

Schedule 12 to the Minutes of the
Development Permit Panel
meeting held on Wednesday,
March 25, 2015.

To Development Permit Panel
Date: <u>March 25, 2015</u>
Item # <u>4</u>
Re: <u>2671, 2711, 2811, 2831, 2851,</u> <u>2931, 2951, 2971, 2991 No 3rd</u> <u>DP14-659747</u>

March 23, 2015

Director, City Clerk's Office – Please forward this submission to both:

To: Development Permit Panel

To: City of Richmond Mayor and Council

From: Henry Davies

Jayker Holdings Ltd.- 8560 River Road

From: Jack T.K. Chan

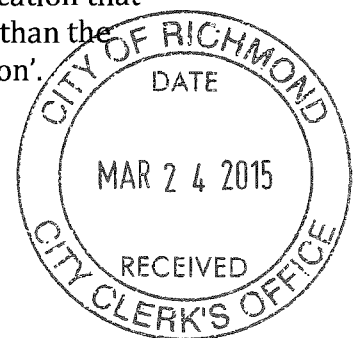
Wings Mould Canada Limited – 8500 River Road

Re: Notice of Application for a Development Permit DP14-659747
Dava Developments Ltd.

I, Henry Davies, own property at 8560 River Road, Richmond. I have been involved in the Bridgeport area since 1968 and built this building in 1975. I am a past Chairman of the Bridgeport Citizen's Committee and prepared an Area Plan for this area. I am also a past member of the Richmond Advisory Planning Commission.

My neighbor, Jack T.K. Chan, at 8500 River Road, came to me regarding a letter he received from the City of Richmond, and he was requesting my assistance. He has been approached again lately by Dava Developments to give the back of his property, the one they have marked on their development permit application as "future lane dedication". I looked up my file on the Dava Development rezoning application and I had the plans that they had given me but no written material. I had written a letter to the City outlining my objection to the designation of the back of my property at 8560 River Road also showing a strip marked 'future lane dedication'. I heard no more after that and assumed the rezoning had been approved without acknowledging my concern.

I suggested to Mr. Chan that he contact the planner in charge of this for the City of Richmond, which he did. He identified himself and expressed his concern that the rear of his property was marked 'future lane dedication'. The planner emailed him a link to the Richmond Community Plan that had a link to the Bridgeport Village Plan. This plan still shows the Dava property as Park. Mr. Chan came back and gave me the link. The Planner told him he did not have to give the strip of land at the rear of his property and that the meeting would be cancelled. The link she directed him to was huge and included both the Richmond Community Plan and the Bridgeport Village Plan, did not give him information regarding the dedication re the strip of land at the back of his property and most importantly did not show his property being used as the extension to Douglas Road nor could you glean any indication that his property was part of rezoning/development permit application other than the five foot strip across the rear of his property marked 'future lane dedication'.



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I searched and eventually found the status of Dava Developments rezoning. This information is not readily available and takes a great deal of searching. The maps appear to be the same as Dava had given me and there were approximately forty pages of documentation. I read this and much to my surprise two things stood out – three lines on PLN252 “ ***The CCAP is also proposed to be amended to extend a portion of Douglas Street as a minor street through the site, particularly from No. 3 Road to River Road. This road will be instrumental in servicing the future development potential of the waterfront lands to the west***”(attachment #1).

AND four lines on PLN 275 half a page up from the Mayor’s signature place at the end of this document in specific terms it reads:
“D. In the specific land use map: Bridgeport Village 2031 thereof, designating along the south property line of 2811 No. 3 Road through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road “PROPOSED STREETS” (attachment #2). I was astonished. I have never seen on any plan produced by the City of Richmond or Dava Developments that indicate this road going through 8500 River Road other than in this application document for rezoning on the signature page.

This is no more than taking away the future of a small property owner and family business to benefit a large developer at no cost to the developer.

I went to the City Hall on March 16th with my letter from the City of Richmond where it states plans and staff reports would be available. The front desk contacted the planner, gave me the phone and I asked her if I could get the written documentation that goes with the application for the development permit or is that documentation the same as Dava’s rezoning application. I was told that the rezoning application has had three readings and was not finalized and it would be done at the same time as the development permit approval. I asked her if the written supporting information that goes with the Rezoning application was the same as it was then and she replied that it was. I told her I was able to get that off the internet but could she get me the plans and the supporting documentation for the Development Permit Application. She sent down the Report to Development Permit Panel with attachments. I copied them, reviewed the plans and the staff supporting documents. I must then assume that the documents for the rezoning and also the development permit are one and the same.

From the recent enquiries that Mr. Chan has made and I have made, there is no indication that a road is proposed to go through his property.

The **Douglas Road** extension is and should be no more than an access to the Dava Property. It should not be called Douglas Road. It is an entrance/exit to their property. If Dava and the City of Richmond have to close the lane to be shut off at Bridgeport then they will have to supply egress through their property. As a Park it was never to be shut off. Any plans to extend Douglas Road through the lane and

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through private property should be removed and should not go ahead. The Road Plans in the Bridgeport Village Area Plan show ample access to the developments proposed for Duck Island without any involvement of our lane or properties (attachment #3 copy of aerial view showing extension of Douglas Road if necessary).

The best and most sensible extension of Douglas Road West should be through property I understand is already owned by the City heading northwest from Douglas and Sexsmith to No 3 Road and Beckwith with half of it already a road and the other half already owned by the city which was the old road to the bridge that crossed to Marpole and not through any private property.

For those of us on River Road we have already been impacted enough.

History of Lane

Two sites on No. 3 Road were being prepped for new buildings right up to the rear lane property line. The lane behind me (8560 River Road) was less than ten feet wide. The other site was behind 8500 River Road. The building permits had not been issued and I asked the city and talked to the owners of these properties and told them if they would give up several feet of property I would do the same so the lane could be made more functional. I contacted all the property owners in the lane and I had confirmation that they would all participate except we did not get any from the two buildings being proposed. The City issued building permits and the buildings were built. Even though the lane was less than ten feet wide behind my property, the new building put their gas meter, dumpster and overhead door in the lane. I received a complaint from my rear tenant that my parking lot was being used as the access to the new Auto Repair Facility. I went ahead and built a two foot rear wall across the back of my property (which remains today) which meant no access for new repair facility and no more problems for my tenant. Some years later I received a legal letter from the City of Richmond saying they needed to acquire a five foot strip from the rear of my property saying they needed it for public utilities. I was able to prove that the City of Richmond had an alternative route which was shorter and would cost less, they abandoned their acquisition of my property. Dava Development's designation written on their rezoning application and development permit diminishes the value of my property and the property at 8500 River Road. Any loss of land to our smaller properties can greatly reduce the development opportunities of our properties.

Our side of the lane has given up enough land. In our block most of the properties on No. 3 Road lost their businesses and property because of the Canada Line along with many in the Bridgeport area. Because of the Canada Line construction 8580 River Road (Richmond frame and Steering) moved, 8560 River Road (Thatcher Gold Stamping), moved, 8540 River Road

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(acquired by Canada Line, 8520 River Road (Canada Post Office) (acquired by Canada Line) 8500 River Road (Johnson Controls now Wings Mould Canada). Both 8540 (now Don Dickey) and 8500 (now Wings Mould) lost their properties in other areas of the Bridgeport area due to the Canada Line and moved to our street. All the people on our side of the lane have lost views, had the sunlight blocked and restricted, and we have lost privacy. Our area has had to accept the Night Market noise, traffic congestion and restricted access to our street and properties. There is excessive noise from the cars on the Canada Line because it was built for straight lines and not the curve behind our properties. Most of us have accepted these realities as sacrifices for rapid transit because the land underneath was designated to be zoned a park after the Canada Line was built.

In 2009 The City of Richmond and Canada Line worked on a proposal to remove the Park, and developed conceptual drawings showing large buildings on the Park property and on all existing buildings on River Road in our Block. Without consultation of owners on River Road the city of Richmond worked with Canada Line to show all existing buildings removed and a plan of total redevelopment for our area (attachment #4 – 2009 design options City of Richmond). In these designs it showed removal of the lane from and including 8540 River Road north to the end of the lane at River Road. Although that proposed development by Canada Line did not go ahead the City rezoned and removed the planned park. The City subsequently sold the proposed park to Dava Developments. We have the Canada Line overhead. We have the Canada Line substation in the lane. The City allowed them to build this building right to the property line with their stairs, landing and slab protruding four feet into the lane.

If Dava Development and the City of Richmond cannot contain this proposed development on its own property without impacting our street, shutting off the lane, labeling and describing private property for future dedication for roads and lanes for the benefit of developers, they should scale back their development to what their site will support.

They are asking to reduce setbacks and providing a view for us of parked vehicles right up to the lane without screening. Dava Development's shows on its Plans street lights poles on our side of the lane. These lights must be on their side of the lane and better on the Dava property. Where they show them now they interfere with access to existing businesses and could impede redevelopment opportunities on our properties on River Road. We already supply the major overhead power lines and equipment to the airport on our front property line restricting our opportunity to build to our front property line.

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It appears Dava are asking to build a 1980's strip mall on land that the City designated as a Park but then sold to Dava Developments without consultation from the community. Because the City has sold this property to a Developer they are now in a decision making position and I believe a conflict of interest. It has the appearance of an arms length transaction whether the City is doing it correctly or not.

How can you allow a long time business and property owner (8500 River Road – Wings Mold Canada) have their property be part of a rezoning and development permit applications by a developer with the rezoning already had third reading and then even after they have made reasonable enquiries to the City of Richmond and still not been made aware of a road proposal though their property?

We request the following:

- Remove all reference to 'future lane dedication' that are on 8560 and 8500 River Road at the rear of both properties.
- Remove any reference to 8500 River Road being used as an extension of any road through to River Road to support Duck Island development.
- Screening to be placed along the Dava Development property to block the view of parked vehicles.
- Require any street light poles in lane to be placed on the Dava Development property and not in the lane.
- Require any lane drainage is collected in the lane and not directed to the west side of the lane./
- Have the Canada Line building remove their stairs from protruding into the lane and instead have them put a new access to their building on property they own.

Attachments

PLN 252

PLN 275

Aerial View

2009 Design Options City Richmond

Bridgeport Village Maps 2031

ATTACHMENT #1

July 4, 2013

- 6 -

RZ 11-566630

Based on Council's comments, staff recommend that the existing park designation along the west side of No. 3 Road be replaced with an "orange diamond" to indicate "Neighbourhood Park (Future to 2013) – Configuration & Location to be Determined". An "orange diamond" would be added to the Bridgeport Village map in the vicinity of No. 3 Road. The configuration, location and timing of the park will depend on the level of local development activity and related park demand.

The current "Park" designation along the west side of No. 3 Road will be removed and the affected lots will be designated as per the existing designation of adjacent lands to the north, south, east and west:

- To "Commercial" in the City of Richmond 2041 OCP Land Use Map.
- To "Urban Centre T5 (45 m)" (2 FAR) and "Village Centre Bonus" (1 FAR) in the CCAP.

The CCAP is also proposed to be amended to extend a portion of Douglas Street as a minor street through the site, particularly from No. 3 Road to River Road. This road will be instrumental in servicing the future development potential of the waterfront lands to the west.

Staff's review of the proposed development shows it to be consistent with City policies and supportive CCAP objectives for the Bridgeport Village, as indicated below:

a) Sustainable Development:

- **District Energy Utility (DEU):** The small low density site is not required to be "DEU-ready" as the estimated heating demand (primary demand would be cooling) would be too low to make it economical at this time.
- **Leadership in Energy and Environmental Design (LEED):** The CCAP requires that all rezoning applications greater than 2,000 m² in size demonstrate compliance with LEED Silver (equivalency) or better, paying particular attention to features significant to Richmond (e.g., green roofs, urban agriculture, DEU, storm water management/quality). The developer has agreed to comply with this policy and will demonstrate this at Development Permit stage.
- **Tree Protection:** Richmond's Tree Protection Bylaw is intended to sustain a viable urban forest by protecting trees with a minimum diameter of 20 cm dbh (i.e. 1.4 m above grade) from being unnecessarily removed and setting replanting requirements. The developer's proposal satisfies the City policy, as they have agreed to save the only existing tree on the site, the significant London Plane at the intersection of No. 3 Road and Bridgeport Road. The tree is large (approximately 1.2 m dbh), in excellent health and a highly visible location. Confirmation of a contract with a registered Arborist for the protection of the tree is a requirement of rezoning. The Arborist needs to be involved in any planned work within the trees' dripline.

ATTACHMENT #2

Bylaw 9041

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P.I.D. 004-209-028

Lot 220 Section 21 Block 5 North Range 6 West New Westminster District Plan 56728

P.I.D. 003-748-499

Lot 3 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-421

Lot 2 Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

P.I.D. 003-748-391

Lot 1 Except: Part on Bylaw Plan 57721, Block 75 Sections 21 and 22 Block 5 North Range 6 West New Westminster District Plan 1555

- d) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating along the south property line of 2811 No. 3 Road, through 8500 River Road, and along common property lines of 8431 and 8451 West Road, and 8480 and 8500 River Road "Proposed Streets".
 - e) In the Specific Land Use Map: Bridgeport Village (2031) thereof, designating a portion of the intersection of Beckwith Road and Sexsmith Road "Park - Configuration & location to be determined".
 - f) Making various text and graphic amendments to ensure consistency with the Generalized Land Use Map (2031) and Specific Land Use Map: Bridgeport Village (2031) as amended.
3. This Bylaw may be cited as "Richmond Official Community Plan Bylaws 7100 and 9000, Amendment Bylaw 9041".

FIRST READING

PUBLIC HEARING

SECOND READING

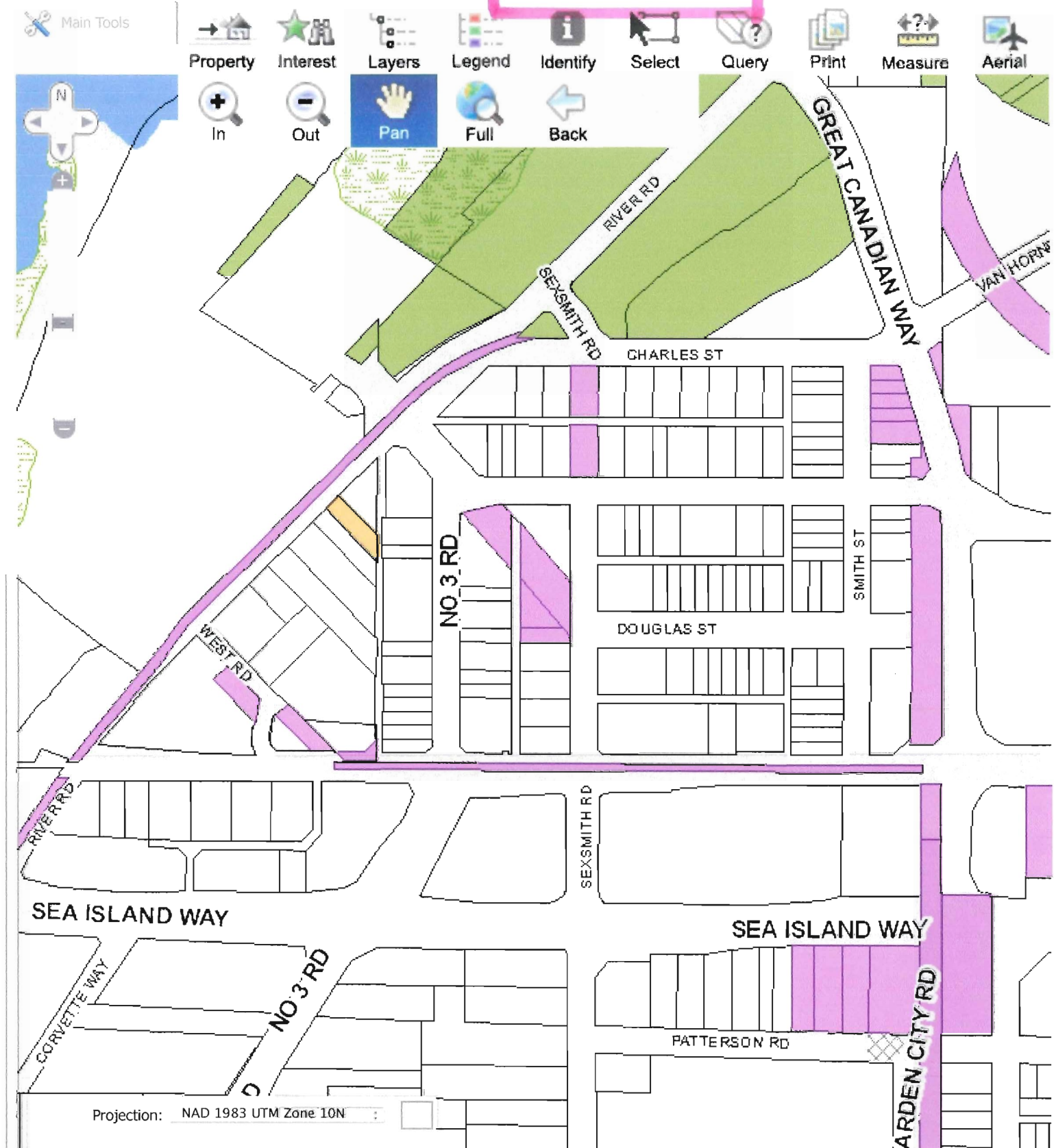
THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

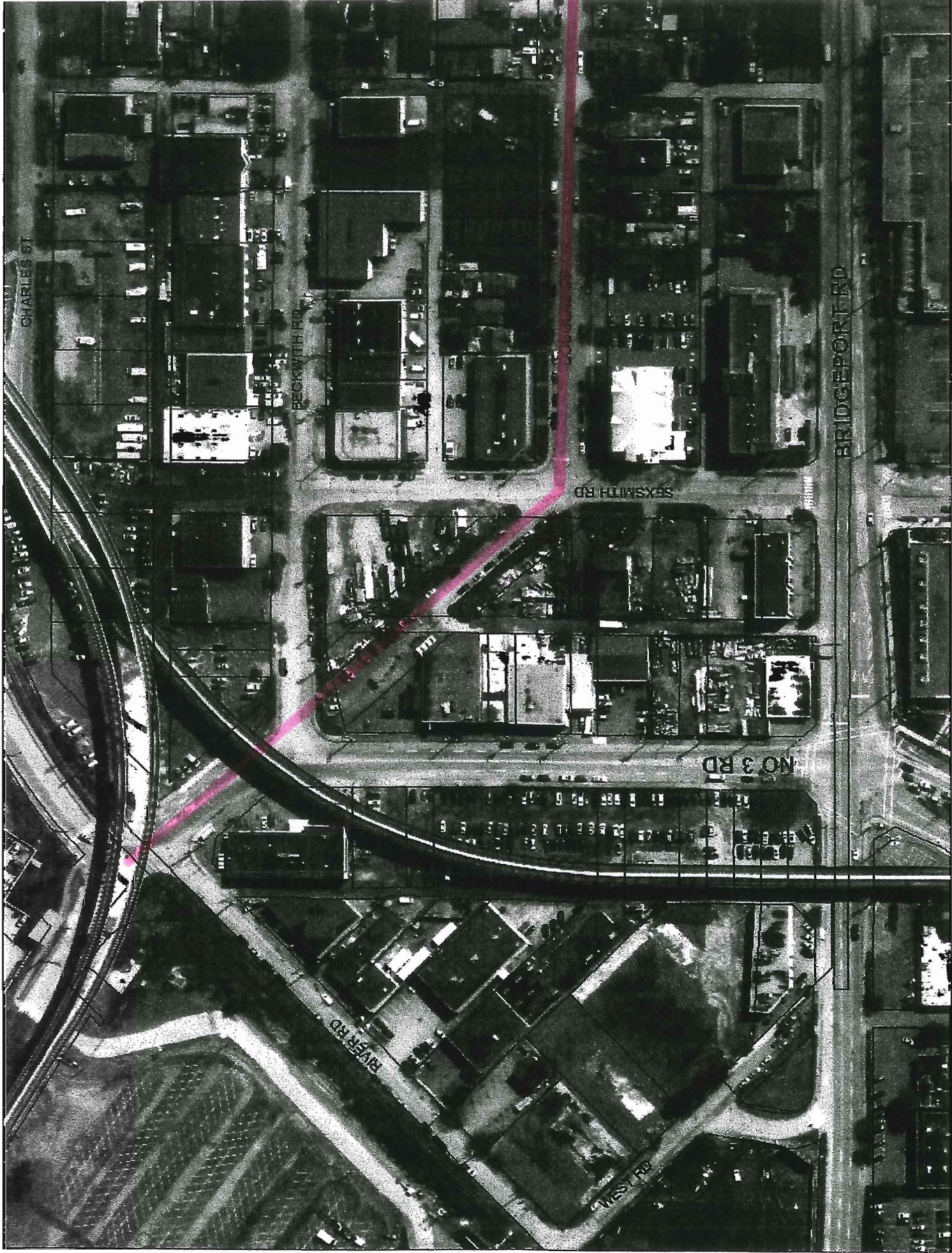


#3

City of Richmond Interactive Map
OWNED LAND

#

City of Richmond Interactive Map



77.0 0 36.49 77.0 Meters



City of Richmond

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

Telephone (604) 276-4000

www.city.richmond.bc.ca

#4

May 5, 2009
File: 08-4045-20-10/2009-Vol 01

Planning and Development Department
Fax: 604-276-4052

Canada Line
Suite 1650, 509 Granville Street
Vancouver, BC
V6C 1T2

Attention: **Jane Bird**
Chief Executive Officer

Dear Ms. Bird:

Re: Proposed Amendment to the City Centre Area Plan (CCAP) at 2671 - 2991 No. 3 Road

Thank you for meeting with Jeff Day, Terry Crowe, and myself on April 22, 2009, to review the proposed amendment to the CCAP, considered at Council on April 14, 2009, and its implications for the future development of your property. As we discussed:

Land Use Designation –

- The subject CCAP amendment bylaw would re-designate your site from “Park” to “Urban Centre T5 (45 m)”, which would enable it to be developed with some combination of commercial uses (i.e. typically retail at grade and office and/or hotel above);

Density –

- The maximum permitted density under the subject CCAP amendment would be 3.0 Floor Area Ratio (FAR), as per:
 - a) “Urban Centre T5 (45 m)” – 2.0 FAR maximum, for non-residential uses; plus
 - b) “Village Centre Bonus” – 1.0 FAR, for office uses only.
- The ability of a developer to maximize density on the subject site could be affected by:
 - a) Parcel size –
The CCAP Development Permit (DP) Guidelines, Sub-Area A.4 (as approved in July 2008), recommend a “minimum net development site size” of 45 m wide, 40 m deep; and 4,000 m² in area. Your site’s area and width exceed this recommendation, but its depth is smaller and is encumbered by the Canada Line guideway, columns, and power station. In light of this, staff undertook a preliminary development review of your site. (See attached) Based on this, staff are satisfied that your site has the potential to be attractively developed at densities of up to 3.0 FAR; however, development constraints inherent in the subject site must be recognized (e.g., tower floorplate width limitations, an inability to accommodate a conventional multi-storey parking structure) and may impact the site’s ability to satisfy some uses or users.

RICHMOND
Island City, by Nature

b) Parking –

Based on staff's preliminary development review (see attached), it appears that your site can accommodate roughly 150 parking spaces on-site, which would be adequate to support a density of approximately 0.65 - 0.8 FAR (depending on the proposed mix of uses).

Exceeding this density would require additional parking spaces to be provided off-site (i.e. roughly 150 additional spaces for 3.0 FAR); either by securing an off-site parking facility (via legal agreement, air space parcel, lease, etc.) or by consolidating the subject site with one or more neighbouring lots for the purpose of a larger, comprehensive development.

Vehicle Access –

- The subject CCAP amendment proposes that vehicle access to your site should be restricted to the existing lane, with the understanding that the lane is to be realigned near its north end and widened to City Centre standards (i.e. typically 9 m) concurrently with the development of the subject site and its neighbours.
- Through the City's development application processes, staff may consider alternative vehicle access options for your site provided they are supported by a satisfactory traffic study; however, it is premature to confirm that any such alternative would be supported by staff until more is known about the nature of the development and the associated traffic considerations.

Timing of the CCAP Amendment –

- The subject CCAP amendment bylaw received first reading of Council on April 14, 2009.
- Public Hearing on the subject CCAP amendment bylaw will not occur until after the CCAP bylaws approved by Council in July 2008 have received final reading.
- Final reading of the July 2008 CCAP bylaws will not occur until proposed changes to the Development Cost Charge (DCC) bylaw are approved by the Province. This is not expected until the summer or fall of 2009.
- In the intervening period, staff will consult with property owners and businesses in the Bridgeport Village area regarding the subject CCAP amendment.

Thank you again for your interest in the subject CCAP amendment bylaw. If you require any additional clarification regarding the bylaw or the development potential of your property, please let me know.

Yours truly,



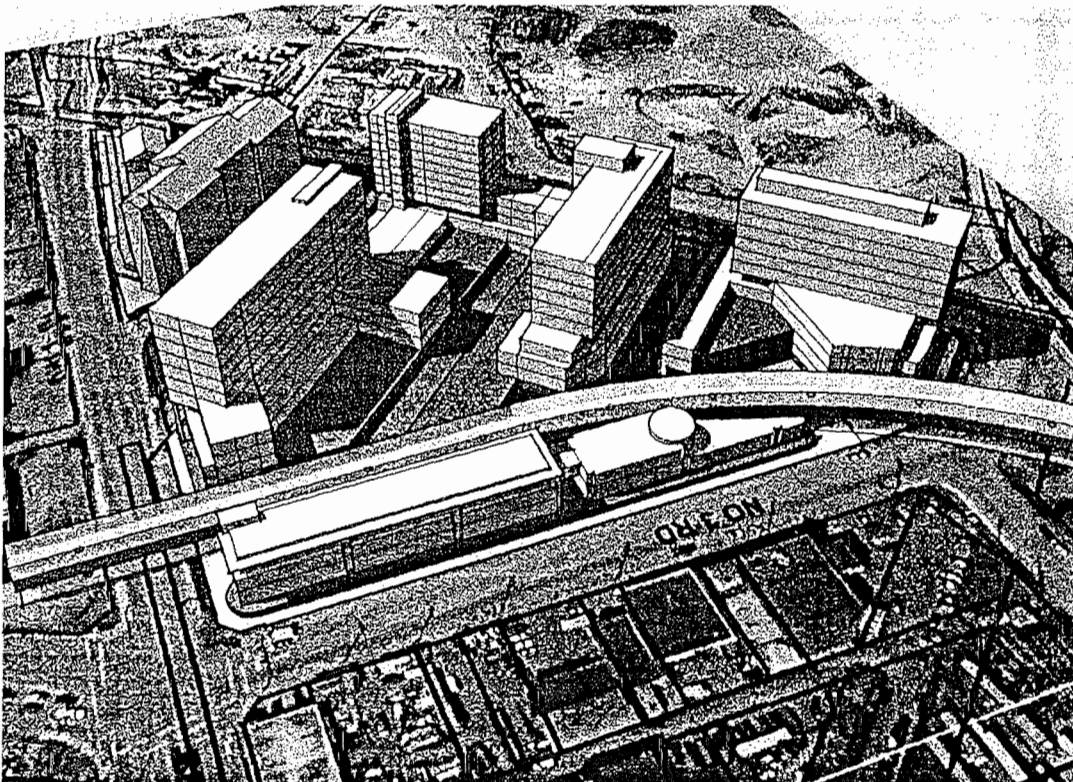
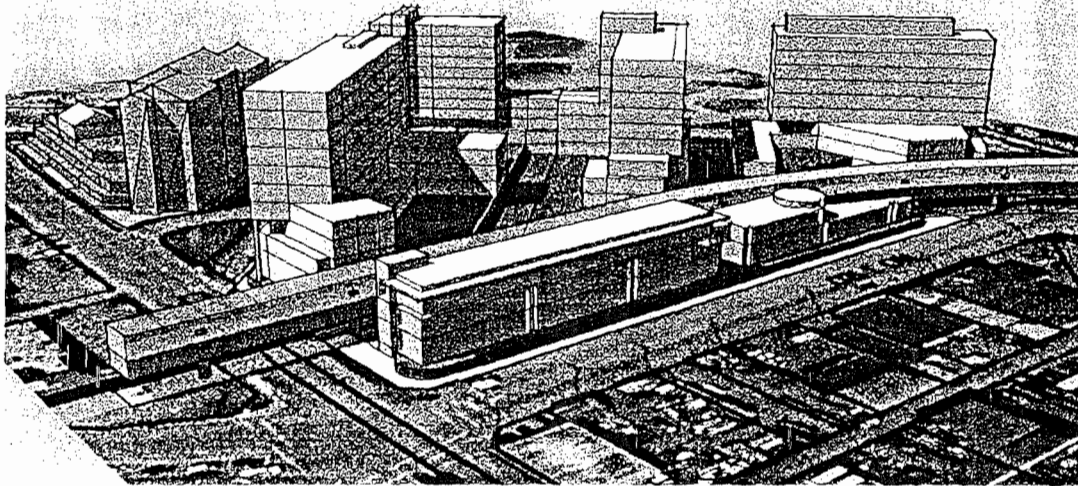
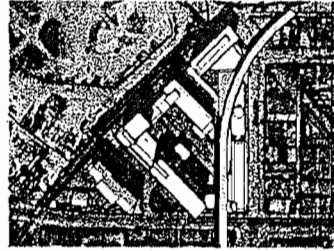
Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:spc
Att. 3

pc: Jeff Day, P. Eng., General Manager, Olympic Business & Major Projects
Terry Crowe, Manager, Policy Planning
Wayne Mulyk, CLCO

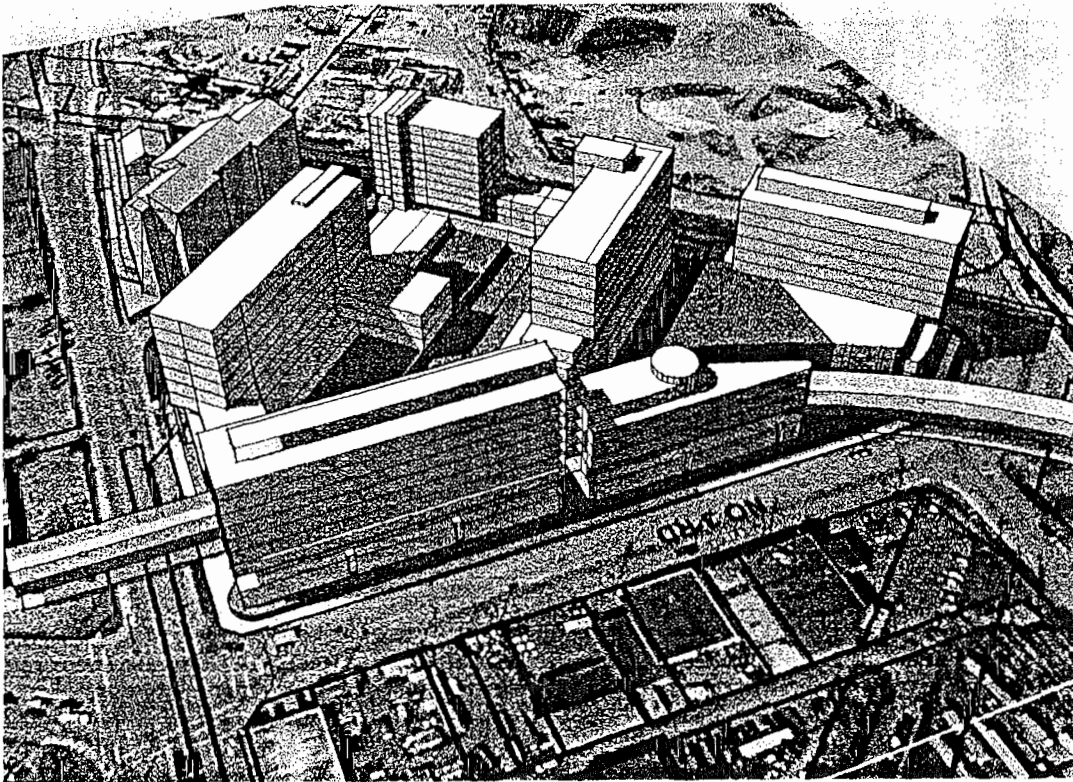
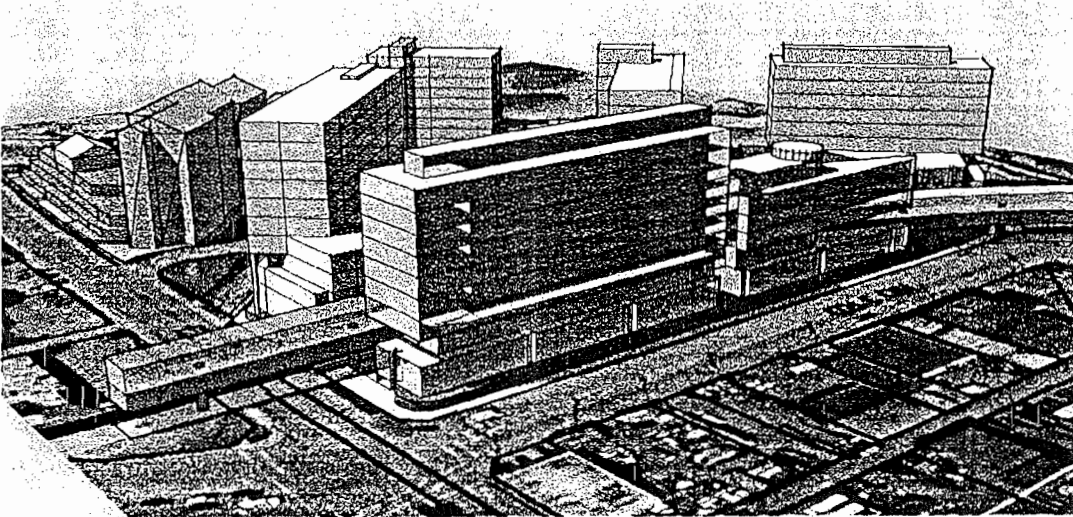
BRIDGEPORT VILLAGE: No. 3 Road Conceptual Development Options

- *Office/Retail @ 0.8 Floor Area Ratio max.*
- *Height: 18 m max.*
- *Parking: +/-150 on-site spaces
(surface & under building)*



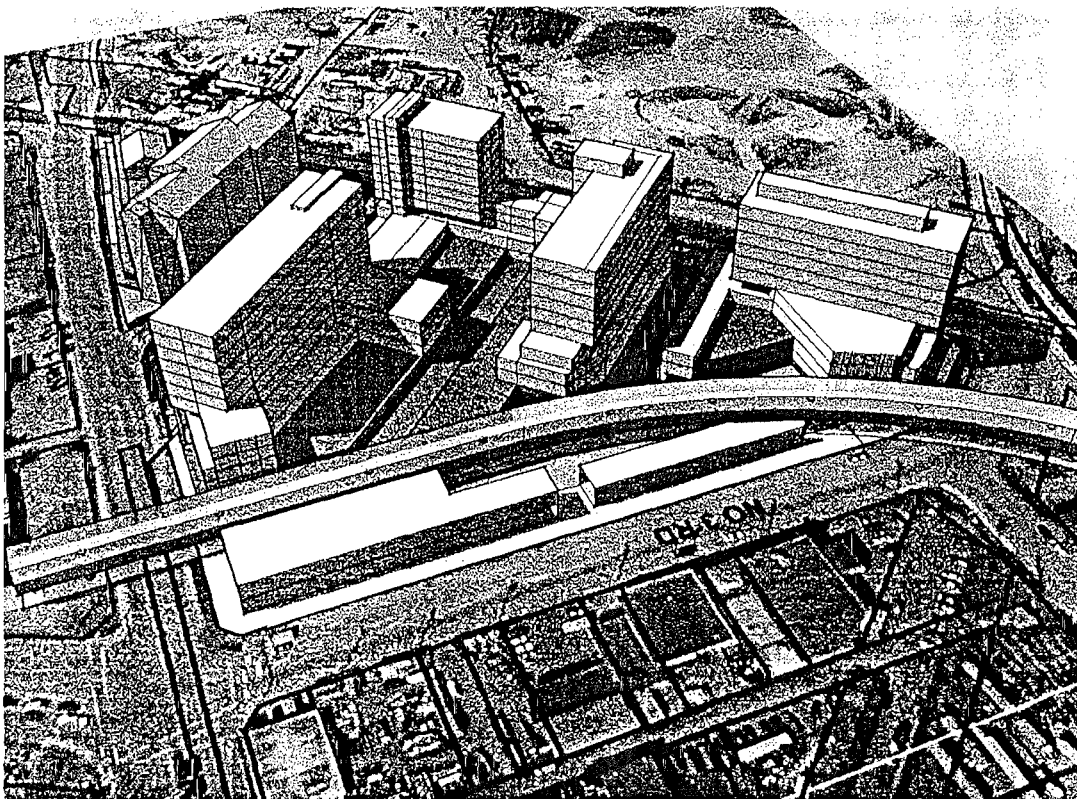
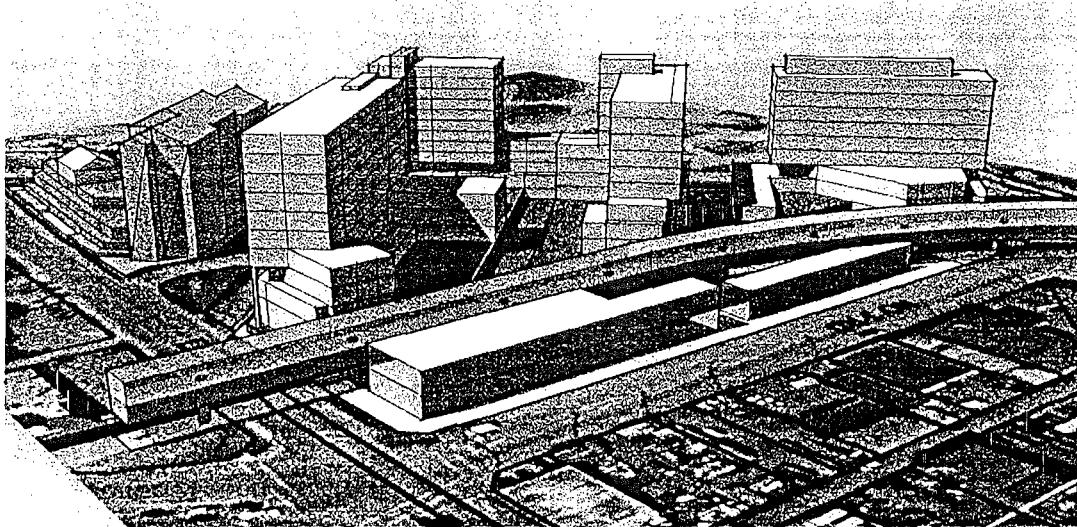
BRIDGEPORT VILLAGE: No. 3 Road Conceptual Development Options

- Office/Retail @ 3.0 Floor Area Ratio max.
- Height: 45 m max.
- Parking: +/-150 on-site & +/-150 off-site spaces (surface & multi-storey structures)



BRIDGEPORT VILLAGE: No. 3 Road Conceptual Development Options

- *Office/Retail @ 0.5 Floor Area Ratio max.*
- *Height: 10 m max.*
- *Parking: +/-100 on-site spaces (surface)*



Specific Land Use Map: Bridgeport Village (2031)

