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**Regular Council Meeting for Public Hearings**

**Monday, June 21, 2010**

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

**Present:** Mayor Malcolm D. Brodie  
Councillor Linda Barnes  
Councillor Derek Dang  
Councillor Evelina Halsey-Brandt  
Councillor Greg Halsey-Brandt  
Councillor Sue Halsey-Brandt  
Councillor Bill McNulty  
Councillor Harold Steves

Gail Johnson, Acting Corporate Officer

**Absent:** Councillor Ken Johnston

**Call to Order:** Mayor Brodie opened the proceedings at 7:00 p.m.

- 1. Zoning Amendment Bylaw 8603 (RZ 09-499857)**  
(11591 Williams Road; Applicant: Riso Development Ltd and Raman Kooner)

*Applicant's Comments:*

The applicant was available to respond to questions.

*Written Submissions:*

None.

*Submissions from the floor:*

None.

PH10/5-1 It was moved and seconded

*That Zoning Amendment Bylaw 8603 be given second and third readings.*

**CARRIED**



## Regular Council Meeting for Public Hearings

Monday, June 21, 2010

2. **Zoning Amendment Bylaws 8604 and 8605 (RZ 07-380222)**  
(6951 Elmbridge Way; Applicant: Onni 6951 Elmbridge Development Corp.)

*Applicant's Comments:*

With the aid of artist renderings, as well as a model, Alex Orr, Development Manager, Onni Developments, accompanied by Martin Bruckner, IBI Architects, provided background information and reviewed the proposed high-rise development fronting River Road, across from the Richmond Oval plaza.

*Written Submissions:*

Memorandum dated June 16, 2010 from Brian J. Jackson, Director of Development (Schedule 1)

*Submissions from the floor:*

None.

PH10/5-2

It was moved and seconded

***That Zoning Amendment Bylaws 8604 and 8605 each be given second and third readings.***

**CARRIED**

3. **Zoning Amendment Bylaw 8607 (RZ 09-497385)**  
(13091, 13131, 13080, 13120 Bathgate Place and the northern 1.66 hectares (4.1 acres) of 3810 Jacombs Road (addressed as 3760 and 3820 Jacombs Road), the existing Bathgate Place surplus City Road Right-of-Way and portions of the existing Jacombs Road surplus City Road Right-of-Way; Applicant: Brook & Associates Inc. on behalf of IKEA Properties Limited)

*Applicant's Comments:*

With the aid of artist renderings Chuck Brook, Brook & Associates, on behalf of IKEA Properties Limited, provided background information regarding the proposed new IKEA store to replace the existing store in the Bridgeport/East Cambie neighbourhood. Mr. Brook provided orientation to the site plan, a description of the proposed new store, and the public benefit package included in the applicant's proposal.



## **Regular Council Meeting for Public Hearings**

**Monday, June 21, 2010**

Mr. Peter Joyce, the applicant's transportation engineer, provided information regarding the quantity of IKEA-bound traffic, as well as other traffic, along the new one-way westbound public road from Knight Street to Jacombs Road. In addition Mr. Rod Moriamo, the applicant's landscape architect, explained the proposed landscaping scheme, and Mr. David O'Sheehan, Principal, Abbarch Architecture Inc., responded to queries regarding: (i) storm water management; (ii) the nature of the green roof; (iii) the \$132,799 public art component; and (iv) the applicant's commitment to design a geothermal system for future use.

Mr. Brooks also provided information on: (i) IKEA's willingness to work with retail neighbours to enhance pedestrian and vehicular access in the area during and after the construction period; (ii) the location, and height, of IKEA's proposed pylon/navigation sign; and (iii) the size of IKEA's current Richmond store and the proposed new store.

### *Written Submissions:*

Memorandum dated June 14, 2010 from Brian J. Jackson, Director of Development (Schedule 2)

Correspondence from Isaac Khoo, HOME delight Furnishings, 3331 Jacombs Road (Schedule 3)

Correspondence from Jon Stovell, President, Reliance Properties, Suite 305-111 Water Street, Vancouver (Schedule 4)

### *Submissions from the floor:*

Harvey Mavens, owner of an import business on Sweden Way, sought and received clarification regarding potential changes to the road pattern where Bridgeport Road meets Sweden Way, and about IKEA's new entrance to the parking lot.

Isaac Khoo, HOME delight Furnishings, 3331 Jacombs Road, expressed the following concerns: (i) IKEA's construction period would impact negatively on his business, located at the north-west corner of the Jacombs Road cul-de-sac; (ii) IKEA's chain link fence is detrimental and discourages customers from visiting his and other neighbouring businesses; (iii) the loss of street parking; and (iv) inadequate circulation of traffic from Jacombs Road onto Sweden Way.



## Regular Council Meeting for Public Hearings

Monday, June 21, 2010

Mr. Khoo remarked that he had been pleased to hear Mr. Brooks state that IKEA is willing to work with area businesses, especially regarding the chain-link fence.

Jon Stovell, President, Reliance Properties, Vancouver, explained that he represented neighbouring property owners and business owners in the Jacombs Road area and he distributed a letter (Schedule 4) that expressed support for IKEA's rezoning application, but outlined the following concerns: (i) loss of street parking related to construction; (ii) disruption of access to Jacombs Road stores during construction; and (iii) the removal of trees or fences now, in order to enhance awareness of other retailers during the IKEA construction period.

Jerry Dixon, resident, requested and received information regarding IKEA's proposed start date for construction, which at this time is not known exactly.

PH10/5-3

It was moved and seconded

*That Zoning Amendment Bylaw 8607 be given second and third readings.*

**CARRIED**

PH10/5-4

It was moved and seconded

*That the concerns outlined in the letters dated June 21, 2010 from Isaac Khoo, Homedelight Furnishings, and June 20, 2010 from Reliance Properties, related to rezoning applications 09-497385 and the effect on the property at 3331 Jacombs Road, be referred to staff for review during the Development Permit process.*

**CARRIED**

4. **Zoning Amendment Bylaw 8608 (RZ 09-504936)**  
(5051 Williams Road; Applicant: Rick and Gary Aujla)

*Applicant's Comments:*

The applicant was available to respond to question.

*Written Submissions:*

None.

*Submissions from the floor:*

None.



## **Regular Council Meeting for Public Hearings**

**Monday, June 21, 2010**

PH10/5-5

It was moved and seconded

*That Zoning Amendment Bylaw 8608 be given second and third readings.*

**CARRIED**

**5. Official Community Plan Amendment Bylaw 8479**

(2651, 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971, and 2991 No. 3 Road, 2680, 2700, 2720, 2760, 2780, 2800, and 2900 Smith Street, and Portions of Smith Street; Applicant: City of Richmond)

*Applicant's Comments:*

Terry Crowe, Manager, Policy Planning and Serena Lusk, Manager, Parks Planning and Design, with the aid of visuals, provided an overview of the reasons for the proposed amendment and the effect on the adjacent properties. It was noted that park use located adjacent to a large City-owned lot fronting on Great Canadian Way, on the east side of Smith Street, would facilitate the creation of a large multi-purpose open space. Ms. Lusk further advised that there is no current plan or concept design, and the proposed park space is dependent on the pace of overall development in the area.

*Written Submissions:*

Memorandum dated June 1, 2010 from Serena Lusk, Manager, Parks – Planning and Design, and Suzanne Carter-Huffman, Senior Planner, Policy Planning (Schedule 5)

Letter dated June 12, 2009 from Anne Murray, Vice President, Community & Environmental Affairs, Vancouver Airport Authority (Schedule 6)

*Submissions from the floor:*

Powell Pavich, 2680 Smith Street, referenced the history of his family in the neighbourhood since his parents purchased the family home in 1960. He spoke of a previous zoning change that prevented his parents from taking full advantage of their investment in their home.

Mr. Pavich advised that he and his two siblings plan to sell the family property at 2680 and 2700 Smith Street, but that the family believes the proposed Official Community Plan Amendment could be an impediment to their plan.



## **Regular Council Meeting for Public Hearings**

**Monday, June 21, 2010**

David Wallace, 2800 Smith Street, advised that he spoke on behalf of himself, and his father, Gene Wallace, and remarked that his family took pride in the neighbourhood, where they had lived and worked since 1992.

Mr. Wallace is the owner of three lots on Smith Street and his plan is to develop the storefront potential of his furniture design and building business. He wondered about the impact of the City's proposal for parkland on future development of the area.

Lane Pavich, co-owner of 2680 and 2700 Smith Street, stated that after the City changed zoning in the area in 1961, from residential to industrial, the neighbourhood was forever changed. He opposed the park plan, and believed that Costco could afford to develop a park in the area.

Peter Mitchell, 6271 Nanika Crescent, remarked that the City Centre Area Plan (CCAP) was developed around transit corridors. He sought clarification on the location of TransLink owned sites in the area and questioned the purpose of the new park.

Brian Williams, 2711 Smith Street, explained that he owns a plumbing and heating business in the area, and stated his concern that a park would limit access to his property to the back lane. Mr. Williams noted that the description of the plan was not concrete and was therefore confusing to people who lived and worked in the area.

Jack Chan advised that he runs a manufacturing business at 8500 River Road, and had just upgraded his building and paved the driveway. He questioned the timetable for future development, and stated that if he needs to relocate his business from its present location, that he requires lead-time to do so.

PH10/5-6

It was moved and seconded

***That Official Community Plan Amendment Bylaw 8479 be given second and third readings.***

The question on Resolution PH10/5-6 was not called as Council discussed the idea for park space in this neighbourhood.



## **Regular Council Meeting for Public Hearings**

**Monday, June 21, 2010**

Comments were made that: (i) a park for the area did not make sense, and was not needed; (ii) the City requires an area like the one under discussion that provides small lots where business people can get a start; (iii) consultation with the area's residents and businesses is required to ascertain their vision for the area's future; (iv) the City should be prepared to bid on, and purchase, properties at their market value in order to realize plans for parks; and (v) the timing of the presentation of this amendment to the Official Community Plan may be wrong.

As a result of the discussion the motion to give second and third readings to the Bylaw was referred back to staff as follows:

PH10/5-7

It was moved and seconded

*That Official Community Plan Amendment Bylaw 8479 be referred back to staff for further review of the location of any future parks and the manner of acquisition of any affected properties, as well to provide a more concrete plan for the Bridgeport Village area.*

**CARRIED**

OPPOSED: Councillor Linda Barnes

## **ADJOURNMENT**

PH10/5-8

It was moved and seconded

*That the meeting adjourn (9:50 p.m.).*

**CARRIED**



**Regular Council Meeting for Public Hearings**

**Monday, June 21, 2010**

Certified a true and correct copy of the Minutes of the Regular Meeting for Public Hearings of the City of Richmond held on Monday, June 21, 2010.

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Mayor (Malcolm D. Brodie)

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





## City of Richmond

<b>To Public Hearing</b>
Date: <u>June 21, 2010</u>
Item # <u>2</u>
Re: <u>Bylaw 8604 +</u> <u>8605</u>

Planning and Development Department  
Development Applications

## Memorandum

**To:** Mayor & Councillors  
**From:** Brian J. Jackson, MCIP  
Director of Development

**Date:** June 16, 2010  
**File:** RZ 07-380222

**Re:** Application by Onni 6951 Elmbridge Development Corp. for Rezoning at 6951 Elmbridge Way from Industrial Business Park (IB1) to Residential/Limited Commercial (RCL3): Additional Information

### Purpose

Rezoning Bylaw No. 8605, to rezone 6951 Elmbridge Way, was introduced and given first reading of Council on May 25, 2010. At the May 25<sup>th</sup> Council meeting, several issues were raised. The purpose of this memo is to provide clarification in regard to those issues.

### A. How will commercial growth near the Oval affect the viability of No. 3 Road?

Demand for commercial use is directly related to population. In the City Centre, this is understood to mean that for every 2 residents there is demand for roughly 1 commercial job. Over the next 20 years, as the City Centre's population doubles from 45,000 to 90,000, this is expected to translate into roughly 22,500 additional commercial jobs; and, by build-out (when the City Centre reaches 120,000 residents) a further 15,000 jobs are expected for a total of approximately 60,000.

While No. 3 Road has long been the City Centre's primary commercial focus and will continue to be so, it cannot handle this amount of growth alone. Furthermore, with new housing proposed as far west as No. 2 Road and City objectives for opening up the riverfront, maximizing benefits arising from the Oval, and encouraging less car-dependent lifestyles, it is critical that Richmond encourages the establishment of the Oval Village as a walkable, mixed-use "urban village" offering an attractive range of retail, restaurant, locally-serving office (e.g., medical, dental), and complementary uses.

At build-out, the City Centre Area Plan (CCAP) anticipates approximately 14,000 residents in the Oval Village, generating demand for roughly 7,000 commercial jobs. Of these, half are expected to be located near No. 3 Road. The remainder will be situated within the Oval Village, and will be primarily made up of food stores, restaurants, other uses geared to the needs of local residents, and complementary Oval and river-related activities. Based on this, there is expected to be demand for approximately 700,000 ft<sup>2</sup> – 875,000 ft<sup>2</sup> of commercial floor area in the Oval Village, of which the subject development proposes to provide roughly 15% (+/-115,000 ft<sup>2</sup>). The remainder will be provided by other developments along River Road and Hollybridge Way, including two pending rezoning applications east of the subject site (+/-30%).

### B. How will the subject development help to ensure retail viability?

The City Centre is an attractive retail environment, but small, strata units (many of which are leasehold) can have difficulty attracting viable businesses and sometimes remain vacant. Often, this situation appears to arise because:

- The range of businesses these units can accommodate is limited by their small size; and
- Owners and tenants may not be fully invested to the area's long-term commercial success (i.e. non-occupant owners may not understand the local market and/or tenants may relocate rather than resolve issues).

The subject developer recognizes this situation and proposes several strategies aimed at addressing it:

- a) Landmark Location: The subject site is prominently situated at the “heart” of the Oval Village – across River Road from the Richmond Oval and at the visual terminus of Lansdowne Road. This strategic location will help to make Onni’s project an instant landmark and, together with its proximity to public riverfront amenities and concurrent residential development, will be a strong attraction both for customers and quality commercial tenants willing to make a long-term commitment to the success of the Oval Village.
- b) Long-Term Developer Investment: The subject developer, Onni, plans to retain ownership and manage the project’s roughly 60,000 ft<sup>2</sup> of ground floor retail space. Within the Lower Mainland, Onni currently owns over 1,000,000 ft<sup>2</sup> of industrial space, 700,000 ft<sup>2</sup> of retail space, and more than 1,000 rental apartment units. Onni’s proposed long-term commitment to the Oval Village is consistent with its real estate strategy and company objectives for investing in emerging areas with significant growth potential. Furthermore, by maintaining control over the project’s retail space, Onni retains greater ability to enhance its investment by maximizing the effectiveness of the commercial space through the coordination of its tenant mix, lease terms, retail promotions, and other considerations/opportunities.
- c) Quality Retail Units: The CCAP provides a density bonus for commercial uses on the subject site. Onni has taken advantage of this to provide a variety of retail units with good street exposure, easy lane access for parking and service vehicles, and large, deep spaces (typically 75 ft. minimum); thus, making them adaptable and attractive to a wide variety of retailers, including convenience uses (e.g., grocery store), local service uses (e.g., hairdresser, travel agent), specialty retail, restaurants, and complementary uses.

### **C. Does the proposed development provide for adequate parking for visitors and shoppers?**

Richmond’s Parking Bylaw directs that the number of required parking spaces on a site must be the sum of that required for each individual use; however:

- Where it can be demonstrated that two or more uses on a site commonly require parking at different times of day, such as residential visitors and commercial uses, those uses may be permitted to “share” parking spaces (i.e. residential visitor parking may be waived, provided that a project’s required number of visitor spaces is less than its required number of commercial parking spaces); and
- While the Bylaw prescribes the number of spaces a commercial development must provide, the City typically does not limit an owner’s ability to reserve spaces for employees or the exclusive use of individual businesses, which can significantly reduce parking availability for shoppers and the residential visitors who are “sharing” the commercial spaces.

In the case of the subject development, staff anticipate that the Oval Village’s unique range of public amenities and attractions will generate unusually high peak parking demands and, therefore, recommend that special steps are taken to ensure there will be adequate parking for residential visitors and shoppers. As such, staff do not support waiving the project’s residential visitor parking requirement (as would be permitted outside the Oval Village), but rather recommend a moderate relaxation in the project’s required number of visitor spaces (from 65 to 40) and the registration of a right-of-way over those spaces. Together, these recommendations will ensure an adequate number of parking spaces for visitors and shoppers by providing 40 more spaces than would be typical of comparable mixed-use projects elsewhere in the City Centre, and ensuring public access to those “additional” public spaces in perpetuity to the satisfaction of the City (i.e. with regard to hours and parking fees).

In addition, to address concerns with regard to the availability of the project’s commercial parking spaces for shoppers and residential visitors, staff recommend that, prior to Development Permit (DP) approval, a covenant is registered on title on the subject site to ensure that a maximum of 50% of the project’s commercial spaces (i.e. 137 max.) may be designated as employee parking or reserved for individual businesses. As a result, a minimum of 187 spaces (i.e. the remaining 50% of the commercial parking plus the 40 “additional” public spaces described above) will be protected for the unrestricted use of shoppers and visitors.

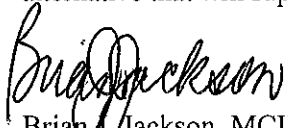
**D. What are the developer's intentions with regard to a future City District Energy Utility (DEU)?**

The developer is aware that the City wishes to pursue the establishment of a DEU in the Oval Village area, and that it will be seeking a utility partner to facilitate the system's design and construction. The developer has indicated support for the City's efforts and has completed a preliminary study identifying the subject development's roughly 60,000 ft<sup>2</sup> of ground floor retail uses as its preferred candidate for possible hook-up to a future DEU system, together with various mechanical requirements that will be incorporated into the building design. Unfortunately, because of development timing, the developer cannot commit to building or pre-piping a hydronic heating and/or cooling system for the residential portions of the building that could have been served by a future DEU.

**E. Have multi-storey "live/work" buildings like the subject development's been built elsewhere?**

The subject development includes 69 live/work units on 4 floors situated above the project's ground floor retail uses and accessed via an entry/elevator lobby designated for the units' exclusive use (i.e. independent of the project's residential towers). This approach is a departure from past live/work developments in Richmond, which have been grade-oriented; but, it is consistent with Richmond's Zoning Bylaw and CCAP objectives for "flexible" work opportunities. Furthermore, multi-storey live/work buildings are common across North America, first made popular by artists re-using old, multi-storey industrial buildings in New York and elsewhere, and later as part of large-scale "brownfield" developments on former industrial lands and purpose-built live/work buildings on the fringes of established downtown cores.

While market reaction to multi-storey live/work development has not yet been tested in Richmond, elsewhere in North America market response has typically been positive and the density, mix of uses, and other features characteristic of live/work have contributed to transforming and revitalizing the neighbourhoods in which they are located. Some such features, including high ceilings, large windows, and flexible open unit plans, are inherent in many artist industrial conversions and are commonly replicated in new construction; however, the market for live/work units is no longer limited to artists and today units are often smaller and designed to accommodate a broad range of professional, office, arts, and business activities. In San Francisco's SoMa community, for example, more than 2,500 medium density, live/work "lofts" have been constructed, geared primarily to the area's technology workers; while in Vancouver's Mount Pleasant community, more than 700 live/work units have been developed for artists and others over the past 20+ years, most of which are in purpose-built, multi-storey buildings. In short, the subject development's proposed live/work building is an exciting opportunity and a desirable housing and work alternative that will support a high quality of life as Richmond's City Centre continues to densify.

  
 Brian Jackson, MCIP  
 Director of Development

BJ:spc

pc: Joe Erceg, General Manager, Planning and  
 Development  
 Victor Wei, P. Eng., Director, Transportation

John Irving, Director, Engineering  
 Terry Crowe, Manager, Policy Planning  
 Suzanne Carter-Huffman, Senior Planner/Urban Design

Mayor Malcolm Brodie	Councillor Sue Halsey-Brandt
Councillor Linda Barnes	Councillor Ken Johnston
Councillor Derek Dang	Councillor Bill McNulty
Councillor Evelina Halsey-Brandt	Councillor Harold Steves
Councillor Greg Halsey-Brandt	



## City of Richmond

To Public Hearing	
Date:	June 21, 2010
Item #	3
Re:	Bylaw 8607
Planning and Development Department	
Policy Planning	

## Memorandum

**To:** Mayor and Council  
**From:** Brian J. Jackson, MCIP  
Director of Development

**Date:** June 14, 2010  
**File:** 08-4105-20-AMANDA #/2010-  
Vol 01

**Re:** RZ 09-497385 - IKEA Rezoning - Supplemental Questions from Planning Committee -  
May 18/10

Planning Committee (May 18, 2010) requested follow-up from IKEA on 4 questions and is provided below.

### Question 1:

Will the existing trees along Knight Street be retained?

#### Applicant Response:

- All existing trees will be retained along the entire east property line with Knight Street.
- Supplemental large tree planting will be provided along the entire east property line with Knight Street to screen the east elevation of the building including the loading ramp and the parking area on the north side of the proposed IKEA Store.
- The existing untidy landscape along the entire property line with Knight Street will be replaced with new trees, shrubs and groundcovers consistent with the quality of the proposed landscape around the remainder of the site.
- A 'GreenScreen' or trellis and planter for vines will be provided along the entire elevated loading dock and extending down the access ramps to provide additional screening.

### Question 2:

Will the new street cause a back-up on Knight Street, be safe and will it cause weaving problems?

#### Applicant Response:

- The new one-way westbound public connector road will reduce the level of traffic currently, and in the future, using the left-turn lane on Bridgeport Road to Sweden Way and will improve safety by reducing weaving movements and provide additional capacity at this intersection.
- The connection is aimed primarily at reducing the majority of IKEA traffic using this movement.
- Local traffic could potentially use the connection and this would primarily come from left-turn movements (non-IKEA) at Bridgeport Road onto Sweden Way (south).
- In the afternoon peak hour, around 120 non-IKEA vehicles use the left turn at Bridgeport Road to Sweden Way while during the Saturday peak it amounts to 60 vehicles.
- Of these movements, about 80% originate from Knight Street (north) and hence the maximum potentially using the new connector would be circa 100 (weekday PM) and 50 (Saturday).
- Operationally with these additional movements, the yield at the on ramp from Bridgeport Road south to Knight Street to the new connector is expected to have a Level of Service 'C' maximum (scale of 'A' to 'F' with A being the best performance and 'F' the lowest).
- Similarly with the additional traffic, the new connection intersection with Jacombs Road is expected to have a Level of Service 'C' maximum.
- Traffic movements at the Cambie Road / Jacombs Road intersection are expected to be unaffected as the traffic using the new connection would still have been using this intersection. Operationally, this intersection is expected to operate with a maximum Level of Service 'B'.

**Question 3:**

Are the proposed heights of the building and the sign of concern?

**Applicant Response:**

**Building Height:**

- Staff support the increased height of IKEA store/warehouse because it can be considered an 'intensified industrial site' providing more extensive use of the site.
- The Employment Lands Strategy (ELS) currently under way, will also include a review of 'intensified industrial' development and height in industrial areas.
- The increased building height does not create any objectionable conditions of adjacency. There are no open spaces, residences or agricultural areas in the vicinity.
- The total building height to the general parapet height is 17.30m and 20.30m to the feature walls.

**Navigation Sign Height:**


- The Navigational sign is an integral part of IKEA's wayfinding however in response to the concerns IKEA has reduced the proposed height of navigation sign from 40m to 35m.
- It is important to note that IKEA also intends to use the tower for rainwater storage to supplement the irrigation system and also as a support system for solar panels, which will supplement pedestrian-oriented lighting in the parking areas below.

**Question 4:**

Has the applicant considered a 'green edible roof'?

**Applicant Response:**

- The proposed 'blue' roof is an integral part of IKEA's sustainable building programme.
- The roof has a high insulation value and an Energy Star rating.
- The proposed development conforms to the Richmond 'Green Roof' Bylaw No. 8385 through a reduction of overall site storm water discharge by 20%. The so called 'Blue Roof' will store between 6" and 8" of rainwater, which accounts for 4.9% of the annual rainfall on the site, the balance of which is being diverted by the use of rainwater for irrigation, WC/urinal use and percolation and diversion across the site.
- However, in response to the concerns raised at Planning Committee, a roof garden is now proposed at second floor level adjacent the administration offices on the southwest side of the building. This will accommodate planter boxes for trees and shrubs.
- In addition, it is intended to incorporate an herb garden of sustainable herbs such as rosemary, thyme and lavender, which will be harvested for use by staff.

  
Brian J. Jackson, MCIP  
Director of Development  
BJ:bg

cc. Joe Erceg  
Victor Wei

SCHEDULE 3 TO THE MINUTES  
OF THE REGULAR MEETING OF  
COUNCIL FOR PUBLIC  
HEARINGS HELD ON MONDAY,  
JUNE 21, 2010.

Mayor and Councillors

To Public Hearing	
Date:	June 21, 2010
Item #	3
Re:	Bylaw 8607

**From:** Isaac Khoo [isaac@homedelight.ca]

**Sent:** June 21, 2010 12:25 PM

**To:** Mayor and Councillors

**Subject:** Response from a concerned neighbourhood business regarding IKEA Development

Dear Mayor & Councillors:

Attached is a document detailing our concerns regarding the Ikea development that is the subject of Public Hearing on Jun 21. Please take a couple of minutes to review.

Thanks

Isaac Khoo  
HOMEdelight Furnishings  
3331 Jacombs Road  
Richmond, BC  
Phone: 604-603-7550  
Fax: 604-270-4834



Jun 21, 2010

Re: IKEA Development

Response from HOME delight Furnishings

3331 Jacombs Rd, Richmond

Submitted by Isaac Khoo, owner

### **Introduction of HOME delight**

- **Head office & store in Richmond since 2002**
  - With its head office and retail store located in Richmond, HOME delight currently provides 25 full time employment jobs within the city.
- **Community-minded company**
  - As a progressive and community-minded corporate citizen, we contribute to local organizations such as Richmond Food Bank and Kwantlen Polytechnic University.
  - Donated all the furniture to decorate the City of Richmond's VIP reception room (i.e., "Special Guest Suite" at the City Hall) during the 2010 Olympics.

### **Concerns about the development**

Located at the north-west corner of the Jacombs Road cul-de-sac, HOME delight is probably the business that will suffer the most negative impact by the proposed IKEA development, even more so than the IKEA store itself.

- Almost 2 years of construction will have the following impact:
  - Impede access to our store and keep customers away
    - Currently our store is only accessible via Jacombs Rd. The resulting road closure and construction on the Jacombs Road cul-de-sac will keep customers away.
    - Potentially fatal to the survival of our store if customers cannot get to our store as easily.
    - Example: impact of Canada Line construction on Cambie Street merchants in Vancouver.
    - Need to ensure ease of access and mitigate disruption to business from traffic and construction.
- Concern about IKEA's big corporation attitude towards the neighbouring businesses
  - IKEA constructed a chain-link fence with cedar hedges about 3 years ago between its location and the HOME delight building without explanation or consultation with the neighbours. See Exhibit A attached.
  - The fence runs along the length of our building and even around the city cul-de-sac
  - Puzzling behaviour by IKEA as HOME delight and other surrounding businesses are of complementary nature.
  - Result: customers and pedestrians are discouraged from visiting neighbouring businesses as a much longer walk around the fencing is needed or they are forced to drive.

- Detrimental to the future development of the area as a shopper friendly and pedestrian friendly destination. Contrary to the values IKEA purport to have regarding community development and eco-friendliness.
- Loss of street parking on Jacombs Rd on both sides of the street
  - Development will result in loss of street parking on Jacombs Rd.
  - The availability of street parking is crucial to the viability of our location.
- The proposed pylon sign is out of character for the City and its large size is unsightly.

#### **Proposed solutions to our concerns during construction**

- Removal of the chain link fence and landscaping along existing IKEA parking lot to promote pedestrian traffic between IKEA and neighbouring businesses such as the HOME delight building.
- Allow reopening of an existing North-facing entrance onto IKEA parking lot.
  - Note that this entrance previously existed and customers were allowed to walk freely between IKEA and our location.
- Allow our customers to park in the IKEA parking lot to compensate for the loss of street parking during construction.
  - Almost all of our customers are IKEA customers anyway. This just makes it a little bit more shopper friendly by not threatening to tow them away.
- Minimize heavy equipment and truck traffic within in the portion of Jacombs Rd from Bathgate to the Cul-de-sac, particularly during core business hours (e.g., 10AM-6PM). Maintain the cul-de-sac and all of Jacombs Rd to be open during construction.

#### **Proposed modifications to the new development plan**

- Allow re-opening of the north facing entrance to the proposed parking lot walkway.
- Redesign the walkway and landscaping such as to allow clear and friendly access from the walkway to our front entrance. This will also allow our customers to walk directly from our store parking lot to the IKEA entrance and vice versa without driving.
- Disallow future installation of chain-link fence (or similar measure) that would disrupt foot traffic to ensure friendly pedestrian movement between neighbouring properties.
- Open up the cul-de-sac as an access to the IKEA parking lot. This has the effect of further minimizing the traffic congestion on Sweden Way and improving the overall traffic circulation of the area.

#### **Conclusion**

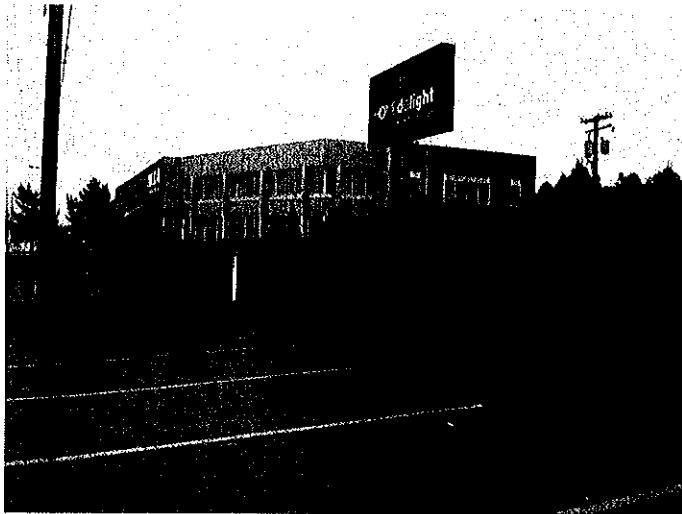
The IKEA development is potentially a catalyst to further develop the area as a home improvement shopping destination for Metro Vancouver. With this in mind, the plan needs to be modified to promote maximum pedestrian traffic and ease of access between IKEA and its neighbouring properties. The construction process itself, with its scale and length of time, could severely hamper the amount of traffic our business receives and hence our survivability. We are willing to endure the negatives of the long construction process if IKEA demonstrates a friendly neighbour attitude and take appropriate steps to mitigate the construction impact. Among which the



most important is to remove the chain link fence to allow the free flow of foot traffic between IKEA and our property.

#### Exhibit A

Chain link fence along edge of property and cul-de-sac impede pedestrian traffic







**RELIANCE™**  
PROPERTIES

<b>To Public Hearing</b>
Date: <u>June 21, 2010</u>
Item # <u>3</u>
Re: <u>BYLAW 8607</u>

June 20, 2010

Dear Mayor and Council  
City of Richmond  
Richmond City Hall  
6911 No. 3 Road, Richmond, British Columbia  
V6Y 2C1

Re: IKEA - Zoning Amendment By-Law 8607 (RZ 09-497385)

We are the owners of the single tenant Retail building located at 3331 Jacombs Road. This building sits directly to the West across Jacombs Road of the proposed new IKEA at the Northern cul-de-sac and to the south of the current IKEA parking lot. It is currently occupied by a single retail furniture Tenant, Home Delight, and is also a neighbour to the Jordans furniture store to the direct south. Together with IKEA these properties form a small but diverse and vital retail precinct in this area and share many of the same customers who park and then walk back and forth between the various stores.

In recent years this retail precinct concept has fallen on hard times as IKEA sought to isolate its self from its neighbours by erecting barriers and obstacles such as hedges and fences to restrict and discourage access from the current IKEA lands to the Jacombs Road stores. This also included taking away a crossing agreement to an entry on the North side of our building from the current IKEA parking lot. This agreement had been in effect for many years and was revoked without explanation.

As property owners and business owners we were delighted to hear of the proposed IKEA expansion and we fully support the proposed use and continue to welcome IKEA as an expanded neighbour. We wish them prosperity in their new endeavor.

Leading up to this Public Hearing we asked to meet with IKEA and their representatives and they were very accommodating in doing so and helpful in providing us with information on this proposed development. Further at our meeting IKEA reiterated their corporate philosophy of seeing surrounding businesses, even furniture businesses, as being complimentary and a benefit to them and their customers.

We were delighted to hear this as we feared that IKEA'S sense of neighbourliness and permanently changed for the worse.



We discussed several ideas with IKEA that could enhance the public experience, and our respective businesses, and be easily implemented as part of this redevelopment:

- (a) To enhance lines of site and increased awareness of the retail precinct we would like IKEA to remove the fence and hedge type trees that run along the North side of our building parallel to the new proposed pedestrian walkway that borders the existing IKEA parking lot.
- (b) Maintain the vehicle connection from the North end of Jacombs Road from the cul-de-sac, to the current IKEA parking lot to the North. This will allow vehicles to move freely from Jacombs Road to the Parking lot.
- (c) Create a clear and enhanced pedestrian connection on both the East and West side of Jacombs Road to the current IKEA parking lot to the North. This will allow pedestrians to move from the current IKEA parking lot to travel by foot on proper sidewalks up and down both side of Jacombs.
- (d) Create a crosswalk from the East to West side across Jacombs to align with the new IKEA main entry.
- (e) Prohibit erection by IKEA of any future barriers that would reduce or inhibit these improved connections.
- (f) We also requested and received encouragement from IKEA to proceed with discussions to reopen the crossing and entry to the North side of our building from the Current IKEA parking lot. The entry is still there but is covered by trees and a fence.

We also have concerns about the construction process and request the Council consider the following:

- (g) That any temporary loss of street parking related to construction be accommodated on the current IKEA parking lot.
- (h) That a construction impact mitigation plan be prepared by IKEA be shared with the City and the Neighbours showing how access will be maintained at all times to the Jacombs street stores for the duration of the construction.
- (i) That any trees or fences to be removed, will be removed now to enhance awareness during construction.

Yours truly,

Jon Stovell

President



## City of Richmond

<b>To Public Hearing</b>	
Date:	<u>June 21, 2010</u>
Item #:	<u>5</u>
Re:	<u>Bylaw 8479</u>

## Memorandum

Parks and Recreation

**To:** Mayor & Councillors  
**From:** Serena Lusk  
Manager, Parks - Planning & Design  
Suzanne Carter-Huffman  
Senior Planner, Policy Planning  
**Date:** June 1, 2010  
**File:** 08-4045-20-10-AB/2010-Vol 01  
**Re:** **City Centre Area Plan (CCAP) Amendment Bylaw No. 8479 for the Relocation of a Future Park Designated for Bridgeport Village: Additional Information for Consideration at Public Hearing on June 21, 2010**

### Purpose

Official Community Plan Amendment Bylaw No. 8479 was introduced and given first reading of Council on April 14, 2009. The purpose of the Bylaw is to amend the CCAP Bridgeport Village Specific Land Use Map to provide for the relocation of a future park designated for the west side of No. 3 Road to the east side of Smith Street (near Great Canadian Way) in order to better meet local park and planning objectives by:

- Providing for one larger park (rather than two small ones) by consolidating the proposed park space with existing City-owned land designated for park along Great Canadian Way; and
- Encouraging the development of the west side of No. 3 Road with commercial uses that will enhance the area's role as a "gateway" and arts-entertainment-business precinct.

At the April 14<sup>th</sup> Council meeting, staff were directed to consult with *"affected property owners and tenants and report back to Council on or before the Public Hearing on OCP Amendment Bylaw No. 8479"*. The purpose of this memo is to summarize the results of that consultation.

### Affected Properties

The proposed Plan amendment directly affects the following properties:

- No. 3 Road (proposed commercial designation): 11 properties, including 10 vacant lots owned by Translink (formerly Canada Line Rapid Transit Inc./CLCO) and one lot occupied by 6 strata-titled business units controlled by various owners; and
- Smith Street (proposed "park" designation): 7 properties controlled by various owners, including one lot which is occupied by 9 strata-titled business units.

The subject public consultation process was limited to the Smith Street properties on the basis that:

- Translink has indicated in writing that it supports the proposed Plan amendment (as per Attachment 2 to the staff report considered by Council on April 14, 2009); and
- The proposed amendment will have no impact on the continued operation of the No. 3 Road strata-titled property and, when the owners decide to redevelop, will provide for a greater range of uses and density than would have otherwise been permitted.

**Consultation Process – Smith Street Properties**

In September 2009, following adoption of the City Centre Area Plan (CCAP), invitations to two meetings with City staff were mailed to Smith Street property owners affected by the proposed park. The meetings, both of which were held on October 15, 2009, were attended by a representative of nine strata-titled business units at 2900 Smith Street and the owners of two lots at 2680 and 2700 Smith Street (one vacant and the other occupied by a single-family house). No other communication was received in response to the City's invitation.

**Findings**

- 2900 Smith Street: The representative of the strata-titled business property indicated no concern with the proposed Plan amendment, based on an understanding that:
  - The City does not plan to develop the park in the short-term;
  - In the interim, the amendment will not impact permitted property use; and
  - If the City was to acquire the property, its value would be based on comparable business properties.
- 2680 & 2700 Smith Street: These lots are owned by one group of three owners who raised concern that the proposed "park" designation would impact their ability to sell their lots in the short-term. Staff have considered this input and determined the following:
  - The effective use of these lots, which are currently zoned "Light Industrial (IL)", is impacted by their small size and existing non-conforming use (i.e. single-family house);
  - The proposed Plan amendment will not affect the existing zoning of these lots or alter the owner's ability to make use of them or sell them under that zoning; and
  - Near-term acquisition of these lots by the City would be premature, as park development is not warranted until redevelopment activity and numbers of workers/visitors in the area increase.

**Conclusion**

Based on the public input received by the City to date, staff believe the proposed CCAP amendment warrants favourable consideration by Council at the scheduled Public Hearing.

**Additional Public Input**

The statutory Public Hearing will provide affected property owners and interested parties with additional notice of the proposed Plan amendment and an opportunity to comment. As per standard City practice, public notification will be provided in advance of the Public Hearing via local newspapers and, in the case of the lots directly affected by the amendment or within 50 m of those lots, by letters to owners and occupiers.

If you have questions or would like clarification, please do not hesitate to contact us.



Serena Lusk  
Manager, Parks - Planning & Design  
(604-233-3344)



Suzanne Carter-Huffman  
Senior Planner, Policy Planning  
(604-276-4228)

pc: Dave Semple, General Manager, Parks and Recreation  
Joe Erceg, General Manager, Planning and Development

Brian J. Jackson, MCIP, Director of Development  
Terry Crowe, Manager, Policy Planning

SCHEDULE 6 TO THE MINUTES  
OF THE REGULAR MEETING OF  
COUNCIL FOR PUBLIC  
HEARINGS HELD ON MONDAY,  
JUNE 21, 2010.

<b>YVR</b>	<b>To Public Hearing</b>
	Date: <u>June 21, 2010</u>
	Item # <u>5</u>
	Bylaw <u>8479</u>

12 June 2009

Mr. David Weber  
Director, City Clerk's Office  
CITY OF RICHMOND  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1

Dear Mr. Weber:

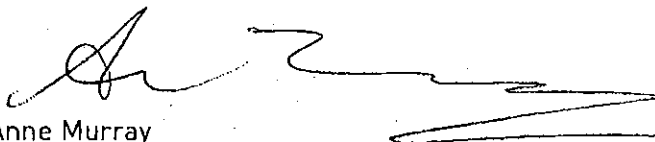
RE: OCP Amendment Bylaw No. 8479

Thank you for your letter dated 20 April 2009 and the opportunity to comment on the proposed amendment to Schedule 2.10 to the Official Community Plan at 2651, 2671, 2711, 2811, 2831, 2851, 2911, 2931, 2951, 2971, and 2991 No. 3 Road from "Park" to "Urban Centre T5 (45 M)" And 2680, 2700, 2720, 2760, 2780, 2800, And 2900 Smith Street from "Urban Centre T5 (25 M)" to "Park".

We understand that the above proposed land uses do not include residential, and that the proposed land uses are consistent with those specified in the City's Aircraft Noise Policy Areas for this area. As such, Vancouver Airport Authority supports the City's proposal. We commend your approach to ensuring that these land uses are compatible with aircraft operations thus supporting the continued economic benefits that Vancouver International Airport provides to Richmond.

Thank you for the opportunity to comment.

Sincerely yours,

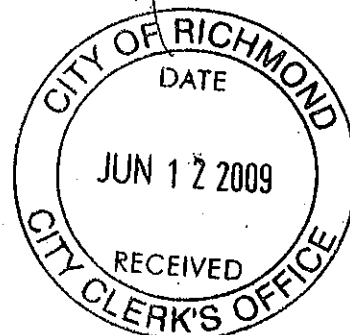


Anne Murray  
Vice President, Community & Environmental Affairs

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JUN 16 2009

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