

SCHEDULE 14 TO THE  
MINUTES OF THE REGULAR  
MEETING OF COUNCIL FOR  
PUBLIC HEARINGS HELD ON  
MONDAY, JULY 21, 2008



*Above  
the  
Crowd!*

<b>To Public Hearing</b>
Date: <u>July 21, 2008</u>
Item # <u>6</u>
Re: <u>Bylaws 8381,</u>
<u>8382 + 8383</u>

The Mayor and Councillors  
City of Richmond

RE: City Centre Community Area Plan – Bridgeport Area Plan Bylaw 7100 Schedule 2.12

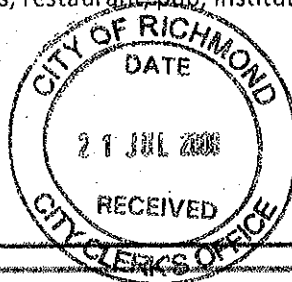
Please receive and review this with respect to one particular area of the new City Center Area Plan (CCAP); specifically with regard to a number of those properties in the West Bridgeport area; generally to the East of the Oak Street Bridge and fronting onto the North side of Bridgeport Road and the South side of Beckwith Road. Please refer to the map attached.

My involvement is as a Realtor with RE/MAX Westcoast; and I represent a number of those property owners, including those owning the properties at; 9491 Bridgeport Road, 9511 + 9531 + 9551 Bridgeport Road, and 9440 Beckwith Road. I am here speaking for those property owners. My associate David McArthur as a Realtor for McDonald Realty speaks to these issues on behalf of the owners of other properties in the block, and together our involvement constitutes the majority of the undeveloped lands in the block. The map attached outlines the subject properties in white; excepting the property at 9420 Beckwith Road. I do not speak for the owners we do not represent as Realtors.

As a Realtor I am concerned with the saleability of the properties, and the owners are concerned with the impacts on values, but this appeal is not based solely on self interest. We believe that the current proposal does not address some critical issues which are within the mandate of the City, and which will affect the potential for the best results in the future development of the block. We believe that changes are required to the current OCP proposal, and that these changes would result in a win-win-win situation for the owners as sellers, the developers, and for the City of Richmond.

These properties are contiguous lands which have commonality in services and access/egress considerations, and yet, according to the current OCP proposal, seem to be "split" in their use applications and development guidelines. The items of concern are as follows;

1. **Correction of the map representation.** The current proposal identifies the area along Bridgeport Road between #4 Road and Great Canadian Way as being "Area B" (map of CCAP pages 158 attached) and generally allowing Light Industry with conditional second floor uses of Office and Education. It further identifies the 50 meters/164 feet frontage of Bridgeport Road West of the Bridge as being (according to page 159 attached) an area allowing various additional uses including; hotel, retail trade and services, restaurant, pub, institutional, and other uses.



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In discussions between Dave McArthur and senior planning officials of the City it was stated that this application of uses to the block West of the Oak Street Bridge also applied to the block to the East of the Oak Street Bridge; with the only difference being a difference in height restrictions; and that omitting the reference in the map to identifying the area where the additional uses were allowed was simply an error.

**We request council to direct planning staff to confirm in the map for the proposed OCP that this application of uses applies to the lands to the East of the Oak Street Bridge.**

2. Given that the OCP proposal to allow the stated additional uses within the frontage 50 meter envelope is applicable to the lands East of the Bridge, we further ask council to send the proposal back to staff for further review and consideration. We think this proposal creates more issues than it resolves; and that these issues are detrimental to both the development of the block and the resulting benefit to the City of Richmond. The issues we see are as follows;
  - a. **Location, profile, and area "gateway" image** - these properties are among the last undeveloped high profile lands in North Richmond and should give the opportunity for a "showcase" development that will give visitors to our City a good first impression as they come off of Highway 99 from Delta, Surrey, Seattle, and points beyond. By establishing this small envelope of land to allow higher end uses we feel it constrains the developer's opportunity to maximize the development potential to create a high profile development.
  - b. **Established area influence and uses (YVR, Skytrain, hotels, commercial)** – the area influence is already established by the presence of 10 major hotels (and more to come). These are interspersed with numerous Commercial centres and it makes sense to maintain the continuity of the business profile rather than interject strict warehouse uses in this block.
  - c. **Commercial facility presence for commuter traffic and area residents** – in an area that already attracts a Commercial client base, it makes sense to reinforce the destination use pattern by adding further Commercial use opportunities. This not only provides for a larger destination shopping area so that local businesses have "mutual support interaction" but also provides for use facility for local residents (in the Tait residential catchment) where there is currently a scarcity of local commercial services. It also provides for future area development considerations. For example, the commuter traffic coming from Vancouver via Skytrain will disembark at the Casino station and go to their vehicles in the local park and ride facility (perhaps to additionally to be established under the power towers?). From a business, tax, and employment perspective, would we not prefer they do their shopping in North Richmond prior to entering into the commuter grid, and should we not give them somewhere to shop? What if the tunnel is shut down? Is it not a good idea to give them somewhere to stop and/or shop as an identifiable shopping area including restaurants and entertainment facilities?

- d. **Beckwith becomes a major access arterial road** – with the proposed road system, including the direct commuter access through Bridgeport Road from Northbound Highway #99 traffic; and potentially including required access to the subject block businesses from Beckwith Road, this street becomes a very busy thoroughfare. Given that, is the Industrial warehouse profile the one best suited to this area? Is not a commercial “gateway” entrance image more desirable?
- e. **Richmond trail system and pedestrian facilities** – the North side of the properties fronting onto the North side of Beckwith Road is the rail line purchased from CN Rail for the City trail system. Is it not more desirable to have service and retail consumer facilities in this area for users of the trail system, including visitors to the many area hotels seeking fresh air and exercise in the area of their accommodation? Certainly having the trail system run past an Industrial warehouse influence is not as safe nor as desirable.
- f. **Access and egress** - this is major, and is one of the overwhelming influences to the decision to develop the subject properties. Bridgeport Road carries tens of thousands of vehicles each way each day, and that number will only increase. Based on all previous discussions with the City, limited or no access/egress would be allowed; because of the great danger of traffic collisions and resulting fatalities. Even a “right hand in right hand out” access is a limited access, and in that event the Beckwith access becomes more important and carries a higher profile. Based on the current City position of 50 meters (164 feet) of development area from the point of Bridgeport frontage, and given a 6 meter setback, it means a “right hand in right hand out” situation would leave a very narrow developable building envelope strip, and this may not be viable. As a consequence, limiting the building envelope to the 50 meter frontage may not be the best policy, and not allowing the Beckwith properties to become an integral part of the overall development plan may compromise the choices to safe access and egress.
- g. **Improvement of Beckwith Road** – of course the City policy always trends towards having developers do local improvements as part of the Development Permit process. The full upgrade of Beckwith Road, because a partial upgrade will not do, may cost as much as \$1,000,000. To encourage the major developer to do the road upgrades, with a combination of zoning benefits and latecomer fees payable by area properties, would take the financial responsibility off of the shoulders of the City.
- h. **Overall development size** - the development of a viable project, including the acceptance of the costing of the neighbourhood improvements, will be much more likely in the event of a larger project so as to justify the dollars spent. By restricting the development potential of the (South side) Beckwith properties, being contiguous with the Bridgeport frontage properties, the size and therefore financial flexibility of the developer is compromised, and he is less likely to be able to afford the “up front” costs of neighbourhood improvements.
- i. **Split uses. Split zoning** –based on the current proposal, it means the Bridgeport properties will have a split zoning (use application) on a single property. Commercial in front and industrial in the back. Is this a reasonable strategy?

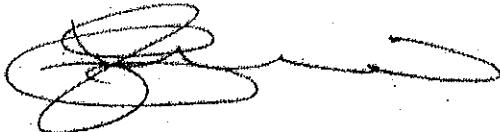
It's easier to establish the best OCP now rather than force an OCP amendment to accommodate these issues in the future. We look forward to your consideration of these points.

To that end;

We request you send this section of the City Centre Area Plan back to the planners for review of the issues herein identified.

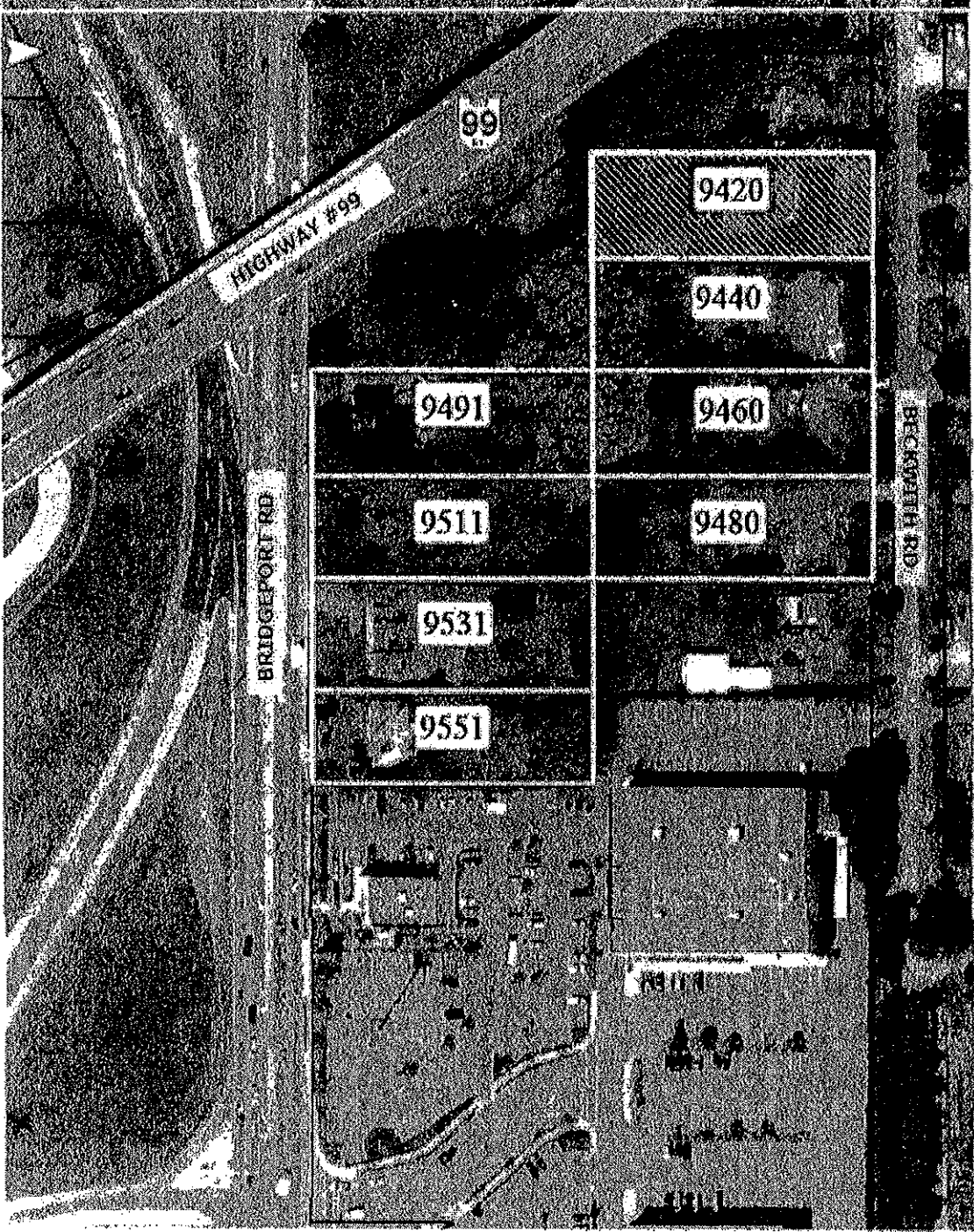
We request the City allow the inclusion of all contiguous properties in any single development application in this area to be considered as integral to the application, and allow the standards affecting the Bridgeport frontage properties to be applied to all of the properties within the development application in their entirety .

Cordially,

A handwritten signature in black ink, appearing to read 'Lorne Chernochan', with a long horizontal stroke extending to the right.

Lorne Chernochan  
RE/MAX Westcoast

On behalf of the property owners as identified.



99

HIGHWAY #99

BRIDGEPORT RD

BECKETT RD

9420

9440

9491

9460

9511

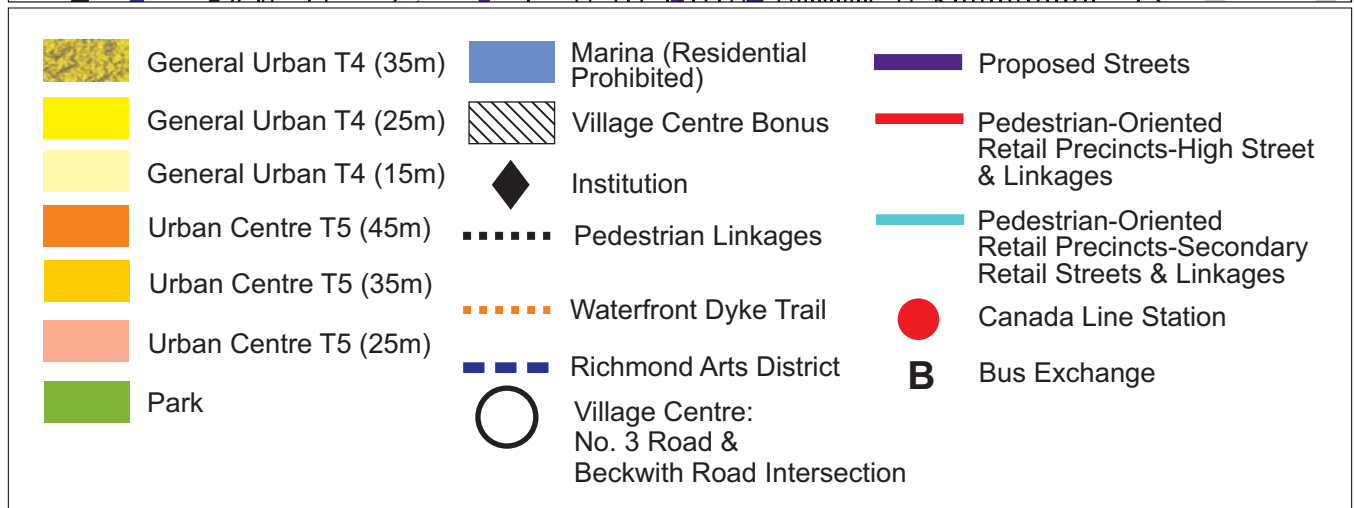
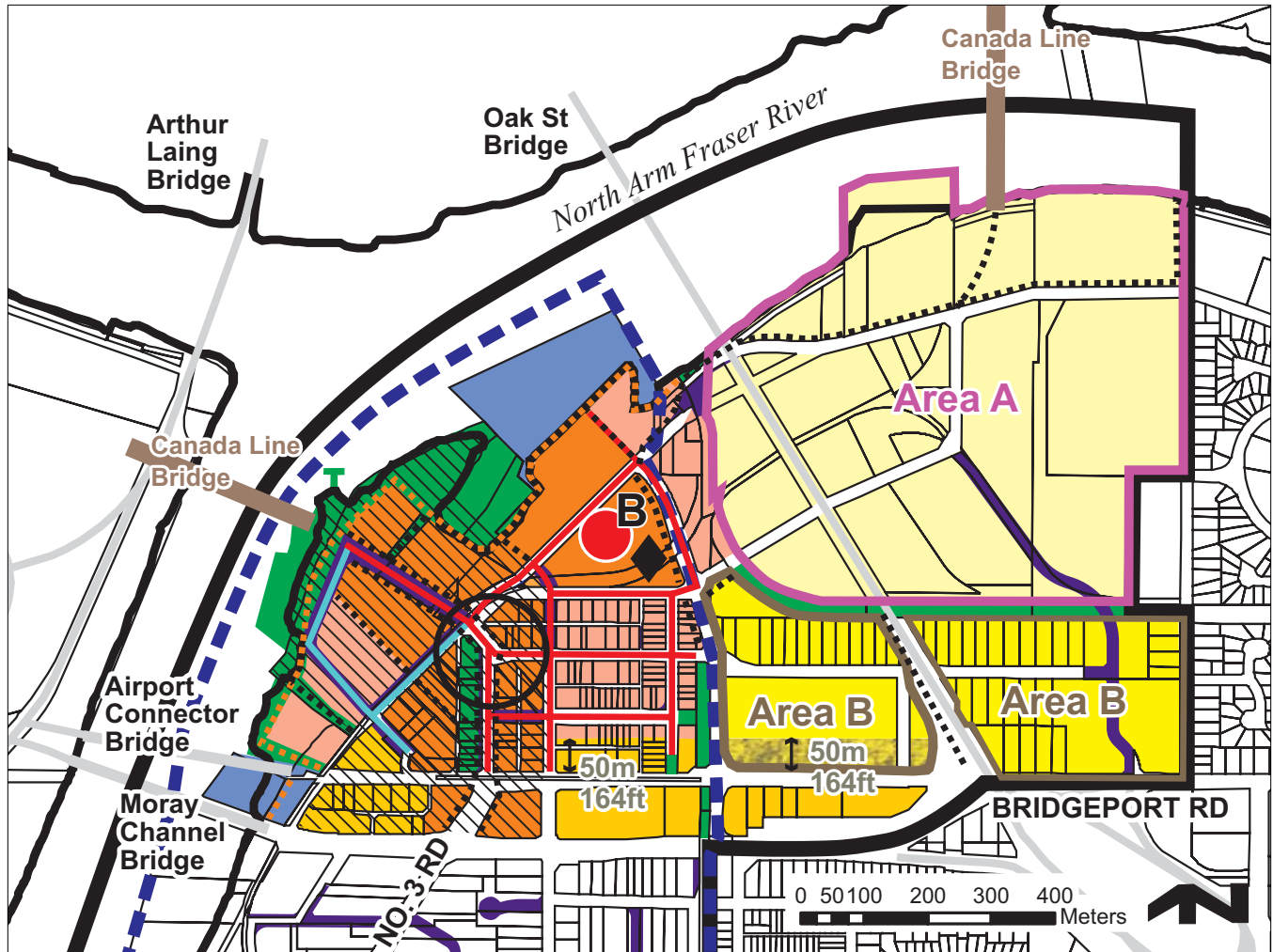
9480

9531

9551

1011

## Specific Land Use Map: Bridgeport Village (2031)



Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions		
Land Use Map Designation	Permitted Uses	Maximum Average Net Development Site Density
<b>General Urban (T4)</b>		
<p>For Area A: Residential prohibited</p> <ul style="list-style-type: none"> <li>• Overlay:                             <ol style="list-style-type: none"> <li>Industrial Reserve – "Industry-Only".</li> </ol> </li> </ul> <p>For Area B: Residential prohibited</p> <ul style="list-style-type: none"> <li>• Overlay:                             <ol style="list-style-type: none"> <li>Industrial Reserve – "Limited Commercial".</li> </ol> </li> </ul> <p>Additional Land Use</p> <p>Considerations for Areas A &amp; B:</p> <ol style="list-style-type: none"> <li>Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village;</li> <li>Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village's designated Village Centre.</li> </ol>	<p>For Area A:</p> <ul style="list-style-type: none"> <li>• Light Industry</li> <li>• Accessory Use</li> </ul> <p>For Area B:</p> <ul style="list-style-type: none"> <li>• Light Industry</li> <li>• The following uses, provided that such uses are not situated on the ground floor of the building (excluding building entrance lobbies):                             <ol style="list-style-type: none"> <li>Office;</li> <li>Education (excluding schools offering provincially mandated K-12 programs).</li> </ol> </li> <li>• The following uses, provided that such uses are not situated more than 50 m (98 ft.) from a property line abutting Great Canadian Way or Bridgeport Road:                             <ol style="list-style-type: none"> <li>Hotel;</li> <li>Retail Trade and Services;</li> <li>Restaurant;</li> <li>Neighbourhood Pub;</li> <li>Institutional Use;</li> <li>Recreation;</li> <li>Studio.</li> </ol> </li> <li>• Community use (excluding child care)</li> <li>• Accessory Uses</li> </ul>	<p>For Area A:</p> <ul style="list-style-type: none"> <li>• 1.2</li> </ul> <p>For Area B:</p> <ul style="list-style-type: none"> <li>• 1.2, provided that:                             <ol style="list-style-type: none"> <li>The total floor area of non-industrial uses may not exceed that of industrial uses (excluding parking);</li> <li>Non-industrial uses do not share a common building entrance with industrial uses (excluding accessory uses).</li> </ol> </li> </ul> <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> <li>• Industrial Reserve – "Limited Commercial": To be determined on a site specific basis via City development application processes</li> </ul>
<b>Urban Centre (T5)</b>		
<ul style="list-style-type: none"> <li>• Residential prohibited</li> <li>• Overlays:                             <ol style="list-style-type: none"> <li>Commercial Reserve;</li> <li>Village Centre Bonus;</li> <li>Institution</li> <li>Richmond Arts District RAD);</li> <li>Pedestrian-Oriented Retail Precincts – "High Streets &amp; Linkages";</li> <li>Pedestrian-Oriented Retail Precincts – "Secondary Retail Streets &amp; Linkages".</li> </ol> </li> </ul> <p>Additional Land Use</p> <p>Considerations:</p> <ol style="list-style-type: none"> <li>Community Centre (North) – This facility may be situated in Bridgeport, Aberdeen, or Capstan Village;</li> <li>Library Lending Services – This service should be situated within 400 m (1,312 ft.) of Bridgeport Village's designated Village Centre.</li> </ol>	<ul style="list-style-type: none"> <li>• Office</li> <li>• Hotel</li> <li>• Institutional Use</li> <li>• Studio (Studio spaces that provide for a high degree of transparency and public access along fronting streets and open spaces shall be considered to satisfy requirements for retail continuity in Pedestrian-Oriented Retail Precincts.)</li> <li>• Accessory Uses</li> </ul> <p>Additional uses are permitted north of Bridgeport Road, including:</p> <ul style="list-style-type: none"> <li>• Retail Trade &amp; Services</li> <li>• Restaurant</li> <li>• Entertainment</li> <li>• Education, excluding schools offering provincially-mandated kindergarten to grade 12 programs</li> <li>• Neighbourhood Pub</li> <li>• Recreation</li> <li>• Community Use, excluding child care</li> </ul>	<ul style="list-style-type: none"> <li>• 2.0</li> </ul> <p>Additional density, where applicable:</p> <ul style="list-style-type: none"> <li>• Institution: To be determined on a site specific basis via City development application processes</li> <li>• Village Centre Bonus: 1.0 for the provision of office uses only.</li> </ul>

Note: Richmond's Aircraft Noise Sensitive Development (ANSD) Policy applies (OCP Schedule 1) throughout this Village.