

City of Richmond Planning and Development Department

Report to Committee

To:

General Purposes Committee

Date:

December 17, 2008

From:

Brian J. Jackson, MCIP

File:

RZ 03-254977

Director of Development

Re:

Proposal to Abandon Official Community Plan and Zoning Bylaws -Application by Andrew Cheung Architects Inc. for Rezoning at 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road and 3200, 3220, 3240, 3280, 3300 & 3320 No. 3 Road from Single-Family Housing District, Subdivision Area F (R1/F), 3360 No. 3 Road from Roadside Stand (Class C) District (RSC), and 8511 Capstan Way from Automobile-Oriented Commercial District (C6) and Gas Station District (G1) to School and Public

Use (SPU), Comprehensive Development District (CD/181), and

Comprehensive Development District (CD/182)

Staff Recommendation

- 1. That Official Community Plan Amendment Bylaw No. 7882, to:
 - a) redesignate 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 8511 Capstan Way, and a portion of City Road Right-of-Way North of Capstan Way from "Mixed Use" to "High Density Mixed Use" in Attachment 1 (Generalized Land Use Map) to Schedule 1 of the Official Community Plan Bylaw No. 7100, and to revise the map in section 3.1, Neighbourhoods & Sense of Community, Neighbourhoods in Richmond, City Centre, accordingly; and
 - b) redesignate 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 8511 Capstan Way, and a portion of City Road Right-of-Way North of Capstan Way from "Detailed Land Use Study Required" to "Mixed Use - High Density" and "Park - Configuration and location to be determined" in the "Land Use Map" in Schedule 2.10 of Official Community Plan Bylaw No. 7100 (City Centre Area Plan), together with associated amendments to the accompanying "Development Permit Guidelines",

be abandoned.

2. That Bylaw No. 8117, for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from "Single-Family Housing District, Subdivision Area F (R1/F)", "Roadside Stand (Class C) District (RSC)", "Automobile-Oriented Commercial District (C6)", and "Gas Station District (G1)" to "School and Public Use District (SPU)", be abandoned.

- 3. That Bylaw No. 7883, to introduce a new "Comprehensive Development District (CD/181)" and for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from "Single-Family Housing District, Subdivision Area F (R1/F)", "Roadside Stand (Class C) District (RSC)", "Automobile-Oriented Commercial District (C6)", and "Gas Station District (G1)" to "Comprehensive Development District (CD/181)", be abandoned.
- 4. That Bylaw No. 8113, to introduce a new "Comprehensive Development District (CD/182)" and for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from "Single-Family Housing District, Subdivision Area F (R1/F)", "Roadside Stand (Class C) District (RSC)", "Automobile-Oriented Commercial District (C6)", and "Gas Station District (G1)" to "Comprehensive Development District (CD/182)", be abandoned.
- 5. That staff bring forward a bylaw to repeal Highway Closure and Removal of Highway Dedication Bylaw No. 8220, to close a lane right-of-way on the north side of Capstan Way between Sexsmith Road and Hazelbridge Way and portions of Sexsmith Road to allow for their consolidation with the subject site.
- 6. That Subdivision Application SD 07-357988, to consolidate and subdivide 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 8511 Capstan Way, and a portion of City Road Right-of-Way North of Capstan Way to create 8 lots (including one for use as park) and an extension of Hazelbridge Way, be closed.

Brian Mackson, MCIP Director of Development

BJJ:spc Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY				
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER		
Major Projects Real Estate Services Engineering Law Parks Planning, Design & Constru	Y	REVIEWED BY TAG	YES AR	NO
		REVIEWED BY CAO	G DY	NO

Staff Report

Origin

On May 22, 2007, the application by Andrew Cheung Architects Inc., to rezone the area bounded by No. 3 Road, Sea Island Way, Sexsmith Road, and Capstan Way to permit the development of a comprehensively planned, mixed-use, high-density, transit-oriented neighbourhood, was considered at Public Hearing and received third reading of Council. (Attachments 1, 2 & 3)

The purpose of this report is to inform Council that, to date, there has been little progress on the completion of the Rezoning Considerations that must be satisfied prior to adoption of the subject zoning and Official Community Plan (OCP) bylaws and, therefore, staff recommend that:

- As per Richmond Policy 5017, Bylaws (Zoning and Official Community Plan) Time After Public Hearing, the bylaws be abandoned;
- Staff bring forward a bylaw to repeal Bylaw 8220, to close a lane and portions of Sexsmith Road to allow for their consolidation with the subject site (adopted September 8, 2008); and
- The applicant's concurrent subdivision application (SD 07-357988), the completion of which is one of the subject rezoning application's Rezoning Considerations, be closed.

Findings of Fact

As per the staff report presented at Public Hearing on May 22, 2007, prior to final adoption of the subject rezoning, the developers must complete a list of Rezoning Considerations, including:

- Developer contribution towards the Capstan Canada Line station;
- Developer-funded construction of affordable housing and childcare;
- Developer purchase of a City-owned lot; and
- Subdivision approval, including the execution of a Servicing Agreement (SA) for the developer's design and construction of the proposed park, roads, and engineering requirements.

In light of the large size and complexity of the subject development, the list of Rezoning Considerations is lengthy and the cost to the developers is significant. To assist the developers in the timely and cost-effective completion of the Rezoning Considerations, staff provided for:

- Retention of outside Counsel;
- Phasing and security flexibility with regard to park, road, and engineering construction;
- Engineering services crossing the park (which has been estimated by the developers to represent a \$2 million saving to the project);
- A tunnel under Hazlebridge Way and re-use of existing buildings, as requested by developers;
- Staff overtime; and
- Meeting with the developers and their consultants on numerous occasions.

Related Policies & Studies

<u>Policy 5017: Bylaws (Zoning and Official Community Plan) – Time After Public Hearing</u>
This policy directs that where one year or more has elapsed after a Public Hearing, staff should report on the circumstances that have precluded the bylaw's presentation to Council for adoption with the recommendation that the bylaw be abandoned, unless there are clear reasons to do otherwise.

Typically, the City does not act on this policy unless the time period (a) suggests a development application has gone dormant, or (b) presents a hardship (e.g., impacts neighbours or OCP objectives).

City Centre Area Plan (CCAP)

In July 2008, Council approved an update to the CCAP. This update was prepared in the knowledge that the subject rezoning, as approved at Public Hearing in May 2007, was:

- "Unique" due to its proposed contribution towards the funding of the Capstan Station;
- Not intended to be precedent setting with regard to density; and
- Incomplete (and the City had no authority to require the developers to complete).

In light of this and broad planning objectives for the City Centre, the approved CCAP update:

- Designates the subject site (and its neighbours) for less net density than that proposed under the subject rezoning (i.e. 3 Floor Area Ratio versus 3.4 to 7.64 FAR);
- Provides for density bonusing to maximize density (up to 3 FAR) and secure amenities; and
- Restricts the approval of any rezoning in Capstan Village (including the subject site) until funding for the station's design and construction has been secured. (In other words, it does not presume the subject application's proposed \$15 million contribution.)

More specifically with regard to the last point, based on the CCAP, if the subject application is:

- Completed Development elsewhere in Capstan Village can proceed;
- Terminated Development elsewhere in Capstan Village will be delayed until alternate station funding is secured (e.g., via future development applications); and
- Permitted to remain open indefinitely Development elsewhere in Capstan Village will be delayed indefinitely (i.e. until the subject application is completed <u>or</u> it is terminated and alternate station funding is secured).

Analysis

On May 29, 2008 (one year after Public Hearing), the developers were informed in writing (Attachment 4) that the subject Rezoning Considerations should be complete by November 28, 2008 or staff would recommend to Council that the pending bylaws be abandoned. In addition, the developers were directed to seek arbitration to resolve internal issues that were compromising their ability to reach agreement on key aspects of the project.

Subsequent to this, staff worked hard to advance the project, but, as of the date of writing this report:

- The Rezoning Considerations are not complete (**Table 1**). In particular, the developers are unwilling to fund the Capstan Station as originally agreed, and have proposed terms that are unacceptable to Translink and City staff;
- The developers appear to be unwilling to comply with the Rezoning Considerations as originally agreed to in May 2007 (**Table 1** & **Attachment 6**), which is of concern as Council has little ability to deviate from the approved Considerations without a new Public Hearing; and
- The developers have not yet sought arbitration, which may prevent them from cooperating to the extent necessary to successfully deliver the project.

Given this situation, staff are concerned that the subject application may not be completed, and leaving the application open indefinitely could represent a significant hardship to:

- Capstan Village property owners, for whom development may be delayed indefinitely; and
- The City of Richmond and Translink, whose ability to secure alternate station funding could be compromised.

In light of this, staff recommend that the subject application should be terminated.

Table 1: Status of Rezoning Considerations

	Rezonir	ng Considerations Requirement Prior to Bylaw Adoption	Status @ November 28, 2008
1	Capstan Canada Line Station Design & construction	\$15 million developer contribution secured	The developers have proposed (Attachment 5): \$500,000 prior to bylaw adoption Remainder upon completion of 50% of project construction (not to be secured by a Letter of Credit or other means acceptable to the City) The developers' proposal is NOT acceptable to Translink.
2	Affordable Housing • 4,645 m² (50,000 ft²) of "subsidized rental housing"	Covenants registered requiring: Construction is at the developers' sole cost On-going operation is to the satisfaction of the City	No formal response received from the developers
3	Childcare Facility • 25-child "turnkey" facility	Covenants registered requiring: Construction is at the developers' sole cost On-going operation is to the satisfaction of the City	No formal response received from the developers
,4	City-Owned Lot To be purchased by the developers at market value	Price as approved by Council (and verbally agreed to by the developers), May 2007	The developers have proposed a revised price that is roughly \$1.6 million less than the Council- approved price.
5	Legal Documents Right-of-ways, covenants, etc.	• 100% complete	The City has prepared and circulated many documents to the developers, but has received no comments or documents in return.
6	Servicing Agreement	 Approved design for: Roads Park Engineering (as per the approved capacity analysis, including pump station upgrades) Construction of all works to be: Secured by a Letter of Credit Completed in "Phase 1" of the project 	Alternate Developers' Proposal (Attachment 5): Phase 1: Construction to be limited to — For roads: Hazelbridge Way For park: Unspecified For engineering: Works needed to service the new lots, EXCEPT for the pump station (the cost of which, the developers indicate, should be the sole responsibility of the City) Remainder: Construction to be — For roads & engineering: On a lot-by-lot basis For park: Not specified Security: Provided prior to bylaw adoption: For "Phase 1": Letter of Credit at 105% of estimated costs (Note: Staff estimate that this standard of approved design would take approximately one year to complete.) For remaining works: No security proposed (with the exception of "no build" covenants, which staff have informed the developers are inadequate) The developers' alternate proposal does NOT: Satisfy the Rezoning Considerations as understood at Public Hearing; nor Adequately protect the City's interests.

Financial Impact

If the subject OCP and Zoning Bylaws are abandoned and the applicant's concurrent subdivision application (SD 07-357988) is closed:

- DCCs, paid by the developers on June 30, 2008, will be returned with interest; and
- The City will not receive developer contributions towards the Capstan Station from the subject application and, as per the CCAP (approved in July 2008), the City will have to pursue an alternative station funding strategy before development may proceed in Capstan Village.

Conclusion

As noted in the subject application's May 2007 staff report, the Canada Line is a landmark transit initiative and the subject development is made very attractive by, among other things, its proposed developer contribution towards the enhancement the system (e.g., Capstan Station) and its integration with surrounding development. On the other hand, to date the developers have:

- Appeared to be unwilling to meet the subject application's Rezoning Considerations, including the proposed contribution to the Capstan Station;
- Proposed modifications to the Rezoning Considerations, some of which Council may not be able to approve without a new Public Hearing;
- Not completed the Rezoning Considerations, even though staff indicated they should be complete by November 28, 2008 or a recommendation would be made to Council that the pending bylaws be abandoned; and
- Delayed development elsewhere in Capstan Village,

In light of this, staff recommend that the subject OCP and zoning bylaws be abandoned, a bylaw to repeal the related Highway Closure bylaw be brought forward to Council, and the concurrent subdivision application be closed (the latter of which includes returning, with interest, the DCCs paid by the developers in June 2008).

Suzanne Carter-Huffman

Senior Planner/Urban Design

SPC:spc

Attachment 1 Location Map

Inzanne Cantor Huffman

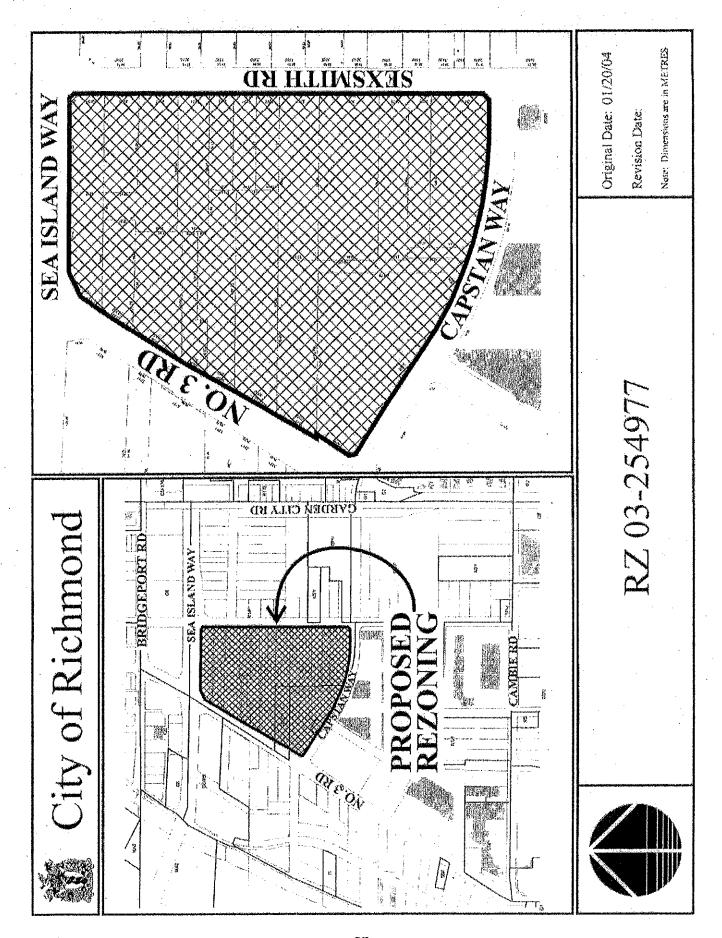
Attachment 2 Development Data Sheet (As Per Public Hearing, May 22, 2007)

Attachment 3 Preliminary Subdivision Plan (As Per Public Hearing, May 22, 2007)

Attachment 4 City Letter to the Applicant (Dated May 29, 2008)

Attachment 5 City Letter to Applicant (Dated December 4, 2008)

Attachment 6 Applicant's Letter (Dated November 27, 2008)



RZ 03-254977

Address:

3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191,

3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, and

8511 Capstan Way

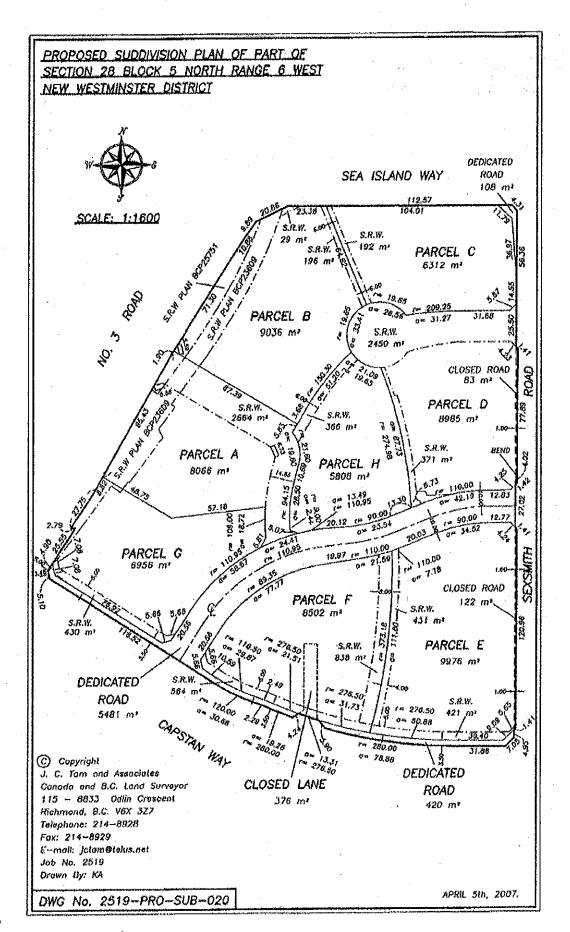
Applicant:

Andrew Cheung Architects Inc.

Planning Area:

City Centre Area - Schedule 2.10

•	Existing	Proposed
Owners	Pinnacle International Sun Tech City Development City of Richmond	To be determined
Site Size	69,650 m² (17.2 acres)	 Net site - 57,833 m² (14.3 acres) Park dedication - 5,808 m² (1.4 acres) Road dedication - 6,009 m² (1.5 acres)
	Vacant	Maximum total buildable floor area Based on a net density of +/-5.24 floor area ratio (FAR) 302,974 m² (3,261,292 ft²), including parking & storage at or above a designated elevation of 1.5 m (5 ft.) geodetic
Land Uses	 Single-family residential Gas station Automobile-oriented commercial 	 177,860 m² (1,914,532 ft²), including 4,645 m² (50,000 ft²) of "Affordable Subsidized Rental Housing" 59% of maximum buildable floor area Maximum floor area & units specified in zoning bylaws Non-residential floor area
		 125,114 m² (1,346,760 ft²), including parking & storage at or above a designated elevation of 1.5 m (5 ft.) geodetic 41% of maximum buildable floor area (or more if it takes the place of residential uses)
OCP Designation	"Mixed Use"	"High Density Mixed Use"
City Centre Area Plan	"Detailed Land Use Study Required"	"Mixed Use – High Density" "Park – Configuration and location to be determined"
Zoning	 Single-Family Housing District, Subdivision Area F (R1/F) Roadside Stand (Class C) District (RSC) Automobile-Oriented Commercial District (C6) Gas Station District (G1) 	 School and Public Use District (SPU) Use: 0.6 ha (1.4 ac) of City park Comprehensive Development District (CD/181) Uses: Office, hotel, retail & residential Number of Parcels: 5 Net Density: 3.40 - 7.00 floor area ratio (FAR) net, including parking Comprehensive Development District (CD/182) Uses: Office, hotel, retail & residential Number of Parcels: 2 Net Density: 3.99 & 7.64 FAR net, including parking
Estimated Number of Dwelling Units	N/A	 "Market" Housing: 2,036 @ 85 m² (915 ft²) gross/unit "Affordable Subsidized Rental Housing": +/-100 @ 46.5 m² (approx. 500 ft²) gross/unit Total: +/-2,136
Childcare	N/A	25-child "turnkey" facility to be constructed at the developers' sole cost





City of Richmond

6911 No 3 Road, Richmand, FIC V6Y 2C1 Telephone (604) 276-4006 www.cdyrichnood been

May 29, 2008 File No.RZ 03-254977 Office of the Chief Administrative Offices Telephono (184-276-4236 Fax: 684-276-4232

Mr. Terry Hui President Concord Pacific Group Inc., 1900 – 1095 West Pender Sweet Vancouver, BC V6E 2M6

FAX: 604-895-8296

Mr. Michael De Cotiis President Pinnacle International Suite 300 – 911 Homer Street Vancouver, BC V6B 2W6

FAX: 604-688-7749

Re: "Sunfech" Site - Rezoning Application RZ 03-254977

Thank you for meeting with me and Joe Breeg, General Manager, Planning & Development, on May 28, 2008, to discuss the rezoning under the above file number, commonly referred to as the "Suntech" Site. I appreciate your advice that you are both willing to work towards making this project a success.

From our meeting it was evident that there are several issues of fundamental disagreement amongst yourselves and that little or no progress has been made to satisfy the development conditions (attached) that you have previously agreed to as part of your rezoning application. The purpose of this letter is to document the discussion and agreements we reached at our meeting in order to provide you with a final opportunity to complete the project.

I believe that the following represents the agreement reached with you at our meeting yesterday:

- 1. You will refer three issues which you have been unable to resolve to Arbitration immediately. The issues to be arbitrated are:
 - i Parking configuration between your development sites.
 - ii Emitlement to a disputed buildable area of approximately 20,000 square feet.
 - iii Distribution of a City owned lot, which you must acquire, amongst yourselves.
- 2. If you are anable to agree on an Arbitrator, you will both advise me in writing immediately and the City will select an Arbitrator on your behalf.



- 2 -

 You will immediately start addressing and satisfying the development conditions which consist of eight (8) pages and are attached to this letter (i.e. Attachment 21 to the rezoning report for RZ 03-254977)

In addition to the above agreement, I wish to reiterate some significant points of discussion from our meeting.

- It is City practice to provide developers with 12 months from third reading to complete all
 development requirements. Your project was granted third reading on May 22, 2007, therefore, this
 period has technically expired.
- 2. The date on which the opportunity for DCC grandfathering expires is Monday, June 30, 2008. You have not taken significant steps to meet the development conditions and secure this grandfathering, nor have you presented a plan for how you would do so. While the City is willing to work with you, I believe that it is virtually impossible for you to meet this deadline.
- 3. As previously advised, if your development does not proceed under the current rezoning, future development under the druft City Centre Area Plan on your site will be at significantly lower density.

To assist you in satisfying the noted development conditions, I suggest that:

- 1. You designate a Project Manager who can present a single, consistent position to work with City staff. Please advise your agreement and details of a designated Project Manager, or an alternative proposal for City consideration, by June 12, 2008. In the absence of a response, it is staff's intent to proceed to Council with the recommendation to rescind the relevant bylaws for this project
- 2. You fully satisfy all the attached development conditions by Friday, November 28, 2008. I note that this represents an extension of approximately six months for you to complete this project. In the event that you do not meet this timeline, it is staff's intent to proceed to Council with the recommendation to rescind the relevant bylaws for this project.

Thank you for taking the time to meet with me on this project and for your commitment to complete it is a constructive and timely manner. If you have any question please contact Joe Erceg, General Manager, Planning at Development at 604-276-4083 or myself.

Yours truly.

George Duncan

Chief Administrative Officer

Altach I

cc: Inc Erceg, MCIP, General Manager, Planning and Development Brian I. Jackson, MCIP, Disector of Development

ATTACHMENT 21

Rezoning Considerations

No. 3 Road/Sea Island Way/Sexsmith Road/Capstan Way RZ 03-254977

Prior to final adoption of OCP Amendment Bylaw Mo. 7882, and Zoning Amendment Bylaw Nos. 8117, 7883, and 8113, the developer is required to complete the following:

- Ministry of Transportation approval required for Bylaw Nos. 8117, 7883, and 8113.
- 2 Ministry of Environment (MOE) Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.
- 3. Registration of a legal agreement on title regarding the Development Phasing Setting out the terms and conditions of the phasing of development of the lots and the related development of Parcel FI, roads, and services and, in specific, requiring that Parcel H, the Hazelbridge Way extension, required improvements to existing roads around the perimeter of the subject site, and the project's two privately-owned/publicly-accessible roads will be constructed in the project's first phase of construction.
- 4. Prepare a comprehensive "Public Art Plan" for the subject site (e.g., goals, concept/theme, siting of artworks, artwork selection process/criteria, phasing, maintenance, deaccessioning requirements, etc.), to the satisfaction of the City, for the creation and installation of artworks to:
 - Be installed within the areas of the subject site secured for public use (e.g., Parcel H, Capstan "greenway", No. 3 Road pedestrum area, etc.);
 - 11. Be owned by the City;
 - iii. Have a total value of \$250,000; and
 - iv. Be funded and implemented on a parcel-by-parcel basis by the subject development as a condition of Development Permit (DP).
- 5. Proof of an executed agreement regarding the Capstan Transit Station to the satisfaction of the City, including payment of all voluntary contributions specified in the agreement.
- 6. Registration of a legal agreement on title, together with all necessary bylaws, to ensure that "Affordable Housing" is provided on site as follows —

Provide 50,000 R² of "Affordable Subsidized Rental Housing" (as defined by Richmond's draft Affordable Housing Strategy) to be secured in favour of the City with a Housing Agreement, including:

	Parcel Section	Gross Bulkdable Floor Area Excluding Parking
1	C.	35,000 ft
İ	G	15,000 12

Registration of a legal agreement on title to ensure that childcare is provided on site as
follows-

Provide a childcare facility on Parcel G to accommodate 25 children (age 0 to 6 years old), to be secured in favour of and operated to the satisfaction of the City.

- Registration of a legal agreement on title to ensure that residential units are protected for use as live/work dwellings and for home occupation as provided for under the zoning of the subject site as follows-
 - For home occupation To be permitted in all residential dwellings; and

ATTACHMENT 21

- ii. For live/work dwellings To include any dwelling unit fronting on a public road or right-of-way, secured by the City of Richmond for the purpose of public access, with a floor slab elevation that is within 3 m (9.8 ft.) of the elevation of that public road or right-of-way.
- 9. Registration of a Subdivision Plan for the subject site, including property consolidation (including the developer's completion of purchase of the City-owned lot at 3391 Sexsmith Road), road dedications (Hazelbridge Way extension and widening of Capstan Way and Sexsmith Road at Sea Island Way), road closures (at Sexsmith Road and the unopened lane situated mid-block along the north side of Capstan Way), and transfer of parcel H to the City of Richmond for use as park, as per the "Draft Subdivision Plan" (Attachment 16), to the satisfaction of the City, together with:
 - Capacity Analysis The applicant shall complete a capacity analysis to the satisfaction of the City and be responsible for implementing all the works indicated in that analysis at the applicant's sole cost;
 - ii. Gas Station If the existing gas station on Parcel G is to be maintained beyond the time of subdivision, additional legal agreements shall be required, as determined to the satisfaction of the City.

Prior to registration of a Subdivision Plan the following shall be included as conditions to the approval of the subdivision:

- Registration of Right-of-Way agreements as per "Right-of-Way Location Diagram", for which:
 The <u>developer shall be responsible for liability and maintenance</u> to the satisfaction of the City, for the following:
 - (a) Areas allowing 24-hour public pedestrian and bicycle circulation, special events use as deemed to be appropriate by the City, and bylaw ciracement, including:
 - · Parcels B & C --

 A 6.0 m wide corridor centred on and running the full length of the common property line between the two parcels;

- A strip of land of varying width along the south side of Sea Island Way to accommodate the cross-section described for this frontage under the Servicing Agreement requirements (e.g., a public sidewalk, bouldward, and related landscaping) to the satisfaction of the City of Richmond, subject to Ministry of Transportation approval; and
- · Parcels E&F-
 - A 12.0 m wide corridor running the full length of the common property line between the two parcels such that a 4.0 m wide right-of-way is registered on Parcel E and an 8.0 m wide right-of-way is registered on Parcel F.
- Areas allowing 24-hour public pedestrian and breyele enculation, temporary commercial and special event uses (e.g., mobile food/retail kinsks and vendors, buskers, street enterminers, and similar uses) as deemed to be appropriate by the City, and bylaw enforcement, including:

Parcels A. B & G —

A blanket right-of-way across the three parcels, the extent of which shall be amended to include only the subject site's No. 3 Road frontage, the proposed "transit plaza", the mid-block route between Parcel H and the Capstam Canada Line Station (e.g., generally following the common property line of Parcels A and G), and related publicly-accessible outdoor areas based on approved Development Permit designs to the satisfaction of the City (Note that this may involve more than one right-of-way agreement.); and

• Parcels E, F & G -

- 5.0 m wide corridor for the establishment of a landscaped greenway route along the entire north edge of Capstan Way, together with corner cuts at the intersections of No. 3 Road, Hazelbridge Way, and Sexsmith Road.
- (c) Areas allowing for 24-hour public pedestrian, bicycle, and vehicle circulation, temporary commercial and special event uses (e.g., mobile fond/retail kinsks and vendors, buskers, street entertainers, and similar uses) as deemed to be appropriate by the City, and bylaw enforcement, including "new streets" at:
 - · Parcels D (e.g., cul-de-sac); and
 - Parcels A (e.g. between Hazelbridge Way & No. 3 Rd. frontage)

The City shall be responsible for maintenance, for the following:

- (a) Allowing for 24-hour public pedestrian and hieyele circulation, various recreation activities and tempérary commercial and special event uses (e.g., mobile food/retail kiosks and vendors, buskers, street entertainers, and similar uses) as deemed to be appropriate by the City of Richmond, and bylaw enforcement, for:
 - Parcel D ...
 - A corridor of varying width running along a portion of the west property line of Parcel D, the purpose of which shall be limited to City park-related uses, design, used, and maintained in coordination with Parcel H, and shall not be secured in part or in whole via fencing, landscaping, or other means for the use of Parcel D.
- (b) Allowing for emergency vehicle passage:
 - · Along the west edge of Parcel H -
 - A corridor of varying width running along a portion of the northwest property line of Parcel H, the purpose of which shall be limited to secondary access for emergency vehicles. This area shall be designed in coordination with the development of Parcel H.
- ii. Registration of a temporary construction easement to facilitate the necessary construction staging area around the proposed Capstan Station. The construction easement shall cover an approximately 5 m wide area around the proposed transit station location, will be effective only during the period of construction of the Station and will provide for the joint use of such area by the developer for its construction activities to the extent required.

- Registration of Right-of-Way agreements for underground utilities that cannot be accommodated within dedicated road allowances.
- iv. Registration of legal agreements on title to provide cross access and/or off-suc parking agreements between the following:
 - (a) Parcels A and G, to facilitate shared access to and use of the parking facilities on these parcels and all related public and private vehicle and pedestrian movement between them
 - (b) Parcels A and B, to facilitate shared access to and use of the parking facilities on these parcels and all related public and private vehicle and pedestrian movement between them; and
 - (c) Parcels F and G, to facilitate shared access to and use of the parking facilities on these parcels, the shared use of any vehicle/pedestrian tunnel beneath Hazelbridge Way and pedestrian bridge over Hazelbridge Way, and all related public and private vehicle and pedestrian movements, to be amended and, as determined by the City, supplemented or replaced with additional legal requirements, based on approved Development Permit designs to the satisfaction of the City.
- v Registration of No Build Covenants restricting construction:
 - (a) Of a building or structure below finished grade within 4.0 m of the subject site's No. 3

 Road property line, with the exception of the Canada Line guideway and Capstan Station,
 City works, and underground utilities, to be amended based on approved Development
 Permit designs to the satisfaction of the City; and
 - (b) On all parcels, with the exception of Parcel H, until such time that, on a parcel-by-parcel basis, the developer satisfies the City's conditions of Building Permit related to the contribution of funds as per the Capstan Transit Station agreement.
- vi. Registration of a legal agreements on title to restrict Vehicular Access as follows:
 - (a) Parcels D. E. F & G -
 - Limiting vehicle access (e.g., driveways) to each respective subject site's frontage on Hazelbridge Way. Only one driveway location shall be permitted for each pureel;
 - (b) Purcels A & G-
 - Restricting vehicle access (e.g., no driveways) from the Right-of-Way registered to
 accommodate public vehicle and pedestrian access along the east sides of Parcels A
 to the building sites on those parcels (Note that Parcel A may have driveway access
 from the right-of-way along its north frontage.); and
 - (c) Restricting vehicle access (e.g., no driveways) to the subject site's frontages along:
 - Parcels B & C Sea Island Way;
 - Parcels A, B, C, D, E & G No. 3 Road and Sexsmith Road (excluding locations where a Right-of-Way is registered to accommodate public vehicle and pedestrian access in place of a public road); and
 - Parcels E. F & G Capstan Way.

- vii. Registration of a Flood Plain Covenant requiring a minimum finished floor elevation of 2.6 m geodetic for habitable residential space (including residential storage space).
- via. With regard to arreraft noise, registration of the following legal agreements on title, including clauses indemnifying the City:
 - (a) A covenant to ensure that adequate acoustical measures are employed to address noise impacts in accordance with the OCP Aircraft Noise Sensitive Development Policy; and
 - (b) An Arrasal Noise Warning Agreement to include disclosure on all agreements of purchase and sale of dwellings to potential occupants and notification by signage posted in all sales offices, with wording and sign specifications to the satisfaction of the City.
- ix. With regard to rapid transit operations and related noise, registration of the following legal agreements on title, including clauses indomnifying the City:
 - (a) A covenant to ensure that adequate acoustical measures are employed to address noise impacts; and
 - (b) A Rapid Transit Warning Agreement to include disclosure on all agreements of purchase and sale and notification by signage posted in all sales offices, with wording and sign specifications to the satisfaction of the City.
- x. Wall regard to Parcel H and other outdoor areas on the subject site intended by the City for public recreational use, registration of legal agreements on title to:
 - (a) Ensure that potential purchasers are made aware of the City's intended use of these areas (e.g., Parcel H, the mid-block trads between Parcels B and C and between E and F, the Capston "greenway" along the north side of Capston Way, and the No. 3 Road public corridor); and
 - (b) Protect the City's ability to make these spaces available for public recreational use and complementary permanent and temporary commercial activities as determined to be appropriate by the City.
- xi. Enter into a Servicing Agreement for the design and construction, to current City standards and specifications, at their sole cost, including, but not limited to, the works as described below:
 - (a) Road improvements shall require a Berikelman Beam Test for the roads more than 15 years old, conversion of ditches to a covered storm sewer system, and the undergrounding of all overhead utilities, except that the developer shall not be responsible for the undergrounding of overhead utilities along the east side of Sexsmith Road.
 - (b) Roadway widening and the installation of traffic lanes, curbs and gutters, boulevards, and sidewalks as per the "Proposed Road Network Concept - Ultimate Alignment" (Attachment 18), except that:
 - Sexsmith Road shall be constructed as per the "Proposed Road Network Concept Plan - Interim Alignment" (Attachment 19).
 - The grade of the extension of Hazelbridge Way and Sexsmith Road shall be raised such that no incline exceeds an 6% slope, all necessary slope relention and vehicle/pedestrian access to abutting properties is maintained, and the length of the

ATTACHMENT 21

portion of the road constructed at its maximum elevation is maximized, the elevations of which shall be:

- For Hazelbridge Way 6.0 m geodetic; and
- For Sexsmith Road 2.6 m geodetic.
- Sea Island Way improvements subject to consultation with the Ministry of Transportation.
- (c) Landscaped boulevards, sidewalks, street lighting, street trees, and street furnishings as follows:
 - Hazelbridge Way & Sexsmith Road
 - A houlevard landscaped with a combination of decorative paving treatment, groundcover planting, shrubs, and a row of large-growing street trees planted in decorative, metal tree grates with a maximum spacing of 9.0 m on centre;
 - Broom finish concrete sidewalk;
 - Decorative City Centre streetlights (L12.6) with irrigation, flower basket arms, and electrical receptacles, but excluding pedestrian lights and banner arms; and
 - Decorative City Centre benches.
 - Capstan Way (North side only.) "Greenway" treatment including:
 - A 2.5 m wide boolevard along the back of each landscaped with a combination of decorative paving treatment, groundcover planting, sloubs, and a row of large-growing street trees planted in decorative, metal tree grates with a maximum spacing of 9.0 m on centre;
 - . A 2.5 m wide sidewalk with a decorative paving treatment;
 - Decorative City Centre streethights (L12.6) with irrigation, flower basket arms, electrical receptacites, pedestrian lights, and west of Hazelbridge Way, banner arms; and
 - Decorative public scating.
 - Sca Island Way (South side only. Subject to consultation with the Ministry of Transportation.) - "Greenway" treatment including:
 - A boulevard, along the back of earb with a minimum width of 2.0 m, landscaped with a combination of groundcover planting, shrubs, and a row of large-growing street trees planted with a maximum spacing of 9.0 m on centre;
 - A sidewalk, along the back of the boulevard, with a minamum width of 2.0 m and finished in a decorative paving freatment;
 - Between the back of the sidewalk and the property line, additional groundcover plants, shrubs, and a second row of large-growing street trees planted with a maximum spacing of 9.0 m on centre;
 - Decorative City Centre pedestrian lighting; and
 - Decorative public scating.
 - No. 3 Road (East side only.)
 - Improvements as per Richmond's No. 3 Road Streetscape Study and the Canada Line project, and to the satisfaction of the City.
- (d) Traffic signals at the following locations, the timing of installation of which shall be determined by the City:
 - Fall signals at the:
 - Canstan Way Hazelbridge Way intersection;
 - Capstan Way Sexsmith Road intersection; and
 - Sexsmith Road Hazelberdge Way intersection.

- Modified/opgraded signals at the:
 - Sexemità Road Sea Island Way; and
 - No. 3 Road Capstan Way intersection.
- (c) Special crosswalks (e.g., special pavement treatments, bottards, markings, lighting, and/or other features as determined by the City of Richmond) at major pedestrian crossing points, including:
 - Mid-block on Capstan Way at the proposed pedestrian pathway between Parcels E and P;
 - Mid-block on Hazelbridge Way at the proposed pedestrian pathway between Parcels E and F:
 - Mid-block on Hazelbridge Way at the west end of the proposed Parcel H and the east end of Parcel G; and
 - The entire west frontage of Parcel H (crossing to Parcels A & G).
- (f) Sanitary sewer upgrades, as per the developer's capacity analysis approved by the City's Engineering Department.
- (g) Storm sower approaches, as per the developer's capacity analysis approved by the City's Engineering Department (e.g., along Hazelbridge Way from Capatan Way to Cambie Road).
- (h) Parcel II design and construction, to the satisfaction of the City:
 - As per the concept described in the "Proposed Park Design Concept" (Attachment 20) approved by the City's Parks Department; and
 - For which the total construction value payable by the developer shall not exceed the value of the subject development's estimated applicable Development Cost Charge (DCC) credits for park construction, excluding any works:
 - Adjacent to, but outside Parcel H's proposed property lines (e.g., sidewalks
 and landscaping within road rights of ways and works on Parcel D and other
 fronting parcels); and
 - Situated within the boundary of Parcel H, but not specific to its development (e.g., underground services serving adjacent parcels).

Development Permit Conditions, specifically:

The following are to be met prior to a Development Permit application being referred to the Development Permit Panel:

- 1. Development Permit (DP) application(s) shall be processed and completed to a level deemed acceptable by the Director of Development.
- 2. Prepare a comprehensive signage package to the satisfaction of the City of Richmond's Development Application Division.
- Ensure that provision is made such that all residential and non-residential loading, including both small
 and large trucks (e.g., WB-17), can typically be accommodated on-site (e.g., off a public road) and will
 not compromise vehicular increment or safety on any existing public roads or the proposed
 Hazelbridge Way extension.

ATTACHMENT 4

City Letter to the Applicant (Dated May 29, 2008)

- 8 -

ATTACHMENT 21

4. Pay a voluntary contribution towards the creation and installation of public art within the public outdoor spaces on the subject site as per the strategy approved as part of the "Public Air Plan" prepared by the developer as a condition of the subject resoning.

Building Permit Conditions, specifically:

The following requirements are to be met prior to the issuance of a Building Permit:

- Provide an acoustical report by a registered professional, qualified in acoustics, indicating that the building design includes sufficient noise mitigation elements to ensure compliance with covenants registered on title regarding aircraft noise impacts and rapid transit operation impacts.
- 2. Prepare a construction parking and traffic management plan to the satisfaction of Richmond's Transportation Department, including the location of parking services, deliveries, workers, and loading, tame closures, and proper traffic construction controls as per the "Traffic Control Manual for Works on Roadways (Ministry of Transportation and Highways) and "MMCD Traffic Regulation Section 01570".

•		
Signed copy on file		
Superior	Date	



City of Richmond

6911 No 3 Road Richanovid, BC Voy 2C i www.chtmond.ca

December 4, 2008

File: 08-4105-01/2008-Vol 01

Office of the Chief Administrative Officer Telephone: 594-276-4016 Fax: 604-276-4222

Mr. Terry Hui President Concord Pacific Group Inc., #900 - 1095 West Pener Street Vancouver, BC V6E 2M6

FAX: 604-895-8296

Mr. Michael De Cotiis President Pinnacle International Suite 300 -- 911 Homer Street Vancouver, BC V6B 2W6

Fax: 604-688-7749

Re: "Sun Tuch" Site Rezoning Application RZ 03-254977

My May 29, 2008 letter to you set out the terms and conditions by which the City of Richmond would agree to extend the deadline for addressing the rezenting conditions to November 28, 2008. As set out in this letter, the extension was based on you fully satisfying all of the rezoning conditions set out in the April 19, 2007 Staff Report and subject to Official Community Plan and Zoning bylaws which received Third Reading on May 22, 2007. I have reviewed your November 27, 2008 letter to Brian Jackson and consulted with staff from Development Applications, Transportation, Law, Engineering and Real Estate and have been advised that the conditions have not been met and there remains significant areas of disagreement between you and the City with respect to fulfilling the conditions.

In accordance with my May 29, 2008 letter, I will be recommending to Council, at its meeting of January 12, 2008, that the bylaws held at Third Reading be repealed. Once this matter has been considered by City Council, please contact Brian Jackson at 604-276-4138 to close the file.

If you have any questions, please contact Joe Erceg, General Manager, Planning & Development, at 604-276-4083 or myself.

Yours truly,

George Duncan

Chief Administrative Officer

per Joe Erceg, MCIP, General Manager, Planning and Development Brian J. Jackson, MCIP, Director of Development

2534926



November 27, 2008

Sent Via Email

Brian Jackson, Director of Development City of Richmond 6911 No. 3 Road Richmond, BC V6Y 2C1

Dear Brian,

Re: Pinnacle Park Place/Western Contre - RZ 03-254977

Further to our recent discussions regarding funding of the aspects of our Rezoning requirements, we appreciate the City's understanding with respect to the current market conditions and the efforts made to extend our Rezoning deadline and reduce up-front costs. We have discussed the various issues with Sun Tech and propose the following:

1. Pinnacle and Sun Tech to pay their allocated shares of \$500,000 for Translink engineering before Rezoning and the balance of \$14,500,000 Capstan Station funding upon 50% completion of the project.

 Services to be phased with minimum securities required to achieve Subdivision, i.e. Hazelbridge Way extension build-out should be sufficient to allow Subdivision for all of the lands with the balance of the streets and frontage improvements build as the parcels are developed.

3. Upgrading of the sanitary pump station to be completed by the City with no cost

to the developer.

4. The servicing drawings will be complete and fully reviewed by the City before subdivision and require the minimum security of 105% of the estimated cost of the first servicing phase.

While an extension of the Rezoning deadline will greatly assist with completing the Rezoning conditions and resolving unknown servicing issues, it is important to us to fully resolve all of the above issues and obtain Subdivision and Rezoning as soon as possible.

Yours Truly,

Pinnacle International (Richmond) Plaza Inc.

Zan Kent

Development Manager

CC Peter Webb Thomas Leung

WWW.PINNACLEINTERNATIONAL.CA 1443 ISLAND AVENUE • SAN DIEGO, CALIFORNIA, U.S.A. • 92101 • Tel: (619) 231-7072 • Fax (619) 231-7073



Date:

Tuesday, May 8, 2007

Place:

Anderson Room

Richmond City Hall

Present:

Councillor Harold Steves, Chair

Councillor Bill McNulty, Vice-Chair

Councillor Linda Barnes

Councillor Sue Halsey-Brandt

Councillor Rob Howard Mayor Malcolm Brodie

Also Present:

Councillor Cynthia Chen

Councillor Derek Dang

Call to Order:

The Chair called the meeting to order at 4:02 p.m.

MINUTES

1. It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, April 17, 2007, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

2. The next meeting of the Committee will be held on Tuesday, May 23, 2007, at 4:00 p.m. in the Anderson Room.

The Chair advised that there would be two additions to the Agenda to be discussed after Item 8:

8a. Illegal dumping at 8731 No. 5 Road

8b. Significance of a circa 1890 building at 4091 Chathair Street

Tuesday, May 8, 2007

- public art is to be incorporated to extend the "art wall" expression from the original Aberdeen Mall to the proposed addition;
- the architect has worked closely with the IBI Group in the design of the transit plaza, and they foresee using quality paving materials, as well as a family of high quality street furnishings to stay true to the principles of No. 3 Road;
- the project will be environmentally sensitive, using low energy lighting, low flow plumbing fixtures and high efficiency heating and cooling treatments.

In response to a query, stark advised that if the deadline to open the Aberdeen Station was not November, 2009 other construction and design elements could have been considered.

It was moved and seconded

- (1) That Bylaw No. 8229 for the rezoning of 4000 No. 3 Road (formerly 4020, 4040 and 4060 No. 3 Road) from "Automobile-Oriented Commercial District (C6)" to "Comprehensive Development District (CD/183)", be introduced and given first reading.
- (2) That Bylaw No. 8229 be referred to the Public Hearing scheduled for Tuesday, May 22, 2007 at 7:00 PM in the Council Chambers at Richmond City Hall.

CARRIED

APPLICATION BY ANDREW CHEUNG ARCHITECTS INC. FOR REZONING AT 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 SEXSMITH ROAD AND 3200, 3220, 3240, 3280, 3300 & 3320 NO. 3 ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F), 3360 NO. 3 ROAD FROM ROADSIDE STAND (CLASS C) DISTRICT (RSC), AND 8511 CAPSTAN WAY FROM AUTOMOBILE-ORIENTED COMMERCIAL DISTRICT (C6) AND GAS STATION DISTRICT (G1) TO SCHOOL AND PUBLIC USE (SPU), COMPREHENSIVE DEVELOPMENT DISTRICT (CD/181), AND COMPREHENSIVE DEVELOPMENT DISTRICT (CD/182) (RZ 03-254977 - Report: April 19, 1007, File No.: 12-8060-20-7882/7883/8113/8117) (REDMS No. 2155044, 1382224, 2090175, 2090172, 2013029, 2142616, 1362722)

Dan Daszkowski of CIVITAS Urban Design and Planning Inc. introduced the project by stating that this is a master plan for a community that will take ten years to build. He remarked that his company and senior City staff had met to discuss the set of development principles they wanted to see implemented in the design. These include:

- to design vibrant, activated streets with activities including retail, residential and work spaces;
- to ensure, through the use of colours and materials, that the area is a distinctive neighbourhood;

Tuesday, May 8, 2007

- to provide a diversity of housing types, utilizing different shapes, podium heights, and so on;
- to create block sizes that are small so that there will be easy movement throughout the neighbourhood, especially on foot, and a variety of many ways to gain entry into the neighbourhood;
- to design a transit oriented development where nothing is more than a 5 minute walk away;
- to create an integrated area, with a landscaped plaza, a commercial centre, public art, and pathways.

Mr. Lamontagne stated that the City sees this project as an opportunity to raise the grade of the area to meet the flood policy requirements. An advantage of this is to allow the developer to have parking structures hidden in the middle of the site so that it is the residential structures that will be visible and foremost at street level.

Discussion ensued on the affordable housing contribution the developer is making. Joe Erceg, General Manager, Planning and Development, advised that if this master plan is approved, the developer will apply for a series of development permits and it is at that stage that the Committee can get a close look at the number and size of units, and generally monitor the affordable housing units initiatives.

In response to queries, staff advised that:

- this project includes many opportunities for green initiatives, including the buildings' podiums, as well as other outdoor features including the designated park of 1.5 acres, pathways, community gardens and other green and open spaces;
- this plan fits well into the arts district component of the City Centre Area Plan Concept, with the live/work units located at ground level appealing to artisans who would enliven the area;
- City staff will promote the idea of a vehicle share program in this development;
- upon completion, the project could be home to up to 4,500 residents;
- the City is speaking with CLCO and with the developer in terms of a future Canada Line station;
- the change in grade idea includes a gentle rise from approximately 1 metre on the outer rim of the project, rising to 4.5 metres at the centre;
- the buildings nearest the proposed future transit station would have the most retail units.

(Councillor Dang left the meeting at 6:05 p.m. and did not return to the meeting.)

Tuesday, May 8, 2007

It was moved and seconded

- (1) That Bylaw No. 7109 to redesignate 3200, 3220, 3240, 3280, 3300, 3320, and 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, and 3291 Sexsmith Road, and 8511 Capstan Way from "Detailed Land Use Study Required" to "Urban Entertainment District" in the Official Community Plan Land Use Map in Schedule 2.10 (City Centre Area Plan) of Official Community Plan Bylaw No. 7100; and to add the definition of Urban Entertainment District under Section 1.2.2 (Land Use Map Definitions) of that same schedule as "a medium- to high-density pedestrian-oriented district supporting a dynamic mix of entertainment and related uses", be abandoned.
- (2) That Bylaw No. 7110, for the rezoning of 3200, 3220, 3240, 3280, 3300, and 3320 No. 3 Road and 3131, 3171, 3191, 3211, 3231, 3251, 3271, and 3291 Sexsmith Road from "Single-Family Housing District, Subdivision Area F (R1/F)", 3360 No. 3 Road from "Roadside Stand (Class C) District (RSC)", and 8511 Capstan Way from "Automobile-Oriented Commercial District (C6)" and "Gas Station District (G1)", to "Comprehensive Development District (CD/97)", be abandoned.
- (3) That Official Community Plan Amendment Bylaw No. 7882, to:
 - (a) redesignate 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 8511 Capstan Way, and a portion of City Road Right-of-Way North of Capstan Way from "Mixed Use" to "High Density Mixed Use" in Attachment 1 (Generalized Land Use Map) to Schedule 1 of the Official Community Plan Bylaw No. 7100, and to revise the map in section 3.1, Neighbourhoods & Sense of Community, Neighbourhoods in Richmond, City Centre, accordingly; and
 - (b) redesignate 3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 8511 Capstan Way, and a portion of City Road Right-of-Way North of Capstan Way from "Detailed Land Use Study Required" to "Mixed Use High Density" and "Park Configuration and location to be determined" in the "Land Use Map" in Schedule 2.10 of Official Community Plan Bylaw No. 7100 (City Centre Area Plan), together with associated amendments to the accompanying "Development Permit Guidelines".

be introduced and given first reading.

Tuesday, May 8, 2007

- (4) That Bylaw No. 7882, having been considered in conjunction with:
 - (a) the City's Financial Plan and Capital Program; and
 - (b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;
 - is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
- (5) That Bylaw No. 7882, in accordance with the City Policy on Consultation during OCP Amendment, be referred to the following agencies for comment by May 22, 2007:
 - (a) Vancouver International Airport Authority (VIAA); and
 - (b) School District No. 38 (Richmond).
- (6) That Bylaw No. 8117, for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from "Single-Family Housing District, Subdivision Area F (R1/F)", "Roadside Stand (Class C) District (RSC)", "Automobile-Oriented Commercial District (C6)", and "Gas Station District (G1)" to "School and Public Use District (SPU)", be introduced and given first reading.
- (7) That Bylaw No. 7883, to introduce a new "Comprehensive Development District (CD/181)" and for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from "Single-Family Housing District, Subdivision Area F (R1/F)", "Roadside Stand (Class C) District (RSC)", "Automobile-Oriented Commercial District (C6)", and "Gas Station District (G1)" to "Comprehensive Development District (CD/181)", be introduced and given first reading.
- (8) That Bylaw No. 8113, to introduce a new "Comprehensive Development District (CD/182)" and for the rezoning of a portion of the subject site as indicated in Schedule A to the said bylaw from "Single-Family Housing District, Subdivision Area F (R1/F)", "Roadside Stand (Class C) District (RSC)", "Automobile-Oriented Commercial District (C6)", and "Gas Station District (G1)" to "Comprehensive Development District (CD/182)", be introduced and given first reading.
- (9) That Bylaw No. 7882, Bylaw No. 8117, Bylaw No. 7883 and Bylaw No. 8113 be referred to the Public Hearing scheduled for Tuesday, May 22, 2007 at 7:00 PM in the Council Chambers at Richmond City Hall.

CARRIED

Tuesday, May 8, 2007

6. PINNACLE INTERNATIONAL DEVELOPMENT SITE – HIGHWAY CLOSURE AND REMOVAL OF HIGHWAY DEDICATION BY BYLAW 8220 AND TRANSFER OF CLOSED ROAD PORTIONS TO PINNACLE INTERNATIONAL

(Report: April 26, 2007, File No.: 12-8060-20-8220) (REDMS No. 2136104, 2128507)

It was moved and seconded

That the following recommendations be considered in conjunction with general rezoning application RZ 03-254977:

- (1) That Highway Closure and Removal of Highway Dedication Bylaw 8220 be introduced and given 1st, 2nd and 3rd readings;
- (2) That the required notice of road closure and disposition of the road closure be advertised prior to final adoption; and
- (3) That staff be authorized to take all necessary steps to raise title to the three road closure areas and transfer the road closures, totalling 581 square metres (6,254 square feet), to Pinnacle International or its designate as detailed in this report dated April 26, 2007, from the Manager, Real Estate Services.

CARRIED

7. APPLICATION BY POLYGON MERIDIAN GATE HOMES LTD. FOR REZONING AT 9200, 9240, 9280, 9300 AND 9320 ODLIN ROAD FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COMPREHENSIVE DEVELOPMENT (CD/186) (RZ 06-344033 - Report: April 16, 2007, File No.: 12-8060-20-8238) (REDMS No. 2155080, 1790634, 2154797, 2119477)

Mr. Lamontagne described the project as a three, 4-storey buildings consisting of a proximately 259 units over a parking structure and an amenity building.

In response to an inquiry regarding the potential use of geothermal heating and power to the project, Steve Jedreicich, Development Manager of Polygon Meridian Sate Homes Ltd., advised that his firm has had meetings with Terasen, a leading vendor, and that his firm is continuing is research and investigation into the use of Terasen's products.

In response to queries, staff advise that:

- the City's Planning and Law Departments have finalized a new aircraft noise covenant and each development project the City considers will receive a copy of the covenant; in addition staff is: (i) working with sales offices, (ii) working with the Urban De slopment Institute, (iii) posting signage at development sites, and (iv) working in collaboration with YVR;
- the City has collected an affordable housing contribution in feu from this developer, and there are at least two opportunities staff forese, for building affordable housing units in the West Cambie neighbourhood in the future



Monday, May 22, 2007

Place:

Council Chambers

Richmond City Hall 6911 No. 3 Road

Present:

Mayor Malcolm D. Brodie

Councillor Linda Barnes Councillor Cynthia Chen Councillor Derek Dang

Councillor Evelina Halsey-Brandt Councillor Sue Halsey-Brandt Councillor Bill McNulty

Councillor Harold Steves

Gail Johnson, Acting Corporate Officer

Absent:

Councillor Rob Howard

Call to Order:

Mayor Brodie opened the proceedings at 7:00 p.m.

Zoning Amendment Bylaw 8085 (RZ 06-333534) 1.

(8671 Heather Street; Applicant: 450470 B.C. Ltd.)

Applicant's Comments:

he applicant was not present.

Written bmissions:

None.

Submissions from the floor

None.

PH07/5-1

It was moved and seconded

That Zoning Amendment Bylaw 8085 be given sevend and third readings.

CARRIED



Monday, May, 22 2007

expressing his appreciation to the developers of Aberdeen Mall for resolving previous parking issues. This proposal will reduce parking but the developer is providing an opportunity to train the public to use the rapid transit system. The construction of the connection from the Aberdeen Mall to the rapid transit area will create a transit corridor to the new No. 3 Road station to Hazelbridge way and adjacent properties.

In answer to a query about this development blocking the logo and business facility of King of Karaoke, Dax v Leung, Vice President of Fairchild Developments advised that the building in question is set back and has never been very visible. He agreed that it is opportunity arose, assistance with this problem might be possible.

PH07/5-12

It was moved and seconded

That the Revised Rezoning Considerations Concurrance for RZ 06-355420 be substituted for the original set of rezoning conductors (Schedule 15 to the minutes of the Regular Meeting of Council for Public Hearings held on Monday, May 22, 2007).

CARRIE

PH07/5-13

It was moved and seconded.

That Zoning Amendment Bylaw 8229 be given second and third readings.

CARRIED

13. Official Community Plan Amendment Bylaw 7882 and Zoning Amendment Bylaws 7883, 8113 & 8117 (RZ 03-254977)

(3200, 3220, 3240, 3280, 3300, 3320 & 3360 No. 3 Road, 3131, 3171, 3191, 3211, 3231, 3251, 3271, 3291, 3331, 3371, 3391 & 3411 Sexsmith Road, 8511 Capstan Way, and a portion of City Road Right-of-Way North of Capstan Way; Applicant: Andrew Cheung Architects Inc.)

Applicant's Comments:

The applicant reviewed the many community amenities to be provided within this project including a gateway feature to be located at the entrance with public art and a gathering plaza, and accessible roof top green spaces.

Monday, May, 22 2007

Staff was requested to receive further information about the square footage of green roof for the project from the applicant.

Written Submissions:

Ken Morris, Secretary Treasurer, Richmond School District (Schedule 16) Jose Gonzalez, 8935 Cook Crescent (Schedule 17) Anne Murray, Vice President, YVR Airport Authority (Schedule 18) Terry Crowe, Manager, Policy Planning (memorandum) (Schedule 19)

Submissions from the floor:

Anne Murray, Vice-President, Community and Environmental Affairs with the Vancouver Airport Authority indicated that the proposed development will be affected by high levels of aircraft noise which is anticipated to get worse over time. She noted that in other provinces this type of development may be prohibited. She also spoke about increased traffic congestion, indicating that every effort should be made to ensure that traffic flow on the airport roads and bridges isn't affected.

Kushla Curtis, 9400 Pattison Road raised questions about the level of land and if it will be raised, and whether pile drivers will be used during construction.

In answer to Ms. Curtis' questions, Mr. Lamontagne advised that the land will be raised in accordance with the flood protection policy, and the applicant will need to provide full storm water protection for area residents. Information regarding pile drivers will be available in the geo-technical report during the building permit process.

Peter Mitchell, 6271 Nanika Crescent commented that the proposed rapid transit station in the area is very desirable, and questioned if the affordable housing for the project will be sufficient, and if the public amenity space could be configured for daycare. He felt that since the project is so large, the building site lines should be given careful consideration. Mr. Mitchell also spoke about the roof gardens, stressing the need for a greater ratio to be accessible.



Monday, May, 22 2007

Michael Wolfe, 9731 Odlin Road indicated that he did not expect Council to approve this proposal. He felt the proposal provided insufficient amenities, lacked in planning affordable housing, and as a result of the proposal, many trees will be lost, and a traffic crisis will be created.

In answer to comments and several queries, staff provided the following advice:

- the letter submitted by Mr. Jose Gonzalez was reviewed and issues relating to amenities will be addressed at a future Parks, Recreation and Cultural Services Committee meeting (tentative date: June 2007), prior to integration of the implementation strategy and the City Centre Area Plan;
- the estimated number of affordable units is currently based on 500 square feet per unit, however, there may be a mix of smaller and larger units to accommodate single residents and families;
- the Richmond School Board has indicated in previous discussions that it is prepared to address school needs arising from this project;
- covenants conditional to rezoning ensure adequate acoustical measures are taken to address noise impacts in accordance with the OCP aircraft noise sensitive area;
- aircraft noise warnings will be included in each disclosure statement stating that there will be aircraft noise, and all measures will be taken to make potential buyers fully aware before signing purchasing agreements;
- signs will be placed on the site to warn of the aircraft noise;
- as part of the development permit process, the applicant must provide a professional acoustical report;
- the Parks, Recreation and Cultural Services department is currently finalizing a facilities study to be brought forward in June or July 2007, addressing a variety of City Centre facilities, including provision of child care spaces,
- access to the development for people with disabilities will be reviewed in further detail;



Monday, May, 22 2007

- there are no Geothermal initiatives planned by the developer for this project at this point;
- construction of the Capstan Station without the voluntary \$15 million developer contribution could be delayed for years; this station will make a huge difference in the City with regards to traffic.

PH07/5-14

It was moved and seconded

That Official Community Plan Amendment Bylaw 7882 and Zoning Amendment Bylaws 7883, 8113 and 8117 all be given second and third readings.

CARRIED

14. Zoning Amendment Bylaw 8238 (RZ 06-344033)

(9200, 9240, 9280, 9300 and 9320 Odlin Road; Applicant: Polygon Meridian Gate Homes Ltd.)

Councillor Dang, in accordance with Section 100 of the Community Charter, declared a potential conflict of interest for this item and item #15 as he owns property in the area. He left the meeting at 10:04 p.m. and did not sturn.

Applicant Comments:

The applicant was available to answer questions.

Written Submissions:

V.J. Sidhu, 9211 Odlin Road (Schedule 20)

Submissions from the floor:

Michael Wolfe, 9731 Odlin Road spoke in apposition to the proposal and voiced his concerns regarding illegal removal of rees, pollution caused by idling trucks, speeding traffic and disturbances to the highbourhood.

In answer to a question, Mr. Lamontagne advised that the applicant has worked with an arborist, and tree cutting permits were given for tree removal, along with timelines.

SCHEDULE 16 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, MAY 22, 2007



Memorandum

Date:

May 17, 2007

To:

The Board of School Trustees (Richmond)

From:

K.L. Morris, Secretary Treasurer

Subject:

Official Community Amendment Bylaw 7882

Recommendation:

WHEREAS the Board of School Trustees (Richmond previously received information from the City of Richmond regarding extensive densification of the north end of the City Centre (RZ 03-254977 and RZ 04-275910);

AND WHEREAS one specific major development in the area bounded by Capstan, Number Three Road, Sea Island Way and Sexsmith Road was initially expected to see approximately 1,700 residential dwelling units;

AND WHEREAS the Board has previously advised the City of Richmond that the Board planned to accommodate the elementary school-age students at Talmey Elementary School initially through the use of portable classrooms and later through doubling the size of the school;

AND WHEREAS the City has now advised that Council has given first reading to an Amendment Bylaw that would see the number of dwelling units increase from 1,700 to over 2,100;

AND WHEREAS the Board advise the City of Richmond that Cambie Secondary School and Talmey Elementary schools are within the 4.8 kilometer walk-limits of the development;

AND WHEREAS Cambie Secondary School presently has an operating capacity of 1,000 and a core capacity to accommodate 1,500 students

AND WHEREAS south end of Cambie Secondary school has been pre-loaded for a 500 student addition to the school;

BE IT RESOLVED THAT, in the absence of any detailed demographic information that the City had previously committed to provide the Board in order to accurately determine the number of school-age children that might arise from such developments, the Board advise the City of Richmond of its intent to increase the operating capacity of Talmey Elementary School and Cambie Secondary School.

Note: This report will be considered by the School Borard at their necting scheduled for May 22, 2007.

Background

January 2001

Local Government Act changed such that it required the City of Richmond to consult with the Board for all changes to the Official Community Plan (OCP). In December 2005 City staff met with District staff to discuss these changes and agreed that changes to the OCP that would result in a potential increase of more than 50 school-aged children would be forwarded to the Board.

December 23, 2005

Letter dated RZ 03-254977 and RZ 04-275910 from the City regarding twp pending applications for rezoning in the north end of Richmond's City Centre for consideration by the Board.

January 16, 2006

038/2006 THAT the Board of School Trustees respond to the City of Richmond's proposed city centre rezoning applications confirming that Talmey Elementary School could accommodate elementary school-aged children moving into the area; and further that the school district's capital plan may be impacted by such additional enrollment.

Carried

January 17, 2006

Letter to City (attached) advising of Board Resolution 038/2006 and advising that the Board will be able respond to these changes to the OCP within 3 weeks of receipt of such changes.

May 10, 2007

Letter and 85-page report received from the City Clerk on May 10th, 2007 advising of Official Community Amendment Bylaw 7882 which was given first reading by City Council on Tuesday May 8th, 2007. The bylaw amendment is for the same area as described, in part, in the City's letter of December 23, 2005.

The City had requested written responses by May 16, 2007 or within five working days.

In brief, Amendment Bylaw proposes to increase the number of residential dwelling units from 1,700 to over 2,100.

K.L. Morris

/gh

encls.



School District No. 38 (Richmond) 78)) Granville Avenue, Richmond, BC V6Y

To Public Hearing Date: May 22, 2007 Item #_ Ro: Bylaw 7882

3E3

Tel: (604) 668-6000 Fax: (604) 668-6161

May 14, 2007

Office of the Secretary - Treasure

HAND DELIVERED

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

Dear Mr. Weber:

8000-20-7883

DW GJ

KY. DB WB.

Official Community Amendment Bylaw 7882

Thank you for your letter dated May 9, 2007, received May 10, 2007, with a request for response by May 16, 2007.

This item will be discussed by the Board of School Trustees (Richmond) at its next regularly scheduled meeting on Tuesday, May 22, 2007.

A response will be forthcoming thereafter.

Yours truly,

K. L. Morris, Secretary Treasurer

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Trustees Superintendent of Schools

Director of Development Manager, Policy Planning

1.5 MAY 2007



City of Richmond

:)}

6911 No. 3 Road, Richmond, BC V6Y 2C1 Telephone (604) 276-4000 www.cityrichmond.bc.ca

May 9, 2007 File: /Bylaw 7882

City Clerk's Office Telephone (604) 276-4007 Fax. (604) 278-5139

Richmond School District No. 38 7811 Granville Avenue Richmond, BC V6Y 3E3

Attention:

Mr. Ken Morris

Sccretary-Treasurer

Dear Mr. Morris:

Re: Official Community Amendment Bylaw 7882

Please find enclosed a copy of the above-noted Official Community Amendment Bylaw 7882 which was given first reading by City Council on Tuesday, May 8, 2007. This bylaw amendment is part of a land use application for property bounded by Sea Island Way, Sexsmith Road, Capstan Way and No. 3 Road. Also enclosed is a copy of the staff report dated April 19, 2007.

In accordance with the City Policy on Consultation during OCP Development, this bylaw is being referred to the Richmond School Board for comment and response by Tuesday, May 22, 2007. If possible, we would appreciate receiving your written response by May 16, 2007 so that we may provide a School Board submission in advance of the meeting as part of the published agenda.

If you have any questions or need additional information on the content of this bylaw, please contact Mr. Terry Crowe, Manager, Policy Planning at 604-276-4139 or Mr. Jean Lamontagne, Director of Development at 604-276-4138.

Yours truly,

David Weber

Director, City Clerk's Office

DW:rms

Aπ.

pc: Director of Development

Manager, Policy Planning

MayorandCouncillors

From: on behalf of MayorandCouncillors SCHEDULE 17 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, MAY 22, 2007

To Public Hearing Date: Man Item # Re: BIJOW 7882 7883. 8113 E 8117

Your Name:	Jose Gonzalez
Your Address:	8935 Cook Crescent
Subject Property Address OR Bylaw Number:	Official Community Plan Bylaw 7882 and Zoning Amendment Bylaws 7883, 8113 and 8117, and Related Byla

With respect, Mayor and Council: It is exciting to see a vibrant development proposed for the Capstan area along with the new Canada Line station. As a past Director of the City Centre Community Association and resident of City Centre, I support the concept of a significant mixed-use development but have great concerns about the impact of the proposed development. While the concept of mixed-use development in North City Centre is attractive, the proposal has significant shortcomings which are glossed-over in the report: 1) Park Space: The development provides a 1.4 acre park, ignoring the fact that page 11 of the staff report lists the greatly reduced park requirements for City Centre as 3.25 acres per 1000 residents. Therefore the park provision by this development of over 2100 units (or over 3000 residents) should be almost 10 acres. How many millions of taxpayer dollars will be required to provide over 8 more acres of parkland in City Centre for future residents? Why are Richmond taxpayers subsidizing this development instead of requiring the developer to provide parkland or cash in lieu? 2) Community Services: Attachment 8 of the staff report describes the "community facilities" of the development as providing only 25 childcare spaces. There is ZERO funding and no other specific commitment to the many community services that the 3000+ residents of the development will require. Does Council support having Richmond taxpayers fund all community services for these residents? Does Council realize the distance to the nearest Community Centre? What should residents do - take the Canada Line to South City Centre, which also has no Community Centre? What will it take for Council to start the multi-year planning process to establish the either of the Community Centres that have been in the

Comments:

Official Community Plan for over 15 years with zero activity by Council due to "other priorities"? 3) Safety: As North City Centre densifies, resident safety is a major concern. This is especially true along the Canada Line. There are no significant provisions in the staff report for ensuring safety of residents in the new development near the Canada Line. How does Council proposed to keep the neighborhood from becoming a crime haven with local residents as victims and easy access to the Canada Line for escapes? Thank you for considering my submission. Sincerely, Jose Gonzalez

SCHEDULE 18 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, MAY 22, 2007



To Public Hearing
Date: Hay 20, 2007
Item # 13
Re: By aw 1852

DB WB

8060-20-7882

May 22, 2007

Mayor Malcolm Brodie and Council 6911 No. 3 Road Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council,

Re: Official Community Amendment Bylaw 7882

Thank you for the opportunity to comment on the proposed OCP Amendment Bylaw 7882. We understand the Bylaw would enable the Capstan Village project which includes 16 new residential towers with approximately 2000 residential units for 4500 new residents.

Our concerns over the Pinnacle Capstan proposal are significant. We believe that if fully developed this project could seriously impair the future success of YVR, and thus the success of Richmond, by:

- Increasing the number of residents living in areas impacted by aircraft noise; and
- Adding additional vehicle traffic to already congested Sea Island roads and bridges.

Transport Canada recommends against residential development within areas above 30 NEF (Noise Exposure Forecast). The entire site for the proposed Pinnacle Capstan Village development is within the 30 NEF contour. The Airport Authority cannot support the project as it will result in significantly increased residential development in an area affected by high levels of aircraft noise.

The NEF is a sophisticated forecasting process which results in contours expressed numerically based on anticipated community reaction to aircraft noise. Air traffic volume, aircraft types, noise certification levels, flight patterns, and airport configuration are some of the criteria used in the production of these contours.

As you know, Vancouver International Airport (YVR) is an asset of strategic importance to the nation, province, region and to the City itself. Effective land use controls can protect the airport and allow it to serve the public now and in the future. In several other Canadian jurisdictions including Ontario and Alberta this type of development would be prohibited by law. We are very disappointed that the City of Richmond is ignoring provincial, national and international standards and regulations in not only allowing but encouraging this incompatible development.

The Aircraft Noise Sensitive Development Policy and accompanying map does not accurately reflect levels of aircraft noise and the number of aircraft operations that people will experience now and in the future. The entire Pinnacle Capstan Village site is exposed to aircraft noise at levels significantly higher than other areas of Richmond where residential developments are prohibited due to aircraft noise (shown in red).

Several of the airport roads and bridges, including the Arthur Laing, were constructed by the Airport for airport users. Many of these are significantly congested by non airport traffic moving between Richmond and Vancouver. The Airport Authority is opposed to any new developments that will result in more non airport traffic on these access ways. We have already invested \$300 million in the Canada Line rapid transit project to address this situation. If the Capstan Village project results in an increase in traffic on Sea Island the Airport Authority will need to aggressively pursue new methods to protect airport roads and bridges for airport related traffic including considering all forms of transportation demand management.

If you have any questions regarding these comments please contact me at 604.276.6357.

Yours sincerely,

For:

Anne Murray Vice-President

Community and Environmental Affairs

ACM;caw



SCHEDULE 19 TO THE MINUTES OF THE REGULAR MEETING OF COUNCIL FOR PUBLIC HEARINGS HELD ON MONDAY, MAY 22, 2007

City of Richmond Planning and Development Department

To Public Hearing lau rr

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To:

Mayor and Councillors

Date:

May 22, 2007

From:

Terry Crowe

File:

Manager, Policy Planning

Re:

Pinnacle OCP Amendment - Clarifying Richmond School Board Comments

Purpose

The purpose of this memo is to clarify the May 17, 2007, response from Mr. Ken Morris, Secretary Treasurer, Richmond School District No. 38, [SB] regarding the proposed Pinnacle OCP amendment.

8060 20-7882

Background

Policy Requirements Met

Regarding the proposed Pinnacle OCP amendment, the City has met the requirements of the latest City Policy 5043 OCP Bylaw Preparation Consultation Policy which was prepared by the City and SB.

The City and SB staff have consulted many times regarding this proposal. On January 17, 2006, the SB formally acknowledged that it had been consulted and stated that it is prepared to address school needs [Attachment 1].

As the Pinnacle proposal was subsequently modified [this proposal], the City forwarded the proposal to the SB again, as a courtesy and to keep them informed.

Mr Morris' memo [Attachment 2] indicates, at the staff level, that the SB continues to be prepared to accommodate the Pinnacle development. It is anticipated that the SB will verify this. Due to the City - SB decision-making sequence, it is anticipated that the formal reply from the SB will be receive shortly.

Regarding City demographic information, City staff will be forwarding preliminary data to SB staff data this week.

For clarification, please contact me at 4139.

Terry Crowe

Manager, Policy Planning

TTC:ttc Att. 1

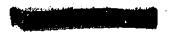
pc:

Joe Erceg, MCIP, General Manager, Planning and Development

Jean Lamontagne, Director of Development

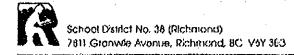
Suzanne Carter-Huffman, Senior Planner/Urban Design

Island City, by Nature





School District No. 38 (Richmond) - Letter of Support



Tel: (804) 668-6000 Fox: (604) 668-6161

Office of the Secretary - Treasurer

January 17, 2006

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

Dear Mr. Weber:

In January of 2001 the Local Government Act changed such that the City of Richmond was required to consult with the Board of School Trustees (Richmond) for all changes to the Official Community Plan (OCP). In December 2005 representatives from the City of Richmond's Planning Department met with myself regarding changes to the OCP that would result in an increase in the number of school-aged children. We agreed that changes to the OCP that resulted in a potential increase of more than 50 school-aged children would be forwarded to the Board of School Trustees. In this regard the Board of School Trustees received correspondence from the City of Richmond's Planning Department regarding a significant residential development at the intersection of No. 3 Road and Capstan Way.

The development (RZ 03-254977) contemplates the construction of approximately 1689 dwelling units. Since this was the first change to the OCP that had been forwarded to the Board of School Trustees, pursuant to Section 881 of the Local Government Act, the Board referred this to its January 9, 2006 Personnel & Finance Committee Meeting in order to discuss not only the application but the process whereby such matters would be considered by the Board.

At the January 9, 2006 Personnel & Finance Committee Meeting a recommendation was made to the Board. The Board at its January 16, 2006 public meeting passed the following resolution:

> 038/2006 THAT the Board of School Trustees (Richmond) respond to the City of Richmond's proposed city centre zoning applications confirming that Talmey Rlementary School could accommodate elementary school-aged children moving in to the area; and further that the school district's capital plan may be impacted by such additional enrollment,

> > CARRIED

YOUR FOCUS IS ON THE LEARNING



It is anticipated that in the future the Board of School Trustees (Richmond) will be able to respond to these changes to the OCP within 3 weeks of receipt of such changes. The exception may be during the months of July and August where the Board would normally meet once in the early part of July and then again in early September.

If you have any questions regarding this matter, I can be reached at 604.668.6011.

Sincerely,

K.L. Morris Secretary Treasurer

cc: Trusters

ft. fleair no, Superintendent of Schools
https://out.org/ft/schools
T. Crowe, Mininger - Policy Planning

Attachments: Correspondence from S. Carter-Haffman and Section 881, Local Govt. Act

From: Ken Morris [mailto:kmorris@richmond.sd38.bc.ca]

Sent: Thursday, 17 May 2007 10:43 AM

To: Weber, David

Cc: Carlile, Cathryn; Bruce Beairsto; Crowe, Terry; Linda McPhail

Subject: Staff response to OCP Amendment BYLAW 7882

Importance: High

David

I have attached the draft report that will be sent to the Board for its consideration on Tuesday May 22nd.

The timeline for response the Board and the school district is being provided is presently not reasonable to allow for a fully informed response.

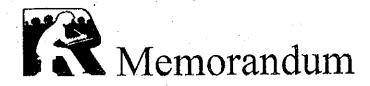
I will be suggesting that to the Board that this matter be raised again with Council in order to seek an amicable solution. Perhaps the 'communications-visioning session' between Council and Board that is being scheduled will be an opportunity to raise this specific example.

I will ask Cathy Carlile to add this matter as an agenda item to the Joint City/School District Management Committee.

If you have any suggestions I would appreciate hearing from you.
Regards
Ken Morris
Secretary Treasurer
School District No. 38 (Richmond)
7811 Granville Avenue
Richmond, B.C.
V6Y 3E3
604-668-6011
604-668-6161 (fax)
kmorris@richmond.sd38.bc.ca (e-mail)

visit us at www.sd38,bc,ca

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Date:

May 17, 2007

To:

The Board of School Trustees (Richmond)

From:

K.L. Morris, Secretary Treasurer

Subject:

Official Community Amendment Bylaw 7882

Recommendation:

WHEREAS the Board of School Trustees (Richmond previously received information from the City of Richmond regarding extensive densification of the north end of the City Centre (RZ 03-254977 and RZ 04-275910);

AND WHEREAS one specific major development in the area bounded by Capstan, Number Three Road, Sea Island Way and Sexsmith Road was initially expected to see approximately 1,700 residential dwelling units;

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AND WHEREAS south end of Cambie Secondary school has been pre-loaded for a 500 student addition to the school;

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Carried

January 17, 2006

Letter to City (attached) advising of Board Resolution 038/2006 and advising that the Board will be able respond to these changes to the OCP within 3 weeks of receipt of such changes.

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The City had requested written responses by May 16, 2007 or within five working days.

In brief, Amendment Bylaw proposes to increase the number of residential dwelling units from 1,700 to over 2,100.

K.L. Morris /gh encis.