



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

**Date:** September 4, 2003  
**File:** RZ 03-235259


Terry Crowe  
Manager, Policy Planning

**Re:** APPLICATION BY FIRST PROFESSIONAL MANAGEMENT (WEST) INC. FOR REZONING AT 4660 THROUGH TO 4740 GARDEN CITY ROAD AND 9040 THROUGH TO 9500 ALEXANDRA ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA (R1/F) TO AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT (C6) OR COMPREHENSIVE DEVELOPMENT DISTRICT (CD).

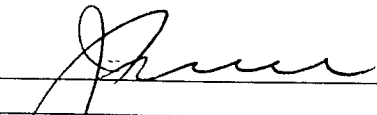
**Staff Recommendation**

That the rezoning application RZ 03-235259 to rezone properties at 4660 through to 4740 Garden City Road and 9040 through to 9500 Alexandra Road for the development of a retail mall anchored by a major retail outlet be denied.

  
Joe Erceg  
Manager, Development Applications

  
Terry Crowe  
Manager, Policy Planning

JE:tc  
Att. 3

FOR ORIGINATING DIVISION USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Business Liaison & Development .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Parks .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## Staff Report

### Origin

First Professional Management (West) Inc. has submitted an application to rezone properties at 4660 through to 4740 Garden City Road and 9040 through to 9500 Alexandra Road from Single Family Housing District Subdivision Area (R1F) to Automobile-Oriented Commercial District (C6) or Comprehensive Development District (CD) to develop a 18,580m<sup>2</sup> (200,000 ft<sup>2</sup>) retail mall anchored by a 12,068m<sup>2</sup> (129,900 ft<sup>2</sup>) Walmart Store. **See Attachment 1.**

The proposed retail centre is to be located on the northeast corner of Garden City Road and Alderbridge Way in the West Cambie Area of Richmond. The site is bounded by Alderbridge Way to the south, Garden City Road to the west, Alexandra Road to the north, and single-family lots to the east. **See Attachment 2.**

This report compares the proposal to existing City policies, rather than provide a detailed technical analysis of the application, an approach agreed to by the applicant. The technical analysis, which will require considerable time and cost to complete, will only be undertaken if Council wishes to further consider the application.

### Findings of Fact

Item	Existing	Proposed
Owner	4660 / 4680 Garden City Rd - Joseph & L M. Ho 4700 / 4720 Garden City Rd – Doris Lee Mui Lai 4740 Garden City Rd – Robert H.K. Kwok & Irene Lui 9040 Alexandra Road – William W.N. Lai 9060 Alexandra Road – Nam Hyun & Hwa Sook Yun 9080 Alexandra Road – Sarup & Surinder Puni 9180 Alexandra Road – John & Cherry Graf 9200 Alexandra Road – Guiseppe Coloiera 9260 / 9280 / 9300 Alexandra Road – Marko Pavelich 9320 Alexandra Road – 397123 B.C, Ltd, 9340 Alexandra Road – Dominion Trading Co. 9360 Alexandra Road – Ping-Hui Shih 9400 Alexandra Road – Harold Yardley 9420 Alexandra Road – San Dae & Keum Sook Sohn 9440 / 9442 Alexandra Road – George & Margot von Schilling 9480 Alexandra Road – Lamberto Uy Sy (Jr.) 9500 Alexandra Road – 162828 Properties Ltd.	First Professional Management (West) Ltd.
Applicant	First Professional Management (West) Inc,	First Professional Management (West) Inc,

Item	Existing	Proposed
Site Size	4660 Garden City Rd – 1082 m <sup>2</sup> 4680 Garden City Rd – 947 m <sup>2</sup> 4700 Garden City Rd – 947 m <sup>2</sup> 4720 Garden City Rd - 1,147 m <sup>2</sup> 4740 Garden City Rd – 2,278 m <sup>2</sup> 9040 Alexandra Road – 709 m <sup>2</sup> 9060 Alexandra Road – 6,076 m <sup>2</sup> 9080 Alexandra Road – 2,025 m <sup>2</sup> 9180 Alexandra Road – 2,024 m <sup>2</sup> 9200 Alexandra Road – 2,026 m <sup>2</sup> 9260 Alexandra Road – 12,149 m <sup>2</sup> 9280 / 9300 Alexandra Road – 4,051 m <sup>2</sup> 9320 Alexandra Road – 4,050 m <sup>2</sup> 9340 Alexandra Road – 1,618 m <sup>2</sup> 9360 Alexandra Road – 6,482 m <sup>2</sup> 9400 Alexandra Road – 4,051 m <sup>2</sup> 9420 Alexandra Road – 4,049 m <sup>2</sup> 9440 / 9442 Alexandra Road – 4,051 m <sup>2</sup> 9480 Alexandra Road – 4,049 m <sup>2</sup> 9500 Alexandra Road – 4,049 m <sup>2</sup>	66,385.5 m <sup>2</sup> 6.6 ha (16.4 acres) (Not taking into account any required road dedications)
Land Uses	Residential	Commercial / Retail
OCP Designation	Mixed Use	Commercial / Retail
Area Plan Designation	Mixed Use	Commercial / Retail
Zoning	Single Family Housing District (R1/F)	Automobile-Oriented District Commercial (C6) or Comprehensive Development District (CD)
Airport Noise Exposure Frequency (NEF)	NEF 35	NEF 35
Environmentally Sensitive Area (ESA) Designation	Along north side of Alderbridge Way and east side of site	TBD
Heritage Resources	3 significant trees along Alexandra Road	TBD

### *Adjacent Land Uses*

The surrounding area contains older, large lot single family and duplex dwellings and newer, smaller lot single and multiple family dwellings. Tomsett Elementary School and some limited strip commercial development are also located in the area.

South of the site, along Alderbridge Way, is the vacant Department of Fisheries and Oceans (DFO) quarter section which is currently under consideration as a possible Trade and Convention Centre and the 2010 Olympic Winter Games International Broadcast Centre.

To the south and west of the site, at the southwest corner of Alderbridge Way and Garden City Road, are new low-rise and existing high-rise residential developments. Lansdowne Mall is located west of these developments between No. 3 Road and the residential developments.

Directly west of the site, across Garden City Road, are strip commercial uses and large lot single-family developments.

### **Related Policies & Studies**

The proposed development is located within the West Cambie Area and is guided by the policies outlined in the Richmond Official Community Plan, and the West Cambie Area Plan. Also relevant are the City Centre Area Plan, the 1999 Richmond Industrial Strategy, the 2002 Richmond Economic Development Strategic Plan, and the Richmond 2010 Trail Strategy.

The City of Richmond policies are intended to provide a decision making framework for the future direction of the City and the overall vision for the development of the community. The designation of land uses aims to provide an enduring legacy for the City's long-term economic future which is consistent with effective servicing and sound environmental management.

The applicant hosted a Public Open House on May 12, 2003 and collected 51 comments from 147 attendees. The results indicate support for the location of the proposed development on the site. The Open House Summary prepared by the applicant is provided as **Attachment 3**.

The City has also received a significant amount of correspondence both for and against the proposed Walmart store. A copy of these is available in the City Clerk's Department.

### **Analysis**

#### ***POLICY RELATED ISSUES***

Most of the official Council adopted policies reinforce the concept that the commercial core of the City should be contained within the City Centre, with industrial and commercial support uses allocated to the lands adjacent to the City Centre. Commercial developments outside of the City Centre are envisioned as smaller scale developments to serve the needs of area neighbourhoods, rather than the use which is proposed.

A synopsis of the City's policies, excerpted from Council adopted plans, is provided below.

#### 1. Official Community Plan

- The Growth Management Strategy promotes the concentration of growth within the City Centre.
- The Land Use Map and the written policies designate the City Centre as the commercial focus for the City.
- The Official Community Plan identifies commercial areas outside of the City Centre as neighbourhood retail districts, "villages", etc., implying that small-scale neighbourhood retail centres, rather than large-scale commercial development, should be located outside of the City Centre.

- The Official Community Plan encourages strip retail and large warehouse-style “big box” retail to districts already zoned for auto-oriented commercial use.
  - The Official Community Plan identifies a designated ESA area along the southern and eastern edge of the proposed development.
2. City Centre Area Plan
- The City Centre Area Plan identifies the role of the City Centre as the “key commercial and service centre for Richmond”.
  - The land use pattern evident in the Land Use Map indicates a commercial core in the City Centre surrounded by Industrial and Business Park uses to support the commercial core. For example, the Land Use map identifies the areas surrounding the Mixed-Use High Density area (the Downtown Commercial (C7) zone) along No. 3 Road as:
    - Mixed Use – Specialty (a predominantly automobile-oriented commercial area);
    - Auto-oriented Commercial (lower density retail developments typically accessed by automobile, which provides for shopping, personal services, business, and entertainment uses);
    - Mixed Use – Riverfront (residential, boating and recreational uses, plus a limited amount and range of river-oriented commercial uses);
    - Urban Business Park (light industrial development which provides for advanced technology industry, industry with a significant component of research and development activity, compatible and complementary commercial uses, and complementary light industrial uses); and
    - Mixed Use - Light Industry (development of high-tech and other light industries and office uses are encouraged together with a limited amount of commercial, educational, amenity and service uses).
3. West Cambie Area Plan
- The West Cambie Area Plan designates the site as Mixed Use, which includes residential, industrial, commercial, business park, and public, institutional or open space uses.
  - The policy objectives state that commercial developments in the West Cambie area should “meet the shopping needs of West Cambie residents”, implying that local commercial, small-scale development, rather than a regional shopping centre, is the appropriate type of commercial development.
  - Objective 5.1 clearly states that “new highway related commercial centres are consistent with the ability of the City to provide the necessary improvements to services and roads. This neighbourhood requires a complete upgrade of all services. The upgrading of these services is not anticipated in the near future in the Capital Works Program.
4. Richmond Industrial Strategy
- The Richmond Industrial Strategy identifies the development site as potential Industrial Business Park, not a commercial centre.
  - The Industrial Strategy identifies commercial development as a support for Industrial Business Park uses in the area, not as the primary land use.
  - The Industrial Strategy identifies the area as requiring full servicing upgrades prior to the development of the area for industrial use.

- Ideally, the City Master Servicing Plan should be completed by Engineering before infrastructure planning can begin for the area, the site, and future industrial lands. Completion of the City Master Servicing Plan has not been determined at this point.
5. Richmond Economic Development Strategic Plan
- The Richmond Economic Development Strategic Plan advises that industrial land is a limited and valuable commodity for Richmond's economic future. It warns that Richmond currently has a low supply of readily available serviced and appropriately zoned industrial land. If the rebounding economy creates pressure on the industrial land base and the demand exceeds the supply, businesses will look elsewhere for industrial locations unless a larger supply of industrial land can be brought onstream.
  - The Richmond Economic Development Strategic Plan also warns against commercial sites large enough to accommodate large format retail uses from locating in industrial zones and against a tendency to rezone industrial land for commercial uses.
  - The Economic Development Strategic Plan also points out that the type of commercial space available in the City Centre is counter to the current trends in retailing and to the retail business sector requirements. The report suggests a demand and support for large format retailers, but does not indicate appropriate locations for large format retailers.
  - There is some indication that region-serving retail businesses are clustered around the Ikea / Costco area and that the continued concentration of such uses in that area may be beneficial.
6. Richmond 2010 Trail Strategy
- The Richmond 2010 Trail Strategy identifies the west and south edges of the proposed development site as future Greenways and cycle routes.
  - The proposed development site is located at a key intersection of several city-wide initiatives proposed in the Trail Strategy
  - Most of the key components in the Trail Strategy are outlined in the Corporate Plan as future work items. Details and design standards for these components are to be established through the future work programs.

### ***DEVELOPMENT RELATED ISSUES***

Several major technical issues have been identified concerning the proposed development. The applicant and staff agreed to delay the detailed technical work on the development pending a review of the proposal for consistency with the City's policy framework. As a result, the following issues have not been addressed by the applicant in the preliminary application documents. If this proposed development were to proceed, these issues must be addressed:

1. Environmentally Sensitive Areas

The north side of Alderbridge Way and the eastern end of the development site are designated as an Environmentally Sensitive Area. The proposed Walmart store and southern edge of the development are located within the designated ESA.

A preliminary habitat assessment and vegetation survey of the ESA strip commissioned by the applicant includes some recommendations to “mitigate the loss of nesting habitat for songbirds and allow for continued use of the site as an urban wildlife corridor, as it is currently providing”. However, the preliminary site plan as submitted by the applicant ignores the recommendations of the environmental consultants and replaces the existing ESA area with buildings and pavement without providing a viable alternative. This issue must be addressed should this application proceed.

2. Land Use

City policies designate this area for industrial / business park type uses as the major land use, with commercial use as the minor land use. This application proposes the opposite, namely commercial as the primary land use. If the proposed application proceeds, the applicant should revise the proposal to have industrial use be the major use and any commercial use the minor use. If this is the case, a site-specific Comprehensive Development District (CD) zone rather than the standard Automobile-Oriented Commercial District (C6) zone would be appropriate.

3. Greenways and Trails Strategy

The Richmond 2010 Trail Strategy identifies Alderbridge Way and Garden City Road as major components of the Greenways and Trails Strategy. The west and south edges of the site abut future Greenways and cycle routes in the Trails Strategy Plan. The applicant has acknowledged these issues and will be required to provide and refine the design of Greenways and cycling amenities if the project proceeds.

4. Servicing Upgrades

The subject neighbourhood requires full servicing upgrade, (e.g. new sanitary sewer, water upgrades, and storm sewer trunks, pump stations, and complete new mains). The applicant must address the provision and the cost of servicing for the site and neighbourhood as a whole. The servicing requirements and financing must be coordinated with the City's Master Servicing Plan. These costs are undetermined but will be significant.

5. Transportation

The road system proposed by the applicant is very preliminary and requires further study by the applicant in consultation with City staff to address transportation and circulation issues, i.e. access/egress solutions, the coordination of internal roads with the City's road system; the provision of traffic signalization, pedestrian circulation, and bike lanes; the role of transit, etc. The transportation and site circulation issues must be coordinated with the City's Transportation Department if this proposal proceeds. A major Traffic Impact Study and Parking Analysis are required (which will result in significant off-site improvements).

6. Timing

The project is premature in relation to the City's overall planning and servicing programs. Many of the components required for this development have not yet been determined. For example, the implementation strategy for an integrated network of walkways, greenways, and trails is scheduled to be prepared between 2003 and 2005. The Five Year Capital Works program indicates no servicing upgrades scheduled for the area in the near future.

While the technical details can be resolved through the rezoning process, co-ordination of these issues ahead of the City's planning processes will require a large amount of staff time.

7. Catalyst for West Cambie Area

The applicant has stated that the development is intended to serve as a catalyst for the future development of the West Cambie Area. However, the proposed development is limited to commercial / retail uses only. Staff are concerned that this proposal will not serve as a proper catalyst for the area but will have the effect of redistributing the commercial focus outside of the City Centre and will serve as a major precedent for further commercial proposals for this neighbourhood. Staff have indicated to the applicant that in order to achieve the desired outcome of spurring appropriate industrial development in the area, the current development proposal should be modified to include other land uses consistent with City policies, such as business park or other industrial related uses.

In addition to the above, the applicant will need to provide a stronger rationale to prove how this development can serve as a catalyst to the West Cambie area and how this proposal is beneficial to the both the West Cambie Area and the City Centre.

8. Urban design

The Conceptual Site Plan submitted as part of the application indicates that further design work is necessary to address a number of outstanding urban design issues, such as:

- the relationship of the site design to the public realm,
- the relationship of the buildings to the street and to each other,
- the interface between the parking and the edges of the site,
- the design of the parking, the interrelationship between this development and adjacent sites, etc.

The Conceptual Site Plan as submitted does not meet the City's expectations.

9. Scale of development

Further design work must be performed to address issues of massing, density, scale of the buildings, the relationship of buildings to the site and to one another, etc.

10. Context

The applicant will need to provide information regarding:

- the relationship of this development to the remainder of the West Cambie area,
- how this development would impact adjacent existing City Centre retailers and designated commercial sites,
- how this project relates to proposed future development on the DFO lands to the south, and
- a discussion and analysis of the opportunities and constraints, and a clear vision would be required to reinforce this proposal.



## ***ECONOMIC ISSUES***

Staff are concerned that the location of a Walmart development in the West Cambie area may dissipate commercial retail activity outside of the commercial core. To address this issue, staff informally sought advice from three independent economic consultants to ascertain whether a Walmart in this location will have an adverse effect on the commercial retail core in the City Centre.

The consultants advised that the project will have a short term negative effect on Lansdowne Mall and commercial activity in the City Centre, but may not be detrimental over the long term. The consultants were unanimous in their opinions that a Walmart store in Richmond would be a positive addition to the commercial base of the City. They also advised that, in their opinion, the inventory of high tech industrial land is adequate for the next 5 to 10 years and that this location is not necessarily suitable for light industrial land uses such as warehouses or light manufacturing.

With respect for the advice offered by the economic consultants, staff are more concerned with the long term use of the land in relation to the overall vision of the City as a whole and the vibrancy of the City Centre and West Cambie areas rather than the short term speculation of commercial versus industrial use over the next five to ten years. Staff are mainly concerned that the proposed commercial / retail development will set a precedent for more retail to locate in this area and outside the City Centre, thus initiating a trend that will lead to the dissipation of commercial activity away from the City Centre.

The Richmond Economic Development Strategic Plan recommends that a Commercial Strategy, similar to the Industrial Land Strategy, be undertaken as a tool to resolve the dilemma of competing interests for large land parcels. The Commercial Strategy has not yet been initiated.

If this proposal proceeds, staff recommend that the City first prepare a comprehensive commercial strategy to determine the implications of locating a major retail outlet outside of the city centre. The strategy could be either:

- paid for by the applicant and managed by the City (e.g., in 2004), or
- considered by Council as a 2004 additional budget item.

## ***CAMBIE AREA PLAN COMMENTS***

At the May 20<sup>th</sup>, 2003 Council Meeting, it was moved and carried "that the establishment of a West Cambie Citizens Advisory Committee that would undertake the development of an area plan for the land bounded by No. 4 Road / Cambie Road / Garden City Road and Alderbridge Way, be referred to staff for comment". This motion was put forward in response to the community's concerns over the potential impacts of a rezoning development for a car storage lot.

Staff acknowledge the need to update the West Cambie Area Plan to better guide development in the West Cambie area. An update of the West Cambie Area Plan has not been initiated. It could be considered as a 2004 additional level budget item.

As well, staff believe such planning can be effectively undertaken (e.g. by conducting a series of open houses), without establishing a committee which would increase administration and involve extra time .

Staff note that the Home Depot rezoning application (REZ-93-274) proposed for the southwest corner of Garden City Road and Cambie Road was denied by Council and redirected to a new location at Bridgeport Road. In that application, Council expressed concern over current and possible future retailing in the Limited Industrial Retail (I4) District. Council adopted a motion “which would allow a super home improvement centre only in existing zones where they are currently permitted: Automobile-Oriented Commercial District (C6), Downtown Commercial District (C7) and Limited Industrial Retail District (I4) zoned sites, and would establish Development Permit Guidelines to control the siting and design of these centres.” Council may wish to consider this previous decision in the context of this application.

## **OPTIONS**

### **OPTION 1**

#### Deny the Rezoning Application (Recommended)

With this option there is the opportunity for the applicant to consider an alternate site that is consistent with adopted City policies (e.g. in the City Centre, along Bridgeport Road).

#### Pros

- The proposed retail development is not consistent with Council adopted goals and objectives of commercial concentration within the City Centre.
- The proposed development is not consistent with the designated Land Uses outlined in the West Cambie Area Plan.
- The proposed development is premature relative to the City’s overall policy and servicing programs.
- The proposed development will not serve as a catalyst for the West Cambie Area and may instead redistribute the commercial focus outside of the City Centre.
- The proposed development may compromise the City’s objective of preserving an industrial land base for long-term future development.
- There may be alternate sites in the City which may accommodate the proposal.
- The application as submitted is very preliminary in nature and does not address major development related issues.
- The application has several major unresolved issues.

#### Cons

- The establishment of a Walmart Store in Richmond may be a positive addition to the commercial base of the City.
- There is some community support for a Walmart Store in Richmond and in this location.

**OPTION 2**

Modify the proposal on the proposed site and approve the Rezoning Application.

**Pros**

- The development will provide servicing upgrades for the project as a cost of the development, thus initiating servicing opportunities for the adjacent area.
- The proposed development will provide retail shopping opportunities for the greater Richmond population and will also provide day-to-day shopping needs of the West Cambie Area residents.
- The proposed development has good access to main transportation routes.
- The proposed development is consistent with current commercial trends in the Lower Mainland in that the trend is toward large format retailing.
- There is some community support for a Walmart Store in Richmond and in this location.

**Cons**

- The proposed development is contrary to Council adopted policies.
- Approval of the application will require a policy change to the Official Community Plan and the West Cambie Area Plan.
- The proposed development may compromise the long term industrial land base for the City outlined in the Richmond Industrial Strategy
- The development may initiate a trend that will lead to the dissipation of commercial activity away from the City Centre.
- Location of the development on this site may produce traffic congestion and traffic circulation problems for West Cambie residents.
- The application as submitted is substandard and does not address major development related issues.
- The proposal may jeopardize existing commercial uses in the City.
- Processing of the application will require significant staff resources and time to coordinate the development requirements with as-yet-to-be determined overall City commercial policies and servicing upgrade requirements.

Staff recommend that, if the application is to proceed, the following conditions be met:

- The development must respond to and address issues related to the ESA areas on the site;
- The development must include the design and provision of greenways, cycling and pedestrian routes along Alderbridge Way and Garden City Road, consistent with the Richmond 2010 Trail Strategy;
- The development must, in consultation with the City Engineering Department, provide full servicing upgrades for the site consistent with the City's Master Servicing Plan;
- Ensure that the proposed development serves as a real catalyst for the West Cambie area by revising the focus of the application from a purely commercial / retail development to a mixed-use project where industry is the predominant use. Include other land uses consistent with the City's overall policies, such as business park use, light industrial uses, or another non-commercial use. Direct staff to work with the City's Business Liaison & Development Manager to assist the applicant to readdress the focus of the development.

- Limit the commercial portion of the proposed site to a subset of the overall site development, with a suggested ratio of 40% commercial to 60% non-commercial use (e.g. industrial). This would require adopting an urban development model for the proposal. Consistent with City policies, modify the proposal to serve as commercial support for a major Business Park and a neighbourhood shopping centre for area residents.
- Request that the applicant provide a rationale for proposed land uses, ensuring that uses are consistent with City policies and objectives for the West Cambie area.
- Require the further refinement and re-design of the proposed development to meet major urban design concerns
- As a condition of rezoning, limit large commercial developments in the West Cambie Area to this project only. Consistent with the West Cambie Area Plan, allow only small-scale neighbourhood stores in the remainder of the West Cambie Area.
- As part of the rezoning process, first complete a comprehensive commercial strategy for the City, and, with the strategy, determine how to accommodate the proposed application. The study should be managed by the City. It could be paid for by either the consultant or the City, as outlined above. The study could begin in 2004, at the earliest.
- The applicant will have to undertake a comprehensive Traffic Impact Study and Parking Analysis and coordinate proposed traffic solutions with the City's Transportation Department;
- The applicant must undertake further architectural design work to address issues relating to the scale of the development
- The applicant must provide contextual information regarding the relationship of this development to the remainder of the West Cambie area, and how this project relates to potential future development on the DFO lands to the south.
- The Official Community Plan and the West Cambie Area Plan must be amended to reflect the policy change generated by this development.

### **Financial Impact**

#### **OPTION 1    Deny**

The financial impact of denying the application involves no immediate costs to the City.

#### **OPTION 2    Modify the proposal on the proposed site**

The financial impact of approving a modified application has yet to be determined and includes significant staff resources and time to coordinate the development and servicing requirements with as-yet-to-be determined overall City policies and servicing upgrade requirements.

### Staff Comments

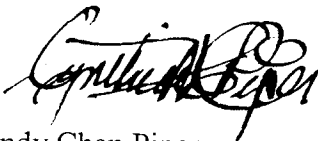
Staff have encouraged the applicant to find an alternate site in other appropriately zoned areas and locations, i.e. within the City Centre area or along Bridgeport Road. A Walmart store within the commercial core may augment the retail base and commercial draw of the City Centre and will be consistent with Council adopted goals and objectives of commercial concentration in the City Centre. An alternate location along Bridgeport Road may also be acceptable.

### Conclusion

Staff recommend that the proposed development be denied because it is not consistent with Council adopted policies and the overall vision for the City for the following reasons:

- the City Centre is the designated commercial focus for the City and the proposal is outside the City Centre;
- commercial development in the West Cambie area should be small-scale local neighbourhood shopping areas rather than the proposed large-scale regional commercial centres;
- the proposed land use is inconsistent with the designed land use in this area for potential Industrial Business Park, as outlined in the Richmond Industrial Strategy;
- any commercial development is identified as a minor land use in the area, and should serve as support only for a major non-commercial development such as Industrial Business Park;
- the Richmond Economic Development Strategic Plan warns against converting industrial zoned land for large format retail developments such as the applicant proposes;
- the timing of the development is premature in relation to the City's overall planning and servicing programs, such as roads, greenways, area planning, cycling and pedestrian trails, an overall commercial strategy for the City.

The proposed development concept and design have many unresolved issues and do not address major City policies. If this application is approved, these development related issues must be first resolved in further discussions with the applicant prior to rezoning.



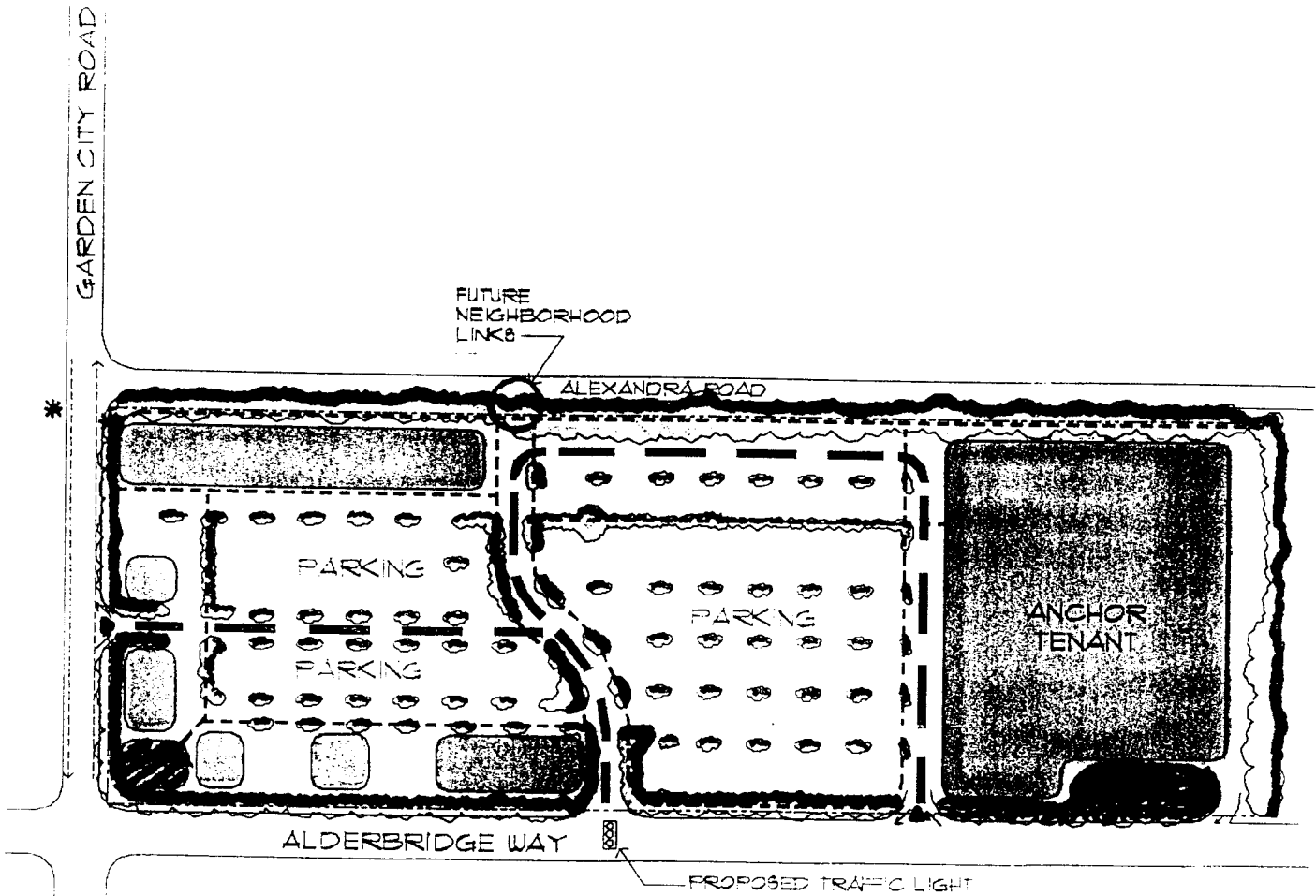
Cindy Chan Piper  
Community Planner/Urban Design  
(3050)

CCP:cas






Att:

1. Proposed Site Plan
2. Area Plan Map
3. Open House Summary

Schedule C - Chapter 16 Site Plan

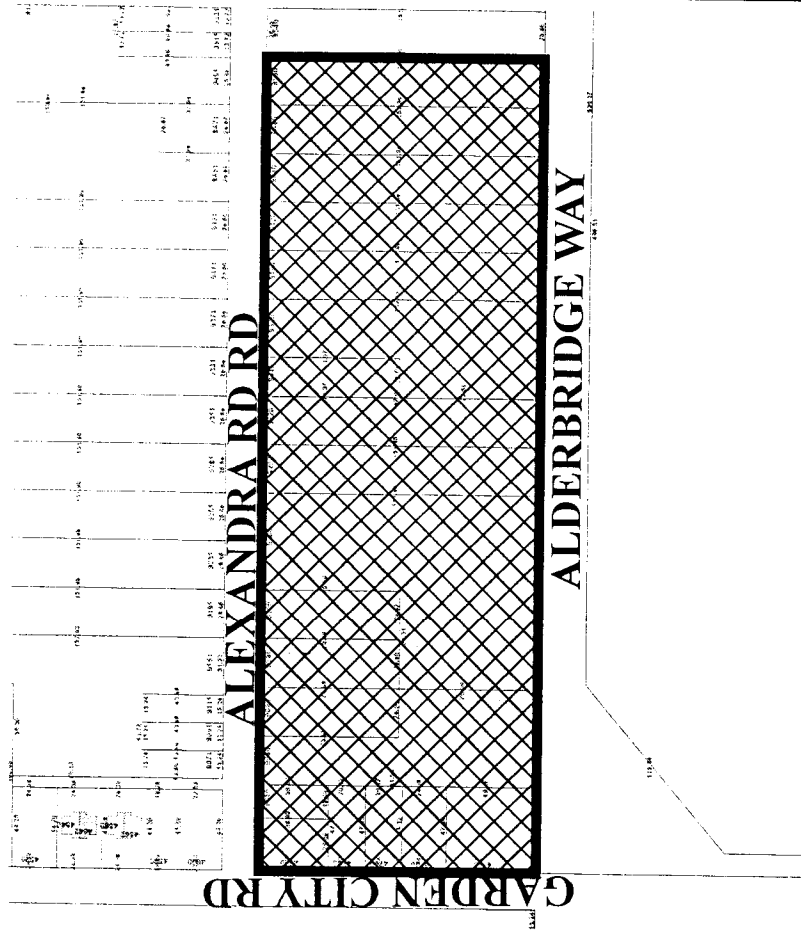
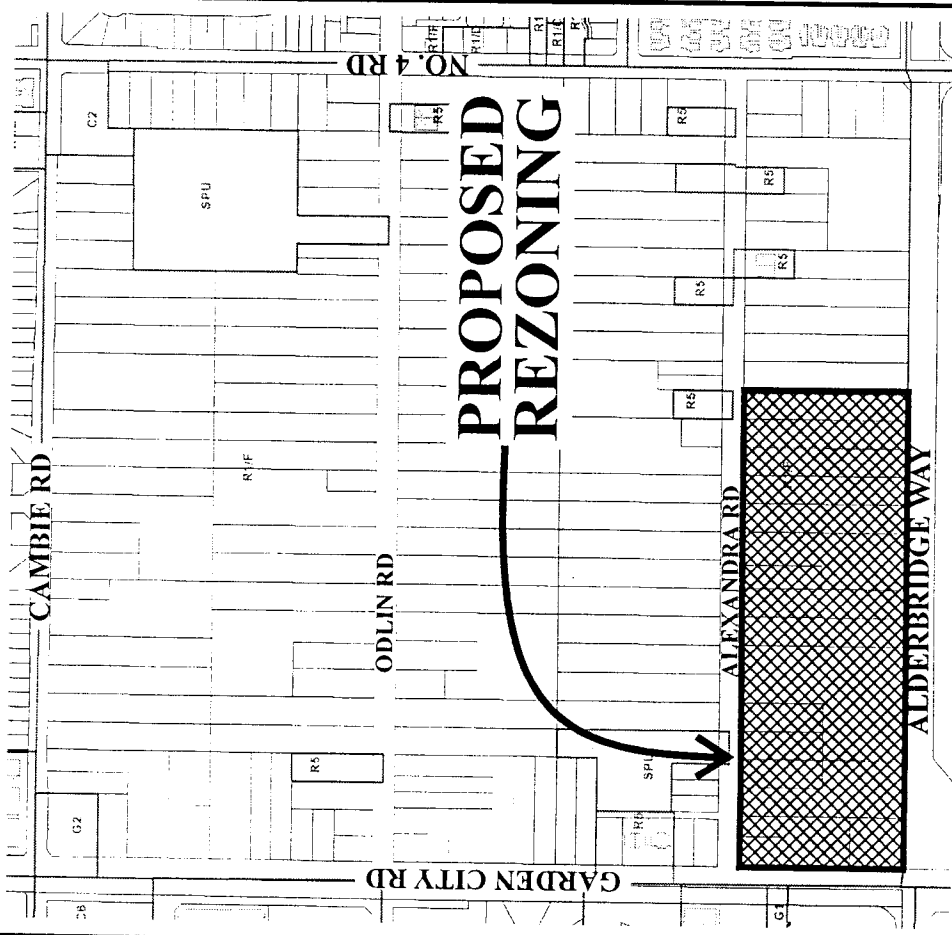


LEGEND

-  BUILDING ZONES
-  PEDESTRIAN ROUTES
-  PRIMARY TRAFFIC ROUTES
-  BICYCLE ROUTES
-  EXISTING BUS STOPS

SITE PLAN  
SUBMITTED BY  
FIRST PRO MANAGEMENT

# City of Richmond

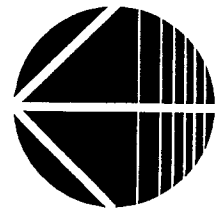


## RZ 03-235259

Original Date: 05/28/03

Revision Date:

Note: Dimensions are in METRES



**PROPOSED RETAIL CENTRE**  
**Garden City Road and Alderbridge Way**  
**Richmond, B.C.**



**OPEN HOUSE SUMMARY**

**June 6, 2003**

First Pro Shopping Centres hosted a Public Open House at the Cambie Community Centre on May 12, 2003. The public viewed plans and commented on the proposed shopping centre to be located at Garden City Road and Alderbridge Way in Richmond. To notify the community, ads were placed in both English and Chinese local papers and over 5,000 flyers were mailed to neighbouring residents.

One hundred forty seven parties signed in at the Open House. As there were often more than one person per party, it is estimated that close to 200 persons attended this event. All but five groups who attended live in the City of Richmond. Ten parties live within the immediate vicinity of the proposed shopping centre and 14 groups live in the West Cambie Area. Forty-four parties were from the City Centre Area and the balance from other areas of Richmond.

To date, the attendees at the Open House have completed and returned 51 comment sheets. Based on the comment sheets received, four (8%) indicated that they were not in favour of the development, 36 or 71% indicated support for the proposed shopping centre and five (10%) provided comments and suggestions for the development of the shopping centre but did not clearly indicate whether or not they were in support of the development. In addition, six (12%) filled out their name and address on the comment sheet but did not provide any comments.

The most frequent comment indicated unqualified support for the development of the proposed shopping centre. The balance of the favourable comments included that the proposed shopping would increase Richmond's employment and tax base, provide additional shopping alternatives and be a catalyst for the redevelopment of the area.

From those opposed to the shopping centre, the most frequent comment was that the proposed location would add to traffic in the area. Other comments included the desire for only residential development in this portion of the West Cambie Area. Others indicated that no additional retail is required in Richmond.

Other comments and suggestions for the development ranged from concerns about the retention of green space, landscape screening for the adjacent residential parcels, the enhancement of bike routes on Alderbridge, improved bus service and the request that the East Richmond Community Association be involved in the planning process.

First Pro Shopping Centres recently applied to the City of Richmond to rezone a 17 acre parcel of property on the northeast corner of Garden City Road and Alderbridge Way to permit this proposed 200,000 square foot shopping centre anchored by a 129,000 square foot Wal-Mart store. The rezoning application and this first Open House are the first steps in the approval process for this project. First Pro looks forward to reviewing this project with the City of Richmond, undertaking further studies as required, incorporating the public's comments and discussing the plans as they proceed with the residents of Richmond.

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For further information, please contact:  
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