



Regular Council Meeting for Public Hearings

Monday, March 20th, 2006

Place: Council Chambers
Richmond City Hall
6911 No. 3 Road

Present: Mayor Malcolm D. Brodie
Councillor Linda Barnes
Councillor Cynthia Chen
Councillor Derek Dang
Councillor Evelina Halsey-Brandt
Councillor Sue Halsey-Brandt
Councillor Rob Howard
Councillor Bill McNulty
Councillor Harold Steves

Gail Johnson, Acting Corporate Officer

Call to Order: Mayor Malcolm D. Brodie opened the proceedings at 7:05 p.m.

PH06/3-1 It was moved and seconded
That the order of the Regular Council Meeting for Public Hearings agenda be varied to consider (item 7) Zoning Amendment Bylaw 8033 prior to (item 6) Official Community Plan Amendment Bylaw 8029, West Cambie Area Plan.

CARRIED

- 1. Proposed Single-Family Lot Size Policy 5420 (Section 36, 4-7) and Zoning Amendment Bylaw 7911 (RZ 04-268223)**
(5411 and 5431 Steveston Highway; Applicant: Silverado Homes Ltd.)

Applicant's Comments:

The applicant advised that he was available to answer questions.

Written Submissions:

None.



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Submissions from the floor:

Mr. Don Haas, 4677 Hermitage Drive, advised that he had tried to rezone his property at 4251 Steveston Highway, in a similar manner, and was denied. He stated that he felt he was discriminated against. He advised that he was not against the subject rezoning application, but that a lane should have been required.

In response to a query from Council, Mr. Jean Lamontagne, Director of Development advised that there was no support from the residents in the area for subdivision with a new with rear lane.

PH06/3-2

It was moved and seconded

That Single-Family Lot Size Policy 5420 be amended to only permit the westerly 13.5 m of 5411 Steveston Highway to rezone to Single-Family Housing District, Subdivision Area C (R1/C).

CARRIED

OPPOSED: Councillors Linda Barnes
Derek Dang
Harold Steves

PH06/3-3

It was moved and seconded

That Zoning Amendment Bylaw 7911 be given second and third readings.

CARRIED

OPPOSED: Councillors Linda Barnes
Derek Dang
Harold Steves

PH06/3-4

It was moved and seconded

That Zoning Amendment Bylaw 7911 be adopted.

CARRIED

OPPOSED: Councillors Linda Barnes
Derek Dang
Harold Steves



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2. **Zoning Amendment Bylaw 8007 (RZ 05-315345)**
(9651 No. 3 Road; Applicant: Dhinjal Construction Ltd.)

Applicant's Comments:

The applicant advised that he was available to answer questions.

Written Submissions:

None.

Submissions from the floor:

None.

PH06/3-5

It was moved and seconded

That Zoning Amendment Bylaw 8007 be given second and third readings.

CARRIED

3. **Zoning Amendment Bylaw 8023 (RZ 05-318997) and Related Bylaw 8038 Highway Closure and Removal of Highway Dedication**
(10480, 10500/10506 Finlayson Drive and an unconstructed walkway adjacent to 2291 Davies Place; Applicant: Sandhill Developments Ltd.)

Applicant's Comments:

The applicant advised that he was available to answer questions.

Written Submissions:

Tangerine Twiss, 2291 McLennan Avenue (Schedule 1)

Submissions from the floor:

Ms. Laurie Johnston, 2251 Davies Place, spoke in opposition to closing the unconstructed walkway adjacent to Davies Place as it provided quicker and safer access to bus routes, schools, and shopping in the area.



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In response to a query from Council, Mr. Jean Lamontagne, Director of Development, advised that the unconstructed walkway was a 1.5m right of way. He noted that there were other walkways on McLeod and MacLennan Avenues that could be used by residents and advised that staff from the Parks, Recreation and Cultural Services Division agreed that contributions made by the developer could be used to improve the present trail. He also advised that it would be preferable to have a 10m walkway similar to those provided to the west and east of this site.

Ms. Wendy Singh, 10460 Finlayson Drive, stated her concern that if this walkway were constructed, garbage would be dumped on the walkway, creating an unsightly mess. She stated that there was a walkway on Finlayson Drive and Davies Place which could be used by residents in the area.

Mr. Jas Singh, Realtor, representing Sandhill Developments, advised that there was no existing walkway between Davies Place and the trail. He noted that the trail could be accessed through McLeod and/or MacLennan Avenues.

Ms. Johnston, 2251 Davies Place, advised that there was no easy way to access the walkway from Davies Place.

In response to a query from Council, Mr. Lamontagne advised that the applicant would have to pay for the construction of the walkway if Council desired to see it completed. As a result, a cash contribution toward Neighbourhood Green Links improvements in the area would not be required.

PH06/3-6

It was moved and seconded

That Zoning Amendment Bylaw 8023 be given second and third readings.

CARRIED

PH06/3-7

It was moved and seconded

That as a condition of adoption of Zoning Amendment Bylaw 8023, a covenant be required to secure construction and completion of the whole walkway adjacent to 2291 Davies Place; AND THAT Item 4 of the Conditional Rezoning Requirements be amended to read "The dedication and improvements of walkway lands at the south end of Davies Place" and Item #6 of the Requirements be deleted.



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- 4. **Official Community Plan Amendment Bylaw 8025 and Zoning Amendment Bylaw 8026 (RZ 05-310045)**
(22351 Westminster Highway; Applicant: Sandhill Development Ltd.)

Applicant's Comments:

The applicant was not present.

Written Submissions:

None.

Submissions from the floor:

None.

PH06/3-8

It was moved and seconded

That Official Community Plan Amendment Bylaw 8025 and Zoning Amendment Bylaw 8026 each be given second and third readings.

CARRIED

PH06/3-9

It was moved and seconded

That Official Community Plan Amendment Bylaw 8025 be adopted.

CARRIED

- 5. **Zoning Amendment Bylaw 8027 (RZ 04-279101)**
(5660 and 5740 Blundell Road; Applicant: Timothy Tse)

Applicant's Comments:

The applicant advised that he was available to answer questions.

Written Submissions:

Surinder Paul Bains, 5671 Clearwater Drive (Schedule 2)

Paul Kao, 5640 Blundell Road (Schedule 3)



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Submissions from the floor:

Mr. Amrit Bains, 5671 Clearwater Drive stated his concerns about the lack of privacy, and the increase of traffic, noise and air pollution which would occur when these townhouses were constructed. He also questioned the effect the townhouses would have on the value of his property.

PH06/3-10

It was moved and seconded

That Zoning Amendment Bylaw 8027 be given second and third readings.

The question on Resolution PH06/3-10 was not called as staff was requested to address Mr. Kao's concerns (schedule 3) with the applicant.

The question on Resolution PH06/3-10 was then called and it was **CARRIED.**

- Zoning Amendment Bylaw 8033 (RZ 05-298878)**
(7191, 7211, 7231 and 7251 No. 2 Road; Applicant: Patrick Cotter Architect Inc.)

Applicant's Comments:

The applicant advised that he was available to answer questions.

Written Submissions:

Juan Miguez, 7108 No. 3 Road (Schedule 4)

Sheyll Dale, 7240 Langton Road, #8 (Schedule 5)

Nancy Haddix, 7160 Langton Road (Schedule 6)

Submissions from the floor:

Ms. Sheyll Vale, 7240 Langton Road, #8, stated her concerns about the increased traffic entering No.2 Road from the middle of a block, and the safety issues which will occur due to this development.



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In response to a query from Council, Mr. Jean Lamontagne, Director of Development, advised that he would discuss with Transportation Staff the possibility of a right-in/right-out only access for this development onto No. 2 Road, prior to this application being sent to the Development Permit Panel.

PH06/3-11

It was moved and seconded

That Zoning Amendment Bylaw 8033 be given second and third readings.

CARRIED

6. Official Community Plan Amendment Bylaw 8029, West Cambie Area Plan Update

(The West Cambie Area Planning Area, bounded on the west by Garden City Road, on the north by Sea Island Way from Garden City Road to Highway 99 to Bridgeport Road, on the east by No. 4 Road from Bridgeport Road to Highway 99, then Highway 99 to Shell Road, then by Shell Road to Westminster Highway, on the south by Westminster Highway to No. 4 Road, on the west by No. 4 Road from Westminster Highway to Alderbridge Way, on the south by Alderbridge Way from No. 4 Road to Garden City Road.; Applicant: City of Richmond)

In accordance with Section 100 of the Community Charter, Councillor Dang declared that he was in a conflict of interest because his company owned property in the area. He then left the meeting at 8:00 p.m. and did not return.

Applicant's Comments:

Mr. Terry Crowe, Manager, Policy Planning, gave a brief overview on, and highlights of, the proposed West Cambie Area Plan Update.

A reference was made to the lack of affordable housing proposed in this plan. In response, Mr. Crowe advised that there was no reference to affordable housing when the Official Community Plan for this area was adopted. However, he stated that if density bonus options were used, 150 units could be built.



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In response to a query from Council, Mr. Crowe advised that the proposed area plan conforms to the standards of the Vancouver International Airport Authority.

Written Submissions:

Phil & Landis Morris, 9611/9613 Alexandra Road (Schedule 7)

V.J. Sidhu, 9211 Odlin Road (Schedule 8)

Anne Murray, Vice-President, Community & Environmental Affairs, Vancouver International Airport Authority (Schedule 9)

Claude Bulfone, Transport Canada Representative to Vancouver International Airport Authority Noise Management Committee (Schedule 10)

Ken Morris, Secretary Treasurer, School District No. 38 (Richmond) (Schedule 11)

Memo from Terry Crowe, Manager, Policy Planning in response to correspondence from Vancouver International Airport Authority, Transport Canada and School District No. 38 (Schedule 12)

Jessie Newman, Resident of Richmond (Schedule 13)

Lesley Enterprises, 11220 Granville Avenue (Schedule 14)

Memo from Mike Redpath, Manager, Parks-Programs, Planning & Design concerning Parks & Open Space in the Alexandra Section of West Cambie (Schedule 15)

Summary Memo from Terry Crowe, Manager, Policy Planning concerning West Cambie Area Plan – Public Meetings (Schedule 16)

Memo from Terry Crowe, Manager, Policy Planning, concerning a potential delegation on the West Cambie Area Plan (Schedule 17)

Jacob Kowarsky, 3150 Blanca Street, Vancouver (Schedule 18)

Denise McDougal, 9511 Alexandra Road (Schedule 19)

Nazim Panju, Executive Officer, Ismaili Jamatkhana and Centre, 4010 Canada Way, Burnaby (Schedule 20)

Mike Cooper, Development & Construction Manager, Lesley Enterprises, 11220 Granville Avenue, Richmond (2 letters) (Schedule 21)

Rozina Dato, 12220 Granville Avenue (Schedule 22)



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- Shelina Lalani, resident of Richmond (Schedule 23)
Amin Noormohamed, 4337 Fortune Avenue, Richmond (Schedule 24)
Maureen Enser, Executive Director, Urban Development Institute, 717 West Pender Street, Vancouver (Schedule 25)
Jagtar Singh Sihota, 9800 Alexandra Road, Richmond (Schedule 26)
George Struk, 9600 Cambie Road, Richmond (Schedule 27)
Rosy Andani, resident of Richmond (Schedule 28)
Dr. Zahir Vellani, 5575 Barnard Place, Richmond (Schedule 29)
Mumtaz Virani, 5604 Dewdney Court, Richmond (Schedule 30)
Annie Kara, President, Galloway's Specialty Foods, Richmond (Schedule 31)
Naseem Nurani, resident of Richmond (Schedule 32)
Shaukat Poonawalla, 6111 Tiffany Boulevard, #43, Richmond (Schedule 33)
Steve V. Jedreicich, VP, Development, Polygon Odlin Homes Ltd., 1333 West Broadway, #900, Vancouver (Schedule 34)
Y & D Wong, 9400 Cambie Road (Schedule 35)
Helen Healey, 7571 Moffatt Road, Richmond (Schedule 36)

Submissions from the floor:

Chad Iverson, 12060 Woodhead Road, queried whether an environmental assessment had been done on the effects of construction to the environmentally sensitive areas and, whether there were any financial initiatives put forward by the City to protect the environment. He also queried whether future developments in this area would be sustainable.

In response to these concerns, Mr. Crowe advised that environmental concerns had been factored into this plan. He noted that staff were aware of the drainage effects from this area, and were working towards sustainable development in this plan.

Reference was made by a member of Council to the lack of parkland and the possibility of reducing the size of the proposed shopping area in order to increase parklands and/or industrial areas.



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In response to this concern, Mr. Redpath, Parks - Programs, Planning & Design, advised that the city wide standards for parkland is 7.6 acres per 1,000 people. He stated that the achievement of 5.6 acres in this area is successful and that the neighbourhood need for parks had been met.

In response to a query from Council, staff advised that a plan for achieving the remaining parklands and affordable/seniors housing in this area, will be brought to Council in the near future.

Mr. Phil Morris, 9611/9613 Alexandra Road, wished to know the time frame for purchasing his property which was situated in the greenway. He stated his concerns about flooding and living in a construction zone when this area was being developed. He also stated his preference to have the greenway moved over to bridge property lines.

In response to this enquiry, Mr. Crowe advised that parcels of land for parks, could be bought fairly quickly, as soon as money was acquired through local development cost charges.

Mr. Farid Dhamji and Ms. Farzana Mohamed, representing the Ismaili community, stated their support of the overall area plan. They also stated their support of the proposal which would compensate property owners for land dedicated for road construction, and for the sharing of the costs for the construction of those roads.

Ms. Ann Golson, 9500 Cambie Road, stated that she had not been notified in writing of any of the public meetings held for this area. She noted her concerns about traffic safety, and about her property on Odlin Road which was divided by the proposed road. She also stated her concern that heritage trees on Odlin Road would not be preserved during development.

In response to a query from Council, Mr. Crowe advised that public meetings for the West Cambie Area Plan were advertised in the city notice board, and on the city's website.

Dr. Jan Knap, 10420 Odlin Road, requested that staff address the land use designation for his property which had been changed to single family residential, without his knowledge.



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Mr. Laurence Lim, 7580 Lombard Road, stated his concern about the medium density housing being proposed in this area plan. He requested that high rise densities be allowed, noting that this would release parkland and lower DCC costs. He stated his support of the recommendation for north/south roads to be put into local DCC's. He requested that this also be done with the east/west roads. If that was not possible, he suggested that an upgrade in density should be considered. In response to a query from Council, Mr. Lim advised that it did not make economic sense to build affordable housing unless subsidies or incentives were offered to developers, because of the high cost of development,.

In response to a query from Council, Mr. Crowe advised that staff could look at the possibility of having high density apartments in this plan, but noted that other concerns such as parking, and servicing would have to be examined.

Ms. Anne Murray, Vice President, Community & Environmental Affairs, Vancouver International Airport Authority, stated her concerns about new residential developments proposed for this area, noting the increase in noise which would occur because of the steady increase in air traffic. She requested that Council remove the residential component of this plan (Schedule 9)

Mr. Ron Field, 9571 No. 6 Road, enquired about affordable housing and how it would be monitored. He stated that affordable housing could be provided throughout the City with the use of secondary suites.

Mr. Michael Wolfe, 9731 Odlin Road, voiced the opinion that the proposed plan included faulty guidelines, and stated that it would be easier to live, work and play in the West Cambie area now rather than after development occurred. He also believed that the public open houses were failures because the wishes of property owners were not included in the proposed update. Mr. Wolfe then listed a number of issues which he wanted addressed, including additional intersections for the road system; the rationale for proposing multi-family development in an area where the Vancouver Airport Authority did not support residential development; whether there was sufficient space to expand Tomsett Elementary School; and the Wal-Mart proposal.



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Mr. Vijay Sidhu, 9211 Odlin Road, expressed an interest in the north/south road plans and how quickly the City would purchase properties from land owners. He believed that the proposed \$45/sq.ft was not a fair market price.

Mr. George Jerabek , 9711 Alexandra Road, stated that some provision should be made for sharing of costs for constructing east/west roads.

Ms. Kushla Curtis, 9400 Patterson Road, enquired about the impact development would have on the open drainage ditches in her area, and whether the sanitary pump station would be affected by flooding. In response, Mr. Siu Tse, Manager, Engineering Planning advised that sanitary pump stations would be upgraded as a requirement for development in this area. He also advised that there would be processes in place to prevent flooding as a result of construction. Ms. Curtis then requested that gravel be provided for a bicycle pathway from Garden City on to Patterson Road.

Peter Mitchell, Nanika Crescent, Richmond, stated his views on the deficiency of parkland, the benefits of higher density and moving affordable housing opportunities from the land near the oval site to this area. He suggested that the area plan update be approved.

Mr. Raymond Stolberg, 9540 Odlin Road, requested that the area plan update be approved at this meeting.

Mr. Isso Goldwin, 9511 Odlin Road, stated that the City should offer a fair market value for land that was dedicated for roads.

Mr. Michael Wolfe, 9731 Odlin Road believed that the City should revisit the boundaries around the West Cambie Area Plan and that staff should provide the replacement parkland and/or affordable housing report before 2nd and 3rd readings are given to Bylaw 8029.

PH06/3-12

It was moved and seconded

That the Regular Council Meeting for Public Hearings proceed beyond 11:00 pm.(10:47 p.m.)

CARRIED



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PH06/3-13

It was moved and seconded

That Official Community Plan Amendment Bylaw 8029 West Cambie Area Plan Update be given second reading.

The question on Resolution PH06/3-13 was not called as the following amendment was introduced:

PH06/3-14

It was moved and seconded

That Schedule 1 of Official Community Plan Amendment Bylaw 8029 West Cambie Area Plan Update be amended as follows:

(1) *Delete Section 9.3.2 Alexandra Development Framework, Objective 2, Policy c), On-Site (Internal) Improvements, and replace with:*

“On-Site” (Internal) Improvements

c) Developers will be required to construct all necessary works and services to a local standard within the Alexandra Neighbourhood on their frontages, at their sole cost (subject to Development Cost Charge credits and rebates via Front-End Agreements, where applicable), under a Standard Servicing Agreement, including:

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

(2) *Delete the third bullet in Section 9.3.2 Alexandra Development Framework, Objective 2, Policy e), Transportation Improvements, and replace with:*

- “Pedestrian signals (Local Area DCC Program);”*

(3) *Delete Section 9.3.2 Alexandra Development Framework, Objective 2, Policy f), Parks, and replace with:*



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

(4) Add as Policy h), following Section 9.3.2 Alexandra Development Framework, Objective 2, Policy g) Local Area DCC Program:

“h) Developers will be responsible for construction of the local roads on their frontages.

Where specified roads have been added to the Local Area DCC Program (e.g., north-south roads in the Alexandra neighbourhood), developers will be eligible for Development Cost Charge credits and rebates via Front-End Agreements from the Local Area DCC Program for the cost of land and the construction of the specified roads, only, to the maximum extent of the cost in the Local Area DCC Program.”

CARRIED

PH06/3-15

It was moved and seconded

That Official Community Plan Amendment Bylaw 8029 West Cambie Area Plan Update be given second reading as amended.

CARRIED

OPPOSED: Councillor Steves

PH06/3-16

It was moved and seconded

That Official Community Plan Amendment Bylaw 8029 West Cambie Area Plan Update be given third reading.

CARRIED

OPPOSED: Councillor Steves



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ADJOURNMENT

PH06/3-17

It was moved and seconded

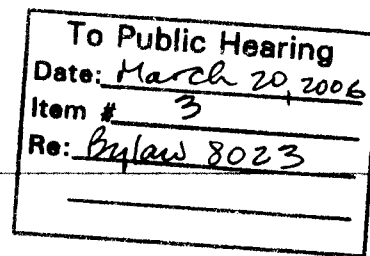
That the meeting adjourn (11:10 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the Regular Meeting for Public Hearings of the City of Richmond held on Monday, March 20th, 2006.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer, City Clerk's
Office
(Gail Johnson)

**MayorandCouncillors**

From: Webgraphics
Sent: Monday, 13 March 2006 2:01 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #63)

Send a Submission Online (response #63)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/CM/WebUI/PageTypes/Survey/Survey.aspx?PageID=1793&PageMode=Hybrid
Submission Time/Date:	3/13/2006 2:00:35 PM

Survey Response

Your Name:	Tangerine Twiss
Your Address:	2291 McLennan Avenue, Richmond, B.C. V6X 2N6
Subject Property Address OR Bylaw Number:	8023 (RZ 05-318997)
Comments:	I am in complete disagreement with this proposal. I have been a property owner at 2291 McLennan Avenue for 35 years. I bought my home because of the privacy issue created by the large lot size of my home plus the large lot sizes of the neighbourhood. This new development will be in my back yard destroying the privacy issue, to say nothing of noise, and extra traffic that this area cannot withstand. It is hellish enough living with the planes constantly overhead (I am right on the path of the third runway.) I implore the powers that be to not put in this new development.

Schedule 1 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006

To Public Hearing
Date: <u>March 20, 2006</u>
Item #: <u>5</u>
Re: <u>Bylaw 8027</u>

MayorandCouncillors

From: Webgraphics
Sent: Monday, 13 March 2006 3:29 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #64)

Schedule 2 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006

Send a Submission Online (response #64)**Survey Information**

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/CM/WebUI/PageTypes/Survey/Survey.aspx?PageID=1793&PageMode=Hybrid
Submission Time/Date:	3/13/2006 3:29:01 PM

Survey Response

Your Name:	Surinder Paul Bains
Your Address:	5671 Clearwater drive
Subject Property Address OR Bylaw Number:	Zoning Amendment Bylaw 8027 (RZ 04-279101) 5660 & 5740 Blundell Road
Comments:	<p>I am writing to inform you of my great concern regarding the townhouse project which is being built directly behind my property. I am most definitely opposed to the 10 unit townhouse project. My family and I have already been greatly inconvenienced by the convoy of dump trucks that were brought in to top load the site. The close proximity of the dump trucks to my property meant that my house was shaken from approximately 7am to about 7pm everyday for a fortnight. This is completely unacceptable. I do not think that they should have been allowed to pre-load the site before obtaining permission. I am also concerned about the affect that the town homes will have on the value of my property. I understand that the individual building these townhouses is going to yield a healthy profit margin. I would like to know who is going to pay for the loss of value on my property? Is the City of Richmond going to pay for the loss? Is the developer going to part with a single penny and compensate me for the loss? I don't think so. Where I once may have</p>

had one or two neighbours I will now be faced with 10. It doesn't take a rocket scientist to figure out that there's a considerable difference between having two neighbours and having ten (there is going to be a definite lack of privacy). That's a considerable increase in traffic, pollution and noise. The No. 2 Rd and Blundell is a high collision area for motor vehicles. The increase in cars making lefts and rights adjacent to the intersection is not going to improve matters. The bottom line is that the townhouses are going to impact my quality of life. I pay property taxes every year like everyone else; I do my part for Richmond. Now I leave it to you to answer, what can Richmond do for me?

Paul Kao
5640 Blundell Road, Richmond, BC,
TEL 604-272-3179, FAX 604-272-3177

To Public Hearing	
Date:	<i>March 20, 2006</i>
Item #	<i>5</i>
Re:	

Re : Bylaw 8027 (RZ 04-279101)

City Contact : Mr. Kevin Eng, 604-247-4626

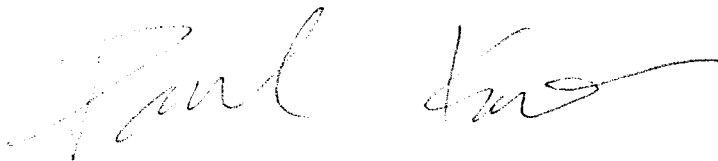
Dear Kevin,

Thanks your letter for bring the message of rezoning lot of my neighbor. I understand it will be built 10 townhouses on the lot and I have no problem for this. There are only few concerns about it and I appreciate if you could bring it to the builder.

1. I appreciate if they could start to work no earlier than 8:30 in the morning because my family normally sleep late and wake up around 8:30 in the morning. Also I appreciate they will finish the daily work time no late no 7:30pm.
2. I believe they will built a new fence between my yard and theirs because they already did some damage to my old fence couple weeks ago. Also I hope they could move the old fence material for me once they built the new one.
3. I have more concerns about my drain system probably will have trouble after they start to build the new house. So I appreciate if the builder could help me to put a new drain pipe from my garden to their new drain system to help me solve it.

I appreciate your kindly assistance to bring this message to the builder and hope it won't caused you too much trouble. Thanks !

Rgds,



Paul Kao
Mar15, 2006

Schedule 3 to the minutes of the Public
Hearing Meeting held on Monday,
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To Public Hearing	
Date:	March 20/06
Item #	7
Re:	Bylaw 8033

MayorandCouncillors

From: Webgraphics
Sent: Monday, 20 March 2006 1:48 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #67)

Schedule 4 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006

Send a Submission Online (response #67)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/CM/WebUI/PageTypes/Survey/Survey.aspx?PageID=1793&PageMode=Hybrid
Submission Time/Date:	3/20/2006 1:47:56 PM

Survey Response

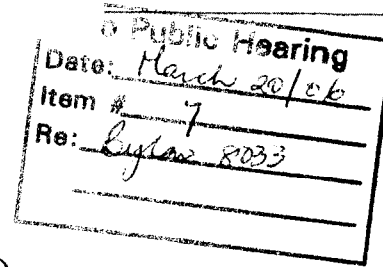
Your Name:	Juan Miguez
Your Address:	7108 Number 2 Road
Subject Property Address OR Bylaw Number:	8033 (RZ 05-298878)
Comments:	<p>I believe this project will affect the area in several ways: 1.- It will increase the flow of traffic to an already up to capacity Number 2 Road; there are 4 dwelling units at the present time and to 26 will be an increase of more than 600%. How could the City consider an access to Number 2 Road when they are making others build rear lanes when subdividing to avoid access to this already congested road? 2.- It will affect the value of my property as most of the units which are small will be facing Number 2 Road and 3 storeys high; again, the city puts special emphasis on single family dwellings in regards to height and step down projections onto the streetscape and it doesn't when it comes to big developments; as I see this project will be a three storey high wall right onto Number 2 Road which will look bad and does not fit with the rest of the neighbourhood in regards to height and looks. 3.-It will make this road subject to more accidents, since people living in the development will have to negotiate accessing Number 2 Road and</p>

during rush hours this could prove to be very difficult, as it is already happening on Lancing Road and Comstock Road, where there is no traffic lights or pedestrian crossings. 4.- There is no center lane for turning along this road and provisions should be made for widening the Road and allowing for that as Number 2 Road is getting busier and busier, one suggestion I have is to make the developer dedicate 20 feet in front of the project to allow for future improvements to Number 2 Road; also positioning of the townhouses should be turn 90 degrees (as it is on the Number 2 Road and Lancing townhouse project) to avoid view protrusions onto the neighbours backyards along Langton Road and for a better streetscape on Number 2 Road. This 20 feet dedication would serve as an internal Road for this project, a transition to Number 2 Road for people accessing or exiting this project, it would make the density go down to 24 units instead of 26 (4

Schedule 5 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006

MayorandCouncillors

From: Webgraphics
Sent: Sunday, 19 March 2006 10:41 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #65)



Send a Submission Online (response #65)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/CM/WebUI/PageTypes/Survey/Survey.aspx?PageID=1793&PageMode=Hybrid
Submission Time/Date:	3/19/2006 10:40:55 PM

Survey Response

Your Name:	Sheyll Dale
Your Address:	8 7240 Langton Road
Subject Property Address OR Bylaw Number:	8033 (RZ-298878) 7191,7211, 7231 and 7251 No 2Road
Comments:	<p>I would like to make a statement AGAINST the rezoning of this property from Single Family Housing to Townhouse for 26 dwellings. 1. I find it unacceptable that the City of Richmond would allow for 26 units and therefore approximately 60 vehicles to gain access to No. 2 Road, in the middle of the block, Not at a road entrance. This is not only dangerous but a total disregard for the fact that No 2 Road is the Emergency Disaster Response Route for Richmond. It is the main artery to the Vancouver Airport and also to the planned Olympic complex near the No 2 Bridge. I live in the adjacent townhouse development and we access Langton Road. No other complexes of the size that is being proposed have direct access to number 2 Road (in the middle of a block). I believe the redevelopment should remain as single family dwellings due to the traffic hazards that you will be permitting. If this is allowed to go ahead, I would like to get the assurance that the trees are protected along the south perimeter. I have concerns with the arborist</p>

report that states that tag # 441 - Cedar trees - will not survive construction of the visitor parking stall - this tree be removed. I would suggest, since this tree is on the property line, that the visitor parking stall Not be made because it would damage the tree and the tree should remain. I have a futher complaint that the construction of these townhouses will result in my specific unit being located within feet of the end of a newly constructed alley. This will result in increased noise, headlights into my living area, and the devaluation of my property. In closing, I would propose that in order to stay consistent with the development in this area, that either the property remain single family residential or at most two family residential as is the property across number 2 road from this property. I strongly recommend that Richmond planners reject this townhouse proposal on the grounds of the fact that access to number

MayorandCouncillors

To Public Hearing	
Date:	March 20
Item #	7
Re:	Bylaw 8033 -

From: Webgraphics
Sent: Monday, 20 March 2006 3:40 PM
To: MayorandCouncillors
Subject: Send a Submission Online (response #68)

Send a Submission Online (response #68)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/CM/WebUI/PageTypes/Survey/Survey.aspx?PageID=1793&PageMode=Hybrid
Submission Time/Date:	3/20/2006 3:40:20 PM

Survey Response

Your Name:	Nancy Haddix
Your Address:	7160 Langton Road
Subject Property Address OR Bylaw Number:	7191, 7211, 7231 7251 No 2 Road
Comments:	I feel this townhouse development has far too many town houses for the space. They are removing all the old growth tree and not allowing enough treed and grassy areas. I would not object to all duplexes if it were one row deep not with some yard areas for each unit and with the trees remaining. I believe we are being receckless in allowing developers to destroy older trees and planting new smaller ones. These tree have taken 1/2 a century to grow in some cases and to totally destroy these trees is a tota; lack of respect to our envionment.

Schedule 6 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006

Weber, David

Subject: FW: West Cambie Area Plan Bylaw No. 8029

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

From: Morris, Phil [mailto:Phil.Morris@coastmountainbus.com]
Sent: Wednesday, 15 March 2006 2:00 PM
To: Crowe, Terry
Subject: West Cambie Area Plan Bylaw No. 8029

> Terry Crowe, Manager Policy Planning
> Policy Planning Department
> City of Richmond
> 6911 No. 3 road
> Richmond, BC V6Y 2C1
>
>

Schedule 7 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

> Dear Mr Crowe:

> RE: West Cambie Area Plan Bylaw No. 8029

> The following is a copy of the letter sent to the Mayor and Councillors Tuesday March
14, 2006. Please accept our apology for not copying you on the original letter.

> Dear Mayor and Councillors,

> In 1975 we purchased the duplex at 9611 / 9613 Alexandra Rd. The City's West
Cambie Area Plan Bylaw No. 8029 has designated our property as "South Greenway". We are
not entirely opposed to that designation but we believe that the City has not followed
some of it's own guidelines. The City has a guideline regarding "sharing the negative
effect with neighbouring properties". The West Cambie Area Plan Bylaw sections (8.2.4) &
(8.2.5) state that developers cannot "Orphan" smaller parcels of land. We believe the
South Greenway designation creates a "negative effect" for our property, as it's unlikely
any developer(s) would wish to acquire it. That means we must wait for the City to
acquire our land at some future unspecified date. After thirty-one years of living in
this peaceful greenbelt-like area, we do not wish to remain living here surrounded by
construction, noise, dust and the general disruption associated with re-development. We
feel that this designation, as it currently applies to our property, will force us to
live in the midst of a construction zone until the City is ready to acquire our property.

> There are other properties with Greenway and Core Park designations, where no
change or alteration of the plan is possible. In our case, we believe a small change
will help mitigate the negative effect. We propose shifting the South Greenway slightly
(approximately 43 feet) to the east or the west, just as the north-south arterial road
has been shifted to share it's negative effect. Shifting the South Greenway would
accomplish two things: 1) It would "share the negative effect" with a neighbouring
property and both properties would carry South Greenway and Residential designations. 2)
Because the Bylaw does not allow for "orphaned parcels", the developer(s) would then be
required to purchase both properties. We believe that shifting the South Greenway in one
direction or the other would not negatively impact the aesthetics of the Core Park or the
Environmentally Sensitive Area and it would still link the two parks. At some future
date, the City can acquire the land for the South Greenway from the developer(s). After
all, the developers have initiated this process, why not let them be the ones who have to
wait?

> If the requested change is not implemented and re-development is allowed to
proceed, we will be living in the midst of a construction zone. The adjacent properties
will be raised in elevation by at least one metre and will most likely put our property
at risk for flooding. We recall a similar situation that resulted from the development
of California Pointe. A Jacobs Rd. home owner experienced significant flooding on his
property after adjacent properties were raised by one metre or more. The developer

denied responsibility and the City denied responsibility. Once the lands adjacent to our property have been raised and developed, who will be accountable for any damage due to flooding? How many years will we have to endure, before the City decides to acquire our property? Please consider asking the Planning Committee to make this small change before the West Cambie Area Plan Bylaw passes second reading. If the plan is changed as requested, we will be both relieved and grateful.

>
> Yours sincerely,
>
> Shirley Morris
>
> Phil Morris
>
> Landis Morris
>
> (Co-owners and residents of 9611 / 9613 Alexandra Rd.)
>
>
>
> Phil Morris
> Sign Shop Chargehand>
> Coast Mountain Bus Company
> 3855 Kitchener St. Burnaby B.C.
> Canada V5C 3L8
> 604-205-6112
> Phil.Morris@coastmountainbus.com
>
>

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

Schedule 8 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

Dear Mr. Crowe:

I live at 9211 Odlin Road and North South road is an issue for me as my property is one that is impacted. I like living in this area the way it stands now except for the lacking services and am willing to go with the consensus for change.

If properties with roads are left with expenses greater than others they will be built last if ever. This has been demonstrated in other developments. Setting credit values below current market rates is also a factor that leaves roads out or to be last developed. The West Cambie Area Plan with minimum parcel size developments is a great help but there needs to be additional benefits attached to properties with North South roads so they are build first instead of last. If services such as these roads are placed first development will happen everywhere.

The credit rates for roads and construction cost should be set at current or higher values so that development can occur. Current rates in the West Cambie area are already discounted at sixty to sixty five dollars per square foot while in other areas they are seventy to eighty dollars per square foot.

I do not want to be left living in an area that will have development in some sections while my property will be subject to flooding as it will be lower elevation than new development. Even if I am allowed to tap into new street drainage system it will be impossible for me to dig all my property to create low points for drainage.

Please help.

V.J. Sidhu

REC'D
MARCH 20 11:00 AM
TC

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	DW	DW
	GJ	
	KY	
	DAW	
	DB	
	WB	



Vancouver International Airport Authority
 Administration de l'aéroport international de Vancouver
 P.O. Box 23750
 Airport Postal Outlet
 Richmond, B.C. Canada V7B 1Y7
 Website: www.yvr.ca

Schedule 9 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006

8000-20-8029

March 13, 2006

Mr. Joe Erceg
 General Manager, Urban Development Division
 CITY OF RICHMOND
 6911 No. 3 Road
 Richmond, BC V6Y 2C1

Via Fax: (604) 276-4222

Dear Mr. Erceg:

RE: Official Community Amendment Bylaw 8029 – West Cambie Area Plan

I am writing in response to a letter from Gail Johnson dated 1 March 2006 and the accompanying information on the proposed West Cambie Area Plan. As the letter invites our comments, please accept the following. The first section provides general comments, and the second section provides comments specific to various sections of the area plan.

General Comment #1

The West Cambie Area is located within the +30 Noise Exposure Forecast (NEF) contour. Transport Canada recommends against residential development within areas of +30 NEF, as individual complaints may be vigorous and possible group action and appeals to authorities may occur. The Airport Authority agrees with this recommendation and does not support increased residential and non-airport compatible developments in the area.

In reviewing the City staff Report to Committee dated 9 February 2006, it was disappointing to note that discussions and prior submissions from the Airport Authority on the West Cambie Area Plan are not included or referenced. In addition, while the report does identify the area as exposed to aircraft noise, the Airport Authority was in no way referenced as a stakeholder or a party having expressed interest in the Area Plan.

The West Cambie Area was discussed extensively during the development of the City's Aircraft Noise Sensitive Development (ANSD) Policy, a fact not referenced in the staff report. This gives the public the impression that the Airport Authority is not interested in development in this area – which is not the case. The Airport Authority is and will remain very interested in developments located in areas exposed to aircraft noise.

General Comment #2

We note that the cons for the proposed implementation strategy on page 11 of the City staff Report to Committee fails to mention noise exposure to area residents and the potential for complaints and political pressure to the City to restrict or curtail operations at the airport. This will put future City Council and City staff in an awkward position given the economic contribution of the airport to the City.

General Comment #3

The report and accompanying maps should not give the reader the false understanding and illusion that some parcels of the West Cambie are exposed to aircraft noise while some are not. As the West Cambie Area lies directly under the main flight path of the airport's 24-hour south runway (08R/26L), the entire area is exposed to aircraft noise and subject to over-flights.

General Comment #4

We note that the West Cambie Area is located within the obstacle limitation zone for runway 08R/26L at Vancouver International Airport. The obstacle limitation zones are designed to prevent the runways from becoming unusable by the growth of obstacles around the airport, and specifically there are three protected surfaces to be reviewed before any structure (buildings, towers, poles, trees, etc.) is located within 15 km or greater from the airport. These surfaces are: the Outer Surface and Take-off/Approach Surfaces through which no objects may protrude; and, the Take-Off Flight Path Area. A detailed description of each surface is provided below.

- The Outer Surface restricts objects to a maximum elevation of 47m for a radius of 4 km around the airport.
- The Take-off/Approach Surface extends to a minimum of 15 km along the extended centre line of each runway starting at a width of 150m at the runway threshold and diverging on each side at a rate of 15% and at a recommended slope of 1.66% for the first 3 km and thereafter a required slope of 2.0%.
- The Take-off Flight Path Area, while not formally zoned, protects for aircraft engine-out take-off performance and extends along the extended centre line of each runway from the departure end of the runway upwards at a slope of 1.2% at a width starting at 180m and diverging each side at a rate of 12.5%. This is the most restrictive of all the zones that normally governs obstacle height.

Any evaluation of proposed new obstacles must consider both the final height of the obstacle and how that obstacle will be built to that height (i.e., crane heights). As the obstacle limitation zones are an important factor for safe aircraft operations and to allow continued growth of air traffic at Vancouver International Airport, we request the City limit the height of buildings in the area to conform to the more restrictive of the above surfaces.

General Comment #5

The Airport Authority is concerned with the proposed density bonus incentive to developers who choose to include affordable housing in their development. We understand this to mean that the developer is permitted to increase the density if building affordable housing. As the City is proceeding with residential development in the area against recommended national standards, we highly recommend that residential development be limited similar to other areas in the ANSD Policy – e.g. up to 2/3 residential development buildable square feet (BSF); 1/3 no residential development (BSF). Given the current plan and information, it is unclear what is the ratio of residential to non-residential development.

General Comment #6

Airport ground transportation is a complex system that is influenced by a regional transportation system with several authorities exercising control. While the opening of the Canada Line by 2009 is anticipated to provide some relief for north-south vehicular traffic flow on Sea Island, the rapid rate of residential development on the Richmond side of the Middle Arm will increase the number of non-airport related trips using the bridges to and from Sea Island.

As part of work on the YVR Master Plan, airport ground access was identified as a key issue that need to be addressed. As such, we recommend the City undertake coordinated efforts and actions with the Airport Authority to alleviate the road congestion on roadways serving the airport by residents commuting between the City of Richmond and the City of Vancouver.

Specific Comments on the West Cambie Area Plan

Page 2 Section 1.4 Goals

As referenced in the City's ANSD Policy (OCP Amendment Bylaw No. 7794), the following goals should be added to this section:

1. Better co-ordinate and balance City, airport and other stakeholder interests to achieve economic and social development, and environmental protection, while minimizing aircraft noise related complaints and legal challenges to restrict or curtail airport operations;
2. Enable the airport to continue to operate and expand as a World Class Gateway airport and business which operates on a 24-hour per day (day time and night time) basis;
3. Create high quality liveable environments;
4. Improve aircraft noise sensitive land use mitigation requirements;
5. Enable residents who chose to live in airport noise sensitive areas to:
 - Be aware of the aircraft noise characteristics which may affect them and the risks that they are choosing to accept;
 - Not experience unacceptable aircraft noise through proper building construction techniques and indoor liveability noise standards, given their conscious choice to live in such areas; and
 - Have little reason to complain or bring legal charges against the City or the airport, regarding airport noise.

Page 4 Section 2.1 Economic Diversification

The Airport Authority fully supports the objective and policies outlined in this section as we see use of this area for commercial and light industrial use of this area as being compatible and complementary for an area exposed to aircraft noise.

Page 5 Section 3.2 Established Neighbourhoods

Understanding that The Oaks and Odlinwood neighbourhoods are established areas of detached and townhouses, a policy must nonetheless be adopted to ensure that any in-filling or new residential construction not requiring a rezoning application be identified and made subject to the same noise mitigation conditions as identified in the ANSD Policy. We understand this can be achieved if the areas are designated as a Development Permit Area. The Plan should be amended to include this requirement.

Page 20 Section 8.1.6 Architectural Elements (Lessening the Impact of Aircraft Noise)

We recommend adding points to this section to ensure that potential buyers are fully aware of the aircraft noise characteristics which may affect them in the area and the risks that they are choosing to accept by living or purchasing in the area. A well informed choice to live in the area will lessen the likelihood of complaints to the City and the airport and future legal action.

To ensure information is properly and clearly communicated to the potential buyer, we recommend that the City require developers to have information related to aircraft noise and

airport operations available at pre-sale display suites. We are willing to assist with the preparation of this information.

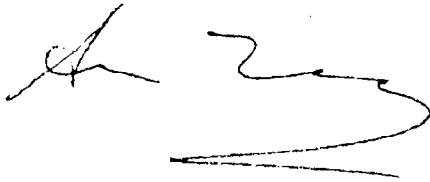
Information boards at pre-sale suites and noise covenants on title are good; however, most home buyers place more emphasis on the seller's disclosure statement, than they do on the findings of a title search. We strongly recommend the City work with the Real Estate Board to ensure that aircraft noise exposure is clearly communicated included in all their sales and promotional material, indicated on all project development signage to potential buyers.

In closing, we firmly believe that opportunities exist in this area for airport compatible and complementary uses. However, as the City appears to be proceeding with residential development in the area contrary to the concerns expressed by the airport and a number of other aviation stakeholders, all effort must be taken to minimize the amount of residential development thereby minimizing the number of individuals living in the high aircraft noise area. Any new residential development allowed should have clear aircraft noise disclosure, prohibition of taking legal action and noise mitigation measures.

We look forward to the public hearing on Monday 20 March 2006, and will take the opportunity to speak to the above submission.

Thank you once again for the opportunity to comment. Please feel free to contact Mark Cheng at (604) 276-6366 should you have any questions on the above.

Yours truly,

A handwritten signature in black ink, appearing to read 'Anne Murray', with a long horizontal flourish extending to the right.

Anne Murray
Vice-President,
Community & Environmental Affairs

ACM;caw



Transport
Canada

Transports
Canada

Safety and Security Sécurité et Sûreté
Civil Aviation Aerodromes and Air Navigation
Suite 620 - 800 Burrard Street
Vancouver, B.C.
V6Z 2J8

Schedule 10 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

Your file Votre référence
Our file Notre référence
T-5140-P169-1
RDIMS 1753477

		INT
	DW	
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8060-20-8029

via facsimile: 604-278-5139

March 14, 2006

Mr. Dave Weber, City Clerk
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

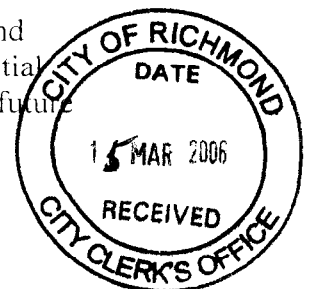
Dear Mr. Weber:

This is in regards to the City of Richmond's proposed Official Community Plan Amendment Bylaw No. 8029 dealing with the Alexandra Neighbourhood in the West Cambie Area. As a member of the Noise Management Committee at Vancouver International Airport and the Minister of Transport's representative, I offer the following comments for incorporation in the forthcoming public hearing.

Noise Exposure Forecasts (NEF) are published for Vancouver International Airport. Transport Canada recommends that these forecasts and the associated land use compatibility tables be used as a guide for land use planning in areas adjacent to the airport.

The land use compatibility tables are published in the Transport Canada document TP1247E entitled "Land Use in the Vicinity of Airports" and are the national recommendations for land use zoning near airports. The guidance in the tables is internationally recognized as a tool for sound land use planning and recommends that no new residential construction, single family or otherwise, should be undertaken in areas exposed to aircraft noise above NEF 30. Unfortunately, most of the area under consideration by this amendment is subject to aircraft noise above NEF 30 and some portions above NEF 35.

Transport Canada acknowledges that there are residential uses in areas of Richmond exposed to aircraft noise above NEF 30 but, feels that by strengthening the residential building restrictions in these areas will help improve the well being of and reduce future complaints by new residents.



Canada

The Vancouver International Airport Authority operates the airport 24 hours per day and plans to continue to do so. The area under consideration lies approximately underneath the approach and departure paths for the main runway at the airport and is open 24 hours per day. The importance of Vancouver International Airport to the national transportation system and the economy, both local and national, dictates that such 24-hour operations continue. Complaints from Richmond residents concerning nighttime operations from this runway already exist and new residential development would likely see increased numbers of these types of complaints.

In closing, Transport Canada does not support new residential construction in the Alexandra Neighbourhood. We strongly encourage the City of Richmond to adopt Transport Canada's guidelines for land use in the vicinity of Vancouver International Airport and prohibit all new residential construction in areas exposed to aircraft noise above NEF 30.

If you have any questions, please don't hesitate to contact me via telephone at: 604-666-5494 or via e-mail at: bulfonc@tc.gc.ca.

Yours truly,

A handwritten signature in black ink, appearing to read 'Claudio Bulfone', with a stylized flourish at the end.

Claudio Bulfone
Civil Aviation Investigator / Noise Management
Transport Canada Representative to
Vancouver International Airport Authority Noise Management Committee



March 7, 2006

Mr. D. Weber
City Clerk
City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Schedule 11 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

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Dear Mr. Weber:

OCP Amendment Bylaw #8029

8060-20-8029

At the public meeting of the Board of School Trustees (Richmond) held on Monday, March 6, 2006, the Board received a report from district staff that the City's OCP Amendment Bylaw #8029 (West Cambie Area Plan) could result in as many as 500 elementary-age students attending the public schools of Richmond. Tomsett Elementary School would need to double in size in order to accommodate this enrollment and that any addition to the school would need to be accommodated on the existing playing fields. The school/park site is wholly owned by the Board and it is unlikely that the Board would receive support from the Ministry of Education for funding to expand the site since it is close to the maximum allowable limit. The Board subsequently passed the following resolution:

110/2006 THAT the Board of School Trustees (Richmond) write to the City of Richmond regarding the "Official Community Amendment Bylaw 8029 – West Cambie Area Plan" advising that the Board will be required to modify its Capital Budget submission to accommodate a major addition to Tomsett Elementary School;

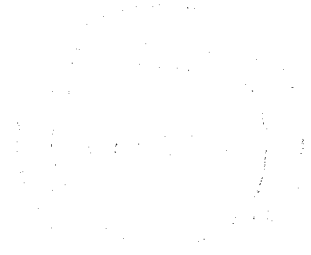
AND FURTHER THAT the City of Richmond be requested to add additional parkland to the existing school site as per our mutual Agreement dated 1991 (attached) since the Board, will, out of necessity, need to build any addition to the school on existing playing fields.

CARRIED

Sincerely,

K.L. Morris
Secretary Treasurer

- cc: Trustees
- B. Beairsto, Superintendent of Schools
- T. Crowe, Manager Policy Planning
- E. Fiss, Planner



1. Acquisition of New Park Sites

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

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

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

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

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

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



MINUTES

SPECIAL IN CAMERA COUNCIL MEETING

MONDAY, JULY 8TH, 1991

RES. NO. ITEM

7. That the following goals be adopted:

ELEMENTARY SCHOOL

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

SECONDARY SCHOOL

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

CARRIED.

IC91/15-13

Aldermen Cummings and Percival-Smith
RESOLVED

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

CARRIED.

MAYOR HALSEY-BRANDT

(11) MUNICIPAL APPOINTMENT TO THE FRASER RIVER HARBOUR COMMISSION

IC91/15-14

Aldermen Vaupotic and Sandberg
RESOLVED

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

CARRIED.



September 3, 1991 - Public Meeting

(b) Acreage - Elementary School Site

512/91

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

CARRIED

(c) Acreage - Secondary School Site

513/91

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

CARRIED



City of Richmond
Urban Development Division

Memorandum

To: Mayor & Council **Date:** March 16, 2006
From: Terry Crowe **File:** 08-4050-11/2006-Vol 01
 Manager, Policy Planning
Re: **West Cambie Area Plan - Correspondence from School District No. 38, Vancouver International Airport Authority (VIAA) and Transport Canada**

The purpose of this memorandum is to respond to the attached correspondence from the School Board, VIAA and Transport Canada regarding the proposed West Cambie Area Plan Bylaw 8029.

School District No. 38 (Richmond)

- The Tomsett Elementary School site is approximately 2.43 ha (6 ac) in size. An additional 1.34 ha (3.34 ac) is designated Community Institutional on the Alexandra Neighbourhood Land Use Map. The Central Park is approximately 2.43 ha (6 ac) and could be used to help the school with its needs if necessary. The West Cambie Area Plan has policies to “*expand existing school/park sites where reasonable to do so*” and to “*continue to improve existing parks for use by all age groups*”.
- No changes to the proposed Area Plan are recommended. City staff will follow-up with the School District, as necessary.

Vancouver International Airport Authority (VIAA)

- General Comment #1:* It is recognized that the VIAA is an interested stakeholder. The approved Official Community Plan (OCP) aircraft noise policies, which were negotiated with the VIAA in 2004, are the criteria to evaluate the VIAA’s comments. The proposed West Cambie Area Plan conforms to these OCP policies and has its own policies and guidelines recognizing VIAA’s interests.
- General Comment #2:* The pros and cons relate to the proposed implementation strategy, not the land use plan.
- General Comment #3:* All new aircraft sensitive land uses in the Alexandra neighbourhood are required to register an “aircraft noise” covenant on their property and have to be designed to mitigate these impacts.
- General Comment #4:* The West Cambie Area Plan envisions low building heights in the Alexandra neighbourhood, except for the possibility of a hotel in the southwest corner of the section. Building heights will meet the VIAA restrictions.

General Comment #5: The OCP aircraft noise policies do not require a 1/3 (non-residential) – 2/3 (residential) split in West Cambie. However, more than 1/3 of the land area in the Alexandra neighbourhood is designated for non-residential land uses.

General Comment #6: Traffic concerns and impacts have been examined by the City's Transportation Department. The City continues to plan for transportation with the VIAA.

Specific Comments:

Page 2 Section 1.4 Goals - This goal is in the City's OCP and does not need to be repeated in the West Cambie Area Plan.

Page 4 Section 2.1 - Noted.
Economic Diversification -

Page 5 Section 3.2 - Multiple-family developments are subject to the Development Permit process and required to comply with the OCP Airport Noise Sensitive Development (ANSD) policy. The City does not want to designate single-family residential development as a Development Permit Area.
Established Neighbourhoods

Page 20 Section 8.1.6 The City is prepared to work with the VIAA and the development community to communicate aircraft noise information to prospective home buyers.
Architectural Elements

Summary: No changes are recommended for the proposed West Cambie Area Plan based on VIAA comments.

Transport Canada

- The land use map for the Alexandra neighbourhood conforms with the aircraft noise sensitive map and policies contained in the OCP, that were negotiated with the VIAA in 2004.
- No changes to the proposed Area Plan are recommended.

For clarification on any of these items, please contact me at 604-276-4139.



Terry Crowe
Manager, Policy Planning

TCB/HB:hb

March 16, 2006

- 3 -

cc: Joe Erceg, General Manager – Urban Development
Holger Burke, Development Coordinator
Eric Fiss, Planner
Mike Redpath, Manager – Parks Programs, Planning & Design
Victor Wei, Acting Director of Transportation

March 13, 2006

Schedule 13 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

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

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	DAW	
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Attention: Mayor, Councillors & George Duncan

Dear Sirs:

8060-208029

Re: West Cambie Development Plan

All expenses related to the West Cambie redevelopment are being absorbed by the development including city staff expenses. \$500,000 and two years later the city has floated a plan that essentially states "We do nothing, developer driven, market driven."

If development does not happen now in the hottest real estate market and the best economic climate in history with developers ready to apply for zoning accounting for over 50% of the area with more parcels being optioned, then when?

The biggest impediment is the heavy burden on some properties that have to pay for north south roads for every ones use. These properties loose FAR and have to pay for road development. What is the point of planning for traffic and safety if north south roads are left orphaned to be built fifteen years later? West Cambie will be a hodgepodge piece meal development that the implementation plan aimed to avoid.

Incentives above and beyond market values and construction cost coverage should be provided with respect to north south road properties in order for them to be built before any other development. Having roads built first will spur full and orderly development creating cash flow for other amenities. Minimum parcel size development standards laid out in the West Cambie area plan should be strictly enforced to prevent orphaned properties.

Dec or contributions by development for road properties and their construction cost should be applied to all land (not build able) including church and commercial. This is the fairest formula since all land values in the West Cambie are fairly equivalent.

Thank for your attention to this matter.

Jessie Newman



Lesley Enterprises
11220 Granville Avenue,
Richmond, B.C. V6Y 1R6
Tel (604) 240 1030 Fax (604) 278 5998
E-Mail mcooper@shawbiz.ca

City of Richmond
6911 No 3 Road,
Richmond BC V6Y 2C1
Attention Mr. F. C. Lin Transportation Dep't.
11 March 2006

Schedule 14 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

Dear Sirs, West Cambie Area Development Plan

With reference to the above and following the Public hearing last Thursday, as part of the open and transparent procedures, it was agreed that you would make available for my review the data upon which you have based the calculations and recommendations with reference the road and transportation infrastructure contained within this development area and its interface with the arterial road system surrounding the area along with interface with the public transportation systems.

Please provide this as soon as possible so we may review and further comment upon all the design and interpreted standards that have been applied to this area.

You may contact me at 604 240 1030, or fax @ 1 250 558 4529 or alternatively at the E mail address shown above.

As I indicated at the meeting following our initial review we have concerns with reference the proposed Local Area Development Plan as it currently stands in both the methodology and recommendations.

After receipt of our review we are confident that you will see minor modification to the current proposal, which in our opinion would create a superior and more equitable solution for both current residents, future residents and the Richmond Community at large.

This Area Development Plan is a once in a lifetime opportunity, not only for Richmond, but for all Municipalities in BC to establish a plan and template which can truly be called an integrated one, so the importance of getting this right and setting the standards for future is of the highest priority.

Current areas of concern

1. Transportation infrastructure

a. You indicated that no official traffic study has been carried out for the development.
Is one proposed?

All other Municipalities that have undertaken local area development plans have executed a detailed traffic study as an essential element of the basic infrastructure design, since this is fundamental along with engineering and municipal works.

This study needs to not only reflect the current day standards, but

1. the projected reduction in private vehicle usage,
2. size of vehicles,
3. the numbers of vehicles per family,
4. the aging demographics of the local population,
5. the social economic grouping of families moving into the area.,
6. special requirements for school users and other commercial spaces,

7. the effects of local transport systems (buses and RAV line connections).

This study will define the real requirements both now and for the future and will be based upon today's known criteria, rather than a set of generic data which at best can be considered average and probably outdated.

b. North- South Road infrastructure.

In our opinion the north - south road locations are excessive. Consideration should be given to eliminating the proposed road section onto Cambie Road to the east of the Stolberg Street intersection (section of road approx. ½ lot depth to the west of the Islamic Center site. Also the section of road from Odlin to Cambie should be reviewed for increased capacity, to off set the above elimination.

c. The proposed additional traffic light on Cambie Road at the junction between Stolberg Street and No 4 Road would therefore be eliminated (capital cost reduction).

Also we believe that the proposed distances between the traffic lights on Cambie Road does not meet the Ministry of Transport standards for Arterial roads. If installed, as proposed, even greater traffic congestion on Cambie Road will occur, with the effect of driving traffic through the sub division rather than using the Arterial road system on the perimeter.

d. East – West , Road structure.

The proposed realignment of existing roads and additional gateway access points appears to meet the projected traffic flows. Consideration may be required to limited left turn accessing to certain locations.

e. Access onto perimeter Arterial Roads.

The proposed elimination of driveway accesses from the perimeter arterial roads to the various sections within the subdivision will be a huge improvement to the local area.

d. Traffic calming measures.

Agreed these are essential to provide a peaceful environment which unless these are in place will result in short circuiting from major arterial road systems surrounding the area.

e. Other transportation means.

Following the meeting it was confirmed that bike path would be provided though the green spaces corridors and parks as well as on the curved pathway section. Please confirm this will remain (especially the curved walkway) since this will be located over property not owned by the City of Richmond and has to be enforced by easement.

f. Pedestrian friendly routing.

Please clarify with respect to sidewalks are interior roads proposed to have sidewalks on both sides of the street or only one side.

g. Street Parking.

Is it proposed that street parking will be permitted throughout the subdivision roads? How is it proposed to control non residential parking from immediate areas outside the subdivision (possible Wal Mart location) and commuter parking whilst accessing the RAV transit line. What is the defined plan for dealing with this issue?

To the east of the subdivision the proposed area is for townhouse type construction. Due to flood plain requirements these will probably be constructed with garages located at grade level. Other such typical subdivision within Richmond are suffering major parking issues, since owners are illegally converting garages into living accommodation and using visitor parking lots for their use.

The nett result is that public street parking around these developments is a major issue.

How is it proposed to monitor and control the system?

The current inability to control this activity is a major issue and the present system is inadequately operated.

h. Sky Train interface.

With the construction of the RAV line, this sub division will be in the doughnut area highly likely to suffer localized break-ins and property damage. It is essential that all building designs allow for neighborhood views onto all public / private areas, so that self policing occurs.

What arrangements are being made with the RCMP reference local police presence etc.

2. Housing types

The area plan indicates 3 types of structure of descending height from west to east.

Multi family (apartments)

The minimum height of buildings in this area will be 4 storeys on garage structure at grade.

By adding the density bonus the height will either have to be increased to 6 storey or the site coverage percentage increased to 42.5%.

All structures will need to be concrete. 6 storey concrete construction is not economic, the projected costs of \$200.00 / fs is not realistic.

Site coverage of 42.5% is limiting the ability to provide adequate green space when allowing for on grade parking unless reduction of the parking requirements is planned.

Mixed use

The minimum height of buildings in this zoning will be 3 storeys. Likely to be 4 storey to accommodate residential and minimal business parking

All construction will be in concrete.

Same comments as for multi family construction reference costs.

Site coverage at 60% is high.

Anticipated that apartment style residences over 2 levels of business are likely, which will create the necessity for minimum 5 storey concrete type structures.

Multifamily (town houses)

The minimum height of buildings in this zoning will be 2 storey upon 1 level of individual parking.

Construction is likely to be traditional wood frame (Western Platform Framing).

Note concrete type construction in mid rise construction is more expensive than wood framing. Consequently the ability to provide affordable housing in all but the wood framed town housing is unlikely. I would suggest that rates of \$300-\$325/ fs will apply to units at 2005 pricing levels. Financing arrangements to ensure rental rates does not exceed \$12,000 pa at these rates becomes almost impossible.

Childcare facilities.

Noted in the presentation documents is the statement that child care facilities within the area are proposed.

The principle is highly endorsed, however the feasibility and economics do not make this practical or viable.

How is City of Richmond proposing to deal with this issue?

Affordable housing

The economics of affordable housing vary depending upon many individual factors.

The policy of offering affordable housing in reality is normally only lip service since in reality and with current land and construction costs the only ways to achieve affordability is to reduce unit sizes and to strip of any thing other than the basic requirements.

Affordable housing has been later transferred to standard stock housing by future owners.

The only efficient and reliable method of achieving affordable housing units, which meet the needs of the financially challenged, is to operate by a Not for Profit organization and to fund from an affordable housing levy on all properties constructed.

What commitments / discussions has the City of Richmond entered into with reference this issue?

Is City of Richmond proposing operating its own affordable housing program?

What will happen to the funds collected for affordable housing if no developer takes up the offer to build. There has to a commitment by the City of Richmond to utilize these funds collected for the specific purpose of providing affordable housing. These funds have to be separated into a separate account, not mixed in with general reserves.

Why not form a partnership with Not for Profit housing associations or other such organizations, fund the development through an Affordable Housing Levy, encourage all developers to construct to the maximum FAR, allocate specific land upon which to construct affordable housing units.

This way the City is assured that affordable housing is available and is truly used for those in need. This could also deal with the issue of seniors housing and housing for physically challenged persons, which are not covered under the normal development industry standards.

Seniors housing.

This issue is not addressed within the development plan, but with the location of public services and proximity of other facilities within walking distance from this subdivision, it is likely that a high proportion of potential purchasers within the area will be in this category. Although this issue is primarily one for the development industry, the City should be aware of the implications with reference providing suitable infrastructure to accommodate what is likely to become a squewed age population.

3. Green spaces

Review of the proposed green space "corridor" lots indicates these to be approx 88'-0", wide. Taking into account the side yard set backs that will be required on both adjacent lots this will increase the no build area to approx 100'.

This would appear to be excessive by comparison with other walkway locations throughout Richmond which are maximum 50'.

It is considered that the pathway corridors are over width.

Frozen status of green space lots.

There are lots by generation of this plan which specifically target certain lots either in their entirety or partially.

The owners of these lots need assurance in writing once the plan in its modified state is adopted, that the City will pay the full market price for their lot as if it were not designated green.

What is the City's policy with reference to lots that straddle different land use zonings (appraise at the highest land use component).

The City also should be prepared to purchase the green space lots at the latest when development commences adjacent to the lot, or at an earlier date in the event the owner wishes to move so as not to create individual hardship on these lot owners.

4. Financing issues.

a. North South road infrastructure.

The proposal put forward by Terry Crowe to recommend that the north / south road infrastructure costs , plus cost of land should be amassed and charged back to all users of land by way of local DCC is a step in the right direction. This eliminates the unfair position of certain lot owners paying in appropriate portions of the road infrastructure costs.

This proposal I think is an excellent one.

b. East West road infrastructure

Why cannot the same procedure be adopted for the East West road structure. Again here certain property owners are unfairly penalized

c. Proportional distribution.

Why would it not be possible to take all the road infrastructure costs and allocate the costs in proportion to the base FAR applicable to the area. Thus high density construction would be charged 1.5 x base, whilst town house developments would be charges 0.65 etc.

d. Perimeter road treatment.

It is our understanding from the Municipal Act that all costs associated with the Arterial Road construction / upgrade are the responsibility of the Municipality.

Why then should any of the owners within the local area improvement be required to make any contribution to these costs.

These costs should be carried entirely by the City of Richmond not funded from the local DCC's.

e. Application of Local area DCC

The local area, DCC however it is calculated should be allocated over all land owners / occupiers throughout the area. This should include the green space lots and public parks. The parkland and green space areas should not be subsidized by the local DCC

f. Application of Local area Affordable housing surcharge

The Affordable housing surcharge should be applied to all business and residential users.

Not for profit, school and green space lots should be excluded from this surcharge.

The current proposal of \$5.10 per square foot is inadequate to cover the costs associated with this element.

March 15, 2006

Allowing for the increased density achievable a minimum rate of \$7.60 / fs is easily achievable. I strongly advise the City to rethink its position upon this issue since even at the increased rate, the Developers will pay into a fund and proceed with the development provided work can commence in the early foreseeable future.

Anything less than \$7.60 / fs does not do justice to those in need to whom we need assist.

SUMMARY of ISSUES REQUIRING ACTION / COMMITMENT by CITY of RICHMOND, PRIOR TO PRESENTING AREA PLAN FOR FINAL PUBLIC REVIEW and COMMENT.

1. Provide data upon which traffic infrastructure has been calculated to writer for further review.
2. Undertake to carry out comprehensive traffic study by independent engineer to review all the proposals and to make recommendations upon final layout and discuss at open forum before final submission of Area development Plan.
3. Define the proposed detailed measures to be adopted for traffic` calming.
4. Undertake in writing to place easement upon lands requiring public pathways through new development to maintain walking / cycling objectives.
5. Define how City intends to control street parking (meters, residential parking permits, no parking zones etc). to all public roads.
6. Provide details of how City proposes to control illegal conversion of townhouse garages to habitable space (no tandem garages, garage doors with vision sections, separate garage blocks or exterior carports only, multi accessed communal parking structures, with habitable structures over.
7. Define policy parameters for security arrangements throughout area and for those special requirements due to RAV line introduction.
8. Provide commitment related to traffic study for alternate transportation service to local areas.
9. Confirm Planning dept's maximum allowance reference site coverage that will be permitted. Current standards are set too loosely.
10. Confirm what arrangements are being made for definitive childcare facilities, who is to provide, who will subsidize, where is facility to be located.
11. Confirm what definitive arrangements have been made for affordable housing – operation, selection of operator, financing etc. Where is affordable housing to be situated? Assuming the construction and operation of the affordable housing society is not being completed by the developers, is City of Richmond going to provide these services now and in future years. If no affordable housing is provided, as `is likely, what is proposed will happen to the funds paid in.
12. Is there proposals for seniors housing / housing for physically challenged in the development plan? None will normally be provided by developers .
13. Undertake to review the current apparent excessive demand of over width green space corridors.
14. City to provide written policy reference green space lots, criteria for assessment, date of purchase, relief of person hardship for existing lot owners.
15. Confirm policy for the proportional distribution of infrastructure internal road , sewer, water hydro, tel improvement charges related to FAR, not lot areas. Include also green space land within distribution.

March 15, 2006

16. Confirm policy for collection of affordable housing levy, which zoning areas are excluded (institution, school, green).
17. confirmation City takes cost responsibility for all costs associated with the perimeter roads surrounding the development area, not to be contained within the local DCC.
18. Review the proposed increase in Affordable Housing levey and apply.

I trust you find these comments helpful in reviewing the modifications to the proposed plan which in essence is a major step in the direction of achieving a conceptually acceptable and sustainable subdivision development, providing opportunity to all developers and to provide both loacal area and Richmond Community something to be proud of.

Yours truly

Mike Cooper
Development and Construction Manager.

Clarks

Schedule 15 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006



City of Richmond
Parks

Memorandum

Date:	Mar 7/06
Initials:	CR

To: Richmond City Council **Date:** March 7, 2006
From: Mike Redpath **File:** 06-2345-00/Vol 01
 Manager, Parks - Programs, Planning & Design

Re: Parks and Open Space in the Alexandra Section of West Cambie

The purpose of this memo is to provide an update on the ratio of open space and population proposed as part of the Alexandra section in the West Cambie Area Plan.

The Guidelines

The goal is to ensure 7.66 acres per 1000 persons City-wide over time. The draft PRCS Master Plan proposes the parkland acquisition guideline:

- 7.66 acres per 1000 residents city wide (a cumulative total)
- 3.25 acres per 1000 residents in the city center area

As with other planning areas City-wide, open spaces are selected to meet the needs of the local neighborhood first, and general community open space to achieve the overall guideline of 7.66 acres per 1000 residents city-wide.

Open space land is acquired city-wide in a continuous effort to meet the growing population.

West Cambie

In the West Cambie planning area there is currently a total of 29.2 acres for a present population of 7673. This works out to a current parkland acquisition of 3.8 acres per 1000.

As per the Alexandra section in the West Cambie planning area, with the addition of the proposed 33.57 acres of open space in the Alexandra section, West Cambie overall will achieve a 5.6 acres per 1000 population.

The future population of the Alexandra section is projected to be 6000 persons. The Alexandra area plan recommended 5.6 acres per 1000 population on many factors including the high land cost of this 'new' type of urban development. Other factors were:

- Mixed comprehensive use
- High site servicing costs
- High projected market cost of land (~\$2,000,000 per acre) the plan balanced the needs of open space with development opportunities.
- Single family residential due to the proximity to the flight path
- Overall land acquired for city wide park/open space purposes

The 5.6 acres is comprised of a neighborhood park, linear trails and greenways and a natural area. The following classifications of parks in the Alexandra section combined provide three distinct types of open space for the current and future residents. Working together, they act as a system designed to provide green links throughout the new neighborhood and connect people to people and people to a variety of proposed amenities. Each of the three open space classifications detailed below are in the proposed West Cambie Alexandra plan.

Neighborhood Core Park

This classification of open space is provided in each neighborhood within a .8 km maximum radius, preferably uninterrupted by major thoroughfares or major physical barriers. Neighborhood open space may be provided on a jointly owned school/park sites, they range between 2 and 20 acres in size and are centrally located within a neighborhood.

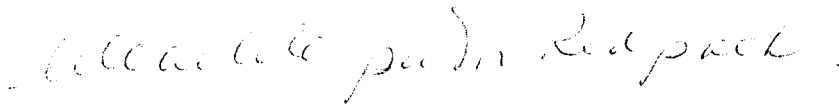
Trails, Greenways and Neighborhood Green Links

Trails are corridors typically located off-road in more natural settings. A greenway is a significant city-wide pedestrian and cycling linear corridor typically in an urban setting linking important destinations, and containing unique features or along significant natural corridors such as the waterfront. Green links are pathways including privately accessible public areas, or rights-of-way through residential complexes and/or City sidewalks that form a network of neighborhood walking routes or provide a link to a City-wide greenway or a cycling lane, they are located throughout the City and within 1 km of all residents.

Natural Areas

These areas are dedicated to protect landscapes that display unique ecological features for local and regional benefits; these areas will vary in size and location throughout the City.

In summary, the Alexandra section of the West Cambie Area Plan has provided 5.6 acres per 1000 persons in the area for open space. Additional open space will be targeted over time to meet the overall community guideline for open space City-wide. The plan as presented has achieved our neighborhood standard for three distinct types of open space for an urban area, and as the rest of the West Cambie area is developed, the guidelines for open space will apply.



Mike Redpath
Manager, Parks - Programs, Planning & Design
(1275)

pc: Cathryn Volkering Carlile, General Manager - Parks, Recreation & Cultural Services
Joe Erceg, MCIP, General Manager, Urban Development
Dave Semple, Director of Parks Operations



City of Richmond
Urban Development Division

Memorandum

To: Mayor and Councillors **Date:** March 16, 2006
From: Terry Crowe **File:** 08-4050-11/2006-Vol 01
Manager, Policy Planning
Re: **West Cambie Area Plan - Public Meetings - Summary**

As directed by Council, staff held two public meetings on the proposed West Cambie Area Plan Bylaw 8029, Local Area Development Cost Charge (DCC) Bylaw 8031 and City-wide DCC Bylaw 8037 on Thursday, March 9, 2006.

The purpose of this memorandum is to present the results of these meetings.

A. Meeting with the Development Community (March 9, 2006 Afternoon)

The following developers were in attendance:

- Tom Morton, Wing Li (Palladium)
- Scott Baldwin, Steve Jedreicich (Polygon)
- Tiffany Duzita, Nathan Hildebrand (First Pro)
- Rodney Rao, Richard Wittstock (Amacon)
- Farid Damji, Muhammed Virani, Nazim Panju (Ismali Council)
- John O'Donnell (Ledingham/McAllister)
- Kyle Shurry (Townline)
- Norm Coutttie (Adera)
- Brian Dagneault (Planning Consultant)
- Peter Simpson (GVHBA)

The key points that came out of the meeting and staff's responses are as follows:

1. The developers want to ensure that there is some flexibility in the proposed required parcel sizes for rezonings.

Staff will use some discretion and flexibility when interpreting the required parcel size guidelines.

2. The property owners don't recognize that it is more expensive to develop in Alexandra.

This will become apparent as development occurs in the neighbourhood, in light of today's costs.

3. The economics of development are expensive (the City is asking too much from developers).

Suggestions to address this included:

(a) Give developers in the Alexandra area a break on the City-wide DCCs;

It would be very difficult and perhaps impossible, to determine, in the City-wide DCC Program, how to charge development in the Alexandra neighbourhood, less than development elsewhere.

(b) Transfer the \$22,318,398 natural area from the Local Area DCC to the City-wide DCC;

Natural areas are typically funded by City-wide DCCs, and for consistency sake the Province may argue that's where they belong; however, including them in the City-wide DCC would probably mean that the lands would have a low City acquisition priority, and properties may not be purchased for a number of years because of other City-wide priorities (e.g., Terra Nova natural area).

Furthermore, the natural area benefits the local area the most because this area is a link for local residents to move about the area and it would seem to be more a neighbourhood asset than a community wide asset.

Staff recommend leaving the natural area in the Local Area DCC Bylaw.

(c) Increase the municipal assist factor in the DCC Programs;

The assist factor for the Local Area DCC must be the same as for the City-wide DCC, currently 1 percent. Changing the local assist factor would require an equivalent change in the City-wide DCC, creating a much larger liability for the City.

(d) Raise the permitted Floor Area Ratio (FAR), for example from 1.7 to 1.9; and

Not recommended; requires a reassessment of the infrastructure requirements and increases the servicing costs.

(e) Include the north-south roads in the Local Area DCC.

City staff are prepared to recommend that the three north/south roads be added to the Local Area DCC Program. This involves:

- *Amending Local Area DCC Bylaw 8031;*
- *All development in the Alexandra area would assist with road land acquisition [at the proposed rate of \$45 per square foot] and assist with road construction costs;*
- *Developers build the roads and pay all of these costs;*
- *As developers build the roads, they receive a DCC credit, for the amount of the roads which they build, but only up to the amount of the DCC Program rate [e.g. \$45 per square foot for land].*
- *To receive financial compensation for the cost of the roads which they build above the DCC credit, developers enter into a "front-end" agreement with the City.*
- *As the City collects DCCs, the City pays developers back at the above rate.*
- *The DCC Program road rate may be adjusted annually by the City.*

- (f) It was suggested by one developer that the \$45 ft² used to calculate the land costs for road was too low.

The \$45 ft² is consistent with current market rates.

B. Meeting with the Neighbourhood (March 9, 2006 Evening)

Around 80 members of the public were in attendance.

The following questions/points were made:

1. Was the cost of the north-south road being reviewed because it has a big impact on property values (e.g., could they be included in the DCC Program)?

Yes (see point 3e above)

2. Concern was expressed about the amount of traffic through the area.

This concern is addressed via the proposed traffic calming devices, and the geometric design and pattern of the internal roads as part of the Area Plan, which will discourage non-local traffic from using internal roads for short-cutting and speeding.

3. Could the public get a copy of the Transportation Department's traffic analysis?

A summary of the analysis and rationale for the road and access patterns was provided to Brian Dagneault in a letter dated July 18, 2005.

It stated:

"...The rationale for the recently approved road layout and road access points is to support the amount of vehicular traffic anticipated from the proposed land use for the West Cambie Area. Based on the ultimate projection of the proposed land use and industry-recognized trip generation rates published by the Institute of Transportation Engineers, it is estimated that a total of approximately 8,700 vehicular trips would be generated by this area in the afternoon peak hour in the area. In the best case where these trips are evenly distributed among the proposed ten road access points, approximately 870 vehicles could be expected at each of them.

The above level of vehicular traffic expected at each of the access points is considered to be marginally acceptable as it already slightly exceeds the maximum limit suggested by the Transportation Association of Canada for a collector roadway. Any reduction of the number of access points would result in long-term adverse impacts on the circulation of traffic in the overall area. As such, all ten access points proposed are considered to be essential to support the proposed land use and meeting with City's objective to ensure the livability of this neighbourhood."

A copy of this information can be provided to other interested parties

4. The number of intersections on Cambie Road and need for a traffic signal was questioned.

Three new access points (intersections) are proposed along Cambie Road, between Garden City Road and No. 4 Road, in the Area Plan. As indicated above (point #3), all three will be required to support the amount of vehicular traffic anticipated from the proposed land use. Traffic signals are proposed and will be installed when warranted to facilitate the safe and efficient movement of vehicular traffic in/out of the West Cambie Area.

5. It was noted that, if there is an accident on No. 4 Road and Alderbridge Way, traffic uses Alexandra Road as a short cut.

This concern can be alleviated with the traffic calming devices, and geometric design and pattern of the internal roads currently proposed as part of the Area Plan, which will discourage non-local traffic from using internal roads for short-cutting and speeding.

6. Concern was expressed that by designating the Environmentally Sensitive Area (ESA) as Natural Park, the sale value of these properties was diminished.

A fair market assessment of the properties will be made during the process of negotiation for acquisition.

7. The amount of money (\$22,318,398) in the Local Area DCC Bylaw is insufficient to purchase the approximately 14 acres of Natural Park.

The southeast green space is comprised of:

- Natural Area - 11 acres - to be purchased,
- Natural Park - 3 acres – from the future consolidation of a portion of Alexandra Road.

The Local Area DCC has been estimated based on recent property sales in the area at up to \$2 million per acre. The budgeted amount should be sufficient to acquire the land. The City can update the DCC rates bylaw annually if current estimates prove insufficient.

8. The location of the linear North Parkway and South Parkway should be shown/shared between properties, rather than in some cases, being wholly shown/located on individual properties.

These areas are linear parks. The northern linear park/greenway is adjacent to Tomsett Elementary school/park and expands the open space overall. Separating the properties would create smaller lots which would be isolated.

The southern linear park has been sited to ensure that the green corridor is in line with the northern section and is a single property designated as park/open space.

The single property also serves as a buffer between two distinct proposed land uses in the area plan.

9. Why are the North Parkway and South Parkway so wide? Properties with this designation on them could be orphaned and experience drainage problems if the development around them is higher.

The North Parkway adds needed total open space to the area by building on the existing Tomsett School/Park site. The area is for passive recreation, as well as to provide a strong North/South linkage that ties the entire open space system in the section together.

Adjacent property owners will be responsible to ensure that drainage is not diverted to neighbouring properties, when redeveloping.

10. The West Cambie Area Plan Land Use Map could be changed to show the proposed Alexandra Way walkway partially on both properties all along its length, rather than in some cases, being wholly shown as if it is to be located on individual properties.

As there is flexibility in siting the walkway, so that it may be a shared responsibility, it is not necessary to modify the proposed Land Use Map.

11. Would the appraisal value of a property be used to determine its value, if required for park land?

A fair market value would be used based on the sale of comparable properties elsewhere. Property owners and the City would both undertake independent realty appraisals prior to sale/offers to purchase.

12. The public wants assurance that there is some flexibility in interpreting the minimum required parcel sizes.

Yes, staff will use some discretion and flexibility when interpreting the required parcel size guidelines.

13. Why are the roads curved and not in a straight line (results in an increased loss of value to a property owner)? Wouldn't it be better for the roads to be staggered on No. 4 Road?

From a traffic operation and safety perspective, the east/west road south of Odlin Road is proposed to curve to the south to connect to Fisher Gate to avoid creating two closely spaced t-intersections on No. 4 Road. The distance between two such intersections would be approximately 55m, measured between road right-of-ways, which would not be supportable taking the following factors into consideration: function of No. 4 Road as a major arterial road, left-turn storage requirement (the need for back to back left-turn storage within a very constrained distance), short spacing between two intersections that may warrant for signalization, and guidelines published by the Transportation Association of Canada.

14. Could the DCC Bylaws be changed now if the calculations (e.g. \$45 ft² for land) upon which they're based too low?

DCC Bylaws may be updated annually to keep abreast of cost increases. Staff would prefer to utilize this approach since we believe that the existing calculations are sound.

15. Aren't there court cases about a municipality designating properties for "park" or "road" purposes (e.g. how soon will the City purchase the park lands)?

As long as the City is actively collecting money to acquire the parks, they can be designated.

16. Why not include the east-west roads in the Local Area DCC Bylaw too?

The north-south roads have much greater impact on properties than the east-west roads because of the lot orientation in the Alexandra area. The Province may raise issues with respect to the consistency of servicing types to be included in DCC bylaw since local roads are not normally included in a DCC Bylaw.

17. How would a developer be reimbursed for a north-south road if it is included in the Local Area DCC Bylaw (e.g., Development Coordinated Works)?

For servicing in the Local DCC Bylaw, developers who dedicate and build the north-south road would be eligible for DCC credits to the maximum of the DCCs to be paid, or the estimated cost of the project in the DCC Program, whichever is lesser.

Any further DCC rebates from the DCC Program would be by means of a front-enders' agreement to a maximum of the project in the DCC Program, or the actual project cost, whichever is lesser (e.g., actual project road cost \$90,000, project road DCC budget \$100,000, DCCs to be paid \$40,000; DCC credits \$40,000, DCC rebates \$50,000 by a front-enders agreement).










The same principle would apply to services in the City-wide DCC Bylaw (e.g. actual project road cost \$125,000, project road DCC budget \$100,000, DCCs to be paid \$40,000; DCC credits \$40,000, DCC rebates \$60,000, by a front-enders agreement).

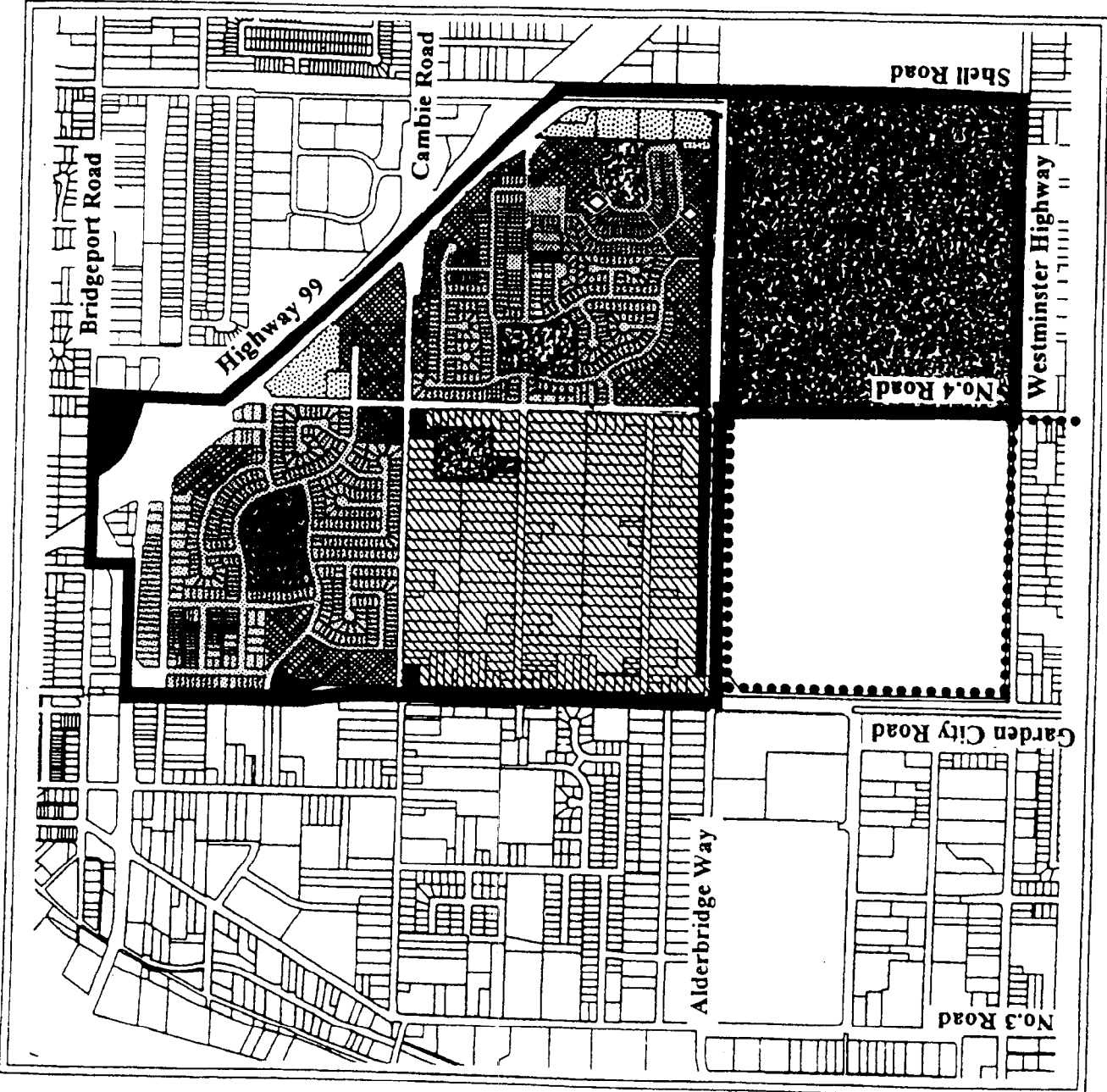
18. Won't the City receive more taxes from this area because of development which it could use to buy park land?

Yes, the City will receive more taxes from this area when it is developed. However, only a very small percentage of the City budget is available for capital works or land acquisition; the large majority of the budget is for regular City operations, such as police, fire, public works maintenance, parks and recreation services, etc. With 6,000 new people expected, the demand for those services will increase accordingly. In addition, the City already pays for a small percentage of the projects and acquisitions in the DCC programs through the assist factor.

Attachment 1

Land Use

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

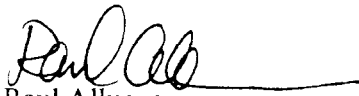




To: Planning Committee **Date:** March 19, 2004
From: Raul Allueva **File:** RZ 04-010768
Director of Development
Re: **APPLICATION BY JAN W. KNAP FOR FOR A REZONING AT 10420 AND 10440
ODLIN ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION
AREA F (R1/F) TO TWO-FAMILY HOUSING DISTRICT (R5) AND SINGLE-
FAMILY HOUSING DISTRICT, SUBDIVISION AREA B (R1/B)**

Staff Recommendation

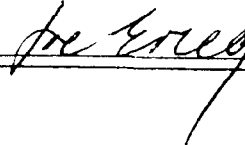
1. That Bylaw No. 7700, to amend the minimum lot size in Section 604.1 for areas zoned R5 from 1,100 m² (11,840.69 ft²) to 864 m² (9,300.02 ft²) in area, be introduced and given first reading.
2. That Bylaw No. 7702, for the rezoning of 10420/10440 Odlin Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Two-Family Housing District (R5)" on Odlin Road in order to legalize the existing duplex on the site and to "Single-Family Housing District, Subdivision Area B (R1/B)" on Shepherd Drive, be introduced and given first reading.


Raul Allueva
Director of Development

RV:ef
Att. 2

FOR ORIGINATING DIVISION USE ONLY

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Jan W. Knap has applied to rezone 10420 and 10440 Odlin Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Two-Family Housing District (R5) on Odlin Road in order to legalize the existing duplex on the site and to Single-Family Housing District, Subdivision Area B (R1/B) on Shepherd Drive in order to create two single-family residential lots, for a total of three lots (**Attachment 2**).

On November 5, 2002, at Planning Committee, a previous application by the owner for an amendment to the West Cambie Area Plan from Residential (Single Family Only) to Residential and for the rezoning of 10420 and 10440 Odlin Road from Single-Family Housing District, Subdivision Area F (R1/F) to Two-Family Housing District (R5) and Comprehensive Development District (CD/28) was denied. The proposal involved the retention of the existing duplex on Odlin Road, and the creation of two new lots on Shepherd Drive, each with two (2) dwelling units (6 units total). The total density was considered excessive for this location.

At the time, the owner was asked to consider the alternative development options identified in the staff report, which included one option to rezone for four (4) single-family lots and a second option to retain the existing duplex on Odlin Road and subdivide to create two (2) single-family lots on Shepherd Drive, but he declined. The owner has since re-considered these options and has submitted a new application to rezone in order to retain the existing duplex and to create two (2) single-family lots.

Findings of Fact

Item	Existing	Proposed
Owner	10420 Odlin Road – Jan Knap and Krystyna Dittmer-Knap 10440 Odlin Road – Rafal Knap	No change
Applicant	Jan Knap	No change
Site Size (by applicant)	One lot - 1944.92 m ² (20,935.56 ft ²) (Gross)	One R5 lot – 874.82 m ² (9,416.79 ft ²) & Two R1/B lots - 636.52 m ² (6,851.67 ft ²) and 435.52 m ² (4,688.05ft ²) (Gross)
Land Uses	Legal, non-conforming duplex	Legal duplex and two new single family properties with one dwelling unit on each property
OCP Generalized Land Use Designation	Neighbourhood Residential	No change
West Cambie Area Plan Designation	Residential (Single Family Only)	No change
Zoning	R1/F	R5 & R1/B
NEF	Yes	No change

Staff Comments***Policy Planning***

The site is one of three large lots remaining on Odlin Rd, near the recent Odlinwood development. The Johrei Fellowship occupies the adjacent property to the west at 10380 Odlin Road, zoned Assembly. The large lot across the street at 10391 Odlin Road is zoned R1/B.

The applicant proposes to use R1/B for the two lots fronting Shepherd Drive. Under this zone, the applicant could build one dwelling unit on each of the two new lots. R1/B is consistent with the zoning of the surrounding single-family residential properties. Staff support the creation of two (2) single-family lots with frontage on Shepherd Drive.

The applicant proposes to rezone the north portion of the site fronting Odlin Road to R5 to allow for the retention of the existing duplex. An amendment to the West Cambie area plan is not required, as the proposal will recognize the existing duplex and create two (2) new residential lots that comply with the Residential (Single-Family only) designation in the area plan.

The proposed duplex lot on Odlin Road to be subdivided from the existing parcel and zoned R5 is proposed to be 874.82 m² (9,416.79 ft²) in area. This area exceeds the minimum permitted lot size in the R5 District Schedule, 864 m² (9,300.02 ft²), however it is less than the minimum area permitted for subdivision of land, 1,100 m² (11,840.69 ft²). A Bylaw amendment to reduce the minimum area permitted for subdivision is proposed to achieve compliance.

The proposed Bylaw amendment to Division 600: Subdivision of Land is required to reduce the permitted minimum area for parcels of land which may be created by subdivision for areas zoned R5 from 1,100 m² (11,840.69 ft²) to 864 m² (9,300.02 ft²). This reduction is not expected to affect the application of the R5 zone to existing properties, and is in the nature of a housekeeping amendment. In effect, this text amendment will bring the minimum area permitted for subdivision in the R5 District in line with the existing minimum lot size. There are currently dozens of existing R5 lots in the City, many of which are less than 1,100 m² (11,840.69 ft²) in area. They are, however, consistent with the R5 District Schedule, which requires a minimum lot size of 864 m² (9,300.02 ft²). These lots are larger than the proposed minimum area for parcels of land which may be created by subdivision, though not large enough to create further subdivision.

Permits Review

The existing duplex meets the floor area ratio (FAR), lot coverage, setback, height and other zoning requirements of the subdivided lot to be zoned R5.

Development Applications - Engineering

There is no requirement for any frontage upgrades as this time. Frontage upgrades to Odlin Road would be required in the future with any application for subdivision and rezoning of the proposed R5 duplex lot to single-family residential.

Analysis

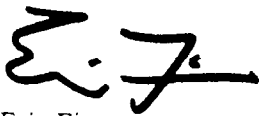
The current owners of the subject site expect that the future use of the north portion of the property will continue as a Two-family Dwelling. A Restrictive Covenant will be required to be registered on the duplex lot to limit the lot to one-family per dwelling unit. The proposed rezoning permits the current uses to become conforming uses, and would allow for the construction of two new single-family homes on the new lots on Shepherd Drive.

Financial Impact

None

Conclusion

Staff have reviewed the proposed Rezoning intended to accommodate the existing strata titled duplex on the property, and to permit creation of two single-family lots on Shepherd Drive. The proposal is consistent with the West Cambie Area Plan. On this basis, staff recommend that the proposed rezoning merits favourable consideration.

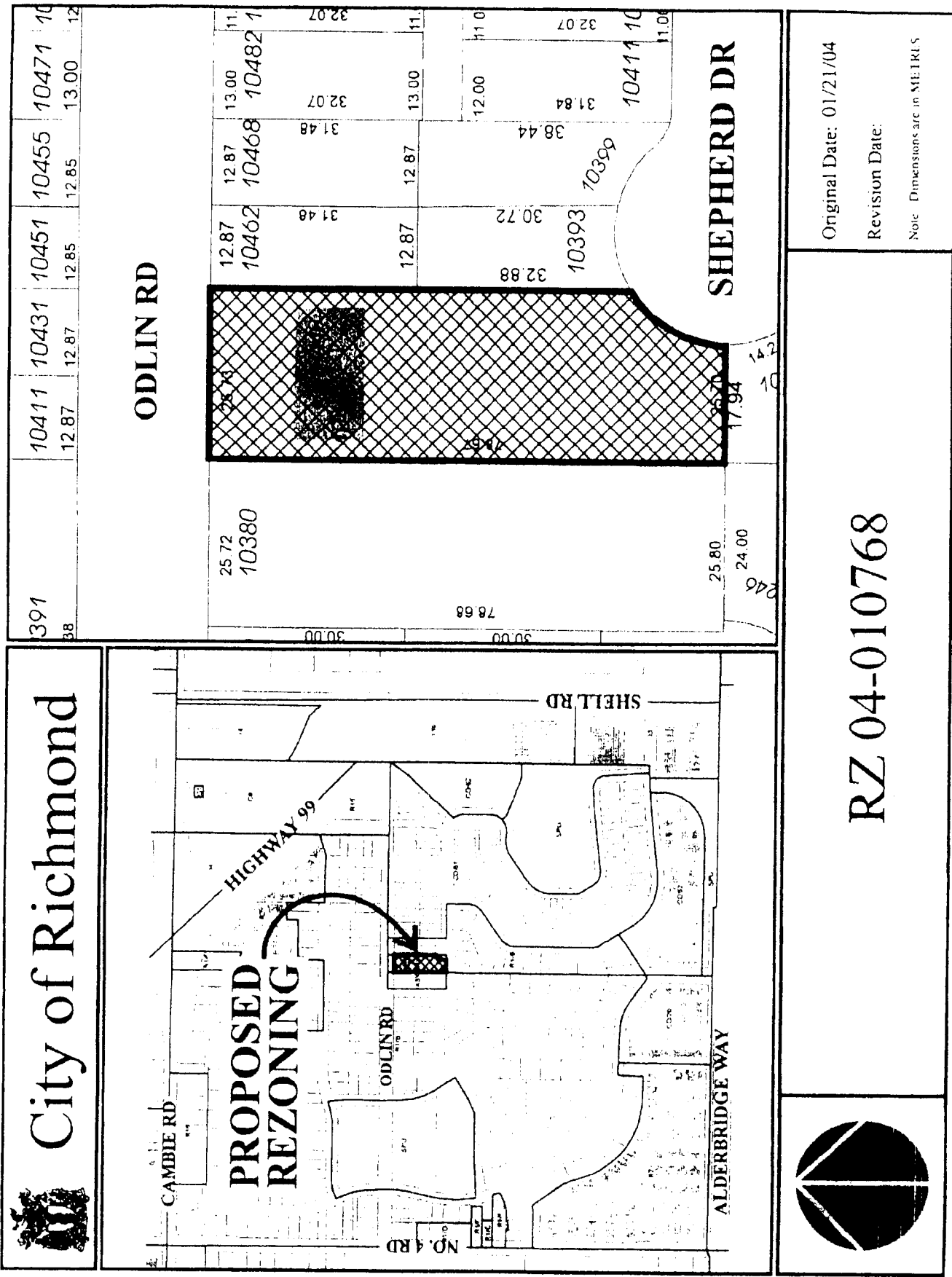


Eric Fiss
Policy Planner

EF:cas

The following requirements must be met prior to final adoption of the rezoning:

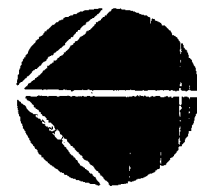
- Registration of a Restrictive Covenant limiting the uses on the duplex lot, only, to one family per dwelling unit;
- Registration of a Restrictive Covenant agreeing to have new buildings designed to incorporate adequate sound measures against aircraft noise; and
- Ministry of Transportation approval.



City of Richmond

PROPOSED REZONING

RZ 04-010768

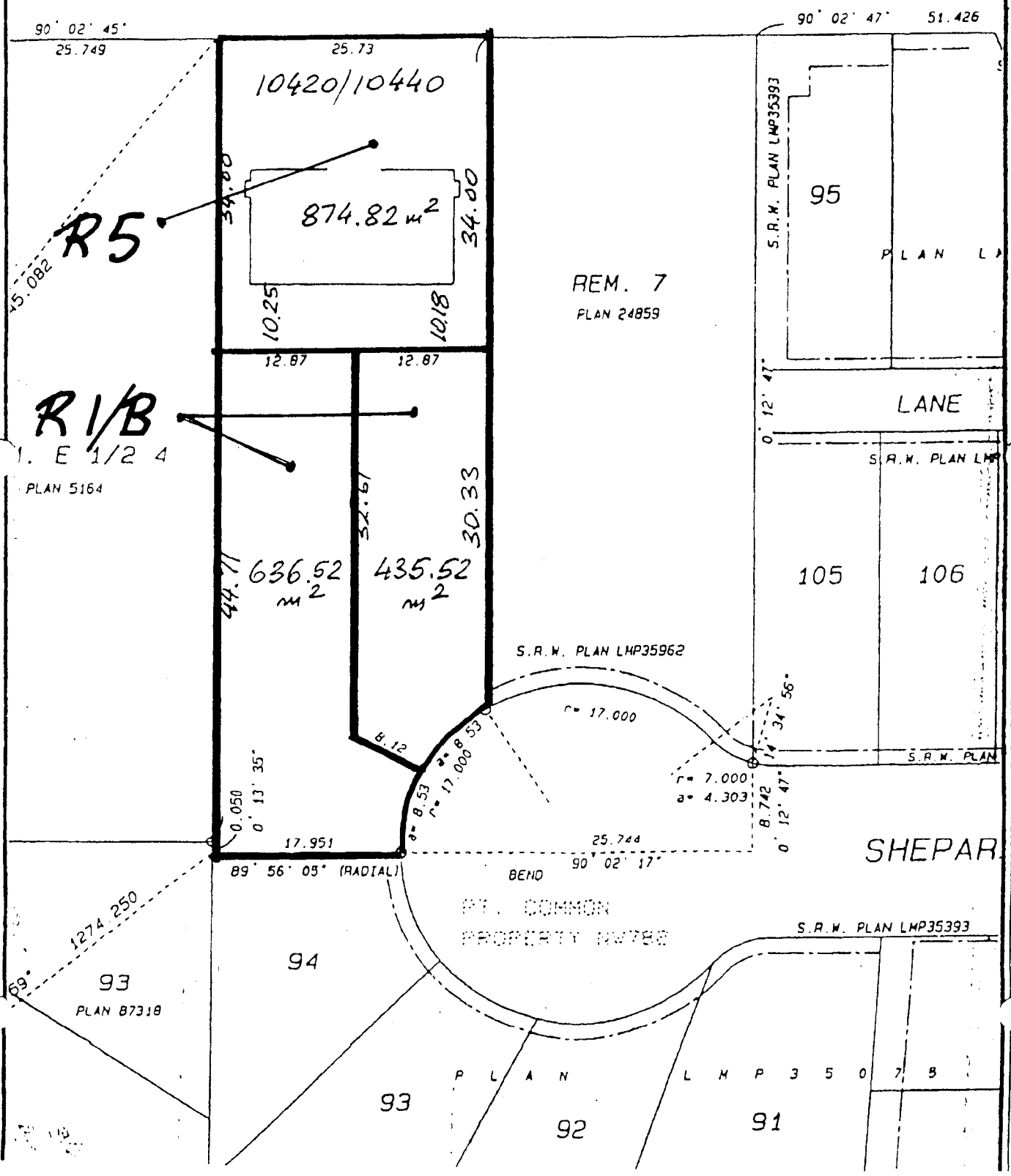


Original Date: 01/21/04
 Revision Date:
 Note: Dimensions are in METERS

Ed. J. J. S.
ATTACHMENT 2

RZ 04-010768
REV. JAN 15/04

ODLIN ROAD





**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7702 (RZ 04-010768)
10420 AND 10440 ODLIN ROAD**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation and designating the area shown cross-hatched on "Schedule A attached to and forming part of Bylaw No. 7702." **TWO-FAMILY HOUSING DISTRICT (R5) AND SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA B (R1/B).**
2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7702**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

LEGAL REQUIREMENTS SATISFIED

ADOPTED

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

MAYOR

CITY CLERK



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7700 (RZ 04-010768)**

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

- 1. Richmond Zoning and Development Bylaw 5300 is amended by repealing the existing Section 604.1 and by inserting the following in its place:

“604.1 AREAS ZONED R5

The creation by subdivision of a parcel of less than 864 m² (9,300.02 ft²) in area shall not be permitted.”

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7700”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
HB
APPROVED for legality by collector

MAYOR

CITY CLERK

Jacob B. Kowarsky, LL.B., LL.D. (B.I.U.), LL.D. (S.F.U.)

3150 Blanca Street
Vancouver, B.C. V6R 4G3
(H) 779-9171 (O) 683-6875

		INT
	DW	
✓	GJ	JK
	KY	
	DAW	
	DB	
	WB	

March 2, 2006

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

Schedule 18 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

8000-20-8029

Attention: Mayor & Councillors

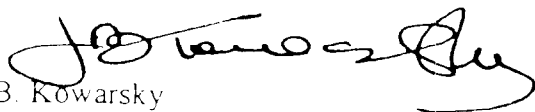
Dear Sirs:

Re: Proposal for Development of West Cambie Area

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

Thank you for your kind consideration.

Yours truly,



Jack B. Kowarsky

To: Public Hearing
Date: MARCH 20, 2006
Item #: 6
Re: West Cambie Area Plan Bylaw 8029

Weber, David

From: Denise McDougal [dmcdougal@shaw.ca]
Sent: Monday, 20 March 2006 12:15 AM
To: Weber, David
Cc: Crowe, Terry
Subject: West Cambie Area Plan

Denise McDougal
 9511 Alexandra Road
 Richmond, BC
 V6X 1C6
 604-278-9511

Schedule 19 to the minutes of the Public
 Hearing Meeting held on Monday,
 March 20th, 2006

March 19, 2006
Via email

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

Dear Council Members, Mr. Crowe and Mr. Weber,

We bought our home on Alexandra Road 7 years ago. My family and I have been happy in the quiet, country-like neighbourhood and the excellent location.

We are now quite upset at the prospect of the proposed plan for our area, in which we find our property in the middle of medium-density residences. After attendance at all the open houses and completing all surveys and sending letters, we feel as if our voices have been ignored as no concessions have been made for the permanent residents. Perhaps a grandfathering clause whereby no additional single-family homes would be built could be considered, and for adjacent areas of the present residents to be park space and/or low-density housing rather than medium-density, especially with the current consideration of a FAR increase from 1.5 to 1.7. The medium-density residences would therefore be in areas where there are presently no homes in the immediate vicinity. This would also reduce the density of the area, thereby reducing the impact on traffic and the environment.

It is difficult for my husband, who is a pilot, and myself to understand the need for the absence of single-family homes when there are many just half a block to the east on No. 4 Road and to the north on Cambie. How does putting many more people in an area and higher in the sky and therefore closer to planes, make them less accessible to aircraft noise?

It will be a very sad day for us when our 20-year-young home gets bulldozed just to make room for more development!

Thank you for your attention to this matter,

Denise McDougal

Schedule 20 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006



To Public Hearing	
Date:	March 20
Item #	6
Re:	Bylaw 8029

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

March 17, 2006

Ref: 714-052/06

City of Richmond
Urban Development Division
6911 No. 3 Road
Richmond, BC V6Y 2C1
Email: tcrowe@richmond.ca

ATTENTION: Mr. Terry Crowe, Manager, Policy Planning
Policy Planning Department

Dear Terry:

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

We are writing this letter further to our many meetings and conversations to confirm our position on the issues that impact the Ismaili community's proposed Jamatkhana development in the West Cambie Area. As you know a large number of Ismailis settled in Richmond over 30 years ago and still attend prayers at a converted warehouse currently leased on Alderbridge Way. We are, therefore, excited about our development and look forward to working with the City and its residents to a build a Jamatkhana in Richmond.

Richmond is the last municipality in BC where a large population of Ismailis lives without a permanent Jamatkhana.

We have been part of the planning process for the West Cambie Area since it started and subject to the resolution of our concerns, we feel that the West Cambie Area Plan is, overall, a dynamic, forward thinking Plan that will create a community that will be a great asset to the City of Richmond.

Our concerns are primarily related to the fair and equitable compensation of privately owned land used for public purposes and the construction costs associated with north-south public road ways.

In our discussions and correspondence with you and other members of City Staff, we expressed our view that the north-south road adjacent to our site is not necessary for the development of the Jamatkhana; access can be created on Cambie and Odlin. We agree with your conclusion, however, that the subject road is necessary to service the neighborhood in which the Jamatkhana is expected to be built. We also understand that in order for the road to be built within the parameters of the Area Plan, approximately 0.75 acres of our property will be required for public road development.

Letter to Terry Crowe, City of Richmond
Page 2

The West Cambie Area Update Report and the Draft Area Plan was released on February 17, 2006. Upon review, we were dismayed to learn that the Plan called for us to give up approximately 0.75 acres of land without any compensation and also required us to pay for the construction of the road. Needless to say, we do not feel this is a fair or equitable solution.

After the release of the Report and Draft Area Plan, we participated at a series of meetings to express our concerns and to hear the concerns of other interested parties. Many of us shared common concerns and requested that Staff reconsider the position outlined in the Update Report.

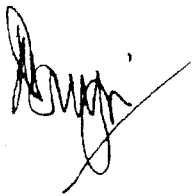
We commend you and your colleagues for your openness and agreement to shift your initial position from that which was stated in the Area Update Report. We understand from our discussion that you will now propose to Council a plan which incorporates two fundamental principles. The first is that land owners required to dedicate land for public use for roads, like in our case, will be compensated at fair market value for the loss of land. The second principle is that the cost of public road development will be a shared responsibility.

We fully support these principles.

Our track record is one of successfully creating buildings and site plans that enhance and fit seamlessly into the surrounding community they serve. We look forward to continuing to work with the City to develop a facility that would form an integral part of the community.

Thank you again for the opportunity to provide our feedback.

Yours truly,

A handwritten signature in black ink, appearing to read 'Nazim Panju', with a long horizontal stroke extending to the right.

Nazim Panju
Executive Officer

cc. Mr. Joe Erceg, General Manager, Urban Development

Lesley Enterprises

11220 Granville Avenue,
Richmond, B.C. V6Y 1R6
Tel (604) 240 1030 Fax (604) 278 5998
E-Mail mcooper@shawbiz.ca

City of Richmond
6911 No 3 Road,
Richmond BC V6Y 2C1
Attention Mayor Malcolm Brodie.
18 March 2006

To Public Hearing
Date: <u>March 20/06</u>
Item # <u>6</u>
Re: <u>Bylaw 5029</u>

Dear Sirs,

West Cambie Area Development Plan

With reference to the above I have been attending with great interest the Public hearings. At the last public meeting as an interested citizen of Richmond I requested the base data upon which your committee has used in their assumptions relating to the infrastructure, equitability of cost distribution and definitive programs and arrangements associated with the development.

This was agreed to be made available by Terry Crowe and Fred Lin. This information has not been provided therefore constructive comments upon the plans cannot effectively be made.

From a preliminary review of what is available, I believe that some of the basic assumptions taken in the plan implementation are flawed, not based upon detailed analysis or have no positive plans for implementation.

This development is a major one for not only the City of Richmond, but for the entire Lower Mainland Community.

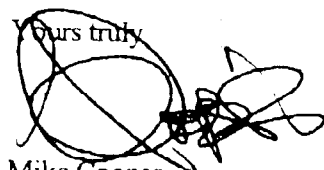
Without going into specific details, my concerns include:-

- Basis of design of infrastructure (no traffic study completed)
- Control measures for traffic flows, street parking, security.
- Allocation of costs which are city's responsibility onto local DCC.
- Defined policy and implementation plans for child care facilities, affordable housing, seniors housing and assurance that monies collected for these purposes will be applied to that specific use.
- Equitable system for local DCC allocation with respect to common area charges.

Adoption of this plan as it stands is premature, even with the minor modifications that your staff are recommending (which I totally endorse as moving partially to a fairer distribution of common area costs).

I request that further information meetings are held to fully inform the public of proposed commitments required of the City, prior to acceptance of the plan as currently proposed.

Yours truly



Mike Cooper
Development and Construction Manager.

Schedule 21 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

Lesley Enterprises

11220 Granville Avenue,
Richmond, B.C. V6Y 1R6
Tel (604) 240 1030 Fax (604) 278 5998
E-Mail mcooper@shawbiz.ca

City of Richmond
6911 No 3 Road,
Richmond BC V6Y 2C1
Attention Mr. F. C. Lin Transportation Dep't.
18 March 2006

Dear Sirs, West Cambie Area Development Plan

With reference to the above this is to put on record that as of today's date no response to or letter dated 11 March 2006 along with the promised transportation study documentation has been received.

This information has to be made available in time for review before the Public Meeting, other wise we shall be requesting an extension to the schedule.

Due to time restraints please E mail the documents.

Yours truly

Mike Cooper
Development and Construction Manager.

To Public Hearing
Date: <u>March 20/06</u>
Item # <u>6</u>
Re: <u>Bylaw 8829</u>

Schedule 22 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

Rozina Dato
12220 Granville Avenue
Richmond
BC V6Y 1R6

To Public Hearing
Date: <u>March 20/06</u>
Item #: <u>6</u>
Re: <u>Bylaw 8029</u>

18 March 2006

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

by Fax 604 276 4332

Dear Mr. Brodie,

I and my extended family of over 22 people have lived in Richmond for the last 20 years.

We have seen great progress in the development of our City.

We currently attend our Jamat Khana, which is in rented property off Alderbridge Way.

Our community wishes to build a place of worship, that not only integrates with the society in which we live and are an active part of, but which can interface with the local community to strengthen the relationships between our community and the population at large in Richmond.

I have been following the developments in West Cambie Area planning process with great interest. I have attended the Open Houses put on by the City and have provided my feedback.

After reviewing the Implementation Plan presented by staff, I learned that there is a road that runs from north to south along the west side of the property that has been optioned for the purposes of building a Jamat khana (place of prayer and congregation). I also see that the plan does not intend to compensate anyone for the costs associated with building that road or with giving up a portion of their land.

In my view, this is an inequitable and unfair approach in that the road is required for the entire area, and not just the proposed Jamat khana. Therefore, although I support the mixed uses outlined in the Plan, I do not agree that the road and land costs should be borne by just one party.

This is something that should be shared by the entire occupants of the area. Our officials tell us that they have discussed this with staff and that staff will recommend a change to correct this situation so that all north south road costs including the land acquisition will be shared by all users of the area, not just those abutting the road.

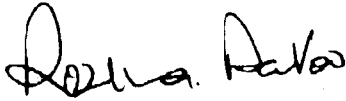
This I feel is a step in the right direction and more equitable to all land users. I would also state that I feel that the east west roads should be treated in a similar manner.

We are a non profit organisation and any inequitable charges will have a dramatic effect upon our ability to provide our place of worship in a manner that gives justice to this new development plan.

I certainly hope that you will agree to a more equitable distribution of the road costs and would appreciate your support.

Thank you for your attention to rectify this matter.

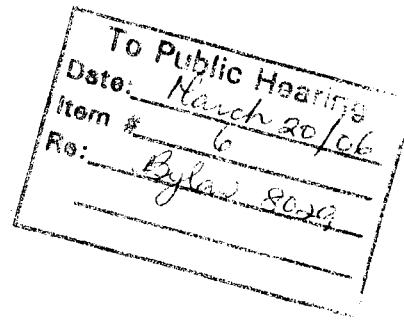
Yours truly



Rozina Datto

March 17, 2006

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



Dear Mr. Mayor:

As a longstanding member and resident of the Richmond community, I am writing to express my support for the Ismaili community who wishes to build a permanent place of prayer on Cambie Road near No. 4 Road.

Having reviewed the West Cambie Area Plan, I support the balanced approach presented in that plan.

I understand that the West Cambie Area Plan calls for a road to be built along the west side of the property that has been secured by the Ismaili community. I would strongly suggest that all occupants of the area share in the cost of building that road as well as all other North/South Roads in the West Cambie area. In my view, this would be a fair and equitable manner in which to proceed.

Further, landowners required to give up land in order to build roads should be compensated at fair market value. I understand that staff will recommend a change to fairly compensate those who give up land for the roads and share the costs of building the road with everyone in the area. I certainly hope this is the case and would appreciate your support.

Sincerely,

Shelina Lalani

Schedule 23 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

Fax: Mayor Fax: 604-276-4332

March 16, 2006

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

To Public Hearing	
Date:	March 20/06
Item #	6
Re:	Bylaw 8029

Dear Sir:

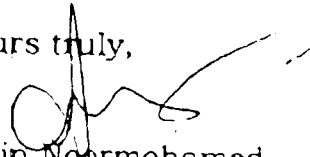
I am a long time resident of Richmond and would like to express my concern regarding the West Cambie Area Plan. I have been attending the existing Jamatkhana on Alderbridge Way for the past 21 years. This is a leased facility and as you know, my community is planning to build a more dignified and suitable space in the West Cambie area.

I understand from reviewing the detailed area plan prepared by the City of Richmond Staff that the Ismaili community would have to pay for the road and they would also be losing a portion of their land to build the road.

It is important for the City to be aware that our community is a non-profit organization that has no ability to recoup the costs associated with building the road or giving up of the land. I think staff will be recommending a change to the implementation strategy to compensate others and us for the land and building costs for the road by sharing them across the area. I would therefore ask that you support this as a more equitable solution.

I look forward to your assistance in this regard.

Yours truly,



Amin Noormohamed
4337 Fortune Avenue
Richmond, B.C. v7E 5J7

Schedule 24 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006



To Public Hearing	
Date:	March 20
Item #:	6
Re:	Bylaws 5029

URBAN DEVELOPMENT INSTITUTE - PACIFIC REGION
 3rd Floor, 717 West Pender Street
 Vancouver BC V6C 1G9 Canada
 T 604 669 9585 F 604 689 8691
 info@udi.org
 www.udi.bc.ca

March 20, 2006

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

Schedule 25 to the minutes of the Public
 Hearing Meeting held on Monday,
 March 20th, 2006

Dear Mayor and Council:

Re: West Cambie Area DCCs and Other Charges

The Urban Development Institute (UDI) and its members have built a strong partnership with the City of Richmond. We are true partners in community building and this has resulted in substantial investment, jobs and economic development for your Community, as well as a half a billion dollars in building permits being issued last year.

The development of the West Cambie Area Plan best exemplifies our partnership. We would like to note that City staff have been very diligent in their consultations with the public, landowners and the development industry. Key issues were discussed and debated (and in some cases resolved) early in the process. We would recommend that this approach be used in future Area Plans.

There is one issue, however, that we feel would have benefitted from earlier consultations with the industry and landowners – the matter of DCCs and other development related charges being proposed in the Area Plan.

The total proposed development charges are substantial – over \$13 per buildable square foot in local charges for a typical townhouse project. This adds a new cost of over \$350,000 per acre – and this is before City-wide DCCs (at \$250,000 per acre) and the developers’ servicing costs are calculated. UDI has a major concern that these large fees will affect the viability of developing the area and future housing affordability. It should be noted that charges are far less in other Richmond areas.

Landowners may become less willing to sell their land at reduced prices resulting from high servicing costs, Local/City-wide DCCs and Amenity Charges. This will hinder the reclamation of the area. In addition, no development can proceed unless there are a minimum number of projects necessary to raise enough funds to allow completion of the backbone of the new infrastructure.

In their March 16, 2006 memorandum to Council, staff note several proposals to mitigate the impact of the charges that were discussed with developers on March 9, 2006 – reducing the City-wide DCCs, increasing the municipal assist factor, density bonusing and transferring the \$22,318,398 natural area park from a Local Area DCC to a City-wide one. UDI agrees that these strategies should be further

explored and reviewed. We also have other suggestions. They are as follows:

Reduce the Affordable Housing Amenity Charge - One of the larger cost items is the amenity charge for affordable housing. We feel this \$16 million charge should be reviewed. It is important that such a new policy with its attendant large cost impact, be given a significant grace period for introduction. We would add that historically, in other municipalities, Amenity Levies have been relatively small on a per unit basis. In the February 9, 2006 staff report, it is stated that "No other GVRD municipality has a stand-alone affordable housing contribution fee." An affordable housing programme should not be dealt with by such an approach. It deserves a completely separate policy report and implementation policy.

It should also be noted that a large portion of the housing in the Alexandra area will be wood frame four-floor apartment buildings (traditionally the most affordable product in Richmond) and as noted in the staff report, the area is impacted by the City's Aircraft Noise Sensitive Development Policy. As a result of the above, the housing units in the area will be more affordable than concrete high-rise apartments in other parts of the City. UDI is concerned that adding this charge for affordable housing will be counter-productive as the provision of the least expensive apartment housing may be delayed.

Fund the Natural Area more Equitably - As noted above there is a \$22 million local area DCC for acquiring an environmentally sensitive/natural park area on the Southeast portion of the Alexandra neighbourhood. The ecological benefits of this area seem to be City-wide in scope and it is next to a mixed-use (retail, office, hotel) area described in the draft West Cambie Area Plan as "... a very important gateway to Richmond's City Centre and will become a new Richmond Landmark." According to staff, it has not been the usual practice for the City to include these types of park areas in Local Area DCCs, and it is against the principles of the *DCC Best Practices Guide* to charge one area of the City for an amenity that benefits the whole of the City.

Beyond this, the benefits to existing development need to be accounted as well. The City should fund a significant portion of the park area from other municipal revenue sources. Currently the assist factor is the minimum required - 1%, and there is no benefit attributed to existing development. More costs should be attributed to existing development for other Alexandra parks (in the City-wide DCC program) as well.

Attribute more Benefits to Existing Development - Besides increasing its assist factor for infrastructure items like external sewer and water upgrades, the City should also review how much benefit is attributed to existing development. UDI feels that Richmond, as a whole, is going to benefit from newly updated infrastructure as a result of the West Cambie development, so more of the cost should be attributed to existing development.

Mayor Malcolm Brodie and Council
City of Richmond
Page 3

On a related note, staff have indicated that at the Public Open House for the West Cambie Area Plan and the March 9, 2006 meeting with developers with interests in the West Cambie area, there was agreement that the dedication of land and the construction of the North/South roads in the neighbourhood should be compensated back through local area DCCs. As a result of this, UDI would not oppose the proposal. We understand that this will increase the local area DCCs by approximately \$4 per buildable square foot, but this will be directly offset because developers would eventually receive compensation for the North/South roads. As an alternative, the City could also look at providing bonusing to properties along the North/South roads to offset the lost development capacity and additional costs for building the roadways. Obviously, discussions would be needed between City staff and the industry.

UDI would like to thank the City for involving the industry in developing the West Cambie Area Plan. We are very supportive of the Area Plan, and feel this process should be replicated in other neighbourhoods in the future. We do feel, however, that more and earlier discussions around costs should occur as there are problems with the financing aspects of the Plan. UDI also suggests that Council look at ways to reduce some of the costs being imposed in the area. This would help ensure that the project and many of its more affordable units can proceed in a timely manner.

We look forward to working with Richmond on this and other Area Plans.

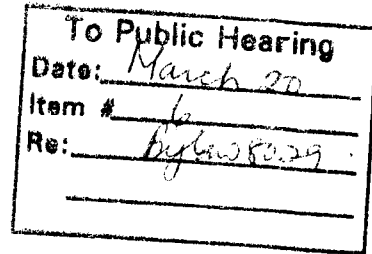
Yours truly,

Original signed by:
Maureen Enser
Executive Director

Schedule 26 to the minutes of the Public Hearing Meeting held on Monday, March 20th, 2006

MayorandCouncillors

From: Webgraphics
Sent: Monday, 20 March 2006 10:11 AM
To: MayorandCouncillors
Subject: Send a Submission Online (response #66)



Send a Submission Online (response #66)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.city.richmond.bc.ca/CM/WebUI/PageTypes/Survey/Survey.aspx?PageID=1793&PageMode=Hybrid
Submission Time/Date:	3/20/2006 10:11:08 AM

Survey Response

Your Name:	Jagtar Singh Sihota
Your Address:	9800 Alexandra Rd, Richmond, BC
Subject Property Address OR Bylaw Number:	9620,9626,9800 Alexandra Rd. Bylaw 8029.
Comments:	<p>To The Council members and Urban development Div. Dated: 19 March 2006.</p> <p>1. one narroww finger strip along with alderbridgeway has been put into non-residential area. we file a patition against that with signature Dec 21st 2004 but no reply or action took place. 2. Alderbridgeway and no. 4 rd. south east corner of west cambie plan, only city of richmond will be the buyer of this area. there is no time clause has been shown in bylaw 8029 after how long city will buy this area because this area is in ESA and city will not care about it for 50 years which is not fare for the property owners. 3. West cambie plan does explain about the sanitary sewer and road services for existing houses if city did not buy this area in advance. Will this area will be sitting for another 20 years without services because houses are only six years old. Please provide Services until city have not bought it yet. 4. As our meetings with city staff we are highly convinced that south of alexandra road will also recieve the similar value with north side properties of alexandra rd. but we never</p>

recieved in writing,although we ask in every
letter. I will request you to send me in wring
for my above questions . I shall be thank ful.
Yours Sincerely, Jagtar Singh Sihota 9800
Aleaxandra Rd Richmond,BC V6X1C5

March 17, 2006

Public Hearing Submission - Item 6 Mar 20, 2006

Re: Official Community Plan Amendment (OCP) Bylaw No. 8029

Mr Terry Crowe,
Manager, Policy Planning:



4:50

As the owner of a property that would be designated Greenway by OCP Amendment Bylaw 8029 , I wish to confirm the City of Richmond's intent and my expectations regarding the purchase of my property upon adoption of this Bylaw.

If OCP Amendment Bylaw 8029 is adopted, the City of Richmond will deprive me of developing my property to the medium density housing potential, of which it is capable and which is characteristic of a large portion of the new area plan.

I would therefore expect, upon adoption of OCP Amendment Bylaw 8029, the City of Richmond will immediately offer to purchase my property at a market value equal to those properties designated in Bylaw 8029 as being suitable for medium density housing development.

I am requesting that upon final adoption of this bylaw, the City of Richmond contact me to discuss the timing of the purchase of my property.

Sincerely,
George Struk
9600 Cambie Rd,
Richmond, B.C.

To Public Hearing	
Date:	<u>March 20</u>
Item #:	<u>6</u>
Re:	<u>Bylaw 8029</u>

10-2010/06

Schedule 28 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

Mayor and Councillors

From: Rosy Andani [randani@bestbuycanada.ca]
Sent: Friday, 17 March 2006 8:02 AM
To: Mayor and Councillors

March 17, 2006

To Public Hearing	
Date:	March 20
Item #	10
Re:	Bylaw 8029

Mayor of Richmond

City of Richmond

6911 No.3 Road

Richmond BC V6Y 2C1

Dear Mr Mayor:

I am a member of the Ismaili community and I have been following the developments in West Cambie Area planning process with great interest. I have attended the Open Houses put on by the City.

Recently, after having reviewed the Implementation Plan presented by staff, I learned that there is a road that runs from north to south along the west side of the property that has been optioned for the purposes of building a Jamatkhana (place of prayer and congregation). I also see that the plan does not intend to compensate anyone for the costs associated with building that road or with giving up a portion of their land.

In my view, this is an inequitable and unfair approach in that the road is required for the entire area, and not just the proposed Jamatkhana. Therefore, although I support the mixed uses outlined in the Plan, I do not agree that the road and land costs should be borne by just one party. Rather, this is something that should be shared by the entire occupants of the area. Our officials tell us that they have discussed this with staff and that staff will recommend a change to correct this situation. I certainly hope this is the case and would appreciate your support.

Thank you for your attention to rectify this matter.

Regards,

Rosy Andani

Information Technology

Accenture

604 412 1996

randani@bestbuycanada.ca

If you are patient in one moment of anger, you will escape a hundred days of sorrow

The information in this e-mail message including any attachments is intended only for the named recipients above and may contain confidential or privileged information. If you have received this message in error, or are not the named recipient(s), please immediately notify the sender by replying to the message and deleting all copies of it from your computer.

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March 16, 2006

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

To Public Hearing	
Date:	March 20
Item #:	62
Re:	Bylaw 8029

Dear Mayor Brodie and Councillors:

I am a family physician who has lived and worked in Richmond for the last 25 years. I am an active member of the staff at the Hospital, and was introduced to medical practice in Richmond as the partner of such pioneers as the late Dr. (Dick) Talmey, and Dr. John Varley.

I have been following the developments in the West Cambie Area planning process with great interest. I have attended the Open Houses put on by the City and have provided my feedback where appropriate. I support the mixed uses outlined in the Plan, and commend the Council and staff for the excellent work done, including the exhaustive consultation carried out with the community at large.

I am also a member of the Ismaili Community in Richmond, and have served in a variety of volunteer positions, both inside and outside of the community. I have been attending the existing Jamatkhana (place of prayer and congregation) on Alderbridge Way for the past 25 years. This is a leased facility – effectively a converted warehouse – and there has been a deeply felt desire inside the community to have a more suitable and dignified Jamatkhana for many years now. The community has reacted with delight to the news that the plans for a Jamatkhana have reached an advanced phase, and we hope to have a Jamatkhana that the entire Richmond population will be proud of.

However, after having recently reviewed the Implementation Plan presented by staff, I learned that there is a road that will run from north to south along the west side of the property that has been optioned for the purposes of building the Jamatkhana. I also understand that the Ismaili community would have to pay for the road, in addition to losing a portion of their land to build the road without compensation, even though the road will be for all to use (as it should be).

I hope that the City is aware that our community is a non-profit organization that has no ability to recoup the costs associated with building the road or giving up of part of the land. I am given to understand that the City staff will be recommending a change to the implementation strategy to compensate others and us for the land and the building costs for the road by sharing them with **everyone** in the area. That would certainly be more equitable, and I request you support that recommendation and rectify this obvious inequity.

I look forward to your assistance in this regard.

Yours truly,

Dr. Zahir Vellani
5575 Barnard place,
Richmond BC
V7C 5N4

MayorandCouncillors

From: Mumtaz Virani [MumtazVirani@shaw.ca]
Sent: Monday, 20 March 2006 12:12 AM
To: MayorandCouncillors
Subject: West Cambie Plan

To Public Hearing
Date: <u>March 20</u>
Item # <u>6</u>
Re: <u>Bylaw 28029</u>

5604 Dewdney Court,
Richmond, B.C.
V7C 5M6

March 19, 2006

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

Dear Councillor McNulty,

I am a member of the Ismaili community and I have been following the developments in West Cambie Area planning process with great interest. I have attended the Open Houses put on by the City and have provided my feedback.

I have reviewed the West Cambie Area Plan and I support the balanced approach. I also understand that the plan requires a road to be built along the west side of the property that has been reserved by the Ismaili Community. I strongly suggest that the cost of building this road and all other North/South roads should be shared by all occupants of the area. Further, landowners who are required to give up a portion of the land should be compensated. In my view this will be fair.

I am a long time resident of Richmond. My children have attended Richmond schools and I have been actively involved in volunteer work in the city. I have served Richmond Family and Youth Justice Committee for 11 years.

I look forward to your support in this matter.

Regards,

Mumtaz Virani
Home 604-279-5575
Cell 604-786-0927

Schedule 30 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

Schedule 31 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

To Public Hearing	
Date:	March 20
Item #:	6
Re:	Bylaw 8029

March 16, 2006

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

Dear Mayor Malcolm Brodie

As a longstanding business owner and resident of the Richmond community, I am writing to express my support for the Ismaili community who wishes to build a permanent place of prayer on Cambie Road near No. 4 Road.

I am the owner of Galloway's Specialty Foods in Richmond right next to the Jamat Khana in Richmond. I am a young mother of two children. They attend school in Richmond. I live in the growing Hamilton area and my youngest attends the Hamilton Elementary School. My oldest takes the school bus to McNair Secondary.

It would be very beneficial for my family to have a permanent prayer hall that we can call our own and be proud of. My son volunteers at the Jamat Khana as well as at the Hamilton Community Centre. He also helps with the Kid's help line. Both the children are involved in the Ismaili Scouts. Meetings for scouts are in school gyms at present. It would be nice to have proper meeting rooms and proper class rooms for religious instruction. The facilities at present are cramped.

I understand that the West Cambie Area Plan calls for a road to be built along the west side of the property that has been secured by the Ismaili community. I would strongly suggest that all occupants of the area share in the cost of building that road as well as all other North/South Roads in the West Cambie area. In my view, this would be a fair and equitable manner in which to proceed.

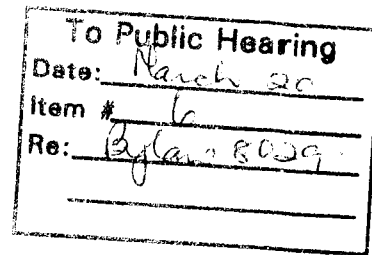
Further, landowners required to give up land in order to build roads should be compensated at fair market value. I understand that staff will recommend a change to fairly compensate those who give up land for the roads and share the costs of building the road with everyone in the area. I certainly hope this is the case and would appreciate your support. If you wish to discuss this matter further, please do not hesitate to contact me at (604)270-6363

Sincerely,

Annie Kara
President
Galloway's Specialty Foods

MayorandCouncillors

From: naseem nurani [nnurani777@yahoo.com]
Sent: Sunday, 19 March 2006 8:00 PM
To: MayorandCouncillors
Subject: Ismaili Jamat Khana



March 18, 2006

City of Richmond
6911 No.3 Road
Richmond BC V6Y 2C1
Dear Sir or Madam:

I am a member of the Ismaili community and I have been following the developments in West Cambie Area planning process with great interest. I have attended the Open Houses put on by the City and have provided my feedback.

Recently, after having reviewed the Implementation Plan presented by staff, I learned that there is a road that runs from north to south along the west side of the property that has been optioned for the purposes of building a Jamatkhana (place of prayer and congregation). I also see that the plan does not intend to compensate anyone for the costs associated with building that road or with giving up a portion of their land.

In my view, this is an inequitable and unfair approach in that the road is required for the entire area, and not just the proposed Jamatkhana. Therefore, although I support the mixed uses outlined in the Plan, I do not agree that the road and land costs should be borne by just one party. Rather, this is something that should be shared by the entire occupants of the area. Our officials tell us that they have discussed this with staff and that staff will recommend a change to correct this situation. I certainly hope this is the case and would appreciate your support.

Thank you for your attention to rectify this matter.

Regards,

Naseem Nurani

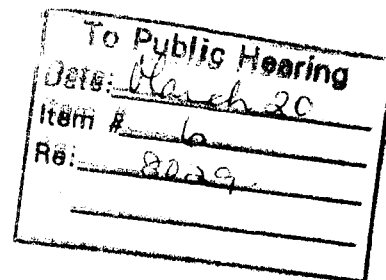
Yahoo! Mail

Use Photomail to share photos without annoying attachments.

Schedule 32 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006

MayorandCouncillors

From: shaukat poonawalla [shaukatpoonawalla@yahoo.ca]
Sent: Thursday, 16 March 2006 5:05 PM
To: MayorandCouncillors
Subject: Ismaili Community Centre



The Mayor and Councillors,
City of Richmond,
Richmond, BC.

Dear Sir/Madam,

As a member and resident of Richmond Community for last 16 years I am writing to express my SUPPORT for the Ismaili Community regarding building a Permanent place for PRAYER on Cambie Road and near No. 4 Road.

I have reviewed the West Cambie Area Plan and I SUPPORT the balanced approach of the same.

West Cambie Area Plan calls for Road to be built on the West Side of Property (Ismaili Community). I suggest and recommend that all the occupants of the area Share Cost of building that road and in my opinion this would be FAIR.

I request you all to please consider the same favourably.

Yours truly,
Shaukat Poonawalla
43 - 6111 Tiffany Blvd,
Richmond, BC, V7C 4Y7

Share your photos with the people who matter at **Yahoo! Canada Photos**

Schedule 33 to the minutes of the Public
Hearing Meeting held on Monday,
March 20th, 2006



March 14, 2006

Terry Crowe
Manager, Policy Planning Division
City of Richmond
6911 No. 3 Road,
Richmond, BC V6Y 2C1

To Public Hearing	
Date:	March 20
Item #	6
Re:	8029

Re: West Cambie Neighbourhood Plan/West Cambie Local Area DCC's – Richmond BC

Dear Mr. Crowe:

We are writing in comment to the West Cambie Area Plan and Development Cost Charges brought forward by the City of Richmond For Public Hearings on, respectively, March 20 and March 27, 2006.

As a developer with interests in the Area, I would like to share with you some of our concerns regarding the costs of the Plan.

Although we agree in principle with the Area Plan's general layout and implementation, we must express concern in regards to costs and our responsibility as a front end developer to shoulder a large part of these costs.

In addition to the Citywide DCC's and the front end cost of the infrastructure and road services, we feel the onerous charges for the Alexandra Amenities, particularly the Affordable Housing levy (in addition to childcare, streetscape and plan development levies) are cause for pricing of these units to be beyond reach of the very people we are trying to provide homes for.

Although we are currently assessing the refundable \$2.57/bsf Local Area DCC (as explained by H. Burke) in lieu of sole developer cost (for front ending acquisition and road improvements to all north south roads) to establish whether this will truly be a benefit, we hope you will consider further lessening the burden on all front-end developers. This will allow a fair and just land cost paid to the current landowners in the Area and a reasonable cost for the multifamily residential units that we hope to provide in the new Plan.

Other concerns with the Area Plan include the inclusion of Environmentally Sensitive Area acquisition/development in the Local DCC's. ESA's serve as "lungs" for the whole region, not just for the West Cambie Neighbourhood. ESA's do not have trails through them; they are not a recreation amenity. They serve as a natural reserve. Therefore, this land should be acquired and developed through city wide DCC's that are shared throughout the municipality.

Finally, regarding orphan lots: although it was stated at the public hearing that individual situations will be reviewed, orphan lots are still being listed as any lot size below one hectare (2.47 acres). Planning should strongly consider reducing this size to a 2 acre lot, considering most properties in the Area Plan are one acre in size. This would relieve most current property owners while also allowing developers to work successfully with a two property assembly if need be, provided it was planned thoughtfully and properly.

Thank you for considering our statements in making your decision on the West Cambie Area Plans and related DCC's.

Yours truly,
POLYGON ODLIN HOMES LTD.

A handwritten signature in black ink, appearing to read 'S. Jedreicich', written over a horizontal line.

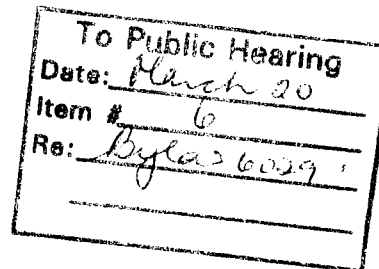
Steve V. Jedreicich
VP, Development

cc: file

**Y & D Wong
9400 Cambie road
Richmond, B.C. V6X 1K4
604 – 762-0822**

March 20, 2006

City of Richmond
6911 No. 3 Road
Richmond, B.C. V6Y 2C1
Tel: 604-276-4000
Fax: 604-278-5139



Attn: Mayor & Councillors

Re: West Cambie Area Plan Bylaw

Dear Sirs,

We live at 9400 Cambie Road and as a property owner in the West Cambie Area we have some concerns regarding the OCP & DCC for the West Cambie Area Plan.

According to the OCP there is a proposed north/south roadway planned that will consume up to ¾ of the east side of my property. This road is not by anyway shared or split along two properties like all the other proposed roads in the West Cambie Area Plan. After the open house on March 9, 2006 we heard that an amendment to the Local Area DCC Bylaw 8031 will include to assist developers with road land acquisition & road construction costs. If credit rates are not set at **current value**, my property will be left out as one developer will not want the full responsibility of the over cost of this roadway. Especially when credit rate is not set at **current value**.

As we were all told numerous times by senior planners, landowners will be compensated at fair market value.

Thank you for your attention to this matter.

Dorothy T. Wong

Ms. [Name] [Address] [City] [State] [Zip]

I am writing to you regarding the [Topic] [Date]

As you know, the [Topic] [Date]

I am writing to you regarding the [Topic] [Date]

I am writing to you regarding the [Topic] [Date]

Thank you

[Signature]

[Text]



City of Richmond
Urban Development Division

Memorandum

To: Mayor & Councillors **Date:** March 16, 2006
From: Terry Crowe **File:** 08-4050-11/2006-Vol 01
Manager, Policy Planning
Re: **West Cambie Area Plan – Potential Delegation from Jan Knap at March 20,
2006 Public Hearing**

The Planning Committee Chair (Harold Steves) has requested that the two previous staff reports on Mr. Knap's rezoning applications at 10420/10440 Odlin Road be circulated to the Mayor and Councillors.

The first application from Mr. Knap was in 2002, and proposed to rezone his property R5 for the existing duplex and CD/28 with 4 dwelling units facing Shepherd Drive. This application was not supported by staff and was denied by Council because it was too dense a development for the area.

The second application, which was approved in 2004, rezoned the existing duplex on Odlin Road R5 and the rear portion of the property facing Shepherd Drive R1/B for two potential single-family lots (which Mr. Knap has yet to subdivide).

In the past, Mr. Knap has expressed an interest in building a "flex house" on his property (similar to what was done at 3860 Regent Street). It is expected that Mr. Knap may ask at the March 20, 2006 Public Hearing why this proposal has not been incorporated into the West Cambie Area Plan.

It should be stressed that Mr. Knap has never formally applied for or submitted plans for a "flex house". Furthermore, Council has directed that a comprehensive review of the "flex house" model be undertaken to determine where in the City it is best to locate this housing form prior to any specific rezoning.

Staff will review the "flex house" issue as part of the Affordable Housing Strategy Update which is to be completed this year.

Summary

No changes are recommended to the proposed West Cambie Area Plan Bylaw 8029 at this time.

For clarification, please contact me at 604-276-4139.

Terry Crowe
Manager, Policy Planning
TTC/HB:hb
Att. 2

Cc: Joe Erceg, General Manager, UDD
Holger Burke, Planning Co-ordinator



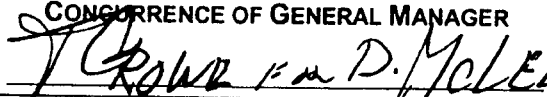
To: Planning Committee **Date:** October 24, 2002
From: Joe Erceg **File:** RZ 02-206226
Manager, Development Applications
Re: **APPLICATION BY JAN KNAP FOR AN AMENDMENT TO THE WEST CAMBIE AREA PLAN FROM "RESIDENTIAL (SINGLE FAMILY ONLY)" TO "RESIDENTIAL" AND FOR A REZONING AT 10420 AND 10440 ODLIN ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO TWO-FAMILY HOUSING DISTRICT (R5) AND COMPREHENSIVE DEVELOPMENT DISTRICT (CD/28)**

Staff Recommendation

That the amendment to the West Cambie Area Plan from "Residential (Single Family Only)" to "Residential" and for the rezoning of 10420 and 10440 Odlin Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Two-Family Housing District (R5)" and "Comprehensive Development District (CD/28)" be denied.


Joe Erceg
Manager, Development Applications

JE:jmb
Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Dr. Jan Knap has applied to the City of Richmond for permission to:

- rezone the southerly portion of 10420/10440 Odlin Road from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/28) in order to subdivide this area into two new lots with two dwelling units located on each lot with access off of Shepherd Drive; and
- rezone the northerly portion of the lot to Two-Family Housing District (R5) in order to retain the existing older duplex.

The location of the proposal is shown on **Attachment 1**. The proposed site plans and sample elevations for the CD/28 lots are shown on **Attachment 2 & 3**.

Findings of Fact

Item	Existing	Proposed
Owner	10420 Odlin Road – Jan Knap and Krystyna Dittmer-Knap 10440 Odlin Road – Rafal Knap	To be determined
Applicant	Jan Knap	No change
Site Size	One lot - 1949 m ² (20,980 ft ²)	One R5 lot – 866 m ² (9322 ft ²) & two CD/28 lots 441m ² (4747 ft ²) and 642 m ² (6911 ft ²)
Land Uses	legal, non-conforming duplex	legal duplex and two new single family properties with two units on each property
OCP Generalized Land Use Designation	Neighbourhood Residential	No change
West Cambie Area Plan Designation	Residential (Single Family Only)	Residential
Zoning	R1/F	R5 & CD/28
NEF	Yes	No change

West Cambie Area Plan

The West Cambie Area Plan has two residential land use designations: Residential and Residential (Single Family Only). The designation for the subject lot and those around it is currently “Residential (Single Family Only)” as shown on **Attachment 4**. Therefore, the proposed land use would require an amendment to “Residential” in order to permit uses other than just single-family.

In addition the plan contains policies stating “Maintain single-family housing opportunities” and “Regulate the height and scale of new buildings to be appropriate to their surroundings and that a balanced relationship is established between the old and the new”.

Surrounding Development

In 1996 the neighbourhood to the south of the subject lot (Odlinwood) was rezoned and developed by the City of Richmond for a mixture of single family, townhouses, non-market housing and park use. At that time the City invited the owners of the subject lot (the applicant of the subject rezoning) to include their land in the rezoning process for the smaller single family lots. The applicant indicated interest in rezoning for townhouse use instead, which was not a use that was envisioned for the subject lot. Therefore, the applicant did not proceed with an application for smaller lots.

The lot to the east of the subject lot, which has the same original dimensions as the subject lot and also had a duplex on it, took advantage of this opportunity to rezone to R1/B in consideration for dedication of a portion of land for the creation of the Shepherd Drive cul de sac. This lot is now in the process of subdividing to four R1/B size lots.

The property directly adjacent to the west of the subject lot is zoned for Assembly use. The properties to the south are single family lots zoned R1/B. These lots recently were the subject of a variance application which permits them to:

- have posts supporting porches and verandas project up to 2 metres into the front yard;
- permit fireplaces and chimneys to project 0.5 metres into the side yard on one side; and
- permit fireplaces and chimneys to project 0.2 metres into the side yard on one side.

CD/61

The single family lots in the neighbourhood that were developed as part of the Odlinwood plan are zoned CD/61. These CD/61 single family lots differ from the R1 single family lots in that they permit:

- a density of .6 FAR rather than .55 FAR;
- a maximum lot coverage of 50% rather than 45%;
- a front yard setback of 4.3m rather than 6m;
- projections for porches, bay windows and gables into the front yard setback and into the residential vertical envelope; and
- habitable space above the garage.

While this zone does permit more variation for a single family lot than the R1 zone, all of the CD/61 lots are serviced by a back lane which would be difficult to introduce for the subject lot. Accordingly, CD/61 is inappropriate.

Reference: Minimum Lot Widths and Areas

Single Family R1 Zone		
Type	Lot Width	Lot Area
A	9m (29.527 ft.)	270 m ² (2,906 ft ²)
B	12m (39.370 ft.)	360 m ² (3,875 ft ²)
E	18m (59.055 ft.)	550 m ² (5,920 ft ²)
F	18m (59.055 ft.)	828 m ² (8,913 ft ²)

Staff Comments

Zoning

The applicant is proposing to use CD/28 for the two lots fronting Shepherd Drive. Under this zone, the applicant is proposing to build two units on each of the two new lots. CD/28 is a zone that is primarily used in the City Centre to permit multi-family densities on small lots with reduced front yard setbacks and rear garages. It is not a zone that has been used in, or would normally be considered in a neighbourhood outside the City Centre.

Engineering

With the future subdivision of the site the developer will be required to enter into a servicing agreement for the design and construction of the entire Odlin road frontage, which would include but not be limited to, pavement widening, curb and gutter, grassed and treed boulevard, a 1.5m concrete sidewalk and street lighting all to current City standards.

Noise

The subject lot is located in the area where a restrictive covenant for noise insulation is required as stated in the OCP and as agreed to with YVR in the Richmond YVR Accord. The covenant covers two areas:

1. Retention of a registered professional qualified in acoustics to determine the aircraft noise exposure affecting the property and to determine what measures, if any, are required to satisfy CMHC noise insulation standards; and
2. Release of the City to any future lawsuits relating to aircraft noise.

The applicant is unwilling to sign a covenant dealing with part 2 above as the clause releases the City from any claims related to aircraft noise “or some such similar clause”. This covenant is the standard one used in all cases to deal with aircraft noise and as the applicant is unwilling to sign it, staff is not supportive of the application for rezoning.

Analysis

The primary issue with this proposal is that the applicant wishes to achieve densities that are inconsistent with the Residential (Single Family Only) designation in the West Cambie Area Plan and with the densities on the neighbouring sites.

One of the applicant’s arguments in favour of increased density on this site is the large size of his lot (1949 m²). However, there are over 550 lots in Richmond that are over 1900 m² in size. The applicant is actually in a advantageous situation in that the lot has frontage in the front and back of the lot which enables a front to back, not just side by side subdivision. Therefore, he is able to achieve four new single family lots if he used the R1/B zone. However, the applicant wishes to have more density than this on the site.

The applicant has looked at a number of options that would enable more than one unit on each of the two new lots being created on Shepherd Drive. These include a two-family dwelling, a convertible house or a coach house. The problem is that while the lot may be large enough, it is not in the right location for this kind of density. Current city plans and policies generally support increased density in the City Centre and along major arterial roads.

The following options have been considered for the site:

Options

Retain Existing Duplex under the R5 Zone and Rezone for two new Duplex Lots

New duplexes are currently being considered along arterial roads in Richmond, however, while duplexes or single family homes with suites may be considered in the future within single-family neighbourhoods, currently there are no policies to govern where or how these types of dwellings would occur. Therefore, an application for new duplexes is considered pre-mature.

Retain Existing Duplex and Rezone for two Single Family Lots

Under this option the duplex could be retained along Odlin Road and two single family properties (442 m² and 643.5 m²) under R1/B zoning would be created off Shepherd Drive. While the duplex is not in the best condition, the applicant wishes to retain it. The two new lots that are created would be consistent with those directly adjacent to the subject site. While staff is supportive, the applicant is not satisfied with this option.

Rezone for four Single Family Lots

The entire site could be rezoned and subdivided for four single family R1/B lots (approx 487 m² each), as will be done on the property to the east (formerly 10460 Odlin). The resulting homes would be approximately 260 m². This is the option most supported by staff, and recently completed on the site to the east, but the applicant does not wish to pursue this option.

Rezone with a Rear Lane

When the property to the east approached the City regarding redevelopment, staff brought the applicant and Dr. Knap together for a meeting to discuss the redevelopment potential of both lots. Together, the lots may have had additional redevelopment options. One of these would have been to provide a lane connecting to the CD/61 lots to the east of both lots. The advantage to the applicant of this option was that CD/61 permits additional floor area to be located above the garage. As the neighbouring lot owner decided not to proceed with the lane option but rather the R1/B option, this limits the ability to introduce a lane for applicant's lot.

Flex House

As Dr. Knap's interest is to generate additional densities for his properties, beyond single family, one other option that was proposed by the applicant was the use of a flex house as is currently being demonstrated in Steveston. The use of housing such as the flex house will be something that Policy Planning staff will be exploring and will be bringing forward a comprehensive assessment to Council on in the future.

However, when the flex house was approved by Council, there was a specific resolution that limited the use of the zone to the Steveson site until an assessment of the house and implications for Richmond was brought forward to Council. Until there is a better understanding of where and how this housing form will be used, it is premature to consider it for the subject lot. The estimated timeframe for a policy for the use of flex housing is 1 to 2 years.

CD/28

The applicant's proposal is to rezone a portion of the site for CD/28. While the applicant is not choosing to use the additional floor area permitted in this zone, the fact that a second dwelling unit is being added to each lot is inconsistent with the rest of the neighbourhood and with the Area Plan designation. Detailed issues with using CD/28 in this location include that:

- the zone would permit three units on each of the new lots;
- a 4.5m front yard setback would be permitted. This is not consistent with the 6m setback required on the R1/B lots adjacent to this site;
- the zone requires a 15m (49 ft) setback for garages. This creates an awkward site layout whereby a shared driveway is proposed to access the parking at the rear of the site; and
- the buildings are permitted to be 12m (39.37) high in this zone while the R1 zone permits a building height of 9m (29.5 ft).

Overall, staff is not supportive of this option.

Financial Impact

None.

Conclusion

The applicant is proposing to retain the existing duplex on the site and rezone the back of the site for two units on two new lots, under CD/28. While staff has no major issue with the retention of the duplex, there are many issues with the introduction of CD/28 into this neighbourhood. While increasing densities within single family neighbourhoods may be something that is considered for all of Richmond single-family neighbourhoods in the future in the form of duplexes, suites or flex houses, currently no policy framework exists to consider in what form and where this may be considered on a city wide basis. The other issue with introducing CD/28 or other multi-unit proposals is that the area plan specifically limits this area to single family residential only.

There are also specific issues with the use of CD/28 including the reduced front yard setback, the location of the garages, the potential height of the buildings and the possibility of more than just two dwellings on each new lot.

An additional issue is that the applicant is unwilling to sign the standard noise covenant that is required with any new development in this area.

The applicant has two options that staff support on the subject site, namely:

- rezone and subdivide the lot into four single family lots under R1/B zoning; or
- retain the duplex under R5 zoning and subdivide the rear portion of the lot for two additional single family lots under R1/B zoning.

However, the applicant is not interested in pursuing either of these options.



Jenny Beran, MCIP
Planner, Urban Development

JMB:cas

19. Would the City consider increasing the density to compensate for the cost of the north-south roads?

This has been considered but would require a reassessment of the infrastructure requirements and increase the servicing costs. It has been discussed with the development community and the response has been that it would be hard to accommodate a higher FAR in a four storey, wood frame apartment building, which is generally accepted.

20. One individual made a number of points about: drainage issues; the amount of park land; traffic backing up at the intersections; the lack of bikeways; the proposed Wal Mart store; the difference between 5% - 20% affordable housing; the use of energy alternatives; establishing a "pesticide free" zone; the school field is not big enough; concerns about airport noise; and that the previous open houses were a complete failure.

Property flooding was a comment that one resident identified. Development of the area is contingent on upgrading several major conveyances along with two significant upgrades to the pump stations serving the West Cambie Area. Upgrades to this infrastructure will benefit all the existing properties as well as all the proposed development.

The amount of park and open space in the Alexandra section of West Cambie is addressed in a separate memorandum to Richmond City Council from the Manager, Parks – Programs, Planning & Design dated March 7, 2006.

The concern related to traffic backing up at intersections will be addressed with the traffic improvements along the arterial roads proposed as part of the Area Plan, including new traffic signals, turning bays, road widening for new bike lanes, etc., which enhance the efficient movements of traffic and alleviate existing congestion issues.

Two dedicated bike routes are included, one existing (along Garden City Road) and one proposed (along Alderbridge Way) in the Area Plan. In addition, all internal roads would be "cyclist-friendly" with the traffic calming measures and pedestrian enhancement (high street) proposed as part of the Area Plan.

The Wal Mart proposal will be a separate rezoning application, involving its own review process and Public Hearing.

More than 5% affordable housing may be obtained in the neighbourhood. To increase the target to 20% for the purposes of calculating the Interim Amenity Guidelines would make the affordable housing contribution prohibitive in what has already been stated to be a costly area to develop.

Staff will pursue energy alternatives at the Development Permit stage.

The notion of a "pesticide free" zone will be discussed with the City's Environmental Programs staff and does not need to be reflected in the West Cambie Area Plan.

The size of the school field is addressed in correspondence from the Richmond School District and a separate memorandum from the Manager, Policy Planning dated March 16, 2006.

The Airport Authority has been consulted regarding the West Cambie Area Plan.

Staff consider the West Cambie open houses to have been very worthwhile and productive, as a high degree (e.g., 80%) of consensus has been achieved for the West Cambie Area Plan.

Summary

Staff recommend:

- no changes to the proposed West Cambie Area Plan Bylaw 8029;
- no changes to City-wide DCC Bylaw 8037; and
- that Council direct staff to bring forward a new amended Local Area DCC Bylaw to include the north-south roads in the Alexandra neighbourhood.

If the latter recommendation is endorsed, staff will prepare a report for the March 27, 2006 Council meeting that will:

- 1) recommend that Local Area DCC Bylaw 8031 be abandoned;
- 2) recommend that an amended Local Area DCC Bylaw including the north-south roads be introduced and given first, second and third reading; and
- 3) outline the financial implications of this new bylaw (estimated to increase the Local Area DCCs by approximately \$2-\$3 ft², for multi family development.

For clarification, please contact me at 604-276-4139.



Terry Crowe
Manager, Policy Planning

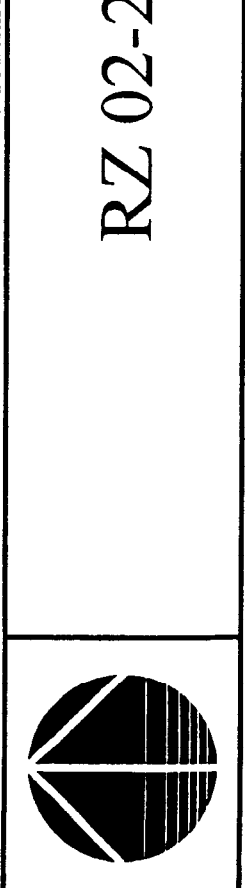
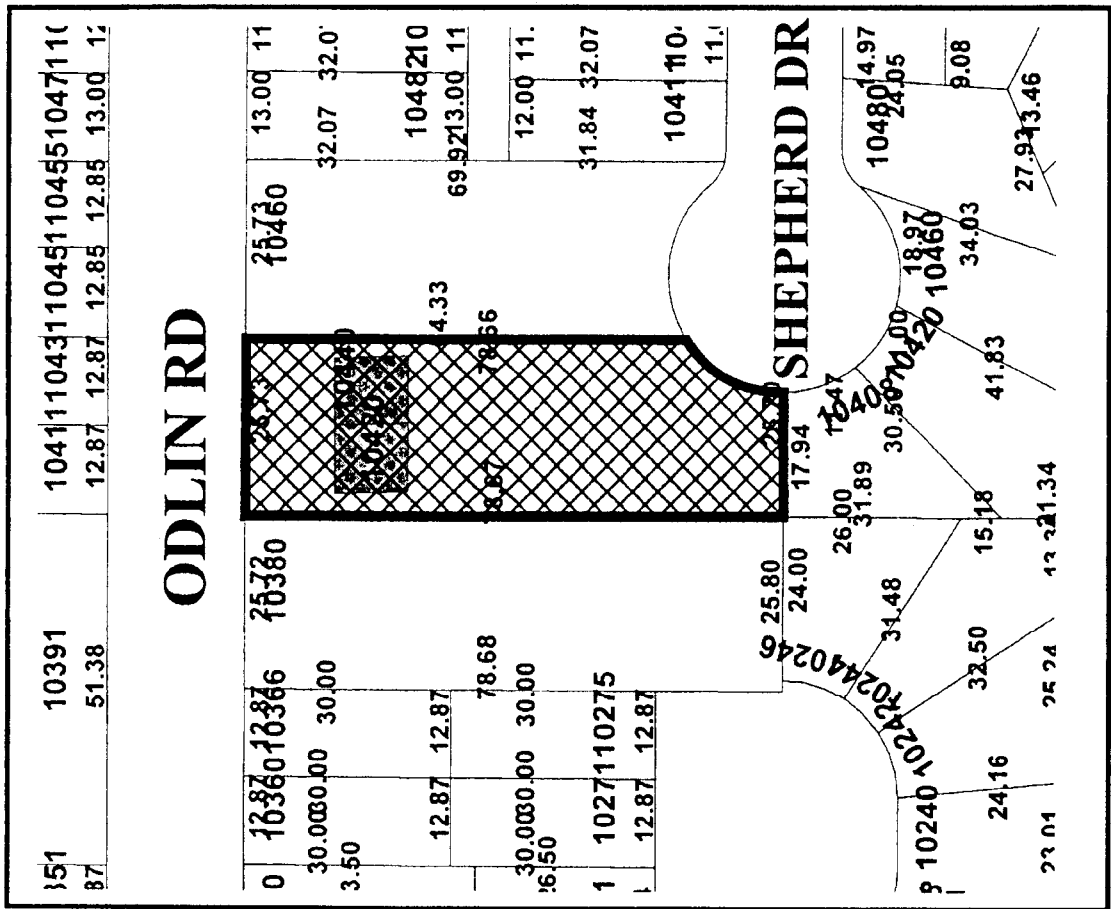
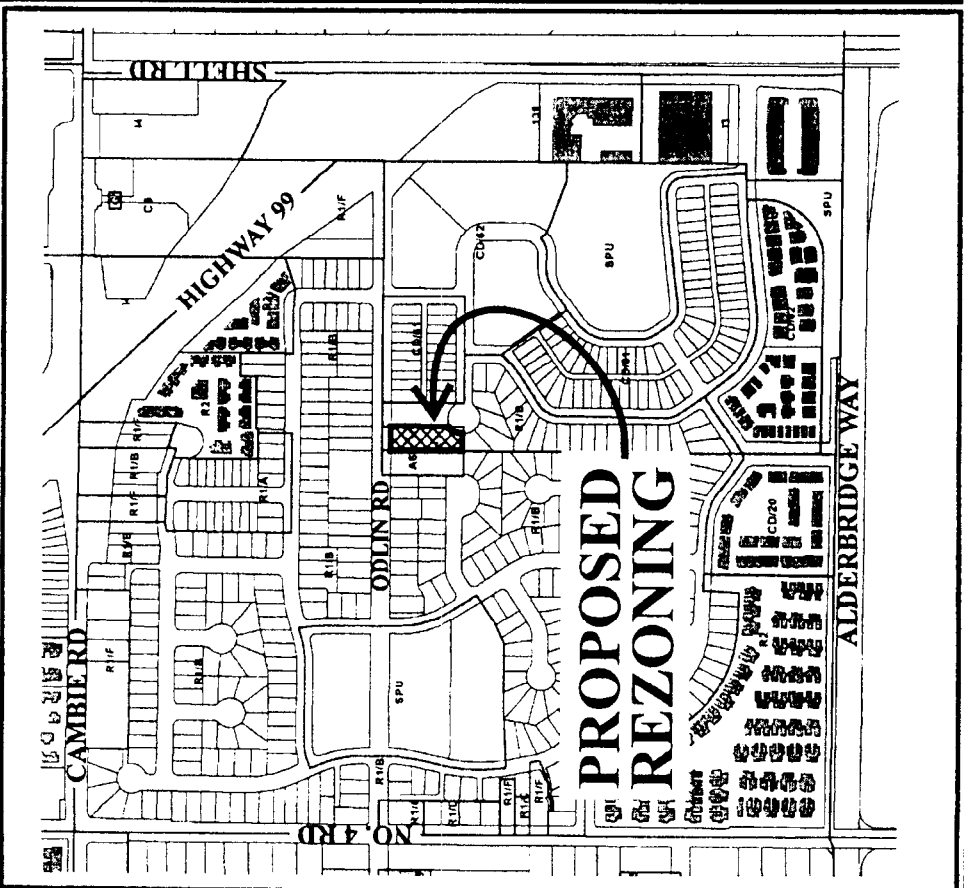
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pc:

- Joe Erceg, General Manager - Urban Development
- Holger Burke, Development Coordinator
- Eric Fiss, Planner
- Graham Willis, Manager – Special Projects
- Sui Tse, Manager – Engineering Planning
- Mike Redpath, Manager – Parks Programs, Planning & Design
- Fred Lin, Transportation Engineer
- Christine McGilvray, Manager – Lands & Property

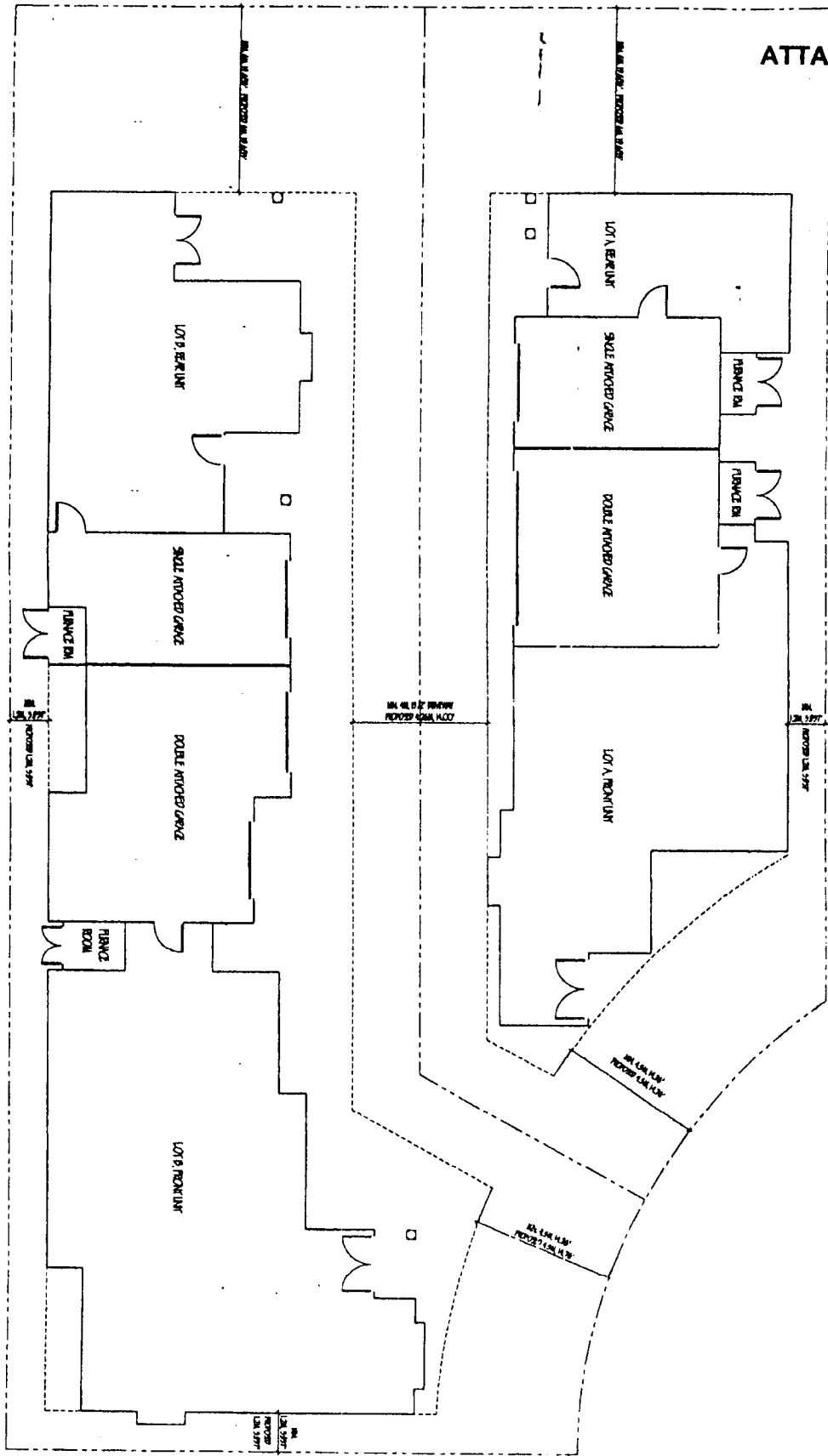


City of Richmond



RZ 02-206226

Original Date: 06/14/02
 Revision Date: 10/29/02
 Note: Dimensions are in METRES



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Architect	OOO OALUNSOO & ASSOCIATES
Date	2011/01/11
Scale	1:100
Sheet No.	2
Total Sheets	1

20

Lung Designs Group Ltd.



space planning & interiors

NO.	REVISION

Project No.	
Client	
Architect	
Date	
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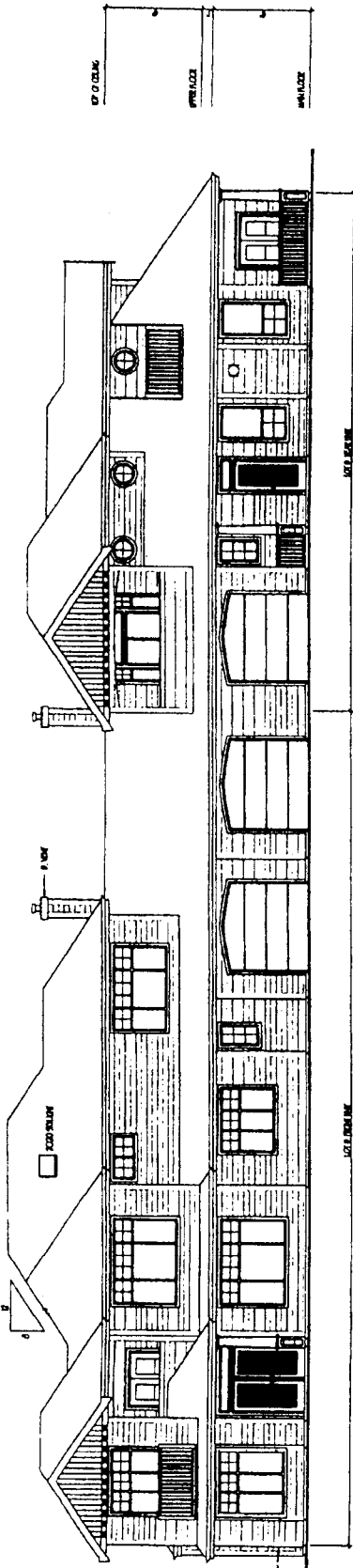
Interior Planning & Interiors
Luna Designs Group Ltd

Project for
MR. JIM WILSON
2000 DANFORTH
BAYVIEW, ONT.

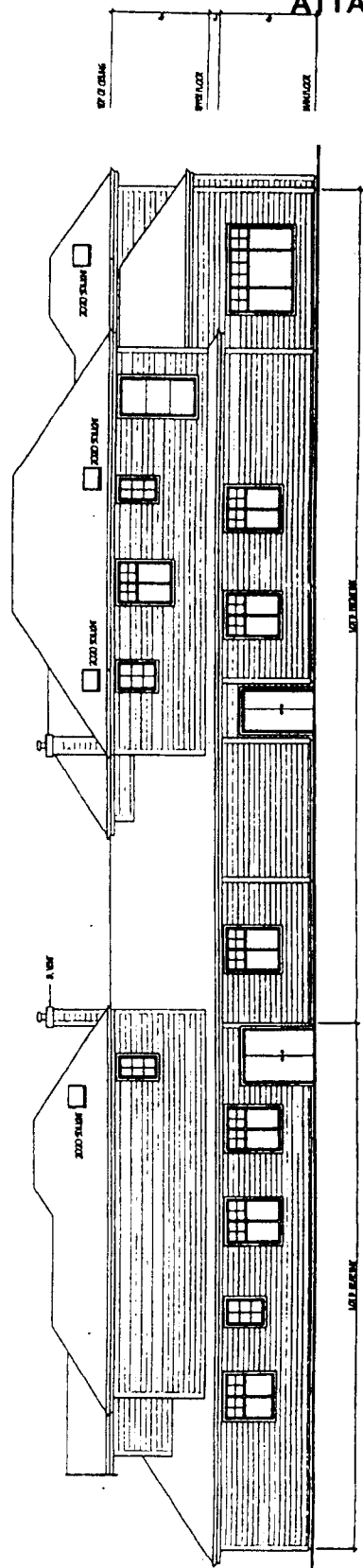
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Site No.	
Lot No.	
Block No.	
Sub-Block No.	

ATTACHMENT 3

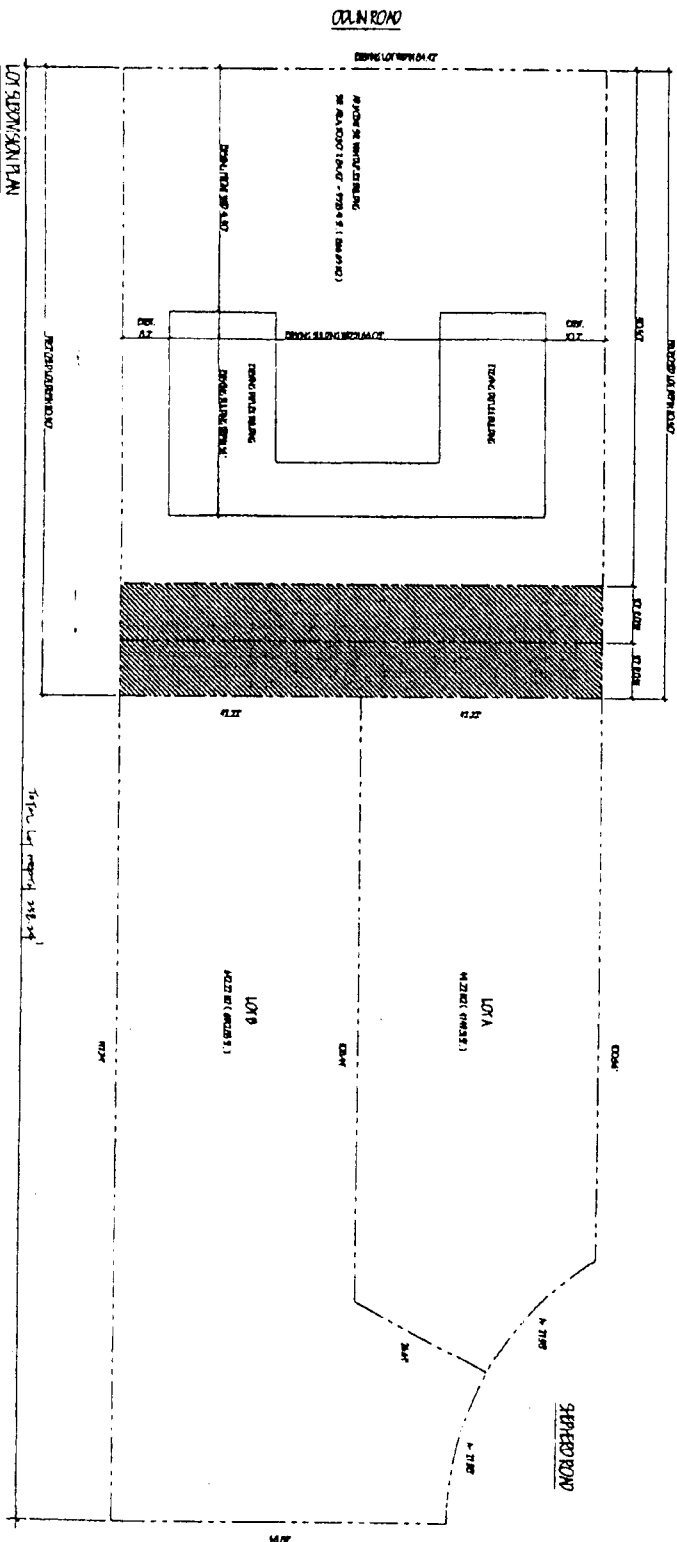
THE INFORMATION ON THIS MEKA DRAWING (LOT 16/16/006) IS FOR INFORMATION ONLY.



EAST ELEVATION (VIEW FROM DRIVEWAY)



WEST ELEVATION (VIEW FROM SIDE YARD)



NOTES:
 1. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY.
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DATE: 2022
 PROJECT NO.:
 PROJECT NAME:
 PROJECT ADDRESS:
 PROJECT LOCATION:

NO.	DATE	REVISION
1	1/1/22	ISSUED FOR PERMIT

22

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NO.	DATE	REVISION
1	1/1/22	ISSUED FOR PERMIT