



## City of Richmond

## Report to Committee

To: Planning Committee  
From: Raul Allueva  
Director of Development

Date: March 4, 2005  
File: 08-4105-00/Vol 01

Re: **Review of the Lane Establishment and Arterial Road Redevelopment Policies-  
Proposed Public Consultation and Revised Interim Strategy**

### Staff Recommendation

That:

1. *"Option 2: Specific Public Consultation On Selected Arterial Roads and Active Application Areas"; and*
2. *"Revised Interim Strategy for Managing Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies"*

outlined in the report dated March 4, 2005 from the Director of Development, be approved.

Raul Allueva  
Director of Development

HB:blg

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input type="checkbox"/>	NO <input type="checkbox"/>

## Staff Report

### Origin

The purpose of this report is to:

- Outline the public consultation options regarding the review of the Lane Establishment and Arterial Road Redevelopment Policies as directed by the Planning Committee on January 18, 2005; and
- Introduce changes to the *"Interim Strategy For Managing Townhouse And Single-Family Residential Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies"* to manage new and existing rezoning applications based on recent actions by Planning Committee and Council.

### Findings of Fact

The following provides a brief summary of the recent events regarding to the Lane Establishment and Arterial Road Redevelopment Policies.

#### Council Referrals and Public Concerns

From June to August 2004, Council, Planning Committee, and the public raised numerous concerns regarding several development applications, resulting in four (4) separate referrals to staff to review the Arterial Road and Lane Establishment Policies. These referrals identified the following public concerns related to developments on arterial roads as per the existing policies:

- Establishment of a Rear Lane is problematic in many cases (where a lane does not presently exist; where the development is the first of its kind; where there are newly developed lots around the site impeding future lane development, etc.);
- Aesthetics, Streetscape, Quality Concerns related to narrow, shared-access single family lots, which may be out of character with existing development, and may result in lower quality development (paved site, "bowling alley" driveway, lower marketability of product, etc.); and
- Adjacency Issues related to removal of vegetation from the rear of the properties and paving of rear lane, creating concerns related to security, privacy, parking, garbage, vandalism, impact on liveability of adjacent properties, and concerns about quality of life.

#### Interim Strategy- August 30, 2004

The majority of the concerns associated with arterial road development involved the introduction of a rear access lane, which is a requirement of single family development. Townhouse developments, on the other hand, were considered to provide a viable alternative to address many of the concerns. On this basis, staff recommended an interim strategy to deal with development applications under these policies until a full review could be conducted. On August 30, 2004, Council adopted the *"Interim Strategy For Managing Townhouse And Single-Family Residential Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies"* (**Attachment 1**).

This strategy only permits consideration of townhouse developments (30 m frontage land assembly); single family development where lanes presently exist, or single family development in compliance with an existing Lot Size Policy.

#### Staff Policy Review

From September 2004 to January 2005, staff conducted a review of these Policies, including consultation with the development community. A technical committee of building and development industry representatives was established to review issues and possible alternatives to address concerns and establish an appropriate direction for the revised policies. As a result of these discussions, staff presented the following recommendations at the Planning Committee Meeting of January 18, 2005 (**Attachment 2**):

1. Multiple-family residential development without a lane will be the preferred option along arterial roads.
2. Multiple-family residential developments will be required to assemble larger sites (minimum 40 m frontage on local arterial roads and 50 m on major arterial roads).
3. Multiple-family residential development on smaller sites will be considered for in-stream applications where a consolidation is proven impossible, no lane exists and there is no other viable long term development option.
4. Multiple-family residential developments will be required to have improved standards, and provide a variable rear yard setback and step down in height along the side and rear property lines.
5. Single-family residential development will only be permitted where there is an existing lane network or where a frontage road exists as part of the arterial road.
6. Single-family residential subdivision involving a temporary cross-access easement to garages in the back with a lane dedication/payment will not be permitted.
7. A distinction will be made between local and major arterial roads when determining land assembly requirements, permitted density and number of access points.

On January 18, 2005, Planning Committee discussed these recommendations, and identified the following issues and concerns:

- A broad community consultation process for these policies is necessary;
- Opportunities for single family development are too limited;
- Proliferation of townhousing as the preferred development form along arterial roads is a concern;
- The need to distinguish between Major Arterial Roads (Numbered Roads, Steveston Highway, etc.), where redevelopment may be more appropriate, and Local Arterial Roads (Granville, Francis) where it may not be;
- The need for some level of neighbourhood consultation as part of any development application; and
- The need to provide due consideration to existing applications that have been held up pending the completion of the review of these policies.

As a result, Planning Committee referred the recommendations back to staff in order that public consultation options on these Policies could be provided. Subsequent discussions with Planning Committee has confirmed that the consideration of locational factors, such as proximity to commercial services and public transit, and whether other similar developments have been approved in the area, is important in determining the appropriateness of a certain development.

On the basis of the above, staff propose to initiate public consultation in specific areas to solicit input on these policies, including possible options for developments along arterial roads, and will report back to Council with the findings as a basis for future direction on these policies. In addition, staff are recommending amendments to the *"Interim Strategy for Managing Townhouse and Single-Family Residential Rezoning Applications During the Review of the Lane Establishment and Arterial Road Redevelopment Policies"* (August, 2004) to establish Locational Criteria and Procedural Requirements in order to assist in processing existing and new development applications under these policies until their review is completed.

### Analysis

#### **Public Consultation Options- Lane Establishment and Arterial Road Redevelopment Policies**

**Attachment 3** contains three (3) public consultation options for the overall review of the Lane Establishment and Arterial Road Redevelopment Policies.

- Option 1 keeps the public consultation to a broader, policy level and does not entail the notification of individual property owners.
- Option 2, which is being recommended by staff, focuses on specific arterial roads and active application areas (see map attached to **Attachment 3**). It involves notifying individual property owners and would result in a second staff report on public consultation options after the first phase of consultation is completed.
- Option 3 is a comprehensive and prolonged public consultation process involving entire neighbourhoods in a block-by-block review of every arterial road.

Of the three (3) public consultation options, staff are recommending that Option 2 be selected for the following reasons:

- Property owners, realtors and the development community have all indicated that they have been adversely affected by the uncertainty arising from the review of the Lane Establishment and Arterial Road Redevelopment Policies. Option 2 will achieve effective, immediate feedback for specific areas in a timely way.
- A number of neighbourhoods have already accepted that redevelopment would occur along their arterial roads (e.g. the Shellmont area has agreed to a certain form of townhouse development along Steveston Highway across from the Ironwood Shopping Centre and to single-family development along Williams Road). Detailed consultation and notification of entire neighbourhoods in these areas is probably unnecessary.

- By targeting specific “hot spots” (e.g. Granville Avenue; Mirabel Court) and selected arterial roads, staff will be able to focus resources where public attention already exists. Fourteen (14) rezoning applications that are currently being processed by staff are located in Phase 1 and would benefit from the public consultation process.
- Staff can report specific findings to Council for a direction on public perception and subsequent notification options and issues on a phased basis, and assess possible direction of on-going consultation phases appropriately (rather than embark immediately on the detailed, prolonged block-by-block review for entire neighbourhoods under Option 3).

Staff are also recommending that applicants conduct a public consultation process as part of the processing of any new and existing rezoning applications, as discussed below.

### **Proposed Revised Interim Strategy**

Council approved the *Interim Strategy For Managing Townhouse And Single-Family Residential Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies*” on August 30, 2004 . This was intended to address concerns raised by Council and Planning Committee regarding several applications and to assist staff in managing rezoning applications along arterial roads until the review of the Lane Establishment and Arterial Road Redevelopment Policies was completed.

In order to respond to recent comments and direction from Planning Committee and Council, and in to provide greater certainty to the development community, staff and Council, staff are proposing amendments to the *Interim Strategy* to include Procedural Requirements for a public consultation process for each application (new and existing), and adoption of Locational Criteria to guide new rezoning applications under the Lane Establishment And Arterial Road Redevelopment Policies.

All of these proposed changes are contained within the proposed “*Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies*” (Attachment 4).

### **Public Consultation- Procedural Requirements**

The following Procedural Requirements are proposed as part of the *Revised Interim Strategy* to ensure adequate public consultation on each application:

- That a development concept plan be prepared for the area along the arterial road on which the rezoning application has been submitted; and
- The property owners along the arterial road and immediately adjacent neighbourhood be consulted about the development concept plan and the specific rezoning application prior to the application being considered by Planning Committee and Council.

### Locational Criteria

In addition to changing the *Interim Strategy* to include the aforesaid public consultation process on individual rezoning applications, staff are proposing to introduce certain Locational Criteria for new rezoning applications based on recent actions by Planning Committee and Council.

Specifically, it is proposed to limit new multiple-family residential development to:

- major arterial roads only;
- where 30 m frontage is obtained;
- the application is not the first one in the block;
- there is other redevelopment potential on that section of arterial road;
- public transit is available; and
- the development is within walking distance (e.g. 800 m) of commercial services or City Community Centre.

By introducing the Locational Criteria for new multiple-family residential rezoning applications, staff can provide certainty to the development community and the public on where new developments may be entertained in the interim, until public consultation on the broader policies is completed.

These criteria would only apply to new rezoning applications, and would hopefully direct future multiple-family residential development to more suitable locations until the review of the Lane Establishment and Arterial Road Redevelopment Policies is completed. The proposed Locational Criteria are based on a discussion that staff had with the Planning Committee on February 22, 2005, and if acceptable, may provide the foundation for permanent criteria as part of the future Lane Establishment and Arterial Road Redevelopment Policies.

### Exemptions to Procedural Requirements and Locational Criteria for Existing Applications

Several measures are proposed to assist in processing existing (“in-stream” and “interim”) rezoning applications, and to reduce further impact to developers caught between the previous and as yet undefined future policies.

#### Public Consultation for Existing Applications:

While the need to consult the immediate neighbourhood for “in-stream” applications (received prior to the August 30, 2004 approval of the *Interim Strategy*) will still apply, it is proposed that City staff would assess whether an overall concept plan for the surrounding area is needed, and if so, would assist in the preparation of that plan so as to keep the process moving on these applications, limit additional costs to the applicants who have already been affected by the review of these policies, and avoid further hardship.

At the same time, it is proposed to clarify that “in-stream” rezoning applications will be processed as directed by the Planning Committee and not deferred until the review of Lane Establishment and Arterial Road Redevelopment Policies is complete. In addition, recognizing that these applications were submitted under the previous policies, in many cases for single-

family development, they will not be required to have a 30 m frontage for a multiple-family residential development if a land assembly is proven impossible and the development concept plan indicates there is similar development potential on the adjacent properties.

Locational Criteria for Existing Applications:

In order to clarify that these Locational Criteria are not being applied to applications that have already been submitted, staff are proposing to distinguish between “in-stream” applications (that were submitted prior to the *Interim Strategy* being approved by Council on August 30, 2004) and “interim” applications (that were submitted after the *Interim Strategy* was approved by Council).

The existing *Interim Strategy* specifies that townhouses require a land assembly of at least 30 m frontage. This requirement is consistent with the minimum frontage required in the Townhouse Districts (R2, R2-0.6 and R2-0.7 zones). The 30 m minimum frontage requirement is reiterated in the proposed *Revised Interim Strategy*.

Unfortunately, there are three (3) “interim” rezoning applications that were submitted after August 30, 2004 and did not comply with the required 30 m frontage. Two (2) of these applications are included in the areas recommended in Option 2: Specific Public Consultation On Selected Arterial Roads And Active Application Areas. In doing so, staff envision that the 30 m frontage requirement can be discussed with the public in these neighbourhoods and can be used to determine its appropriateness for the third application as well as other future townhouse developments where a land assembly of 30 m is proven impossible.

This same requirement for a 30 m frontage cannot be summarily applied to “in-stream” rezoning applications received before August 30, 2004, as these applications were already in the door, and in most cases were submitted for single family development under the previous policies. This will give staff greater flexibility in dealing with applications where a single-family residential development is not preferred (a lane does not exist and/or has not been started in that area) and a land assembly has proven impossible but the adjacent properties have similar redevelopment potential for multiple-family residential development.

### **Financial Impact**

All of the public consultation options involve advertising and/or notification costs which will have to be absorbed into and impact the existing Urban Development budget. Option 2, which is recommended, would cost approximately \$3,250 for advertising in the local papers and notifying the property owners along the selected arterial roads and active application areas in Phase 1.

Similarly, each of the recommendations in this report involve staff resources and potential overtime expenses, all of which will reconcentrate staff resources to varying degrees, and possibly affect existing priorities. The longer and more in-depth the public consultation process (Option 3), will have the greatest impact on other work priorities (e.g. the processing time for some development applications may increase).

**Conclusion**

In response to a referral motion from the Planning Committee on January 18, 2005, staff have identified two ways in which to involve the public in the review of the Lane Establishment and Arterial Road Redevelopment Policies. One way is to consult the public regarding the policies themselves and the other way is introduce a public consultation process on each rezoning application. Staff are also recommending the adoption of Locational Criteria for new rezoning applications along arterial roads and Procedural Requirements for new and existing rezoning applications. These are contained within the ***Revised Interim Strategy For Managing Rezoning Applications During The Review Of The Lane Establishment And Arterial Road Redevelopment Policies.***

A handwritten signature in black ink, appearing to read "H. Burke". The signature is fluid and cursive, with the first letter "H" being large and prominent.

Holger Burke, MCIP  
Development Coordinator  
(4164)  
HB:blg



**ATTACHMENT 1**

**Interim Strategy For Managing Townhouse and Single-Family Residential  
Rezoning Applications During the Review of the  
Lane Establishment and Arterial Road Redevelopment Policies**

Objectives:

- To address Council, Planning Committee, and public concerns regarding the Lane Establishment and Arterial Road Redevelopment Policies; and
- To assist staff and Council to manage townhouse and single-family residential rezoning applications along arterial roads in the interim until a review of the Lane Establishment and Arterial Road Redevelopment Policies is completed.

Interim Strategy:

Except in the following cases, rezoning applications for development along arterial roads that are subject to the Lane Establishment and Arterial Road Redevelopment Policies will be deferred until the review of these policies is complete and approved by Council:

- Townhouses (requiring a land assembly of at least 30 m frontage) where shared access for adjacent sites is provided;
- Single-family residential proposals, where a municipal lane already exists and is operational; or
- Single-family residential proposals in compliance with an existing Lot Size Policy that do not require a rear lane.

City of Richmond, August 30, 2004

**ATTACHMENT 2**

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE  
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

**(Reviewed by the Planning Committee on January 18, 2005)**

**Recommendation 1:**

***Multiple-family residential development without a lane will be the preferred option along arterial roads.***

**Rationale:**

- facilitates higher densities near neighbourhood service centres and along arterial roads.
- increases the amount of “affordable” housing in Richmond.
- reduces the number of access points to an arterial road.
- eliminates the need for a lane (use cross-access agreements instead).
- more compatible form of development for the volume of traffic on arterial roads.
- provides the opportunity to control the design through the Development Permit process.

**Pros:**

- simplifies the number of development options and issues.
- provides staff, the development community and public with a clearer vision of the future and improves the overall aesthetics and quality of development.

**Cons:**

- reduces the amount of land available for single-family residential development.
- could increase the price of “developable” land along an arterial road.

**Technical Committee Comments:**

- the Technical Committee generally supported this recommendation for new applications.

**Implementation:**

- amend the Official Community Plan and necessary Area or Sub-Area Plans (e.g. adopt this and the other recommendations under the OCP; clarify the appropriate land use maps in the Area or Sub-Area Plans).

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE  
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

**(Reviewed by the Planning Committee on January 18, 2005)**

**Recommendation 2:**

*Multiple-family residential developments will be required to assemble larger sites (minimum 40 m frontage on local arterial roads and minimum 50 m frontage on major arterial roads).*

**Rationale:**

- reduces the number of access points to an arterial road.
- makes it easier to secure cross-access agreements through multiple sites.
- provides more opportunity for useable outdoor amenity space.
- avoids the “tunnel” appearance of a narrow site.
- increases the number of dwelling units facing the arterial road.
- provides for a more attractive and consistent building form.

**Pros:**

- results in a better building product.
- small, narrower development sites are more difficult to properly design.

**Cons:**

- could slow the amount of development activity along arterial roads.
- will increase the pressure to sell on certain “developable” properties.

**Technical Committee Comments:**

- it is more difficult to assemble larger sites; small sites can be properly designed.

**Implementation:**

- amend the Zoning & Development Bylaw (e.g. require a minimum 40 m frontage (R2 - 0.6) on local arterial roads and a minimum 50 m frontage (R2-0.7) on major arterial roads).

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE  
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

**(Reviewed by the Planning Committee on January 18, 2005)**

**Recommendation 3:**

*Multiple-family residential development on smaller sites (i.e. less than 40 m frontage) will be considered for in-stream applications where a multiple-family residential consolidation (minimum 40 m frontage) is proven impossible, no lane exists and no other viable long-term development options exist.*

**Rationale:**

- provides some flexibility where a land assembly definitely cannot be achieved or where a parcel is isolated by adjacent development.
- can be used as a “last resort” for applications that were in-stream prior to proposed changes to the Lane Establishment and Arterial Road Redevelopment Policies.
- eliminates the need for a lane or shared access between two single-family residential lots.
- requires pre-planning of the adjacent lots and their development potential.
- enables staff to use design controls on sites that would not require a Development Permit.

**Pros:**

- provides fairness to in-stream applications.
- can be used where all other options have been fully explored and failed.
- allows test cases for future review to assess whether further policy revisions are required.

**Cons:**

- could be used as a means to avoid the consolidation of larger development sites.
- would complicate access issues by encouraging more driveways to an arterial road.

**Technical Committee Comments:**

- agreed that the development community should be allowed to design innovative projects where a land assembly is impractical.

**Implementation:**

- bring forward the “in-stream” applications as soon as possible if a multiple-family residential consolidation is proven impossible.

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE  
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

**(Reviewed by the Planning Committee on January 18, 2005)**

**Recommendation 4:**

*Multiple-family residential developments adjacent to single-family housing will be required to provide a variable rear yard setback based on the development height (4.5 m for two-storeys and 6 m for two-and-half storeys) and will be required to step down to a maximum two-and-half storey height along side yards and prohibited a three-storey height along the rear yard interface with the single-family housing.*

**Rationale:**

- reduces the impact on the adjacent single-family housing.
- reflects the rear yard setback and building height permitted on the adjacent single-family residential lots (6 m setback and two-and-half storeys).
- provides more useable outdoor space for the dwelling units along the rear property line.
- makes up for the 6 m setback that would have been obtained by a rear lane.
- reflects recent practice by staff on townhouse developments which has shown success.
- addresses shadowing and overlook concerns typically heard from the adjacent properties.

**Pros:**

- should reduce the number of concerns at Council and Public Hearing.
- provides more certainty to the developer and neighbourhood.

**Cons:**

- the number of variances on shallow sites may increase.
- will result in requests to eliminate the requirement for an outdoor amenity space.

**Technical Committee Comments:**

- will be difficult to increase the rear yard setback on shallow lots and may result in the need to reduce the front yard setback and/or drive aisle width; no objection to reduced building height for rear units.

**Implementation:**

- amend the Zoning & Development Bylaw (e.g. R2, R2-0.6 and R2-0.7 zones to require a rear yard setback of 6 m for two-and-half storeys and 4.5 m for two-storeys; alter the building height permitted along the rear and side yard to a maximum two-and-half storeys).

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE  
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

**(Reviewed by the Planning Committee on January 18, 2005)**

**Recommendation 5:**

*Single-family residential subdivision (including coach houses) will only be permitted where there is an existing lane network or where a frontage road exists as part of the arterial road.*

**Rationale:**

- concentrates single-family residential development with garages in the back where a lane is already constructed or could be completed.
- completes the lane network already started in a neighbourhood.
- in cases where a lane has been started and single-family development is preferred, will require the assembly of enough land for a 6 m access between the arterial road and lane.
- eliminates the use of cross-access easements between two single-family residential lots.
- opens up frontage roads to some additional single-family residential development.
- directs multiple-family residential development to other more suitable locations (unless the existing lane is near a neighbourhood service centre).

**Pros:**

- eliminates “bowling alley” easements and “no man’s land” undeveloped rear lanes.
- avoids the incompatible mixture of single-family residential lots and townhouse development along an arterial road.
- ensures design controls for front access, single-family residential lots on a frontage road through a statutory building scheme.

**Cons:**

- reduces the amount of land available for single-family residential development.
- could be opposed by neighbourhoods not expecting development along a frontage road.

**Technical Committee Comments:**

- did not object to restricting new single-family residential development on arterial roads and implementing design controls; suggested that areas accessed by an internal road but backing onto an arterial road be allowed to develop.

**Implementation:**

- amend the Zoning & Development Bylaw and Single-Family Lot Size Policies (e.g. only use the R1-0.6 and R9 zones only where lane access is provided) and develop a statutory building scheme for front access lots on frontage roads.

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE  
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

**(Reviewed by the Planning Committee on January 18, 2005)**

**Recommendation 6:**

*Single-family residential subdivision involving a temporary cross-access easement to garages in the back with a lane dedication and payment of Neighbourhood Improvement Charges will no longer be permitted.*

**Rationale:**

- no one likes this form of development (Council; builders; realtors; purchasers; etc.).
- problems have arisen with the use of the lane.
- the appearance of these houses has led to the call for building design guidelines.
- properties are developed on a piecemeal basis.
- the construction of the lane is delayed until some undetermined time in the future.
- it is yet to be seen if residents will object when the lane is finally constructed.

**Pros:**

- eliminates a housing form that has not been very successful.
- lanes will be constructed now rather than in the future.

**Cons:**

- takes away a housing form that has been recently built along arterial roads.
- the development community will have to look to consolidating properties into larger sites.

**Technical Committee Comments:**

- agreed to this recommendation but wants "in-stream" applications to be "grand-fathered".

**Implementation:**

- amend the Official Community Plan (e.g. clearly indicate that this form of development is no longer permitted).
- staff have prepared a separate report recommending options for dealing with "in-stream" applications.

**RECOMMENDATIONS ARISING FROM THE REVIEW OF THE LANE  
ESTABLISHMENT AND ARTERIAL ROAD REDEVELOPMENT POLICIES**

**(Reviewed by the Planning Committee on January 18, 2005)**

**Recommendation 7:**

*A distinction will be made between local and major arterial roads when determining the land assembly requirements, permitted density and number of access points.*

**Rationale:**

- the amount of traffic on local and major arterial roads differs significantly and should be reflected in the new policies regarding development.
- the need to control the number of access points on a local arterial road is less critical.
- staff are willing to be more flexible regarding the development options on a local arterial road.
- the consolidation of larger development sites is a higher priority on major arterial roads.

**Pros:**

- allows staff to apply different development standards on different types of roads.
- focuses staff priorities on arterial roads that really need them.
- encourages larger assemblies to achieve higher density, which will result in more aesthetic development product.

**Cons:**

- lower density will result if a minimum 40 m to 50 m assembly is not achieved.

**Technical Committee Comments:**

- very supportive of the distinction between local and major arterial roads; in fact, would like to see single-family residential development permitted on local arterial roads with garages in the front subject to building design guidelines.

**Implementation:**

- amend the Official Community Plan and Zoning & Development Bylaw (e.g. distinguish between local and major arterial roads: use the R2 and R2-0.6 zones on local arterial roads and utilize the R2-0.7 zone to encourage larger consolidations on major arterial roads).



**ATTACHMENT 3**

**PUBLIC CONSULTATION OPTIONS**  
**REGARDING THE REVIEW OF THE LANE ESTABLISHMENT AND**  
**ARTERIAL ROAD REDEVELOPMENT POLICIES**

**Option 1: General Public Consultation At An Overall Policy Level**

**Purpose:**

- To gain the public's input on the proposed policies arising from the review of the lane establishment and arterial road redevelopment policies (i.e. the recommendations in the January 5, 2005 staff report).

**Format:**

- High level consultation focusing on the existing and proposed lane establishment and arterial road redevelopment policies, rather than on selected arterial roads, active application areas or specific neighbourhoods.

**Method:**

- 5 public open houses held at the:
  - Thompson Community Centre
  - West Richmond Community Centre
  - South Arm Community Centre
  - Cambie Community Centre
  - City Hall

**Timing:**

- April – June 2005
- One week apart, from 4:00 to 8:00 p.m.

**Notification:**

- Advertisements in the Richmond Review
- City Notice Board in the Richmond News
- No individual notices sent to property owners

**Staff Resources:**

- 3 staff members (same project manager but different planners/transportation engineers)

**Financial Cost:**

- Approximately \$3,250 for advertising costs

**Outcome:**

- Staff report to the June or July, 2005 Planning Committee

Advantages:

- Keeps the review and public consultation to the specific (draft) policies proposed by staff on January 5, 2005.
- Only requires one report on the public consultation process.
- Recognizes that the Lane Establishment and Arterial Road Redevelopment Policies have already been accepted by some neighbourhoods.

Disadvantages:

- The public may not agree with the directions recommended by staff in the January 5, 2005 staff report, and may want to go back to first principles.
- Individual property owners are not notified of each and every public open house.
- The public may want to know what specifically is planned for their neighbourhood, and how the policies address their area's need for individual consultation.

**Option 2: Specific Public Consultation On Selected Arterial Roads and Active Application Areas (RECOMMENDED)**

Purpose:

- To gain the public's input on specific planning options under the Lane Establishment and Arterial Road Redevelopment Policies focusing first on selected arterial roads and active application areas.

Format:

- Higher level consultation on the possible options, general implications and Citywide issues related to the Lane Establishment and Arterial Road Redevelopment Policies.
- Specific discussion regarding the issues on existing applications.

Method:

- 4 public open houses in Phase 1 for the following areas (see attached map):
  - Thompson Community Centre
    - Granville Avenue between Railway Avenue and No. 1 Road
    - No. 1 Road between Tyson Place and Thompson Elementary School
  - City Hall
    - Gilbert Road from Donald Road to Lucas Road (Mirabel Court)
    - Blundell Road from Gilbert Road to Curzon Street
  - South Arm Community Centre
    - Williams Road between No. 3 Road and No. 4 Road
  - Steveston Community Centre
    - Steveston Highway from Lassam Road to Ransford Gate
- Results of Phase 1 would be brought forward to Planning Committee for discussion of the issues and to assess the direction of on-going consultation process.

- Subsequent public open houses could be held for other high priority, major arterial roads and active application areas.

Timing:

- April - June 2005 (Phase 1)
- Each open house from 4:00 to 8:00 p.m.

Notification:

- Individual notices sent to all property owners along the arterial road as well as the immediately adjacent neighbourhood
- Advertisements in the Richmond Review
- City Notice Board in the Richmond News

Staff Resources:

- 3 staff members (one of two project managers and different planners/transportation engineers)

Financial Cost:

- Approximately \$3,250 for advertising and notification of properties

Outcome:

- Staff report to Planning Committee in June or July, 2005

Advantages:

- Enables the public to have immediate input on the known hot spots and active application areas.
- Individual property owners are notified and have the opportunity to have input on the specific planning options in their neighbourhood.
- Enables staff and the Planning Committee to hear the public's input in contentious areas and, if deemed appropriate, to determine subsequent action based on the results, which may include an extended, phased public consultation process as per Option 3 below.

Disadvantages:

- Do not specifically focus on areas that have not yet had development activity.
- Could prolong the review process depending on the outcome of the Phase 1 public consultation.

**Option 3: Detailed Public Consultation On A Block-By-Block And Neighbourhood Basis**

Purpose:

- To gain the public's input on the specific planning options under the Lane Establishment and Arterial Road Redevelopment Policies on a block-by-block basis for the entire City.

Format:

- Similar to the 702 Lot Size Policy process, this option envisions an extended, phased, public consultation process with individual neighbourhoods to explore detailed planning options for localized areas.

Method:

- A minimum of 12 to 20 public open houses for specific enclaves in each neighbourhood as needed, which may include:
  - Thompson and Blundell areas @ Thompson Community Centre & City Hall
  - Seafair and Steveston areas @ West Richmond Community Centre & City Hall
  - Broadmoor and Shellmont areas @ South Arm Community Centre & City Hall
  - Bridgeport and Cambie areas @ Cambie Community Centre & City Hall

Timing:

- April - December 2005, or longer
- Two open houses a month every second month

Notification:

- Individual notices sent to all property owners in each neighbourhood
- Advertisements in the Richmond Review
- City Notice Board in the Richmond News

Staff Resources:

- A minimum 4 staff members necessary (2 project managers and different planners/transportation engineers)
- Likely will require re-deployment from current priorities due to extended process and/or additional consulting resources

Financial Cost:

- A minimum of \$19,000 for advertising and notification of properties (more depending on extended length of this process)

Outcome:

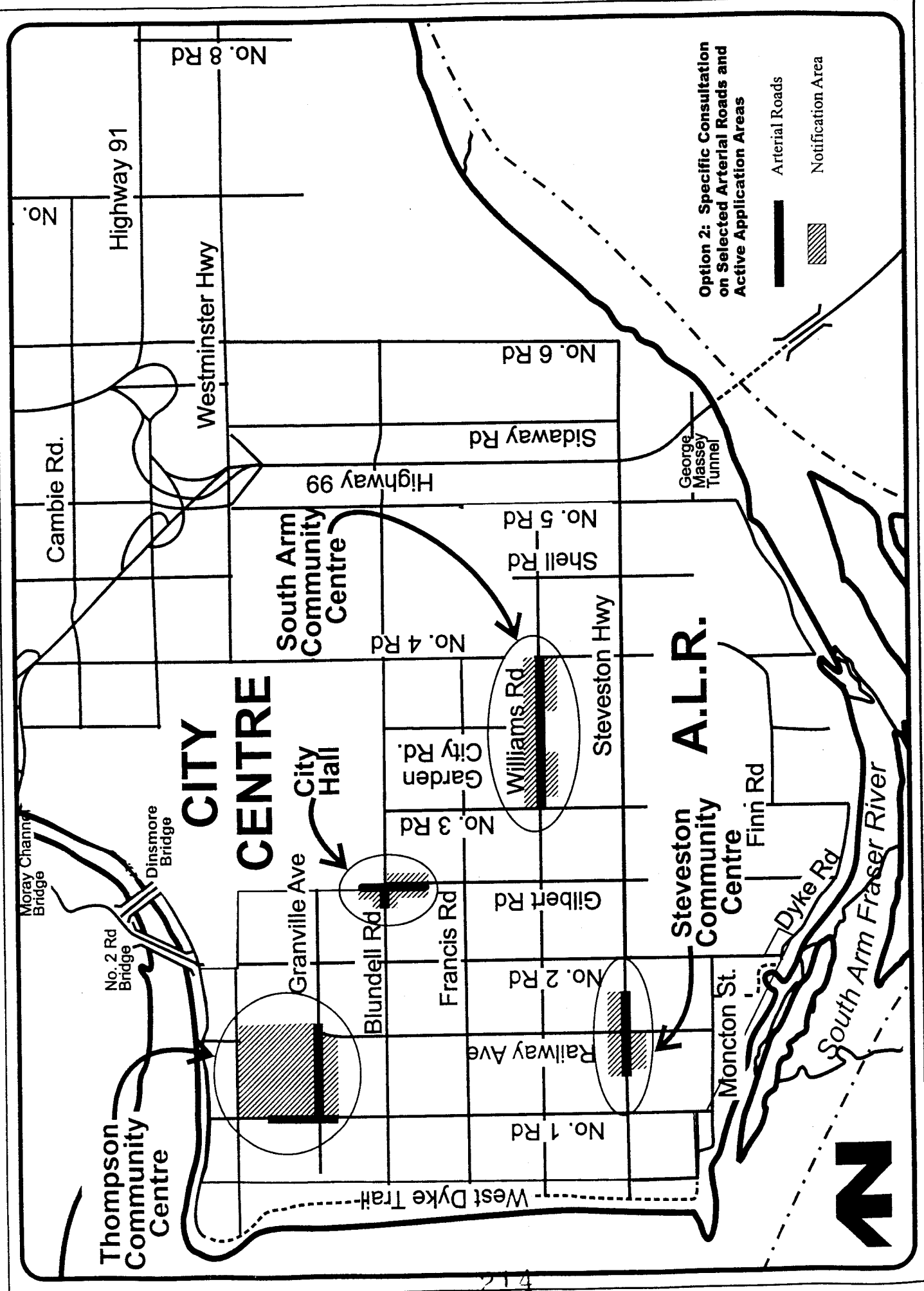
- Staff report to Planning Committee after each set of public open houses

Advantages:

- Individual property owners are notified and have the opportunity to have input on the planning options in their neighbourhood.
- Focuses the review and public consultation process down to the block-by-block level, allowing individual neighbourhoods to provide valuable contribution to these policies as it affects their neighbourhood.
- Enables staff and the Planning Committee to make adjustments to the process or review.

Disadvantages:

- Prolongs the review process by at least 9 months, likely into 2006.
- Significant staff time and resources required to send out notices to entire neighbourhoods, prepare the block-by-block options, write the various staff reports, to collect the public's input, etc.
- Could require a significant shift in current policies if a "no growth" preference is expressed for arterial roads.



**ATTACHMENT 4**

**Revised Interim Strategy for Managing Rezoning Applications  
During the Review of the Lane Establishment and  
Arterial Road Redevelopment Policies**

**OBJECTIVES:**

- To address Council, Planning Committee and public concerns regarding the Lane Establishment and Arterial Road Redevelopment Policies.
- To assist staff and Council to manage townhouse and single-family residential rezoning applications along arterial roads in the interim until a review of the Lane Establishment and Arterial Road Redevelopment Policies is completed.
- To respond to recent Planning Committee and Council decisions on specific rezoning applications since the Interim Strategy was initially approved in August, 2004 and to facilitate the processing of in-stream rezoning applications.
- To provide additional opportunities for public input into rezoning applications along arterial roads besides the statutory requirement for a Public Hearing.

**REVISED INTERIM STRATEGY:**

**A. New Rezoning Applications (Received After This Revised Interim Strategy Is Approved)**

1. Except as noted in Sections 2 and 3 below, all new rezoning applications for development along arterial roads that are subject to the Lane Establishment and Arterial Road Redevelopment Policies will be deferred until the review of these policies is complete and approved by Council.
2. New rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered based on the following locational criteria:
  - a) along a major arterial road only;
  - b) on a land assembly with least 30 m frontage;
  - c) the application is not the first one in the block to introduce a new form of development along that section of the major arterial road;
  - d) at least 50% of the lots along that section of the major arterial road have redevelopment potential (i.e. have a frontage of over 18 m and/or a house over 10 years old);
  - e) public transit is available on the major arterial road; and

- f) within walking distance (e.g. 800 m) of commercial services or City community centre.
- 3. New rezoning applications for single-family residential development, including coach houses, will only be considered where the following locational criteria are met:
  - a) A municipal lane already exists and is operational; or
  - b) The single-family residential proposal is in compliance with an existing Lot Size Policy that does not require a rear lane.
- 4. All new rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, that meet the locational criteria in Section 2 will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
  - a) A development concept plan of the development potential along that section of the major arterial road must be prepared by the applicant to the satisfaction of City staff, including shared access for adjacent sites; and
  - b) The applicant will undertake a public consultation process with the neighbourhood regarding their specific rezoning application and the development concept plan for the area along the major arterial road.

**B. Interim Rezoning Applications (Received After The Interim Strategy Was Approved On August 30, 2004 And When This Revised Interim Strategy Is Approved)**

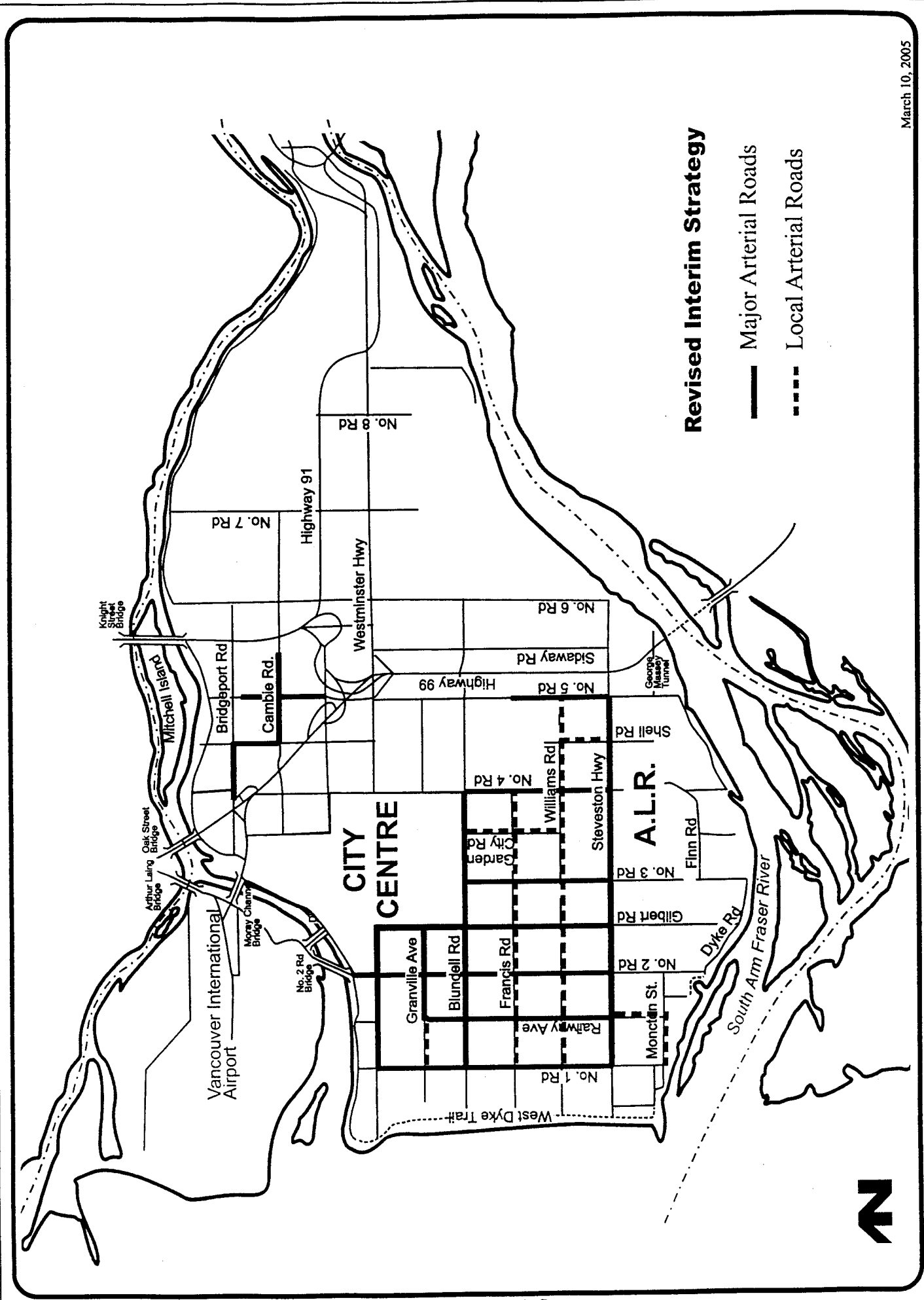
- 1. Except as noted in Sections 2 and 3 below, all interim rezoning applications for development along arterial roads that are subject to the Lane Establishment and Arterial Road Redevelopment Policies will be deferred until the review of these policies is complete and approved by Council.
- 2. Interim rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered on both local and major arterial roads only if they are located on a land assembly with least 30 m frontage.
- 3. Interim rezoning applications for single-family residential development, including coach houses, will only be considered where:
  - a) A municipal lane already exists and is operational; or
  - b) The single-family residential proposal is in compliance with an existing Lot Size Policy that does not require a rear lane.
- 4. All interim rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, that meet the locational criteria in Section 2 will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
  - a) A development concept plan of the development potential along that section of the local or major arterial road must be prepared by the applicant to the satisfaction of City staff, including shared access for adjacent sites; and



- b) The applicant will undertake a public consultation process with the neighbourhood regarding their specific rezoning application and the development concept plan for the area along the local or major arterial road.

**C. In-Stream Rezoning Applications (Received Before The Interim Strategy Was Approved On August 30, 2004)**

1. In-stream rezoning applications will not be deferred until the review of the Lane Establishment and Arterial Road Redevelopment Policies is complete and approved by Council.
2. In-stream rezoning applications for multiple-family residential development, involving two or more dwelling units on a property, will be considered on both local and major arterial roads where:
  - a) A single-family residential development is not preferred because a municipal lane does not already exist or should not be started on that particular block of the arterial road; and/or
  - b) A land assembly with at least 30 m frontage has proven impossible but the adjacent properties have similar redevelopment potential.
3. In-stream rezoning applications for single-family residential development, including coach houses, will be considered on both local and major arterial roads where:
  - a) A municipal lane has been started in the area or can be constructed by the subject application or simply is not feasible because of the site's unique location; and/or
  - b) A multiple-family residential development is not feasible because of the adjacent properties have limited redevelopment potential (i.e. have a frontage of less than 18 m and/or a house less than 10 years old).
4. All in-stream rezoning applications for either multiple-family residential development or single-family residential development will be required to go through the following public consultation process unless one has already been undertaken by a previous application in that block:
  - a) A development concept plan of the development potential along that section of the local and major arterial road may be required to be prepared with the assistance of City staff; and
  - b) City staff will assist in undertaking a public consultation process with the neighbourhood regarding the specific rezoning application and the development concept plan for the area along the local or major arterial road.





## City of Richmond

## Report to Committee

To: Planning Committee

Date: March 16, 2005

From: Terry Crowe  
Manager, Policy Planning

File:

Re: **WEST CAMBIE AREA PLAN UPDATE - PROPOSED ALEXANDRA AREA PLAN  
CONCEPT**

### Staff Recommendation

That, as per the report dated March 16<sup>th</sup>, 2005 from the Manager of Policy Planning entitled:  
West Cambie Area Plan Update – Proposed Alexandra Area Plan Concept:

1. the Alexandra Area Plan Concept (**Attachment 4**) be endorsed, and
2. Based on the approved Alexandra Area Plan Concept, City staff be instructed to prepare the:
  - West Cambie Area Plan bylaw and
  - complementary Implementation Strategy,for Council's consideration.

Terry Crowe  
Manager, Policy Planning

Att. 8

FOR ORIGINATING DIVISION USE ONLY			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Emergency and Environmental Programs.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Fire Rescue .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Engineering .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Parks Design, Construction & Programs.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Recreation & Cultural Services .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Economic Development.....	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 type="checkbox"/> NO <input type="checkbox"/>

## Staff Report

### Origin

The purpose of this report is to:

- Present the findings of the West Cambie Area Plan Update, Phase 3 Open Houses, which proposed a preferred Alexandria Area land use option for public consideration,
- Present the rationale for the proposed Area Plan concept,
- Seek Council's approval for the proposed West Cambie Alexandria Area Plan Concept, and
- Seek Council's approval to prepare a West Cambie Area Plan and Implementation Strategy, based on the approved West Cambie Alexandria Area Plan Concept.

### The "Why Not Initiative"

The West Cambie Area Plan is being prepared under the Urban Development Division's "Why Not Initiative". This Initiative promotes improved community planning, development, servicing, financial and development application review clarity and certainty for the City, developers, residents and community.

To achieve this improved clarity and certainty, the West Cambie Area Plan is to be complemented by an Implementation Strategy.

Rather than leave the implementation of the West Cambie Area Plan unclear and uncertain, the Implementation Strategy will establish, for the Area Plan elements (e.g., parks, road, services, amenities):

- Who will provide them,
- Who will pay and how much,
- How they will be provided, and
- When they will be provided.

To achieve this approach in a timely manner, it is necessary for Council to first approve the Area Plan Concept, (as presented in this report), so that the Implementation Strategy, itself, can be prepared with certainty and achieve the intended effectiveness. This approach will avoid Area Plan and Implementation Strategy preparation and redevelopment delays.

After Council approves the Area Plan Concept, staff will prepare the Area Plan and Implementation Strategy.

As the proposed Area Plan Concept present here has already prepared with significant public consultation and received general public consensus, it is anticipated that the Area Plan Bylaw and Implementation Strategy will be brought to Planning Committee, Council and public hearing in June 2005.

The order of approval will be:

1. the Area Plan bylaw, and then
2. the Implementation Strategy.

The benefits of this approach are that all parties will be better able to:

- co-ordinate, plan, promote, protect and manage their interests,
- avoid confusion and delays,
- budget with certainty,
- participate in the implementation of the Area Plan,
- achieve the respective benefits of the Area Plan.

### A New Approach - An Implementation Strategy

This new approach of preparing an Area Plan and Implementation Strategy is a significant positive change in Richmond community planning. Other municipalities do it now. It will be undertaken with all future area plan updates. The approach will enable the City to achieve:

- Engineering and budgeting efficiencies,
- Minimize City - developer negotiation time,
- Avoid numerous mini-area plan amendments, and
- Achieve timely development application reviews.

### **Findings Of Fact**

#### West Cambie Plan Update

On October 23<sup>rd</sup>, 2003, Council endorsed the following recommendation:

*"That staff:*

- (1) proceed with the preparation of a West Cambie Area Plan; and*
- (2) review the City Centre Area Plan to determine whether or not the City Centre should be expanded."*

On January 22<sup>nd</sup>, 2004, CitySpaces Consulting was retained to assist staff to:

- Update the vision, goals, policies, and urban design guidelines.
- Review the need to adjust the City Centre boundaries, and
- Provide a policy context for the possible commercial rezoning at Garden City/Alderbridge Way (First Pro rezoning application).

### **Analysis**

#### Two West Cambie Planning Sub-Areas

For planning purposes, the West Cambie Planning Area is divided into two sub-areas, namely:

- The bulk of the West Cambie Planning Area, to the north and east of the Alexandra quarter section, which is comprised of stable and new residential areas and thus less susceptible to change. In this sub-area, the land uses are proposed to remain substantially the same; and
- The Alexandra quarter section, which is most ready for redevelopment and has been the subject to the three land use redevelopment options.

#### 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, State of the Environment 2001 Update, Richmond's Suburban History, Richmond's Parks and Trails Plan, Richmond Industrial Strategy, and OCP Aircraft Noise Sensitive Development Policy.

The proposed Area Plan Concept has been influenced by flight operations at the Vancouver International Airport and aircraft noise. The City OCP Aircraft Noise Sensitive Development Policy (November 23, 2004) affects residential land use and requires aircraft noise mitigation in the West Cambie area.

The Alexandra Area is impacted to varying degrees by aircraft noise. Recently conducted research and Council's adoption of the City OCP Aircraft Noise Sensitive Development Policy confirms that the entire Alexandra Area is not a suitable location for detached housing and that the west and south perimeter areas are not suitable for any form of housing.

### Planning Principles

Based on this process, ten planning principles are proposed. In order of the public's preferences, they are as follows:

1. Establish a mix of land uses that contributes to a complete and balanced community and makes a good transition between the City Centre and neighbouring housing areas;
2. Create viable land parcels for redevelopment for urban uses;
3. Ensure compatibility with neighbouring areas;
4. Ensure an effective implementation program;
5. Ensure a connected and safe traffic circulation system;
6. Facilitate the development of a cohesive, lively, busy centre;
7. Promote sustainable social, economic and environmental change;
8. Provide community connections and civic facilities;
9. Foster memorable identity through urban design; and
10. Minimize noise conflicts with airport operations.

### Proposed Alexandra Area Plan Concept

The overall theme of the proposed Area Plan Concept is a **"Complete and Balanced Community"**.

This Concept envisions housing of varying types and densities, offices, community institutions, parks, trails and retail commercial uses of various sizes and formats.

The Alexandra Area is of sufficient size (approximately 150 acres) to accommodate such a mix of uses.

It is expected that the Area Plan will be built out over 10 to 15 years. The actual pace at which development occurs will be affected by several factors, including:

- Market conditions in Greater Vancouver and the Richmond sub-market,
- Developer interest and land assembly, and
- Individual property owners' willingness to sell.

### Community Open Houses To Date

The preparation of the proposed Alexandra Area Plan Concept has evolved through three sets of community open houses in February/March, June and December 2004.

### ***Phase 1: February & March 2004 Open Houses & Findings***

#### Introduction

For reference, the Phase 1 Public Open House findings are presented in **Attachment 1**. Approximately, 168 people attended the three open houses.

#### Detailed Findings

A complete report on the findings from the first set of Open Houses is presented under separate cover, which is available for review in the City Clerks Department.

## ***Phase 2: June 2004 Open Houses & Findings***

### **Introduction**

For reference, the Phase 2 Public Open House findings are presented in **Attachment 2**. Approximately, 145 people attended the two open houses.

### **Detailed Findings**

A complete report on the findings from the second set of Open Houses is presented under separate cover, which is available for review in the City Clerks Department.

## ***Phase 3: December 2004 Open Houses & Findings***

### **Introduction**

For reference, the Phase 2 Public Open House findings are presented in **Attachment 3**. Approximately, 325 people attended the two open houses and 238 surveys were received.

The proposed Alexandra Area Plan Concept is based on the:

- theme: A Complete and Balanced Community”, and
- 10 planning principles.

The theme and principles were tested with the community at three sets of open houses. At the last set of public open houses – December 2004 – there was strong public endorsement of the theme and 10 planning principles. Only minor wording changes have been made since then in order to clarify or reinforce the principles.

A majority of attendees supported the theme and 10 planning principles, ranging from 70 to 93%.

### **Detailed Findings**

A complete report on the findings from the third set of Open Houses is presented under separate cover, which is available for review in the City Clerks Department.

## **Proposed Alexandra Area Plan Concept - Main Components (Attachment 4)**

- Theme: ***“A Complete and Balanced Community”***
- ***A Gateway*** The southern portion of the Alexandra area is an important eastern gateway to Richmond. For this reason, the proposed Concept extends the greenway east of No. 4 road along Alderbridge.
- A ***“High Street”*** with offices or residential above street front retail/services in the southwest quadrant. With care and attention to building design, road cross-sections, sidewalks and landscaping, this area will become a social hub, catering to the day-to-day needs of area residents and workers. The “High Street” will have grade-level retail on both sides of the street. The quality of the streetscaping will be exceptional.
- ***Multi-Family Housing***, which includes both townhouses and apartment-style housing.
  - Medium density housing (primarily apartment-style housing at a FAR of up to 1.5) will be located throughout the central portion of the Alexandra area.
  - The lowest density will be family-oriented townhouses at a FAR of up to 0.65. These areas will be located in the eastern portion of the area, closest to Tomsett School.
- ***Commercial Opportunities*** which include areas for:
  - Retail uses in the south west corner;
  - A “large floorplate” store in the south-west portion of the quarter, with access to Alderbridge Way;
  - Retail uses along the proposed office area along the east side of Garden City Road;

- *Offices In Multi-Storey Buildings, With Retail/Service Uses At Grade* are proposed along the eastern portion of Garden City Road. This mix of land use mirrors that occurring to the west of Garden City Road. The FAR will be up to 1.25.
- *Community Institutional Uses* Provision has been made for community institutional uses in the northeast area of the quarter section. The types of uses that could be accommodated in this area include schools, houses of worship, community buildings (e.g. fire station). Additionally, non-profit housing associated with any of these uses is appropriate (e.g. faith-based, assisted living housing). The FAR for uses in this area is up to 1.25.
- *An Open Space System* that provides a range of opportunities for active and passive enjoyment, as well as providing accessibility for pedestrians and cyclists, both within the neighbourhood, and to other destinations. It includes a Natural Park area. During the design development stage, further exploration will be given to innovative stormwater management in combination with an open space system.
- *A Collector Road System* that provides a good level of service to the land uses of the neighbourhood and is configured in a way that makes speeding or short-cutting very difficult.

#### Proposed Natural Park Area

The proposed Natural Park Area is necessary. The rationale for it is that, as a 5.17 hectare area, it is of an acceptable size to provide multiple benefits and support multiple functions, including:

- Economic
  - Be integrated into future development,
  - Meaningfully reduce storm water infrastructure and costs,
  - Effectively mitigate storm water impacts accommodating a storm water management pond to reduce the impact of development,
- Social
  - Contribute to overall community well-being, a high quality of life and community health,
  - Provide natural amenities to support higher density development,
  - Support neighbourhood use and the enjoyment of natural amenities,
  - Provide trail and passive recreation opportunities,
  - Promote pedestrian use,
- Environmental
  - Preserve existing ESA habitat values,
  - Protect the existing ESA to largest extent possible,
  - Achieve the existing "no net loss" ESA policy,
  - Promote the City's Park and Trails Plan,
  - Connect with the proposed area open space greenway system,
  - Enable opportunities for future connections to the City's Nature Park to the south east,
  - Provide a large pervious area to allow natural storm water drainage,
  - Provide ecological services to support community health including:
    - Air pollution filtration (e.g., nitrogen dioxide, sulphur dioxide, ozone, carbon monoxide, particulate matter),
    - A reduction in surface water contaminant loadings (e.g., heavy metals, fertilizers, suspended solids), and
    - The mitigation of climate change through carbon storage in vegetative matter.

The complete proposed Alexandra Area Plan Concept is presented in **Attachment 4**.



### City OCP Aircraft Noise Sensitive Development Policy

The recently endorsed City OCP Aircraft Noise Sensitive Development Policy and how it pacts residential development in the West Cambie area is discussed in **Attachment 5**.

The proposed Alexandra Area Plan Concept minimizes aircraft noise sensitive development and nuisance, as it proposes:

- No single-family residential uses, although authorized infilling is allowed;
- Only mid- and high-rise residential uses, in certain areas;
- That the area is not to be redeveloped with all aircraft noise sensitive development uses (e.g., residential uses), but rather with a mix of non-aircraft noise sensitive development land uses (e.g., commercial, institutional, office, park, natural); and
- Where multi-family and high-rise uses are proposed, high aircraft noise mitigation standards are required.

The proposed Alexandra Area Plan Concept better limits residential uses with respect to aircraft noise, than does the current OCP. The recently approved aircraft noise mitigation requirements will apply.

### City Centre Boundary Considerations

On October 23<sup>rd</sup>, 2003, Council recommended that staff review the City Centre Area Plan to determine whether or not the City Centre should be expanded to include the West Cambie area. This discussion is presented in **Attachment 6**.

Staff recommend that the City Centre boundary not be modified or expanded because:

1. For The City Centre  
There is sufficient land in the City Centre to achieve the City Centre vision as a high density, downtown core and rapid transit serviced area. As well, higher residential development densities are better accommodated in the City Centre near the RAV line, where transit oriented development (TOD) opportunities can be achieved.
2. For The West Cambie Area  
There is no reason to modify the boundaries of the West Cambie Planning area, as the West Cambie area:
  - particularly the Alexandra area, should serve as a transition area between the City Centre and the residential areas to the east,
  - is and should continue to be a distinct neighbourhood with lower densities than the City Centre,
  - can accommodate, with appropriate urban design, future highway commercial uses, while the vision for the City Centre does to encourage such uses,
  - can provide the City with a variety of different housing types from those in the City Centre which promotes affordability, diverse lifestyles and viability.

### Development Proposals

Several development proposals are awaiting the finalization of the proposed Alexandra Area Plan:

1. First Pro (Wal-Mart): The proposed Concept accommodates this proposal, as the public generally support it.
2. Ismaili Hall proposal: The proposed Alexandra location would serve the Ismaili population who have been operating out of a leased premise nearby (i.e., Alderbridge Way), for 25 years in Richmond. The proposed plan will accommodate this use.

3. A possible City fire hall: The proposed plan accommodates this possibility as the City is improving its fire rescue services. If the fire hall does not occur here, staff will recommend alternative land uses (e.g., community institutional), in the final area plan.
4. Proposed Gas Station, Convenience Store and Drive-Through Restaurant: The proposed Concept will accommodate the existing gas station and the proposed uses.

#### PLANNING COMMITTEE QUESTIONS AND RESPONSES

At the November 16<sup>th</sup>, 2004, Council had the following questions. The staff responses are as follows:

#### **1. The need to consider a community centre and recreation facilities in West Cambie**

Staff have reviewed the matter and recommend not building a community centre in West Cambie, because:

- A "mixed use community centre model" (where a community centre is located in a mixed use building), not the "traditional community centre model", is proposed;
- of the need to locate the mixed use community centre in the proximity to the most residents, where pedestrian-orientation and opportunities for successful implementation can be achieved. This consideration strongly favours a location near the north side of Cambie Road between Garden City Road and the west side of Brown Road (**Attachment 7**).

It is anticipated that the development of a North City Centre Community Centre along the Cambie Road corridor will be achieved within the next 5 to 8 years to coincide with the north City Centre area's re-development and corresponding increases residential population.

#### City Centre Community Centres, Parks & Trails Implementation Strategy

- To ensure that the necessary north and south community centres, parks and trails are provided in a timely and cost effective manner in the City Centre, the Parks, Recreation and Cultural Services (PRCS) Division will prepare a City Centre Community Centres, Parks & Trails Implementation Strategy by December 2005.
- This separate Implementation Strategy will address how the community centres, parks and trails can be established including their size, use, location, cost, budget, funding and timing. This will include proactive site acquisition options and any changes to the Capital budget.
- This work will complement the updating of the City Centre Area Plan which, itself, is to be completed Policy Planning in December 2005.
- In this way, the establishment of the community centres, parks and trails can be well managed.

#### **2. Whether noise mitigation measures would be mandatory for low density developments**

Yes. All new multi-family housing (townhouses and apartments) will be required to incorporate innovative noise mitigation measures into the design of the new residential developments.

#### **3. The inclusion of Wal-Mart or any other 'big box' store in the re-development of the area**

Based on public consultation, the proposed plan does not preclude the FirstPro rezoning proposal (Wal-Mart). It should be noted that FirstPro has been advised that, if its proposal is to proceed, it must:

- Meet the proposed Alexandria Area Plan Concept;
- Support the nearby "High Street" pedestrian-oriented streetscape;
- Be modified to a "compact urban form" and not be the usual suburban sprawled form;
- Be pulled to the streets and greenways;
- Minimize the impact of the car (e.g., have screened parking behind buildings and structured parking); and
- Meet significant urban design requirements.

While the proposed Mixed-Use Commercial Area accommodates the above development proposal, the proposal is not required. Other commercial uses which meet the above criteria can also locate there.

**4. The feasibility of including higher density housing in the area to assist in providing amenities**

Overall, the new Alexandra neighbourhood will be a distinct place that is oriented to people of all ages and is walkable, sociable, safe and at a development scale that promotes community. Examples of neighbourhoods that have been or are being developed at this development scale include: South East False Creek (Vancouver), Arbutus Area (Vancouver), Lonsdale Quay (North Vancouver) and the Pearl District (Portland).

**Building Heights**

• **City Centre**

The existing maximum allowable building height in the City Centre is from 47 metres (15 storeys) to 61 metres (18 storeys), as per the airport flight path regulations and the existing City Zoning Bylaw.

• **Alexandra Area**

- The existing maximum allowable building height in the Alexandra Area is from 47 metres (15 storeys) to 61 metres (18 storeys), as per the airport flight path regulations;
- The existing zoning bylaw permits heights to 9 metres (2 1/2 storeys).
- The proposed Area Plan Concept allows building heights generally from two to five storeys, which is appropriate for a transition area.

The proposed building form will generally range from two to five storeys to maximize street orientation and scale. This development density will be complemented by design guidelines which address such building and site concerns as setbacks, rooflines, facades, materials, lighting, parking maximums and landscaping.

The maximum Floor Area Ratios are "conditional" on developers providing certain neighbourhood amenities, or their equivalency. As part of the proposed Implementation Strategy, a detailed policy will be prepared that outlines how this will be achieved.

Higher densities are not recommended in West Cambie because:

- Such development should be accommodated in the City Centre, where it can best take advantage of RAV and transit oriented development (TOD) principles;
- The existing OCP policies encourage higher densities in the City Centre,
- The public accept the above proposed general two to five storey building height for West Cambie; and
- It is necessary to achieve neighbourhood, housing and lifestyle diversity and development viability, across the City.

When the City Centre Area Plan is updated to 2005, the area west of Garden City and along Alderbridge Way to No 3 Road will be studied to ensure land use and urban design compatibility.

**5. The feasibility of including affordable and/or accessible housing**

The proposed Concept will accommodate affordable and/or accessible housing. Further details on how this type of housing will be accommodated in the area will be presented as part of the West Cambie Plan Implementation Strategy.

**6. The provision that the greenways will be linked to each other, and the provision of trails and a green plan**

The proposed plan will create an open space system of inter-linked natural areas, places for active recreation, community gardens, greenways and tree-lined streets.

A north-south, publicly-owned greenway will connect the natural park on the south, the active park in the centre of the area, the elementary school and the north greenway. This greenway will stretch from Alderbridge to Cambie.

A north-south greenspine will also link the "High Street" with housing areas in the central portion of the area. Ideally, there will be pocket-sized areas along the green spine and a link to the community garden. This publicly accessible greenspine will be created thorough the development approval process.

East-west greenways/bikeways will be located along Alderbridge and Odlin Roads, in conformity with the City's recently adopted Parks and Trails plan.

These proposed greenways will enable the public and residents to enjoy open space throughout the Area and access to the surrounding City.

**7. The timing of the Implementation Strategy to support the proposed Area Plan Concept**

If Council approves the proposed West Cambie proposed Area Plan Concept, it is anticipated that the Implementation Strategy will be presented for Council's consideration with the West Cambie Area Plan in June 2005. The Strategy will clearly spell out what the City will undertake and what is expected of future developers. This will include a financial analysis of expected costs and the preferred ways and means to facilitate a smooth development program and phasing. The City's costs related to the implementation will be pre-determined and budgeted (e.g., park acquisition and improvements, street right-of-ways). These may be in addition to existing Development Cost Charges (DCCs). In addition, an area development fee maybe applied.

**8. The need to balance jobs and housing within the concept**

The proposed Area Plan Concepts provides infrastructure and land to accommodate:

- jobs and investment in the proposed Alexandra business office and commercial mixed use areas,
- a variety of residential uses in the remaining portion.

The calculations (using Floor Area Ratios and job/housing multipliers) indicate, that, if the area were developed to 100% of the Floor Area Ratio maximum, there could be approximately:

- 1,900 jobs and
- 2,9800 housing units (e.g., 6,000 people).

**9. The need to consider additional green space within specific areas of the Concept**

In addition to the already designated parks, natural parks and green links in the proposed Concept, additional open spaces, green spaces and trails will be required as part of future development proposals. These are deemed to be adequate to create an enjoyable complete and balanced community.

**10. The feasibility of including residential developments with smaller floor spaces**

To ensure that the area maximizes residential development densities and maintains a liveable community character for a range of future population ages and household types (e.g. seniors, families with children, singles and couples), the proposed residential developments with larger floor spaces are better suited to achieving these objectives than developments with smaller floor spaces because they provide greater housing and life-style flexibility and opportunities.

**11. The question of whether there would be sufficient students with the catchment area to support a new school**

At this time, no new school is needed in the area. Discussions with the Richmond School District indicate that the current catchment area is quite large, and may have to be adjusted if there is a noticeable increase in the area's student population. At this point in the planning process, it is premature to determine how many families with children will reside in the Alexandra area. The School Board will be consulted as the area plan is prepared.

**12. The question of whether the Concept provides 'liveable space'**

The Concept's land use pattern, open space system, and pedestrian and road networks provide a solid foundation for achieving "*A Complete and Balance Community*" by offering a variety of liveable live, work and play spaces (e.g., residential, commercial, office, park, natural) to achieve a distinct appealing community.

City staff will also develop urban design guidelines to reinforce the liveable space concept as the area redevelops.

**13. The feasibility of providing indoor amenity areas for children, as well as outdoor play areas**

Children's indoor and outdoor amenity and play areas will be secured through developer actions, urban design, development guidelines and the Implementation Strategy that will accompany the West Cambie Area Plan.

**14. The need to consider an appropriate mix of social and accessible housing, as well as secondary suites, in the area**

As part of the West Cambie Area Plan and its accompanying Implementation Strategy, staff will identify how the social and accessible housing, and possibly secondary suites can be accommodated and achieved.

**15. The impact to the Concept, if residents living on properties designated as proposed green space and streets, do not want to sell.**

The implementation of the West Cambie Area Plan will be market driven and recognizes that:

- Existing residents will determine on their own how long they want to reside in their existing homes and when they may want to sell their properties;
- The area will redevelop over the long-term (e.g., 10 - 15 year to build out);
- Not all elements of the Area Plan may be developed immediately.

The actual pace at which redevelopment occurs will be affected by three factors:

- Market conditions in Greater Vancouver and the Richmond sub-market,
- Developer interest and land assembly, and
- Individual property owners' desire and willingness to sell, which is relevant in the Alexandra area, as there may be up to 150 separate landowners.

**PUBLIC CORRESPONDENCE AND RESPONSES – ALEXANDRA AREA PLAN CONCEPT**

**Attachment 8** presents the 10 letters and an email that have formally been received from the public regarding the proposed Alexandra Area Plan Concept, since the December 2004 Public Open Houses.

Generally speaking, the letters express the following views regarding the proposed preferred plan:

**1. Support for the commercial development and multifamily development in the West Cambie Area**

The proposed West Cambie Area Plan Concept will permit the development of large-scale commercial uses and multi-family developments.

**2. Concern and opposition regarding the size and location of the proposed Natural Park area (includes an Environmental Sensitive Area [ESA])**

The proposed Natural Area is necessary. It is based on ecological and habitat research and provides multiple benefits and functions including:

- It achieves the existing OCP ESA policy of “no net loss;
- It provides economic, social and environmental benefits including:
  - The preservation of existing ESA habitat values (e.g., trees, habitat and birds);
  - Natural amenities to support higher density development;
  - Pedestrian use, trails and passive recreation opportunities;
  - The mitigation of storm water impacts by providing a large pervious area which includes a storm water management pond to reduce development and infrastructure costs,
  - The provision of ecological services to support community health including air pollution filtration (e.g., nitrogen dioxide, sulphur dioxide, ozone, carbon monoxide, particulate matter),
  - A reduction in surface water contaminant loadings (e.g., heavy metals, fertilizers, suspended solids, etc.),
  - Climate change mitigation through carbon storage in vegetative matter.

A majority of open house surveys support the location and size of the proposed Natural Park area.

The proposed Natural Park area is located within the area designated by the City’s OCP Aircraft Sensitive Development Policy as an area not suitable for any form of housing.

If the portions of the proposed Natural Area were developed for urban uses, there would be an unacceptable net loss of ESA and of natural features, as development occurs.

**3. Concern that the area is not being proposed for higher density residential uses**

The overall publicly accepted Concept is a “*Complete And Balanced Community*”.

This Concept envisions housing of varying types and densities, offices, community institutions and retail commercial uses of various sizes and formats. The Alexandra Area is of sufficient size (approximately 150 acres) to accommodate such a mix of uses.

As well, higher densities are planned in the City Centre where they can take advantage of RAV and transit oriented development (TOD) principles.

**4. Concern about the proposed business office uses along Garden City Way**

As per the City OCP Aircraft Noise Sensitive Development Policy, the west and south perimeter areas in the Alexandra area are not suited for housing. The proposed Alexandra Area Plan Concept proposes a range of business office uses to be permitted on the lands on the east side of Garden City.

**5. Concern about City's recently endorsed OCP Aircraft Noise Sensitive Development Policy and its impact on the West Cambie area**

On November 23, 2004, Council endorsed the City OCP Aircraft Noise Sensitive Development Policy, which affects the Alexandra area to varying degrees. Recently conducted aircraft noise research confirms that the entire Alexandra Area is not a suitable location for detached housing and that the west and south perimeter areas are not suitable for any form of housing. The approach balances City and VIAA interests.

**6. Email noting support for the proposed concept and recommendations presented.**

The email gives thanks to Council and staff in hosting a series of public open houses. As well, the email notes that there is strong community support for the proposed Alexandra Area Plan Concept.

**7. Land prices**

Some residents asked about the price, which they would receive for their land. Where developers acquire land, the market will determine the price. When the City purchases lands, it will do so at fair market value, or may accept property of equal value in exchange.

**8. Proposed Area plan land use boundaries and roads**

Redevelopment inevitably involves change. To minimize the negative impacts and achieve the Concept, an effort has been made to respect property lines when determining proposed land use designations, roads and trails.

In some cases, proposed land uses, roads and trails are proposed to be split between two properties. This is done to share the impact among property owners, rather than have one property owner to experience all the negative impacts of a proposed plan element (e.g. a proposed road). This is the normal City practice, given that such impacts are inevitable.

Community Support For Proposed Alexandra Area Plan

The proposed Area Plan Concept is based on the theme of a "Complete and Balanced Community" and 10 planning principles.

The theme and 10 principles were tested with the community at three sets of open houses.

At the last set of public open houses (December 2004), there was strong public endorsement of the theme and the 10 planning principles. Only minor wording changes have been made since then in order to clarify or reinforce the principles.

Recommendation

As the proposed Alexandria Area Plan balances and co-ordinates many social, economic and environmental interests, it is proposed that:

1. The proposed Alexandra Area Plan Concept (**Attachment 4**), which balances varied interests, be approved.
2. Staff be instructed to prepare the West Cambie Area Plan bylaw and complementary Implementation Strategy, based on the approved Concept.

### Next Steps

#### 1. Area Plan and Implementation Strategy

If Council approves the proposed Alexandra Area Plan Concept, City staff and consultants will:

- Finalize the West Cambie Area Plan bylaw, and
- Prepare the West Cambie Plan Implementation Strategy which will be comprehensive, practical, cost-neutral to the City of Richmond and address infrastructure and development phasing and funding responsibilities, for Council's consideration in June 2005. It is understood that, as the Implementation Strategy is prepared and as the financial implications of the Area Plan become known, there may be minor modifications to the final Area Plan, to make it financially viable and acceptable.

#### 2. City Centre Community Centres, Parks & Trails Implementation Strategy

- To ensure that the necessary north and south community centres, parks and trails are provided in a timely and cost effective manner in the City Centre, the Parks, Recreation and Cultural Services (PRCS) Division will prepare a City Centre Community Centres, Parks & Trails Implementation Strategy by December 2005.
- This Implementation Strategy will address how the community centres, parks and trails can be established including their size, use, location, cost, budget, funding and timing. This will include proactive site acquisition options and any changes to the Capital budget.
- This work will complement the updating of the City Centre Area Plan which, itself, is to be completed Policy Planning in December 2005.
- In this way, the establishment of the community centres, parks and trails can be well managed.

### **Financial Impact**

West Cambie Area Planning Update budget was approved in 2004.

### **Conclusion**

1. The proposed Alexandra Area Plan Concept has been prepared with public support and is recommended for approval.
2. The next steps are to prepare:
  - the West Cambie Area Plan and Implementation Strategy; and
  - a City Centre Community Centres, Parks & Trails Implementation Strategy;
3. The existing City Centre boundaries should be maintained.



Kari Huhtala, Senior Planner, (4188)  
KEH: cas



**Phase 1 - West Cambie Plan Update Open House Findings**

Summary

The Phase 1 public open houses (February and March, 2004) resulted in the following community comments:

□ Likes

- Proximity to amenities, services and highways
- Area solitude and nature
- Enjoyment of green space and rural setting

□ Issues

- Uncertainty regarding the redevelopment potential of the Alexandra area (e.g., infrastructure improvements, future densities, existing residential vacancies, property speculation).
- Traffic issues (e.g., vehicle speeding, rush hour traffic short-cutting, pedestrian safety).
- Need for improved community facilities.

□ Direction

- Retention of residential nature.
- Retain and increase open space.
- Many want higher density residential development.
- Many would like commercial development, but only in specific areas.
- Support shown for First Pro commercial proposal.
- Some would like improved community facilities, such as a swimming pool and community centre.
- Several indicated that parks and open space are important features that should be included in the area.

Prepared by  
The City of Richmond

### Phase 2 - West Cambie Plan Update – June 2004 Open House Findings

From the February and March, 2004 public open house consultations, the following nine (9) planning principles were developed as a foundation for more detailed land use planning and urban design considerations with the community:

#### Planning Principles

- #1 Create viable land parcels for redevelopment
- #2 Ensure compatibility with neighbourhood area
- #3 Minimize noise conflicts with airport operations
- #4 Promote sustainable change
- #5 Ensure a connected and safe traffic circulation system
- #6 Provide community connections and civic facilities
- #7 Foster memorable identity through urban design
- #8 Define edges and intersections
- #9 Undertake an implementation strategy

#### The Bulk of the Planning Area

In the bulk of the planning area, little change is expected because it consists of primarily of stable residential neighbourhoods.

#### Land Uses Options – Alexandra Area

Three land use options for the Alexandra area (i.e., the south west undeveloped portion of the West Cambie area) have been developed based on the “Planning Principles”.

While there are significant differences among the options, each one makes the assumption that the area will be redeveloped with full urban services a much higher density than at present.

#### **Option 1: The Boulevards – A Business Park Theme**

- Business park (e.g., offices, ancillary offices, educational or health-related uses) within a well landscaped setting.
- The northeast portion would be an enclave of multifamily housing, the existing school and a new community park.
- Higher density uses (hotel, mixed use) complete the southwest corner.

#### **Option 2: The Village – A Complete Community Theme**

- A mix of land uses, including a hotel, offices, retail and housing of varying types, including a - live-work option.
- A street oriented village in the southwest quadrant is intended to be a lively active centre for the entire West Cambie area.
- Multi-family housing and community uses provide a transition with adjacent housing to the north and east.
- The existing school is retained in association with a new park and community centre.

#### **Option 3: The Residences – A Residential Theme**

- Primarily residential in character.
- Auto-oriented commercial uses and a mixed office-business area on the south and west edges provide a transition from the adjacent City Centre uses.
- A linear green spine and large natural park at the southeast complete the neighbourhood.

Summary of Phase 2 Open House Findings

From discussions and surveys with the public, many of whom are landowners in the area, there is:

- General support for the nine planning principles;
- Little desire for Option 1, which emphasized redevelopment in the form of a business park or for institutional (health, education) uses;
- A preference for redevelopment as proposed in the mixed use Options 2 and 3;
- A definite desire for redevelopment, primarily in the form of higher density housing;
- No major objection to the proposed FirstPro commercial development;
- A strong message to ensure that the proposed Alexandria Area Plan concept is implementable (e.g., that the necessary services can be provided in a timely manner and that the final land use layout conforms as much as practical to existing lots and road right of ways to facilitate land assembly and implementation).

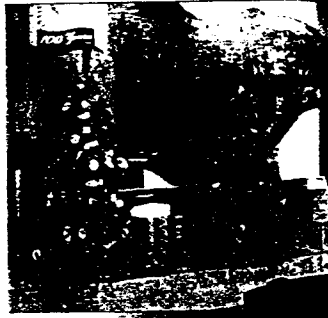
After the public Open House findings were compiled, staff and the consultants held a one-day design charrette to identify and synthesize community planning and City corporate considerations and ideas.

Prepared by  
City of Richmond

**Phase 3 - West Cambie Plan Update  
December 2004 Open House Findings**

# West Cambie Area Plan Update 2004-05

## Phase 4: Preferred Option Public Consultation Report



February 2005



## WEST CAMBIE AREA PLAN UPDATE 2004-05

### Phase 4: Preferred Land Use Plan Feedback – Highlights

- Meetings held Thursday December 9th and Saturday December 11th.
- Approximately 30 display boards + feedback questionnaire.
- Approximately 325 attendees over the two days.
- Larger turnout than expected. More diverse group than previous open houses.
- 238 surveys were returned
  - 83 residents of West Cambie
  - 53 land owners in West Cambie
  - 21 business owners in West Cambie
  - 15 work in West Cambie
  - 86 live in Richmond but not in West Cambie
  - 24 other

Planning Principles	
A mix of land uses that contributes to a complete and balanced community.	83%
Viable land parcels for urban-type development	90%
Compatibility with neighbouring areas.	89%
An effective implementation system.	83%
Ensure a connected and safe traffic circulation system.	83%
A cohesive, lively, busy retail and social hub.	75%
Social, economic and environmental sustainability.	78%
A system of parks, community connections and civic facilities.	82%
Memorable identity through urban design.	71%
Minimize noise conflicts with airport operations.	77%

Attended June Open House?	
Yes	48%
No	48%
Not Sure	3%

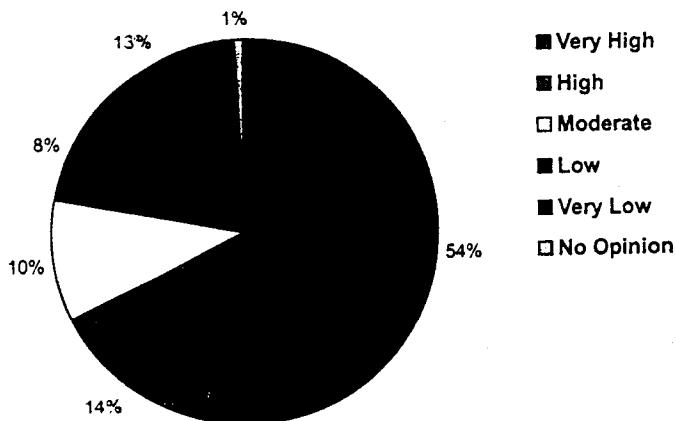
Level of Agreement			
Preferred Land Use Option	Strongly Agree	Agree	Disagree
All respondents	78%	10%	21%
Residents of the West Cambie Area	48%	19%	32%
Land Owners in the West Cambie Area	45%		36%
Business Owners in the West Cambie Area	70%		10%
Work in the West Cambie Area	93%		7%
Live elsewhere in Richmond	92%	6%	2%
Attended June Open House	58%	14%	28%
Did not attend June Open Houses	76%	6%	16%



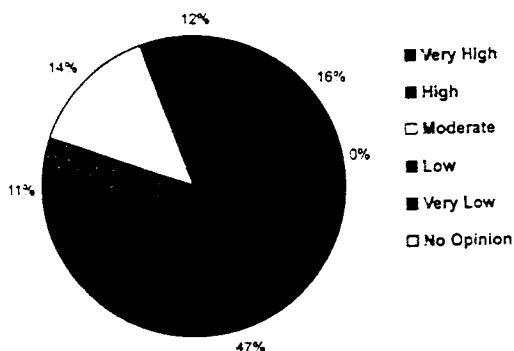


# Level of Agreement with Preferred Land Use Plan December 2004 Open Houses

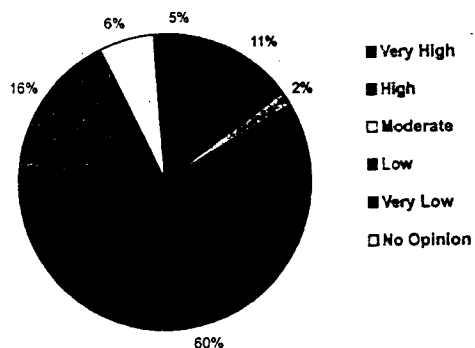
## Agreement with Preferred Land Use Plan All Respondents



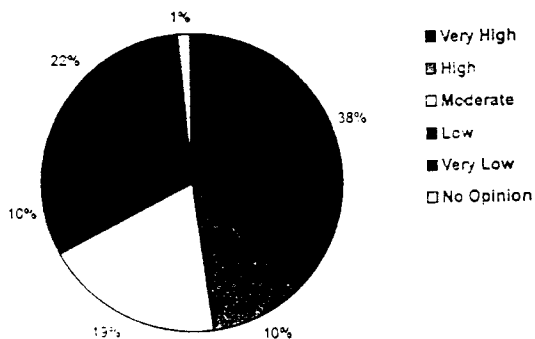
## Agreement with Preferred Land Use Plan Attended June Open House



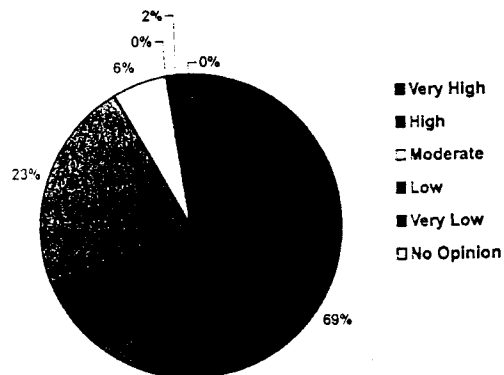
## Agreement with Preferred Land Use Plan Did Not Attend June Open House



## Agreement with Preferred Land Use Plan Residents of the West Cambie Area



## Agreement with Preferred Land Use Plan Live Elsewhere in Richmond





## West Cambie December 2004 Open Houses Survey Response Summary

Question	#	%
<b>Q1</b> <i>Please indicate your interest(s) in the West Cambie Area planning process</i>		
Resident of West Cambie	83	
Land owner in the West Cambie area	53	
Business owner in the West Cambie area	21	
Work in the West Cambie area	15	
Live in Richmond but outside the West Cambie area	86	
Other	24	
Total number of respondents to Q1	202	
No Answer	36	
<b>Q2</b> <i>Level of agreement with Planning Principle – A mix of land uses that contributes to a complete and balanced community.</i>		
Agree Strongly	163	70%
Agree Somewhat	30	13%
Disagree Somewhat	6	3%
Disagree Strongly	32	14%
No Opinion	1	0%
Total number of respondents to Q2	232	
No Answer	6	
<b>Q3</b> <i>Level of agreement with Planning Principle – Viable land parcels for urban-type redevelopment.</i>		
Agree Strongly	140	65%
Agree Somewhat	54	25%
Disagree Somewhat	9	4%
Disagree Strongly	11	5%
No Opinion	3	1%
Total number of respondents to Q3	217	
No Answer	21	
<b>Q4</b> <i>Level of agreement with Planning Principle – Compatibility with neighbouring areas.</i>		
Agree Strongly	147	66%
Agree Somewhat	51	23%
Disagree Somewhat	11	5%
Disagree Strongly	7	3%
No Opinion	7	3%
Total number of respondents to Q4	223	
No Answer	15	

## West Cambie December 2004 Open Houses Survey Response Summary

Question	#	%
<b>Q5</b> <i>Level of agreement with Planning Principle – An effective implementation system.</i>		
Agree Strongly	140	66%
Agree Somewhat	37	17%
Disagree Somewhat	4	2%
Disagree Strongly	12	6%
No Opinion	19	9%
Total number of respondents to Q5	212	
No Answer	26	
<b>Q6</b> <i>Level of agreement with Planning Principle – A connected and safe traffic circulation system.</i>		
Agree Strongly	148	66%
Agree Somewhat	39	17%
Disagree Somewhat	2	1%
Disagree Strongly	27	12%
No Opinion	7	3%
Total number of respondents to Q6	223	
Blank	15	
<b>Q7</b> <i>Level of agreement with Planning Principle – A cohesive, lively, busy retail and social hub.</i>		
Agree Strongly	109	49%
Agree Somewhat	57	26%
Disagree Somewhat	18	8%
Disagree Strongly	33	15%
No Opinion	6	3%
Total number of respondents to Q7	223	
Blank	15	
<b>Q8</b> <i>Level of agreement with Planning Principle – Social, economic and environmental sustainability.</i>		
Agree Strongly	134	62%
Agree Somewhat	35	16%
Disagree Somewhat	5	2%
Disagree Strongly	34	16%
No Opinion	9	4%
Total number of respondents to Q8	217	
No Answer	21	

## West Cambie December 2004 Open Houses Survey Response Summary

Question	#	%
<b>Q9</b> <i>Level of agreement with Planning Principle – A system of parks, community connections and civic facilities.</i>		
Agree Strongly	151	66%
Agree Somewhat	36	16%
Disagree Somewhat	8	3%
Disagree Strongly	32	14%
No Opinion	3	1%
Total number of respondents to Q9	230	
Blank	8	
<b>Q10</b> <i>Level of agreement with Planning Principle – Memorable identity through urban design.</i>		
Agree Strongly	113	52%
Agree Somewhat	41	19%
Disagree Somewhat	10	5%
Disagree Strongly	34	16%
No Opinion	18	8%
Total number of respondents to Q10	216	
Blank	22	
<b>Q11</b> <i>Level of agreement with Planning Principle – Minimize noise conflicts with airport operations.</i>		
Agree Strongly	122	55%
Agree Somewhat	48	22%
Disagree Somewhat	8	4%
Disagree Strongly	28	13%
No Opinion	14	6%
Total number of respondents to Q11	220	
No Answer	18	
<b>Q12</b> <i>Did you attend one of the June 2004 open houses where the three alternatives for the Alexandra Area were presented?</i>		
Yes	113	48%
No	113	48%
Not sure	7	3%
Total number of respondents to Q12	233	
No Answer	5	
<b>Q13</b> <i>What is your level of agreement with the "Preferred Land Use Option?"</i>		
Very High	124	53%
High	33	14%
Moderate	24	10%
Low	19	8%
Very Low	30	13%
No Opinion	2	1%
	232	
No Answer	6	

**Alexandra Area Plan Concept  
West Cambie Area Plan Update**

**West Cambie Area Plan Update 2004-05**

**Proposed Alexandra Area Plan Concept**

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## **West Cambie Area Plan Update 2004-05**

# **Proposed Alexandra Area Plan Concept**

This document sets out the proposed land use and road pattern for *the long-term redevelopment* of the Alexandra Area of West Cambie. The plan is an outcome of several iterations; it also benefits from community input during three sets of open houses in February/March, June and December 2004.

The overall theme of the proposed plan is a "complete and balanced community". It is recognized that, as this is a long-term plan, not all aspects are immediately implementable. It is expected that it may take 10 to 15 years to achieve a build-out situation. The actual pace at which redevelopment occurs will be guided by two main factors – market conditions in Greater Vancouver and the Richmond sub-market, and individual property owners desire or willingness to sell. The latter factor is particularly relevant in the Alexandra Area, since there may be up to 150 separate landowners.

### ***Public Policy Context***

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*.

The proposed plan has also been influenced by flight operations at the Vancouver International Airport. The City's policy has been to require noise insulation for new housing. This policy is intended to indemnify the City against public and property owner complaints, and lawsuits regarding aircraft noise.

The Alexandra Area is impacted to varying degrees by aircraft noise. Recently conducted research confirms that the entire Alexandra Area is not a suitable location for detached housing and that the west and south perimeter areas are not suitable for any form of housing.

If the proposed plan is confirmed by Council, City staff and consultants will:



- Develop a series of urban design guidelines for each sub-area in order to guide the work of architects, landscape architects and developers of future projects; and
- Coordinate the financial and phasing implementation strategy that is comprehensive, practical and cost-neutral to the City of Richmond. This strategy will guide private developers, the City and other service providers.

### ***Public and City Staff Participation***

There has been regular and valuable input from the public and City staff at key points from January 2004 through February 2005:

- January 2004 – City staff information exchange meetings
- 26 and 28 February, 06 March 2004 – Open Houses to gather input on issues
- 03 May 2004 – City staff design charette
- 24 and 26 June 2004 – Open Houses to present three land use/road options: Business-Institutional; Complete Community; and Residential
- 29 July 2004– City staff information exchange meeting
- 12 August 2004– City staff design charette
- 9 and 11 December 2004 – Open Houses to present the Preferred Option – "A Balanced and Complete Community". A report on the findings from the third set of Open Houses is presented under separate cover as a companion to this document.
- 17 January, 2005 – City staff review
- 25 January, 2005 – City staff review
- 08 February 2005 – City staff review
- 18 February 2005 – City staff review

## **Current Situation – Alexandra Area**

- The Alexandra area – approximately 150 acres – is bounded by Cambie, Garden City, Alderbridge and No. 4 roads. It is one of three main areas that make up the West Cambie Area. Tomsett school is located in the northwest quadrant.
- The area retains a subdivision pattern that is predominantly one-acre lots – many are relatively narrow (87 feet) and quite deep (498 feet). The primary land use is semi-rural residential, although there are two large greenhouse operations, a small convenience centre, gas station and elementary school. There are also several home-based businesses (machinery repair, cartage, trades, and similar operations).
- Much of the land is vegetated and the overall character speaks to an older, more rural Richmond. An Environmentally Sensitive Area (ESA) is located in the southeast portion of the area. This is considered by the City as an area of significant habitat for small mammals and songbirds. There are no City parks in the area.
- There are three homes and a number of trees that have been identified by the City as having heritage values.
- The area does not have sanitary or storm sewers, although collector services are available at the perimeter of the area. There are two east-west roads – Odlin and Alexandra – but no north-south roads.
- The southern boundary, along Alderbridge Road, is an exceptionally important visual and functional entry to Richmond's City Centre from points east. The City and GVRD have invested significantly in making this an attractive highway with a central median with a maturing tree canopy.
- A number of land assemblies are taking place in the Alexandra and the City has received serious inquiries about immediate redevelopment opportunities.
- The 2005 assessed land values in the area have increased substantially in the past two years.

- There are three applications for rezoning in the Alexandra area. These applications will not be processed formally until such time as an area plan is adopted.

## Ten Planning Principles – A Firm Foundation

The development of a proposed plan has its foundation in a series of 10 planning principles. These principles were tested with the community at three sets of open houses, and were varied as the process evolved.

At the last set of public open houses – December 2004 – there was strong endorsement of the planning principles. Only minor wording changes have been made since then in order to clarify or reinforce the principles.

### **Principle #1**

***Establish a mix of land uses that contributes to a complete and balanced community and makes a good transition between the City Centre and neighbouring housing areas.***

Alexandra is an area that can be a successful transition from Richmond's City Centre to the solidly residential areas of Oaks and Odlinwood. As such, a combination of land uses is appropriate, resulting in a good blend of jobs and homes. This mix will contribute to a "complete community" – an area where people can live, work, play and recreate.

- Rationale: This area exhibits the characteristics of an area likely to undergo certain change. This change may be swift if the market conditions continue to be robust. As the area is on the edge of the City Centre, within walking distance of the proposed RAV line, it is an area that can take a mix of uses at moderate to higher densities.

### **Principle #2**

***Create viable land parcels for redevelopment for urban uses.***

Future uses will benefit from excellent proximity to highways, Richmond City Centre, airport, RAV transit and the possible Trade and Exhibition Centre.

- Rationale: This is a well-serviced, accessible part of Richmond and redevelopment should be urban in character. This means having urban standards of infrastructure and setting in motion land uses and sufficient densities to make redevelopment viable.

### **Principle #3**

#### ***Ensure compatibility with neighbouring areas.***

To encourage transitional redevelopment that is compatible in scale and urban design with adjacent areas and which does not create significant adverse impacts on the Odlinwood/Alderbridge and The Oaks neighbourhoods.

- Rationale: The public consultation indicated that residents of the adjacent neighbourhoods to the north and east are receptive to change in the Alexandra Area but are concerned that future uses do not have a negative impact on their quality of life. At present, the Alexandra Area serves a "buffer" from city-type uses and densities to the west. For this reason, it is important to develop a land use pattern that allows a compatible transition, particularly along the north and east edges of the area.

### **Principle #4**

#### ***Ensure an effective implementation program.***

To coordinate and facilitate the redevelopment of the Alexandra Area with a well-understood, effective implementation program.

- Rationale: Currently, there are more than 100 landowners in the Alexandra Area. The City, working in conjunction with future developers, will facilitate the infrastructure program. Any City costs related to the implementation will be pre-determined and budgeted for (example: park acquisitions and improvements, street right-of-ways). These may be in addition to existing Development Cost Charges (DCCs).

### **Principle #5**

#### ***Ensure a connected and safe traffic circulation system.***

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

- Examples: An internal road layout that prevents speeding and short-cutting; signalized intersections at key locations on the perimeter of the

area, cycling lanes, sidewalk curb cuts, transit-friendly uses and forms, etc.

**Principle #6**

***Facilitate the development of a cohesive, lively, busy centre.***

To identify an area that serves as a retail and social hub for the Alexandra neighbourhood within easy walking distance for most residents and workers.

- Examples: A cluster of street-oriented stores, services and restaurants easily accessed by pedestrians, bicyclists and motorists; an alternative could be a group of recreational facilities.

**Principle #7**

***Promote sustainable social, economic and environmental change.***

To set high standards for development, including means and methods to promote social, economic and environmental sustainability.

- Social examples: Encouraging affordable housing, providing access to community activities, designing for crime-prevention.
- Economic examples: Providing infrastructure and land to accommodate jobs and investment. Determining how services and facilities will be paid for, such as development cost charges.
- Environmental examples: Encouraging natural vegetation and wildlife habitat; 'green' building standards; surface stormwater systems.

**Principle #8**

***Provide community connections and civic facilities.***

To create a system of parks, greenways and community facilities that serve the residents of the entire West Cambie area.

- Rationale: The West Cambie area lacks a focus and access to community facilities. Also, the three main neighbourhoods are poorly connected to each other.

**Principle #9**

***Foster memorable identity through urban design.***

To foster an identity for the area through urban design elements in private developments and the public realm.

- Private development examples: gradation in scale and massing, commonality of some exterior materials, preferred character, preferred landscaping, minimum and maximum building heights, minimum and maximum setbacks, appropriate parking requirements.
- Public realm examples: landmarks, signage, native plant materials, public art, streetscaping, vegetation buffers, and traffic calming measures.

**Principle #10**

***Minimize noise conflicts with airport operations.***

To identify land uses that are compatible with the noise impacts of airport operations and ensure appropriate building standards apply within the areas most affected by aircraft noise.

Rationale: Recent studies have confirmed the impact of aircraft operations to be significant throughout most of the Alexandra Area, particularly for detached housing. The Vancouver International Airport Authority (VIAA) has consistently opposed land uses that would lead to any possible restriction of their operations.

## **Proposed Alexandra Area Plan Concept: “A Complete and Balanced Community:**

This concept of a complete and balanced community envisions housing of varying types and densities, offices, community institutions, and retail commercial of various sizes and formats. The Alexandra Area of sufficient size (approximately 150 acres) to accommodate such a mix of uses.

When fully developed, as conceptually shown in the accompanying materials, the area will be an exciting fusion of homes, jobs, retail and open space. Our calculations (using Floor Area Ratios and job/housing multipliers) indicate, that, if the area were developed to 100% of the Floor Area Ratio maximum, there could be approximately 1,800 jobs and 2,900 housing units.

Owing to its proximity to the City Centre, main highways and the future RAV line, the area is ready to take on a true urban character, particularly along its western edge. Overall, the Alexandra area will be quite distinct from the lower density residential neighbourhoods to the north and east.

### ***Proposed Land Uses – Alexandra Area***

The pattern of land uses is depicted in the accompanying plan, along with photographs that provide examples of what types of buildings and landscapes might be appropriate within the various sub-areas.

Overall, the new neighbourhood will be a place that is oriented to people of all ages – walkable, sociable, and safe. The building form will range from two to five storeys. Buildings will be oriented to the street and, as much as possible, resident and employee parking will be out of sight.

The maximum Floor Area Ratios are “conditional” on the developer providing certain neighbourhood amenities, or their equivalency. As part of the City’s implementation strategy, a detailed policy paper will be prepared that outlines how this will be put into effect.



The **main components** of the land use plan are:

- A *"High Street"* with offices above streetfront retail/services in the southwest quadrant. With care and attention to building design, road cross-sections, sidewalks and landscaping this area will become a social hub, catering to the day-to-day needs of area residents and workers. The "High Street" will have grade-level retail on both south sides of the street. The quality of the streetscaping must be exceptional.
- An open space system that provides a range of opportunities for active and passive enjoyment, as well as providing accessibility for pedestrians and cyclists, both within the neighbourhood, and to other destinations. During the design development stage, further exploration will be given to innovative stormwater management in combination with elements of the open space system.
- A collector road system that provides a good level of service to the land uses of the neighbourhood but is configured in a way that makes speeding or short-cutting very difficult.
- An area suitable for a "large floorplate" store in the southern portion of the neighbourhood, with access to Alderbridge Way.
- Multi-family housing includes both townhouses and apartment-style housing. The lowest density will be family-oriented townhouses at a FAR of up to 0.65. These will be located in the eastern portion of the area, closest to Tomsett School. Medium density housing (primarily apartment-style housing at a FAR of up to 1.5) will be located throughout the central portion of the Alexandra area.
- Multi-storey retail/service uses with offices above are identified along the western portion of Garden City Road. This mix of land use mirrors that occurring to the west of Garden City Road. The FAR will be up to 1.25.
- The southern portion of the Alexandra area is an important gateway to Richmond's City Centre. For this reason, the proposed plan maintains and extends the greenway east of No. 4 road along Alderbridge.

- Provision has been made for *community institutional uses* in the northeast area of the plan. The types of uses that could be accommodated in this area include schools, houses of worship, community buildings (e.g. fire station, community building). Additionally, non-profit housing associated with any of these uses is appropriate (e.g. faith-based, assisted living housing). The FAR for uses in this area is up to 1.25.

### **Proposed Traffic Circulation**

- The area has excellent access from busy arterial roads and a regional highway. Owing to the high volumes of traffic on these perimeter roads and the desire to maintain the treed central boulevards on Alderbridge and Garden City, a limited number of intersections are recommended.
- Signalized intersections will be required along each of the perimeter roads to accommodate safe turning movements.
  - Two intersections on Garden City Road;
  - Two intersections on Alderbridge Road;
  - Two intersections on No 4 Road; and
  - Three intersections on Cambie Road.
- The internal road pattern has been developed as a modified grid. Odlin remains a through east-west road, but with traffic calming to discourage speeding. Alexandra is eliminated in its present form. New north-south routes are introduced to facilitate connectivity throughout the area.
- All collector roads will have sidewalks and landscaped boulevards to promote a safe, attractive area for pedestrians. Traffic calming measures will be integrated into the road system. In particular, traffic calming will be a feature along "High Street" and in the vicinity of the school to facilitate safe and enjoyable pedestrian access.
- Provision is made in the plan for the City's adopted bicycle route and greenway systems along Alderbridge, Garden City and Odlin roads.

### ***Proposed Open Space Features***

- The plan creates an open space system of inter-linked natural areas, places for active recreation, community gardens, greenways and tree-lined sidewalks. The accompanying plan identifies those that are intended to be publicly owned, as well as key open space features that will be required as part of future development proposals.
- The open space system has many benefits for area residents and, indirectly, for the broader community. These include: opportunities for outdoor recreation, play and socializing; retention of natural habitat for small mammals and song birds;
- A north-south, publicly-owned greenway will connect the natural park on the south, the active park in the centre of the area, the elementary school, and the north greenway. This greenway will stretch from Alderbridge to Cambie.
- About 80% of the City's identified Environmentally Sensitive Area (ESA) in the southeast portion is retained within the publicly-owned open space system. The other portions of the ESA fall within other land use designations and will be considered at the time a development application is made.
- A north-south greenspine will also link the "High Street" with housing areas in the central portion of the area. Ideally, there will be pocket-sized areas along the green spine and a link to the community garden. This publicly-accessible green spine will be created through the development approval process.
- East-west greenways/bikeways will be located along Alderbridge and Odlin Roads, in conformity with the City's recently adopted Parks and Trails plan.
- A small "gateway" park has been created in the southern portion of the area.

### ***Proposed Design Features***

- The Alexandra area will be a distinctive area of the City. At all major intersections, there will be some form of demarcation – public art,

feature landscaping, signage, or other visually attractive element. Additionally, public art may be incorporated as a feature at significant street ends.

- Landscaping along Alderbridge and Garden City roads will be formal in appearance, including a central treed boulevard.
- Most roads will be designed to accommodate on-street parking. In keeping with the urban character of the area, large surface parking areas within any development are not appropriate. In structure and rooftop parking will be required for most development.
- Character areas will be identified in the next phase of this project. These will provide general design guidance with respect to such key building and site concerns as: setbacks, rooflines, facades, materials, lighting, parking maximums, landscaping, etc

### ***Changes Following the December Open Houses***

Certain changes have been introduced to the proposed land use plan as a result of public input and staff review over the past three months. These are described below.

The **road system** has been changed in a number of respects. These changes have been introduced for two main reasons: to ensure that the internal road system is capable of accommodating peak –period vehicle traffic; and, to ensure greater fairness for owners whose properties will become part of the new road network.

- Realignment of several proposed new roads in order to straddle property lines, rather than run concurrently with property lines;
- In the northwest portion, the proposed new east-west road now aligns with McKim Road, west of Garden City Road;
- In the northeast portion, a new north-south road is added in order to provide a third access to Cambie Road;

- In the east portion, a proposed east-west road has been realigned in order to reduce the number of 90 degree turning-movements;
- In the southeast, a proposed north-south road has been extended to intersect with Alderbridge;
- In the southwest, a proposed curving road has been added, linking Leslie Street to Alderbridge Way.
- The former "High Street" has been relocated to the curving road in the southwest – it remains a pedestrian-oriented streetscape with streetfront shops and services in a compact, urban form.

The **open space system** has been also been changed in several respects:

- The central greenspine has been realigned to curve through the area in order to connect with the of relocated "High Street" and show pedestrian/cyclist access through the southwest portion of the Alexandra Area – this greenspine will be acquired through the development process;
- The greenway in the northeast portion of the property has been reduced in width in order to allow for the new road connection to Cambie Street – this greenway will be part of the City's park system;
- The central park has been reconfigured in more of a square layout – this is considered to offer more flexibility at the design stage. The park will be part of the City's park system;
- The area formerly identified as an "environmentally sensitive area" has been reconfigured and will become a natural park, as an element within the City's park system. This park may include innovative methods of handling

stormwater in order to avoid additional "in-ground" infrastructure;

Primarily, in response to the changes in the road and open space systems, the **land use designations and Floor Area Ratios** have been changed in the following ways:

- In the southwest portion of the area, the former "Mixed Use" designation at a Floor Area Ratio of 2.0 has been divided into two areas, bisected by the High Street, which will become a publicly dedicated street. The area to the west of the High Street is being designated at an FAR of up to 2.0 for a mix of these uses – office, hotel, streetfront retail, and institutional. The area to the east of the High Street is being designated at an FAR of up to 1.0 for large floorplate retail, streetfront retail and office.
- The area formerly identified as "Mixed Use" with housing over streetfront retail has been reduced in size in order to more appropriately relate to the High Street. The remaining area is designated as Multi-Family at an FAR of up to 1.5.
- There has been a reduction in the area identified for attached housing with an FAR of 0.65 and minor additions or reductions in the land area (and therefore, the buildable area) throughout.

### ***In Conclusion***

The land use pattern, open space system and road network presented in this report presents a solid foundation for facilitating the development of a *balanced and complete community*. It is also a practical and implementable plan that responds positively to the input received from the public and all City departments.

*The Alexandra landowners and developers will be the main agent of change. The City, however, will continue to have an important role to play*

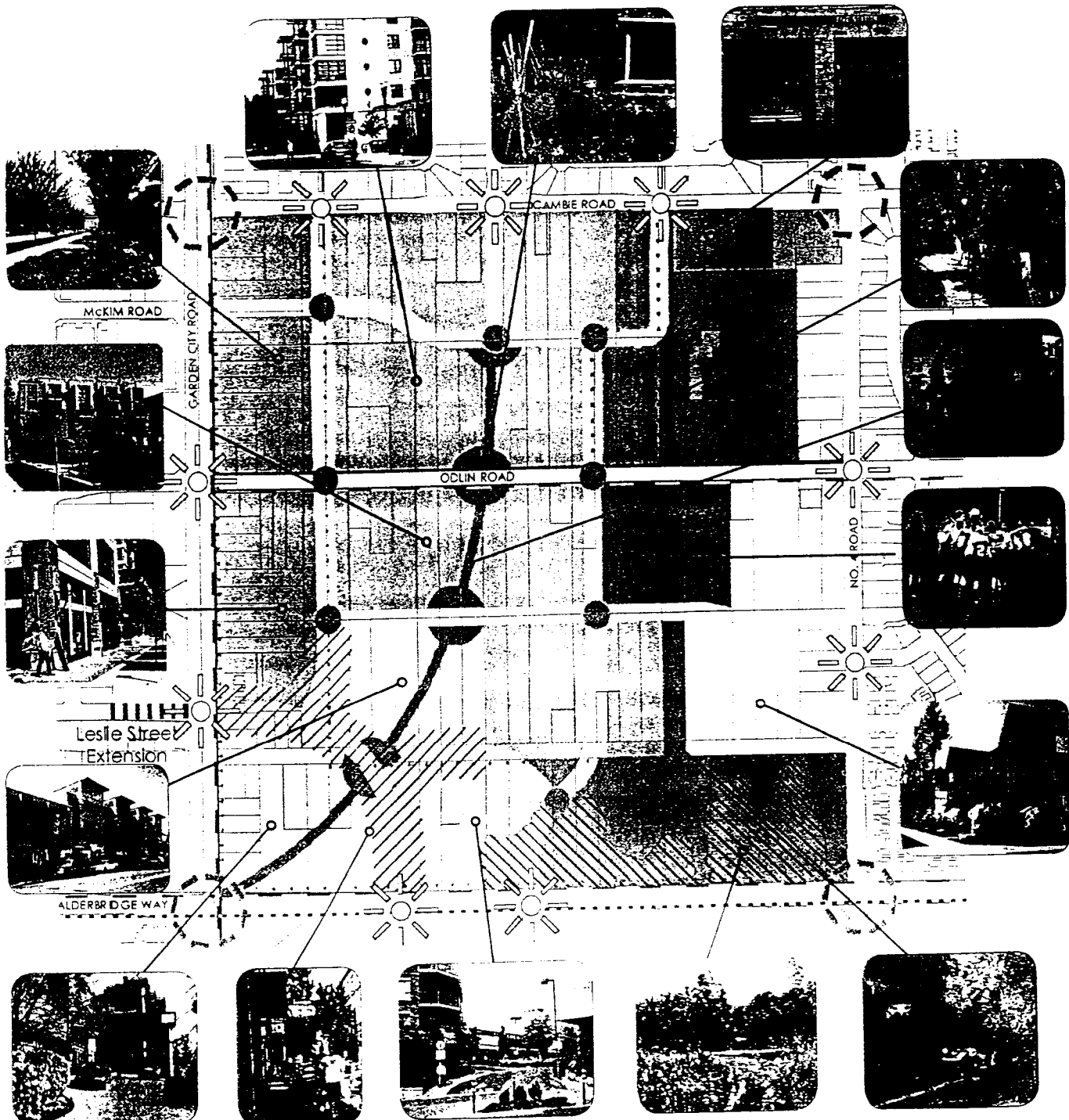
through an implementation program for services and amenities, design guidelines for sub-areas, and rezoning reviews.

If Council adopts the proposed plan, a key "next step" for the City is to develop a tightly defined implementation strategy that clearly spells out what the City will undertake and what is expected of future developers. This will include a financial analysis of expected costs and the preferred ways and means to facilitate a smooth development program. This work will begin following Council's review and anticipated approval of the recommended proposed plan.














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








## West Cambie Area Plan Update Alexandra Area Plan – **Legend**

# A Complete and Balanced Community










### Land Use

-  Business Office – office over retail. FAR up to 1.25
-  Mixed Use – hotel, office, small floorplate retail, institutional. FAR up to 2.0 west of the High Street. Large and small floorplate retail east of the High Street, up to 1.0 FAR
-  Mixed Use – housing over small floorplate retail. FAR up to 1.25. Building heights low to mid-rise
-  Multi-family housing – townhouse and apartment forms. FAR up to 1.50. Building heights low to mid-rise
-  Community Institutional – including houses of worship, day care, seniors facilities, not for profit housing, civic facilities, fire station. FAR up to 1.25
-  Educational institutional
-  Convenience commercial. FAR up to 0.5
-  Multi-family housing – townhouses. FAR up to 0.65. Building heights low.
-  City of Richmond parks – including active and natural parks and greenways

### Special Designations

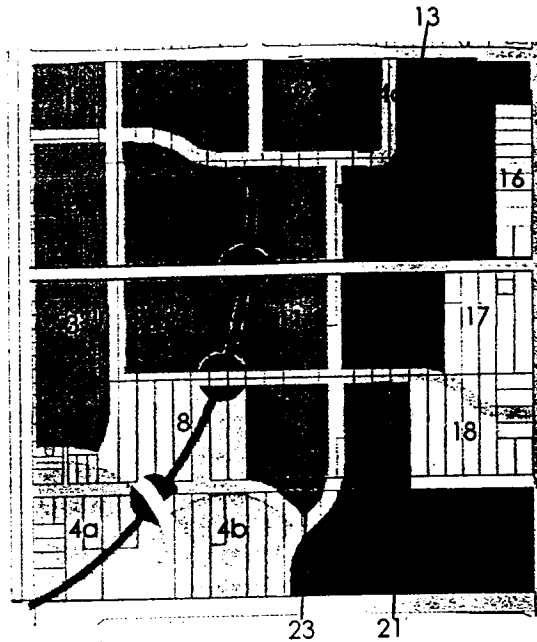
-  Pedestrian-oriented “HIGH STREET” – open to vehicle traffic. Street-front retail. Compact urban design. No off-street surface parking.
-  Area of no housing – affected by aircraft noise
-  Assembly use (rezoning application in progress)
-  Environmentally Sensitive Area – OCP designation
-  Neighbourhood greenspine – acquired through development process

### Traffic Infrastructure

-  Roadways (existing and proposed)
-  New traffic signals
-  Leslie Street Extension
-  Feature landmarks in combination with traffic calming measures
-  Traffic calmed streetscapes
-  Proposed trails and greenways – per City's Parks and Trails Plan
-  Existing Cycle Routes
-  Proposed Cycle Routes
-  Feature Intersections – details to be developed

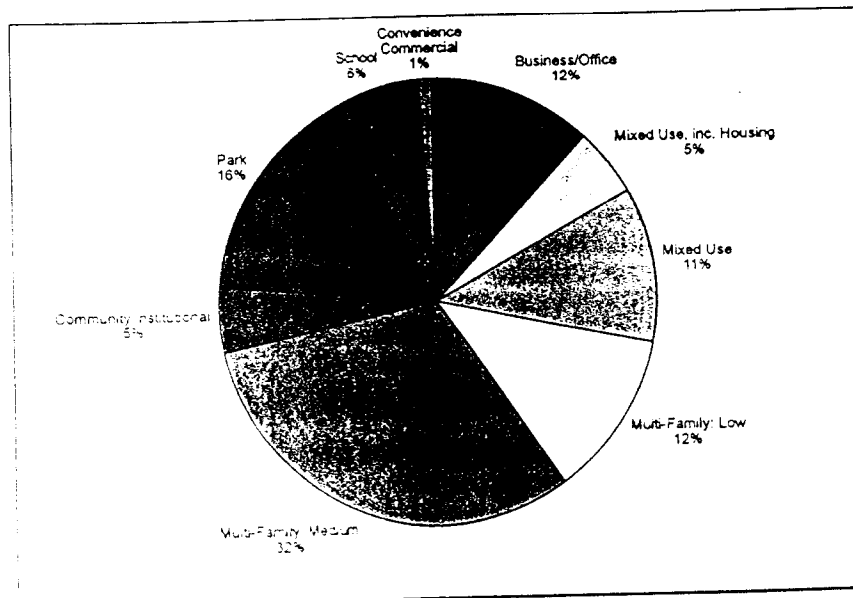
# Proposed Alexandra Area Plan Area by Land Use, Size and Floor Area Ratio

Area	Land Use	Hectares	Acres	Floor Area Ratio
4a	Multi-Family : Low Density	3.59	8.87	1.00
4b	Multi-Family : Low Density	2.12	5.24	1.00
8	Mixed use: Housing over streetfront retail/services	2.65	6.55	1.25
15	Multi-Family : Low Density	2.51	6.26	0.50
16	Multi-Family : Low Density	1.24	3.06	0.65
17	Multi-Family : Low Density	2.46	6.08	0.65
18	Multi-Family : Low Density	2.39	5.91	0.65
Total		51.07	126.16	



Alexandra Area Plan @ 100% Build-Out		Population
Housing Units	2,986	5,972
Jobs	1,839	
City Parks and Open Space		
North Park Way	0.42	1.04
Central Park	2.20	5.44
South Park Way	0.42	1.43
Sub-total	3.04	7.90
Natural Park/ESA	5.17	12.78
Entry Green Space	0.13	0.32
School	3.20	7.91
TOTAL	11.5	28.6
Private Greenspace/Gardens	1	2.5

Land Use - Alexandra Area - Percentage Distribution by Land Area



16 March 2005



**City OCP Aircraft Noise Sensitive Development Policy**

As the proposed Alexandra Preferred Land Use Option had already been drafted, it was very influential during City - Vancouver International Airport Authority (VIAA) discussions regarding the City's OCP aircraft noise sensitive development policy endorsed by Council on November 23, 2005.

The West Cambie Area is located in the +30 Noise Exposure Forecast (NEF) area, with the Odlinwood and Alexandra neighbourhoods being located predominantly in the +35 NEF area.

While the VIAA preferred no residential development above the +30 NEF contour, the City indicated that the drafted Preferred Land Use Option needed to take precedence.

The proposed Alexandra Area Plan Concept minimizes aircraft noise sensitive development and nuisance, as it proposes:

- No single-family residential uses, although authorized infilling is allowed;
- Only mid- and high-rise residential uses, in certain areas;
- That the area is not to be redeveloped with all aircraft noise sensitive development uses (e.g., residential uses), but rather a mix of land uses (e.g., commercial, institutional, office, park); and
- Where multi-family and high-rise uses are proposed, high aircraft noise mitigation standards are required.

The proposed Alexandra Area Plan Concept better limits residential uses with respect to aircraft noise, than does the current OCP.

Prepared by  
The City of Richmond

### City Centre Boundary Considerations

The consultants and City staff have reviewed the question of whether or not the City Centre boundary should be changed to include all or some of the West Cambie area. This review considered the following: the Official Community Plan, the City Centre Area Plan, the existing West Cambie Area Plan, public and stakeholder feedback and professional analysis.

#### Analysis

The City Centre and West Cambie are related, but distinctive areas. The land uses and urban design character of West Cambie, particularly the Alexandra quarter section, are proposed to be considerably different than the City Centre.

The following provides more detail about these differences:

#### The City Centre Area

1. Is the downtown and central commercial and service centre for Richmond, which promotes the creation of a distinctive, vibrant and activity oriented City Centre;
2. Is to be serviced by the proposed light rapid transit (RAV) service;
3. Land uses are to complement light rapid transit by encouraging people to travel on RAV by proposing transit oriented developments (TOD) and precincts along the proposed RAV alignment;
4. Promotes less car-dependence;
5. Provides an identifiable area which supports pedestrian oriented retail uses and movement;
6. Supports high density residential, office and commercial uses;
7. Ensures better future transportation management of transit and vehicle movement;
8. Is located away from major regional highway entry points and corridors;
9. Encourages highway and auto commercial uses to locate outside the City Centre area and closer to major highway connections, so as to minimize traffic congestion; and
10. Has sufficient available developable land to meet the long-term City Centre objectives and growth.

#### The West Cambie Area

1. Is a large traditional residential neighbourhood area with a wide range of land uses;
2. Consists of two-thirds of the land uses being detached and ground-oriented family housing developed during the past 15 years;
3. Includes the Alexandra quarter which is likely to be redeveloped over the next 15 years;
4. The Alexandra quarter section is well suited to be a "*Complete and Balanced Community*" and a distinct transition area between the City Centre to the west and the lower density residential areas to the east, for the following reasons:
  - The proposed densities in this area are to be between 0.65 and 2.0 FAR, lower than the City Centre;
  - Medium-Density Residential development of up to FAR 2.0 is proposed in areas that border the City Centre, which is consistent with the OCP;
  - It has good access to highways and a high exposure to vehicle traffic along Garden City Road and Alderbridge Road;
  - It is serviced by bus service;
  - It can accommodate uses which rely on bus service and automobile traffic as it is nearer to highways than the City Centre; and
5. Does not justify a planning rationale for any substantive redevelopment to higher densities that are equivalent to those of the City Centre;

#### Transportation Department Comments

The City's Transportation Department provides the following comments regarding this preferred long-term traffic in the City Centre and West Cambie areas:

#### The City Centre Area

The goal of the Transportation Plan for the City Centre is to promote sustainable transportation (that is, pedestrian-friendly, bike-friendly and transit-friendly) approaches to the design of buildings, streets and parks and discourage car-dependent lifestyles.

Four key objectives for transportation in the City Centre are to:

- (1) Balance automobile usage with other means of travel, with an emphasis on transit;
- (2) Make roads work for pedestrians, cyclists, and transit, not just cars;
- (3) Encourage people to make transportation choices which reduce traffic growth; and
- (4) Implement improvements to take advantage of opportunities created by new development.

#### The West Cambie Area

In the West Cambie area, the goal is to improve transportation access to facilities and services while minimizing the social and environmental impacts of traffic, particularly within the residential neighbourhoods.

To achieve this goal, policies including the following should be pursued:

- Develop, maintain and improve a hierarchical network of roads to provide efficient and direct vehicular access to and from the area and ensure good circulation within the area;
- Ensure that all commercial and industrial developments have adequate parking, traffic circulation and access routes;
- Increase the availability of bicycling paths through the area; and
- Increase safety and livability of the neighbourhoods by minimizing the through and speeding traffic on residential roads.

#### Recommendation

Staff recommend that the City Centre boundary not be modified, as there is sufficient land in the City Centre to achieve the City Centre vision as a high density, downtown core and rapid transit serviced area.

Correspondingly, there is no reason to modify the boundaries of the West Cambie Planning Area as the West Cambie area is and should continue to be a distinct "*Complete and Balanced Community*", with lower densities than the City Centre, where the Alexandra area serves as a transition area between the City Centre and the residential areas to the east. For example, while the vision for the City Centre is not to encourage future highway commercial uses, with appropriate urban design, the West Cambie Area can.

#### Note:

In 2005, the City Centre Area Plan will be updated to ensure that it continues to meet the City's needs, vision and objectives (e.g., development which better promotes the use of light rapid transit).

Prepared by  
The City of Richmond

**West Cambie & North City Centre Community Centre Considerations**

**1. Referral**

On January 18<sup>th</sup>, 2005, Planning Committee endorsed the following resolution:

*That:*

- (1) the following be referred to staff for further review: for the West Cambie Planning Area, land not be acquired for a community recreation facility and the community recreation facility needs of the West Cambie area be incorporated into City Centre planning; and*
- (2) staff identify the specific North City Centre and South City Centre community facility needs, funding alternatives and report back to Council for further direction.*

**2. Background**

□ Richmond City Centre Plan

Richmond's City Centre Area Plan, adopted by Council on May 8, 1995, directs that the City should:

"Develop multi-purpose community centres within a 'comfortable walking distance' (no more than 1.0-1.5 km or about 15 minutes) of the majority of the City Centre's resident and worker population."

The Plan's Implementation Strategy indicates that satisfying this directive will require the provision of two new community centres (e.g., assumed to be approximately 30,000 ft<sup>2</sup> each):

- One of which should be located in the vicinity of City Hall where the City Centre's existing population is centred, and
- The other should be further north where it can better serve the downtown's future growth.

□ Aircraft Noise Sensitive Development Policy

As a result of amendments to the Official Community Plan (OCP) in November 2004, new residential development is possible in certain areas of the City Centre, north of Cambie Road, and the West Cambie planning area (**Schedule 1**).

In the north City Centre, this development is expected to be higher density and transit/pedestrian-oriented to complement the proposed Richmond-Airport-Vancouver rapid transit system (RAV).

In West Cambie, which is more distant from RAV, densities are proposed to be lower.

In both areas, access to services and facilities, including a community centre, will be important to local livability.

□ November 16th, 2004 Planning Committee Meeting

At the Planning Committee, during the presentation of the "West Cambie – Proposed Land Use Option", staff were asked to consider the need for a community centre in the area, particularly near Tomsett Elementary School (**Schedule 2**).



### 3. Community Centre Models

#### □ The Traditional Model

Richmond is served by a network of community centres, each of which is co-located with a large community park and one or more schools, and is intended to serve an area of 1,600 m (1 mile) in diameter or more.

This model, while very successful in Richmond's suburban areas, is inconsistent with the City's objectives for a higher density, vibrant, mixed-use, pedestrian-oriented downtown as the model's:

- Large site size is unaffordable where land in the City Centre is more costly and development densities are to be higher;
- Large facility size and catchment area assume that users will typically access the centre by car; and
- Siting and extensive open spaces and parking lots isolate its public use from complementary private sector uses nearby.

#### □ The Mixed Use Model

##### • General

As an alternative to this traditional model, there is a trend towards locating community centres on smaller sites (e.g., independent of conventional park space) within mixed-use buildings that incorporate housing, shops, and/or other uses. Locally, North Vancouver has recently opened a mixed community centre/high-rise housing project and Vancouver is pursuing a similar project.

The advantages and disadvantages of this model for the north City Centre/West Cambie area include:

<b>"Mixed-Use Model"</b>	
<b>Advantages</b>	<b>Disadvantages</b>
<p>A community centre could be:</p> <ul style="list-style-type: none"> <li>• Situated closer to the "heart" of the community</li> <li>• Better integrated into the growing community it serves</li> <li>• Located within a more reasonable walking distance of residents</li> <li>• More timely, as it will be built in tandem with local private development</li> <li>• Less expensive due to lesser land needs, lower parking needs, and cost-sharing with non-City uses (e.g., market housing)</li> </ul>	<p>A community centre would be:</p> <ul style="list-style-type: none"> <li>• Situated independent of significant open space (e.g., play fields)</li> <li>• More constrained with regard to noise, etc. due to the proximity of neighbours</li> <li>• Limited with regard to expansion, as its site would likely be built out</li> <li>• More complicated due to various legal/tenure issues (e.g., strata or lease)</li> <li>• More expensive per m<sup>2</sup> to construct</li> </ul>

##### • Recommendation – Mixed Use Model

The lesser land needs, lower potential costs, pedestrian-orientation, proximity to RAV and the greater ability to integrate public and private uses made possible by the "mixed use community centre model" outweigh its disadvantages and make it the most desirable means by which to meet the community centre needs of Richmond's growing downtown. It is recommended.

### 4. City Centre Community Centre Planning Principles

In considering the community centre needs of West Cambie and the north City Centre (e.g., north of Alderbridge Way), the following principles are proposed as a basis for achieving the "highest and best" community use possible:

**A. Shared Facility**

Based on projected populations, provide one community centre to meet the combined needs of West Cambie and the north City Centre.

*West Cambie's population is currently 6,500 and could almost double. The existing population of the north City Centre is less than this, but will meet or exceed this number when it is built out. Together, the area's projected +/-25,000 residents warrant the establishment of a new community centre.*

**B. Proximity to Users**

Based on anticipated population distribution, locate the community centre along Cambie Road, near Garden City Road or a short distance to its west.

*From a population perspective, the Garden City/Cambie intersection is the rough centre of this area. However, with the opportunities afforded by RAV, it is expected that the population of the north City Centre will exceed that of West Cambie.*

**C. Pedestrian Orientation**

Based on City objectives for wellness, the establishment of this facility as a focus of community life, and the need to keep costs down (e.g., through reduced parking, site size, etc.), locate the community centre where it is within convenient walking distance of the majority of area residents.

*While the populations of the north City Centre and West Cambie may be roughly equivalent, the City Centre's development will be concentrated within a smaller area, which will place significantly more people within easy walking distance of Cambie Road.*

**D. "Mixed-Use Model"**

Based on objectives for a cost-effective, vibrant, accessible facility, encourage the development of the community centre mixed-use model, as part of an urban, mixed-use project (e.g., not Richmond's traditional "facility in a park" model).

*Anticipated higher densities and mixed residential/commercial opportunities in the north City Centre present greater opportunities for the mixed-use community centre model.*

**E. Timely Provision**

Based on the anticipated rate of growth in West Cambie and the north City Centre, make provisions to ensure that a new community centre will be in place in 5-8 years (e.g., 2010-2013).

*There are currently few residents in the north City Centre, and existing West Cambie residents are served, on an interim basis, by the existing Cambie Community Centre. Construction of a new community centre can, therefore, wait until residential development begins. It cannot, however, wait too long as prime opportunities for a "mixed-use community centre model" could be missed during City center re-development and the area's livability would suffer.*

**5. Alternate Locations**

Based on the above principles, it is preferable to locate a new community centre along the Cambie Road corridor, roughly between Garden City Road and Brown Road.

With this in mind, four general locations have been considered (**Schedule 2**).

The results of this review are as follows:

Options		Comments	Conclusion
<b>South of Cambie Road</b>			
1	East of Garden City Road <i>Proposed for medium-density housing</i>	<ul style="list-style-type: none"> <li>Outside the area's population focus</li> <li>Limited pedestrian activity (e.g., fairly car-dependent)</li> <li>Near the Tomsett school &amp; multiple-family housing, but opportunities for the "mixed use model" will be limited due to lower densities and few potential development partners</li> </ul>	Not appropriate
2	East & west of Garden City Road <i>Proposed/designated for urban business park (e.g., office)</i>	<ul style="list-style-type: none"> <li>Generally inside the area's population focus</li> <li>Weak office market and relatively low densities (e.g., little or no demand for more than 1 floor area ratio) makes the "mixed use model" impractical</li> <li>Housing not permitted due to aircraft noise</li> </ul>	Not appropriate
<b>North of Cambie Road</b>			
3	West of Sexsmith Road <i>Higher-density mixed-use likely (including housing)</i>	<ul style="list-style-type: none"> <li>Generally inside the area's population focus</li> <li>Pedestrian-oriented &amp; in easy walking distance of a majority of residents</li> <li>Higher density mixed-use presents good opportunities for the "mixed-use model"</li> <li>High developer interest in this area could help to facilitate timely community centre construction</li> <li>Near the existing Cambie Field park</li> </ul>	Preferred
4	East of Sexsmith Road <i>Higher density housing likely</i>	<ul style="list-style-type: none"> <li>Inside the area's population focus</li> <li>Pedestrian-oriented &amp; in easy walking distance of a majority of residents</li> <li>Higher density housing presents good opportunities for the "mixed-use model"</li> <li>High developer interest in this area could help to facilitate timely community centre construction</li> <li>Neighbourhood commercial &amp; small park (e.g., +/- 2 ac.) could be built nearby</li> </ul>	Preferred

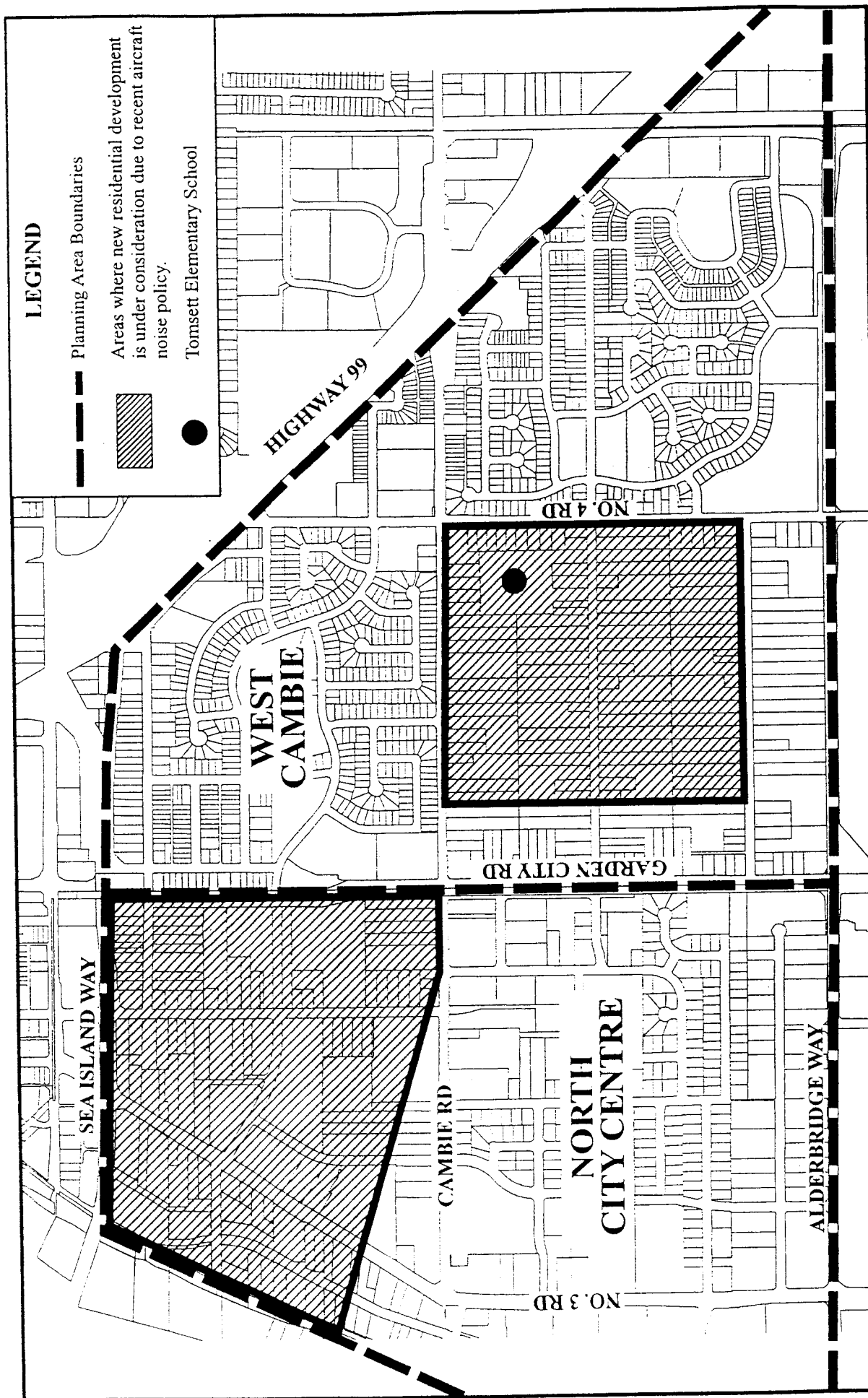
## 6. Recommendation

Proximity to residents, pedestrian-orientation, and opportunities for the successful implementation of the "mixed-use community centre model" strongly favour a location near the north side of Cambie Road between Garden City Road and the west side of Brown Road (e.g., Options 3 & 4).

## 7. Next Steps

- City Centre Community Centres, Parks & Trails Implementation Strategy
  - To ensure that the necessary north and south community centres, parks and trails are provided in a timely and cost effective manner in the City Centre, the Parks, Recreation and Cultural Services (PRCS) Division will prepare a City Centre Community Centres, Parks & Trails Implementation Strategy by December 2005.
  - The Implementation Strategy will address how the community centres, parks and trails can be established including their size, use, location, cost, budget, funding and timing. This will include proactive site acquisition options and any changes to the Capital budget.
  - This work will complement the updating of the City Centre Area Plan which, itself, is to be completed Policy Planning in December 2005.
  - In this way, the establishment of the community centres, parks and trails can be well managed.
- North City Centre Community Centre Timing  
The development of the North City Centre Community Centre along the Cambie Road corridor is expected to be implemented within the next 5 to 8 years to coincide with the corresponding redevelopment increases in the area's residential population.

Prepared by the City of Richmond



# **LEGEND**

Planning Area Boundaries

Areas where new residential development is under consideration due to recent aircraft noise policy.

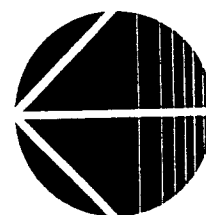
Tomsett Elementary School

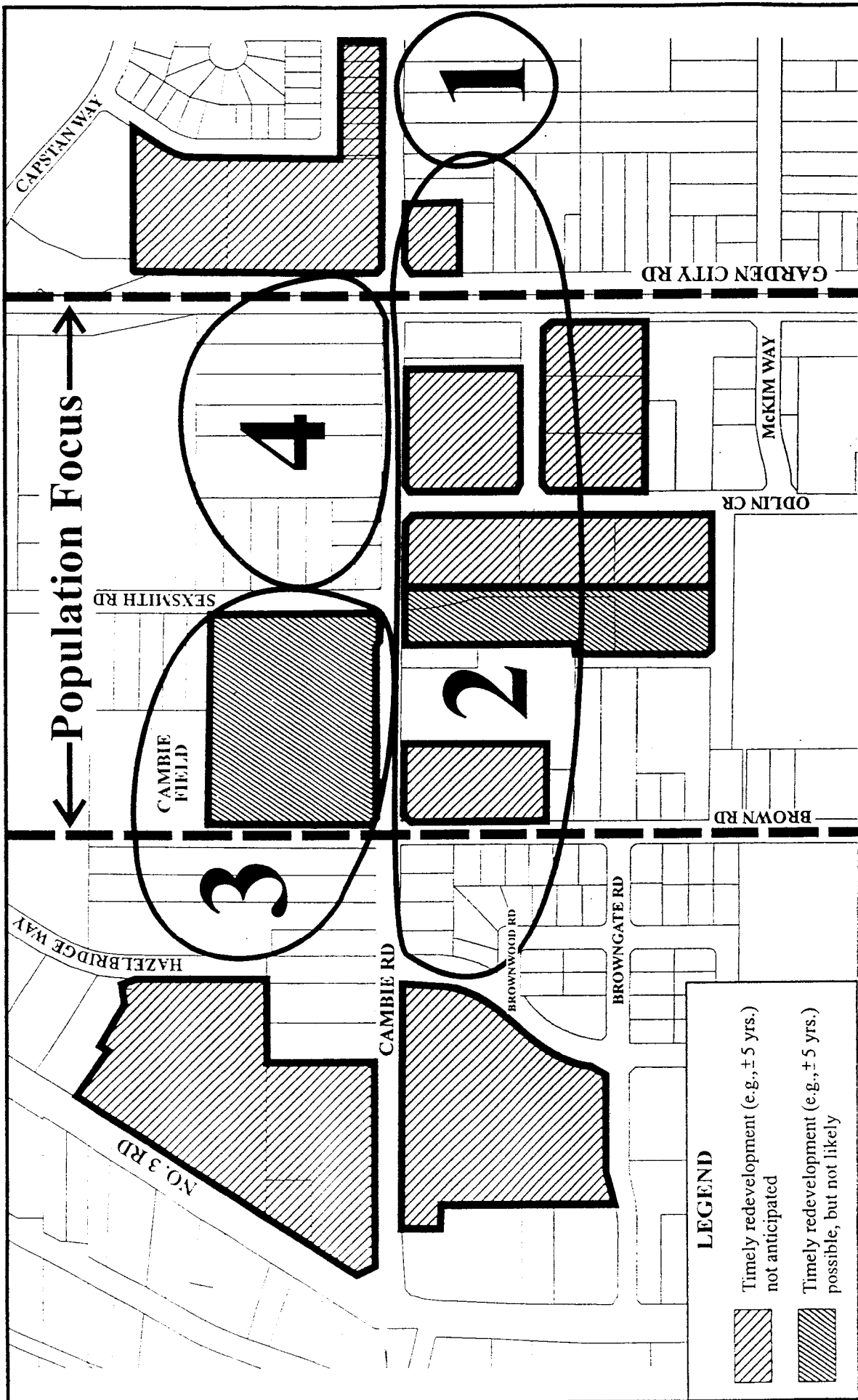
## **West Cambie & North City Centre Areas Schedule 1**

Original Date: 02/28/05

Revision Date:

Note: Dimensions are in METRES



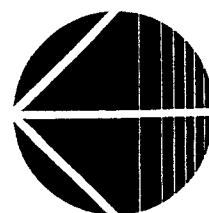


Original Date: 02/28/05

Revision Date:

Note: Dimensions are in METRES

# Alternate Community Centre Locations Schedule 2



**Correspondence from the Public  
Regarding  
The Proposed West Cambie Preferred Land Use Concept Plan**

## **WEST CAMBIE RESIDENTS ASSOCIATION (WCRA)**

### **West Cambie Area Plan Review & Open House Report**

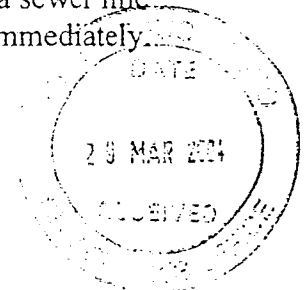
The WCRA is a large group of resident landowners dedicated to improving their neighborhood bounded by Garden City Road to the West, Bridgeport Road to the North, Highway 99 and Shell Road to the East, Alderbridge Way and Westminister Highway to the South. The members of the WCRA will be directly affected by any proposed development in the area bounded by Alderbridge Way, No.4 Road, Cambie Road and Garden City Road.

The residents were very appreciative of the City of Richmond Councilors for facilitating Open Houses in the area, and for the time dedicated by Terry Crow, Kari Huhtala, Eric Fiss and other City Staff. This allowed the neighborhood to be involved and to provide input.

During numerous meetings leading to the review of the area plan, residents complained of the obtuse zoning and the lack of services in the area. The application by First Pro to build a shopping center in the area will allow residents input through the public process.

The general consensus of area residents to the WCRA is to support the commercial development to the southwest, which would bring much needed services to the area and an increased tax base for the City of Richmond. The remaining area has strong support for a multifamily development similar to the City of Richmond's Odlin Wood neighborhood next door to the east. A combination of townhomes and small comprehensive lots with heritage style homes is in demand by young families in the area. The support and success for a neighborhood such as this comes from families that cannot afford the larger more expensive homes. The Richmond Community Services Advisory Council report in 1999 concluded a shocking finding that 22.9 percent of Richmond lives on less than \$15,000 per year. This statistic alone helps reinforce the need for a general discount retail store in the area.

There are many problems the residents in the area are having with their failing septic systems making it imperative from a health and disease perspective that the Area Plan process be accelerated. Residents are asking desperately for installation of a sewer line and a system to slow down speeding on both Odlin and Alexandra Roads immediately.



# **Richmond**

The WCRA, The Oaks Residents Association and the neighboring Pacific Plaza Strata Council representing 265 strata lots support the aforementioned requests.(letters attached)

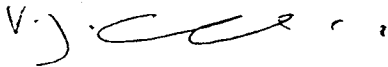
Should you require any further information please feel free to contact the persons listed below.

**Mr. Bill Maranda,**  
**604.273.4054**

**Mr. Ray Stolberg**  
**604.278.2527**

**Mr. V.J. Sidhu**  
**604.274.9206**

Sincerely,  
On behalf of the West Cambie Residents Association



V.J. Sidhu, Chair WCRA  
VJS/cp

# Richmond





**The Oaks Residents Association**

**#1000-8888 ODLIN CRESCENT**

**RICHMOND, B.C.**

**V6X 3Z8**

**March 17, 2004**

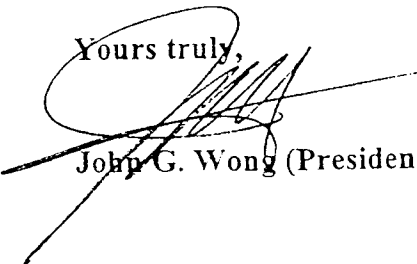
**City of Richmond  
6911 No. 3 Road  
Richmond, B.C.  
V6Y 2C1**

**Attention: Mayor , Councillors and Planning Staff**

**Re: Proposed Wal-Mart in Richmond**

We the residents of The Oaks Residents Association fully support the West Cambie Area Development to include **COMMERCIAL TO THE SOUTH SIDE** and **MULTI FAMILY RESIDENCE TO THE NORTH SIDE MIRROR THE SUCCESS OF ODLINWOOD DEVELOPMENT**. Our proposition is that with commercial development, it will increase area employment and broaden the tax base for sustainable top notch city services to its citizens and lower our residence tax rate. The opening up of more multi family housing will make it more affordable housing for our younger generation which is the future of **RICHMOND'S** prosperity. With Wal-Mart in our local area, it will make shopping easier for seniors who could shop close to their home and does not require using of automobile and pollute our environment. Also Wal-Mart have proven in other areas where they operate that they had been a good corporate citizen for the city and area residents.

Yours truly,

  
John G. Wong (President)

17 March 2004

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

Attention: Mayor, Councilors and Planning Staff

**Re: Proposed Wal-Mart in Richmond**

We, the strata council at Pacific Plaza 8888 Odlin Crescent, Richmond, representing 265 strata lots, would like to express our desire to have more business establishments and opportunities in Richmond.

It is our belief that more business activities in Richmond will not only attract more investment and development but more importantly economic growth which is vital in the betterment of the growth of the City. Enhanced economic environment will also enhance the living standard of each and every citizen in Richmond.

We fully support the West Cambie Area Development to include Commercial to the South side and Multi-Family residence to the North side mirroring the success of Odlinwood development.

Our proposition is that with commercial development, it will enhance area employment and broaden the tax base for sustainable city services to its citizens and lower our residence tax rate. The opening up of more multi family housing will make it more affordable housing for our younger generation which is the future of Richmond.

With Wal-Mart in our local area, it will make shopping easier for seniors who could shop close to their home and does not require using of automobile and pollute our environment. Wal-Mart has proven in other areas where they operate that they are accountable to the city and responsive to area residents.

Should you require any further information please feel free to contact the undersigned.

Yours truly,  
  
Hansen Lau  
Chairman

The Owners, Strata Plan LMS 3259

## **WEST CAMBIE RESIDENTS ASSOCIATION**

9211  
Odlin Road  
Richmond, B.C.  
CANADA  
V6X 1E1  
Tel: 604.274.9206

August 6, 2004

Mayor Malcolm Brodie  
City of Richmond  
6911 No. 3 Road  
Richmond B.C.  
V6Y 2C1

### **Re: OLYMPIC OPPORTUNITIES**

Dear Mayor Brodie:

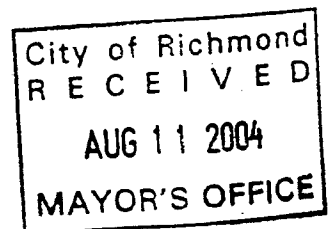
The West Cambie Residents Association attended City of Richmond Council meeting July 12, 2004 for the announcement to host the 2010 Olympic Speed Skating venue in Richmond. We felt proud for the City and were grateful to be part of a historic milestone announcement. We fully support you, the councilors, and City staff in this worthy endeavor.

In the report to council "OLYMPIC OPPORTUNITIES", some benefits highlighted of the speed skating oval were "important anchor and catalyst for development". Some members of the WCRA pointed out that in our neighborhood; we also view the Wal-Mart development as an important anchor and catalyst for development.

This area has been overlooked and is in a poor state of disrepair, while the City of Richmond developed its own property next door ( Odlin Woods ) as well as Lions Park and SilverCity.

# **Richmond**

283



We have developers that have been finally able to assemble properties in the area which will kick start development and we hope that the City of Richmond takes this opportunity to start building and clean up the area.

The raw data from Richmond Residents input from open houses overwhelmingly supports having multi-family in the area with commercial development in the southwest corner. There was virtually no opposition to the proposed commercial development which includes Wal-Mart. We view the application as a commercial land use decision and whether the development includes Wal-Mart, Zellers or Sears should not be an issue. We believe that the commercial development will be a catalyst for development in the entire area and its approval would support Richmond's open for business attitude. The fact that the development includes Wal-Mart will send a message to the business community that Richmond invites all business.

Commercial and Multi-family development in this area also negates noise issues raised by the Vancouver Airport Authority. Majority of Richmond residents are not pleased with the unelected Vancouver Airport Authority expending huge lobbying efforts on politics while it fails to address its own weak governance structure and accountability issues.

We look forward to the successful development of the Olympic Skating Oval and the Odlin/Alexandra Area.

On behalf of the West Cambie Residents Association;

Mr. Bill Maranda,  
604.273.4054

Mr. Ray Stolberg  
604.278.2527

Mr. V.J. Sidhu  
604.274.9206

# Richmond

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

TO

for Manager, Policy  
Planning  
Re: West Cambie  
Consultation

1. MAYOR

2. BILL McNULTY

C.C.

3. LINDA BARNES

C.C.

4. KICHI KUMAGAI

C.C.

5. SUE HALSEY-BRANDT C.C.

PHOTOCOPIED  
& DISTRIBUTED

DATE Dec 10/04

		INT
	ARM	
#	DW	DW
	KY	
	AS	
	DB	
	WB	

Is West Cambie plan is balance plan?

NO NOT AT ALL.

We strongly oppose it. Honestly believe it is totally a wrong and favor plan.

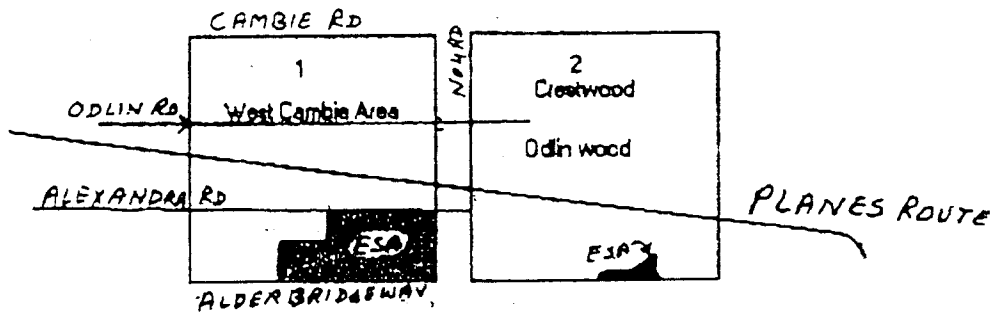
ESA.(Environmental Sensitive Area) The decision has been made when wall mart applied for rezoning and same time NO.4 Rd.& Alderbridgeway area was added in ESA. Public get aware about it first time in June 2004.

4045-20-11

This open house is a drama. This open house is to proceed their paper work. Because it is necessary to say that public support their Idea. This is the reason they are here today.

Few questions which you should ask them:

1. Is this not necessary that land which you may take it in ESA must have trees. Without trees this can be ESA ? Because my land almost 2 Acres has been added in ESA recommended area does not have a single tree.
2. This recommended 11 Acres in ESA. Did they ever had before that large area in any other community plan in Richmond. If Yes then where?



3. No.1. is very similar to recently finishing subdivision Odlinwood (2 sketch) although there was four acres of land in ESA. If you had seen in previous GIS inquiry and now recently city tried to hide it from public. Now when you go to website only that area you will see it in different patch, hide ESA and presently showing town houses Other wise that website is same from 2002. We are going to show it on TV very soon. You ask them What happen to that ESA land?
4. Please ask them one more question that recommended ESA land belongs to helpless residents only or is there some part belongs to developers also?
5. Is only developers are who build RICHMOND or the Residents of Richmond build City. Think about this. I paid triple taxes than a regular house taxes for this Acre from last 20 Years. Paying mortgages still today. Is this fare they may put my land in ESA. Which do not have a single tree in it.



6. Comparing to my clean land , there is another land which is full of 50/60 years old trees and straight logs has been put it in commercial area. They will clean up like Odlinwood. But recommended ESA all trees are less than 15/20 years. Is this fare?

7. Plane noise. Why can not be residential between Alexandra & Alderbridgetway. Everyone knows that planes fly between Alexandra Rd and Odlin Rd. Find one person who may refuse it. Within 25 years residency at Alexandra Rd I never ever seen a single time when plane passing between Alexandra Rd & Alderbridgetway.

Planes pass on top of first property from Alexandra Rd towards Odlin Rd. At No 4 Rd and otherside 4<sup>th</sup> property from Alexandra Rd towards Odlin Rd at Gardencity. Ask to these city people where will be the most noise.

When the plane passing through between Alexandra and Odlin and city recommendation in this plan is townhouses, even when the plane go more down close to Gardencity they are making High density and Low density buildings. Are they thinking the public is that foolish who don't understand what politics is going on.

Actually what happened self made area committee was talking only for themselves. Now when their properties are in town houses or high density they shut their mouth. It is selfishness but it is natural every one think first himself. Now half of the block of Alexandra had bought by First Pro Known as Walmart. 8/9 people left over. Within 2/3 people are investors in Hong Kong. We don't have many residents left. But whatever this happening with us never ever thought about it and still does not believe that this politics could be that dirty.

8. I build a new house spend \$650000. five years ago. I always believe this is good residential area, otherwise never build that nice house. Now no one ever buy it. who will pay compensation and how I can live with my family in ESA. Public walking in trees at night or at dark connected to my back yard, I can't ask what he is doing there? Will you live there?

9. What is the problem to make 50ft wide ESA all along with Alderbridgetway as recently finished at Odlinwood. May be developer has to buy more land for his use. What does make any difference to them?

10. Main thing is why do they need 11 Acres land for ESA. For clean air ! make more wide roads and leave a space in middle and put trees as many you want. But they have to look after the developers.

There is lot more Questions for Saturday meeting. You will know what is the real politics. Lot of names are coming

Dated: 9<sup>th</sup> December 2004.

Jack Sihota  
9800 Alexandra Road,  
Richmond, BC.  
Phone :604 244 8881.

TO CITY OF RICHMOND

From past 35 years and I had serve a 1<sup>st</sup> class citizen role to Richmond. My own residence property from more than 20 years at Alexandra Rd paying mortgages still today and always believe one day this area will develop. I would develop my own land.

Now I see how planners are one sided to protect big developers and dumping my land almost two acres in Environmental sensitive Area. 8 acres in rectangular shape has been put in ESI. Alderbridgeway and Alexandra Road vertical to No 4 Rd. Half of area adjacent to Alexandra Rd don't have trees. My land don't have a single tree. If some one think may about a soil reason. My both properties are pre loaded 4' high from past 20 years ago with city fill. If you may drive on Alderbridgeway between 99 Hwy and No 4 Rd. What is wrong in it. There are 50 ft trees on both sides as well a natural beauty. Why not this may be between garden city and No 4 Rd. they are doing it because that it is pressurized by the developers.

Planes passing between Alexandra and Odlin find one person who may refuse it. Highest noise level will be between Alexandra & Odlin close to garden city and that area is going in high density. City had decided couple years ago to put our land in ESI. Some one's property will go in each group but it should be fair. Property has 50 to 100 years old trees that land is recommended to be commercial. If trees are important then why they divide it from the middle and make commercial. why they have not taken 100ft all along with Alderbridgeway and acquire equal area as proposed, divide it equally in all properties even along with Alderbridgeway. I strongly believe that it is all pressurized by the developers.

- 1) When policy planning balanced the community plan they also has to balance the evaluation the property also and show to the public market value of rezone properties is balanced and they are playing the fair game and not given any favor to anyone.
- 2.) Because property use is of value difference. ie. A property came in environmental sensible area will be away lower value than a property is multifamily medium density. They should explain to the public as well assure to property owner, how are they going to Balance those properties in higher value grade of development and with zone of low value properties. Municipal powers are 3<sup>rd</sup> stage of Govt. They should treat equally.
- 3.) Their job is to satisfy those property owners that they had not discriminated between developers and ordinary public. ie. Wall Mart or Progressive or Polygon what so ever. Show to public that their land is also in Environmental sensitive Area also.
- 4.) Their job is to satisfy those property owners to give them in writing that they would not loss and guaranteed to acquire their property at maximum sale of higher grade of development during the certain time.
- 5.) It look like policy planners need 10 acres for sensitive Area so they did not care about how old that trees are. They left the place where most old trees were. They choose the area where the trees are only 5 to 18 year old trees. It means this area can be any where. But how can they ignore 50 to 70 year old trees.
- 6.) They should give explanation in writing to the property owners that how they will maintain that area and is the public allowed to go there like a park and what about the safety of the property owners. How those properties would be protected when part of the land will be used as a public property. Will this not be harassment to give away their land to city and walk away. OR will this area would be acquired in certain time by the municipality with equivalent value of multi-family high density area. These things should be cleared in proposal, explain to property owners as well public
- 7.) I strongly oppose this proposal for this sensitive area in rectangular shape 8 acres. I WILL SUPPORT 100ft all along with Alderbridgeway between No.4 Rd and Gardencity

I request for reply upon each number for explanation.

Yours Sincerely  
Jagtar Sihota

Dated: 2<sup>nd</sup> December 2, 2004

To Public Hearing.	
Date:	_____
Item #	_____
Re:	_____
	_____

Mrs. Alice Chow  
6580 Azure Road  
Richmond, B.C.  
V7C 2S2

December 20, 2004

Mr. Derek Dang  
6911 No. 3 Road  
Richmond, B.C.  
V6Y 2C1

Re: City Proposal Affecting My Property at 9700 Alexandra Road

Dear Mr. Dang:

I am writing this letter of appeal because the City of Richmond has proposed to include my property as an Environmentally Sensitive Area (ESA). I am upset with the proposal as it has a tremendous effect on the market value of my property. Now that the public knows about this proposal, no one will buy my house, let alone my land.

Alternatively, this proposal can be restructured to include my property as commercial land. There could be a strip of commercial land along Alexandra Road that includes my property. This will benefit both the ESA proposal and myself.

Enclosed is a newspaper clipping that would be helpful for you to understand my situation. I will be grateful for your attention. Please let my voice be heard in the City of Richmond.

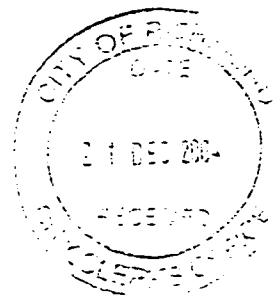
Sincerely,

*Alice Chow*

PHOTOCOPIED

JAN 14 2005

& DISTRIBUTED *W*





TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK

& DISTRIBUTED  
DATE: Jan 5 / 05 WD

cc: *Dir. J. Thompson*  
*Mr. J. Thompson*

9600 Cambie Road  
Richmond BC  
December 30, 2004

		INT
<input checked="" type="checkbox"/>	JRM	<input checked="" type="checkbox"/>
	DW	
	KY	
	AS	
	DB	
	WB	

To: City of Richmond Mayor and Councillors  
City of Richmond Planning Department

Subject: Alexandra Area Preferred Land Use Option

The preferred land use proposal for the Alexandra Area of West Cambie as put forth by the Richmond Planning Department is very disappointing. It certainly does not reflect the suggestions that myself and many of the residents in the neighbourhood have submitted in response to the City's open houses. As a long term resident of this neglected area, my desire and expectation is that I should be given every opportunity to participate in the development of my property to a higher density, thereby realizing an appropriate return for my long term investment. This Preferred Land Use Option unfairly suggests that a large number of current property owners will be deprived of the opportunity to participate in developing their properties and thereby earning a justified return for their investment.

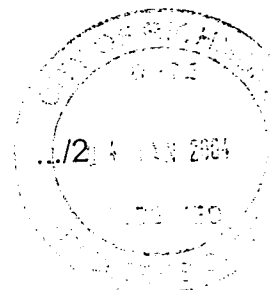
4045-20-11

As a resident owner since 1986, I would like to offer the following comments regarding land use in West Cambie.

This last developable residential quarter section is one of the most central and convenient locations in Richmond. Its strategic location in the north part of Richmond allows for very easy access by residents to many destinations, including :

- North-South and East-West transportation corridors,
- All City Centre facilities (current and future) including retail, commercial, institutional, restaurants , hotels etc.
- The Bridgeport Shopping corridor.
- The Airport.
- The Auto Mall.
- Commercial High-Tech Business Parks such as Shellbridge, Jacombs and Viking Way etc.
- Fraser River Middle Arm and Bridgeport trails.
- The Richmond Nature park
- Schools and Community Centres
- The soon to be constructed RAV line.
- The proposed (immediately adjacent) convention centre and sports complex.

The fact that City Centre bounds the subject area on two sides confirms the excellence of this Alexandra area location.



Implementation of the north runway and continuing advances in Aviation design technology (and its gradual adoption by Airline fleets), has resulted in a dramatic reduction in noise impact from aircraft in this area. Most residents choose to live in The Oaks, Odlinwood and the Alexandra subject area for the simple reason that they find the ease of access to local amenities or their places of employment easily outweighs the minor impact of intermittent aircraft traffic.

Given such a superb location, it is very surprising that the Planning department has not suggested a purely residential theme to capture the full liveability value of this advantageous location. Instead it proposes that we squander it by implementing the plan as suggested. A plan that suggests a disjointed and uncomplimentary mix of uses. The character of the community is lost with so many mixed uses. The plan also substantially dilutes the ratio of residential use in favour of commercial interests, including a big box retailer or hotel. Commercial and retail uses are already addressed by zoning in the City Centre, Bridgeport and other areas of Richmond that have existing capacity for such uses.

I fail to see the justification for suggesting an ESA in the south east corner of the subject area. The DND lands and Richmond Nature Park would seem the obvious green areas to house displaced wildlife. If drainage is the concern, then pumping stations for drainage would seem as applicable for this area as in any other developed area of Richmond. To suggest this corner of the Alexandra Area is not developable, when immediately to the west across the street in the same Alexandra area, a big box retailer or hotel is considered appropriate, really makes one question the core values that would lead to such a recommendation.

Equally questionable is the insistence of the Planning Department that the special interest institutional designation in the north east would be appropriate. This large institutional place of worship would be better co-located with other similar institutions on #5 Road, Westminster Highway, Steveston Highway etc., not amidst what should be a contiguous and cohesive Residential Neighbourhood.

High density Residential would be the most efficient and beneficial use of this area. It would meet the demands of current and future residents wishing to enjoy the convenience of the neighbourhood. Access to many of the noted amenities is possible without the use of an automobile. This reduction in vehicular congestion would be a bonus not only for the residents but also for the City of Richmond. Increased residential density in this area would also bolster the much needed load factor on the RAV line.

... /3

The Planning Department has suggested as many uses as possible to avoid what the residents have over the years communicated as their desired preference, that is, Residential. It seems that the Planning Department is instead bowing to pressure from the Airport and big business interests at the expense of Richmond residents who deserve the opportunity to participate in the development of this Alexandra area. Existing resident property owners have every right to expect full compensation if they are deprived of the opportunity to develop their properties to the obvious potential this area offers.

I urge our elected councillors to familiarize themselves with the Alexandra Area and its true potential as a superb high quality, high density residential neighbourhood.

Sincerely ,

George Struk

c.c. The Oaks Residents Association  
c.c. The West Cambie Residents Association

**Barristers & Solicitors**

T.J. MALED.  
T.G. KEAST  
R. CRAIG NEVILLE  
ANASTASE E. MARAGOS  
GLEN P. BANCROFT  
JAMES A. BROWN  
DEBRA M. VAN GINKEL  
JEFFERY E. WITTMANN  
JASON JAKUBEC  
MIKE CORIC  
SARAH HENTSCHEL  
JANET DE VITA

R.D. WATSON  
HARMON C. HAYDEN  
C.A.A. BOSCARIOL\*  
JULIE D. FISHER  
JOHN G. MORGAN\*  
GORDON G. HILLIKER, Q.C.\*  
B.J. HARWOOD\*  
ANDREW N. EPSTEIN  
BIANCA L. SCHEIRER  
KENT WIEBE  
GOSIA BAWOLSKA  
ALKA KUNDI

J.C. MEYER  
RAVI HIRA, Q.C.  
KERRY FINOLAY, Q.C.  
F. MARK ROWAN  
JERRY S. ADLER  
CRAIG R. THOMSON  
CAROL A. MEYERS  
SARAH L. MURPHY  
LUCA CITTON  
CRISTINA TSAPARAS  
JASON B. MANN  
DONNA YAMAZAKI  
\*denotes Law Corporation

SUITE 1700 - 1075 WEST GEORGIA STREET  
VANCOUVER, B.C. V6E 3C9

TELEPHONE: (604) 688-1301

**FAX: (604) 688-8193**

Email: [wgm@wgmllaw.com](mailto:wgm@wgmllaw.com)

Web Site: [www.wcmllaw.com](http://www.wcmllaw.com)

TO: MAYOR & COUNCILLORS  
FOR INFORMATION  
Acting City Clerk

**Direct Line Number: 604-642-5671**

Email: [jbrown@wgmlaw.com](mailto:jbrown@wgmlaw.com)

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4045-20-11

January 28, 2005

**BY COURIER**

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

**Attention: Planning and Development,  
and to the Mayor and Councillors**

PHOTOCOPIED

FEB 11/65 WD

**& DISTRIBUTED**

Dear Sirs/Mesdames:

**Re: Alexandra Area Preferred Land Use Option**

We are lawyers for Bernard Gallagher and Teresa Gallagher, who since 1977 have been the registered and beneficial owners of the two adjacent parcels of land located on the south side of Cambie Street at 9140 Cambie Street (Parcel Identifier: 004-132-441 – East Half Lot “B” Except: Part 5 Metres (Bylaw Plan 57403), Section 34 Block 5 North Range 6 West NWD Plan 8743) and 9180 Cambie Street (Parcel Identifier: 003-555-305 – West Half Lot 3 Block “A” Section 34 Block 5 North Range 6 West NWD Plan 1224).

We have been instructed by the Gallaghers to advise City Council that they are opposed to the proposed Alexandra Area Preferred Land Use Option. Over the years the Gallaghers have witnessed the transformation of the tranquil residential bordering neighbourhoods on the west side of Garden City Road into a vast array of strip malls and commercial plazas. Garden City Road and Cambie Street have been turned into major thoroughfares.

To date the Gallaghers have taken comfort in the fact that there has been absolutely no business/office development on the eastern corridor of Garden City Road and that the encroachment of this type of development has been solely restricted to the west side of Garden City Road, thereby preserving in part the more rural atmosphere of the Alexandra area.

One of our clients' concerns is that the Alexandra Area Preferred Land Use Option will not only have a negative impact on the adjacent neighbourhoods to the west but also adversely affect the present semi-rural residential nature of the Alexander area.

## Celebrating 20 Years of Service

At present there is a high office vacancy rate in Richmond and this situation will be compounded by allowing business/office development along the western portion of Cambie Street in the Alexandra area. There is already in existence an abundance of business/office space which is vacant on the west side of Garden City Road. The expansion or intrusion of additional businesses/offices into the Alexandra area will do nothing to alleviate the office market generally in Richmond and is an illogical use of the Alexandra area land. The new proposed RAV route along the No. 3 Road corridor is consistent with and more conducive to the continued expansion of commercial development in that area west of Garden City Road. Presently Garden City Road delineates the semi-rural residential areas commencing with the Alexander area from those to the West. As stated at this time there is absolutely no business/office developments on the east side of Garden City Road anywhere near the vicinity of Cambie Street and the few strip malls that do exist, are far and few between.

The northwest side of Cambie Street opposite the Gallagher's property consists entirely of low-rise townhouse developments. Without impeding progress and development it seems incongruous to permit office business development opposite this residential development on the south side of Cambie Street. Also any such commercial structures will visually upset the harmonious look and character of the western portion of Cambie Street as it approaches Garden City Road.

As indicated in the West Cambie Area Plan update there is a desire among landowners in the area for redevelopment primarily in the form of higher density housing. There is little desire for redevelopment in the form of a business park or for institutional uses. The wishes of the existing landowners should be reaffirmed and the Alexandra area should be maintained as primarily solid residential areas similar to those of Oaks and Odlinwood. On a personal note the Gallaghers acknowledge that the reclassification of the Alexandra area will do absolutely nothing with respect to enhancing or increasing the value of their property and in all likelihood will have a negative impact. Due to the irregular shape of the Gallaghers' property, it will be difficult to assemble to create a viable land parcel for redevelopment.

Although the residents of the adjacent neighbourhoods to the north and south may be receptive to changes in the Alexandra area it is improbable that they would agree to such changes in their own neighbourhood. It is not a compatible transition to have building/office development on the east side of Garden City Road between Cambie and Alderbridge where no such other development occurs at any place along the east side of Garden City Road.

If there is to be any urban development it should be restricted to the eastern portion of Garden City Road and should not be permitted to all intrude beyond the existing gas station at the corner of Garden City Road and Cambie Street. The proposed mix of land uses of multi-storey retail/service uses with offices above may be identical to those identified along the western portion of Garden City Road. However stretch of Garden City Road will be the only area on the east side of Garden City Road which mirrors such mixed uses.

The West Cambie Area Plan suggests that Alenandra can be a successful transition area. This does not reconcile with the wishes and desires of the neighbourhood residents. People seldom live, work and play in the same immediate vicinity.

It is very conceivable that the adjacent neighbourhoods to the north and south would like to maintain a buffer zone from the hustle and bustle of the City centre. Most residential areas have a protectionist attitude. Presumably the Alexander area residents consider the Garden City corridor as part of their buffer. The present proposal will not only diminish this buffer in part but will also vanish it completely in some areas. It would seem nonsensical for the area west of Garden City Road to want further office/business development across the road when it already has an over abundance of vacancies and the supply exceeds the demand.

The foregoing are a few of the reasons why the Gallaghers are opposed to the Alexander Area Preferred Land Use Option. It is easy to put forth various planning principle and then endeavour to rationalize why it is justifiable to reclassify an area to conform to those principles. However to do so does not necessarily comply with or abide by the wishes of the residents of that area.

Yours truly,

**WATSON GOEPEL MALEDY**

per:



James A. Brown  
JAB:ao

cc: The Gallaghers

PHOTOCOPIED  
& DISTRIBUTED  
DATE: FEB 16 05 RL

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK

Re: *Dirig Development*

JRM	CM
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KY	
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DB	
WB	

To: City of Richmond Mayor and Councillors  
City of Richmond Planning Department

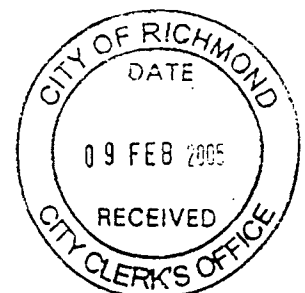
February 8, 2005

4045-20-11-6

My husband and I would like to voice our concerns about the preferred land use option that has been proposed for the west Cambie area. My husband and I have lived in our home for almost 20 years, we have raised our children here and have enjoyed living in this central location. With every land use meeting, our land was to be a part of a family zoned residential area, but it has now been purposed that we are to be a nature trail. We would like it to be known that we are very upset with this proposal as we were looking to stay in our home and incorporate our home into the new housing development. I would like to know what the council and planning departments can do to help us maintain our vision of staying in this area, in our home that we lovingly have been restoring for the last 20 years to its original 1908 condition.

Thank you

Norm and Rosanne Walden  
9611 Odlin Road  
Richmond, BC  
V6X 1E1  
604-272-1090



PHOTOCOPIED  
& DISTRIBUTED

DATE: Feb 25/05 RD

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

Weber, David

From: MayorandCouncillors  
Sent: Thursday, 24 February 2005 5:10 PM  
To: 'vj'  
Subject: RE: West Cambie

pc: Manager, Policy Planning  
for info. (via email)

4045-20-1  
WE

Dear Sirs,

This is to acknowledge and thank you for your email to the Mayor and Councillors in connection with West Cambie Area Plan, a copy of which has been forwarded to the Mayor, each Councillor and to City staff for information.

Thank you for taking the time to make Council aware of your views.

Yours truly,

David Weber

David Weber  
Manager, Legislative Services  
City Clerk's Office  
City of Richmond  
6911 No.3 Road, Richmond, BC, V6Y 2C1  
voice: (604) 276-4098  
fax: (604) 278-5139  
email: dweber@richmond.ca  
web: www.richmond.ca

From: vj [mailto:westcambie@telus.net]  
Sent: Thursday, 24 February 2005 10:55 AM  
To: MayorandCouncillors  
Subject: West Cambie

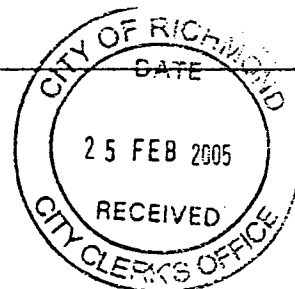
Mayor and Councillors;

During the past year, as the West Cambie area was under review, numerous Councillors voiced the importance of public input in the process.

Three sets of open houses were advertised and hosted by the City of Richmond. City staff did an excellent job hosting and answering questions at these forums.

The results of public input at the open houses (raw data) indicate a very strong consensus for a balanced neighborhood that includes residential, retail and business uses. At the open houses, there was virtually no opposition against the Wal-Mart proposal, in fact there was strong support as residents view this as catalyst to development in the area.

We are happy with how the West Cambie Area Plan is proceeding and we feel that the Wal-Mart anchored commercial development is a key to redevelopment in the area actually occurring.





We look forward to continued progress in the West Cambie section.

On behalf of the West Cambie Residents Association;

Mr. Bill Maranda  
604.273.4054

Mr. Ray Stolberg  
604.278.2527

Mr. Vijay Sidhu  
604.274.9206