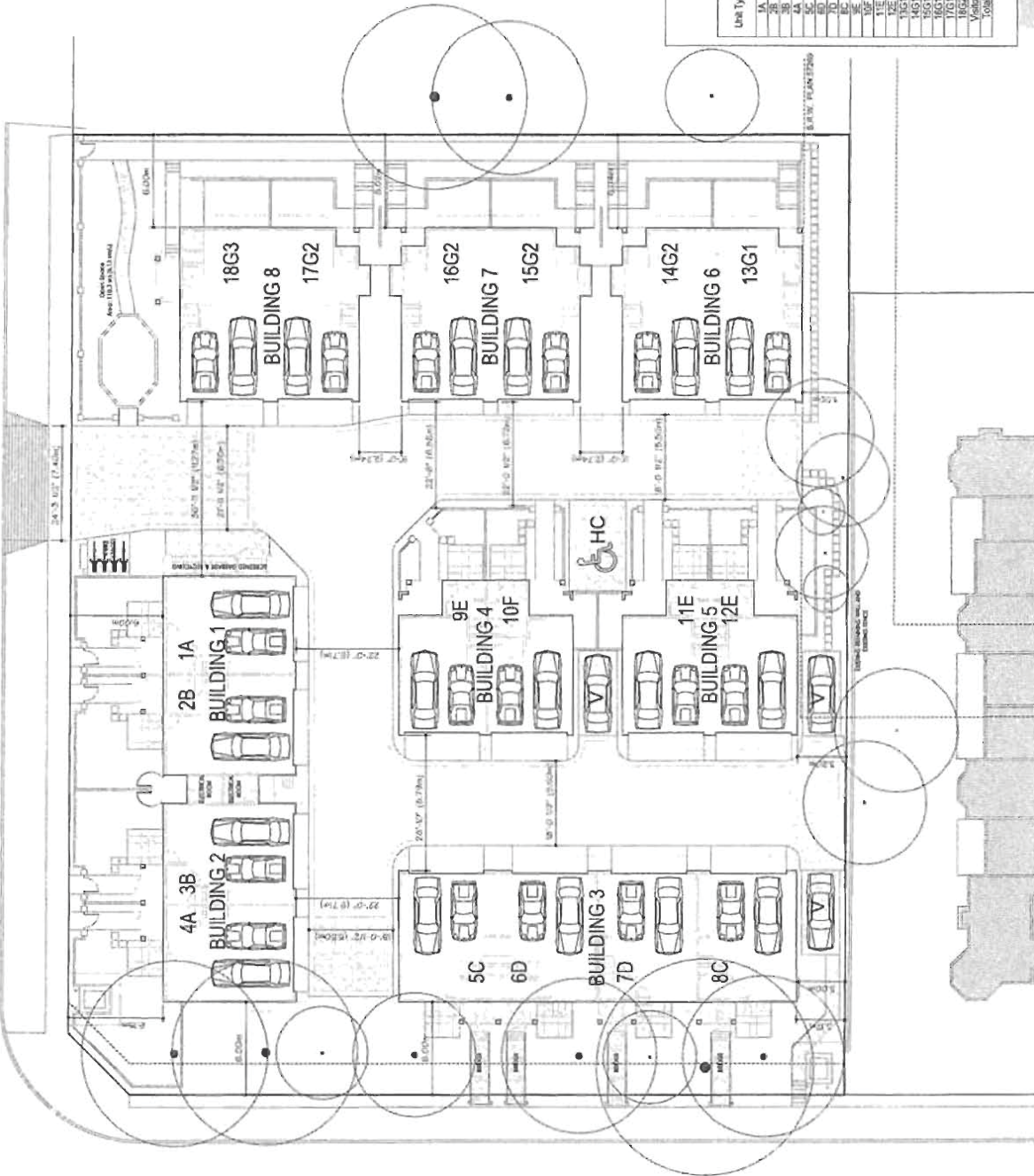
SITE DATA

Proposed Zoning	R1M3
Site Area	33,074 sf (3,119 sq m)
Unit count	213
Proposed Density	213 u/sa
Unit Area Calculation	
2 A	1,152 sf
2 B	1,152 sf
2 C	1,152 sf
2 D	1,152 sf
2 E	1,152 sf
1 F	1,401 sf
1 G1	1,338 sf
4 G2	5,220 sf
1 G3	1,375 sf
18 Units	22,638 sf
Maximum FAR	0.700
Proposed FAR	0.674
Coverage Calculation	
2 A	632 sf
2 B	632 sf
2 C	632 sf
2 D	632 sf
2 E	632 sf
1 F	606 sf
1 G1	703 sf
4 G2	2,812 sf
1 G3	703 sf
1 ELEC	90 sf
Total	11,629 sf
Minimum Building Coverage	40.0%
Proposed Building Coverage	35.2%

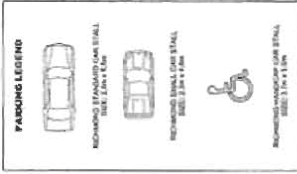
SITE PLAN
SCALE: 1/32" = 1'-0"



Maple Road



Parking Required/Provided	
Residential 2 car unit	36
Visitor 0.2 car unit	4
Total Required	40
Handicap Stall	1
5% of the total required parking spaces	
Small car stall	20
50% of required parking spaces	
Parking Provided	
Standard Stall	18
Handicap Stall	1
Visitor Provided	4
Total Provided	40
Bicycle Parking Required/Provided	
Class 1: 1.25 substitute	23
Class 2: 0.2 substitute	4
Total Class 1 Stalls Required	23
Total Class 1 Stalls Provided	23
Total Class 2 Stalls Required	25
Total Class 2 Stalls Provided	4

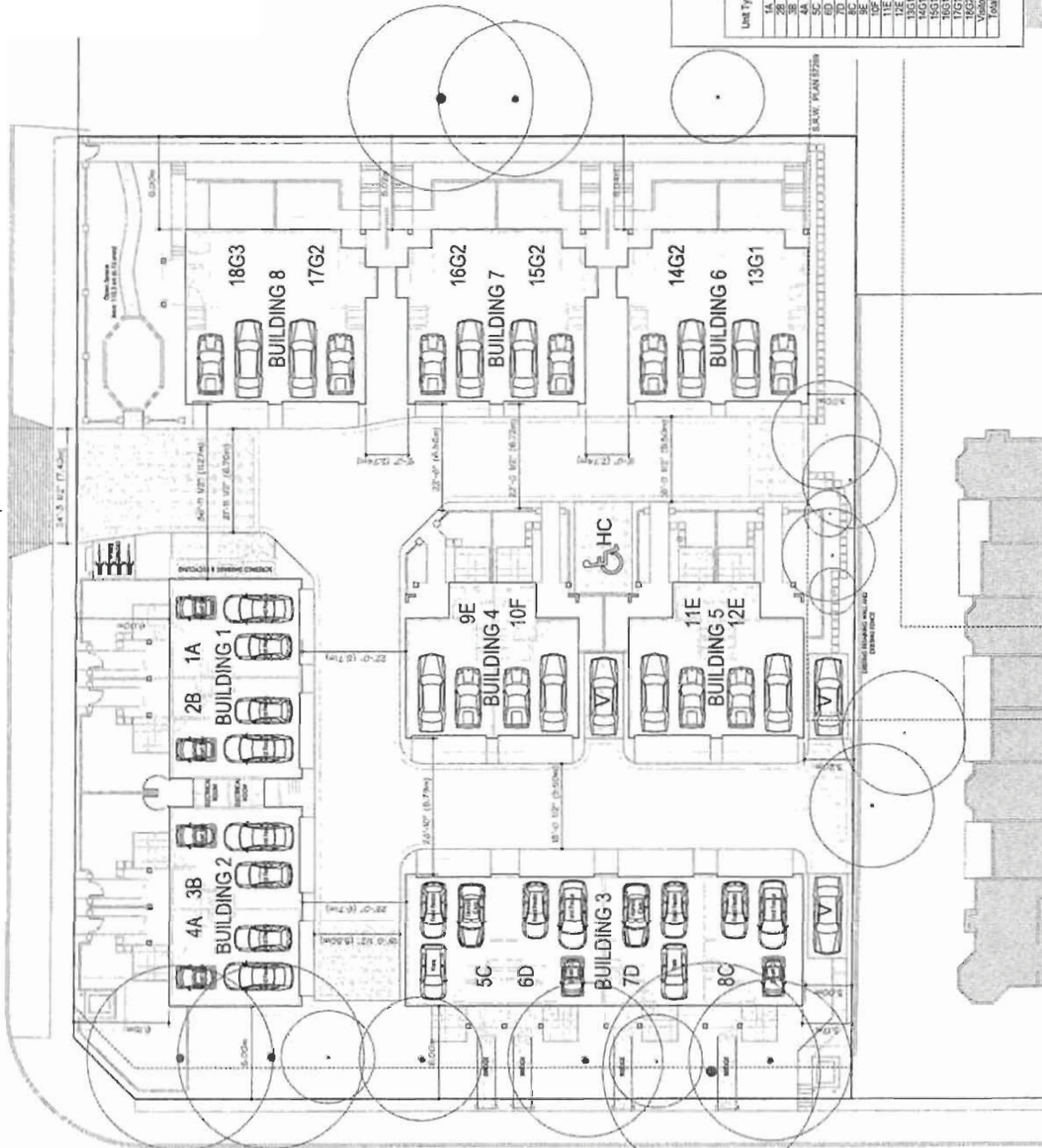


PARKING MIX (BY LOCATION)									
REQUIRED PARKING STALLS									
Unit Type	Richmond Standard Car	Richmond Small Car	Yaris	Smart Car	Ford Focus	Ford Fiesta	Honda Civic	Total	
1A	1							1	
2B	1							1	
3C	1							1	
4D	1							1	
5E	1							1	
6F	1							1	
7G	1							1	
8H	1							1	
9I	1							1	
10J	1							1	
11K	1							1	
12L	1							1	
13M	1							1	
14N	1							1	
15O	1							1	
16P	1							1	
17Q	1							1	
18R	1							1	
19S	1							1	
20T	1							1	
21U	1							1	
22V	1							1	
23W	1							1	
24X	1							1	
25Y	1							1	
26Z	1							1	
27AA	1							1	
28AB	1							1	
29AC	1							1	
30AD	1							1	
31AE	1							1	
32AF	1							1	
33AG	1							1	
34AH	1							1	
35AI	1							1	
36AJ	1							1	
37AK	1							1	
38AL	1							1	
39AM	1							1	
40AN	1							1	
41AO	1							1	
42AP	1							1	
43AQ	1							1	
44AR	1							1	
45AS	1							1	
46AT	1							1	
47AU	1							1	
48AV	1							1	
49AW	1							1	
50AX	1							1	
51AY	1							1	
52AZ	1							1	
53BA	1							1	
54BB	1							1	
55BC	1							1	
56BD	1							1	
57BE	1							1	
58BF	1							1	
59BG	1							1	
60BH	1							1	
61BI	1							1	
62BJ	1							1	
63BK	1							1	
64BL	1							1	
65BM	1							1	
66BN	1							1	
67BO	1							1	
68BP	1							1	
69BQ	1							1	
70BR	1							1	
71BS	1							1	
72BT	1							1	
73BU	1							1	
74BV	1							1	
75BW	1							1	
76BX	1							1	
77BY	1							1	
78BZ	1							1	
79CA	1							1	
80CB	1							1	
81CC	1							1	
82CD	1							1	
83CE	1							1	
84CF	1							1	
85CG	1							1	
86CH	1							1	
87CI	1							1	
88CJ	1							1	
89CK	1							1	
90CL	1							1	
91CM	1							1	
92CN	1							1	
93CO	1							1	
94CP	1							1	
95CQ	1							1	
96CR	1							1	
97CS	1							1	
98CT	1							1	
99CU	1							1	
100CV	1							1	
Total	22	18						40	

PARKING PLAN
SCALE: 3/12" = 1'-0"



Maple Road



No 2 Road

PLN - 143

Parking Required/Provided

Residential 2 car unit	36
Visitor 0.2 car/unit	4
Total Required	40

Handicap Stall

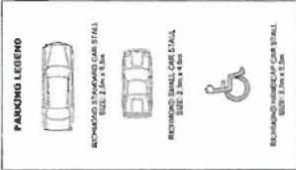
2% of the total required parking spaces	1
Small 5' x 8' stall	20
50% of required parking spaces	20

Parking Provided

Alternate parking available in private garage	44
Visitor Provided	4
Total Provided	48

Boyle Parking Required/Provided

Class 1: 1.25 stall/unit	23
Class 2: 0.2 stall/unit	4
Total Class 1 Stalls Required	23
Total Class 1 Stalls Provided	26
Total Class 2 Stalls Required	4
Total Class 2 Stalls Provided	4



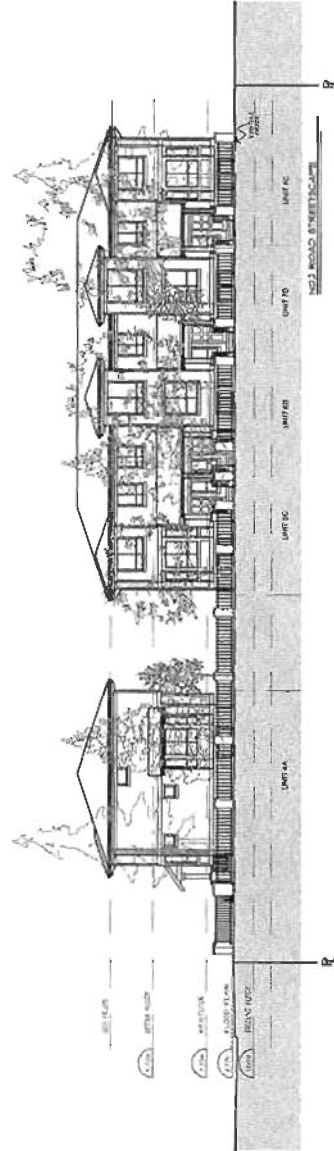
PARKING MIX (BY LOCATION)

A Sample Combination of Optional Cars Parking in Private Garage

Unit Type	Richmond Standard Car	Richmond Small Car	Yacht	Smart Car	Feet Focus	Feet Fields	Honda Civic	Total
1A	1						1	1
2B	1						1	1
4A	1						1	1
5C	1						1	1
6D	1						1	1
7D	1						1	1
8C	1						1	1
9E	1						1	1
10F	1						1	1
11E	1						1	1
12E	1						1	1
13G1	1						1	1
14G2	1						1	1
15G2	1						1	1
16G2	1						1	1
17G2	1						1	1
18G3	1						1	1
Total	14	14	4	4	4	4	4	48

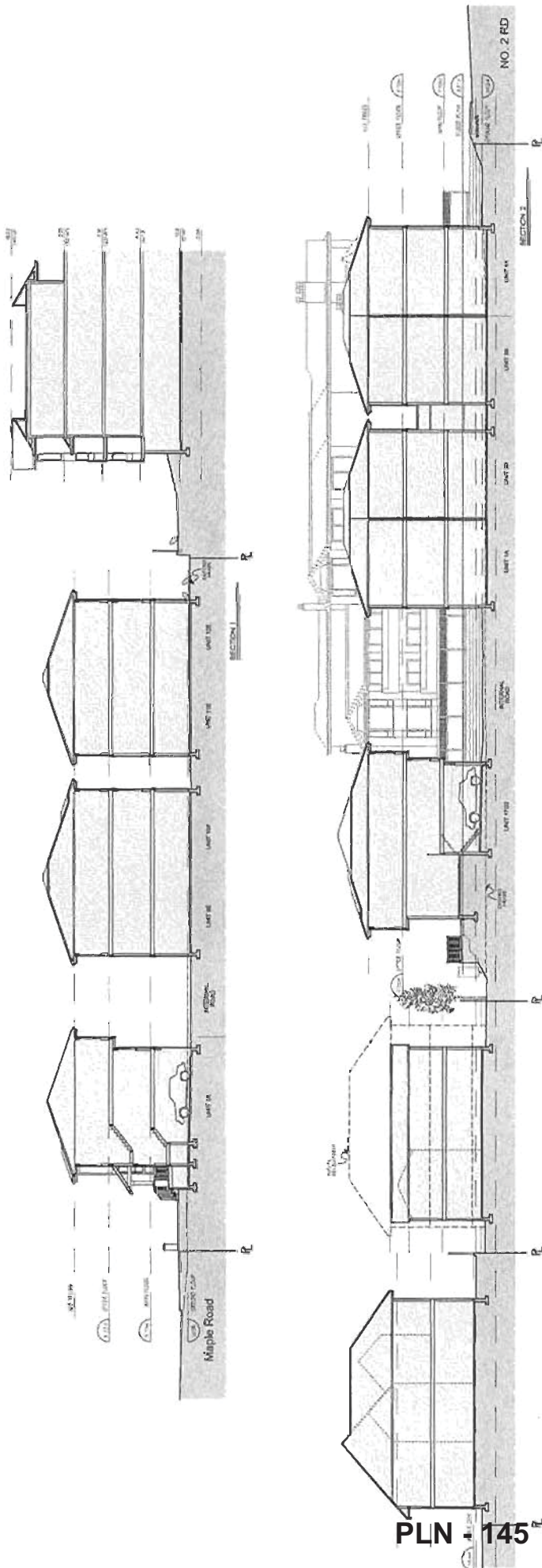
ALTERNATE PARKING PLAN
SCALE: 3/32" = 1'-0"





PLN - 144

SITE STREETSCAPES
SCALE: 3/32" = 1'-0"



SITE SECTIONS
SCALE: 3/32" = 1'-0"

HARRINGTON COURT
for
Western Maple Lane Holdings Ltd

ATTACHMENT F

August 5, 2011

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

Dear Sir/Madam,

Re: Application by Western Maple Lane Holdings Ltd. for Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) – File: RZ 10-516267

We are writing to strongly oppose the captioned rezoning application. We are extremely disappointed that, despite opposition by numerous households and residents in the vicinity, via in writing and in person, the City still decides to proceed and give the rezoning application first reading.

We now reiterate our firm opposition to this proposed rezoning. Our concerns are:

1. This development will not conform in character and be compatible with adjacent properties. The site may fall within the general Arterial Road Redevelopment Policy, but the proposed townhouses, be they 2 or 3 storeys, are certainly not harmonious in scale and form with this particular surrounding area, as required by the City Multiple-Family Guidelines. Here, the neighbouring properties are large high-grade detached single-family houses situated on huge lots, many around or even over 10,000 sq. ft. each.
2. The increase in population will no doubt ruin the long-time serene, quiet and peaceful environment and lifestyle of this low-density community.
3. Increased traffic and parking along Maple Road and at the interception with No. 2 Road will be hazardous to pedestrians as well as the drivers. Residents are used to the existing light traffic, and will find it difficult to cope with. In particular, many seniors and children, who walk to the park, school and bus stop every day, will be exposed to serious danger. The Maple Road main access of this development and the proposed 2 outbound lanes on Maple Road will not solve, but will aggravate, the problem.
4. It is undeniable that this project will greatly de-value the neighbouring properties.

We sincerely appeal to the City not to sacrifice the well-being of numerous neighbouring residents over the interests of only one developer. We would appreciate your kind consideration of our strong objections and reject the subject rezoning application. Otherwise, we will be obliged to take further action.

Thank you very much.

Yours faithfully,

Signatures(s) _____

Name(s) _____

Address: _____

Telephone _____



Western Maple Holdings Ltd.

9160 No.2 Road (RZ 10-516267)

Report on Public Information Meeting

held on March 29, 2012 at the Thompson Community Centre

- A total of 164 invitations were delivered to the residents in the Maple Road and No.2 Road neighborhood, as per address labels provided by City Staff. A separate presentation was presented to the residents of the senior housing complex, Covenant Court.
- 57 persons (some are from the same family) attended the meeting.
- The developer and his staff, and Wayne Fougere, the Architect, were present.
- Edwin Lee from the City was also present.
- The meeting lasted from 5:45 to 7:45 pm.
- Plans, drawings and renderings were presented for viewing.
- There were questions and answers, and discussion among the people present.

THE FOLLOWING IS THE SUMMARY OF THE COMMENTS FROM THE RESIDENTS ALONG MAPLE ROAD BETWEEN NO.2 ROAD AND GILBERT ROAD WHO ATTENDED THE MEETING:

1. The townhouses do not conform with the single family housing in the neighborhood. 18 units is too dense. Prefer single family homes.
2. The 3 storey buildings are too high compared to the single family homes.
3. The 18 units of townhouses will create traffic and parking problems on Maple Road and No.2 Road, particularly for cars trying to turn left from Maple Road onto No.2 Road in the morning.
4. The entrance to the townhouse project is better on No.2 Road instead of Maple Road as there will be traffic congestion caused by traffic entering No.2 Road from Maple Road.
5. Suggesting a traffic light to be installed on the junction of No.2 Road and Maple Road. However, one commented that a traffic light on this junction is no good, as there is one light on Francis and No.2 Road already.
6. Suggesting removal of blockade at Romaniuk Drive to ease traffic.
7. The market value of the properties in the neighborhood will be adversely affected.

8. There will be too much parking on the street. There is not enough visitors' parking in the complex.
9. The residents on the east side of Romaniuk Drive are worried that the blockade at Romaniuk Drive will be removed because of the townhouse development. They opposed to the project because they do not want to see more cars driving to their side of Maple Road.

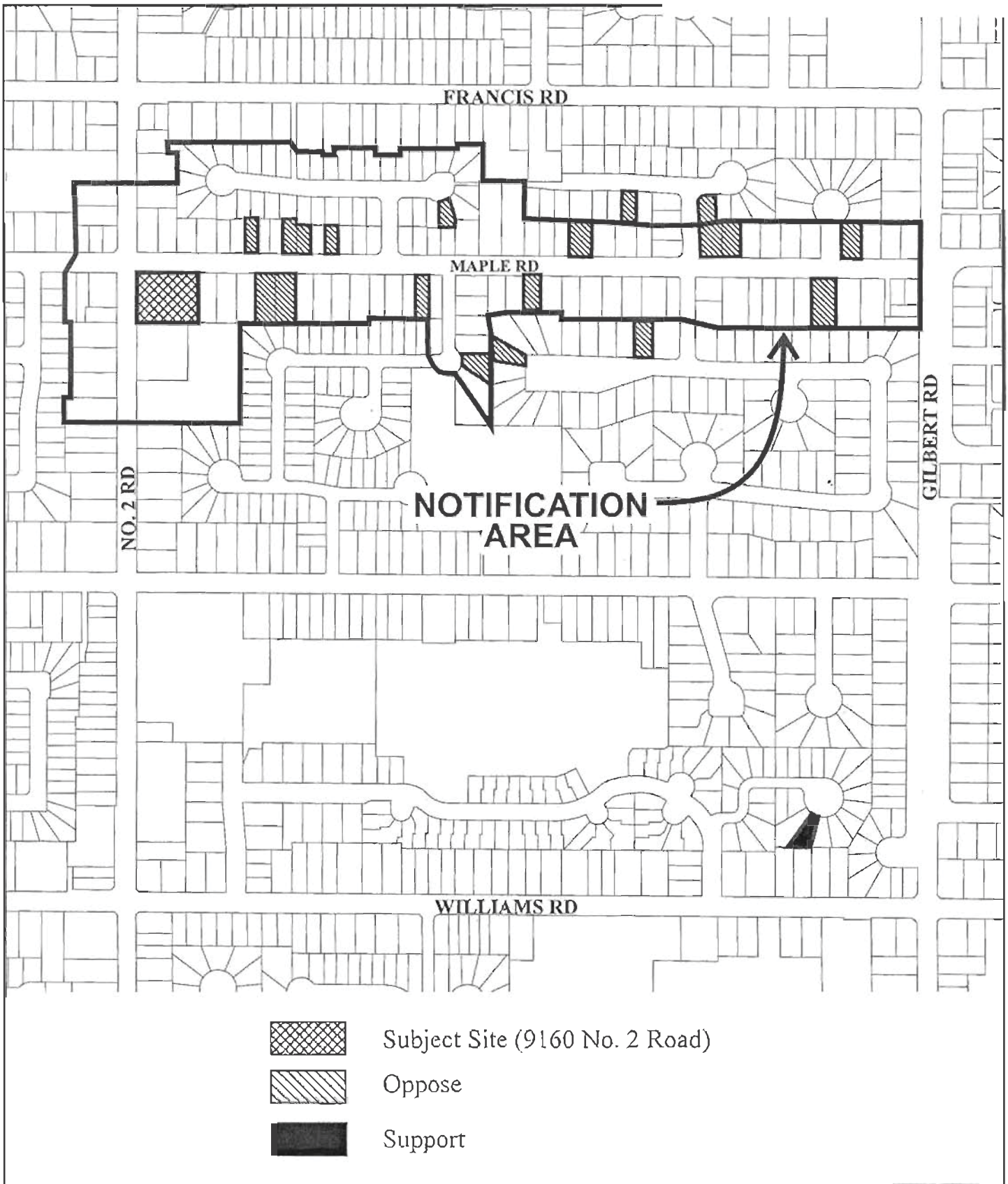
THE FOLLOWING IS THE SUMMARY OF THE COMMENTS FROM THE RESIDENTS WHO LIVE OUTSIDE OF THE MAPLE ROAD VICINITY AND ATTENDED THE MEETING:

1. Will support the project if the traffic light is installed on No.2 Road and Maple Road, and the barricade blocking traffic between No.2 Road and Gilbert Road on Maple Road remains.
2. Support the project as it is along a main road, with easy access to school and public transit. It is also next to another condo complex, plus other multi-family projects along No.2 Road. No reason to reject this project.
3. Support the project because Richmond needs more affordable housing for young and less wealthy people, other than single family homes for wealthy people.
4. The project is well-designed and conforms to Richmond's City Policy.
5. The City is getting less affordable and needs more projects like this one.
6. As a young professional, townhouses and condos are the only housing that is affordable. The townhome complex will provide bigger community support and networking for young families, young couples and single professionals. High density development also provides higher taxes for the City.
7. The townhouse development brings balance to the community.
8. Multi-family is the trend on busy street like No.2 Road. A new development will beautify the entire neighborhood with new designs and planning. In this case, replacing a very old house, and represents best use for the land.
9. The traffic light will make it safer for pedestrians crossing No.2 Road.
10. The project has little effect on the homes situated on the eastside of Maple Road on the side of Gilbert Road.

OUR RESPONSE TO THE VISITORS AT THE MEETING REGARDING THEIR CONCERNS ARE AS FOLLOWS:

1. Our property is situated on the south-eastern corner of No.2 Road and Maple Road. Immediately to our south is a senior housing apartment complex, and on our east is an older 2 storey house. In the immediate neighborhood, forms of development include, older small bungalows, older walk-out basement bungalows, new modest-sized two-storey homes (with double car garages facing the street, two storey entries and auto courts), newer large two-storey homes (with auto courts, three car garages and two storey entries), a three and a half storey apartment building, (the senior housing immediately to the south of the subject property), a church (with a large parking lot) and a small commercial development. Within a block radius of the property there also several townhouse developments, duplexes and a small commercial centre.
2. Smaller homes in the neighborhood will provide affordable housing for young people and families, many of who would prefer to stay in the neighborhood they grew up in, close to their parents. Smaller homes will also allow long time area residents who find themselves empty nesters to downsize from a large family home without moving out of their neighborhood. Townhouse represents a good alternative between condo and single family home, and it is in fact preferred by many people.
3. Along No.2 Road between Westminster Highway and Steveston Highway, there are 23 multi-family housing projects, some situated on corner properties, some in the middle of the block. The proposed project will be one of the most attractive ones among them.
4. Eighteen homes will generate a limited amount of traffic, based on the Traffic Study performed by Bunt and Associates, and the Traffic Experts in the City concur with this opinion, after a separate study of their own. We will install a full function traffic light at the junction of Maple Road and No.2 Road. This will actually improve the traffic flow in this area, particularly for the traffic coming from Maple Road onto No.2 road from the westside of No.2 Road.
5. All of the homes have a garage for parking two cars side-by-side. The City requires us to provide an extra four cars for visitor parking. Some of our units will have 3 car garages.
6. More street parking will be available due to our improved roadway frontage on Maple Road and the location of a single driveway crossing situated at the eastern property line. If single family homes are built instead, the frontage will be taken by driveways instead of for on-street parking.
7. The property east of our development will be screened with a row of tall trees and there is ample open space separating it from the townhouses. The height of the townhouses is not too much higher than the new single family homes in the area.

8. Our three storey buildings will be built below the road elevation and will have about the same height as the newer single family homes built along Maple Road. The windows in our homes will be the same types of windows in the homes on the north side of Maple Road (entry, living room, master bedroom and stair). These Maple Road fronting homes will be all duplexes, (so are the units situated on the eastern property line facing our eastern neighbor), making them more similar to the single family homes.
9. Garage doors will not face Maple Road. It makes the exterior look better than some single family homes in which the garages are the prominent feature.
10. As to the increase density. These new townhomes are of very high quality construction, with side-by-side double car garages on the back side, and very modern and eye-pleasing exterior finishes. They will compare very well with the neighboring homes and certainly will add value to the area. A few more friendly people in the neighborhood will add to the quality of life, increase the number of residents keeping watch over the neighborhood and will deter the criminal elements by increasing the number of eyes on the street.
11. The blockade that blocks the traffic on Maple Road at Romanuik Drive will remain. This will ease the mind of the residents living east of this blockade, who does not want to see through traffic from No.2 Road to Gilbert Road.



Public Consultation
 9160 No. 2 Road -
 RZ 10-516267
 PCN - 151

Original Date: 04/12/12

Revision Date:

Note: Dimensions are in METRES

ATTACHMENT I

April 1, 2012

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

Dear Mayor and Councillors,

Re: Application by Western Maple Lane Holdings Ltd. for Rezoning at 9160 No. 2 Road from Single Detached (RS1/E) to Medium Density Townhouses (RTM3) – File: RZ 10-516267

The purpose of this letter is to note our fervent objection to Western Maple Lane Holdings Ltd.'s application to rezone 9160 No. 2 Road. The developer's rezoning application, submitted last year, was met with strong opposition by 447 neighbourhood residents, and at that time the Mayor and Councillors were notified either in writing or in person. The developer withdrew his plan from the scheduled public hearing last September.

However, the developer's current revised design is still totally unacceptable. It ignores our concerns as he still plans to build 18 three-storey townhouses where a single house went down. The slight modifications he proposes are purely cosmetic in nature and do not resolve any of our neighborhood's concerns.

We are left with no choice but to once again reiterate our firm opposition to this proposed rezoning. Our concerns are as follows:

1. This proposed townhouse development in no way conforms in character to any adjacent properties. As you deliberate on this matter, you should not take the biased view that only the continued multiunit development along No. 2 Road should be considered. The proposed townhouse development will have a large footprint along Maple Road, which consists entirely of detached single-family dwellings! You should also look at the rest of the immediate neighborhood: Maple Road, Martyniuk Gate and Place, Romaniuk Drive, Magnolia Drive, Juniper Gate and Drive, and other arterials. The properties in this area consist of large, high-grade detached single-family houses situated on oversized lots. Townhouses of the type and quantity proposed are not in character with this particular area, as required by the City Multiple-Family Guidelines.
2. Currently, residents in this area are already experiencing traffic problems at the intersection of Maple Road and No. 2 Road, particularly in the mornings and early evenings. With the influx of eighteen more households where a single house stood before, including visitors to the proposed complex, the increase in vehicular traffic will certainly create hazards, further delays, and present inconvenience for both drivers and pedestrians of this neighborhood. The proposed traffic light will not ease the problems. This traffic light -- if it is ever installed -- will only be a few houses from the traffic light at No. 2 and Francis Rds. There have already been numerous accidents at that intersection. Another traffic light so close to that main intersection will only create more problems. The Maple Road entrance and exit from this proposed development will only aggravate this problem.

3. The consequent population increase in the 18 units will doubtless negatively affect the serenity and peacefulness of this low-density community.
4. An increase of 18 households will no doubt create a parking problem along Maple Road. Many city dwellers today use their garages for storage and therefore have to park their cars on the street. Residents of the proposed complex would be forced to park along Maple Road. But there is no allowance for this. Visitors to the proposed complex would also be parking along Maple Road, since there are too few designated visitor parking spots in the proposed complex. This is clearly unacceptable in this quiet and unassuming neighborhood.

Our community sees no rationale for why the City has to sacrifice the well-being of numerous neighbourhood residents over the business interests of one developer. Hence, we appeal for the second time to the City to listen to our deep-seated concerns about this proposed development and reject the rezoning application. As an alternative, we ask you to consider the development on the southwest corner of Gilbert and Blundell. Here, three lots were rezoned to permit the construction of a total of six single detached houses. Could that not be a model for the development on No. 2 Road and Maple? Also, on the northwest corner of Maple and No. 2 Rd., plans call for three single-family homes to be constructed on that lot. This development, again, fits into the character of the surrounding neighborhood. This is all we ask for. Please do not fundamentally change our neighborhood for the sake of another multiunit development.

Your thoughtful consideration is much appreciated.

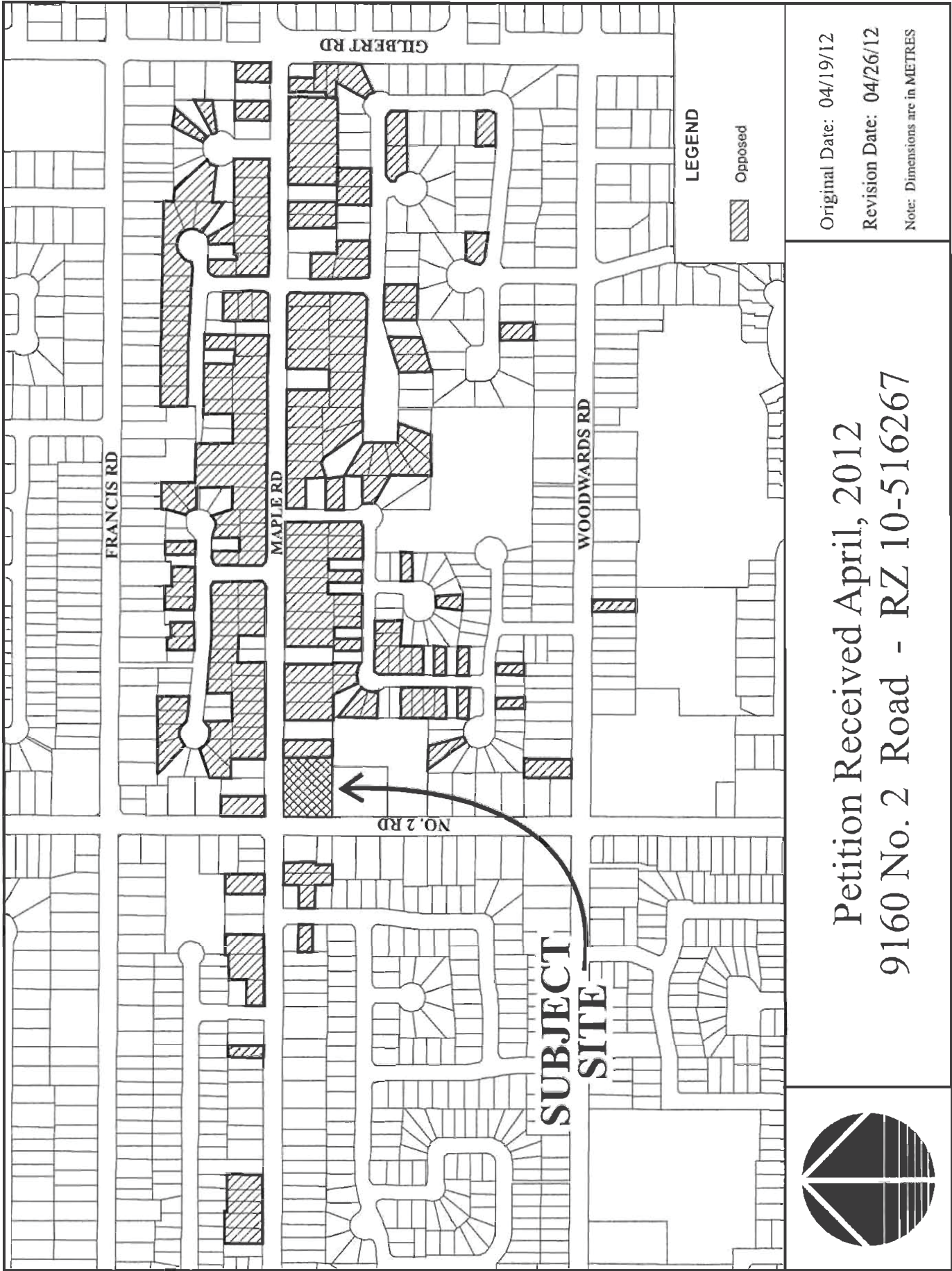
Yours sincerely,

Signatures(s) _____

Name(s) _____

Address: _____

Telephone _____





Address: 9160 No. 2 Road

File No.: RZ 10-516267

Prior to final adoption of Zoning Amendment Bylaw 8769, the developer is required to complete the following:

1. Dedication of a 4m x 4m corner cut at Maple Road and No. 2 Road.
 2. The granting of a 2.0 wide Public Rights of Passage (PROP) right-of-way along the entire west property line (No. 2 Road frontage) c/w a 4m x 4m corner cut at Maple Road for future road widening.
 3. Registration of a flood indemnity covenant on title.
 4. Enter into a Servicing Agreement* for the design and construction of off-site works on both frontages. Works include, but may not be limited to:
 - a) No 2 Road:

Removal of the existing sidewalk, pouring a new 1.5 m sidewalk at the new property line and establishing a grass and treed boulevard (this ALL subject to the health & proximity of the existing trees along the No 2 Road edge);
 - b) Maple Road:
 - i. Per the capacity analysis, upgrade the storm sewer across the Maple Road frontage to 900mm diameter on a manhole to manhole basis.
 - ii. Widen Maple Road to 11.2m, relocating the curb & gutter, creating a grass & treed boulevard c/w davit arm street lighting and installation a 1.50 m sidewalk at the property line.
 - iii. It is noted that the Maple Road widening will be over a 150mm AC watermain. The design Engineer may recommend that the watermain be replaced as part of the design/construction process (all existing watermain breakages during construction are the clients sole responsibility).
 - c) No. 2 Road/Maple Road Intersection:

Upgrade the intersection with full traffic signals, complete with audible pedestrian signals (APS). The works will include but not be limited to: roadway widening, utility relocation, reconstruction of Maple Rd. on the east and west leg, pavement markings and signage changes. In order to determine the requirements of the Servicing Agreement for the design and construction of off-site works, a Transportation Functional Plan including road dimensions and road cross sections for all approaches is required. All proposed transportation and traffic improvements are subject to review and final approval of the Director of Transportation and the Director of Engineering.
- Note: All works are at the developer's sole cost; i.e. no DCC credits apply.
5. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$47,003.23) to the City's affordable housing fund.
 6. Contribution of \$1,000 per dwelling unit (e.g. \$18,000) in-lieu of on-site indoor amenity space.
 7. City acceptance of the developer's offer to voluntarily contribute \$5,500 to the City's Tree Compensation Fund for the planting of eleven (11) replacement trees within the City.
 8. Submission of a Tree Survival Security to the City in the amount of \$24,000 for the eight (8) trees to be retained. 50% of the security will be released upon completion of the proposed landscaping works on site (design as per Development Permit for 9160 No. 2 Road). The remaining 50% of the security will be release one year after final inspection of the completed landscaping in order to ensure that the trees have survived.
 9. City acceptance of the developer's offer to voluntarily contribute \$3,250 to Parks Division's Tree Compensation Fund for the removal of a Hazelnut tree and a Cedar tree located on the city boulevard on Maple Road.

Note: Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.

10. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
11. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to Demolition Permit Issuance, the developer must complete the following requirements:

1. Installation of appropriate tree protection fencing on-site around all trees to be retained on-site and on adjacent properties to the north and east prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after Third Reading of the Rezoning Bylaw, but prior to Final Adoption of the Rezoning Bylaw, the applicant will be required to obtain a Tree Permit and submit a landscape security (i.e. \$23,000) to ensure the replacement planting will be provided.

Prior to Building Permit Issuance, the developer must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 8769 (10-516267)
9160 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 Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **Medium Density Townhouses (RTM3)**.

P.I.D. 010-776-443

Lot 1 Except: Firstly: Part Subdivided By Plan 31630

Secondly: Part Subdivided By Plan 38285, Block "B"

Section 30 Block 4 North Range 6 West New Westminster District Plan 2777

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8769".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

DEVELOPMENT REQUIREMENTS SATISFIED

ADOPTED

JUL 11 2011



MAYOR

CORPORATE OFFICER