



**City of Richmond**  
Urban Development Division

**Report to Committee**

*To Council Feb 27, 2006*

**To:** Planning Committee  
**From:** Terry Crowe  
Manager, Policy Planning  
**Re:** **West Cambie Area Plan Update**

*To Planning - Feb 21, 2006*  
**Date:** February 9, 2006

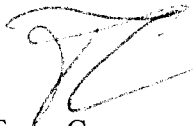
**Xr:** 08-404520-11/WE  
8060-20-8031  
8060-20-8037

**File:** 12-8060-20-8029

**Staff Recommendation**

That, as per the Manager, Policy Planning report, dated February 9, 2006, entitled, "West Cambie Area Plan Update":

1. Official Community Plan Amendment Bylaw No. 8029, which amends Official Community Plan Bylaw No. 7100, by substituting an updated West Cambie Area Plan for the existing West Cambie Area Plan as Schedule 2.11A thereof, be introduced and given first reading.
2. Bylaw No. 8029, having been considered in conjunction with the:
  - City's Financial Plan and Capital Program; and
  - Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans; is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. Bylaw No. 8029, having been considered in accordance with the City Policy on Consultation During OCP Development, be referred to the:
  - Richmond School Board;
  - Ministry of Transportation; and
  - Vancouver International Airport Authority for comment, prior to the public hearing.
4. Local Area Development Cost Charges Amendment Bylaw No. 8031, to amend Development Cost Charges Bylaw No. 8024, be introduced and given first reading.
5. City Wide Development Cost Charges Amendment Bylaw No. 8037 to amend Development Cost Charges Bylaw No. 8024, be introduced and given first reading.
6. That, subject to the adoption of the Official Community Plan Amendment Bylaw No. 8029, Local Area Development Cost Charges Amendment Bylaw No. 8031, and City Wide Development Cost Charges Amendment Bylaw No. 8037, the following be approved:
  - (1.) A policy amendment to the City's Floodplain Management Implementation Strategy Policy 7000 (**Attachment 4**);
  - (2.) The West Cambie - Alexandra Interim Amenity Guidelines (**Attachment 5**).
7. The Approval Process be approved (**Attachment 6**).



Terry Crowe,  
Manager, Policy Planning

TC: ef  
Att. 6

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:		CONCURRENCE		CONCURRENCE OF GENERAL MANAGER	
Law .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	<i>Joe Erceg</i>
Budgets .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Engineering .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Fire Rescue .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Building Approvals .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Economic Development .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Transportation .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Recreation & Cultural Services .....	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Parks Design, Construction & Programs ..	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
Emergency and Environmental Programs	Y	<input checked="" type="checkbox"/>	N	<input type="checkbox"/>	
<b>REVIEWED BY TAG</b>	YES	<input checked="" type="checkbox"/>	NO	<input type="checkbox"/>	<b>REVIEWED BY CAO</b>
					YES
					<input checked="" type="checkbox"/>
					NO
					<input type="checkbox"/>

## Staff Report

### Origin

#### West Cambie Area Plan Update

On March 29<sup>th</sup>, 2005, Council endorsed the following recommendation:

“That:

- (1) *the West Cambie Area Plan Update – Proposed Alexandra Area Plan (Attachment 4 to the report dated March 16<sup>th</sup>, 2005 from the Manager, Policy Planning) be endorsed, and*
- (2) *based on the approved Alexandra Area Plan, City staff be instructed to prepare for Council’s consideration*
  - (a) *the West Cambie area plan bylaw, and*
  - (b) *the implementation strategy; and*
- (3) *staff review the proposed road system in the vicinity of the proposed Ismaili Jamatkhana.”*

The purpose of this report is to present:

- A summary of City-stakeholder (e.g., Ismaili Council, Richmond School District No. 38, First Pro, residents, developers) discussions regarding the proposed Alexandra Area Plan Concept;
- For Council consideration and approval:
  - Official Community Plan Amendment Bylaw No. 8029 (the updated West Cambie Area Plan), which:
    - incorporates proposed changes due to additional consultation and analysis, and
    - includes an Implementation Strategy;
  - An amendment to the Floodplain Management Implementation Strategy Policy 7000;
  - The West Cambie - Alexandra Interim Amenity Guidelines;
  - The Local Area Development Cost Charges Amendment Bylaw No. 8031, to amend Development Cost Charges Bylaw No. 8024;
  - The City Wide Development Cost Charges Amendment Bylaw No. 8037, to further amend Development Cost Charges Bylaw No. 8024; and
  - An Approval Process.

#### March 29, 2005 Council Approved Alexandra Concept

The ***Alexandra Neighbourhood Plan Concept*** (for the redevelopment portion of the West Cambie Area Plan) that was approved by Council on March 29, 2005 is presented in **Attachment 1**.

#### Proposed Revised Alexandra Concept

The proposed revised ***Alexandra Neighbourhood Plan Concept*** is presented in **Attachment 2** and is incorporated in the proposed West Cambie Area Plan Bylaw No. 8029.

## **Findings of Fact**

### Context

West Cambie, which has a current population of 6,605 (Dec. 2005) and involves 265 hectares (655 acres), within several quarter sections, is located in the north central part of Richmond. The area already has excellent access to major transportation connections in all directions and is within walking distance of Richmond's City Centre. By 2009, the area will also have links to the Canada Line light rail system on No. 3 Road, to the west. The area is affected by aircraft noise due to the nearby Vancouver International Airport which is a major consideration in land use, site planning and building design.

### West Cambie – Existing Developed Areas

Approximately two-thirds of the area is developed close to its full potential - the neighbourhoods of The Oaks and Odlinwood. The Oaks was developed as a low-scale and low-density residential neighbourhood from the 1970s through the 1990s. Odlinwood was primarily developed during the 1990s and into the first years of 2000, at a low-scale but slightly higher density than The Oaks. Both neighbourhoods have excellent access to main transportation routes and local parks. These portions of West Cambie are stable and little redevelopment is anticipated.

### West Cambie- Underdeveloped Area – Alexandra Neighbourhood (Alexandra)

This neighbourhood is bounded by Cambie Road, Garden City Road, Alderbridge Way and No. 4 Road.

Approximately one-third of West Cambie (the Alexandra neighbourhood) has not been developed to its full potential as an urban neighbourhood. The 150+ acre sub-area has a subdivision pattern that mainly consists of large one-acre lots. The existing lands uses include: large lot single-family residential use, two large greenhouse operations, a small convenience centre, a gas station, the Tomsett elementary school, and car and truck storage, and open spaces. There are no City parks in the area. An Environmentally Sensitive Area (ESA) is located in the southeast portion of this neighbourhood. The area is serviced by on site septic sewage disposal systems.

This portion of West Cambie is planned to undergo major redevelopment and the Area Plan proposes primarily Multi-family and Townhouse Residential; Public, Institutional and Open Space; Commercial; and Office/Business land uses, and new infrastructure and services.

### West Cambie – Federal Lands (DND)

No changes in use are proposed for the Department of National Defence Lands located between No. 4 Road, Alderbridge Way, Shell Road, and Westminster Highway.

## **Related Policies & Studies**

### Public Policy Context

A number of City documents were consulted in the preparation of the proposed plan, including the Official Community Plan (OCP), City Centre Area Plan, OCP Aircraft Noise Sensitive Development Policy, Floodplain Management Implementation Strategy Policy, Tree Protection

Bylaw, Affordable Housing Policy, Child Care Policy, State of the Environment 2001 Update, Richmond's Suburban History, Richmond's Parks and Trails Plan, Richmond Industrial Strategy, Public Art Policy, Engineering policies and standards, as well as Provincial legislation.

#### Aircraft Noise Sensitive Development Policy

The proposed Area Plan meets the requirements of the City's 2004 OCP Aircraft Noise Sensitive Development [ANSD] Policy (approved November 23, 2004) as, in the Alexandra neighbourhood, the following is proposed:

- no new single detached dwelling units will be permitted;
- no residential units will be permitted in the "L" shaped area along the west and south sides;
- only multi-family apartment and townhouses are permitted; and
- all ANSD uses (e.g. residential, child care) require aircraft noise mitigation measures (e.g., noise mitigation covenants, the incorporation of noise mitigation in building construction and design guidelines for the siting of outdoor amenity spaces, including an increase in indoor amenity area).

The intent of these requirements is to create high quality livable environments for residents who choose to live in areas near the airport.

#### Affordable Housing Policy

The City of Richmond has an affordable housing policy and is committed to working in partnerships with developers and stakeholders to provide a range of affordable housing in the proposed Area Plan.

For the purpose of this Area Plan, "affordable housing" refers to housing that costs no more than 30% of the gross monthly income (no more than \$1,000 per month in 2005 terms) of households in the lower 2/5<sup>th</sup> of income categories in Richmond. It is anticipated that there will be a variety of rental unit sizes and monthly rents under \$1,000.

#### City Child Care Policy

The City of Richmond has an adopted Child Care Development Policy, which acknowledges that child care is an essential service in Richmond. It includes a policy to ensure that area plans contain effective child care policies. In the proposed Area Plan, one new child care facility is planned, to be funded through developer contributions (see West Cambie – Alexandra - Interim Amenity Guidelines).

#### Public Art

The City of Richmond has a Public Art Program which promotes public art as an integral part of the City's fabric. The proposed Area Plan encourages voluntary private sector public art projects and contributions. City and community public art projects and partnerships are encouraged.

### **Changes To The West Cambie - Alexandra Neighbourhood Concept (see Attachment 2)**

#### **1. Changes Due To Consultation**

##### General

As part of the OCP review process, discussions were held (regarding road alignments and land use) with the representatives of the Ismaili Jamatkhana, Richmond School Board, First Pro Development and various residents and developers.

Ismaili Jamatkhana (a community place of worship)

As instructed by Council, staff have reviewed the proposed road system in the vicinity of the proposed Ismaili Jamatkhana. Meetings were held among staff, and with the applicant and their consultant team to discuss concerns and review options.

Staff have concluded that the proposed road system is necessary, as it must service the whole Alexandra neighbourhood and that it can be revised to:

- Minimize impacts on the proposed 5 acre Assembly site and not bisect the site with a road;
- Provide access from the site to a road system with a signalized intersection at Cambie Road and traffic calming at Odlin Road; and
- Limit road dedications from the site to an equitable share of the required new roads (e.g. an area equivalent to a 10 m wide half road along the full length of the property).

A preferred road option that addresses architectural and site planning objectives has been endorsed by the applicant's consultant team and has been incorporated in the revised *Alexandra Neighbourhood Plan Concept (Attachment 2)*.

Notwithstanding, the applicant believes that the road is not required for the implementation of the Area Plan and therefore does not fully support this approach (**Attachment 3**). The developer:

- indicates that they expect fair compensation for the loss of almost 0.75 acres of land due to the proposed road, and
- requests that the City allow them to park on the road, since they will be losing several parking spots.

The proposed Area Plan (which includes an Implementation Strategy):

- does not compensate any Alexandra developer for local roads, as these costs are part of developers' redevelopment responsibilities;
- may result in public on-street parking on portions of the new street to the west of the site,
- where street parking is provided and permitted, the public, including assembly users, may park on the street; but
- the applicant cannot use the street parking towards the development's parking requirement.

As "Institutional" uses are not subject to a Development Permit, staff will work with the applicant through the rezoning process to ensure high quality urban design, landscaping to screen the proposed large surface parking lot and strict access standards. This will be achieved by requiring detailed design at the rezoning stage in lieu of a Development Permit application. Indications are that the applicant agrees to provide a high quality urban design with significant landscaping and to meet the City's access standards.

Richmond School District No. 38

City staff have consulted with Richmond School District staff on the area required for the existing Tomsett Elementary School, as shown on the Proposed Alexandra Area Plan Concept, March 29, 2005. Based on these discussions, City staff concluded that:

- The existing site area for the existing Tomsett elementary school is nearly at the maximum size permitted under BC Ministry of Education standards for elementary schools; and

- The existing Tomsett elementary school site is large enough to accommodate any building expansion for the estimated school population at full area build out.

The proposed Area Plan has been adjusted to include the existing Tomsett Elementary School site in the same “Community Institutional” designation as the proposed Ismaili Jamatkhana. This designation is consistent with OCP land use designations, and is intended for institutions engaged in religious, educational and cultural activities, and adjunct residential uses of community benefit (e.g. affordable housing). This will allow for flexibility in the future.

### First Pro Rezoning Application

#### Background

It is to be noted that First Pro has agreed to a compact urban form of development (e.g., buildings pulled to the street, structured parking for the large format retail building and some structured parking and surface parking for the other uses, and high quality landscaping).

In the summer 2005, First Pro Development requested that their proposed development site (RZ 03-235259), at the south west corner of the Alexandra neighbourhood be allowed to increase eastward, beyond the limits shown in the initial approved Alexandra Area Plan Concept, March 29, 2005.

Staff consulted with the applicant on the proposed road system in the vicinity of their site and on the impacts of a larger development site on the existing parcels designated Environmentally Sensitive Area (ESA) and the proposed Park/nature area and the to the east. The applicant prepared an ESA impact assessment report.

#### Conclusions and Recommendation

Based on these meetings and analysis, staff advise that:

- The applicant has agreed to and demonstrated that a large floor plate commercial building, above a level of parking is feasible within their proposed area in the original approved Alexandra Area Plan Concept, March 29, 2005;
- Further reductions in the existing ESA beyond those supported in the Alexandra Concept Plan, March 29, 2005, will negatively impact its ability to support habitat;
- The proposed natural park area, which encompasses the ESA, is already at a minimum size and further reductions would negatively impact its ability to support the multiple socio-ecological benefits for which it is intended (e.g., air and water pollution management, groundwater recharge, stormwater management, carbon sequestering, community recreation and health, biodiversity, habitat, sustainability);
- The Alexandra Area Plan Concept and the First Pro proposal are consistent with the City's No Net Loss of ESA policy; and
- Staff recommend that the proposed Area Plan – Alexandra Mixed Use area (Light Orange Area) (large floor plate retail, hotel) not be enlarged.

The proposed revised Alexandra Area Plan Concept (**Attachment 2**), while generally unchanged in relation to the First Pro development site, incorporates several specific adjustments in the road system to reduce road impacts on the proponent's site, specifically:

- Straightening the retained eastern portion of Alexandra Road, along the north edge of the property; and

- Shifting the curved portion of the new Leslie Street extension [the proposed “High Street”], between Garden City Road and Alderbridge Way, to the north of the existing Significant Trees.

## 2. Changes Due To City Staff Analysis

### Floodplain Management Policy

In Alexandra, the existing:

- land elevation ranges from .71m in the ESA area, to 2.5m north of Odlin Road, and
- road elevation ranges from 1.62m near Alexandra Rd and Garden City, to 2.03m near Alexandra Rd and No 4 Rd
- the ditches are at or below .5m.

The existing City Flood Construction Level (FCL) for Alexandra is 0.9m Geological Survey of Canada (GSC).

To improve flood protection in Alexandra, the Area Plan proposes to raise the FCL requirement to 2.6m GSC. This means that all new construction will be permitted to place habitable and commercial uses no lower than 2.6m GSC, rather than at, or near, the current natural grade of the area (e.g., 1.2m GCS). Uses such as parking, entrances, foyers, etc. will still be permitted below the 2.6 GSC, but may be subject to restrictive covenant requirements.

The changes proposed in the FCL requirement are designed to work in conjunction with the establishment of the road elevation requirement of 2.0m GSC, within the interior area of Alexandra.

It is anticipated that redevelopment may raise the grades of some properties to accommodate the differences between the main road elevations and the new FCLs; however, the proposed 2.6m GSC provides for flexibility in the final grades applied to any specific site.

These new flood prevention requirements are proposed to be implemented, as follows:

- Stipulated in the proposed Area Plan, and
- Modifying the City’s Floodplain Management Implementation Strategy Policy 7000 (**Attachment 4**) by removing the Alexandra quarter section from the floodplain exemption boundary (0.9 m GSC), thus changing to the required FCL to 2.6 m GSC, consistent with the neighbouring areas to the south (which includes the Garden City Lands).
- No amendments to the City’s Building Bylaw are required to implement this change.

The unique benefit of this proposed FCL requirement is to improve flood protection for the long term, for a whole City quarter section (150 acres) - a rare opportunity. This proposal is consistent with the upcoming City Flood Protection Strategy which will be brought forward in the first half of 2006.

Consultations with the development community indicate that these proposed flood protection improvements are acceptable.

### Tree Protection Bylaw

The City of Richmond adopted Tree Protection Bylaw 8014 on December 19, 2005. The Bylaw applies to trees on privately-owned land and requires that a permit be obtained before trees, as identified in the bylaw, are cut or removed. City staff will not issue tree permits for properties with pending rezoning or development permit applications, as a tree retention and replacement



plan should be approved by Council with the development application. The proposed Area Plan will implement this policy.

#### Proposed Land Use Changes:

- Alexandra Road East - an interim road: The eastern portion of the existing Alexandra Road is proposed to be an “interim road”, until it is no longer needed for access. Then, it will continue to be City owned and included in the Park/natural area, as a trail which will contain underground services. This will retain a greenway buffer between the Park/natural area to the south and future townhouse development to the north, and facilitate development in a timely manner.
- The existing Tomsett elementary school site and adjacent properties on Odlin and Cambie Roads are proposed to be designated “Community Institutional” use, to allow for flexibility in future redevelopment (e.g., school, community centre, fire hall).

#### Proposed Alexandra Land Use Density Changes:

- As Council wishes to encourage built affordable housing, density bonusing is to be used only for developers who build affordable housing. If every developer takes full advantage of the density bonus, a total of 150 affordable housing units will be built in the Alexandra neighbourhood (5% of the total dwelling units).
- For The Alexandra Multi Family Housing Area (townhouses, apartments), the base density will be 1.5 FAR. If a developer chooses to build affordable housing, the density will be increased to a maximum of 1.70 FAR.
- For The Alexandra Mixed Use Commercial and Multi Family Housing Area (retail, townhouses, apartments), the base density will be 1.25 FAR. If a developer chooses to build affordable housing, the density will be increased to a maximum of 1.50 FAR.
- For The Alexandra Multi Family Housing Area (townhouses), the base density will be .65 FAR. If a developer chooses to build affordable housing, the density will be increased to a maximum of .75 FAR.
- Density Bonusing Formula:  
Conceptually, the increased density bonus will be allocated, as follows:
  - one third of the density bonus, for affordable housing, and
  - two thirds of the density bonus, to pay for the affordable housing and to provide a developer incentive.
  - Note that this formula may vary slightly, based on an economic analysis during the development application review process.

#### Proposed Road Changes

Staff recommend the following road changes in the proposed Area Plan:

- The eastern north-south road between Odlin Road and Cambie Road is to be re-aligned to a location centred on the west property line of the proposed Ismaili Jamatkhana site;
- The eastern north-south road, between Odlin Road and Alexandra Road is to be shifted to centre on north-south property lines, where possible, to achieve greater equity in road dedications, to ensure that roads are constructed in a timely order and to eliminate potential small remnant portions on large properties following subdivision;
- Minor adjustments have been made to road alignments so that wherever possible, roads will be centred on property lines between neighbouring parcels to enable either property to

develop a half road and maintain the ultimate road alignment (e.g., 10 m on each property); and

- The Alexandra Road network is to be aligned to avoid impacts on existing significant trees, identified in the City Inventory.

### **3. Summary - West Cambie Area Plan - Alexandra - Implementation Strategy**

#### A New Approach - An Integrated Implementation Strategy Within the Area Plan

For the first time, an Implementation Strategy, which establishes how all community amenity, servicing and infrastructure elements of an Area Plan will be financed, is proposed and integrated into an Area Plan. This new approach of preparing an Area Plan and Implementation Strategy in a combined document is a significant positive change in Richmond community planning. Other municipalities do it now. It will be undertaken with future area plan updates.

The approach will enable the City to:

- Maintain acceptable tax rates and avoid borrowing;
- Achieve engineering and budgeting efficiencies;
- Avoid numerous little area plan amendments;
- Achieve timely development application reviews by minimizing City - developer negotiation time, thereby introducing greater “certainty” into the development application process;
- Achieve effective Area Plan implementation.

#### Context

The following context was considered in preparing the proposed Alexandra Implementation Strategy:

- The West Cambie Area Plan will direct redevelopment and servicing;
- The Alexandra area is primarily not serviced and will be nearly completely redeveloped (e.g., the Tomsett Elementary School site is not anticipated to be rebuilt in the near future);
- All new services and infrastructure (e.g., roads, water, sewerage, storm drainage) and utilities (e.g., electricity, gas, telephone, cable) are required;
- A number of developers will be involved in developing predominantly large sites;
- Redevelopment on an existing individual site basis will not be encouraged; and
- The re-development of the Alexandra neighbourhood will occur over the long term, and be affected by developer and community interest, markets and interest rates.

#### Considerations and Assumptions (City-Developer Roles)

The City’s approach to financing redevelopment in the Alexandra neighbourhood is based on the following considerations and assumptions:

- A developer driven, user-pay approach;
- The cost of development should be self-financing;
- Existing taxpayers are not responsible for financing the infrastructure required to support new developments; and
- The City does not pay or borrow to support or “front end” community amenity, servicing and infrastructure.

Principles of the Implementation Strategy

To facilitate effective implementation, the proposed Implementation Strategy is based on the following principles:

- Integration: of an area plan and its implementation;
- Clarity and certainty: for the City, developers and community [roles, elements, rates];
- Developer pays;
- Fairness and equity;
- Accountability;
- Comprehensiveness and total cost accounting;
- No double costing and charges;
- Acceptable financing growth tools regulated by the BC Local Government Act; and
- Total build-out and financing to occur, over time, based a market conditions.

Pros Of The Proposed Implementation Strategy

- For the community:
  - An well accepted “**COMPLETE AND BALANCED COMMUNITY**” is achieved;
  - property owners have flexibility as to when they wish to redevelop.

For City	For Developers
- Acceptable tax rate maintained	- Clarity and Certainty
- Certainty	- Developer driven
- Flexibility	- Affordability, Flexibility, Fairness
- Legally viable	- Market Driven
- Manageable City administration	- Manageable Implementation

Cons Of The Proposed Implementation Strategy

- For the community
  - Market driven,
  - Current land owners’ expectations regarding the timing of re-development and profits may not be met.

For City	For Developers
- None	- No City financing or “front ending” of services.
- City may choose to provide some affordable housing financing from the Affordable Housing Statutory Reserve.	- Require new partnerships among developers

Costs Of Alexandra Community Amenity, Servicing And Infrastructure Re-Development

The full cost of all community amenity, servicing and infrastructure is summarized in **Table 1**.

Community Planning And Engineering Planning Cost Recovery

Included in the Alexandra cost are the costs of preparing the Area Plan. and the accompanying engineering service and infrastructure plans. These incurred costs are estimated to be \$400,000. They are included in the Implementation Strategy (e.g. \$400,000 total: \$35,000 in the Local Area DCC and \$365,000 in the West Cambie - Alexandra Interim Amenity Guidelines), so that the City can recover them and use the funds to finance the community planning and engineering of other neighbourhoods. These contributions will be directed to a dedicated sustainable account and will reduce the need for the City to fund planning and planning related engineering studies from General Revenue.

<b>Table 1 - West Cambie Area Plan Alexandra Neighbourhood Summary Costs</b>			
<b>Discipline</b>	<b>Item</b>	<b>Estimate (gross)</b>	<b>Sub-totals (gross)</b>
<b>Inside Alexandra Servicing [Required]</b>			
	Alexandra Water Service	\$2,724,200	
	Alexandra Drainage Service	\$2,788,450	
	Alexandra Sanitary Service	\$7,536,140	
	<b>Total Alexandra Servicing</b>		<b>\$13,048,790</b>
<b>Alexandra Local Roads [Required]</b>			
	Local Roads – 11.2m pavement	\$32,396,567	
	Local Roads – 8.5m pavement	\$11,783,521	
	Traffic Calming	\$514,000	
	Intersections	\$873,800	
	<b>Total Alexandra Local Roads</b>		<b>\$45,567,887</b>
<b>Outside Alexandra (External) Services [Required]</b>			
	Odlinwood Sanitary Pump Station Upgrade	\$321,250	
	Odlin Rd. Sanitary Pump Station	\$1,202,000	
	Odlin Rd. Sanitary Force Main	\$340,000	
	Walford Sanitary Pump Station Upgrade	\$321,250	
	Kilby Sanitary Pump Station Upgrade	\$321,250	
	External Drainage	\$7,291,476	
	Traffic Signals	\$1,734,750	
	Left-turn Bays (5 local; 4 city-wide)	\$3,084,000	
	Bike Lane on Alderbridge Way	\$418,075	
	Pedestrian Signals	\$404,775	
	Right-turn Bays	\$867,375	
	<b>Total External Services and Amenities</b>		<b>\$16,306,200</b>
<b>Alexandra Parks and Greenways [Required]</b>			
	Park Acquisition – Neighbourhood Core Park	\$12,173,671	
	Park Acquisition – Greenways	\$8,115,782	
	Park Acquisition – Natural Area	\$22,318,398	
	Park Development - Neighbourhood Core Park	\$1,542,000	
	Park Development - Greenways	\$1,249,020	
	Park Development - Natural Area	\$141,350	
	<b>Total Alexandra Parks and Greenways</b>		<b>\$45,540,221</b>
<b>Alexandra Amenities [Voluntary Contributions]</b>			
	Walkways, Plazas and Feature Landscaping	\$2,757,867	
	Child Care Facility	\$1,777,500	
	Affordable Housing	\$16,001,250	
	High Street Streetscaping	\$513,486	
	City Public Art	\$3,555,000	
	Plan Preparation	\$400,000	
	<b>Total Alexandra Amenities</b>		<b>\$25,005,103</b>
	<b>Total Cost Estimate (2005 Dollars)</b>		<b>\$145,448,201</b>

**NOTE:** Total cost is based on 2005 construction costs, and includes Engineering Design and Construction Contingency (where applicable), Contract Administration, and Planning for DCC Program

Table 2: West Cambie - Alexandra Development Financing Tools						
Discipline	Item	Financing Tool				
		Developer's Sole Cost	Citywide DCC	Local Area DCC	Density Bonusing	Interim Amenity Guidelines
<b>Inside Alexandra Servicing</b>						
	Alexandra Water Service	\$2,451,780		\$272,420		
	Alexandra Drainage Service	\$2,178,075		\$610,375		
	Alexandra Sanitary Service	\$5,499,929		\$2,036,211		
<b>Alexandra Roads</b>						
	Local Roads 11.2m pavement	\$31,173,247		\$1,223,320		
	Local Roads 8.5m pavement	\$11,783,521				
	Traffic Calming	\$514,000				
	Intersections	\$873,800				
<b>Outside Alexandra (External) Services</b>						
	Odlinwood Sanitary Pump Station Upgrade		\$321,250*			
	Odlin Rd. Sanitary Pump Station		\$1,202,000*			
	Odlin Rd. Sanitary Force Main		\$340,000**			
	Walford Sanitary Pump Station Upgrade		\$321,250*			
	Kilby Sanitary Pump Station Upgrade		\$321,250*			
	External Drainage		\$7,291,476 * and **			
	Traffic Signals (9)		\$771,000**	\$963,750		
	Left-turn Bays (4 City/5 Local)		\$1,370,667**	\$1,713,333		
	Bike Lane on Alderbridge Way		\$418,075**			
	Pedestrian Signals (9)			\$404,775		
	Right-turn Bays (9)			\$867,375		
<b>Alexandra Parks and Greenways</b>						
	Park Acquisition – Core Park		\$12,173,671			
	Park Acquisition – Greenways		\$8,115,782			
	Park Acquisition – Natural Area			\$22,318,398		
	Park Development –Core Park		\$1,542,000			
	Park Development - Greenways		\$1,249,020			
	Park Development – Natural			\$141,350		
<b>Alexandra Amenities</b>						
	Walkways, Plazas and Feature Landscaping					\$2,757,867
	Child Care Facility					\$1,777,500
	Affordable Housing					\$16,001,250
	High Street Streetscape					\$513,486
	City Public Art					\$3,555,000
	Plan Development			\$35,000		\$365,000
	Total Preliminary Cost Estimate	\$54,474,351	\$35,437,440	\$30,586,308	0	\$24,970,103
	Comments		A 1.7% increase, see notes below.	Avg. \$6.12/ buildable sq. sf.	TBD	Avg. \$6.90/ buildable sq. sf.

- Total cost is based on 2005 construction costs, and includes Engineering Design (where applicable), Construction Contingency (where applicable), Contract Administration, and Planning for DCC Programs.
- The Total Buildable Square Feet assumed as 5,555,500 sf (Commercial: 2,035,000 sf and Residential: 3,520,000 sf).
- Density bonusing assumes that affordable housing is built on the site, by developers.
- DCC credits will be available to developers who provide DCC program works and services.
- Items marked with an asterisk [\*] are required to be completed prior to occupancy.
- Items marked with an asterisk [\*\*] are to be added to the City wide DCC Program.
- For the existing City wide DCCs, of the \$35,437,440 for West Cambie, only \$10,191,218 needs to be added to the DCC program = a 1.7% increase.

**Table 3**  
**Clarification - Alexandra Area Development Financing**  
**Regarding Engineering Services & Parks**

**1. Inside Alexandra Servicing/Local Roads**

- The majority of the servicing (water, sanitary, drainage, and local roads) will be provided by the developer under the City's works and services bylaw.
- Servicing beyond the local standard will be funded under Supplementary Development Cost Charge Bylaw 8031, in accordance with which developers will be charged DCCs in addition to those charged under the current DCC Bylaw.

**2. Outside Alexandra (External) Services**

- The majority of the servicing will be funded from City-wide DCCs.
- In City-wide DCC Program Now:
  - The sanitary pump station work necessary is already included in the current long range DCC Program, as follows:
    - Odlinwood Sanitary pump station upgrade
    - Odlin Rd. Sanitary pump station
    - Walford Sanitary pump station
    - Kilby Sanitary pump station
  - The Garden City / Odlin Rd. traffic signals are also already in the program.
- To be Added To The City-wide DCC Program:  
 The following projects are not included in the current long range DCC program and must be added to the program; Development Cost Charge Amendment Bylaw 8037 provides for a modest rate increase to fund these additional works:
  - Odlin Rd pump – force main
  - External drainage, i.e.:
    - Cambie Road West Drainage Pump Station
    - No.4 Road North Pump station
    - Upgrade drainage system - Cambie Road west of Garden City
    - Upgrade drainage system - Garden City Road south of Cambie
    - Upgrade drainage system - Garden City Road north of new access road
    - Upgrade drainage system - Odlin Road east of Garden City
    - Upgrade drainage system - Odlin Road west of No. 4 Road on the south side
  - Traffic signals
    - Garden City / Leslie Rd
    - Alderbridge Way / 1st north/south road, east of Garden City
    - Alderbridge Way / 2<sup>nd</sup> north/south road, east of Garden City
  - Left-turn bays
    - Garden City / Leslie Rd.
    - Garden City / Odlin Rd.
    - Alderbridge Way / 1st north/south road, east of Garden City
    - Alderbridge Way / 2<sup>nd</sup> north/south road, east of Garden City
  - Bike lane – north side Alderbridge – Garden City to No. 4 Rd.
- To Be In A New Local Area DCC  
 The following projects are required for adequate traffic control for the area and will be funded under Supplementary Development Cost Charge Bylaw 8031:
  - Traffic signals
    - Cambie Road/ 1st north-south road east of Garden City Road
    - Cambie Road / Stolberg Road
    - Cambie Road/ 3rd north-south road east of Garden City Road
    - No. 4 Road / Odlin Road
    - No. 4 Road / Fisher Gate
  - Left-turn bays
    - Cambie Road/ 1st north-south road east of Garden City Road
    - Cambie Road / Stolberg Street
    - Cambie Road/ 3rd north-south road east of Garden City Road
    - No. 4 Road / Odlin Road
    - No. 4 Road / Fisher Gate

- Pedestrian signals within Alexandra Area
- Right-turn bays
  - Garden City Road / McKim Way
  - Garden City Road / Odlin Road
  - Garden City Road / Leslie Road
  - Cambie Road/ 1st north-south road east of Garden City Road
  - Cambie Road / Stolberg Street
  - Cambie Road/ 3rd north-south road east of Garden City Road
  - Alderbridge Way / 1st north/south road, east of Garden City
  - Alderbridge Way / 2nd north/south road, east of Garden City
  - No. 4 Road / Fisher Gate

### 3. Alexandra Parks and Green ways

#### In City-wide DCC Program Now

The following projects are already included in the city-wide long range DCC Program:

- Park acquisition – neighbourhood core park
- Park acquisition - greenways
- Park development – neighbourhood core park
- Park development - greenways

#### To Be In A New Local Area DCC

The following projects are not included in the current long range DCC program and must be added to the program; these additional costs will be funded under Supplementary Development Cost Charge Bylaw 8031

- parks acquisition – natural areas
- parks development – natural areas

City of Richmond

Implementation Strategy Description

Staff have considered possible implementation financing, and payment options regarding how the necessary proposed works can be provided, and staff recommend an Implementation Strategy based on a combination of development financing tools (see **Table 2 and Table 3**).

The Implementation Strategy:

- costs all Alexandra community amenity, servicing and infrastructure elements;
- identifies ways in which the City can assist in co-ordinating the financing of the Area Plan implementation;
- establishes the City’s role as:
  - the co-ordinator of the Alexandra capital program, and
  - the administrator of the funds collected.

The Local Government Act defines municipal redevelopment financing options and powers. The following combination of financing methods and voluntary contributions are proposed for the Alexandra area, and are described in detail below:

Overview	
Financing Method	West Cambie Alexandra Examples
<b>1. Standard Works and Services Agreements</b>	- For dedication and construction of roads, water service, sewerage and drainage for roads fronting a development site.
<b>2. Development Cost Charges:</b>	
(1) Changes to the existing City Wide DCC Bylaw	- For parks, greenways, and external road and engineering improvements.
(2) A new Local Area DCC Bylaw	- For oversizing of internal servicing, traffic improvements, and recovering area plan community planning and engineering planning preparation costs.
<b>3. Density Bonusing</b>	- For affordable housing, only.
<b>4. New Interim Amenity Guidelines</b>	- For: <ul style="list-style-type: none"> <li>- certain aspects of affordable housing,</li> <li>- child care,</li> <li>- streetscape beautification (e.g. "High Street" features, walkways, plazas, feature landscaping) and</li> <li>- recovering area plan community planning and engineering planning preparation costs.</li> </ul>
<b>5. Voluntary Contributions</b>	- For private sector City public art

1. Standard Works and Services

Developers will be required to construct all necessary works and services within the Alexandra Neighbourhood on their frontages, to a local standard, at their sole cost with no Development Cost Charge credits, under a Standard Servicing Agreement, including:

- All of the local roads (i.e., roadway, curb and gutter, sidewalk, grass and treed boulevard, street lighting, etc.);
- Traffic calming and intersection improvements;
- Sanitary sewerage collection systems, storm water collection systems and water systems, to a local standard; and
- Electrical, telephone, cable, and gas distribution systems.

These agreements will be required during the rezoning process, with the actual work to be completed during the building permit process.



City staff considered putting these items in the DCC Program to help the developers finance redevelopment in the Alexandra Neighbourhood. However, Urban Systems Ltd. (who are working on the City's new Development Cost Charge Bylaw) advised against this. Specifically, staff were advised that the Inspector of Municipalities, BC Ministry of Community Services (who has to approve any new DCC Bylaw or Bylaw amendment) would not accept the inclusion of local roads and services in the DCC Program as these items are viewed to be a normal cost of development.

## 2. Development Cost Charges (DCCs)

DCCs are fees that a municipality may choose to collect from new development, to help pay for off-site services that are needed to accommodate growth.

The eligible services and infrastructure which can be addressed in a DCC Program are:

- (1.) Roads, other than off street parking,
- (2.) Sanitary sewage services,
- (3.) Water services,
- (4.) Storm drainage,
- (5.) Parkland acquisition and improvements.

### Front End Infrastructure

Before any development proceeds in the Alexandra Neighbourhood, the following items must be completed:

- a new sanitary station pump station and force main must be constructed on Odlin Road;
- the Odlinwood, Walford and Kilby sanitary pump stations must be upgraded; and
- the external drainage outside the Alexandra Neighbourhood must be improved to meet capacity demands.

The "Front End" services cost approximately \$9.8 million. Since they will benefit other areas and are too expensive for one developer to pay for, they have been included in the City Wide DCC Bylaw.

### DCC Options for Front End Servicing

The following financing options are available to the City and development community:

- Developers reach a private agreement for funding these costs, with each developer getting their share of credits based on what they paid in DCCs; or
- The City utilizes an approach to re-pay the initial developer, who "front ends" all of these works, over time from the other developers DCCs (i.e., only the initial developer would receive a DCC credit).

Should the second option be chosen, the City would collect DCCs and Council would annually allocate some of the DCCs collected to pay back the initial developer. This Development Coordinated Works Agreement approach appears to be a fair and practical approach.

Whichever financing option is chosen, the City and developers will have to agree to this prior to rezoning approval, with the actual work to be completed during the building permit process.

### Parks [See Tables 1, 2, and 3]

#### – City Wide DCCs

The acquisition and development costs for the new neighbourhood parks and greenways in the Alexandra Neighbourhood have been put into the City Wide DCC Bylaw. This way, they will be paid for by the entire development community. These items can be accommodated in the existing City wide DCC Program. This approach is appropriate since these items will benefit the entire City and not just the Alexandra Neighbourhood. No credits will be available for these costs, unless a developer actually provides the park land.

#### – Local Area DCCs

The acquisition and development costs for the new natural park in the Alexandra Neighbourhood have been put in the new Local Area DCC Bylaw.

In this way, it will be paid for by the Alexandra development community. This approach is appropriate since this item will most benefit the Alexandra community. No credits will be available for these costs, unless a developer actually provides the park land.

A number of transportation improvements have been split between the proposed City Wide and Local Area DCC Bylaws. This has been done on the basis that some of these works located on the arterial roads (i.e., Garden City Road, Alderbridge Way, No. 4 Road and Cambie Road) benefit both the Alexandra neighbourhood (and thus are a Local Area DCC) and the area beyond (a City-Wide DCC) (e.g., traffic signals, turn bays). Other transportation improvements, such as the proposed bike lane on Alderbridge Way benefit the entire City, whereas pedestrian signals and arterial turn bays are of benefit to the local area. DCC credits will apply for these transportation related improvements.

Finally, oversizing the sanitary sewer, storm water and water systems above a local standard has been included in the Local Area DCC, as has been the higher standards of construction required for the High Street. Developers will be eligible for DCC credits for these works. The City will not go through the process of latecomer agreements for these works because of their small cost and the excessive amount of administration involved in doing a latecomer agreement. As well, items included in a DCC program are not eligible for latecomers agreements.

Staff did consider the option of putting none of these elements in the DCC Program (i.e., developers pay for all servicing costs themselves), but found it unacceptable because the high cost of development would jeopardize the Area Plan implementation.

### 3. Density Bonusing

In West Cambie, “density bonusing” is a method, where in exchange for additional density, developers provide affordable housing.

In the proposed Area Plan, 150 affordable housing units are planned (approximately 5% of the total number of dwelling units proposed).

The Area Plan proposes to provide affordable housing as follows:

- To encourage developers to construct affordable housing, a density bonusing method is established, where the FAR can be increased (e.g., from 1.5 FAR up to 1.7 FAR). See previous section of report on Proposed Alexandra Land Use Density Changes for a further explanation.

- Where developers choose not to build affordable housing, they will be encouraged, through the proposed West Cambie - Alexandra Interim Amenity Guidelines, to contribute cash-in-lieu to affordable housing.
  - The financial contribution in lieu of affordable housing will be \$5.10 per buildable square foot, based on the proposed FAR in the development.
  - The \$5.10 rate is the estimated cost of a developer building affordable housing, using density bonusing.
- If no developers participate in the density bonusing option, and they all paid a voluntary contribution of \$5.10 per buildable square foot, this would generate approximately \$16 million. This could finance (land and construction) approximately 72 units of affordable housing in the Alexandra Neighbourhood and assumes:
  - 150 units at 950 sq. ft. (gross) per unit = 142,500 sq. ft.
  - FAR of 1.7 (maximum density, Residential Area 1)
  - Site required: 142,500 sq. ft. / 1.7 = 83, 824 sq. ft. (e.g. approximately 2 acres)
  - Land cost: \$50 per sq. ft. (\$2.25 million per acre) = \$4.5 million
  - Construction cost: \$200/sf x 142,500 sq. ft. = \$28.5 million
  - Total cost: \$33.0 million
  - Average Cost: \$220,000 per unit.
- Staff will monitor the collected amount for affordable housing and advise Council of its options and ability to build affordable housing with any collected dollars.
- The proposed rate of \$5.10 per buildable square foot is deemed to be an acceptable rate, for developers to contribute to affordable housing.
- No other GVRD municipality has a stand alone affordable housing contribution fee.
- No other GVRD municipality has established an affordable housing arrangement which involves both density bonusing and, in lieu of density bonusing, a contribution fee.

4. Interim Amenity Guidelines

The West Cambie - Alexandra Interim Amenity Guidelines are guidelines by which the City may obtain voluntary developer contributions (elements and rates), for certain non-DCC and non-density bonusing community amenities. The City has identified these Guidelines to add certainty to the development process. By adopting the Guidelines at the time of Area Plan approval, developers will have the opportunity to incorporate these costs into their projects at an early stage and there will be less need for individual negotiations in the rezoning process.

For the West Cambie Alexandra neighbourhood, the Interim Amenity Guidelines would establish the following voluntary developer contributions:

<b>Summary</b>	
<b>West Cambie – Alexandra Interim Amenity Guidelines</b>	
<b>Community Amenity</b>	<b>Proposed Voluntary Developer Contribution</b>
1. <b>Child Care:</b>	For each buildable square foot, the City may receive a developer financial contribution of \$.60, based on the proposed FAR in the development, to assist in paying for child care facilities.
2. <b>Affordable Housing:</b> In lieu of affordable housing [construction costs]	If developers choose not to build affordable housing, the City may receive a developer financial contribution of \$5.10 per buildable square foot for affordable housing, based on the proposed FAR in the development.

<b>Summary</b>	
<b>West Cambie – Alexandra Interim Amenity Guidelines</b>	
<b>Community Amenity</b>	<b>Proposed Voluntary Developer Contribution</b>
<b>3. City Public Realm Beautification</b>	For each buildable square foot, \$.60, based on the proposed FAR in the development, to assist in paying for city beautification works (e.g. "High Street" streetscaping; public realm, walkways, plazas, feature landscaping).
<b>4. Community and Engineering Planning Costs [\$365,000]</b>	For each buildable square foot, the City may receive a developer financial contribution of \$.07, based on the proposed FAR in the development, to assist in paying for community planning and engineering costs to plan community land use, services and infrastructure.

The proposed City Child Care rates are based on the estimated cost [\$1,777,500 - land and construction] of one child care facility.

The proposed City Public Realm Beautification rates are based on the estimated cost [\$3,271,353] of providing these amenities.

#### 5. Voluntary Developer Contributions

Private developer participation and contributions in lieu of public art, continue to be voluntary. The rate is the same as elsewhere in the City, \$0.60 per buildable square foot, based on the proposed FAR in the development.

### **Financial Impact**

#### For the City

##### – General

- It is proposed that the City will be the:
  - co-ordinator of the Alexandra capital program, and
  - the administrator of the funds collected.

##### – City DCC Costs

The City will incur the following estimated [normal] DCC Program costs:

- Local Area DCC Program: For the new Local Area DCC Program [\$30.6 Million], the City pays 1% of the total (municipal assist factor, only) (e.g., approx. \$306,000 [2005]).
- City-Wide DCC Program: For the City-Wide DCC Program [\$35.4 million], the City pays the following percentages (municipal assist factor + benefit to existing development):
  - Roads 5%. Drainage 5%, Water 6%, Sanitary 5% and Parks 2%.
- The total City, City-wide DCC Program costs are approximately \$1,082,000 [2005].

The City's total Alexandra DCC Program costs are approximately \$1,388,000 [2005].

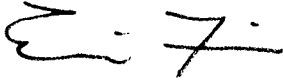
These dollars will be paid from the City's General Revenue, and are available in 2006, as required.

**Next Steps** - See Approval Process (**Attachment 6**).

### **Conclusion**

- Staff have consulted with the applicants of the Ismaili Jamatkhana, First Pro Development, the Richmond School Board, developers and the public, and propose minor revisions to the West Cambie Area Plan, Alexandra Concept.
- Staff recommend sequenced approval of:

1. The Official Community Plan Amendment Bylaw No. 8029, [the proposed West Cambie Area Plan], which includes an Implementation Strategy;
2. The West Cambie - Alexandra Interim Amenity Guidelines;
3. The Local Area Development Cost Charges Amendment Bylaw No. 8031, to amend Development Cost Charges Bylaw No. 8024;
4. The City Wide Development Cost Charges Amendment Bylaw No. 8037, to amend Development Cost Charges Bylaw No. 8024;
5. Revisions to the existing Floodplain Management Implementation Strategy Policy 7000.



Eric Fiss, Planner  
Ef:cs

## LIST OF ATTACHMENTS

**Attachment 1** - The March 29, 2005 Council Approved Alexandra Concept

**Attachment 2** - Proposed Revised Alexandra Concept

**Attachment 3** - Correspondence from His Highness Prince Aga Khan Shia Imami Ismaili Council for British Columbia

**Attachment 4** - Proposed Revised Floodplain Management and Implementation Strategy Management Policy 7000]

**Attachment 5** – West Cambie - Alexandra Interim Amenity Guidelines

**Attachment 6** - Approval Process

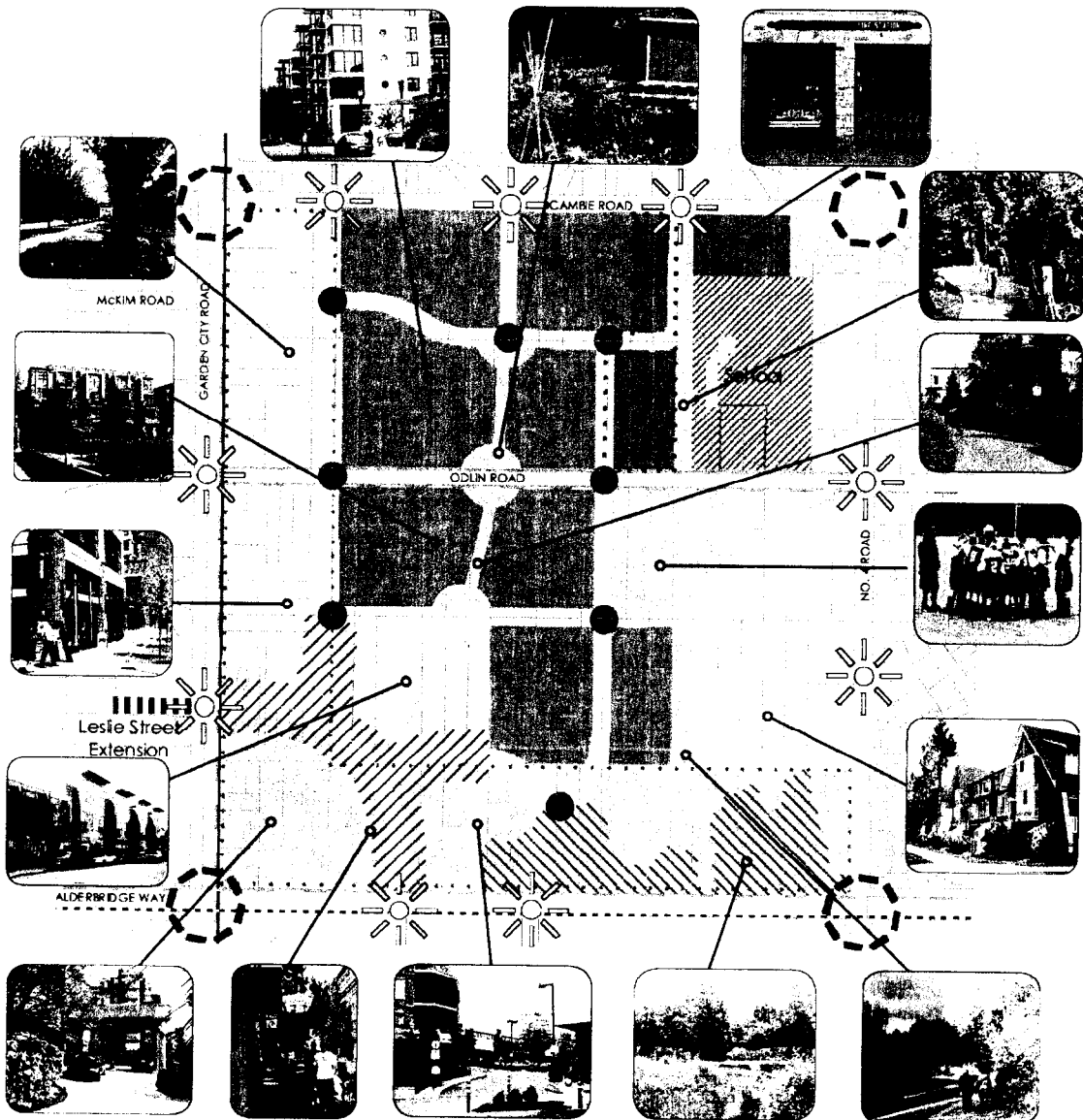
## List of Bylaws

1. West Cambie Area Plan Bylaw: Official Community Plan Amendment Bylaw No. 8029, which amends Official Community Plan Bylaw No. 7100, by substituting an updated West Cambie Area Plan for the existing West Cambie Area Plan as Schedule 2.11A Bylaw No. 8029
2. Local Area DCC Bylaw: Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8031
3. City Wide DCC Bylaw: Development Cost Charges Bylaw No. 8024, Amendment Bylaw No. 8037

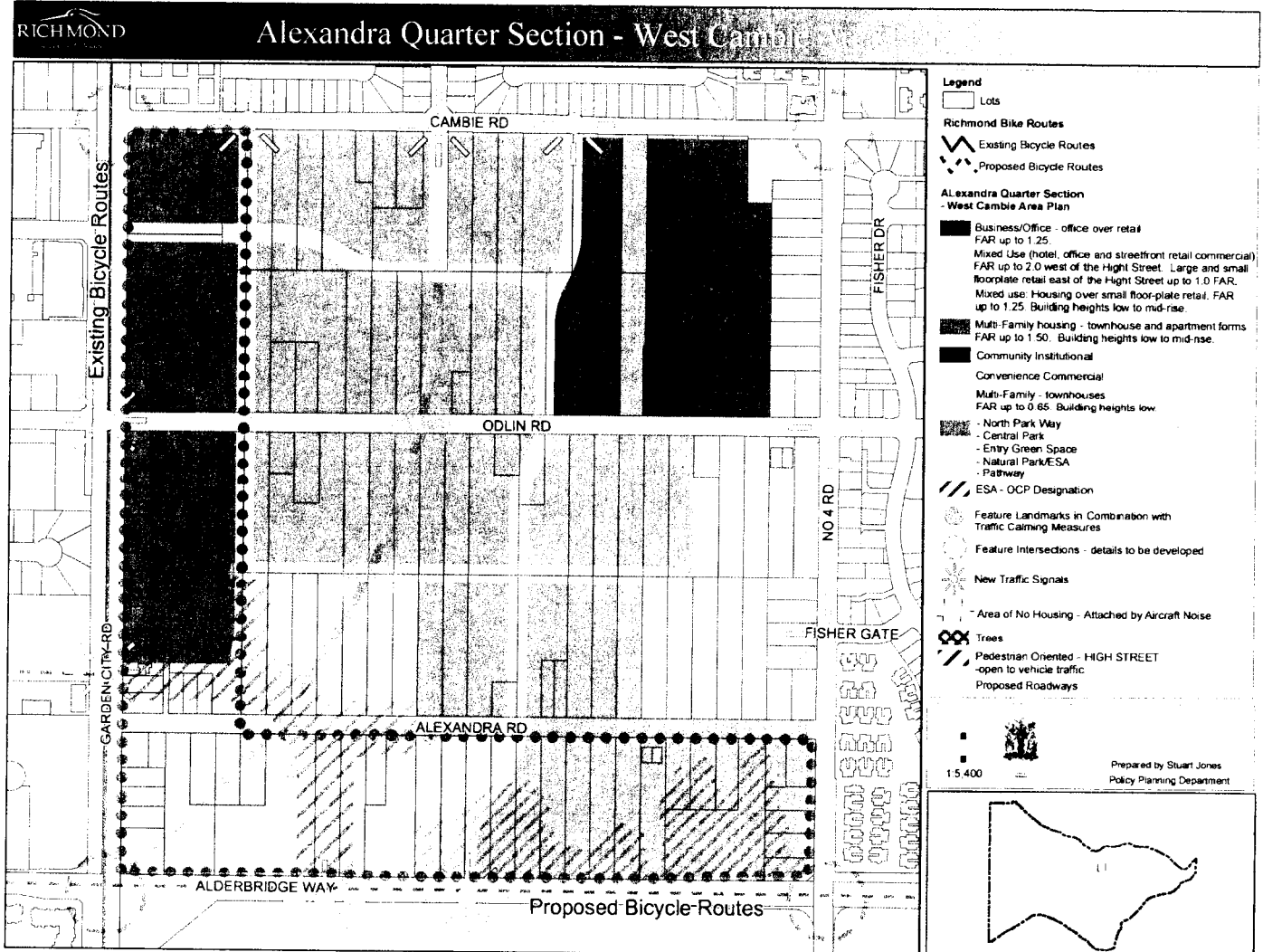
Endorsed Alexandra Area Plan Concept, March 29, 2005

10 March 2005

West Cambie Area Plan Update  
Proposed Alexandra Area Plan  
**A Complete and Balanced Community**



Revised Alexandra Area Plan Concept





**His Highness Prince Aga Khan Shia Imami Ismaili  
Council for British Columbia**

November 17, 2005

Ref: 714-042/05

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

ATTENTION: Eric Fiss, Community Planner,  
Policy Planning Department

Dear Eric,

**RE: PROPOSED ASSEMBLY HALL,  
9560, 9580 CAMBIE ROAD, 9531, 9551, 9571 ODLIN ROAD**

We met on November 7<sup>th</sup> [2005] to discuss the options for the proposed road on the West side of our property. In attendance were Arrif Meghji, (Ismaili Council), Architect Farouk Noormohamed and his associate Hazem Sabbagh, along with consultant Brian Dagneault and myself.

This meeting was a follow up to a session previously held to discuss various options for the roads around our property. You presented two options on the alignment of the road close to our property and requested us to indicate our preferred option. Hazem has already sent you feedback on the preferred option from an architectural perspective.

In our past discussions and correspondence, we have expressed our views on the need for roads around our property and also about the proposed alignment of the north-south road. At the meeting, you again provided us with the City of Richmond's perspective on the need for the road. You also provided us some scenarios on how the cost of road construction and provision of services to the area could be funded. We understand that the proposal will go before Richmond Council in mid-December.

While the architect has provided you comments on the preferred option, we still do not believe that the road is required. I will therefore summarize some of our earlier discussions and correspondence regarding the need for the road around our area and some of the responses we have received to date:

- We had requested data and analysis of any traffic studies that were done to justify the need for the road. We were told that no hard data is available and that the need for the road is based more on Transportation Association of Canada standards.
- Traffic into and out of our property will be in the evening, when most of the other traffic will have died down. Hence the road is not essential for entry/ exit into our property.

Letter to Eric Fiss, City of Richmond  
Page 2

- We do not require the proposed road around our site; it will therefore primarily benefit others in the area.
- Our facility has been planned with principles of integrating into the community and making the community stronger. We will not build a multi-level parking structure and the cost of underground parking is excessive. We had developed a plan for effectively utilizing the 5 acres, that included adequate parking. The proposed road will take up a large portion of the parking on the lower west side of our property.

The option provided by FNDA Architecture Inc. is submitted without prejudice. Ultimately, if the decision is made to construct the road, we would expect fair compensation for the loss of almost 0.75 acres of land.

We would also request the City to allow us to park on this road since we will be losing several parking spots that were to be provided on our land in the original proposal.

We are awaiting the final area plan for West Cambie Area and the costing formula on how services to the area and other infrastructure costs will be funded. We hope that this can be completed soon so that we may proceed with the next phase of rezoning our property.

Our track record is one of successfully creating buildings and site plans that fit well into the surrounding community they serve.

We look forward to continuing to work with the City to construct a facility that will form an integral part of the community.

Thank you again for the opportunity to provide our feedback.

Yours truly,

Nazim Panju

Executive Officer

**From:** Hazem  
**Sent:** 11/16/2005 2:52:49 PM  
**To:** Fiss, Eric  
**CC:** Lin, Fred; farouk@fndesign.com; 'Nazim Panju (IJKC)'; Arrif@treensafety.com; arrif@meghji.ca  
**BCC:**  
**Subject:** Richmond Ismaili Jamatkhana preferred site

Hello Eric,

Hope all is well. With reference to our discussion of road options for the Richmond Ismaili Building Site, please note that after our technical review of the two options proposed by the city, we are opting for the attached option 2a (as labeled by the Richmond Transportation Engineering Department), which was originally discussed in our September 28<sup>th</sup> [2005] meeting.

I am forwarding this note for your information; the City should receive a formal letter of conditions of approval, etc. from the Ismaili Council (the owner) with this regard.

On behalf of FNDA please accept our appreciation for your, and the city's planning team, positive input on this.

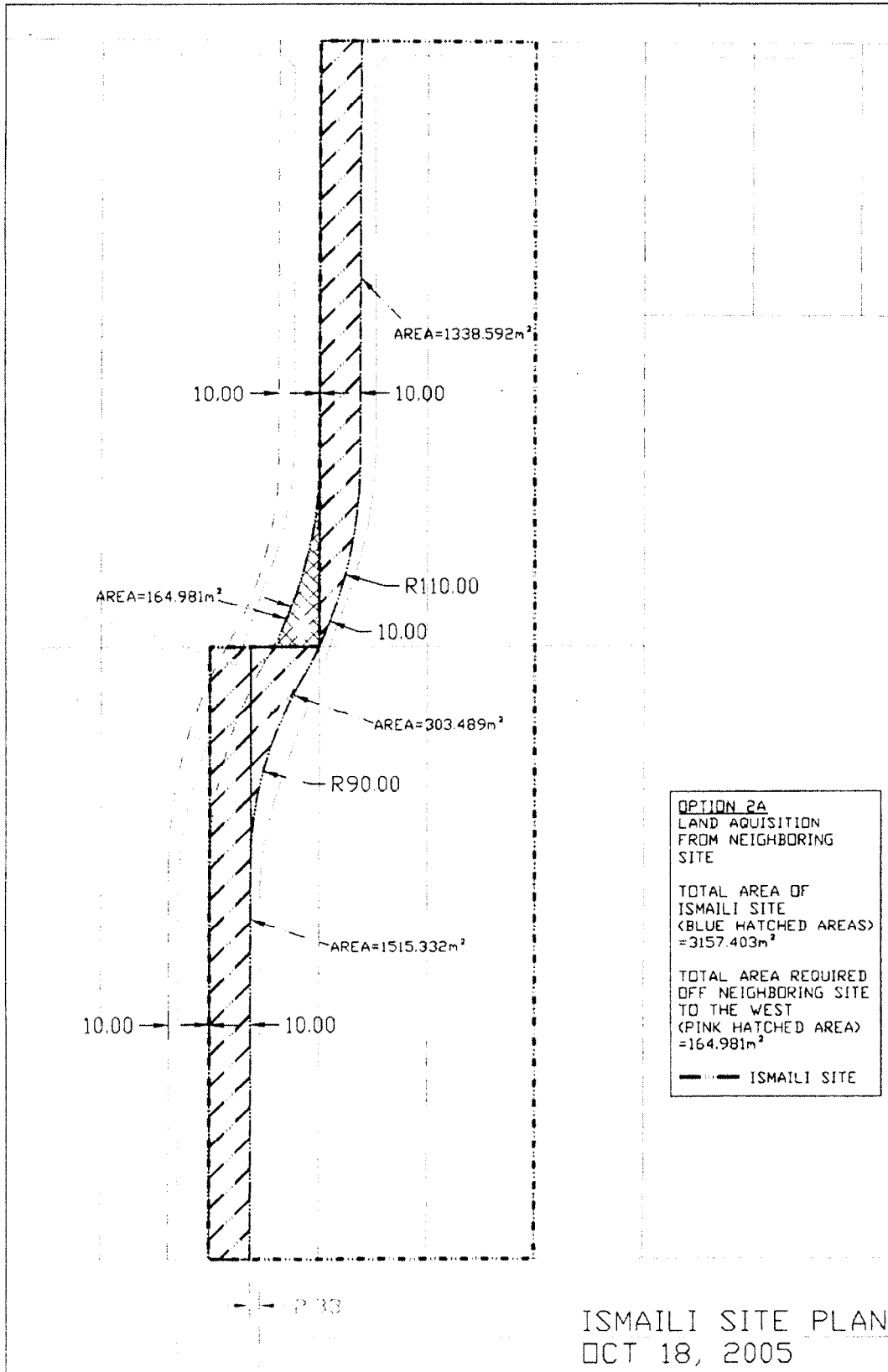
Best regard,

Hazem Sabbagh, M.Arch, PhD

Associate

FNDA ARCHITECTURE INC.

<<File: Revised Road Layout Isamili Option 2A.dwg>>



**Proposed Revised City's Floodplain Management Implementation Strategy Policy 7000**

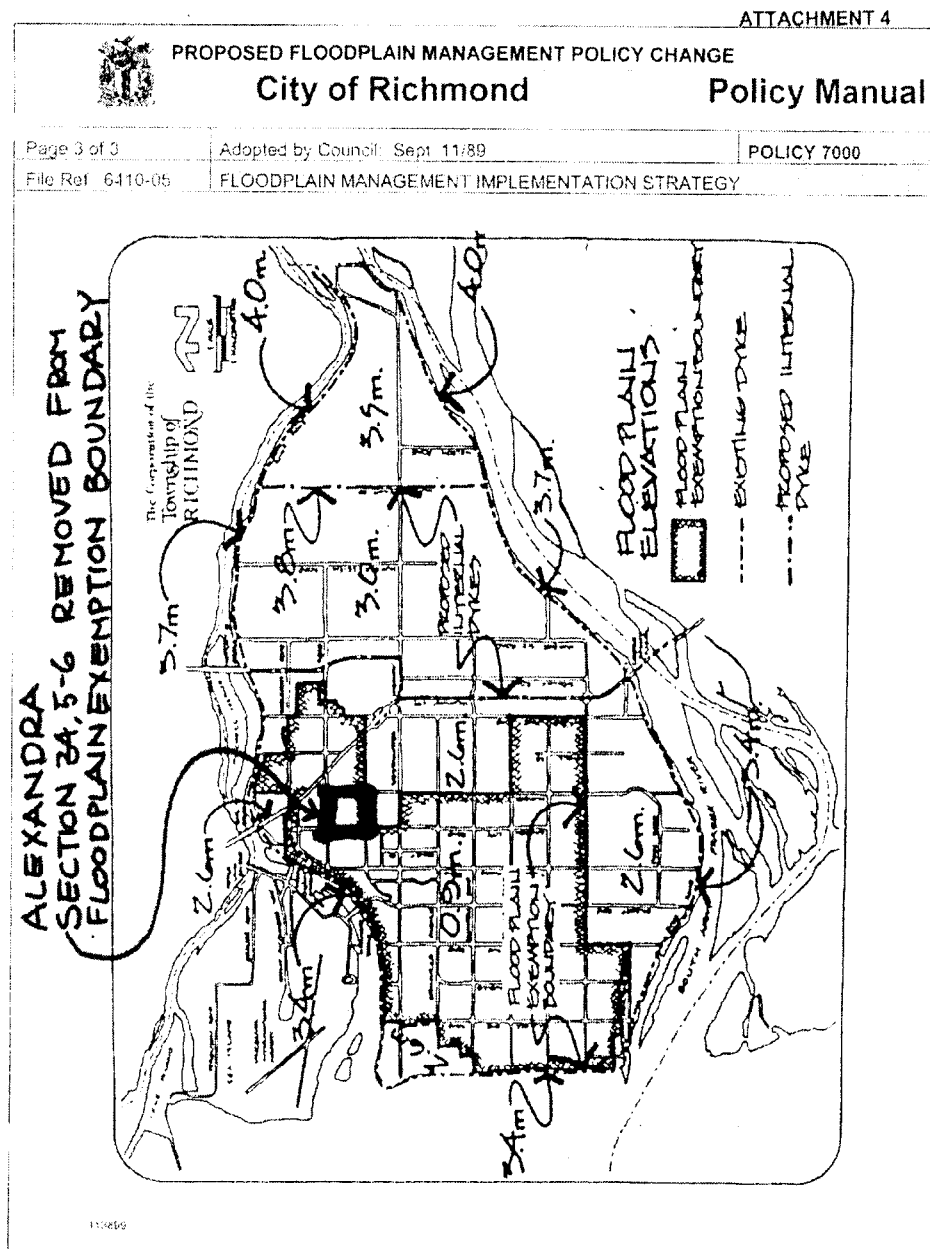
**1. Purpose**

To amend the City's Floodplain Management Implementation Strategy Policy 7000, to complement the West Cambie Area Plan Bylaw 8028.

**2. Amendment**

The City's Floodplain Management Implementation Strategy Policy 7000 is revised by removing the "Alexandra Area", as outlined by a Black line, on the attached map below, from the Floodplain Exemption Boundary.

- Note This will result in the minimum habitable and commercial building floor elevation for the "Alexandra Area" being 2.6 GSC.





Page 1 of 1

Adopted by Council: ☼

Policy ☼

File Ref: ☼

West Cambie – Alexandra Interim Amenity Guidelines

### West Cambie- Alexandra Interim Amenity Guidelines

**(1.) Purpose**

- The purpose of the West Cambie- Alexandra Interim Amenity Guidelines is to establish guidelines for voluntary developer contributions (elements and rates), for certain non-DCC and other community amenities, to complement West Cambie Area Plan Bylaw No. 8029.
- The West Cambie Alexandra Interim Amenity Guidelines apply, until the City establishes more formal amenity bylaws and policies.

**(2.) Applicable area**

The West Cambie Area Plan - Alexandra neighbourhood, in Richmond.

**(3.) Details**

**(a.) Affordable Housing [For rezonings involving residential uses]**

**Target:** Collected Contributions: \$16 Million.

**Formulas:**

1. In the Multi Family Housing Area (townhouses, apartments)
  - If developers choose not to build affordable housing, the City will accept a developer's financial contribution of \$5.10 per buildable square foot for affordable housing, based on the proposed FAR in the development. The maximum permitted density will be 1.5 FAR.
2. In the Multi Family Housing Area (townhouses)
  - If developers choose not to build affordable housing the City will accept a developer's financial contribution of \$5.10 per buildable square foot for affordable housing, based on the proposed FAR in the development. The maximum permitted density will be 0.65 FAR.
3. In the Mixed Use (housing over small floor plate retail)
  - If developers chose not to build affordable housing, the City will accept a developer's financial contribution of \$5.10 per buildable square foot, for affordable housing, based on the proposed FAR in the development. The maximum permitted density will be 1.25 FAR.

**Notes:**

- Staff will monitor the collected amount for affordable housing and advise Council of its options and ability to build affordable housing with any collected dollars.

**(b.) Community and Engineering Planning Costs**

**Target:** \$365,000

**Formula:** For each buildable square foot, the City will accept a developer's financial contribution of \$.07, per buildable square foot, based on the proposed FAR in the development, to assist in paying for community planning and engineering costs to plan community land use, services and infrastructure.

**(c.) Child Care**

**Target:** \$1.8 Million - one child care facility (land and construction)

**Formula:** For each buildable square foot, the City will accept a developer's financial contribution of \$.60, per buildable square foot, based on the proposed FAR in the development, to assist in paying for child care

**(d.) City Beautification**

**Target:** \$3.3 Million

**Formula:** For each buildable square foot the City will accept a developer's financial contribution of \$.60, per buildable square foot, based on the proposed FAR in the development, to assist in paying for city beautification works [e.g. "High Street" streetscaping; public realm, walkways, plazas, feature landscaping).

### “The Approval Process”

To ensure a co-ordinated approval process, the following “Approval Process” is proposed:

1. Council gives 1<sup>st</sup> reading to the proposed:
  - OCP Area Plan Amendment Bylaw No. 8029 (includes the Implementation Strategy);
  - Local Area DCC Bylaw No. 8031; and
  - City Wide DCC Bylaw No. 8037.
2. At the same Council meeting, subject to the adoption of the above bylaws, Council approves:
  - The Proposed Revised Floodplain Management Implementation Strategy Policy 7000 (**Attachment 4**); and
  - The Proposed West Cambie - Alexandra Interim Amenity Guidelines (**Attachment 5**)

**Note:** A public meeting is required before approval of the proposed:

- Local Area DCC Bylaw No. 8031, and
- City Wide DCC Bylaw No. 8037.

3. Council direct staff to hold a public consultation meeting at City Hall, in early March 2006 regarding the proposed Area Plan Bylaw No. 8029 (includes the Implementation Strategy), Local Area DCC Bylaw No. 8031, and City Wide DCC Bylaw No. 8037, before the public hearing.
4. **Public Meeting Held:** to discuss the proposed Area Plan Bylaw 8029, (includes the Implementation Strategy), Local Area DCC Bylaw No. 8031 and City Wide DCC Bylaw No. 8037.
5. **Public Hearing:** If Council is satisfied with the proposed Area Plan Bylaw No. 8029, after the public hearing, the following may occur - Council may give 2<sup>nd</sup> and 3<sup>rd</sup> reading to the Area Plan Bylaw No. 8029.
6. After the public hearing, at a separate Council meeting, Council may give 2nd and 3rd reading to the Local Area DCC Bylaw No 8031 and the City Wide DCC Bylaw No. 8037.

The Inspector of Municipalities, BC Ministry of Community Services, must approve DCC Bylaws before Council adopts them.

7. The Local Area DCC Bylaw No 8031 and City Wide DCC Bylaw No. 8037 are sent to the Inspector of Municipalities, BC Ministry of Community Services (Province), for review and approval.
8. Province approves:
  - Local Area DCC Bylaw No. 8031, and
  - City Wide DCC Bylaw No. 8037.
9. Council may give 4th reading (adoption) to the:
  - Area Plan Bylaw No 8029,
  - Local Area DCC Bylaw. No 8031, and
  - City Wide DCC Bylaw No. 8037.
10. Implementation begins.



Official Community Plan Amendment Bylaw 8029
West Cambie Area Plan Update

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

- 1. Schedule 2.11A (West Cambie Area Plan) of Richmond Official Community Plan Bylaw 7100 is repealed and replaced with "Schedule 1 to Bylaw 8029".
2. Schedule 1 of Richmond Official Community Plan Bylaw 7100 is amended by:
2.1. Repealing the existing land use designation for Section 34 Block 5 North Range 6 West in Attachment 1 (Generalized Land use Map) and by designating it as shown on "Schedule 2 to Bylaw 8029";
2.2. Repealing Section "3.1 - Neighbourhoods & Sense of Community", "Cambie West", paragraph one and replacing it with:
- "Cambie West is comprised of a few neighbourhoods and is located between the City Centre and Highway 99. It has a range of housing choices and of commercial land uses."
2.3. Repealing Section "3.1 - Neighbourhoods & Sense of Community", "Cambie West", neighbourhood map and replacing it with "Schedule 3 to Bylaw 8029".
3. This Bylaw is cited as "Official Community Plan Amendment Bylaw No. 8029".

FIRST READING

FEB 27 2006

SECOND READING

THIRD READING

PUBLIC HEARING HELD

ADOPTED

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

MAYOR

CORPORATE OFFICER



# Richmond Official Community Plan

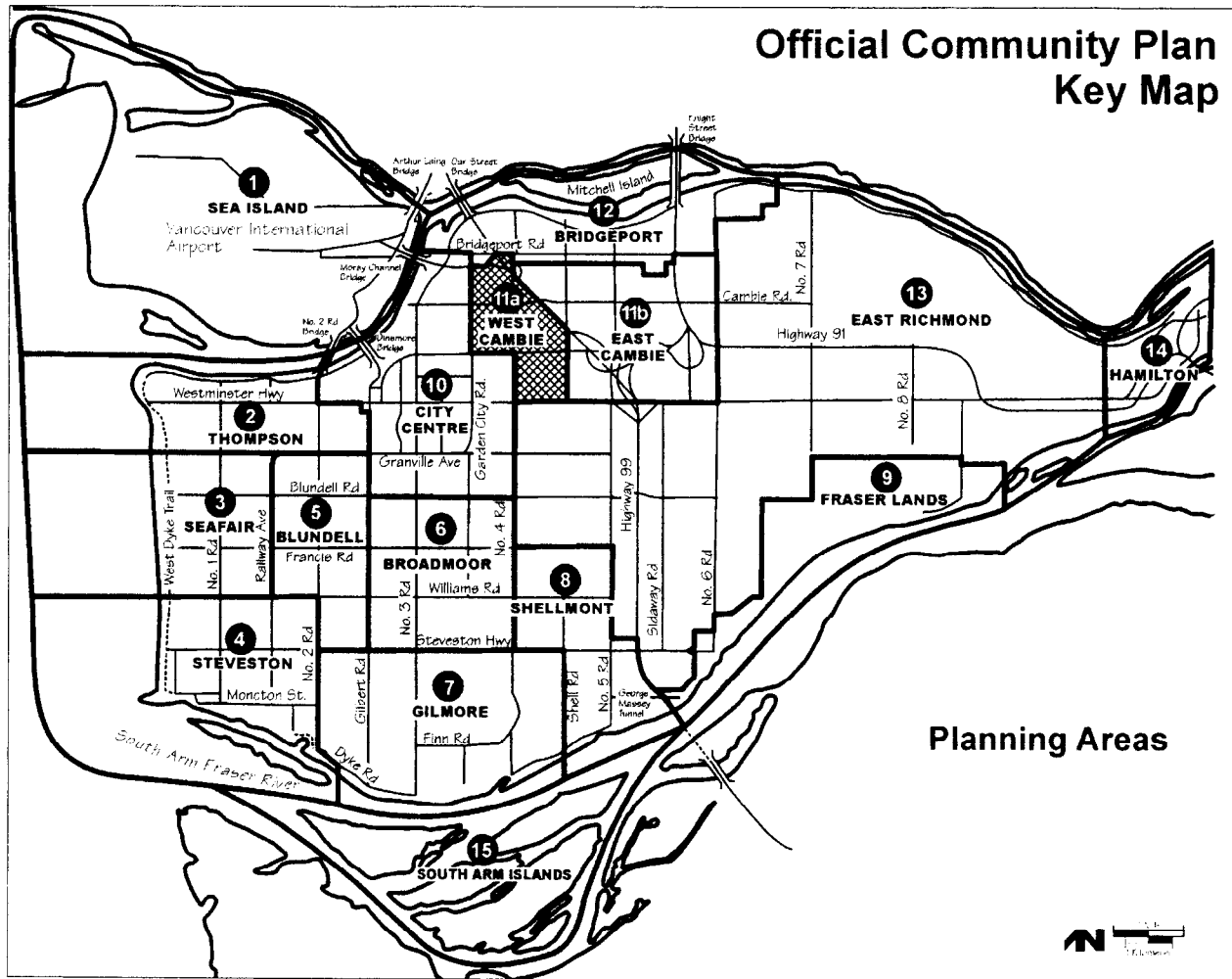


City of Richmond

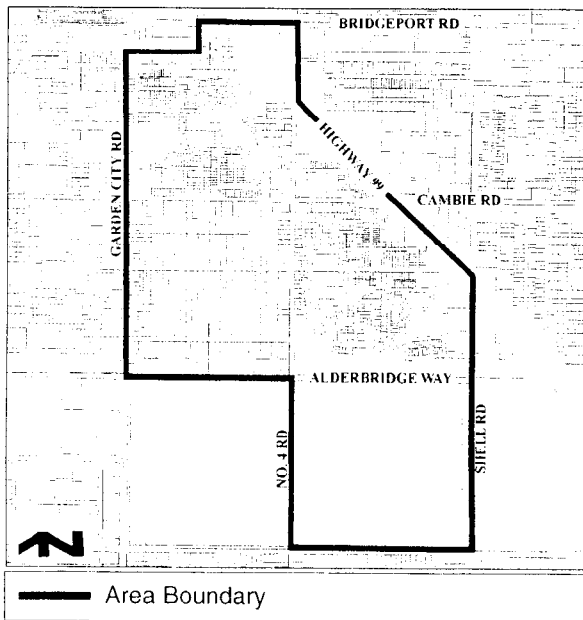
## WEST CAMBIE AREA PLAN Bylaw 7100 Schedule 2.11A



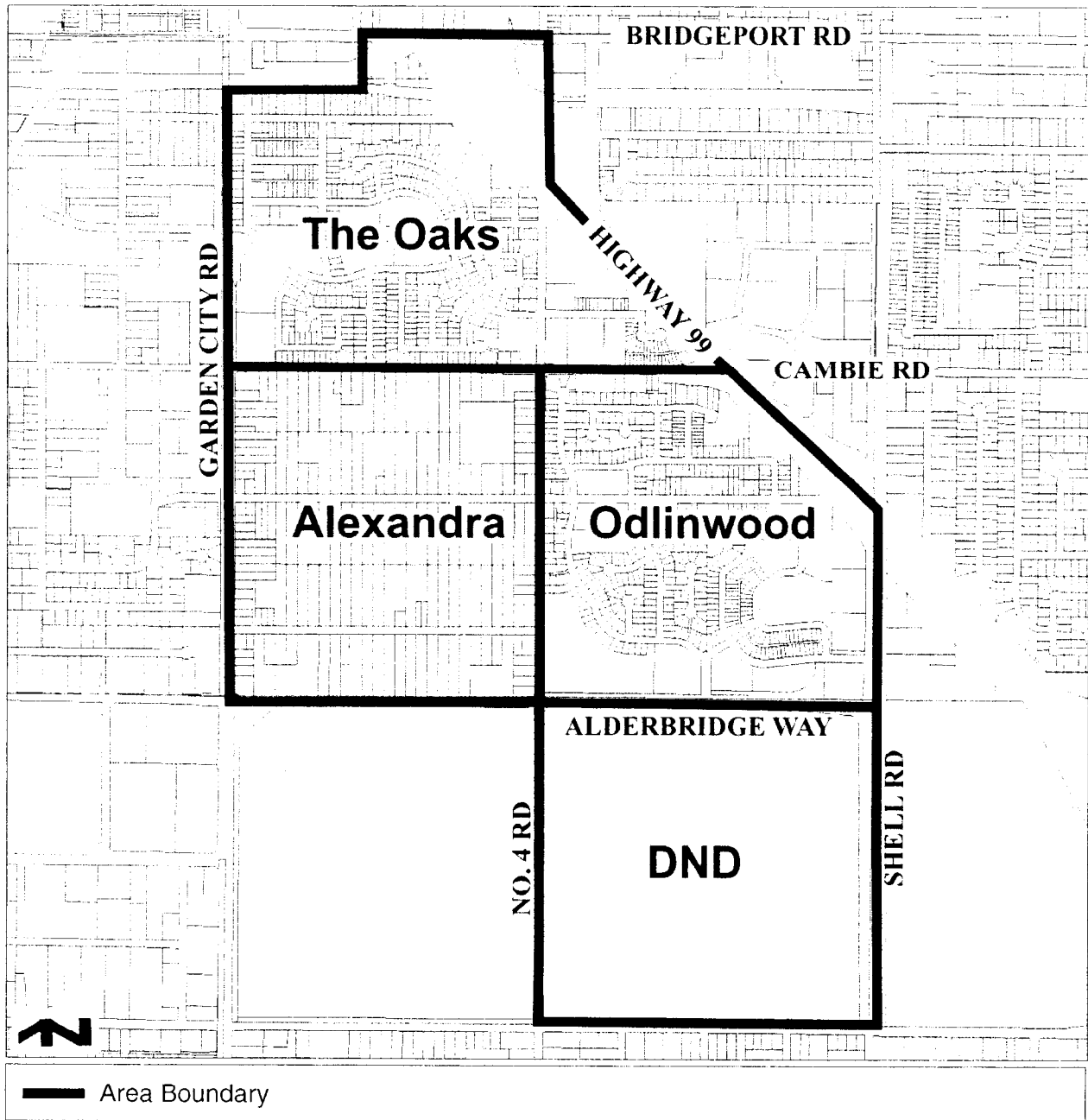
# KEY MAP



# PLAN AREA MAP



# West Cambie Neighbourhood Map





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# PLAN INTERPRETATION

## What is the Official Community Plan (OCP)?

British Columbia's Local Government Act mandates the OCP. It is a legal document for planning and managing the City's social, economic, land use, urban design, servicing and environmental future. It sets out a vision, goals, objectives, policies and guidelines that reflect overall community values that have been determined through a public consultation process.

## How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

- 1) Schedule 1: the overall OCP;
- 2) Schedule 2: Area Plans and Sub-Area Plans.

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps – see inside front cover). Sub-Area plans refer to smaller localized areas within specific planning areas. The OCP addresses broad citywide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

## Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area Plan Land Use Maps, the Area Plan Maps shall take precedence with the exception of sites designated Conservation Area or Environmentally Sensitive Area (ESA) in which case readers should check Schedule 1 as it takes precedence over this plan.

## Changes to this Document

This Plan may be amended from time to time. Please check with the City's Urban Development Division to make sure that this is an up-to-date version containing all of the adopted amendments.

## Definitions

See OCP Schedule 1.



# 1.0 PLAN OVERVIEW

## 1.1 PURPOSE

This plan applies to the area shown on the Plan Area Map as West Cambie. The plan sets out an overall vision for the area through related goals and planning principles that pertain to land use, urban design, transportation, servicing, environmental and community amenities. It also includes policies, design guidelines and an implementation strategy to assist Council, City staff, land owners and the development community to work towards the plan's successful implementation in the coming years.

A number of City documents were consulted in the preparation of this proposed plan, including the Official Community Plan (OCP), City Centre Area Plan, State of the Environment 2001 Update, Richmond's Suburban History, Richmond's Parks and Trails Plan, and Richmond Industrial Strategy.

## 1.2 CONTEXT

West Cambie is located in the north central part of Richmond and abuts the east side of the City Centre (see Key Map). The area is affected by the aircraft noise associated with the nearby Vancouver International Airport, a major consideration in land use, site planning and building design. The area already has excellent access to major transportation connections in all directions and is within walking distance of Richmond's City Centre. By 2010, the area will also have links to the Canada Line light rail system.

### **West Cambie**

Approximately two-thirds of the area is developed close to its full potential — the neighbourhoods of The Oaks and Odlinwood. The Oaks was developed as a low-scale residential neighbourhood from the 1970s through the 1990s; Odlinwood was primarily developed during the 1990s and into the first years of the 21<sup>st</sup> century, at a low-scale but slightly higher density than The Oaks. Both neighbourhoods have excellent access to main transportation routes and local parks.

### **Alexandra Neighbourhood**

Approximately one-third of West Cambie has not been developed to its full potential as an urban neighbourhood and remains on septic sewage disposal. This area is called the Alexandra neighbourhood and is bounded by Cambie Road, Garden City Road, Alderbridge Way and No. 4 Road. The 150+ ac. sub-area retains a subdivision pattern that is predominantly single-family homes on 0.4 ha (1 ac). lots. There are also two large greenhouse operations, a small convenience centre, gas station and Tomsett Elementary School. There are no City parks in the area. An Environmentally Sensitive Area (ESA) is located in the south-east portion of this neighbourhood (see OCP Environmentally Sensitive Areas Attachment 3 to Schedule 1).

### **DND Lands**

The Department of National Defense owns the area bounded by No. 4 Road, Alderbridge Way, Shell Road and Westminster Highway. This area is designated for "Public, Institutional and Open Space" and no changes are envisioned at this time to the current use of this federally-owned property.

## **1.3 VISION**

The overall vision for West Cambie is to:

- retain / enhance the livability of The Oaks and Odlinwood neighbourhoods;
- encourage redevelopment of the Alexandra neighbourhood as a "complete and balanced" community.

## **1.4 GOALS**

1. Designate land uses that are compatible with overall City objectives.
2. Promote opportunities that improve the overall quality of life for residents of West Cambie and support practices that create a sustainable community.
3. Retain existing low-density neighbourhoods and allow for redevelopment for a variety of land uses and densities in the area abutting the City Centre, known as the Alexandra neighbourhood.
4. Recognize West Cambie's locational advantages for land uses that require good access to the major highway system.

5. Encourage a range of transportation modes that provides access to facilities and services, while minimizing the impacts of traffic, particularly within residential neighbourhoods.
6. Promote and support opportunities for city parks, open space, natural areas, recreation, environmental protection, and heritage preservation, consistent with overall City objectives.

## 2.0 JOBS & BUSINESS

### 2.1 ECONOMIC DIVERSIFICATION



*Local commercial services*

#### ISSUE:

The neighbourhoods of West Cambie are predominantly residential. A broader mix of land uses, including commercial, office, tourism accommodation and light industry will provide the opportunity for greater employment in West Cambie and result in a more efficient use of the road and transit systems that service this area of Richmond.

#### OBJECTIVE 1:

**Maintain and increase the opportunities for business and employment in West Cambie through commercial, office, tourist accommodation and light industry.**

#### POLICIES:

- a) Retain the existing small commercial centres for local convenience shopping (see Land Use Map);
- b) Retain the commercial/light industrial area and commercial/hotel area in the north-east of West Cambie, in proximity to the highway system (see Land Use Map);
- c) Encourage the development for commercial (stores, services) and offices uses in Alexandra (see Alexandra Neighbourhood Land Use Map);
- d) Ensure that the approval of new vehicle-oriented commercial centres is contingent on the provision of all necessary improvements to services and roads;
- e) Encourage the development of a retail and social destination — Alexandra's High Street — that meets the community focal, gathering place needs of West Cambie residents, as well as those of people from other parts of Richmond and Greater Vancouver.

## 3.0 NEIGHBOURHOODS & HOUSING

### 3.1 HOUSING CHOICE



*New residential development*

#### ISSUE:

Residential land use policies have been developed in response to the community's desire to ensure that West Cambie remains a viable residential neighbourhood while allowing for the development of Alexandra with medium density housing, including townhouses, apartments and live-work opportunities.

#### OBJECTIVE 1:

**Designate residential areas and provide housing choices for a variety of household types and income groups in West Cambie.**

#### POLICIES:

- a) Allow residential development (see Land Use Map);
- b) Encourage a variety of multi-family residential types (eg. affordable and special needs housing);
- c) Make all multiple-family residential sites subject to the Development Permit Guidelines of the City's Official Community Plan and, in the case of Alexandra, to the Development Permit Guidelines (see Section 8.0).

### 3.2 ESTABLISHED NEIGHBOURHOODS



*Single-family neighbourhood*

#### ISSUE:

The Oaks and Odlinwood neighbourhoods are established areas of detached homes and townhouses.

#### OBJECTIVE 1:

**Preserve the existing established residential neighbourhoods of The Oaks and Odlinwood.**

#### POLICIES:

- a) Retain and enhance the character of these neighbourhoods through single detached, duplex and townhouses;
- b) Ensure that there is a compatible relationship between any infill residential development and existing housing through the regulation of the height, scale and setbacks of infill housing.

### **3.3 DEVELOPMENT OF ALEXANDRA**

#### **ISSUE:**

Alexandra is a desirable location for the development of more urban uses at higher densities. The mix of land uses should contribute to a complete and balanced community and make a good transition between the City Centre and neighbouring housing areas.

#### **OBJECTIVE 1:**

**Encourage transitional development along the northern and eastern edges of the Alexandra neighbourhood that is compatible in scale and urban design with the adjacent Odlinwood and The Oaks neighbourhoods.**

#### **POLICIES:**

- a) Encourage and facilitate redevelopment for Alexandra (see Alexandra Neighbourhood Land Use Map);
- b) No new single family development is permitted in the Alexandra neighbourhood, due to the OCP Aircraft Noise Sensitive Development Policy;
- c) Establish Alexandra as a Development Permit Area and require development to adhere to the guidelines (see Section 8.0).



## 4.0 TRANSPORTATION

### 4.1 TRANSPORTATION NETWORK

#### ISSUE:

As Richmond grows and the West Cambie area infills and redevelops, there is a need for a comprehensive transportation network that integrates the needs of motorists, pedestrians transit users, goods movement and cyclists. Impacts on residents from increased traffic should be minimized or avoided.

#### OBJECTIVE 1:

**Provide a circulation system for West Cambie that allows for vehicle connectivity within and beyond the area, discourages through-traffic, and maintains a safe and attractive environment for walking and cycling.**

#### POLICIES:

##### Road Network

- a) Manage vehicle travel through a hierarchical road network to ensure efficient and convenient traffic flow while enhancing neighbourhood livability (see West Cambie Transportation Map);
- b) Provide traffic calming measures to discourage through traffic and speeding and increase safety for pedestrians and cyclists;
- c) Provide distinctive design features within the road network to complement the character of West Cambie's neighbourhoods and to emphasize landmark locations.

##### Walking Network

- d) Provide for safe and convenient pedestrian movements across arterial roads and along newly-constructed roads to encourage walking as the primary travel choice for short distances;
- e) Provide continuous sidewalks, walkways and pathways to schools, neighbourhood service centres, recreational destinations, bus stops, and other high-volume pedestrian areas, including Alexandra's "High Street" in the south-west corner of Alexandra.



*Bike and pedestrian path*

### **Cycling Network**

- f) Promote cycling as an appealing and environmentally friendly travel choice by increasing cycling opportunities through off-street pathways and along roadways (see Alexandra Neighbourhood Open Space System Map);
- g) Encourage neighbourhood cycling connections to the City's cycling network and major transit systems.

### **Parking, Loading and Access**

- h) Ensure that all commercial, office and industrial uses have adequate parking, traffic circulation, loading and access routes;
- i) Access points along major arterial roads are restricted to intersections with public roads. Direct access to development would be through local or collector roads;
- j) Consider reduced parking requirements for new developments, for developments sharing parking facilities for mixed-use purposes and developments utilizing and encouraging other transportation demand management measures.

## **4.2 OTHER TRANSPORTATION MEASURES**

### **ISSUE:**

Good traffic management is an essential component of any plan (see Section 4.1). However, there is a need for additional transportation-related measures in West Cambie to help reduce the amount of single-occupant vehicle traffic within West Cambie.

### **OBJECTIVE 1:**

**Encourage alternatives to single-occupant vehicle use in West Cambie.**

### **POLICIES:**

- a) Require a Transportation Demand Management (TDM) Plan for all commercial developments over 929 m<sup>2</sup> (10,000 ft<sup>2</sup>) with a view to reducing reliance on private vehicles, particularly during peak traffic periods. The TDM Plan, secured by covenant on title, will include specific measures to promote walking, cycling, and transit use by employees and patrons, and carpooling by employees;

- b) Ensure that sufficient provision is made for bus stops and shelters. Design teams should work with TransLink in the site planning process. Bus stops have the potential to be centres of activity/sociability along roads and adequate space needs to be dedicated for stops, shelters, signage and related furniture.

## 4.3 ALEXANDRA

### ISSUE:

Alexandra is planned to be a more compact and hence, more walkable neighbourhood than many of Richmond's existing neighbourhoods. The development of Alexandra provides the opportunity to consider certain aspects of the City's requirements for road corridors and parking strategies.

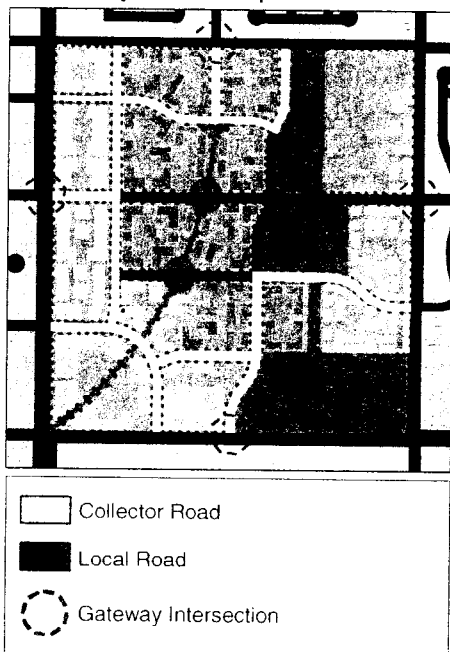
### OBJECTIVE 1:

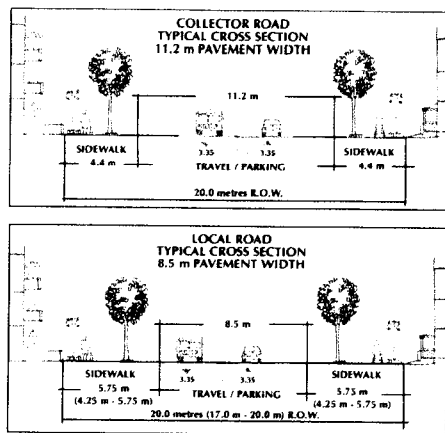
**For the Alexandra neighbourhood consider enhanced City standards (road right-of-ways, cross-sections, parking requirements), and include amenities in the public right-of-ways, and by reducing the amount and impact of roads and parking, thus enhancing neighbourhood livability.**

### POLICIES:

- a) Subject to review by City's Transportation Department, consider changes to the road cross-sections (see Alexandra Neighbourhood Road System Map) and on-site parking and loading requirements for Alexandra;
- b) Design Alexandra's "High Street" to incorporate traffic calming measures, curb parking to encourage short-term stays (i.e. high turnover), and civic beautification elements such as public art, special boulevard trees and other decorative features;
- c) In addition to the public road network, give careful consideration to the design of the internal circulation system within all developments to ensure that it responds to the needs, safety and enjoyment of all users. This is merited because of the anticipated large size of land assemblies and developments;
- d) Parking will be primarily enclosed; preferably underground. Where surface parking lots occur, ensure that they are limited in number, size and meet a very high urban design and landscape standard;

Alexandra Neighbourhood Road System Map





- e) Wherever possible, in particular for commercial development, entrances to below and above ground parking will be from the internal circulation system of larger projects, rather than from public roads;
- f) Parking entrances should be as small as possible without compromising pedestrian or motorist safety, whether part of an internal circulation system or accessing a public road;
- g) On-site loading is required for all developments. For smaller scale residential developments, on-street loading may be considered.

**ISSUE:**

Alexandra will require a new network of roads to provide access from the existing surrounding road network to the new development parcels.

**OBJECTIVE 2:**

**Ensure that new roads are provided in a complete and timely manner.**

**POLICIES:**

- a) Development on sites is not to proceed until functional roads are established from the arterial roads connecting to the subject site;
- b) Exact alignment of roadways is subject to detailed functional design, at the sole cost of the developer;
- c) In order to minimize conflicts with bikeways and arterial traffic movement, no private access or driveways would be supported onto the perimeter arterial roads (i.e. Garden City Road, No. 4 Road, Alderbridge Way, and Cambie Road).

## 5.0 NATURAL & HUMAN ENVIRONMENT

### 5.1 SUSTAINABILITY



*Children's play equipment*



*Odlin Park*

#### ISSUE:

As Richmond grows, there is a need to ensure that development and change occurs in a sustainable way.

#### OBJECTIVE 1:

**Set high standards for development for West Cambie, including means and methods to promote social, economic and environmental sustainability.**

#### POLICIES:

- a) All development will adhere, as much as possible, to the livability and sustainability guidelines (see Section 8.0).

These guidelines address:

- Community and social infrastructure: affordable, rental and special needs housing; public schools; child care; barrier-free access; crime prevention through environmental design; relationship with the open space system, public art, and heritage (See Section 8.3);
  - Building sustainability: LEED standards, energy and water use, storm water management, solid waste management, and construction waste management.
- b) The City reserves the right to ask a development proponent to undertake various impact or cumulative effects studies at their expense, in relation to community livability and sustainability, including the identification of mitigations, if any are warranted. The scope of such a study will vary depending on the nature of the proposal, but may include such items as environmental matters, traffic and noise impacts, micro climatic change, and impact on policing and security.

## **5.2 NATURAL AND ACTIVE OPEN SPACE**

### **ISSUE:**

West Cambie has a need for active and passive recreational space that fulfils several purposes such as providing some visual relief, allowing natural areas to be used for the study of nature, providing appreciation for our heritage, and appreciating the ecological diversity of the area.

### **OBJECTIVE 1:**

**Create a system of parks, greenways and community facilities that serve the residents of West Cambie, preserve sensitive environments, and help to retain Richmond's heritage.**

### **POLICIES:**

- a) Continue to improve existing parks for use by all age groups;
- b) Expand existing school/park sites where reasonable to do so;
- c) Ensure that drainage improvements to the area surrounding the Richmond Nature Park do not adversely affect the water levels of the park;
- d) Prepare a detailed park plan for the Alexandra neighbourhood, particularly for the south-east corner;
- e) Encourage the preservation of the redwood trees at Cambie Road and No. 4 Road, and trees on Alexandra Road and Odlin Road as heritage landscape features;
- f) Improve pedestrian accesses at mid-block locations;
- g) Retain and protect trees and vegetation as per City policies and guidelines.

## **5.3 CONNECTIONS**

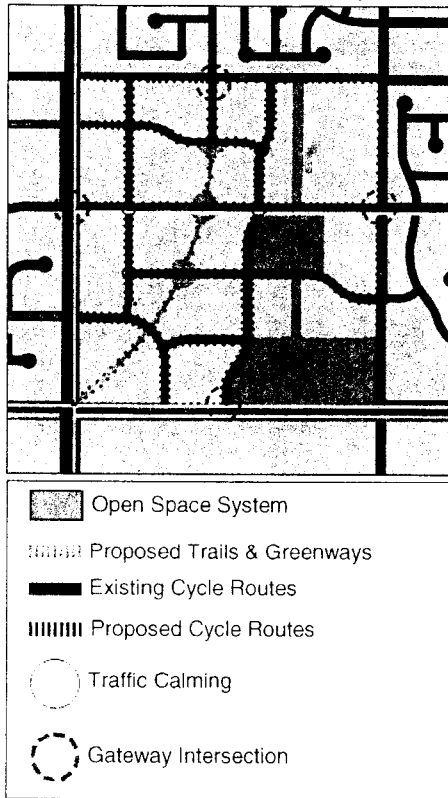
### **ISSUE:**

The existing developed areas of West Cambie need improved pedestrian / cyclist connections between each other and with Alexandra.

### **OBJECTIVE 1:**

**Design and implement pedestrian and cyclist connections within the West Cambie area.**

Alexandra Neighbourhood  
Open Space System Map



**POLICIES:**

- a) Design and build a series of green links within West Cambie with safe connections to adjacent areas (see Alexandra Neighbourhood Open Space System Map);
- b) Alexandra Way is a significant feature of this plan that should facilitate walking and cycling throughout West Cambie, not only in Alexandra. Alexandra Way will be privately-owned public-access right-of-way, and include feature privately-owned, publicly-accessible (POPA) open spaces, that links Cambie Road to the Alderbridge/Garden City intersection:
  - Alexandra Way is a pedestrian-oriented connection that will be acquired through the development process, in keeping with the guidelines set out below, and maintained through operating agreement between the City and the landowners;
  - Alexandra Way will average 13 m (42.7 ft.) in width, with larger areas at street intersections. The exact configuration, location and width will be determined at the time of design development;
  - Alexandra Way will accommodate non-motorized traffic of all types and be designed for people with mobility impairments;
  - The landscaping treatment will vary over the length of Alexandra Way, corresponding to the variation in land uses and building character. Overall, landscaping will be a mix of soft and hard treatments, including trees, hedges, perennials, annuals, park benches, distinctive paving, places for public art, community gardens and other visual amenities;
  - Alexandra Way will be welcoming and safe for users. This requires attention to street lighting, areas for resting and interaction, way-finding signage, and safe pedestrian street crossings;
  - Detailed urban design will ensure that Alexandra Way accommodates community needs based on demographics;
  - Bicycle/scooter parking, storage, and other end-of-trip facilities will be incorporated at major developments along Alexandra Way.

## **6.0 COMMUNITY FACILITIES & SERVICES**

### **6.1 COMMUNITY FACILITIES**

#### **ISSUE:**

A need for an increase in the level of community facilities and services can be expected as the population increases. In most areas of Richmond community services include: education, public safety services such as police and fire protection, leisure services, health care services, childcare, social services, public administration, and religious facilities.

#### **OBJECTIVE 1:**

**Promote and support opportunities while improving the overall quality of life in the West Cambie planning area.**

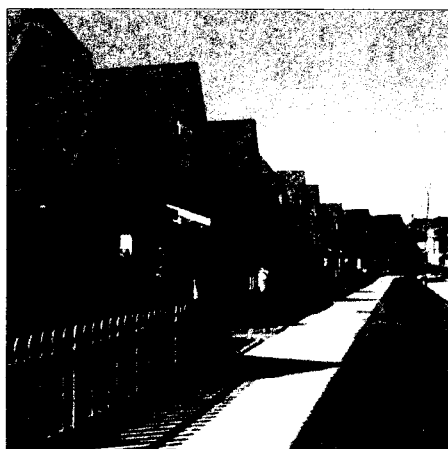
#### **POLICIES:**

- a) Support and, wherever possible, work co-operatively with other agencies and other levels of government to maintain and improve the level of community social services to West Cambie residents;
- b) Continue to encourage the improvement of the educational services to West Cambie residents;
- c) Encourage the expansion of childcare services in West Cambie;
- d) Encourage the development of new space for community services in public and private developments;
- e) For further information see OCP.



## 7.0 WEST CAMBIE INFRASTRUCTURE

### 7.1 UPGRADING



*New sidewalk and boulevard*

#### ISSUE:

The availability and adequacy of services in parts of West Cambie is poor, especially in Alexandra. Upgrading of services must take place through the development process.

#### OBJECTIVE 1:

**Improve the standard of public utilities (e.g. telephone, natural gas, electric, cable) and services (e.g. water and drainage, sewers) concurrent with population expansion.**

#### POLICIES:

- a) Ensure the provision of efficient utilities necessary for the health and safety of the community;
- b) Upgrade the level of services, such as sanitary sewers, storm sewers, sidewalks, and street lighting in older subdivisions through a variety of mechanisms;
- c) Phase new development to take account of current land use, servicing, and utility constraints;
- d) Provide the necessary improvements to fire protection services concurrent with population expansion;
- e) Utilities will be located underground in road rights-of-way, including hydro, gas, cable, telephone, as well as water and sanitary sewers.

### 7.2 FLOOD CONSTRUCTION LEVEL

#### ISSUE:

As part of a broader City Flood Protection and Management Strategy, Flood Construction Levels (FCL) have been reset for the Alexandra neighbourhood. This change is intended to improve the neighbourhood's overall drainage, reduce infrastructure costs, and improve long term flood protection in an area which is anticipated to be largely redeveloped. The increased FCL is designed to coincide, and work in conjunction, with raised road elevations in the area.

**OBJECTIVE 1:**

**Improve drainage and flood protection for the Alexandra neighbourhood.**

**POLICIES:**

- a) Within the Alexandra neighbourhood, Flood Construction Levels (FCL) are established such that the minimum habitable or commercial building floor elevations is 2.6 m Geological Survey of Canada (GSC). Uses such as parking, entrances, foyers, etc. will be permitted below the FCL but may be subject to restrictive covenant requirements;
- b) New roads within the Alexandra neighbourhood will be constructed to a minimum road elevation of 2.0 m GSC, except where lower elevations are required to make the transition to surrounding roads.

## **8.0 DEVELOPMENT PERMIT GUIDELINES**

### **8.1 URBAN DESIGN: ALEXANDRA**

#### **ISSUE:**

Urban Design is the creative design and management of the built urban environment.

The redevelopment of Alexandra provides an uncommon opportunity to set out the City's expectations for urban design, site planning and buildings. Developers and their design teams require guidance on how to achieve the type of community envisaged in this plan.

#### **OBJECTIVE 1:**

**Foster a distinctive identity for Alexandra through development permit guidelines in private developments and the public realm.**

#### **8.1.1 ALEXANDRA DEVELOPMENT PERMIT AREA**

The Development Permit Guidelines apply to the five-character areas of Alexandra. The purpose of these guidelines is to supplement the City's comprehensive Development Permit Guidelines set out in the OCP. (Note: The Development Permit Guidelines in the OCP must be consulted by developers and their design teams in addition to the requirements and guidelines set out in this document.)

#### **8.1.2 JUSTIFICATION**

It is the intent of these guidelines to support the goals, objectives and policies of the West Cambie Area Plan as they apply to the Alexandra Neighbourhood Land Use Map.

The overall objective of the guidelines is to foster development in the private and public realms that supports an appealing and livable "complete and balanced community". The scope of the proposed redevelopment in Alexandra merits site-by-site consideration of "form and character" in order to achieve this objective, as provided for in the Local Government Act.

### **8.1.3 OVERALL CHARACTER AND PATTERNS**

- Site planning, building design and landscaping will be more urban than suburban in its character and image.
- The open space system will be a major contributor to Alexandra's character, providing a variety of environments for passive and active recreation, walking, and nature enjoyment. Development proposals adjacent to the open space system will demonstrate a careful interface and relationship with this system.
- Alexandra has five distinct character areas related to the various land uses, building forms, and open space encouraged by the Alexandra land use plan. Notwithstanding the distinctiveness of each character area, built form and landscaping throughout Alexandra will be visually complementary and ensure functional connections among the character areas.

### **8.1.4 LANDSCAPE ELEMENTS**

- Landscaping elements for private developments will vary among character areas, primarily in relation to the built form.
- Existing mature/substantial vegetation is limited in Alexandra, owing to its current and former land uses/drainage patterns. However, where this does exist, significant effort should be made to incorporate mature vegetation elements into the new site plan, subject to requirements of new grade elevations to comply with the Floodplain Management Policy.
- In keeping with the aim of a pedestrian-oriented neighbourhood, landscape design will ensure a visual and functional coordination with adjacent parcels and the public realm.
- Privately owned, publicly accessible open spaces (POPAs) are encouraged at highly visible locations, particularly along Alexandra Way. Depending on the adjacent land uses and character area in which these POPAs are created, their design treatment may vary from urban plazas, to play pockets, to tranquility spaces, to community gardens.
- Retaining walls may be appropriate in some character areas. Where these are part of the design treatment, they should be low in height.

- Varied planting design that reflects the diversity of the Fraser River Basin and is suited to Richmond's unique soil conditions will be required; City guidelines on species, installation and maintenance must be adhered to.

#### **8.1.5 BUILDING MASSING AND HEIGHT**

- There will be a gradation of building height from the south-west (Garden City Road and Alderbridge Way) to the north-east of the area — from higher to lower.
- With the exception of a potential hotel within the south-west commercial area, building heights will generally vary between two to four storeys (above one level of parking) — neither single storey nor tower development is appropriate within the residential areas (five storeys may be considered for non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties).
- The first two storeys above finished grade, of all buildings will be designed in a way that reinforces the outward-looking, pedestrian-oriented character of Alexandra.

#### **8.1.6 ARCHITECTURAL ELEMENTS**

- A variety of architectural styles and materials will be encouraged within the overall context of each of the five character areas (see Alexandra Neighbourhood Character Areas Map).
- Care and special attention must be given to architectural elements that have a direct impact on the pedestrian environment. Design details that reinforce the pedestrian-oriented character of Alexandra are particularly encouraged.
- Balconies are encouraged to animate the appearance of a building and encourage a visual/aural relationship with streets and courtyards. Owing to aircraft noise impacts, recessed balconies may be preferred to projecting balconies. Balconies at street corners are particularly encouraged.

#### **Building Exteriors**

- A variety of exterior materials is appropriate; preference is for demonstrated complementarity and compatibility with already constructed neighbouring buildings.
- Large expanses of stucco and plain concrete are not appropriate — the use of brick, native stone, glass, decorative concrete, metal siding and wood shingle is preferred.

- Large expanses of one colour are not appropriate — the use of at least three exterior colours is preferred.
- A variety of colours is appropriate, although preference is for demonstrated complementarity and compatibility with already constructed adjacent buildings.
- A warm colour palette is recommended for large expanses of buildings, along with muted and contrasting accent colours. High intensity colours or highly reflective colours are discouraged, except as an accent.

#### **Building Roofs**

- Variation in roof lines is appropriate; demonstrated complementarity with already constructed adjacent buildings in shape and colour is encouraged.
- Generally, flat roofs are more acceptable in the western portion of the area, while more domestic roof lines (gable, shed, hip) are appropriate in the eastern portions of the site.
- “Living roofs” should be considered, both as a building amenity and as a community environmental benefit. In some situations an intensive approach is appropriate (user amenity, urban agriculture); in other situations an extensive approach (primarily storm water mitigation) is appropriate.

#### **Building Relationship with Streets**

- Buildings will generally be oriented towards the street and public open space rights-of-way with direct pedestrian access from adjacent sidewalks and greenways in order to facilitate pedestrian activity.
- A majority of development in the western half of Alexandra should visually hug the edge of the property line along streets — a build-to line is established within some character areas. Grade-level uses and design features should help to animate the pedestrian environment.
- Side and rear setbacks may vary, depending on the uses and design of the proposed development and neighbouring environments.
- Elevated public walkways/bridges between buildings and across roads are discouraged.

#### **Lessening the Impact of Aircraft Noise**

- The noise impact of aircraft operations will affect site planning, building design and use of amenity areas, especially within residential complexes located in the north/centre and east/centre of Alexandra.

- There will be no new single detached housing within Alexandra; and no residential land use within the identified L-shaped area (see Alexandra Neighbourhood Land Use Map) (as identified on the OCP Aircraft Noise Sensitive Development Map).
- The City's OCP includes a policy designed to lessen the exposure to aircraft noise on the indoor living environment of new housing in specific areas of Richmond, including the Alexandra neighbourhood. This policy will primarily be achieved by extra noise insulation. Additional insulation lessens noise associated with road traffic and aircraft noise that contributes to reducing energy costs.

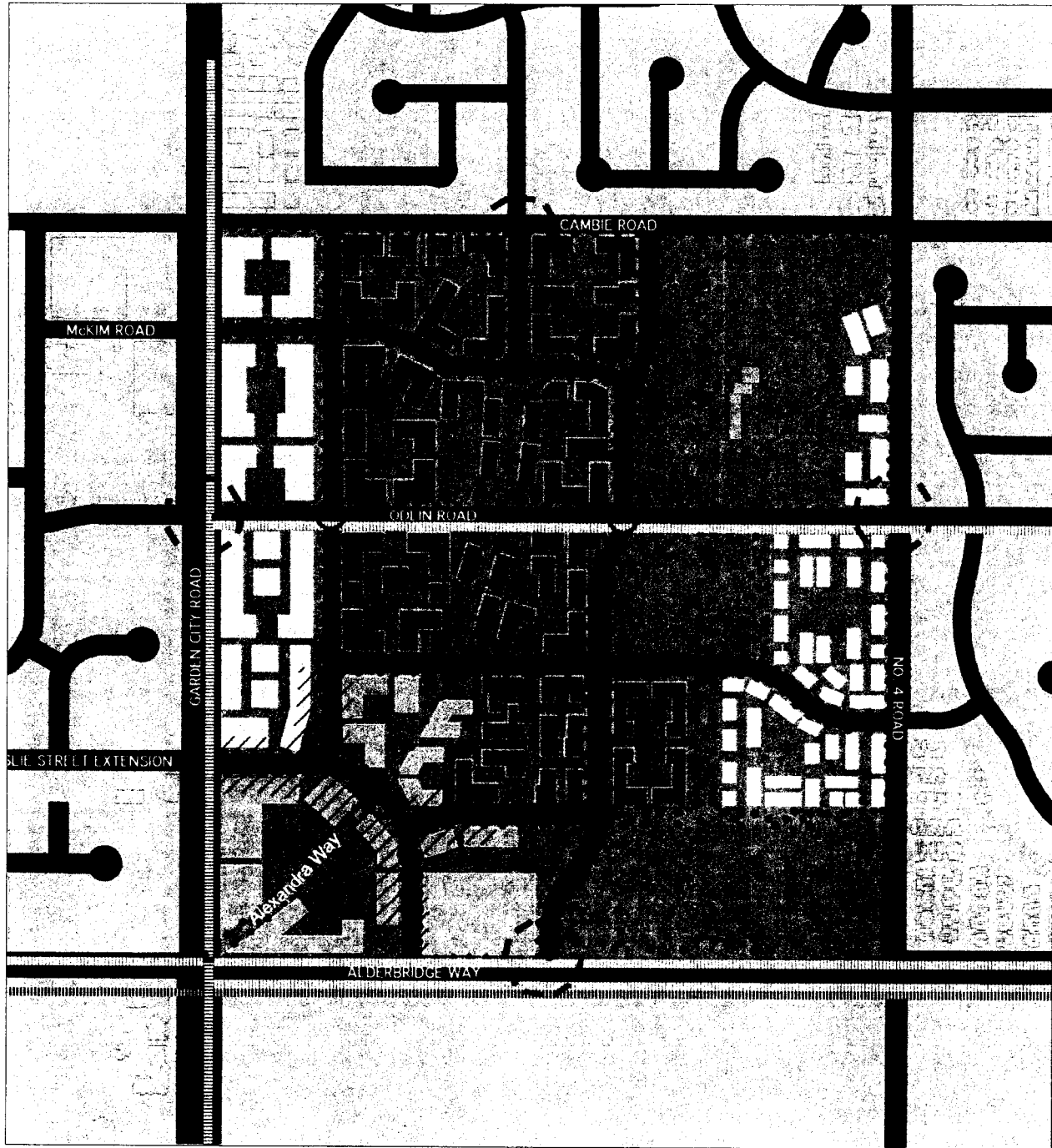
Developers of all new aircraft noise sensitive land use buildings are required to:

- Sign a Restrictive Covenant agreeing to have the building designed to incorporate adequate sound measures against aircraft noise, before obtaining a rezoning;
- Retain a registered professional who is qualified in acoustics to determine the aircraft noise exposure affecting the property and to determine the measures needed to satisfy Canada Mortgage and Housing Corporation noise insulation standards, prior to submitting an application for a Building Permit;
- Incorporate air conditioning in the construction of the building;
- Retain a registered professional to certify that any required noise insulation measures have been installed according to design, before obtaining final Building Permit approvals.

## **8.2 ALEXANDRA'S CHARACTER AREAS**

Alexandra has five main character areas (see Alexandra Neighbourhood Character Areas Map). These are areas where land uses and densities differ from one another and, therefore, some aspects of their site and building design also differ. The five character areas are described below, along with a series of planning measures/guidelines to be taken into account in the design development process.

# Alexandra Neighbourhood Character Areas Map

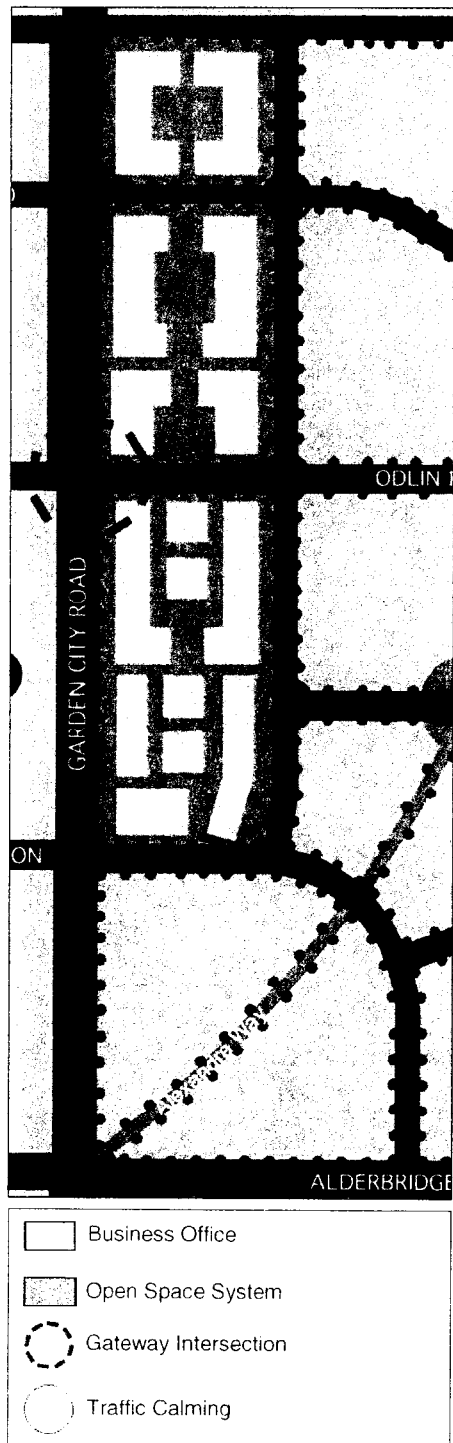


LEGEND			
	Business Office		Low Density Housing
	Mixed Use (Retail/Office/Hotel)		Mixed Use (Medium Density Housing over Retail)
	The High Street		Open Space System
	Medium Density Housing		Gateway Intersection
			Proposed Trails & Greenways
			Existing Cycle Routes
			Proposed Cycle Routes
			Traffic Calming

The images in this figure illustrate the range of built forms and open spaces that are envisioned for Alexandra. Each of the six character areas is described in the text and illustrated in more detail on Figures 3 through 8.



Character Area 1 -  
Business Office Map



### 8.2.1 CHARACTER AREA 1 — BUSINESS OFFICE

This character area is located along the east side of Garden City Road (see Character Area 1 – Business / Office Map). The preferred development in this area mirrors the land uses and building scale and building setbacks to the west side of Garden City Road, immediately south of Cambie Road. No residential uses are permitted in this area, due to the City’s OCP Aircraft Noise Sensitive Development Policy.

Garden City is a high volume arterial road that plays an important role in the City’s transportation system, but to date is not heavily used by pedestrians. As both sides of Garden City gradually redevelop, building forms and edges will help create an improved streetscape for motorists, cyclists and pedestrians.

#### Minimum Lot Area

- 1.0 ha (2.47 ac).
- No orphan properties of 0.4 ha or less (1 ac. or less), in order to facilitate development as anticipated in this plan and not to perpetuate non-conforming uses (e.g. single detached homes).

#### Land Uses

- Office commercial.
- Restaurants and neighbourhood pub.
- Retail and retail services commercial — small floor plate only including service station and neighbourhood commercial, at the southeast corner of Garden City Road and Cambie Road.
- Educational facilities.
- Recreational facilities.
- Enclosed commercial parking, preferably structured.

#### Floor Area Ratio

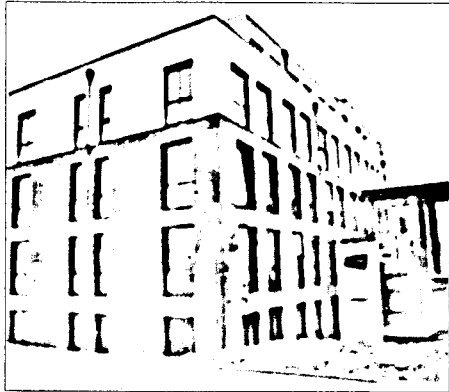
- The maximum FAR is established at 1.25.

#### Floorplate: Retail

- The maximum retail floor plate is 929 m<sup>2</sup> (10,000 ft<sup>2</sup>).

#### Height

- Two to four storeys (8 m to 15 m) (five storeys (20 m) may be considered for non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties).



*Variety of Architecture*

### **Frontage**

- Limit building frontage to 45 m (147.6 ft.); suggest structural bays between 8 m to 10 m (26.2 ft to 32.8 ft.).

### **Build-to Lines and Setbacks**

- The build-to line for the first two storeys should be no more than 3 m (9.8 ft.) behind the property line along Garden City Road and Greenway and the new north-south road, with the exception of building entrances which may be greater. Additional storeys may be setback and do not have a build-to line.
- Build-to lines and setbacks are not established for other property lines and depend on the uses and design in relation to neighbouring buildings.

### **Site Coverage**

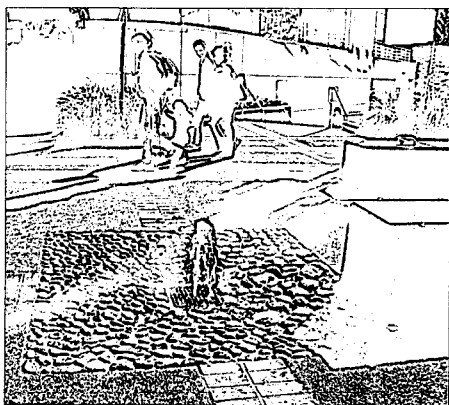
- In the range of 40% to 50%.

### **Parking and Access**

- At least 70% of vehicle parking should be set below the building or in structure.
- Vehicle parking should be kept to a minimum that is considered to be viable for the primary use.
- Driveway and vehicle access to underground/structure parking should not be from Garden City Road.
- Shared parking lots are encouraged in order to reduce overall parking.
- No private access and driveways are permitted onto the perimeter arterial roads (Garden City Road and Cambie Road).
- On site loading will be required for all developments, and be screened from the street.

### **Additional Site, Landscaping Considerations**

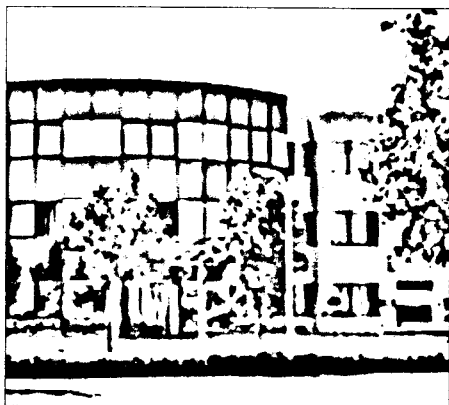
- Linked courtyards at the rear of buildings are suggested as a site amenity. With attention to design/materials, these courtyards may minimize traffic noise, including aircraft noise, in combination with appropriate materials and landscaping.
- There should be a continuous, publicly accessible pedestrian system that visually and functionally connects each development in this area and leads to the High Street. The appropriate width, materials, configuration and landscaping will be considered during design development.
- Sidewalks should be located along all sides of a development. The minimum width, configuration and landscaping will be considered during design development.



*Attractive Outdoor Spaces Between Office Buildings*



*Retail Space at Street Level*



*Include Boulevards*

- Bus stops and drop-off / pick-up points should be considered during design development; where these are included they should be anchored by special design and landscaping.
- The use of mature plant materials will be required in surface parking areas and along vehicle circulation lanes with a view to creating significant landscaping during the early tenure of the developments.

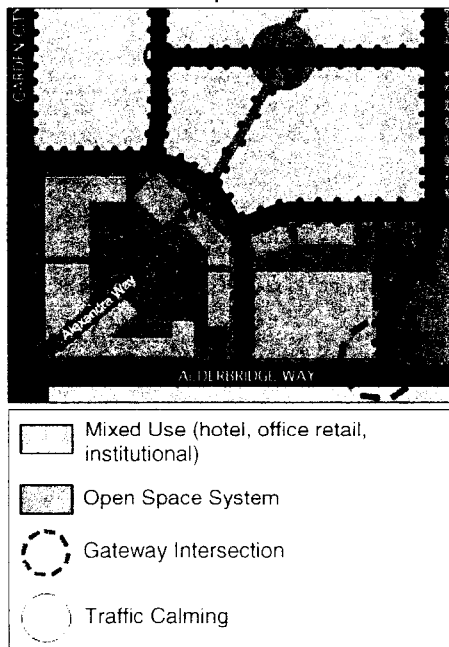
#### **Additional Building Design Considerations**

- Building facades should be articulated to provide visual interest consistent with Alexandra's proposed identity.
- Particular attention will be required along the building's frontage(s) — animating design features should be integrated along at least 60% of the facade, such as arcades, windows, entry areas, among others.
- Transparency and translucence are essential at pedestrian eye level.
- Building entrances will orient visitors and be aesthetically pleasing. Buildings should have clearly defined, highly visible entrances.
- Building design, rather than dominant signage and other wayfinding measures, will draw attention to building entrances.
- The inclusion of weather protection measures is encouraged, particularly at building entrances, at key points in the pedestrian system, and at transit stops.
- Signage for site, building and tenants should be expressed in a simple, understated manner. Stand-alone signage is not appropriate.
- Lighting for site, building and tenants should be expressed in a simple, understated manner. Particular attention must be given to lighting for safety/security in pedestrian areas.
- High quality screening of loading areas and utility facilities will be required. Ideally, this should be incorporated into a building's architecture, not only accomplished through landscape treatment.
- Sustainability features of building design may be incorporated in many ways, including: a green roof or any strategy that assists in storm water management, enhanced biomass and energy efficiency; reduction of greenhouse gas (GHG) emissions through energy systems that result in lower greenhouse gas emissions and improved building mechanical systems.

- A flat roof design is acceptable, provided rooftop parking and all mechanical systems are appropriately screened by way of a parapet. Variations in roof line (e.g. mansard, hip, gable) may be acceptable if presented in an authentic manner. Large expanses of reflective and one-material (or colour) roofs are not acceptable.
- Outdoor areas for storage, truck parking, garbage collection, and loading are discouraged. Where essential, appropriate screening will be required.

### 8.2.2 CHARACTER AREA 2 — MIXED-USE (RETAIL-OFFICE-HOTEL)

Character Area 2 - Mixed Use Map



This character area occupies the south-west area of Alexandra, adjacent to the High Street (see Character Area 2 – Mixed Use Map). This is a very important gateway to Richmond’s City Centre and will become a new Richmond landmark. Under no circumstances should design teams consider this character area as being solely "highway-oriented". Development along Alderbridge must be a compact, urban form and meet high standards of site planning and urban design.

There may be several landowners or developers in this area. The City requires that there be a clearly demonstrated unified approach to land planning, landscaping, buildings, signage, and pedestrian systems. Alexandra Way will be a key element of planning in this area.

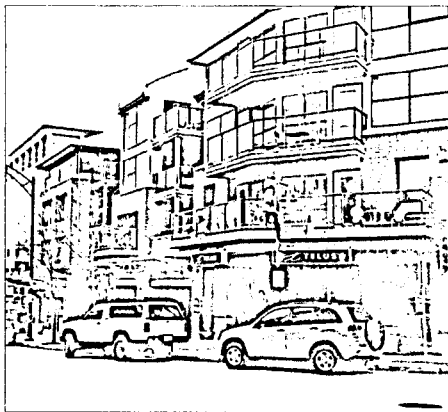
This area anticipates the development of a portion of the area as large floor plate retail, along with compatible non-residential uses as outlined below. However, all development must demonstrate an appropriate site, building and landscaping response as an integral component of a “complete and balanced” community. Every effort must be made to humanize a proposed large floor plate project.

#### Minimum Lot Area and Orphan Parcels

- 2 ha (4.94 ac.).
- No orphan properties of 1 ha (2.47 ac.), in order to facilitate development as anticipated in this plan and not to perpetuate non-conforming uses (e.g. single detached homes).

#### Land Uses

- Hotels, with ancillary amenities.
- Office commercial.
- Restaurants and neighbourhood pub.
- Retail and retail services commercial, including large floor plate retail.
- Educational facilities.



*Village Architecture*

- Recreational facilities.
- Enclosed commercial parking, preferably structured.

#### **Floor Area Ratio**

- The total building area, excluding underground parking, should be a minimum FAR of 1.25 and a maximum FAR of 2.0 for hotel development.

#### **Floor Plate: Retail**

- East of The High Street – no minimum; maximum 9,290 m<sup>2</sup> (100,000 ft<sup>2</sup>). Proposals with retail floor plates of more than 9,290 m may be considered, where a high quality urban form is achieved and parking is integrated with the building.
- West of The High Street – no minimum; maximum 2,322 m<sup>2</sup> (25,000 ft<sup>2</sup>). Proposals with retail floor plates of more than 2,322 m<sup>2</sup> may be considered, where they are integrated with the adjacent retail.

#### **Height**

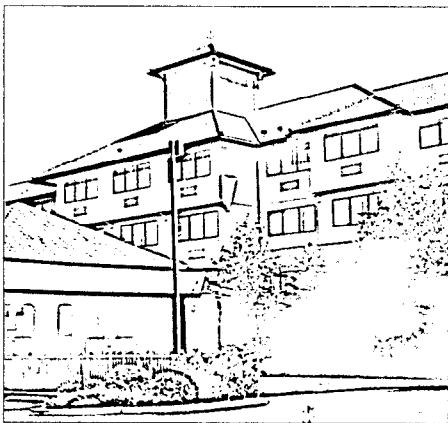
- Minimum two storeys (8 m) — all uses; maximum 15 storeys (45 m) — hotel and ancillary uses.

#### **Frontage**

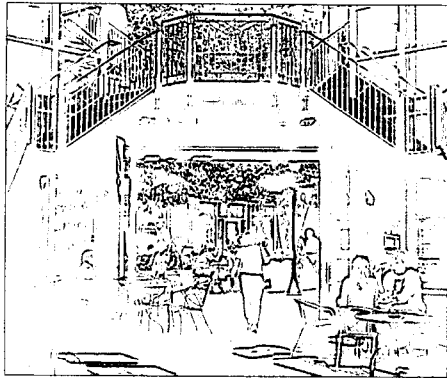
- East of the High Street – depends on uses, orientation, location; preference for buildings with frontage less than 90 m (295 ft.).
- West of The High Street – depends on uses, orientation, location; preference for buildings with frontage less than 45 m (147.6 ft.).

#### **Build-to Lines and Setbacks**

- The build-to line along Alderbridge and Garden City will be 3 m (9.8 ft.), subject to intersection site line requirements at Alderbridge Way and Garden City Road.
- The build-to line along the primary new road (leading to the High Street) will be 2 m (6.5 ft.).
- The eastern portion of this area is an environmentally sensitive area (ESA) that is identified in the City's OCP. During the design development period special attention will need to be given to the relationship of any building and the ESA. The appropriate setback will be confirmed at the time of a development application.
- Setbacks for other property lines are flexible and depend on the uses and design in relation to neighbouring buildings.



*Various Roof Lines*



*Public Courtyards*



*Pavement Variety*

### Site Coverage

- Depends on uses and configurations. Up to 60% may be acceptable, depending on site and use amenities.

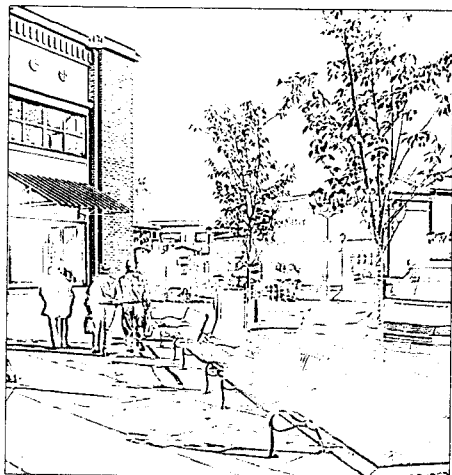
### Parking and Access

- At least 80% of vehicle parking should be underground or in-structure and not visible from the High Street.
- Surface parking should be configured to mitigate visual impact and the need for landscape screening from the pedestrian system and public roads.
- Permeable asphalt and other storm water percolating treatments should be considered for surface parking areas.
- Vehicle parking should be kept to a minimum that is considered to be viable for the primary use. A maximum number of units will be established for each project proposal. Ideally, the maximum will be less than typically required for large floor plate retail in Richmond, owing to its urban location and excellent transit network — a net reduction of 20% is suggested subject to studies by professional transportation engineers.
- Shared parking lots are encouraged in order to reduce overall parking and to integrate adjacent uses.
- Priority parking should be identified for motorists with disabilities and those who use alternative fuel vehicles, car co-op vehicles, and ride-share vehicles.
- Access points should be consolidated, organized and clearly marked in order to minimize conflict among motorists, pedestrians, and cyclists.
- No private access and driveways are permitted onto the perimeter arterial roads.
- On site loading will be required for all developments.

### Additional Site and Landscaping Considerations

Site planning will emphasize pedestrian movement systems over vehicular movement systems.

- There will be a continuous internal pedestrian walkway — Alexandra Way — that visually and functionally connects the focal points of pedestrian activity, such as bus stops, street crossings, building and store/business entrances, feature landscaping. The minimum width, materials, configuration and landscaping must carefully considered during design development.

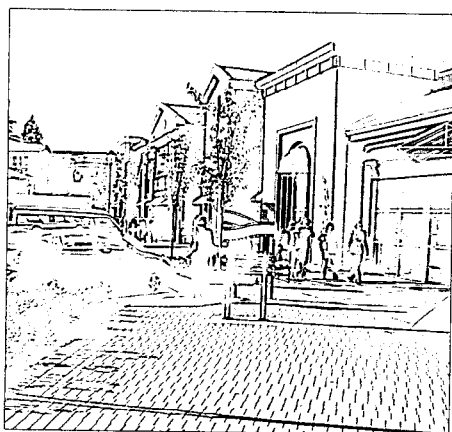


*Seating Areas*

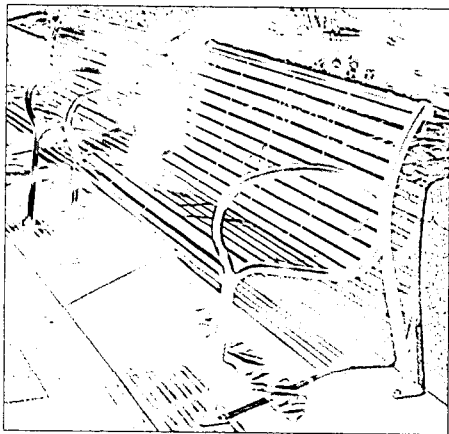
- Sidewalks should be located along all sides of a building. The minimum width, configuration and landscaping must be carefully considered during design development.
- Bus stops and drop-off/pick-up points should be considered as integral parts of the pedestrian system and should be anchored by special design and landscaping features.
- Along the new primary road, private developments are encouraged to extend on-site landscaping into the right-of-way where this will help animate the adjacent sidewalks.
- The use of mature plant materials will be required in surface parking areas and along vehicle circulation lanes in order to establish significant landscaping during the early tenure of the developments.
- Storm water drainage requires special attention. The nature park adjacent to the eastern edge of this area may be significantly impacted by drainage changes caused by construction, new buildings, and the ongoing effects of non-permeable surfaces. Design teams are encouraged to explore innovative ways to handle storm water, including potential living roofs, living walls, day lighting and bioswales.

#### **Additional Building Design Considerations**

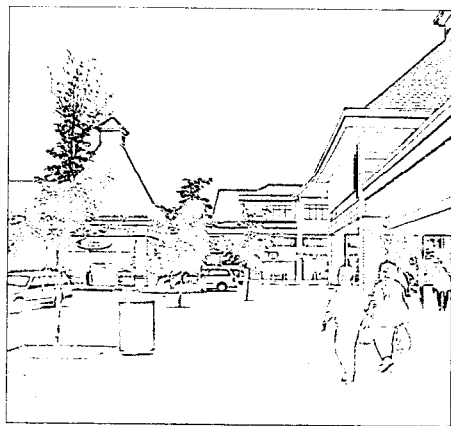
- The perception of massive scale, uniformity and impersonal appearance of large floor plate buildings requires careful design attention.
- Building facades should be articulated to reduce the scale and typical uniform appearance and provide visual interest consistent with Alexandra's proposed identity.
- A "formulaic" or "historical fantasy" design are not appropriate: design teams should strive for authenticity, originality, and complementarity.
- Developments should incorporate wall projections/recesses in an authentic way, avoiding the appearance of being an afterthought.
- Particular attention will be required along the building's frontage(s) — animating design features should be integrated along at least 60% of the facade, such as arcades, display windows, entry areas, expressions of structural verticality, among others.
- Transparency and translucence are essential at pedestrian eye level. Ideally, transparent/translucent windows and doors should occupy 60% of a building's frontage at grade level.



*Wide Sidewalks*



*Consistent Street Furniture*



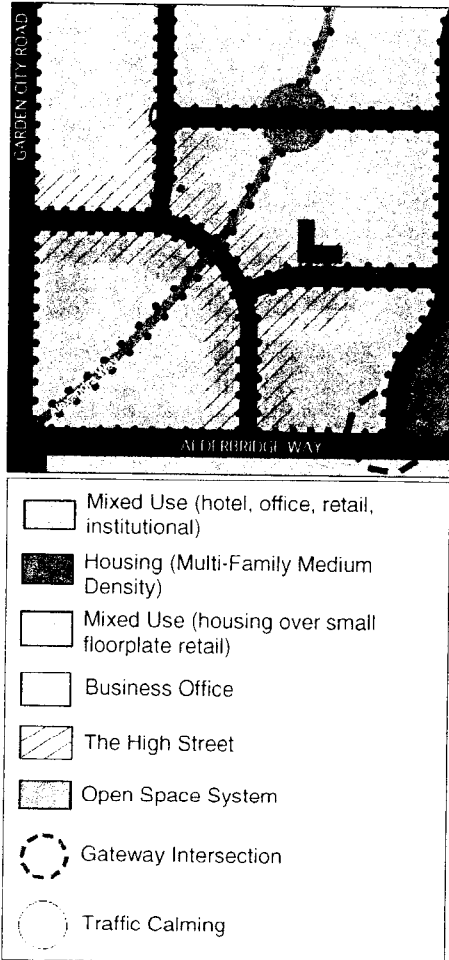
*Human Scale*

- Building entrances will orient visitors and be aesthetically pleasing. Buildings should have clearly defined, highly visible entrances, incorporating such items as canopies, arcades, feature roof line, wing walls, and integral planters.
- The inclusion of weather protection measures (e.g. awnings, canopies) is encouraged around the pedestrian-oriented faces of buildings, particularly at building entrances, at key points in the pedestrian system, and at transit stops.
- Building design, rather than dominant signage and other wayfinding measures, will draw attention to building entrances. Signage for site, building and tenants should be expressed in a simple, understated manner. Stand-alone signage is not encouraged, and, if required, should be incorporated with feature landscaping.
- Lighting for site, building and tenants should be expressed in a simple, understated manner. Particular attention must be given to lighting for safety/security along pedestrian movement systems.
- High quality screening of loading areas and utility facilities will be required. This should be incorporated into a building's architecture, not only accomplished through landscape treatment.
- Sustainability features of building design may be expressed in many ways, including: a green roof or any strategy that assists in storm water management, enhanced biomass and energy efficiency; reduction of greenhouse gas (GHG) emissions through energy systems that result in lower greenhouse gas emissions and improved building mechanical systems.
- Flat roof design is acceptable, provided rooftop parking and all mechanical systems are appropriately screened by way of a parapet. Variations in roof line (e.g. mansard, hip, gable) may be acceptable if presented in an authentic manner, avoiding the appearance of a design afterthought. Large expanses of reflective and one-material roofs are not acceptable.
- Outdoor areas for storage, truck parking, garbage collection, loading are discouraged. Where not feasible, they should not be visible from public roads, Alexandra Way or other key points in the pedestrian system.



### 8.2.3 CHARACTER AREA 3 — THE HIGH STREET

Character Area 3 -  
The High Street Map



The High Street character area occupies the area shown in Character Area 3 – The High Street Map. The High Street is the symbolic heart of the Alexandra neighbourhood, providing a variety of public and places for people to shop, work and socialize. With care and attention to building design, road cross-sections, sidewalks and landscaping, this area will be a social hub and gathering place, catering to the day-to-day needs of area residents and workers.

As part of the character area’s development, the City requires that there be a clearly demonstrated unified approach to land planning, landscaping, buildings, signage, and pedestrian systems. Alexandra Way will a key element of planning in this area.

From a site planning and design perspective, the High Street character area should:

- Offer a mix of uses and public spaces that draw people to shop, eat, socialize, live and work along the street;
- Be lined by uses that attract pedestrians and generate activity throughout the day and evening, everyday;
- Have some areas of curbside parking, pedestrian friendly sidewalks and safe pedestrian crossings.

#### Land Uses

- Retail and retail services commercial — small floor plate only.
- Office and service commercial.
- Restaurants and neighbourhood pub.
- Entertainment venues.
- Residential above the ground floor, Medium Density Character Area, only.

#### Floor Area Ratio

- See adjacent character areas.

#### Floorplate: Retail

- See adjacent character areas.

#### Height

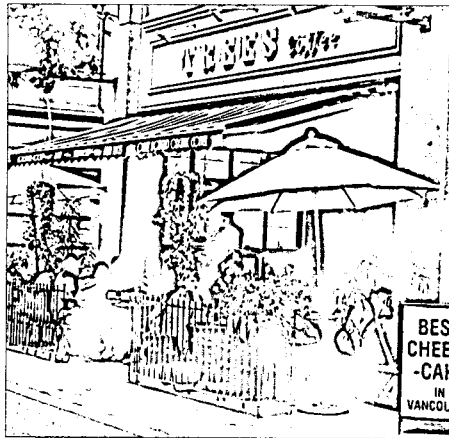
- Buildings should be between two and three storeys (8 m to 12 m) at the street.

#### Frontage

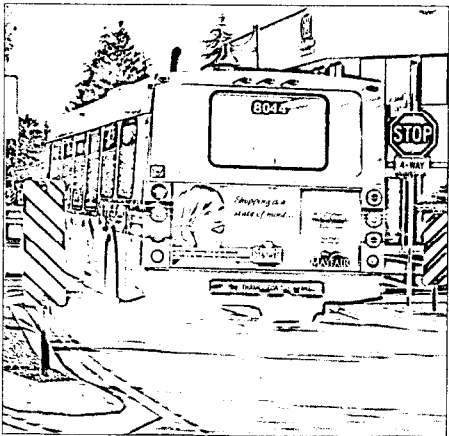
- Building frontages should be limited to 45 m (147.6 ft.); suggest structural bays at 5 to 7 m (16.4 ft to 22.9 ft.).



*Pedestrian-oriented*



*Streetfront Cafe*



*Accommodate Public Transport*



*Façade Variety*

### **Build-to Lines and Finished Grades**

- Build-to line: No more than 3 m (9.8 ft.) for the first two storeys, with the exception of building entrances.
- Finished building grades should preferably be level with the sidewalk no more than 0.5 m (1.6 ft.) above or below the curb level of the High Street, and ensure ease of access for people with mobility challenges.

### **Site Coverage**

- See adjacent character areas.

### **Parking and Access**

- On street parallel parking will be accommodated.

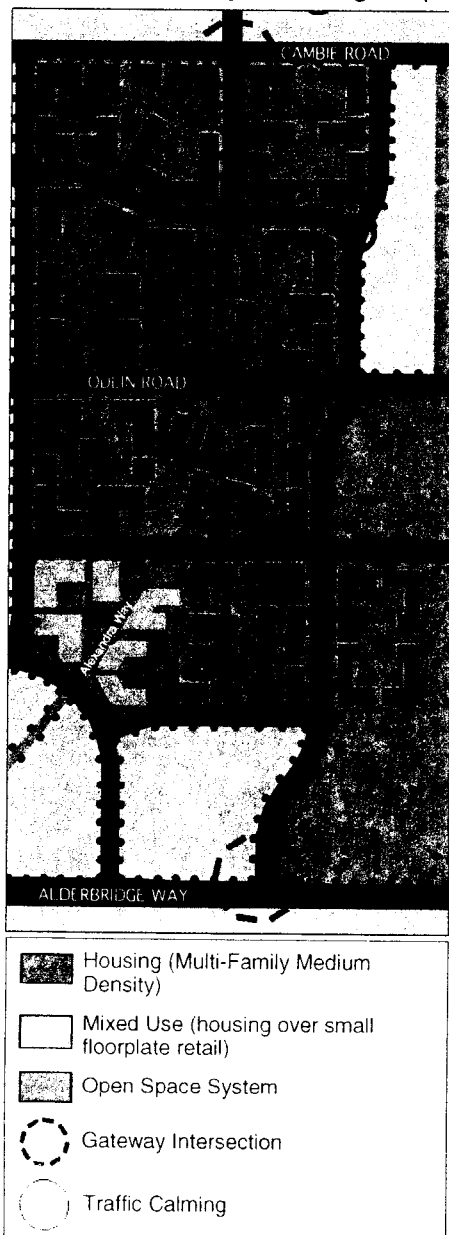
### **Additional Site and Landscaping Considerations**

- Consideration should be given to extending landscaping/retail display/outdoor eating into the setback right-of-way; confirm ongoing care through maintenance and liability agreements.

### **Additional Building Design Considerations**

- Small retail shops/businesses are friendly and inviting. Buildings should have architectural features and patterns that provide visual interest, particularly at the scale of the pedestrian.
- Building facades should include a repeating pattern of at least three elements to provide a subliminal rhythm to the street; these elements may include colour, texture, materials, verticality of structural bays, canopies, offsets, and projections, among others.
- Traditional horizontal design details such as building bases, lintels, sills, cornices, and roof lines should be carefully considered and incorporated.
- Windows should be recessed and should include visually prominent sills, shutters, or other such forms of framing to reinforce authenticity.
- Transparency and translucence are essential at pedestrian eye level. Ideally, transparent/translucent windows and door systems should occupy 50% to 60% of a building at grade level along the High Street, generally between 0.5 m (1.6 ft.) and 3 m (9.8 ft.) above the adjacent sidewalk. Ideally, these should be planned for clear viewing or display, rather than for posters and advertising signage.
- Small retail shops are encouraged. Ideally, widths should not exceed 7.6 m (25 ft.), although variation both smaller and slightly wider may be appropriate, depending on the quality of the design.

Character Area 4 -  
Medium Density Housing Map



- Particular attention should be given to entrances, with a view to helping to animate the High Street as well as providing a distinct identity for shops and businesses.
- Consideration should be given to weather and wind protection for pedestrians that complement building design — awnings, transparent canopies.
- Particular attention should be given to the scale, materials and access to buildings at street corners, the roundabout, and Alexandra Way in order to ensure visual coherency.
- Building signage should be incorporated into the building/facade design.
- Lighting should enhance the variation of architectural elements, showcase display windows and encourage visibility into retail/business uses that are open during low light seasons and night. Ambient light from the interiors should consider the safety and enjoyment of the public realm.

#### 8.2.4 CHARACTER AREA 4 — MEDIUM DENSITY HOUSING

This character area occupies the central area of Alexandra (see Character Area 4 – Medium Density Housing Map). If developed to its full potential, this area could accommodate approximately 3,600 housing units and be home to over 6,000. As the predominant built forms will be street-oriented townhouses and apartments, it is likely that the area will appeal to singles, couples and families with older children.

There may be several landowners or developers in this area. The City requires that there be a clearly demonstrated unified approach to land planning, landscaping, buildings, signage, and pedestrian systems. Alexandra Way will be a key element of planning in this character area.

##### Minimum Lot Area

- 1.0 ha (2.47 ac.).
- No orphan properties of 1 ha or less (2.47 ac. or less), in order to facilitate development as anticipated in this plan and not to perpetuate non-conforming uses (e.g. single detached homes).

##### Land Uses

- Multi-family housing, with ancillary amenities and community facilities. This may include townhouses and apartments.
- Care facility; congregate care facility.



*Variety of Building Materials*

### **Floor Area Ratio**

- The total building area, excluding underground parking, will have a base Floor Area Ratio between 1.25 (housing over small plate retail along the High Street) to 1.5 throughout the majority of the area (addition FAR 0.25 to 0.20, respectively, bonus density for affordable housing).

### **Height**

- Building heights should be primarily between two and four (five storeys may be considered for non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties); no single storey or tower developments are appropriate.

### **Frontage**

- Limit building frontage to 45 m (147.6 ft.); suggest bays at 6 m to 8 m (19.6 ft. to 26.2 ft.).

### **Build-to Lines and Setbacks**

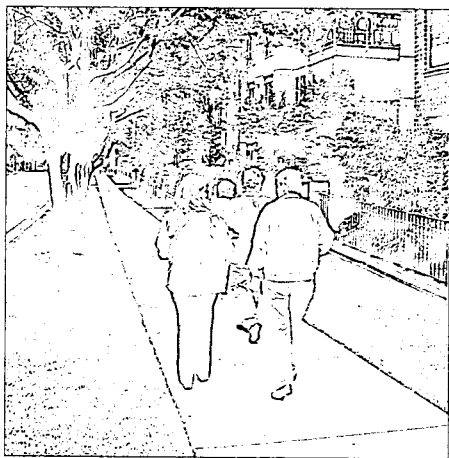
- Generally, buildings facing public streets should be 4 m (13.1 ft.) to 6 m (20 ft.) behind the front property line on roads, with the exception of building entrances which may be greater.
- Setbacks for other property lines are flexible and depend on the uses and design in relation to neighbouring buildings and Alexandra Way.

### **Site Coverage**

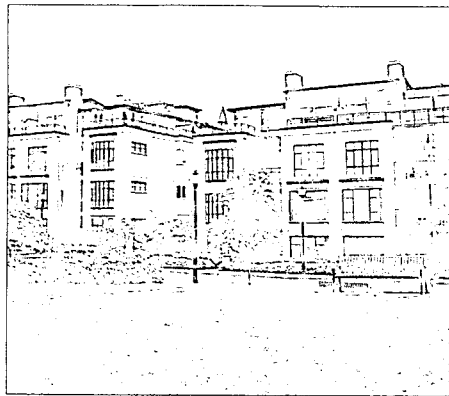
- Site coverage should be in the range of 40%, and may vary upwards depending on site planning/building massing.

### **Parking and Access**

- At least 70% of vehicle parking should be underground or in-structure and not visible from Alexandra Way.
- Vehicle parking should be kept to a minimum that is considered to be viable for the primary use.
- Provision should be made for secure and accessible bicycle, moped and scooter parking.
- Tandem parking shall be permitted for residents only.
- Encourage shared parking lots to reduce overall parking and to integrate adjacent uses. Consider achieving this through reciprocal operating agreements among owners.
- No private access and driveways are permitted onto the perimeter arterial roads.
- On site loading will be required for all developments.



*Wide Sidewalks*



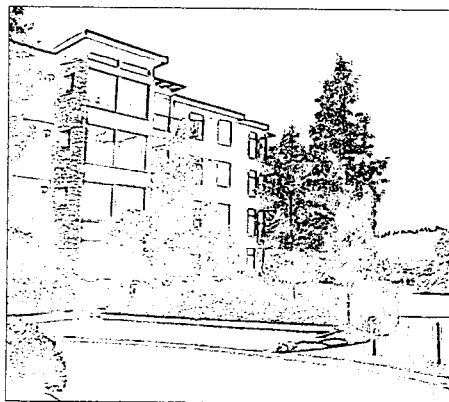
*Orientation to Alexandra Way*

### **Additional Site and Landscaping Considerations**

- Linked courtyards associated with buildings are encouraged as a site amenity. With attention to design/materials, these courtyards will minimize traffic noise, including aircraft noise.
- There should be a continuous, publicly accessible internal pedestrian system that visually and functionally connects each development and leads to Alexandra Way. The appropriate width, materials, configuration and landscaping will be considered during design development.
- Bus stops and drop-off/pick-up points should be considered; where these are included they should be anchored by special design and landscaping.
- The use of mature plant materials will be required in surface parking areas and along vehicle circulation lanes with a view to creating significant landscaping during the early tenure of the developments.

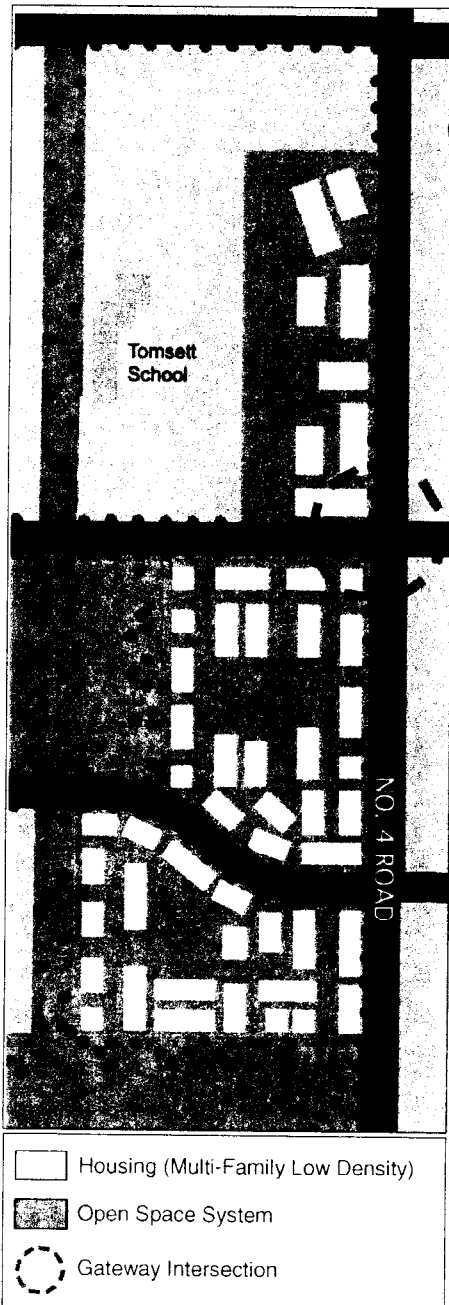
### **Additional Building Design Considerations**

- A mix of townhouses (with street entry) and apartments in each development should be considered.
- Building facades should be articulated to provide visual interest consistent with Alexandra's proposed identity.
- Long blank walls are not acceptable; facade articulation and varied wall materials will be required, particularly on those facades that face the internal pedestrian environment and Alexandra Way.
- Design teams are encouraged to pay particular attention to the scale, materials and access to buildings at intersections to ensure their compatibility with the pedestrian environment.
- Windows and doors should face roads for direct pedestrian access and "eyes on the street".
- Particular attention will be required along the building's frontage(s) — animating design features should be integrated along the façade.
- Large expanses of reflective and one-material roofs are not acceptable; roof line treatments may vary but should be designed to be compatible with previously constructed, adjacent buildings.
- Building entrances will orient visitors and be aesthetically pleasing. Buildings should have clearly defined, highly visible entrances.
- The inclusion of weather protection measures is encouraged, particularly at building entrances, at key points in the pedestrian system, and at transit stops.



*Natural Landscaping Between Buildings*

Character Area 5 -  
Low Density Housing Map



- Lighting for the site and buildings should be expressed in a simple, understated manner. Particular attention must be given to lighting for safety/security in pedestrian areas.
- Sustainability features of building design may be expressed in many ways, including: a living roof or any strategy that assists in storm water management, enhanced biomass and energy efficiency; energy systems that result in a minimum of greenhouse gas emissions; efficient building mechanical systems.
- High quality screening of loading areas and utility facilities will be required.
- Mechanical systems and equipment, including elevator penthouses, must be incorporated into architectural roof treatments or effective screening with materials/finishes that are compatible with the building must be provided.

### 8.2.5 CHARACTER AREA 5 — LOW DENSITY HOUSING

This character area occupies the area towards the eastern portion of Alexandra (see Character Area 5 – Low Density Housing Map). The intended uses in this area is ground-oriented housing – townhouses. This area will be well suited to families, with easy access to the nearby park system and Tomsett Elementary School.

There may be several landowners or developers in this area. The City requires that there be a clearly demonstrated unified approach to land planning, landscaping, buildings, and pedestrian systems.

#### Minimum Lot Area

- 1.0 ha (2.47 ac.), except that in the townhouse area north of Odlin Road, the minimum lot area shall be 0.5 ha (1.24 ac.) with no permanent access to No. 4 Road permitted (other than emergency vehicle access).
- No orphan properties of 1 ha or less (2.47 ac. or less), in order to facilitate development as anticipated in this plan and not to perpetuate non-conforming uses (e.g. single-family detached homes); except that in the townhouse area north of Odlin Road, the minimum orphan lot area shall be 0.5 ha (1.24 ac.).

#### Land Uses

- Multi-family housing – townhouses.



*Wide Sidewalks*

### **Floor Area Ratio**

- The total building area, excluding underground parking, should be no greater than 0.65 (additional FAR 0.1 bonus density for affordable housing).

### **Height**

- Building heights will vary between two and three storeys (8 m to 12 m).

### **Build-to Lines and Setbacks**

- A set back of 5 m (16.4 ft.) from adjacent streets is recommended.

### **Site Coverage**

- Generally 40%, up to 50% may be acceptable, depending on site and internal amenities.

### **Parking and Access**

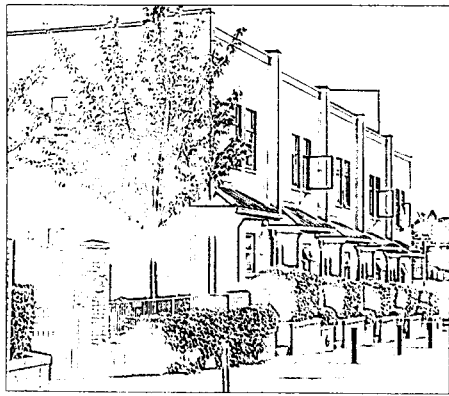
- At least 60% of vehicle parking should be underground or in-structure.
- Vehicle parking should be kept to a minimum that is considered to be viable for the primary use.
- Tandem parking shall be permitted for residents only.
- Provision should be made for secure and accessible bicycle, moped and scooter parking.
- Particular attention should be paid to designing a safe internal circulation that allows for children's play as well as vehicle access.
- No private access and driveways are permitted onto the perimeter arterial roads (No. 4 Road).
- On site loading will be required for all developments; however, for smaller-scale residential developments, on-street loading may be considered.

### **Additional Site and Landscaping Considerations**

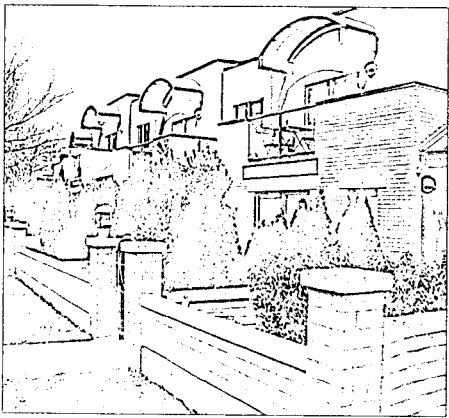
- This character area is intended for town house developments that are suited to families with young children. Design teams should pay close attention to all aspects of site planning and landscaping as they relate to the day-to-day activities of parents with babies, toddlers and young children.
- Play spaces and walkways should be identified first, then buildings incorporated into spaces.
- Special attention should be given to ensuring play areas are observable, and that there are "safe routes to school" and safe/convenient connections among projects (internal and along City roads).



*Character Landscaping*



*Internal Streets Useable for Children's Play and Activities*



*Private Outdoor Space*

- In light of this area's location near the City's active park, natural park and linking greenways, special attention should be given as to how to best integrate with these elements of the open space system.
- Where buildings will be in close proximity to the natural park, special consideration should be given to potential impacts on wildlife habitat, including storm water run-off and vehicle circulation.
- A survey of existing trees and vegetation should be conducted following the City's information bulletins on tree surveys and protection of trees during construction.
- Where possible and practical, landscaping in this area should be planned and integrated in keeping with the predominant natural environment.

#### **Building Design Considerations**

- Building design should be varied for developments of 12 or more units, while allowing for some commonality of architectural elements.
- The apparent length of buildings should be varied by smaller components that express strong unit identity and provide direct grade access.
- The apparent height of buildings should be de-emphasized, particularly at end walls, through various architectural treatments.
- Front porches and small recessed balconies above grade are encouraged.
- Windows and front doors should add to the sense of neighbourliness, safety and security by providing visual interest and "eyes on the street".

## **8.3 ALEXANDRA'S LIVABILITY GUIDELINES**

Richmond places an emphasis on sustainability and livability for all aspects of planning, development, servicing, and operations. In addition to high standard individual developments, there are other elements that should be addressed by future development for the long-term benefit of those who own, live, work, play, and visit in the neighbourhood.

Adequate, well-designed and integrated social infrastructure is a critical element of a "complete and balanced" community, contributing to residents' overall well being and livability. All aspects of social infrastructure should be fully considered at the time of any rezoning and development permit approval.



### **8.3.1 AFFORDABLE, RENTAL AND SPECIAL NEEDS HOUSING**

At the time of a rezoning for housing, an applicant will indicate how the proposed development complies with Richmond's policy with respect to affordable, rental and special needs housing. In addition to this, the City believes that it is desirable to encourage that, over time, at least 150 units of affordable/special needs housing are built in Alexandra.

### **8.3.2 PUBLIC SCHOOLS**

School District 38 (Richmond) establishes community interests under the School Sites Acquisition Act. The Richmond School District has one elementary school — Tomsett — in Alexandra, located in the north-east part of the neighbourhood. The school has experienced a fluctuation in enrolment during the past 10 years. This site is adequate future population growth within the neighbourhood.

### **8.3.3 CHILDCARE**

The City of Richmond's Child Care Policy is embedded in the OCP. Overall, the City is concerned that families have access to affordable, flexible, high-quality, regulated childcare. At the time of rezoning, an applicant will need to indicate how the project responds to the City's policies. This may lead to negotiations for the provision of City-owned childcare space within private development, or contributions to the City's Child Care Statutory Reserve Budget.

### **8.3.4 SITE PLANNING**

Alexandra's future livability is highly dependent on thoughtful, quality site planning and the relationship/contribution of each project to the neighbourhood as a whole. The City has high expectations of design teams in addressing the following matters.

### **8.3.5 PUBLIC REALM BEAUTIFICATION — ALEXANDRA BEAUTIFICATION**

The City will undertake a beautification program to ensure a high quality public realm in Alexandra including High Street public plazas, street, and street furniture standards.

### **8.3.6 BARRIER-FREE ACCESS**

Design teams should ensure that site and building plans consider the needs for people with mobility, visual, and aural challenges and plan accordingly. Barrier-free connections to adjacent properties, transit stops and the open space system are important.

### **8.3.7 LIGHTING, SIGNAGE**

Design teams are encouraged to use project lighting, signage and other wayfinding devices that are urban in style and scale, and complementary to one another, while remaining consistent with the City's overall policies. Special attention should be given to safety and signage during nighttime and seasonally low-light conditions.

### **8.3.8 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)**

Preventing crime is a concern to all people. Design teams should take into consideration the principles of CPTED (Crime Prevention Through Environmental Design) for all projects. Projects that abut Alexandra Way must clearly demonstrate ways to assist in enhancing security for people and prevent vandalism.

### **8.3.9 RELATIONSHIP WITH OPEN SPACE SYSTEM**

Importantly, design teams for private developments will demonstrate how they have taken into account the impact of any proposed development on the public realm as a whole and how the proposed development contributes to the neighbourhood's open space system. Designers who are involved in publicly funded projects, such as roads and parks, will also demonstrate how an individual project complements the overall open space system.

### **8.3.10 TREE RETENTION AND REPLACEMENT**

Developers are required to meet City tree bylaws, policies and guidelines. Developers are encouraged to retain, protect, and plant trees and vegetation in conjunction with their projects.

### **8.3.11 PUBLIC ART**

The City is committed to public art and has a “Percent for Public Art Policy” with the view that new development can enhance and humanize the public realm by providing high-quality art in publicly accessible spaces; and create exciting, harmonious environments. Developers and their design teams are encouraged to voluntarily incorporate artwork into building exteriors and landscaping in a way that contributes to the public realm.

### **8.3.12 HERITAGE**

The City's OCP contains policies related to heritage (see Section 6.7). In Richmond, heritage refers to anything of a physical, cultural, or social nature that is unique to and valued by a community, and can be passed from generation to generation. In Alexandra, three houses and four trees are identified as heritage. If these resources are potentially affected by a proposed development, developers will be encouraged to conserve the resource in their original context or, if this is impossible, to determine whether relocation, partial-preservation or other form of compensation is possible.

### **8.3.13 IMPACT AND CUMULATIVE EFFECTS STUDIES**

At the time of rezoning, the City may ask the proponent to undertake various impact or cumulative effects studies at their expense, including the identification of mitigations, if any are warranted. If this is required, the City will establish the terms of reference of this study in consultation with the applicant. The study scope will vary depending on the nature of the project, but may include such items as economic, traffic and noise impacts, micro climatic change, and impact on policing and security.

## **8.4 ALEXANDRA'S BUILDING SUSTAINABILITY GUIDELINES**

All developments will be encouraged to take into account the following practices in the interests of long-term environmental, financial and social sustainability.

### **8.4.1 ENERGY AND WATER USE**

Design teams will be required to identify ways in which they are accomplishing optimal energy (e.g. heat, light, etc.) and water use in site planning and building design.

#### **8.4.2 STORMWATER MANAGEMENT**

As feasible, major new developments should include on-site facilities to manage storm water, and to ensure it does not produce a net income in storm water flows. Design teams are encouraged to minimize impervious surfaces at grade and examine opportunities to minimize impervious roof surfaces.

#### **8.4.3 SOLID WASTE MANAGEMENT**

Design teams should ensure that recycling opportunities are designed into exterior and interior spaces.

#### **8.4.4 CONSTRUCTION WASTE MANAGEMENT**

The salvaging and recycling of all site materials is encouraged during the redevelopment process. During construction, appropriate erosion and sediment control practices will be required.

## **9.0 IMPLEMENTATION**

### **9.1 VIABLE REDEVELOPMENT**

#### **ISSUE:**

Redevelopment of the Alexandra sub-area will be undertaken primarily through private landowners and developers. In order to achieve the vision for Alexandra set out in this plan, it is necessary to establish minimum parcel sizes to facilitate land assemblies and prevent the “orphaning” of individual properties.

#### **OBJECTIVE 1:**

**Establish viable land parcels for redevelopment of Alexandra for urban uses.**

#### **POLICIES:**

- a) The minimum parcel size to facilitate Alexandra’s redevelopment varies among the five character areas (see Section 8.2).

### **9.2 EFFECTIVE IMPLEMENTATION**

#### **ISSUE:**

The redevelopment of the Alexandra sub-area will be complex. As of 2006, there were over 140 landowners. It is imperative that the City and landowners have a clear and viable implementation strategy to facilitate redevelopment as envisaged in this plan.

#### **OBJECTIVE 1:**

**Coordinate and facilitate the redevelopment of Alexandra through an effective implementation program.**

#### **POLICIES:**

- a) Landowners and developers will work with the City to accomplish the redevelopment of Alexandra as set out in the Alexandra Neighbourhood Implementation Strategy (Section 9.3).

## **9.3 ALEXANDRA NEIGHBOURHOOD IMPLEMENTATION STRATEGY**

### **9.3.1 PURPOSE**

The Alexandra Neighbourhood Implementation Strategy is an integral component of the West Cambie Area Plan Bylaw.

The West Cambie Area Plan establishes the City's vision, goals, objectives and policies for West Cambie and the Alexandra Neighbourhood within a legal framework. It provides a decision-making blueprint to guide and manage development and change in the Alexandra Neighbourhood. Once adopted, the Plan Bylaw may only be changed through a Bylaw amendment process that includes public notification to affected area residents about the proposed changes, and a Public Hearing to allow residents an opportunity to present their views, prior to City Council making a decision.

The Alexandra Neighbourhood Implementation Strategy identifies City and developer roles, mechanisms, partnerships and resources to achieve the adopted Bylaw directives. The Strategy is adopted by Council as a component of the Bylaw. Once adopted, the Strategy may only be updated through the Bylaw amendment process, as outlined above, as required to coincide with City initiatives, such as servicing targets, capital works development, budgets and other matters.

### **9.3.2 ALEXANDRA DEVELOPMENT FRAMEWORK**

#### **ISSUE:**

The Alexandra Neighbourhood, approximately 60 ha (150 ac.) in size, is intended to support a new mixed-use community in the West Cambie Area of Richmond. The existing neighbourhood is predominantly greenfield in character. Most land is zoned single-family residential, and is minimally serviced (existing open drainage ditches, water lines for current low density uses, and septic fields). There are several greenhouse operations. Road access is limited to two east-west roads, without sidewalks and boulevards. Most existing sites are expected to be developed for new land uses (other than the Tomsett Elementary School, local convenience commercial, and gas station uses) and new services are required.

**OBJECTIVE 1:**

**Follow a development-led approach to provide roads, services, infrastructure, and amenities to support the development of the Alexandra neighbourhood.**

**POLICIES:**

- a) Development is responsible for financing the required works and services;
- b) Require all major off-site upgrades to be in place prior to issuance of any occupancy permits.

**ISSUE:**

The redevelopment of Alexandra will require a range of financing tools in order to achieve timely growth in a fair and transparent process.

**OBJECTIVE 2:**

**Payment for development costs must be structured so as not to impose too high a risk to developers or to jeopardize the feasibility of development. Established rates provide predictability and certainty for the development community.**

**POLICIES:**

- a) The City will not borrow to front-end infrastructure costs;
- b) The City will work with the development community to consider a range of tools permitted under the Local Government Act for development financing;

**On-Site (Internal) Improvements**

- c) Developers will be required to construct all necessary works and services to a local standard within the Alexandra Neighbourhood on their frontages, at their sole cost with no Development Cost Charge credits, under a Standard Servicing Agreement, including:
  - All of the local roads (i.e., roadway, curb and gutter, sidewalk, grass and treed boulevard, street lighting, etc.);
  - Traffic calming and intersection improvements;
  - Sanitary sewerage collection systems, storm water collection systems, and water systems, to a local standard;
  - Electrical, telephone, cable, and gas distribution systems.

**Off-Site (External) Improvements – Sanitary and Drainage**

- d) Developers will be required to construct:
- The Odlin Road sanitary sewer pump station and force main;
  - Upgrades to the Odlinwood, Walford and Kilby sanitary pump stations;
  - Upgrades to the area wide (external) storm drainage system to meet capacity demands.

The financing arrangements for these works and services must be in place prior to rezoning approval, with the actual works and services to be completed under a Servicing Agreement as a condition of occupancy permit approval.

Developers will be eligible for Development Cost Charge credits from the City-wide DCC Program for these works and services to the maximum extent of their Development Cost charge payments. Additional costs for these works and services above the Development Cost Charge credit may be recovered by:

- Private agreement amongst the developers; or
- A Development Works Co-ordinated Agreement with the City.

**Transportation Improvements**

- e) Developers along Garden City Road, Cambie Road, No. 4 Road, and Alderbridge Way will be required to undertake the necessary traffic improvements, including:
- Traffic signals (Local and City-wide DCC program);
  - Left and right turn bays (Local and City-wide DCC program);
  - Pedestrian signals (City-wide DCC program);
  - A bike lane on Alderbridge Way (City-wide DCC program).

Developers will be eligible for Development Cost Charge credits from either the Local Area DCC Program or the City-wide DCC program for these traffic improvements to the maximum extent of their Development Cost Charge payments to the respective program.

**Parks**

- f) Developers will not be eligible for any Development Cost Charges credits, unless they dedicate land for parks and construct park improvements, in which case they will get credits from the City-wide DCC Program to the maximum extent of their Development Cost Charge payments.



### **Local Area DCC Program**

- g) Developers will be responsible for oversizing the sanitary sewerage collection system, storm water collection systems and water systems above a local standard where required; and for higher standards of construction for the High Street.

Developers will be eligible for Development Cost Charge credits from the Local Area DCC Program for these works and services to the maximum extent of their Development Cost Charge payments only (no Latecomer Agreements on DCC Program works).

### **ISSUE:**

The redevelopment of Alexandra will require a range of amenities to create a high quality and highly livable public realm and to meet the needs of families and households with a range of incomes.

### **OBJECTIVE 3:**

**Development needs to contribute financially to achieve public benefits. Establish bylaws, policies and guidelines for developer contributions to implement the Area Plan.**

### **POLICIES:**

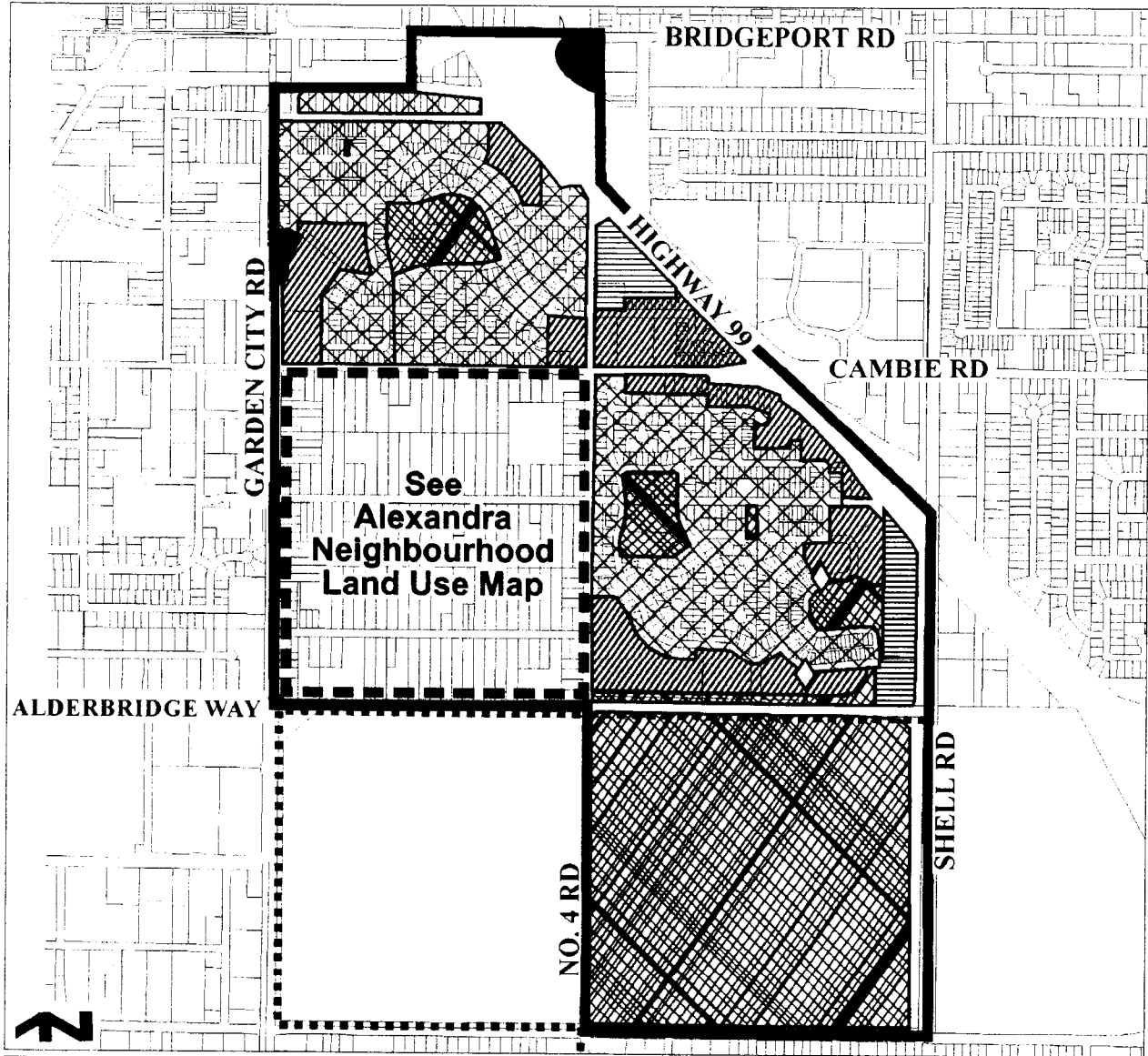
#### **Density Bonusing – Affordable Housing**










- a) Density Bonusing will be offered to developers where they build affordable housing with their development;
- b) The intent of density bonusing for affordable housing is to secure a number of affordable housing units within a development (e.g., 5% of the total units) and to permit additional density for market housing as a financial incentive to the developer for building the affordable housing;
- c) Conceptually, the increased density bonus (DB) will be allocated, as follows:
- One-third of the DB, for affordable housing; and
  - Two-thirds of the DB to pay for the affordable housing and to provide a developer incentive.
  - Note that this formula may vary slightly, based on an economic analysis during the development application review process.
- d) City staff and developers will work together to achieve this goal.

**Developer Contributions – Public Amenities**

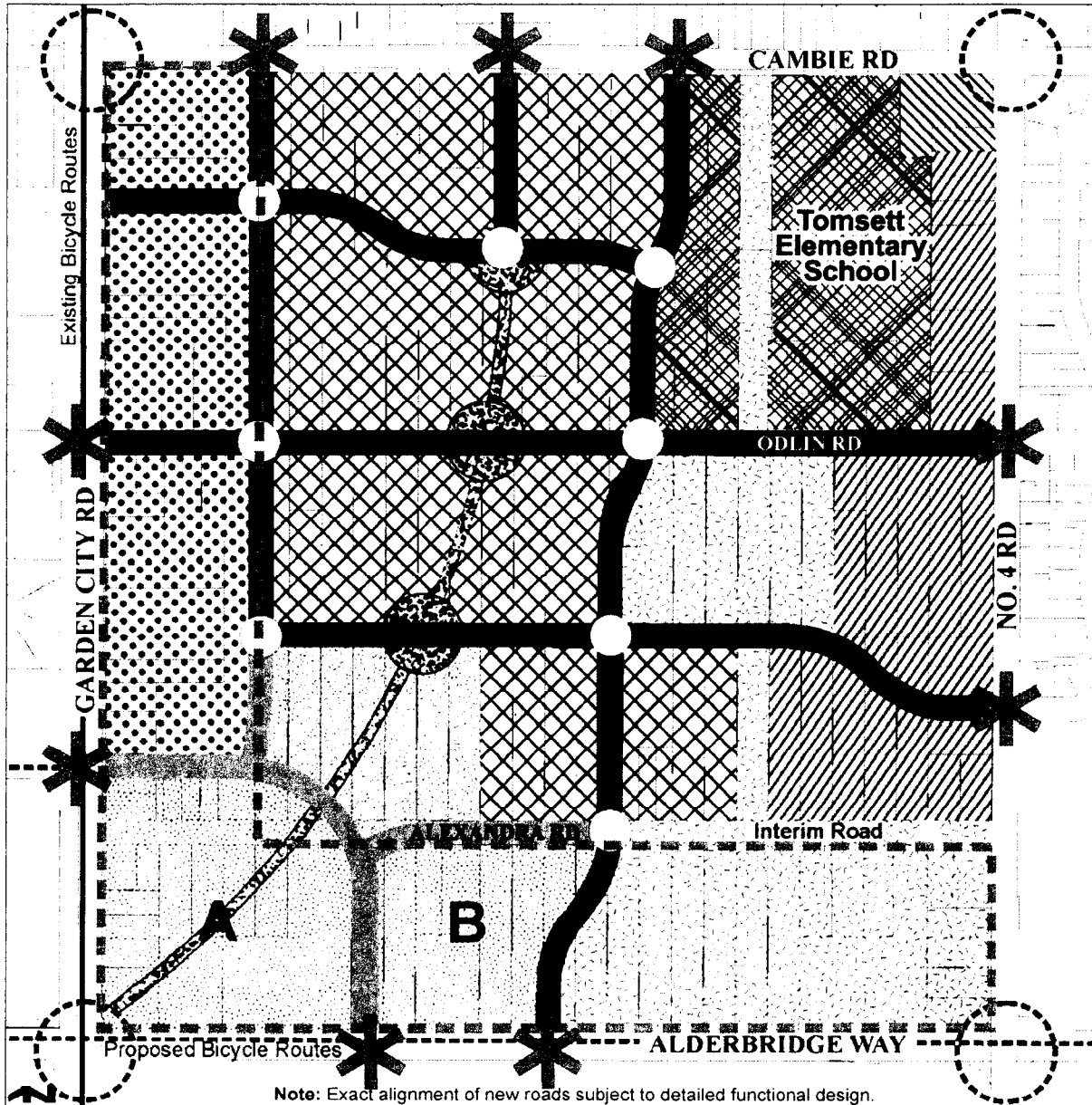
- e) Accept contributions from developers based on the West Cambie – Alexandra Interim Amenity Guidelines for provision of:
  - Affordable housing: Where a development does not build affordable housing, contributions to the Affordable Housing Statutory Reserve Fund will be accepted (and no bonus density will be granted);
  - City public realm beautification (e.g. walkways, gateways, plazas, and streetscape beautification);
  - High Street streetscape improvements (e.g., street furniture, landscaping);
  - Child care facilities;
  - Community planning and engineering planning costs
- f) The City may establish specific bylaws, policies and guidelines (e.g. West Cambie – Alexandra Interim Amenity Guidelines), separate from the Area Plan, to clarify City and Developer responsibilities, roles and financing arrangements.

# Land Use Map

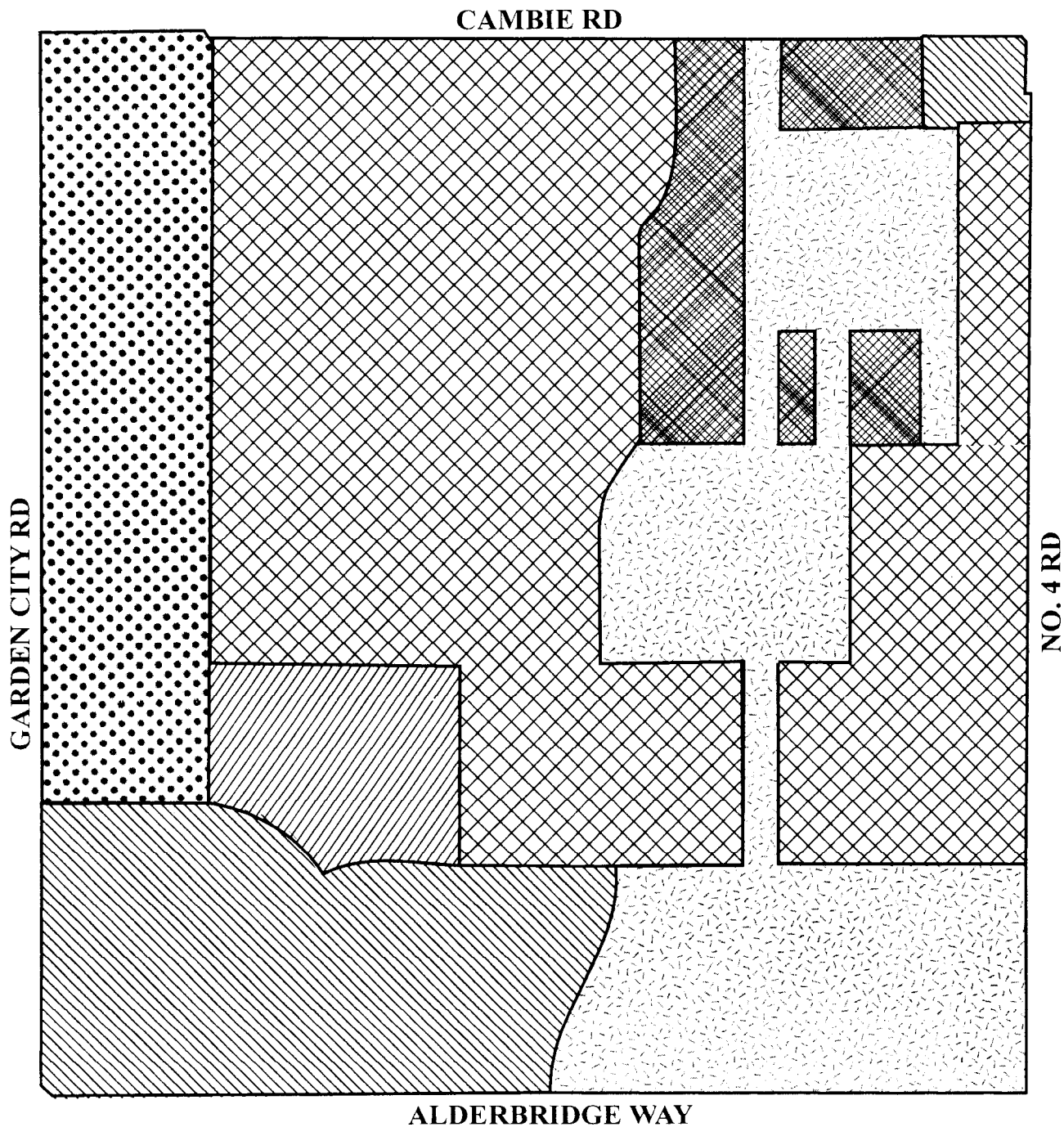








	Residential (Single Family only)		Public, Institutional and Open Space		Public Walkways
	Commercial		Commercial/Industrial		Agricultural Land Reserve Boundary
	Residential		Mixed Use		Area Boundary

# Alexandra Neighbourhood Land Use Map



Area of No Housing Affected by Aircraft Noise	<b>Mixed Use:</b> Hotel, office and streetfront retail commercial. <b>Area A:</b> FAR up to 2.0. <b>Area B:</b> Large and small floor plate up to 1.0 FAR.	Proposed Roadways
<b>Business/Office</b> – office over retail FAR up to 1.25	<b>Mixed Use:</b> Housing over small floor-plate retail. <b>1.25 base FAR</b> Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).	High Street
<b>Convenience Commercial</b>	<b>Community Institutional</b>	New Traffic Signals
<b>Residential Area 1</b> 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, Low-rise Apts. (4-storey typical)	<b>Park:</b> North Park Way, Central Park, Natural Park, South Parkway	Feature Intersections – details to be developed
<b>Residential Area 2</b> 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses	Alexandra Way (Public Rights of Passage Right-of-way)	Feature Landmarks in combination with Traffic Calming Measures



- |                                                                                                           |                                                                                                               |                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|
|  Business and Industry |  Neighbourhood Residential |  Community Institutional   |
|  Commercial            |  Mixed Use                 |  Public and Open Space Use |

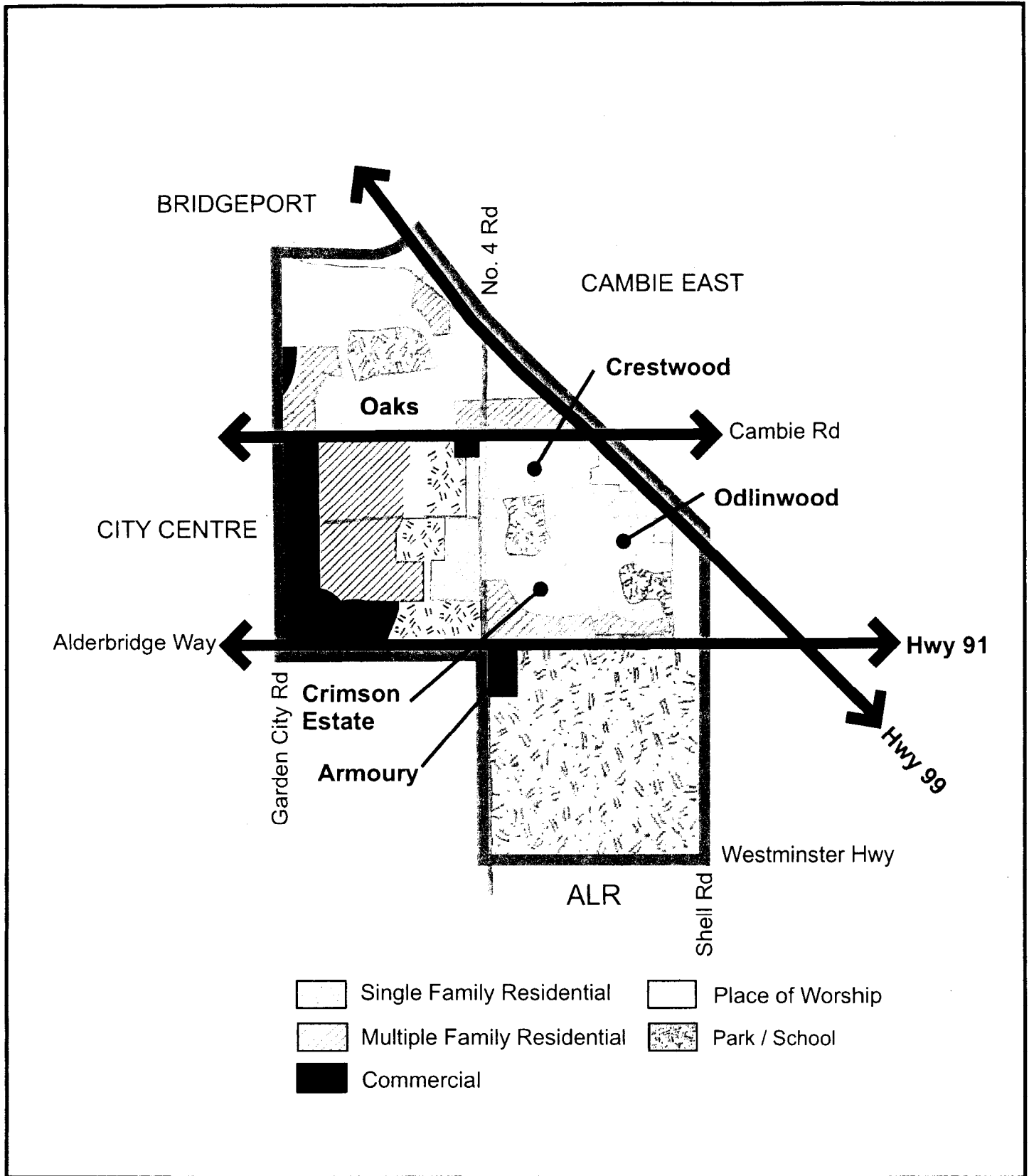







# OCP Amendment to 34-5-6

Date: 02/06/06

Amended Date:

Note: Dimensions are in METRES



- |                                                                                     |                             |                                                                                      |                  |
|-------------------------------------------------------------------------------------|-----------------------------|--------------------------------------------------------------------------------------|------------------|
|  | Single Family Residential   |  | Place of Worship |
|  | Multiple Family Residential |  | Park / School    |
|  | Commercial                  |                                                                                      |                  |



# OCP Schedule 1 Amendment

Original Date: 02/07/06

Amended Date:

Note: Dimensions are in METRES

		INT
	DW	
✓	GJ	<del>JK</del>
	KY	
	DAW	
	DB	
	WB	

*Jacob B. Kowarsky, LL.B., LL.D.(B.I.U.), LL.D. (S.F.U.)*  
 3150 Blanca Street  
 Vancouver, B.C. V6R 4G3  
 (H): 779-9171 (O): 683-6875

March 2, 2006

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

8020-20-8029

**Attention: Mayor & Councillors**

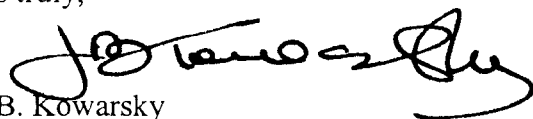
Dear Sirs:

**Re: Proposal for Development of West Cambie Area**

1. I am owner of 9260 Cambie Road.
2. Many of us property owners are concerned about the "NEW AREA ROADS" that are being proposed and the impact that the dissected roads will have on our parcels of land. In essence, "dissected roads" will substantially reduce land value.
3. We were assured numerous times by senior planners from the city "if land is needed for roads or parkland, landowners will be compensated at fair market value, the city uses outside market appraisals to do this."
4. The cost of parks and ESA is being cost distributed evenly on the redevelopment and has left out the roads. This contradicts the very principle the city aimed to implement which will leave parcels out of redevelopment.
5. The cost of land plus hard cost of building of roads has to be equally distributed to the buildable square footage of the whole area. For fairness, equity and implementation of the plan as promised by the city to the Cambie area residence.
6. No one should be given preferred opportunities to the detriment of other land owners.
7. I hope that you, as our elected representatives, will ensure that we owners will have our rights protected.

Thank you for your kind consideration.

Yours truly,



Jack B. Kowarsky

JBK/jss





**1. Acquisition of New Park Sites**

**Date of Agreement:** Goals for acquisition adopted by Council July 8, 1991  
Adopted by School Board September 3, 1991

**Council Resolution:** IC91/15-12 July 8, 1991

**School Board Resolution:** 512/91 and 513/91 September 3, 1991

**Intent of Agreement:** This understanding outlines the goals of Council and the School Board regarding the acquisition of school park property. The School Board will endeavour to provide elementary and secondary school park acreage based on the number of students and the City will provide a minimum park acreage adjacent to these schools.

Based on staff recommendation (June 12, 1991), a clause was added to the agreement offering the City the right of first refusal to purchase any school site which the School Board identifies as surplus to its needs.

**Status:** These goals stand as Council and School Board resolutions.



The Corporation of the  
Township of RICHMOND

MINUTES

SPECIAL IN CAMERA COUNCIL MEETING

MONDAY, JULY 8TH, 1991

RES. NO. ITEM

7. That the following goals be adopted:

ELEMENTARY SCHOOL

The Board of School Trustees (Richmond) will endeavour to provide 5 acres for the first 300 pupils and a further 1/2 acre for every 50 additional pupils thereafter; and, the City of Richmond will endeavour to commit an additional 5 acres as well as other lands, based on an established standard of parkland for the area.

SECONDARY SCHOOL

The Board of School Trustees (Richmond) will endeavour to provide 12 acres for the first 750 pupils and a further 1 acre for every 100 additional pupils thereafter; and, the City of Richmond will endeavour to commit an additional 12 acres as well as other lands, based on an established standard of parkland for the area.

CARRIED.

IC91/15-13

Aldermen Cummings and Percival-Smith  
RESOLVED

That the recommendation (from the City/School Board Task Force), regarding the relocation and restoration of the two Bridgeport School buildings, be tabled to the next "In Camera" meeting of Council scheduled for Monday, July 22nd, 1991, and that staff be requested to provide information on the cost of relocating and restoring the two buildings.

CARRIED.

MAYOR HALSEY-BRANDT

(11) MUNICIPAL APPOINTMENT TO THE FRASER RIVER HARBOUR COMMISSION

IC91/15-14

Aldermen Vaupotic and Sandberg  
RESOLVED

That the appointment of Mr. Mike Jones as the Municipal representative to the Fraser River Harbour Commission be ratified.

CARRIED.



September 3, 1991 - Public Meeting

- (b) Acreage - Elementary School Site

512/91

THAT the Board of School Trustees (Richmond) will endeavour to provide two (2) hectares for the first 300 pupils and a further point two (.2) hectares for every fifty (50) additional pupils thereafter; on the understanding that the City of Richmond will endeavour to commit an additional five (5) acres as well as other lands, based on an established standard of parkland for the area, subject to the approval of the Ministry of Education.

**CARRIED**

- (c) Acreage - Secondary School Site

513/91

THAT the Board of School Trustees (Richmond) will endeavour to provide four point eight five (4.85) hectares for the first 750 pupils and a further point four zero (.40) hectares for every one hundred (100) additional pupils thereafter; on the understanding that the City of Richmond will endeavour to commit an additional four point eight five (4.85) acres as well as other lands, based on an established standard of parkland for the area, subject to the approval of the Ministry of Education.

**CARRIED**





that the City wants with small buildings along the streetscape creating a friendly and animated pedestrian environment.

Each site plan we have presented has broken down the site stats for development area, roads, and ESA very clearly. We have always stressed that given the flexibility, we would like to reconfigure those areas, but keep the size of the development the same. With agreement on the terms of reference from the City, First Pro conducted an ESA impact assessment report. The report concluded the ESA was of little value and consisted mainly of non-native species. Through an alternate configuration of equal value, it was deemed the ESA area could be enhanced to a much higher level to provide even more benefit. First Pro never received any feedback on this report and the suggestions made in relation to the proposed site plan.

### **West Cambie Area Plan**

#### **8.2.2 Character Area 2 – Mixed Use (Retail-Office-Hotel)**

First Pro is committed to deliver a “compact urban form” for the retail component in the Area Plan. In order for this to be feasible, we feel there are several items that we must highlight that will prevent the implementation of the compact urban form.

#### *Minimum Lot Area and Orphan Parcels*

First Pro has managed to assemble 20 properties at just under 17 acres, which far exceeds the 4.94 acre minimum. Under the revised Alexandra Area Plan Concept map, there are remaining lots designated as Mixed-Use (Retail/Office/Hotel). It has become apparent that the City would require First Pro to include these lots to prevent orphan properties. Our application has never considered these lots, nor has the City expressed to First Pro that they would be needed as part of our development in the almost 3 years since the application was first made. Designation of these remaining lots for commercial use has been at the complete discretion of the City. It seems unjust that, at this late date, the City would force us to purchase and build out these lots in order for our development to proceed. We would like to work with the City to ensure that flexibility is built into the Plan to allow development on the site, but still allow for the remaining parcels to be contiguous with our development through proper and strategic design.

#### *Floor Area Ratio*

The language in the guidelines states a minimum FAR of 1.25 and a maximum FAR of 2.0 while the Alexandra Neighbourhood Land Use Map states a maximum FAR of 2.0 for Area A and a maximum FAR of 1.0 for Area B. At our meeting, we agreed there was a mistake as the Map is correct and the language under section 8.2.2 would be amended to reflect the Map.

#### *Floor Plate: Retail*

In our numerous meetings, we have been candid about the major anchor retailer being Wal-Mart for the commercial component. The building size and footprint have always been known to the City, and there has never been any formal communication that this would not be allowed. As requested, First Pro has demonstrated the ability to urbanize the large format retail component. There has been a commitment to structured parking and a high level of building and landscape design. A retailer's footprint is vital to its operations and success. While there is some flexibility, restricting the floor plate size to minimum 100,000 SF is not feasible to operate. We ask for the City to explore this guideline further and allow for flexibility in the floor plate restrictions once details of the development are known during the rezoning process.

#### *Parking and Access*

First Pro will strive to achieve a high percentage of parking in structures, but as mentioned with some of the other guidelines we would like flexibility. An 80% requirement on parking to be

underground or in structures may be too onerous with the building density the City is trying to achieve on the site. We must strike a balance between open space, building footprints, and parking structures to ensure that they are harmonious with one another and not an appendage to the development, which a large parking structure would be. Providing sufficient parking in a shopping centre environment is important for the success of the retailers and the accessibility to the consumers. As we move into the rezoning phase we must consider sufficient parking in order to prevent spillage into the surrounding residential. The City of Richmond has developed its own policy in relation to the Olympic Oval and we would hope that it would also apply to the Alexandra Neighbourhood.

The City has stated in the guidelines that no private access and driveways are permitted onto the perimeter arterial roads. In Richmond, all commercial development of a significant size has private drive-ways in and out of their sites in order to ensure proper traffic flow. It is pre-mature at this time to restrict access without fully analyzing the requirements. We ask that this statement be reconsidered since no traffic impact analysis has been conducted to justify where and how many access points are needed for the commercial component.

### **Infrastructure**

The meeting we had with Sui Tse and yourself was very beneficial in understanding the infrastructure requirements for the Alexandra Neighbourhood and the breakdown of all the costs. We trust that the lines of communication will remain open as the development community needs to have a comfort level to ensure the feasibility of the plan since it is developer driven. From the meeting, we understand the City will be providing us with cost comparables used for the pump station and forcemain. There are also a couple of other items regarding the drainage and grades that we agreed to articulate in this letter to ensure they are explored further.

#### *Drainage*

As part of the upgrades, the City has required Front-End Infrastructure that is to be developer coordinated and constructed. The cost of these works is estimated at \$9.8 million with the largest component being drainage. The drainage upgrades are estimated to be just under \$7.3 million. When we explored this item with Sui Tse, it was discovered other development besides what will occur in the Alexandra Neighbourhood will benefit from these works. It was agreed the City will provide us with the applicants outside Alexandra that will tie into the infrastructure so that we may approach them on the cost sharing. Since any development in the Alexandra Neighbourhood cannot receive occupancy until these works are complete, we would like assurance from the City that any development benefiting from this drainage upgrade would have to adhere to the same requirement. This is a large up-front cost to be placed on the Alexandra development community especially when it benefits a much larger catchment area.

#### *Grades*

To improve the flood protection of the Alexandra Neighbourhood the site must be raised to 2.6m GCS for habitable and commercial uses and 2.0m GCS for roads. This becomes a design issue for the commercial component along the "high street". Retail entrances cannot have steps due to accessibility and must therefore be flush with the fronting sidewalk. It becomes impossible to achieve this with the road at 2.0m and the buildings at 2.6m. Raising the elevation of the roads is one solution, but the transition to existing roads and existing driveways could now become an issue. We have agreed that this requirement needs to be explored further for the commercial component, and both First Pro and the City will provide suggestions on how to accommodate flood protection in a feasible manner.

First Pro is happy to see the West Cambie Area Plan moving forward and appreciates all the time and effort spent by all interested parties to bring it to its current form. The intent of this letter is to outline items that we feel should be considered further prior to adoption of the Area Plan. We believe it is critical that a policy statement be included in the Plan indicating that there should be a broad interpretation of the guidelines at the rezoning application stage. We all want to deliver the vision that the City has developed for the Area but with too many restrictions and items that appear as rules rather than guidelines, we feel that this cannot be accomplished. Thank you for taking our comments into consideration, and we look forward to discussing them further with you.

FIRST PRO SHOPPING CENTRES

A handwritten signature in black ink, appearing to read 'Tiffany Duzita', written in a cursive style.

Tiffany Duzita  
Land Development Manager

cc: His Worship, the Mayor and City Council  
cc: George Duncan, Chief Administrative Officer  
cc: Joe Erceg, General Manager, Urban Development  
cc Terry Crowe, Manager, Policy Planning



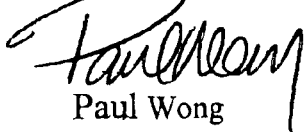


property owner owning only a one acre parcel? Would this person be forced to sell his or her property at a much lower than market price or give it away, and not get any form of compensation? As most developers probably don't want to pay market value at todays market?

In our opinion the developers should be compensated in part for the full 100% responsibility of the building of the road. This may include the road being split equally along the property line to allow multiple developers to share in this cost like other proposed roads in the Alexandra Area or have the neighboring property developer if developed pay for 50% of this land and road construction as they would fully benefit from this road.

We hope the city can come up with some resolution for situations like this in this proposed bylaw.

Thank You,



Paul Wong