



City of Richmond

Report to Committee

To: Planning Committee
From: Joe Erceg
Manager, Development Applications

To Council - Apr 28, 2003

To Planning - Apr 23, 2003

Date: March 31, 2003

RZ 02-213334

File: 8060-20-7486

Re: APPLICATION BY S297 HOLDINGS LTD. FOR REZONING AT 9420, 9460, AND 9480 CAMBIE ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT DISTRICT (CD/137)

Staff Recommendation

That Bylaw No. 7486, for the rezoning of 9420, 9460, and 9480 Cambie Road from "Single-Family Housing District, Subdivision Area F (R1F)" to "Comprehensive Development District (CD/137)", be referred to the next Public Hearing.

H. Erceg

Joe Erceg
Manager, Development Applications

T. Crowe

Terry Crowe
Manager, Policy Planning

for

JE:spc
Att. 4

FOR ORIGINATING DIVISION USE ONLY

ROUTED TO:		CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	<i>David Miller</i>
Taxes.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	

Staff Report

Origin

S297 Holding Ltd. has applied to the City of Richmond for permission to rezone 9420, 9460, and 9480 Cambie Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/137). The applicant owns Lansdowne Pontiac Buick Cadillac GMC on Minoru Boulevard, and since 1992 has leased property nearby at 7360 Elmbridge Way for the storage of new vehicles destined for sale at their Minoru Boulevard location. The Elmbridge property was recently sold, and its new owner is proceeding with plans for its redevelopment with market and social housing. The applicant has acquired the subject site to relocate its vehicle storage area. It is not the applicant's intent to undertake retail sales at this location.

On March 17, 2003, the subject application was considered at Public Hearing where, due to neighbourhood concern and opposition, it was referred back to staff. Council directed that staff undertake:

1. *Further consideration of neighbourliness and development issues, including identification of future long term uses appropriate for the area (Section 34-5-6);*
2. *A review of the truck access, both ingress and egress; and*
3. *A review of the taxation of residents in the area.*

Findings Of Fact

Item	Existing	Proposed
Owner	S-8070 Holdings Ltd	
Applicant	S297 Holdings Ltd	
Site Size	11,947 m ² (2.95 ac)	No change
Land Uses	Vacant (Single-family houses prior to clearing by the applicant.)	Outdoor storage of new cars and trucks
OCP & Cambie West Area Plan Designations	Mixed Use "An area which provides for residential, commercial, business and industry, and public and private institutions."	
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/137), for the outdoor storage of new cars and trucks, together with up to one caretaker's suite of 100 m ² (1,076.41 ft ²) per lot.
Aircraft Noise Exposure Forecast (NEF) 2000-2015	NEF 30-35+ Transport Canada recommends that new residential construction not be undertaken within this noise level, however, most commercial and industrial uses area acceptable, including automobile storage.	
Heritage	The Siddell House, listed on Richmond's Heritage Inventory, was recently demolished at 9480 Cambie Road.	

Related Policies & Studies

Richmond's OCP and the Cambie West Area Plan provide little guidance regarding the future of the subject site and its neighbours in Section 34-5-6. The area's "Mixed Use" designation allows for a broad range of uses, but there has been no recent development due largely to aircraft noise concerns regarding housing and market constraints on business park uses. Furthermore, with no clear land use objectives for the area, no comprehensive plans have been made for transportation, servicing, parks, or community services/facilities. As a result, the area remains one of large, unserviced, residential lots mixed with a few nursery operations (including one immediately west of the subject site). This stands in marked contrast to the neighbourhood north of the subject site, across Cambie Road, which has been fully redeveloped with single-family homes on smaller, serviced lots.

Heritage

A house on the City of Richmond Heritage Inventory, the Siddell House, was situated at 9480 Cambie Road until it was recently demolished by the applicant. The Heritage Inventory is a database of Richmond's most important historical sites, and is intended as a research tool and to increase awareness of Richmond's past. It is not intended that property owners be obliged to "save" the resources listed in the Inventory.

Development Permit Requirements

A Development Permit (DP) would not be required for the proposed development as there will be no building on the site larger than 100 m² (1,076.41 ft²).

Staff Comments***Policy Planning***

As noted in the previous staff report addressing this application, staff are disappointed to see that a more substantial development is not being pursued on the subject site; however, the proposed use is relatively clean and quiet, is expected to have little impact on the site's neighbours, and readies the property for redevelopment when the opportunity arises. Furthermore, the applicant has agreed to clean up debris on neighbouring properties around the perimeter of his site and will install (and bond for) fencing and landscaping to the satisfaction of the City. On this basis, staff support the subject application.

Heritage

During the review of the subject application, staff requested that the applicant consider retaining the Siddell House as a caretaker's residence. Given the temporary nature of the subject development and the limited impact retention of the house could have had on site operations, staff are disappointed that the applicant chose instead to demolish it.

Transportation

Staff comments are as per the previous staff report addressing the subject application. Staff are satisfied that truck ingress and egress is practical and will not impair the operation and safety of Cambie Road. A covenant will be registered on the subject site limiting driveway access to a maximum of two locations along the site's Cambie Road frontage (designed for eastbound ingress and egress only) and restricting loading to the front portion of the subject site to the satisfaction of Transportation staff (until such time that alternate access comes available via a new road and the City determines that access and/or loading should be redirected). More significant road improvements will be postponed until more intensive future use of the site warrants it.

Engineering

Prior to final adoption of the subject rezoning, the following should be complete:

- A covenant should be registered on the subject site limiting driveway access to a maximum of two locations along the site's Cambie Road frontage (designed for eastbound ingress and egress only) and restricting loading to the front portion of the subject site to the satisfaction of Transportation staff (until such time that alternate access comes available via a new road and the City determines that access and/or loading should be redirected).

Analysis

At Public Hearing in March 17, 2003, a number of property owners from Section 34-5-6 and the "Oaks", the residential neighbourhood north of Section 34-5-6, spoke in opposition to the application. In addition, a petition was received in opposition to the project from over 200 residents of the Oaks. (**Attachment 2** – Sample statement from petition) In general, concern was expressed that:

- The proposed use is incompatible with the residential uses around it, and on-site activities will impair the livability of neighbouring properties;
- The proposed development will devalue adjacent properties and undermine the potential of Section 34-5-6 to redevelop to the "higher and better" uses (i.e. housing), which is inconsistent with the area's high property taxes; and
- Truck traffic (i.e. volumes and movements) will compromise the safety of Cambie Road.

In light of the public input received, staff have reviewed the subject application and present the following findings for consideration:

Future Land Uses in Section 34-5-6

The subject application is proposed for Section 34-5-6, a transitional area of the city for which there is no comprehensive community plan, and no current proposal to prepare one. Given the location of this area on the fringe of the City Centre and its proximity to the airport, transit, and major transportation corridors, it appears to be well suited to medium density, urban development. In the early 1990s, Parklane Homes and others began to assemble land here for townhouse and small-lot single-family housing; however, the residential market slumped and concern regarding aircraft noise increased, which discouraged development. In late 1999, the City completed the Richmond Industrial Land Strategy, which projected a shortage of business park land and identified Section 34-5-6, with its favourable location and large properties, as highly desirable for this use. Again, however, a slumping market discouraged development, together with the high land prices that had resulted from the area's earlier residential speculation.

In light of today's strong residential market and weak business park situation, property owners have suggested that housing should be developed in the area regardless of its undesirably high aircraft noise levels. It is important to remember, however, that markets fluctuate and the business park market will rebound; and, that without Section 34-5-6, Richmond may not have an adequate supply of business park land to meet future demand and remain competitive.

It is also important to note the strategic significance of supporting business park development in the vicinity of the City Centre. High land prices and high-rise forms of development have proved to be significant disincentives to office development in Richmond's City Centre and other town centres across the region. In order for these centers to succeed, it is critical that strategies are adopted to encourage job growth within them and to ensure that those jobs expand beyond the current mix of retail and locally serving office uses. The establishment of a large office park just ½ mile off No. 3 Road would go far to meet this objective for Richmond, and would benefit - and benefit from - the Richmond Trade and Exhibition Centre proposed immediately adjacent to it at the intersection of Alderbridge Way and Garden City Road.

In addition to business park uses, the periphery of Section 34-5-6 presents interesting opportunities for regional institutional uses (i.e. places of worship, private schools, etc.), which are rapidly running out of alternatives development sites in Richmond. These uses could complement business park development in the area and, in some cases, could be located to provide a transition between the non-residential heart of the area and its residential neighbours (i.e. the Oaks). Also, this transition between the area and its neighbours would be further enhanced by the high-quality design of all of the area's uses, including tree planting, landscaping, and the establishment of more pedestrian-friendly streetscapes along the area's boundary roads (i.e. Cambie, Road No. 4 Road, Alderbridge Way, and Garden City Road).

With regard to planning of this area, detailed Official Community Plans (e.g. area plans) are often adopted where development is anticipated, to guide its use and form and to set strategies for establishing roads, parks, services, and community facilities. The adoption of such plans is a lengthy public process, taking up to two years to complete, and provides no guarantee that development will follow as such development would be market driven. The earliest opportunity to give consideration to the preparation of an area plan for Section 34-5-6 would be the 2004 budget process.

Property Taxes in Section 34-5-6

All residential properties in Richmond are taxed at the same rate, regardless of the nature of their residential use (e.g. high-rise, townhouse, single-family, etc.), their location in the city, or their potential – or lack of potential – for redevelopment to a “higher and better use”. This approach is consistent with communities across the Lower Mainland, with the exception of Vancouver. Richmond’s taxes are set annually and are applied to properties based on their value (including land and improvements) as determined by BC Assessment. These values are established based on recent market transactions and the land use classification BC Assessment assigns to each property. In Section 34-5-6, changes in the market and adjustments in BC Assessment’s property classifications over the past 10 years have influenced the assessed value of properties and resulted in increases and decreases in property taxes.

While no significant development has occurred in Section 34-5-6 over the past 10 years, property values have fluctuated sharply. Initially, the area saw a dramatic rise fuelled by residential speculation that, at its peak, pushed some properties to double in price. Prices remained high through 1999, even though no new residential development came of this speculation, the housing market weakened, and concerns over aircraft noise increased. Since then, however, prices have settled closer to early 1990s levels.

With regard to BC Assessment’s approach to Section 34-5-6, up until speculation became strong in the early 1990s, the area was simply classified “Class 1”, which is consistent with its residential use. When the area’s prices began to climb significantly, the area remained as “Class 1”, but BC Assessment adjusted its valuation to take into account the area’s potential for increased residential development. In the late 1990s, BC Assessment again revised its approach to valuing properties in Section 34-5-6; this time to reflect the area’s greater potential for business park uses. In both cases, recognition that the area had the potential for “higher and better” uses resulted in slightly higher property values here than would have been assigned to equivalent properties elsewhere that did not present the same development potential. This changed in 2001, however, when in the face of falling prices and BC Assessment’s belief that redevelopment was some years off, the area’s “higher and better” use designation was removed and property assessments were reduced accordingly.

As per provincial legislation, owners who had lived in their homes for 10+ years were relieved from the lift in property assessments caused by the area’s temporary “higher and better” use designation. More recent resident- and absentee-owners enjoyed no such relief. Nobody, however, was immune to the sharp rise in land values caused by property speculation in the area.

It should be noted here that the proposed development will result in reclassification of the subject property to “Class 6”. This classification is applied to business uses, including office, retail, etc., but excluding manufacturing and similar industrial uses. As a result of reclassification, the assessed value of the subject properties will increase. In addition, this classification will result in Richmond taxing the subject site at a higher rate than its residential neighbours.

Truck Ingress and Egress

The subject site fronts Cambie Road, a heavily used arterial and an important link between Richmond's downtown and its low-density residential and business areas. In light of this, it is the City's policy to work to remove new permanent driveways along Cambie Road, as was done when the Oaks was developed. In the case of Section 34-5-6 and similar areas that are undergoing a gradual transition, it is common for the City to grant temporary driveway access where no alternative access is available or practical. In the case of the subject site, access is not possible from Odlin Road, nor is it desirable from a transportation or neighbourhood perspective. In the future when the area is more intensively developed, however, new roads will provide alternative access to properties along Cambie. As such, it is appropriate for the City to grant direct access to the subject site from Cambie at this time.

With regard to the operation of Cambie Road, it is important that truck movements into and out of the subject site have minimum impact on traffic flow and safety. For this reason, the site has been designed (and will be signed) to permit truck access and egress only in an eastbound direction (e.g. trucks will enter from the west and leave towards the east). (**Attachment 3**) Trucks entering and exiting the site will require use of both of Cambie Road's eastbound lanes to manoeuvre, however, this operation is acceptable and is common throughout Richmond and the Lower Mainland at driveways and intersections. As such, staff do not believe these movements present a significant traffic hazard.

Neighbourliness

Neighbourliness concerns raised by the public focused on:

- Debris and the removal of fences around the subject site's perimeter;
- Possible soil contaminants from vehicles stored on the site;
- Incompatibility of an industrial-like use in a residential area (e.g. its appearance, traffic, on-site lighting, noise, etc.); and
- The undesirable precedent the development would set for others in the area.

Debris and Fencing

The applicant has agreed to extend the clean-up of his site to include the edge of adjacent properties. This will include tree branches left during the subject site's initial clean-up and debris exposed on neighbours' lots as a result of this clean-up, the origin of which is unclear. The applicant does not believe that fences were removed from adjacent properties during the site's clean-up, but understands neighbours' concerns. New fences will be installed around the perimeter of the subject site as part of the proposed development.

Soil Contamination

Staff do not believe that soil contamination will result from the proposed use as all vehicles stored on the site will be new and, thus, are unlikely to leak fluids or deposit other materials. Also, Bylaw 7435 (Richmond's Pollution Prevention and Clean-Up Regulation Bylaw) prohibits the discharge of any "polluting substance" to the City's storm system, soil, or watercourses, and has provisions for enforcement and remediation. In addition, it should be noted that as the storage area will be paved and run-off will be directed to the City's storm sewer system, if the site's run-off was to be contaminated, it would have no direct impact on neighbouring properties.

Traffic Noise

Staff recognize that the proposed operation may be more disruptive to neighbours on the south side of Cambie Road than the site's previous residential use. However, staff believe the proposed use will be no noisier and likely less disruptive than a nursery operation (like the existing one immediately west of the subject site) or some other agricultural use, either of which are permitted under the area's existing zoning. It should also be noted that homes in the Oaks, on the north side of Cambie Road, intentionally "turn their backs" to this heavily traveled arterial as it generates a great amount of traffic noise. In light of this, it seems unlikely that the noise caused by the proposed vehicle storage on the south side of Cambie will have a significant impact on residents of this area.

Appearance and Lighting

In terms of the appearance of the development, including fencing, landscaping, and lighting, the applicant is sensitive to the need to ensure the site's Cambie frontage is attractive, the perimeter of the site is tidy and secure, and on-site lighting will not pose a nuisance to neighbours. To address these issues, the applicant has retained a landscape architect to design the site's Cambie frontage and recommend appropriate fencing and lighting. (**Attachment 4**) The proposed design includes both a hedge and trees along the site's frontage and a solid fence around the entire property. Lighting will be directed away from neighbours to avoid overspill, and will only be in use only during vehicle unloading (e.g. it will not be on throughout the night). As a condition of rezoning, the applicant will be required to bond for the cost of the proposed landscaping, including fencing and lighting, to ensure it is installed as designed and in a timely manner.

Development Precedent

Lastly, with regard to the implications of this development for other interim uses in Section 34-5-6, the precedent set by this project is very limited and, therefore, is not expected to generate much activity. Firstly, the area is not currently serviced by sanitary sewer, which greatly limits the range and scale of uses possible. Second, the proposed use would not have been acceptable on Odlin or Alexandra Road for traffic safety and operational reasons, so the precedent set applies just to the neighbourhood's perimeter arterial roads. And, finally the proposed development will have minimal impact on its neighbours, and the same cannot be claimed by other "parking-type" uses such as airport parking, an impound lot, auto-wreckers, or a taxi dispatch. Overall, therefore, the precedent set by the proposed development appears to be manageable and to pose little threat to the livability of adjacent properties.

Subject Application

Staff recommend support of the subject application as the above review indicates that:

- The development will be compatible with its residential neighbours and with future uses anticipated in the area;
- There are no grounds to suggest that the proposed use will devalue adjacent properties or undermine the potential redevelopment of Section 34-5-6 to "higher and better" uses; and
- Truck traffic will be manageable and will not compromise the safety of Cambie Road.

Financial Impact

None.

Conclusion

The applicant has applied to rezone three residential lots in Section 34-5-6 to permit the storage of new cars and trucks. At Public Hearing on March 17, 2003, neighbours raised concerns regarding future development of the area, impacts on property values, traffic, and neighbourliness. Staff have reviewed these concerns and have concluded that the proposed development will not impair redevelopment of the area nor negatively affect property values, and that traffic and neighbourliness issues are manageable. On this basis, favourable consideration of the subject application is recommended.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:cas

There are requirements to be dealt with prior to final adoption of rezoning:

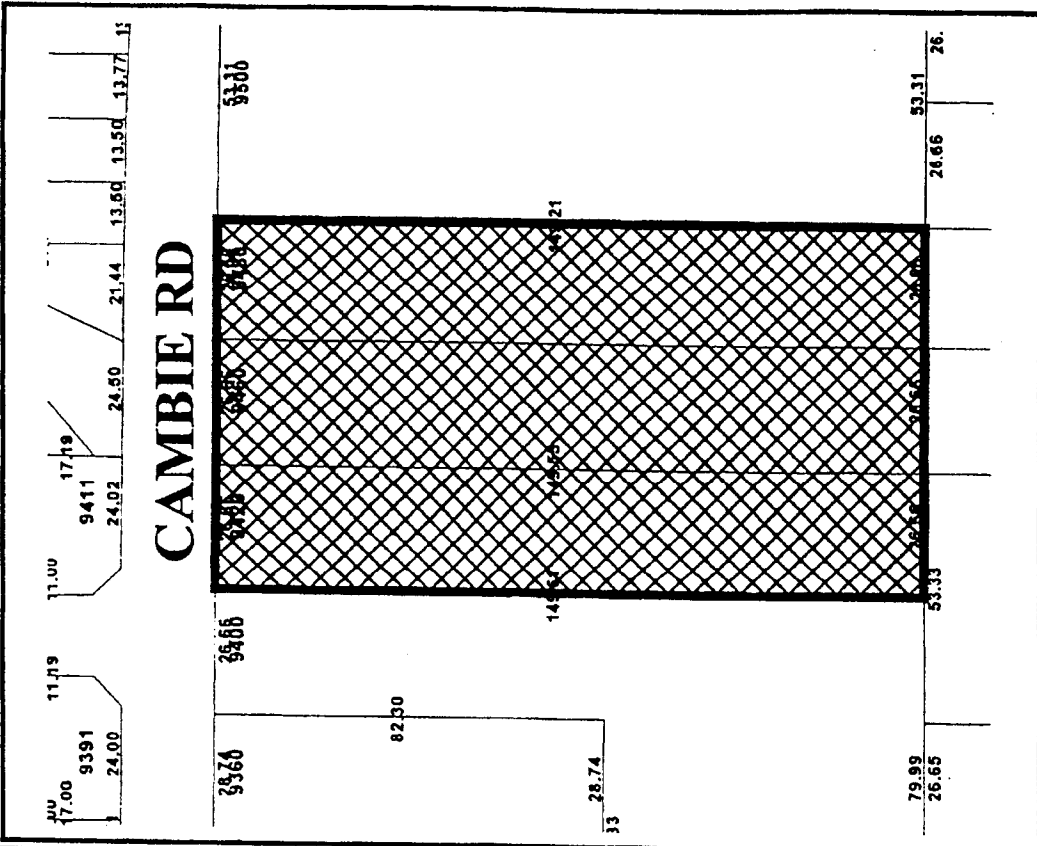
- Approval of the Ministry of Transportation and Highways

Legal requirements, specifically:

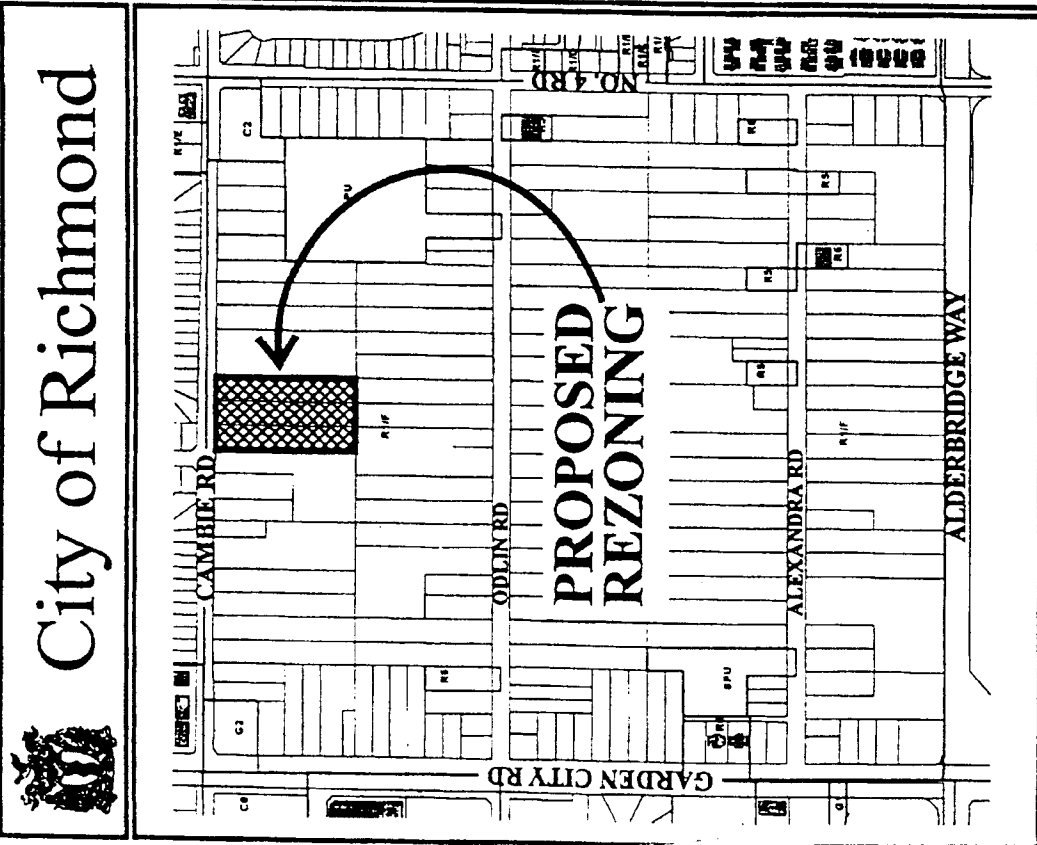
- A covenant should be registered on the subject site limiting driveway access to a maximum of two locations along the site's Cambie Road frontage (designed for eastbound ingress and egress only) and restricting loading to the front portion of the subject site to the satisfaction of Transportation staff (until such time that alternate access comes available via a new road and the City determines that access and/or loading should be redirected).

Development requirements, specifically:

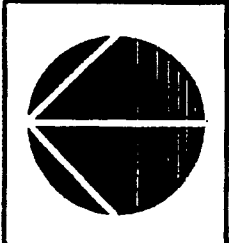
- Bond for the cost of landscaping, including trees, hedges, and planting along the site's Cambie Road frontage, solid fencing around the perimeter of the site, and on-site lighting, to ensure it is installed in a timely manner and to the satisfaction of the City.



Original Date: 08/23/02
 Revision Date:
 Note: Dimensions are in METRES



RZ 02-213334



City of Richmond
 Urban Development Division
 Planning Committee

*This Package
 Rec'd at Public Hearing
 Mar 17, 2003*

Re: Zoning Amendment ByLaw 7486 (RZ 02-213334
Location: 9420, 9460, and 9480 Cambie Road
Applicant: S297 Holdings Ltd.

March 15, 2003

We the surrounding residences oppose the above application as it will have an adverse impact on our community. Some of the main reasons for opposing this application include:

1. The establishment of such a storage facility for vehicles creates an environmental hazard for the surrounding community. Soil contaminants from leaking cars impose a danger to the environment not to mention the apparent fire hazard. In addition, vandalism is also a distinct possibility. Since there is no covenant in place to force the establishment to maintain such clean-up, this is unacceptable to the members of the community.
2. The effect of such an establishment on the traffic on an already busy street poses a danger to all those drivers as well as pedestrians who utilize Cambie Street. The continuous flow of vehicles induce noise and pollution in a residential neighborhood.
3. Such an establishment would be better situated in an industrial area intended for such a purpose rather than a residential community. It is an eyesore that would only devalue such a community even further.
4. The rezoning not only further emphasizes the disparate objectives between the councilors and their electorate, but also sets an unhealthy precedent to rezoning property amendments. It is inconceivable that any councilor would support such a motion.

Yours Truly,

Name: *Jan Heather McDermid*

Address: *3800* Cunningham Drive





ITO

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LANSOWINE

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 STORAGE

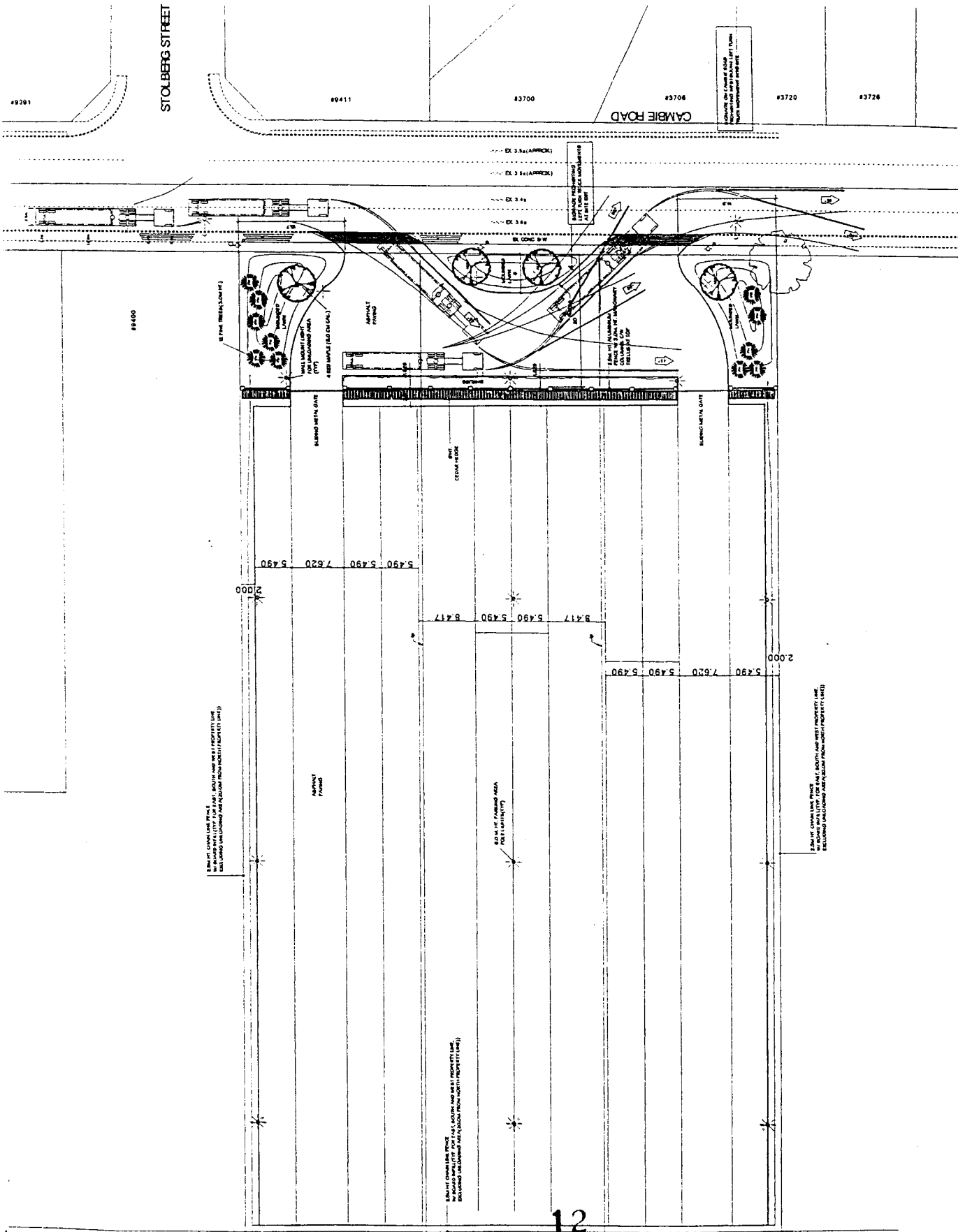
 FACILITY

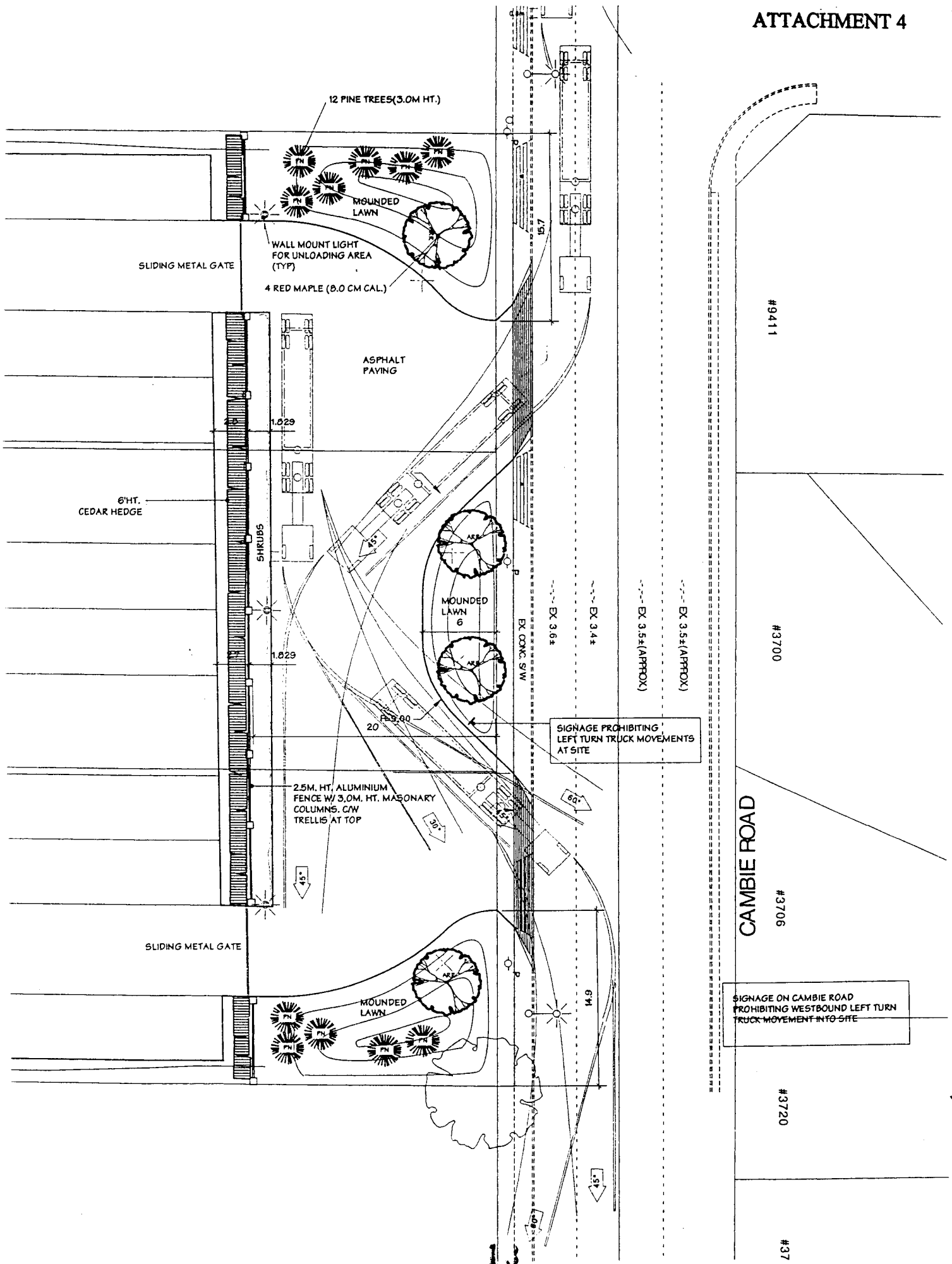
 14200 17th St. S.E.

 Bellevue, WA 98004

LANDSCAPE PLAN

 L1







Regular Council Meeting

April 28th, 2003

RES NO. ITEM

GENERAL PURPOSES COMMITTEE –
Mayor Malcolm D. Brodie, Chair

R03/8-9 9. It was moved and seconded
That the minutes of the General Purposes Committee meeting held on Tuesday, April 22nd, 2003, be received for information.

CARRIED

10. RICHMOND AWARENESS MARKETING CAMPAIGN UPDATE
(Report: Apr. 24/03; File No.: 4150-04-01) (REDMS No. 999161)

R03/8-10 It was moved and seconded
(1) *That the “Richmond Awareness Marketing Campaign” (as presented at the April 22nd, 2003 meeting of the General Purposes Committee), be approved in principle as a pilot project; and*
(2) *That the results of the pilot project be monitored for six months before proceeding further.*

CARRIED

PLANNING COMMITTEE –
Councillor Bill McNulty, Chair

R03/8-11 11. It was moved and seconded
That the minutes of the Planning Committee meeting held on Wednesday, April 23rd, 2003, be received for information.

CARRIED

12. APPLICATION FOR REZONING - 297 HOLDINGS LTD.
(RZ 02-213334 - Report: Mar. 31/03, File No.: 8060-20-7486) (REDMS No. 989767, 955925, 989776)

R03/8-12 It was moved and seconded
That Bylaw No. 7486, for the rezoning of 9420, 9460, and 9480 Cambie Road from “Single-Family Housing District, Subdivision Area F (R1F)” to “Comprehensive Development District (CD/137)”, be referred to the next Public Hearing.

CARRIED

5.



Regular Council Meeting for Public Hearings

Monday, March 17th, 2003

Mr. Bob Light, 10751 Palmberg Road, asked for clarification of the wording of the Comprehensive Development zone, which was provided by the Manager, Development Applications, Joe Erceg. Mr. Light said that he supported the rezoning application as it would allow development of an area that had not developed as intended. Further, Mr. Light said that gambling was not the issue at hand as it had already been dealt with and that drinking and smoking were the cause of more deaths than gambling.

PH03-02

It was moved and seconded

*That Zoning Amendment Bylaw 7484 and Land Use Contract 126
Amendment Bylaw 7485 be given second and third readings.*

CARRIED

Opposed: Mayor Brodie
Councillor Dang

3. **Zoning Amendment Bylaw 7486**
(9420, 9460, and 9480 Cambie Road; Applicant: S297 Holdings Ltd.)

Applicant's Comments:

The applicant was not present.

Written Submissions:

I. Lai – Schedule 3.

J. Wong – Schedule 4.

J. Lau – Schedule 5.

Submissions from the floor:

Mr. John Wong, 3858 McKay Drive, read a written submission that is attached as Schedule 6 and forms a part of these minutes. Mr. Wong also submitted a petition of 200 signatures in opposition to the rezoning application, a copy of which is on file in the City Clerks Office.



Regular Council Meeting for Public Hearings

Monday, March 17th, 2003

Mr. J. Lau, 3660 Cunningham Drive, questioned whether the interest of the purchaser of the property should be considered by Council; whether the 240 ft. frontage was adequate for semi-trailers of up to 75 ft. in length; whether the impact of vibrations on the residents of Cambie Road was considered; and, he noted the lack of quantified impacts on the neighbourhood. Mr. Lau said that there was a lot of room in the area for multi-family development.

Mr. R. Field, 9571 No. 6 Road, the owner of a property on Odlin Road directly behind the proposed development, said that he thought the area was zoned for housing. Mr. Field said that Alexandra Road was run-down and that the addition of a car lot would not benefit the situation. Mr. Field referred to the Oaks and Odlinwood subdivisions and questioned why more housing, including affordable housing, would not be appropriate.

Mr. S. Lal, 10431 Odlin Road, said that he was expressing not only his own concerns, but also those of the neighbourhood. The concerns cited were the environmental and transportation impacts of the proposal including site clean-up and whether a transportation study would be undertaken. Mr. Lal felt that as one of the last pieces of undeveloped land the subject property should be quickly developed as residential with some commercial use. It was Mr. Lal's opinion that the effects of being on a flight path could be overcome if legal methods of mitigation were imposed. Mr. Lal requested that the application be declined as he was also concerned about the effect that the proposal, if approved, would have on property values.

Ms. Stella Wong, 3828 Cunningham Drive, said that she was very concerned about the impact the proposal would have on traffic and she noted the accident history of the No. 4 Road and Cambie Road intersections.



Regular Council Meeting for Public Hearings

Monday, March 17th, 2003

Ms. A. Gosen, 9500 Cambie Road, said that she had owned her property for 25 years in addition to owning a property behind the subject property for 45 years. Ms. Gosen questioned how consideration could be given to locating a car lot in the middle of a residential area described as the 'gateway to Richmond'. Ms. Gosen expressed her frustration over having garbage left on her property and over having had fences removed by the applicant which had jeopardized her livestock, actions for which Ms. Gosen said the applicant would not respond. Ms. Gosen also said that plenty of room was available for car lots on No. 6 Road; that her property was taxed heavily for future uses, which she did not understand; and, that the applicant had demolished huge cedar trees and a heritage house.

Ms. S. Keller-Bhanji, 9200 Odlin Road, the owner of the property to the rear of the proposed car lot, expressed confusion over the rezoning application and she questioned what would prevent this type of development occurring on Odlin Road. Ms. Keller-Bhanji confirmed that cedar trees had been removed from the subject property; that oil tanks were lying around; and that no fence repair had taken place which posed a hazard for the livestock. Ms. Keller-Bhanji said that she felt the area was run-down and neglected.

Mr. L. Ratsoy, the applicant, with the aid of a site plan, provided the following information during his review of the project: a horseshoe design access was provided to accommodate the truck use; the number of trucks per day attending the site would vary, however, deliveries would be scheduled during off-business hours; a cedar hedge would be provided to shield neighbouring properties from light; a cedar hedge with grass areas would be provided along the street edge to mitigate the view to the lot from the street; the facility would be used strictly for storage purposes; the lighting would be on motion detectors that could be overridden by truck operators to lessen the impact on the neighbourhood; and, the security fencing to be provided would inhibit the lighting impact on the neighbours.

In response to questions, Mr. Ratsoy said that two appointments had been made to meet with Ms. Gosen but that she had not attended; the refuse on Ms. Gosen's property was left by the previous owners and had only been exposed as a result of clearing the edge of the property; and, that no sign of a fence was evident at the time of the clearing.



Regular Council Meeting for Public Hearings

Monday, March 17th, 2003

Ms. Gosen, speaking for the second time, questioned whether the lot was considered a storage lot only if prospective vehicle purchasers would be taken to the lot. Ms. Gosen said that her neighbours could confirm that a fence had been in place on her property; that the existing residents had a right to a decent neighbourhood, and that there appeared to be no benefit to paying high taxes.

Mr. Wong, speaking for the second time, expressed his concerns regarding the high collision intersection of No. 4 Road and Cambie Road and questioned whether the semi-trailers would add to the situation by blocking traffic. The effects of truck noise and lighting on the neighbours was also raised.

Mr. Field, speaking for the second time, questioned why No. 6 Road could not be used; and, what the notification process included.

Mr. Lal, speaking for the second time, asked that Council decline the application.

It was moved and seconded

That Zoning Amendment Bylaw 7486 be given second and third readings.

Prior to the question being called a discussion ensued that resulted in the following referral motion:

PH03-03

It was moved and seconded

That Zoning Amendment Bylaw 7486 be referred to staff for:

- 1. further consideration of neighborliness and development issues including identification of future long term uses appropriate for the area;*
- 2. a review of the truck access, both ingress and egress; and,*
- 3. a review of the taxation of residents in the area.*

CARRIED

Opposed: Councillor Kumagai



City of Richmond
Urban Development Division

Report to Committee

To Public Hearing - Mar 17, 2003

To Council - Feb 24, 2003

To Planning - Feb 18, 2003

Date: February 3, 2003

RZ 02-213334

File: 8060-20-7486


To: Planning Committee
From: Joe Erceg
Manager, Development Applications


Terry Crowe
Manager, Policy Planning

Re: **Application by S297 Holdings Ltd. for Rezoning at 9420, 9460, and 9480 Cambie Road from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/137)**

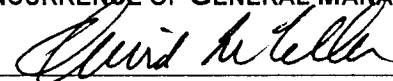
Staff Recommendation

That Bylaw No. 7486, for the rezoning of 9420, 9460, and 9480 Cambie Road from "Single-Family Housing District, Subdivision Area F (R1/F)" to "Comprehensive Development District (CD/137)", be introduced and given first reading.


Joe Erceg
Manager, Development Applications


Terry Crowe
Manager, Policy Planning

JE:spc
Att. 1

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

S297 Holdings Ltd. has applied to the City of Richmond for permission to rezone 9420, 9460 and 9480 Cambie Road from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/137). The applicant operates Lansdowne Pontiac Buick Cadillac GMC on Minoru Boulevard, and since 1992 has leased property nearby at 7360 Elmbridge Way for the storage of new vehicles destined for sale at their Minoru Boulevard location. The Elmbridge Way property was recently sold, and its new owner is proceeding with plans for its redevelopment with market and social housing. The applicant has acquired the subject site to relocate its vehicle storage area. It is not the applicant's intent to undertake retail sales at this new location.

Findings of Fact

Item	Existing	Proposed
Owner	S297 Holdings Ltd.	No change
Applicant	S297 Holdings Ltd.	No change
Site Size	11,947 m ² (2.95 ac.)	No change
Land Uses	Vacant	Outdoor storage of new cars and trucks
OCP & Cambie West Area Plan Designations	Mixed Use "An area which provides for residential, commercial, business and industry, and public and private institutions."	
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Comprehensive Development District (CD/137) <i>Permitted Uses:</i> Outdoor storage of new cars & trucks; and Caretaker suite <i>Permitted Density:</i> 100 m ² (1,076.4 ft ²) for a caretaker suite <i>Setbacks:</i> 6 m (19.7 ft.) along Cambie Road <i>Maximum Height of Structures:</i> 6 m (19.7 ft.) <i>Required Fencing and Landscaping:</i> Solid fence around the perimeter of the site, landscaping along Cambie Road, and overhead lighting that is directed away from adjacent properties.
Aircraft Noise Exposure Forecast (NEF) 2000 - 2015	NEF 30-35+ Transport Canada recommends that new residential construction <u>not</u> be undertaken within this noise level, however, most commercial and industrial uses are acceptable, including automobile storage.	
Heritage	The Siddell House, listed on Richmond's Heritage Inventory, was recently demolished at 9480 Cambie Road.	

Related Policies & Studies

Richmond's OCP and the Cambie West Area Plan provide little guidance regarding the future of the subject site and its neighbours in Section 34-5-6. The area's "Mixed Use" designation allows for a broad range of uses, but there has been no recent development due largely to aircraft noise concerns regarding housing and market constraints on business park uses. Furthermore, with no clear land use objectives for the area, no comprehensive plans have been made for transportation, servicing, parks, or community services/facilities. As a result, the area remains one of large, unserviced, residential lots mixed with a few nursery operations (including one immediately west of the subject site). This stands in marked contrast to the neighbourhood north of the subject site, across Cambie Road, which has been fully redeveloped with single-family homes on smaller, serviced lots.

Development Permit Requirements

A Development Permit (DP) would not be required for the proposed development as there will be no building on the site larger than 100 m² (1,076.4 ft²).

Staff Comments***Policy Planning***

As the result of a lack of development opportunities in Section 34-5-6, property owners have begun to look for interim uses for their lands, such as that proposed by the applicant. And, while it is disappointing that more substantial redevelopment is not being pursued on the subject site at this time, the proposed use is expected to have little impact on nearby residents or nursery operations and the applicant will remain in a good position to act when a better opportunity comes along. On this basis, staff are supportive of the subject application.

Heritage

Until recently, a house listed on the City of Richmond Heritage Inventory, the Siddell House, was situated at 9480 Cambie Road. The Heritage Inventory is a database of Richmond's most important historical sites, and is intended as a research tool and to increase awareness of Richmond's past. It is not intended that property owners be obliged to "save" the resources listed in the Inventory. During the City's review of the subject application, staff requested that the applicant consider retaining the Siddell House as a caretaker's residence until a long-term use had been identified for the site. The applicant selected, however, to demolish the house. Staff find this disappointing and will continue to work to encourage other property owners to retain and make creative use of Richmond's heritage resources so they may be enjoyed today and by future generations.

Transportation

In light of the interim nature of the proposed project and the lack of a clear development direction for Section 34-5-6, no off-site transportation improvements (i.e. road widening, dedication, construction, intersection signalization, etc.) are required at this time. However, it should be noted that a variety of improvements will be required when the subject site undergoes more intensive redevelopment in the future.

With regard to the operation of the proposed vehicle storage yard, staff note that the applicant's current facility on Elmbridge Way relies on the adjacent public road for unloading of semi-trailers. Neither this practice nor the backing/manoeuvring of semi-trailers in the public road can be tolerated on Cambie Road at the subject site as these activities would be hazardous and inconvenient for motorists, pedestrians, and nearby residents and businesses. It is staff's understanding that the applicant has no intention of unloading or parking/stopping vehicles on Cambie Road. To ensure this, the subject site should be designed to enable semi-trailers to enter, unload, and exit the facility safely without compromising traffic on Cambie Road, access to adjacent properties, or the possible future extension of Stolberg Road along the subject site's west property line. Furthermore, the applicant is sensitive to the need to minimize any possible impacts that unloading operations may have on neighbouring residents, including noise, glare from lights, and unattractive views. On this basis, staff recommend the following:

- Two driveways should be installed along the site's Cambie Road frontage, linked with a driveway designed to accommodate the unloading of semi-trailers within the front +/-16 m (52.5 ft.) of the subject site. This will limit truck activities to the portion of the site already impacted by arterial traffic on Cambie Road and will keep the designated loading area north of the existing homes east and west of the site.
- The driveways should be designed to allow eastbound semi-trailers on Cambie Road to enter the site via the west driveway and exit via the east driveway. (No accommodation should be made for westbound semi-trailers to enter the site, or for semi-trailers to exit the site and head west. In fact, it should be assumed that a median may be installed in Cambie Road in the future and that access to the site will be exclusively from the west.)
- The driveways should be set as far off the side property lines as possible, while still accommodating adequate space for the unloading of semi-trailers and access between the loading area and the secured portion of the site.
- These driveways shall remain the exclusive means of accessing the subject site until alternative access comes available (e.g. via an extension of Stolberg Road, etc.) and the City determines that the site's access should be redirected.
- Landscaping (i.e. a tall, dense hedge together with trees, etc.) should be installed along the site's Cambie Road frontage to screen views of the loading and storage areas from the street and homes to the north. Lighting across the site should be designed to minimize glare or nuisance affecting neighbouring properties.

Engineering Services

Prior to final adoption of the subject rezoning, a covenant should be registered on the subject site limiting driveway access to a maximum of two locations along the site's Cambie Road frontage and restricting loading to the front portion of the subject site to the satisfaction of Transportation staff (until alternate access comes available via a new road and the City determines that access and/or loading should be redirected). There are no other concerns.

Analysis

The subject application is proposed for Section 34-5-6, a transitional area of the city for which there is no comprehensive land use/development plan. Given the location of this area on the fringe of the City Centre and its proximity to the airport, transit, and major transportation corridors, it appears to be well suited to medium density, urban development. However, with high levels of aircraft noise acting as a deterrent to residential use and the weak office market discouraging business park expansion, property owners are becoming frustrated by their lack of development prospects. With no "quick fix" for either residential or office development in sight, property owners and developers have begun to consider interim uses that could help offset holding costs until more lucrative opportunities come along. The subject application is the first formal proposal the area has seen for one of these interim uses.

It is the intent of the applicant to develop the subject site for the storage of new cars and trucks and to operate this facility until such time as redevelopment of the site to a higher and better use becomes financially viable. This interim use of the subject site is very similar to the applicant's use of a site on Elmbridge Way. That property, which has long been zoned Downtown Commercial District (C7), was recently purchased for the purpose of developing it with a mix of market and social housing at a density of 3 floor area ratio (FAR). Although being situated adjacent to several major hotels and a residential tower, and being within one block of the Richmond General Hospital, it has only now become economically feasible for a developer to pursue construction on this downtown property. In the interim, the storage of new vehicles provided the property owner with a practical use for his land. A similar situation exists south of this site where the City currently owns and operates a public parking lot, and along other roads in and around the City Centre where interim parking lots and low density developments mark time until the market can support higher and better uses.

The owner of two properties immediately adjacent to the subject site has expressed concern that the proposed development will discourage higher and better uses in Section 34-5-6; however, this would be inconsistent with the examples sited above. Furthermore, as the proposed zoning, Comprehensive Development District (CD/137), limits use of the subject site to the storage of new cars and trucks, it would not be possible for the site to change from the proposed use to any other use without rezoning and public review. This will give neighbours the opportunity to block the development of any undesirable alternative or additional uses proposed in the future.

Concern has also been expressed with regard to the possible un-neighbourliness of the proposed use and its potential impact on residents to the north and south of Cambie Road. To address this issue, CD/137 requires that a solid fence at least 2 m (6.6 ft.) high be erected around the perimeter of the site and that the Cambie Road frontage be landscaped. CD/137 also places limitations on the height of structures (including light poles) and the orientation of on-site lighting to ensure that on-site lights do not pose a nuisance for surrounding residents. (Light poles will be no taller than those installed in Richmond's residential lanes.) In addition, a covenant is recommended on the subject site to limit the number of driveways to two and to restrict loading and unloading of semi-trailers to a landscaped area at the front of the site near Cambie Road where its impact on residents should be minimal.

Lastly, concern has been expressed regarding the precedent this development would set and the possible impact additional interim developments could have on residential livability. On this point it should be noted that the proposed use is relatively clean and quiet and that the subject site is on the busy Cambie Road edge of the neighbourhood, adjacent to an existing nursery operation. As such, the proposed development will not add traffic or noise to the area and will have minimal impact on its residential neighbours. The precedent set will, therefore, be one of low-impact uses around the perimeter of the neighbourhood.

Options:

- 1) *Approval* –
On the basis that interim uses are appropriate in a transitional area such as Section 34-5-6, and the proposed use is not expected to impact the livability of nearby properties or the redevelopment potential of the area. (**Recommended**)
- 2) *Referral* –
On the basis that neighbourliness and/or development issues should be reconsidered.
- 3) *Denial* –
On the basis that the proposed rezoning would set an undesirable precedent and/or could compromise redevelopment of Section 34-5-6.

Financial Impact

None.

Conclusion

The applicant has applied to rezone property in Section 34-5-6 to permit an existing storage facility for new cars and trucks to be relocated from the proposed site of a mixed market/social housing project on Elmbridge Way. The proposed facility is considered to be an appropriate interim use on the subject site as it is expected to have no significant impact on the site's neighbours and will readily lend itself to redevelopment when higher and better uses become viable. On this basis, the subject application for rezoning merits favourable consideration.



Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:spc

There are requirements to be dealt with prior to final adoption of rezoning:

- Approval of the Ministry of Highways.

Legal requirements, specifically:

- A covenant should be registered on the subject site limiting driveway access to a maximum of two locations along the site's Cambie Road frontage and restricting loading to the front portion of the subject site to the satisfaction of Transportation staff (until alternate access comes available via a new road and the City determines that access and/or loading should be redirected).



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 7486 (RZ 02-213334)
9420, 9460, AND 9480 CAMBIE ROAD**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.137 thereof the following:

“291.137 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/137)

The intent of this zoning district is to accommodate the outdoor storage of new cars and trucks.

291.137.1 PERMITTED USES

OUTDOOR STORAGE OF NEW CARS AND TRUCKS;
CARETAKER RESIDENTIAL ACCOMMODATION, limited to one such dwelling unit, with a maximum floor area of 100 m² (1,076.426 ft²);
ACCESSORY USES, BUILDINGS & STRUCTURES.

291.137.2 PERMITTED DENSITY

.01 100 m² (1,076.426 ft²) per lot.

291.137.3 MINIMUM SETBACKS FROM PROPERTY LINES

.01 **Public Roads:** 6 m (19.685 ft.)

291.137.4 MAXIMUM HEIGHTS

.01 **Buildings & Structures:** 6 m (19.685 ft.)

291.137.5 SCREENING & LANDSCAPING

- .01 Screening and landscaping shall be provided in accordance with Division 500 of this Bylaw, EXCEPT THAT:
 - a) Outdoor storage areas shall be screened from view from adjacent **lots and public roads** by a solid **fence** a minimum of 2 m (6.562 ft.) in height;
 - b) On the portion of the **lot** which is within 6 m (19.685 ft.) of a **property line** abutting a **public road**, plant and maintain any combination of trees, shrubs, ornamental plants, or lawn; and

c) Lighting used to illuminate outdoor storage areas shall be so arranged that all direct rays of light are reflected upon the storage areas, and not upon adjoining property."

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/137)**.

P.I.D. 001-035-479

The East Half Lot 7 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 003-483-681

West Half Lot 8 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

P.I.D. 012-030-619

East Half Lot 8 Block "A" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224

3. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7486**".

FIRST READING

PUBLIC HEARING

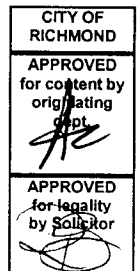
SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION & HIGHWAYS APPROVAL

ADOPTED

FEB 24 2003
MAR 17 2003



MAYOR

CITY CLERK

City of Richmond
Urban Development Division
Planning Committee

*This Package
Rec'd at Public Hearing
Mar 17, 2003*

Re: Zoning Amendment ByLaw 7486 (RZ 02-213334
Location: 9420, 9460, and 9480 Cambie Road
Applicant: S297 Holdings Ltd.

March 15, 2003

We the surrounding residences oppose the above application as it will have an adverse impact on our community. Some of the main reasons for opposing this application include:

1. The establishment of such a storage facility for vehicles creates an environmental hazard for the surrounding community. Soil contaminants from leaking cars impose a danger to the environment not to mention the apparent fire hazard. In addition, vandalism is also a distinct possibility. Since there is no covenant in place to force the establishment to maintain such clean-up, this is unacceptable to the members of the community.
2. The effect of such an establishment on the traffic on an already busy street poses a danger to all those drivers as well as pedestrians who utilize Cambie Street. The continuous flow of vehicles induce noise and pollution in a residential neighborhood.
3. Such an establishment would be better situated in an industrial area intended for such a purpose rather than a residential community. It is an eyesore that would only devalue such a community even further.
4. The rezoning not only further emphasizes the disparate objectives between the councilors and their electorate, but also sets an unhealthy precedent to rezoning property amendments. It is inconceivable that any councilor would support such a motion.

Yours Truly,

Name: *Jan Heather McDermott*

Address: *3800* Cunningham Drive



City of Richmond
Urban Development Division
Planning Committee

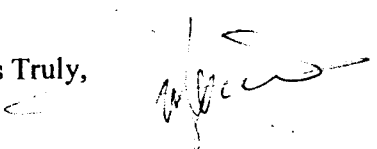
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Yours Truly,


Name: Boniface Yeung

Address: 3555 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

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Yours Truly,

CHOW LEE PEI

Name: CHOW LEE PEI

Address: 3696 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

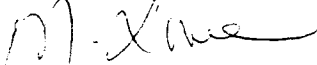
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Yours Truly,



Name: MAXINE LOWE

Address: 3668 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

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Yours Truly,

Name: *Victor Ku*

Address: *3706* Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

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Yours Truly,



Name:

ERNEST LAU

Address:

3786 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

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Yours Truly,

Name:

Pauline
PAULINE FUNG

Address:

3806 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

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Yours Truly,

Clara Cheng
Name: CLARA CHENG

Address: 3831 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

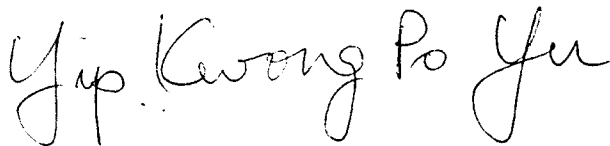
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Name:

Address: 3815 Cunningham Drive

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Urban Development Division
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Yours Truly,

Name: *Philip Chung*

Address: 3700 Cunningham Drive

City of Richmond
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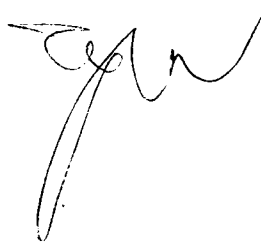
Name:

TING YA LOK

Address:

3720

Cunningham Drive



City of Richmond
Urban Development Division
Planning Committee

Re: Zoning Amendment ByLaw 7486 (RZ 02-213334
Location: 9420, 9460, and 9480 Cambie Road
Applicant: S297 Holdings Ltd.

March 15, 2003

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Yours Truly,

Name: *Patsy Cheung*
Address: *3638* Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

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Yours Truly,

Name: *PATSY WONG*

Address: *3638* Cunningham Drive



City of Richmond
Urban Development Division
Planning Committee

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Yours Truly,

Name:

Stella Wang

Address:

3828 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

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Yours Truly, *Samanthi Dias*

Name: *MRS. SAMANTHI DIAS.*

Address: *3675 Cunningham Drive*

Scoti Richmond BC V6X 3A5.

City of Richmond
Urban Development Division
Planning Committee

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Yours Truly,



Name:

ALYAS MOHAMMED

Address:

2691

Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

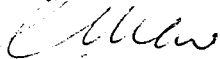
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Yours Truly,



Name: GRACE MAO

Address: 3575 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

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Applicant: S297 Holdings Ltd.

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Yours Truly,



Name:

SANDHAR

Address: 3800 Cunningham Drive

City of Richmond
Urban Development Division
Planning Committee

Re: Zoning Amendment ByLaw 7486 (RZ 02-213334

Location: 9420, 9460, and 9480 Cambie Road

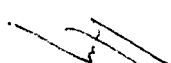
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Yours Truly,



Name: ANN LEUNG

Address: 3671 Cunningham Drive

3575 Cambie

City of Richmond
Urban Development Division
Planning Committee

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5. How do not like to have a factory or shop next to your bedroom.

Yours Truly,

Name: KIT CHING LAU

Address: Cunningham Drive

3631 Cunningham Drive

*oppose such development
Noise, crime, traffic.*



The Oaks Residents Association

1000-8888 Odlin Crescent,
Richmond, B.C.
V6X 3Z8

604-279-8638

604-279-8637 (Fax)

City of Richmond
Urban Development Division
Planning Committee

Re: Zoning Amendment By Law 7486 (RZ 02-213334
Location: 9420, 9460 and 9480 Cambie Road
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March 17, 2003

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5. It would set an unhealthy precedence to amendment the zoning for the above properties and make our neighborhood not compatible to the current condition.

Yours truly,

Name:

PHILIP TAM

Address:

3880 MCKAY DRIVE
RICHMOND
V6X 3R5

48



The Oaks Residents Association

1000-8888 Odlin Crescent,
Richmond, B.C.
V6X 3Z8

604-279-8638

604-279-8637 (Fax)

City of Richmond
Urban Development Division
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Yours truly,

Name: MAISIE CHAN
Address: 3835 MCKAY DRIVE
RICHMOND

49 V6X 3R5



The Oaks Residents Association

1000-8888 Odlin Crescent,
Richmond, B.C.
V6X 3Z8

604-279-8638

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Yours truly,

Name: I Ai YUK FUM
Address: 4811 KILBY DR., RMD., V6X 3N1

**Opposed Re-Zoning ByLaw 7486
(RZ 02-213334)
9420 ,9460 9480 Cambie Rd**

1/1/2002003

	A	B	C
	Name	Address	Signature
1			
2	Bric	#9-9700 Patterson Rd. Rnd	} See attached individual Letters.
3	Jose Varona	#10-9700 Patterson Rd. Rnd	
4	Harry Wong	#8-9700 Patterson Rd. Rnd	
5	Clara Lee	#7-9700 Patterson Rd. Rnd	
6	Arc	#6-9700 Patterson Rd. Rnd	
7	Sheila Smith	#1-9700 Patterson Rd. Rnd	
8	John	#5-9700 Patterson Rd. Rnd V6X1R1	
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Yours truly,

Unit #7, 9700 PATTERSON RD.

Alan Tee.

Unit 6-9700 Patterson RD.

[Handwritten signature]

Name: SHEILA SMITH
Address: 1-9700 ~~ST~~ PATTERSON RD
RICHMOND
[Handwritten signature]

NAME	ADDRESS	
JOHN KUTAP	10420 CAMBRIE RD, RICHMOND	John Kutap
CATHERINE KUTAP	10420 - RICHMOND	Catherine Kutap
RASHMEE KHARAT	9080 ODLIN RD, RICHMOND	Rashmee Khara
SONIA KHARAT	9080 ODLIN RD, RICHMOND	Sonia Khara
SANGITA LAL	4180 GARDEN CITY RD, RICHMOND	Sangita Lal
R. RAJ. LAL	4180 GARDEN CITY RD, RICHMOND	R. Raj. Lal
Pratibha	9468 ODLIN RD, RICHMOND	Pratibha
LAL SATYA NAND	10431 ODLIN RD, RICHMOND	Lal Satya Nand
LAL SATYA WATI	10431 ODLIN RD, RICHMOND	Lal Satya Wati
J Wong	10328 CHATEL DR, RICHMOND	J Wong



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1000-8888 Odlin Crescent,
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V6X 3Z8

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Yours truly,

Unit #8, 9700 PATTERSON RD
T/W
Harry, W.D.S.

Name:
Address: 9700 PATTERSON Rd. RMD.
Unit #9
Joe Varona - 10 9700 Patterson Rd. Rmd BC.



The Oaks Residents Association

1000-8888 Odlin Crescent,
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V6X 3Z8

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604-279-8637 (Fax)

City of Richmond
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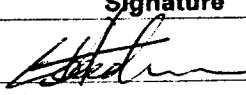
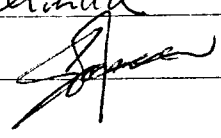
5,9700 Patterson Rd
Richmond B
V6X 1R1

Name:

Address:

**Opposed Re-Zoning ByLaw 7486
(RZ 02-213334)
9420 ,9460 9480 Cambie Rd**

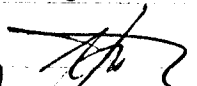
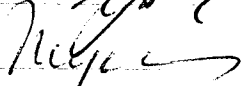


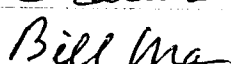



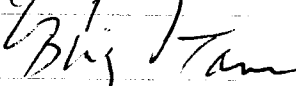
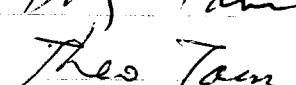
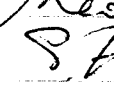
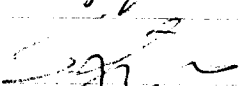
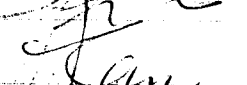
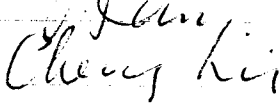
14/March/2003

	A	B	C
1	Name	Address	Signature
2	EDDIE KWAN	3600 MCKAY DR.	
3	BELINDA CHENG	3611 MCKAY DR. Rmd. V6X 3R7	Belinda
4	Grace Chow	3706 McKay Dr. Rmd. V6X 3R7	
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Opposed Re-Zoning ByLaw 7486
(RZ 02-213334)

14/March/2003

9420 ,9460 9480 Cambie Rd

	A	B	C
1	Name	Address	Signature
2	DERRY YUEN	3868 MCKAY PLACE	
3	May Yuen	3868 McKay Place	
4	Agnes Yuen	3868 McKay Place	
5	ROSALIND MA	3837 MCKAY PLACE	
6	Bill Ma	3837 McKay Place	
7	Sam Li	3813 McKay place	
8	Brenda Kays	3833 McKay Place	
9	PAUL KAI	" "	
10	BING TAM	3842 MCKAY PLACE	
11	Theo Tam	3842 McKay Place	
12	STEVE SHIH	3857 MCKAY PLACE	
13	JOANNA SHIH	" "	
14	Dim Cheung	3888 McKay Pl.	
15	Ling Cheung	" "	
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**Opposed Re-Zoning ByLaw 7486
(RZ 02-213334)
9420 ,9460 9480 Cambie Rd**

14/March/2003

Judy Chu

	A	B	C
1	Name	Address	Signature
2	Pui Luen Chow	3706 McKay Dr., Richmond BC	<i>[Signature]</i>
3	Yuk Ying Hung	3706 McKay Dr., Richmond BC	<i>[Signature]</i>
4	Judi [Signature]	3780 Kilby Court Richmond BC	[Signature]
5	Esther Chan	29-3500 Cunningham DR.	<i>[Signature]</i>
6	Vincent Lau	3720 McKay Drive	<i>[Signature]</i>
7	Alan Wong	3730 McKay Ave	<i>[Signature]</i>
8	Kai Wang	3760 McKay Dr	<i>[Signature]</i>
9	Kong Fung	3780 McKay Dr.	<i>[Signature]</i>
10	John - Tony (^{Jung Hui} Tang)	3786 McKay Dr.	<i>[Signature]</i>
11	Priscilla [Signature]	3800 McKay Dr.	<i>[Signature]</i>
12	Muk KWAN LAM	3706 McKay Dr. Rmd.	<i>[Signature]</i>
13	Su - Ai Ring	3700 McKay Drive, Richmond B.C.	<i>[Signature]</i>
14	KEE LEONG	9260 Patterson Rd Rmd. B.C. V6X 1P9	KEE LEONG
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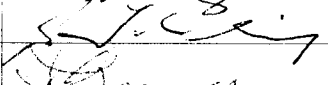
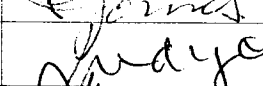
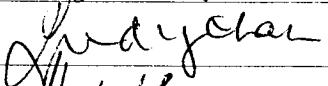
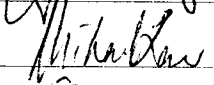
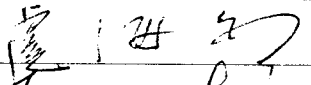
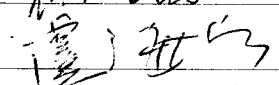
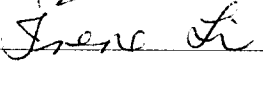
Opposed Re-Zoning ByLaw 741
 (RZ 02-213334)
 9420 ,9460 9480 Cambie Rd

14/March/2003

	A	B	C
	Name	Address	Signature
1			
2	YIU SHING LEUNG	3851 McKay Dr.	
3	SONG KONG CHOI	3860 MCKAY DR	
4	WAIMUN CHING	3860 McKay dr	
5	Vladimir Chioi	3860 McKay dr.	
6	PING LO	3850 McKay Dr.	
7	HERWANIS YIU	3856 McKay Dr.	
8	Rosita Yiu		
9	Yiu kam kwan		
10	LEE SHUI HING	3835 McKay Dr.	
11	ALBERT KWA	3680 MCKAY DR	
12	JOHN WONG	3858 MCKAY DR.	
13	LINDA WONG	3858 MCKAY DR	
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**Opposed Re-Zoning ByLaw 7486
(RZ 02-213334)
9420 ,9460 9480 Cambie Rd**

14/March/2003

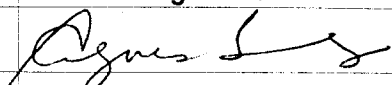
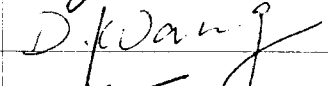

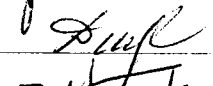
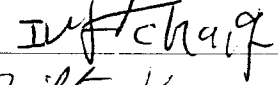
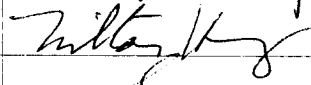
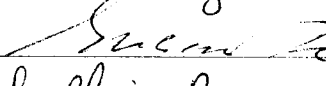

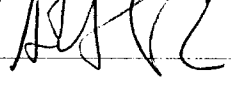
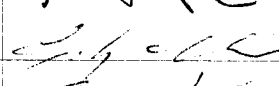
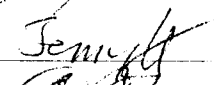
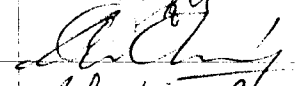
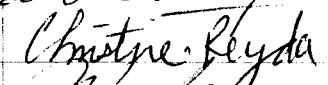
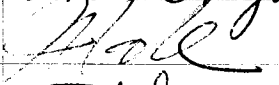

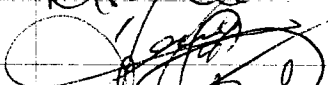
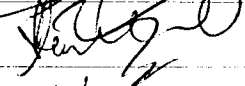
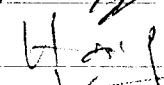
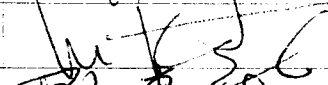
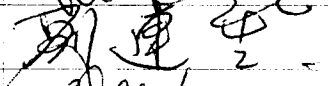
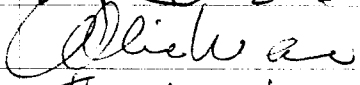

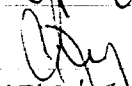
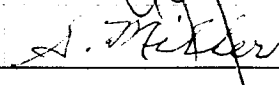
	A	B	C
1	Name	Address	Signature
2	RUBY CHAN	3351 CAPELLA PLACE RICHMOND B.C. V6X 3N3	
3	TACK S. So	3331 CAPELLA PLACE RICHMOND B.C. V6X 3N3	
4	Leslie Gomes	9411 Capella Dr. Richmond, B.C. V6X 3N3	
5	JUDY CHAN	9571, Capella Dr.	
6	MICHAEL LAW	9560 Capella Dr, Richmond V6X 3N3	
7		9580 CAPELLA DR.	
8	Irene Li	9611 Capella Dr.	
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Opposed Re-Zoning ByLaw 7486

14/March/2003


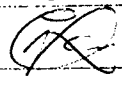

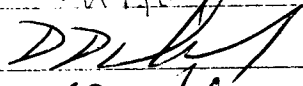
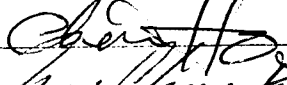
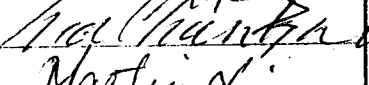
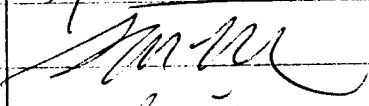
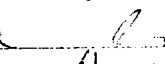
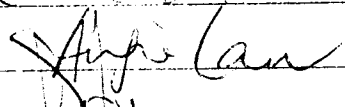
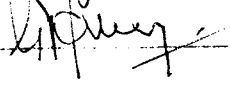
(RZ 02-213334)

9420 ,9460 9480 Cambie Rd

	A	B	C
1	Name	Address	Signature
2	AGNES TSANG	9480 CAPELLA DR.	
3	Doris Wang	9380 CAPELLA DR.	
4	Joseph Chiu	9338 Capella Dr.	
5	Dung TRAN	9311 capella DR	
6	Judy Chang Lanching	9331 capella, DR	
7	Milton Hwang	9371 Capella Dr.	
8	Susanna To	9300 Capella Dr.	
9	Phyllis Pao	9391 CAPELLA DR.	
10	PAUL SANDHU	9400 CAPELLA DR.	
11	Sydney Chan	9471 Capella Dr.	
12	Jenny Chow	9451 Capella Dr.	
13	ALLEN CHING	9538 CAPELLA DR.	
14	CHRISTINEREMIDA	9511 CAPELLA DR.	
15	MAK MAN-KEUNG	9551 CAPELLA DR.	
16	MICHELLE SHUM	9760 CAPELLA DR.	
17	TENNY CHUI	9720 CAPELLA DR.	
18	Arella Wang	9620 CAPELLA DR.	
19	HOWG NGUYEN	9600 CAPELLA DR.	
20	MASDAKI KOS-GE	9520 CAPELLA DR.	
21	LIU Lien Sheng	9431 CAPELLA DR.	
22	WAI KIM LAM	3220 CAPELLA DR.	
23	SIU CHUNG KWAN	3360 CAPELLA PLACE	
24	Amanda Cheung	3380 CAPELLA PLACE	
25	S. Miller	3371 capella Place	

Opposed Re-Zoning ByLaw 7486
 (RZ 02-213334)
 9420 ,9460 9480 Cambie Rd

14/March/2003

	A	B	C
1	Name	Address	Signature
2	KEVIN NG	3860 STOLBERG ST.	
3	LORETTA CHAN	3838 STOLBERG ST	Loretta Chan
4	ALAN CHAN	3820 STOLBERG ST.	
5	MAY CHEUNG	3800 STOLBERG ST	May Cheung
6	TONY WONG	3760 STOLBERG ST	
7	Anna	3751	Anna
8	Nancy	3751	Nancy
9	DANTE	9291 CUNNINGHAM PL	
10	Chen Ho	3811 Stolberg St.	
11	MA CHUN BUN	3871 STOLBERG ST	
12	MARTIN LI	9411 CAMBIE RD	Martindi
13	Sharon Mah	3900 Stolberg St	
14	Mrs. Lorraine	9276 Cunningham Pl.	
15	ANGIE LAI	9266 CUNNINGHAM PL.	
16	Gordon Maisey	9231 Cunningham Pl.	
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Opposed Re-Zoning ByLaw 7486
 (RZ 02-213334)
 9420 ,9460 9480 Cambie Rd

14/March/2003

	A	B	C
1	Name	Address	Signature
2	JOSE PAREDES	9211 Cunningham Pl.	
3	Sammy So	9311 Cunningham Place	
4	Wendy Lo	9215 Cunningham Place	
5	Jan Money	9231 " Place	
6	Yord Money	" " "	
7	DORIS WONG	3777	
8	CYNTHIA YAU	9200 CUNNINGHAM PL.	
9	Nancy Peon	4000	
10	Ching Yee Lee	9220	
11	YU SOT	9260	
12	YOO-SHENG KAUS	9271 Cunningham Pl	
13	Katie Kang	9251 Cunningham pl.	
14	Karl Chan	9275 Cunningham pl	
15	Justin Hsu	9275 Cunningham Place	
16	Nicholas Hsu	9275 Cunningham Place	
17	Evelyn Leung	1280 Cunningham Pl.	
18	CHEN HON LINI	3791 STOLBERG ST.	
19	CHEN TET MING	3791 STOLBERG ST	
20	GRIGORE MANFREDI	9300 Capstan Way	
21	LUIGI MANFREDI	9300 CAPSTAN WAY	
22	Frankie Chau	3738 Stolberg Street	
23	ANTHONY WONG	3871 STOLBERG	
24	YUI HONG NG	3860 STOLBERG ST.	
25	YAT YEE WONG	" "	

Opposed Re-Zoning ByLaw 7486
(RZ 02-213334)
9420 ,9460 9480 Cambie Rd

14/March/2003

	A	B	C
1	Name	Address	Signature
2	Paul Koo	3680 KILBY CRT, Richmond	<i>PKoo</i>
3	Alice Koo	3680 KILBY CRT.	Alice Koo
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Opposed Re-Zoning ByLaw 7486

14/March/2003

(RZ 02-213334)

9420 ,9460 9480 Cambie Rd

	A	B	C
1	Name	Address	Signature
2	Danny Kwan	3580 Kilby Crt	
3	Christina Kwan	3580 Kilby Crt	
4	Bernard Kwan	3580 Kilby Court	
5	SANDY SO	3880 KILBY COURT	
6	Shirley Sung	3560 Kilby Court	
7	Gordon Yu	3560 Kilby Court	
8	Tony TAM	3571 KILBY COURT	
9	John's Cole	3531 Kilby court	
10	JON CHEUNG	3631 KILBY CRT	
11	DAISY LEUNG	3638 KILBY CRT	
12	LAMBERT LEUNG	3638 KILBY CRT	
13	FREDER LENTSMANN	3600 KILBY CRT	
14	M. MAQUINE	3620 Kilby CRT.	
15	M. GROSSER	3660 KILBY CT.	
16	SUKI LIN	9771 KILBY DR	
17	AMY WONG	9771 KILBY DR	
18	HENRY MOK	9771 KILBY DR	
19	ROSA HO	3591 KILBY COURT	
20	Jacky Ho	3591 KILBY COURT	
21	M. Samehima	3500 Kilby court	
22	BARBARA Hsu	3538 KILBY COURT	
23	CHIN-YAR Hsu	3538 KILBY COURT	
24	Yot Jim Mak	3611 Kilby Court	
25	Meghan Huang	3611 Kilby Court	

Opposed Re-Zoning ByLaw 7486
 (RZ 02-213334)
 9420 ,9460 9480 Cambie Rd

14/March/2003

	A	B	C
1	Name	Address	Signature
2	MANUEL ALVERMAZ	3738 KILBY CRT. RICH V6X3M9 Mel BC.	M. Alvermaz
3	Maria E. Alvermaz	3738 KILBY COURT V6X3M9	Maria E. Alvermaz
4	Linda M. Cloutier	3751 Kilby Court V6X3M9	LMC
5	Jean Francon Cloutier	same	JFC
6	Dr. Tsakumis	3838 Kilby Court	Dr. Tsakumis
7	GOLFO TSAKUMIS	? ? ?	Golfo Tsakumis
8	Gary KIANG	9851 Kilby Dr.	Gary Kiang
9	Tina KIANG	"	Tina Kiang
10	Farruk Alibhai	3871 Kilby Court	Farruk Alibhai
11	NURBANU ALLIBHAI	3871 KILBY COURT	Nalibhai
12	Mrs Hong	3891 Kilby Court	Mrs Hong
13	Toby Chu	3780 Kilby Court	Toby Chu
14	Eric Chu	3780 Kilby Court	Eric Chu
15	Warren Tsang	3726 Kilby Court	Warren Tsang
16	Eho Lin	3151 Kilby CRT.	Eho Lin
17	Jane Chen	3151 Kilby CRT.	Jane Chen
18	HENRY CHEN	3811 KILBY CRT	Henry Chen
19	Ho Ho HUI	3811 KILBY CRT.	Ho Ho Hui
20	Paul WEE	9226 Cunningham Drive	Paul WEE
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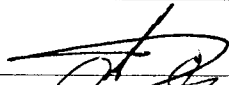
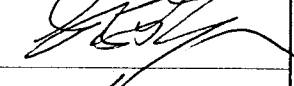
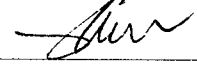

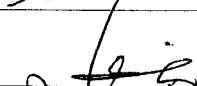
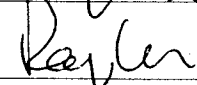

Opposed Zoning Amendment ByLaws 7486 RZ 02-213334
 9420, 9460 9480 Cambie Road

3/16/03

	A	B	C
1	Name	Address	Signature
2	Queenie Lin	26-10080 KILBY DR.	
3	Lawson Lam	34-10080 KILBY DR.	Lawson Lam
4	William K	25-10080 Kilby DR	
5	Avis Ho	31-10080 Kilby Dr.	Avis Ho
6	Senny Leung	41-10080 Kilby Dr	
7	Hing Yung WANG	28-10080 Kilby Dr.	Hing Yung Wang
8	Derek Leung	27-10080 Kilby Dr	
9	Vicky Lin	16-10080 Kilby DR.	
10	Rhonda	#7-10080 Kilby Dr.	Rhonda
11	Annie Ng	#6-10080 Kilby Dr.	Annie
12	Ronald Lau	#4-10080 Kilby Dr.	Ronald
13	Aa	#3-10080	Collin Ha
14	Boz	#48-10080 Kilby Dr.	Boz
15	Veronica	#47-10080 KILBY DR	Veronica
16	Philip Shen	#45-10080 Kilby Dr	Philip
17	Joyce Hui	#38-10080 KILBY DR	Joyce
18	CARAI TAY	#37-10080 KILBY DR	Carai
19	REGINA LAM	#21-10080 Kilby Drive.	Regina
20	ERIK YU	#14-10080 KILBY DR.	
21	Raymond Chung	#5-10080 KILBY DR.	
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**Opposed Zoning Amendment ByLaws 7486 RZ 02-213334
9420, 9460 9480 Cambie Road**

3/16/03

	A	B	C
1	Name	Address	Signature
2	MICHAEL LUNG	9820 TUTTLE AVE, RMD	
3	YU YING YAM	9810 TUTTLE AVE	
4	Queenie Kwan	9860 Tuttle Ave	
5	Charles Yam	4400 Fisher Drive	
6	Veronica Chan	10126 CARTER COURT, RMD	
7	RAY CHIU	3880 Westminster Hwy	
8	WILKEN YAM	4400 Fisher Dr.	
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City of Richmond
Urban Development Division
Planning Committee

Re: Zoning Amendment ByLaw 7486 (RZ 02-213334
Location: 9420, 9460, and 9480 Cambie Road
Applicant: S297 Holdings Ltd.

March 15, 2003

We the surrounding residences oppose the above application as it will have an adverse impact on our community. Some of the main reasons for opposing this application include:

1. The establishment of such a storage facility for vehicles creates an environmental hazard for the surrounding community. Soil contaminants from leaking cars impose a danger to the environment not to mention the apparent fire hazard. In addition, vandalism is also a distinct possibility. Since there is no covenant in place to force the establishment to maintain such clean-up, this is unacceptable to the members of the community.
2. The effect of such an establishment on the traffic on an already busy street poses a danger to all those drivers as well as pedestrians who utilize Cambie Street. The continuous flow of vehicles induce noise and pollution in a residential neighborhood.
3. Such an establishment would be better situated in an industrial area intended for such a purpose rather than a residential community. It is an eyesore that would only devalue such a community even further.
4. The rezoning not only further emphasizes the disparate objectives between the councilors and their electorate, but also sets an unhealthy precedent to rezoning property amendments. It is inconceivable that any councilor would support such a motion.

Yours Truly,

Name:

Lauren Leung

Address:

3480 Cunningham Drive

THIS AREA MEANS to be Single family and should not allow to mix Commercial with residential areas. Such trend had defeat the whole purpose of zoning.
Attachment ①

Such development does not improve the value of our property. It devalue the surrounding which already tarnish by the development at Lambie/No 3. to Lambie/Garden City.

Any further development beyond East of Garden City do ~~dimish~~ diminish the quality of life in the current RS-1 ZONING. The increase of crime traffic. and it also bring one main thing.

further commercial development makes the living standard in the RS-1 downgrading.

We oppose this as it lead to more commercial development. This piece meal ~~rezoning~~ rezoning also waste the tax money of our property tax ^{which} we contributed.

We also recommend the City Hall to stop to ~~we~~ hold public hearing for this purpose.



The Oaks Residents Association

1000-8888 Odlin Crescent,
Richmond, B.C.
V6X 3Z8

604-279-8638

604-279-8637 (Fax)

City of Richmond
Urban Development Division
Planning Committee

Re: Zoning Amendment ByLaw 7486 (RZ 02-213334

Location: 9420, 9460 and 9480 Cambie Road

Applicant: S297 Holdings Ltd.

March 17, 2003

We the surrounding residence opposes to the above application, as it will be negative affect the make up of our community. Here are the reasons for opposing this application:

1. When the owner acquire the above property knowing about the airport noises and its Surrounding development. Now they approach the city that they are hard done by, I think it is unconccivable a plodded to win their application with the Councillors sympathy. They being a business minded company would do due diligence before investing in this property.
2. There is no mention of the negative affect on the soil contaminants with the leaking from the cars; i.e. anti-freeze and oils from these cars. There is no covenant to clean up the contaminates and any bonding for cleaning if the owners will not clean up.
3. The loading and unloading of vehicle from delivery is one thing but when the lot boys retrieve the cars for resale and there will be constant flow of cars unless their business is so bad that the flow is infrequent.
4. There is an industrial developments; i.e. Aberdeen Centre, around Odlin & Mckim area, there is already a parking lot over Shell Road which is zone for this type of used and why do we need another one near our neighborhood. There is also an annex elementary school behind this proposed zoning change.
5. It would set an unhealthy precedence to amendment the zoning for the above properties and make our neighborhood not compatible to the current condition.

Yours truly,

Name:
Address: 71

MacLennan, Deborah

To: Erceg Joe
Cc: Wong, Ivy; Chan, Gordon
Subject: Referral/Work Program

Project : Zoning Amendment Bylaw 7486
Source : Council Referral
Status : In progress
Dates : Origin 03/17/03 Start 03/17/03 Comp
 Review Comm Cow Council
Mgr/Dept.Head : Erceg Joe Prime Person: Erceg Joe

That Zoning Amendment Bylaw 7486 be referred to staff for:
further consideration of neighborliness and development issues including identification
of future long term
uses appropriate for the area;
a review of the truck access, both ingress and egress; and,
a review of the taxation of residents in the area.

Please proceed accordingly. Thank you!

8060-20-7486