



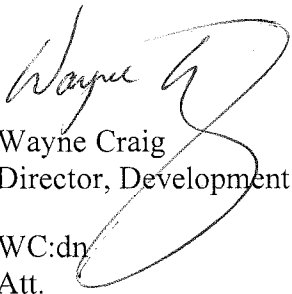
**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** May 11, 2016  
**File:** RZ 13-641554

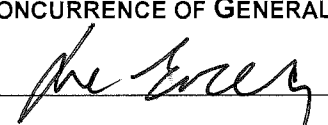
**Re:** Application by DA Architects + Planners on behalf of Lingyen Mountain Temple for Rezoning at 10060 No. 5 Road from Roadside Stand (CR), Assembly (ASY) and Agriculture (AG1) to Religious Assembly – No. 5 Road (ZIS7)

**Staff Recommendation**

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9557 to create the “Religious Assembly – No. 5 Road (ZIS7)” zone, and to rezone 10060 No. 5 Road from “Roadside Stand (CR)”, “Assembly (ASY)” and “Agriculture (AG1)” to “Religious Assembly – No. 5 Road (ZIS7)”, be introduced and given first reading.
2. That the Public Hearing notification area be expanded to include all properties within the area bounded by Francis Road, Steveston Highway, No. 4 Road and Sidaway Road.



Wayne Craig  
Director, Development  
WC:dn  
Att.

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

DA Architects + Planners, on behalf of Lingyen Mountain Temple (LMT), has applied to the City of Richmond to rezone the westerly 110 m wide portion of 10060 No. 5 Road (Attachment 1) from “Roadside Stand (CR)”, “Assembly (ASY)”, and “Agriculture (AG1)” to a new site-specific zone “Religious Assembly – No. 5 Road (ZIS7)” to permit expansion of the existing temple (Attachment 3).

The application to expand the existing LMT temple was considered by the Planning Committee on April 23, 2014. At that time the proposal included an Official Community Plan (OCP) amendment and a 18,463 m<sup>2</sup> (198,738 ft<sup>2</sup>) temple expansion. The proposal has been significantly redesigned since it was considered by the Planning Committee on April 23, 2014. The primary updates to the proposal include:

- Limiting the proposed development expansion area to the westerly 110 m (360 ft.) portion of the subject site consistent with both the site’s designation in the Official Community Plan (OCP) and the Backlands Policy;
- Reducing the proposed building floor area of the expansion by 53%;
- Reducing the proposed building heights and architectural massing; and
- Enclosing the majority of the proposed on-site parking.

A Servicing Agreement (SA) is required and is discussed in detail in Attachment 10. The scope of the SA includes storm sewer upgrades along the site’s No. 5 Road frontage, widening and extension of the existing sanitary right-of-way along the site’s No. 5 Road frontage, and road widening and frontage improvements along the site’s No. 5 Road frontage.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

### Background

The existing Lingyen Mountain Temple (LMT) is a Buddhist monastery consisting of existing buildings that were constructed in 1999 on the northwest corner of the subject site. The current configuration of the temple includes a prayer hall facing the street, an unenclosed courtyard bound by two (2) monastery wings, and a recitation hall to the east, with a total floor area of approximately 3,132 m<sup>2</sup> (33,716 ft<sup>2</sup>), excluding covered walkways.

On April 23, 2014, the Planning Committee considered a proposal to expand the temple. This scheme proposed to amend the Official Community Plan (OCP) designation to extend the “Community Institutional” designation eastward beyond the existing boundary for institutional use to include an additional 110 m (360 ft.) to 115 m (377 ft.), in order to designate a total of 220 m (720 ft.) to 225 m (738 ft.) wide portion of the site for institutional uses.

The April 23, 2014 staff report recommended denial of the proposal based on staff’s assessment that:

- Impacts associated with the overall building height and massing were not yet resolved;
- The proposed agricultural compensation required additional details;
- The Traffic Impact Assessment (TIA) required further work; and
- Further clarification regarding the proposed dormitory use was required.

The following referral was carried at the April 23, 2014 Planning Committee meeting:

*That staff examine the options to revise the application for the rezoning of 10060 No. 5 Road from “Roadside Stand (CR)” Zone and Assembly (ASY)” to “Site-Specific Assembly (ZASY)” and report back.*

Synopsis of Significant Project Revisions

In response to the Planning Committee referral, the applicant worked with staff and has significantly revised the proposal. The following table provides an overview of the significant changes proposed by the current proposal. The associated details are discussed in a subsequent section of this report.

Table 1: Synopsis of Proposal Revisions

	<b>April 2014 Expansion Proposal</b>	<b>Current Expansion Proposal</b>
<b>OCP Amendment</b>	OCP amendment proposed Development proposed on a westerly 220 m to 225 m wide portion of the site. Inconsistent with the OCP and the Backlands Policy	No OCP amendment proposed. Development limited to the westerly 110 m wide portion of the site in accordance with the OCP and the Backlands Policy
<b>Farm Plan</b>	Proposal encroaches into Backlands. Farm Plan details, including drainage, to be developed.	Compliance with the Backlands Policy. Developed Farm Plan. Provisions to secure a north/south farm access road on the Backlands.
<b>Floor Area</b>	Proposed total expansion floor area: 18,463 m <sup>2</sup> (198,738 ft <sup>2</sup> )	Proposed total expansion floor area, exclusive of covered walkways: 8,748 m <sup>2</sup> (94,170 ft <sup>2</sup> ) 53% reduction in proposed building floor area
<b>Building Mass</b>	Eight (8) buildings introducing 18,463 m <sup>2</sup> (198,738 ft <sup>2</sup> ) of floor area.	Ten (10) buildings introducing 8,748 m <sup>2</sup> (94,170 ft <sup>2</sup> ) of floor area. Reduced building footprints and associated roof mass. Large buildings replaced with a number of smaller and lower buildings.
<b>Building Height</b>	Proposed Main Buddha Hall maximum building height: 30 m (98 ft.) from finished grade or 31.57 m (104 ft.) geodetic	Proposed Main Buddha Hall maximum building height: 25.9 m (85 ft.) from finished grade or 27.48 m (90 ft.) geodetic Building heights and sizes generally reduced.
<b>Parking</b>	456 surface parking stalls proposed within the No. 5 Road setback.	The Traffic Impact Assessment (TIA) establishes an on-site minimum parking requirement of 385 parking stalls. Building floor area has been reduced by 53%; however, the proposed on-site parking is reduced by only 15%. Majority of on-site parking would be provided within an enclosed parking structure. Surface parking screened from No. 5 Road.
<b>Traffic</b>	Further development of TIA required.	TIA supported by staff.

	<b>April 2014 Expansion Proposal</b>	<b>Current Expansion Proposal</b>
<b>Volumes</b>	Traffic management and parking arrangements for major events not resolved to the satisfaction of the City.	The TIA provides options for managing traffic during special events, identifies improvements to No. 5 Road, and reviews broader potential traffic impacts.
<b>Nuns/Monks &amp; Retreats</b>	Expected number of resident nuns: 147 Expected number of retreat participants: 152	Expected number of resident nuns and/or monks: 60. Expected number of retreat participants: between 10 to 70 participants.

**Surrounding Development**

To the north: unopened Williams Road and Mylora Golf Club zoned “Golf Course (GC)”, designated “Community Institutional” and “Agriculture” in the Official Community Plan (OCP). An ALR non-farm use application has been submitted on the Mylora Golf Club site to facilitate subdivision of the existing parcel into five (5) lots fronting No. 5 Road and one (1) backlands lot.

To the east of 10060 No. 5 Road: Highway 99 and farmed agriculture land zoned “Agriculture (AG1)” and designated “Agriculture” in the OCP.

To the south of 10060 No. 5 Road: the proposed development would abut a church on a parcel zoned “Assembly (ASY)” and designated “Community Institutional” in the OCP. The southeast leg of the site abuts a City owned parcel to the south zoned “Agriculture and Botanical Show Garden (ZA3) – Fantasy Gardens (Ironwood Area)” and designated “Agriculture” in the OCP.

To the west: No. 5 Road, a church (at the corner of Williams Road and No. 5 Road) zoned “Assembly (ASY)”, and single-family homes zoned “Single Detached (RS1/E)”. The church is designated “Community Institutional” and the single-family lots are designated “Neighbourhood Residential” in the OCP.

**Related Policies & Studies**

Official Community Plan (OCP)

The site is designated “Community Institutional” on the westerly 110 m (360 ft.) portion of the site and “Agriculture” on the balance of the property. The proposal complies with the Official Community Plan (OCP).

Agricultural Land Reserve (ALR) Buffer Zone & No. 5 Road Backlands Policy (Policy 5037)

The subject property is entirely within the Agricultural Land Reserve (ALR); removal of the parcel from the ALR is neither proposed nor required. The City’s No. 5 Road Backlands Policy (Policy 5037), which was adopted by Council on March 27, 2000), was developed in partnership with the Agricultural Land Commission (ALC). The policy establishes the maximum limit for community institutional uses at 110 m (360 ft.) from the property line abutting No. 5 Road and requires active farming on the remainder of the property, which is referred to as the Backlands. The policy applies to properties fronting onto No. 5 Road between Blundell Road to the north and Steveston Highway to the south. The proposal complies with the policy.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant is required

### Riparian Management Area (RAR)

10060 No. 5 Road extends to the top of the bank of an existing linear water course located adjacent to Highway 99. The watercourse is identified in the City's Riparian Area Regulation (RAR) inventory. The watercourse has been assessed to have ecological value and an existing berm, which is approximately 15 m (49 ft.) wide, is located on the applicant's site and extends from the top of the bank. There is no disturbance of this area planned in association with the subject rezoning application or associated farm activities. However, the location of this berm may be affected by road widening associated with the George Massey Tunnel Replacement (GMTR) project, which is discussed in more detail in a subsequent section of this report.

### **External Agency**

#### Ministry of Transportation and Infrastructure (MOTI)

The eastern edge of the subject site abuts a Provincial Highway; therefore, the rezoning application was referred to the Ministry for review. The applicant was required to provide the following to the satisfaction of MOTI:

- Traffic Impact Assessment (TIA)
- Pre and Post Development Runoff Calculations
- Agricultural Assessment Plan
- Drainage and Planting Plan

MOTI staff have confirmed that these requirements have been satisfactorily provided.

The George Massey Tunnel Replacement (GMTR) project includes acquisition of land for road widening from properties within the No. 5 Road Backlands Policy area that are adjacent to Highway 99. The width of land required for road widening varies depending on location and the ultimate project design drawings. At this time, widening requirements have not been finalized.

Although the subject site is affected by the GMTR project, the proposal to rezone a westerly 110 m (360 ft.) wide portion of the subject site is mostly independent of the GMTR project and may proceed independently. In accordance with Section 52 (3) (a) of the Transportation Act, a zoning bylaw amendment must be approved by the MOTI if the subject project is within 800 metres (2,625 ft.) of an intersection of a controlled access highway. The MOTI is using their legislative authority to request a 5 m (16 ft.) wide dedication along the eastern edge of this site. This is the first time the City has been requested to secure significant additional highway widening in the Backlands area through a rezoning application. However, the land acquisition negotiations led by the GMTR project currently include this 5 m wide portion of the site. Therefore, dedication of the easterly 5 m (16 ft.) wide portion of the subject site is required only in the case that the GMTR project land acquisition negotiations do not occur or are not complete by the time the subject application has otherwise addressed all bylaw adoption requirements.

#### Agricultural Land Commission (ALC)

The Agricultural Land Commission (ALC) has considered a number of proposals that have been initiated by the LMT and has issued a series of conditional approvals over a period of fourteen (14) years. The ALC has advised that there is no expiration clause associated with the conditional approvals. A conditional approval, which considered non-farm use on the westerly 140 m (460 ft.) portion of the site, was issued by the ALC on February 6, 2002. The applicant will utilize only a westerly 110 m (360 ft.) wide portion of the site for non-farm use. The proposed site-specific zoning bylaw, which limits the rezoning boundary to the westerly 110 m

(360 ft.) portion of the site, would prohibit extension of non-farm use. As a condition of bylaw adoption, the applicant is required to provide the City with written confirmation from the ALC that all terms associated with the resolution have been addressed to the satisfaction of the ALC.

### **Public Consultation**

A rezoning sign has been installed on the subject property. The development review process that has occurred since April 23, 2014 has not resulted in any direct phone calls and/or emails to staff. However, there has been considerable consultation as discussed below.

The process of redesigning the proposal included consideration of the various concerns that were previously expressed by some members of the public related to the scheme considered in 2014.

- Encroachment into the agriculture designated Backlands results in loss of agriculture land  
*The proposal was amended to restrict redevelopment to the westerly 110 m portion of the site and does not encroach into the Backlands.*
- Buildings, particularly the Main Buddha Hall, are too high  
*The height of the Main Buddha Hall was lowered from 30 m (98 ft.) from finished grade or 31.57 m (104 ft.) geodetic to 25.9 m (85 ft.) from finished grade or 27.4 m (89 ft.) geodetic. Building footprints and roof mass were reduced and building heights were generally reduced.*
- Traffic volumes will increase as a result of expanding the temple  
*The site plan was revised to improve on-site circulation and include provisions for on-site queuing. Direct access to residential driveways on the west side of No. 5 Road across from the subject site would be maintained. The proposed on-site parking is either enclosed or visually screened.*

Subsequent to undertaking these updates, the applicant hosted two (2) public consultation opportunities to gather feedback regarding the changes to the proposal.

#### Public Information Meeting (June 23, 2015)

A Public Information Meeting (PIM) was hosted at the South Arm Community Centre on June 23, 2015 between 6:30 PM to 8:30 PM. Notification included Canada Post delivery of approximately 3,549 event flyers, advertisement in the local paper, and letters to stakeholder groups and local businesses. Approximately 352 comments forms were received at the public information meeting. The information presented at the public information meeting and feedback forms were also made available on-line. An additional 176 comments forms were submitted through the website. On-line responses were accepted until June 29, 2015.

Attachment 4 was prepared by the applicant and provides a synopsis of the event. The applicant's analysis indicates 99% approval for the revised height and size of the project, 94% support for traffic management strategies used to manage special events when traffic volumes increase, and 99% support for the revised proposal. A binder that includes a copy of all information presented to the public and a copy of all completed comments forms is available in the Councillor's Lounge, at the City Clerk's Office and on-line as part of supplementary information to this report.

Attachment 5 includes a series of maps created by staff that plot responses from households from within the defined notification catchment area to the feedback questionnaires that were distributed by the applicant.

### Round Table Meeting with Local Residents (November 10, 2015)

A Round Table Meeting, which was initiated by the applicant, was hosted on November 10, 2015 at the South Arm Community Centre. The applicant initiated the meeting to provide a second, more intimate opportunity for local residents to discuss the proposal. The meeting focused on introducing the revised proposal and providing an opportunity to discuss and note resident concerns, as well as providing information and responding to questions. The applicant's synopsis is attached to this report (Attachment 6). Copies of all comments forms that were received are in a binder in both the Councillor's Lounge and are available at the City Clerk's Office and on-line as part of supplementary information to this report.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. An expanded Public Hearing notification area bounded by Francis Road, Steveston Highway, No. 4 Road and Sidaway Road is recommended by staff (Attachment 9).

### Richmond Agricultural Advisory Committee (AAC) Review

The Richmond Agricultural Advisory Committee (AAC) considered the applicant's proposed Farm Plan on December 17, 2015. The proposal was unanimously supported by the AAC provided that a financial security to ensure implementation of the Farm Plan is provided as a condition of the rezoning approval. Minutes from the meeting are attached to this report (Attachment 7).

The farm strategy for the subject site includes retention of existing fruit trees, development of four (4) acres as a native tree nursery, development of two to three (2 to 3) acres for the production of Haskap berries, and development of one (1) acre for the production of blueberries. To ensure implementation of the Farm Plan, the applicant will provide a bond (i.e. \$186,000.00) as a condition of rezoning bylaw adoption.

## **Analysis**

### Project Description

The proposed expansion is characterized as a two (2) phase extension of the existing LMT temple. The intention is to include the existing temple into the overall expansion proposal and to establish a single integrated temple on the subject site. Once completed, a replica of the existing temple buildings that are currently located on the site, which are characterized as a series of buildings linked by covered walkways arranged around an outdoor courtyard, would "bookend" a similar but larger arrangement of temple buildings that would be constructed during the first phase of development (Attachment 3).

### Scope of Expansion

The proposed expansion of the existing LMT would introduce an additional 8,748 m<sup>2</sup> (94,171 ft<sup>2</sup>) of floor area, excluding covered walkways on the westerly 110 m (360 ft.) wide undeveloped portion of the subject site. If approved, the total floor area on the site, including the existing temple, exclusive of covered walkways, would be 11,881 m<sup>2</sup> (127,885 ft<sup>2</sup>). The proposed total expansion includes 53% less floor area than proposed in 2014. Although the expansion would establish the LMT as the largest institutional building within the No. 5 Road corridor, the

associated Floor Area Ratio (FAR), excluding covered walkways, would remain below the maximum FAR 0.50 permitted for institutional uses under the standard Assembly (ASY) zone.

The proposed expansion would be entirely accommodated within the westerly 110 m (360 ft.) portion of the subject site, in accordance with the No. 5 Road Backlands Policy and existing OCP designations. The rezoning application includes the 110 m (360 ft.) wide portion of the site where the existing temple is located. The total area of the lot proposed to be rezoned is 25,381 m<sup>2</sup> (273,200 ft<sup>2</sup>), which includes the 5,833 m<sup>2</sup> (62,790 ft<sup>2</sup>) portion of the site where the existing temple is located. For the purpose of comparison, the superceded expansion proposal proposed to rezone a 37,999 m<sup>2</sup> (410,000 ft<sup>2</sup>) portion of the site, which did not include the area occupied by the existing temple. The total portion of the property proposed to be developed to accommodate institutional use has been reduced by 48%.

Building Floor Area and Heights

The expansion proposal includes ten (10) new structures with varying building area and height as outlined in Attachment 3. The following table provides a synopsis of religious assembly building heights for existing buildings within the No. 5 Road institutional corridor.

Table 2: Synopsis of Existing Religious Assembly Maximum Building Heights

Site	Maximum Building Height
Shia Muslim at 8580 No. 5 Road	20.1 m (66 ft.) for 2 spires and 15.4 m (51 ft.) for large architectural dome
India Cultural Centre at 8600 No. 5 Road	17 m (56 ft.) for steel frame Onion dome. >12 m (40 ft.) for 5 small domes
Thrangu Monastery at 8140 No. 5 Road	21.4 m (70 ft.)
Existing LMT at 10060 No. 5 Road	21 m (69 ft.) or 22.57 m (74 ft.) geodetic (existing Main Buddha Hall)
Proposed LMT Expansion at 10060 No. 5 Road	25.9 m (85 ft.) or 27.48 m (90 ft.) geodetic (proposed new Main Buddha Hall)

Overall, the proposed building mass and heights have been reduced since the proposal was considered by members of Council in 2014. A defining feature of the proposal is that the proposed building heights are fixed by their relationship to the existing temple buildings. The proposed development is characterized by “bookend” buildings on either side of a larger arrangement of similarly arranged temple buildings. To ensure consistency of building heights between the “bookend” buildings and associated building height relationships throughout the proposal, the applicant surveyed the heights of the existing buildings to establish their geodetic heights to provide precise height references.

The buildings are proposed to be constructed in two (2) phases as shown in the diagram below.  
Phase 1:

- The first phase of development would include 4,474 m<sup>2</sup> (48,160 ft<sup>2</sup>) of floor area exclusive of covered walkways.
- Buildings that are proposed in Phase 1 would be located above an enclosed parking structure and proposed building heights in Phase 1 are inclusive of the height of the parking structure.

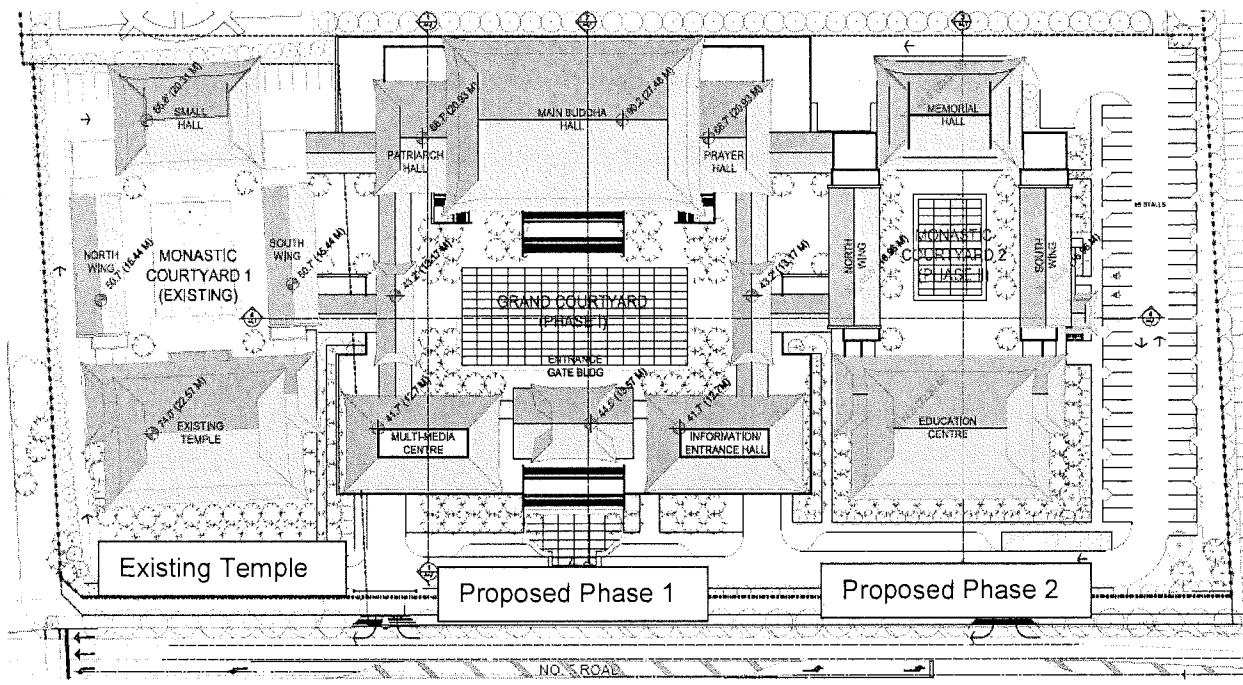


- Phase 1 would include the tallest building proposed on-site, the Main Buddha Hall, which is 5 m (16 ft.) taller than the existing tallest temple building. The height for the proposed Main Buddha Hall building is 25.9 m (85 ft.) or 27.4 m (90 ft.) geodetic.
- The Main Buddha Hall building is proposed to be centrally located on the easterly edge of the development area. The location both maintains symmetry and hierarchical principals that are typical of Buddhist architecture while minimizing the potential view and shadow impacts on adjacencies.
- The height and mass of the remaining proposed buildings are proportionally reduced based on their relationship with the proposed Main Buddha Hall.

Phase 2:

- Phase 2 includes the “bookend” buildings and a surface parking area that would be screened from views from No. 5 Road. The associated proposed floor area, exclusive of covered walkways, is 4,274 m<sup>2</sup> (46,000 ft<sup>2</sup>).
- In proposed Phase 2, to maintain the “bookend” relationship with the existing temple buildings, the tallest building height is 21 m (69 ft.) or 22.5 m (74 ft.) geodetic for the temple proposed at the south west corner of the proposed development area, which is consistent with the height of the existing temple’s tallest building.
- The remaining buildings within the proposed second phase of development would similarly mirror the finished building height of the existing temple buildings.

Image 1: Proposed Phasing Plan



Potential Impact on Adjacent Properties

The site plan minimizes impacts on adjacent properties.

- Taller buildings are generally located on the eastern portion of the development area. As a result, the visibility of the taller buildings would be partially screened by the lower buildings proposed on the western portion of the site (Attachment 3).

- A proposed minimum 29 m (95 ft.) south side yard building setback minimizes shadow and overlook impacts on the adjacent institutional building. Impacts on the southern neighbouring property from the proposed surface parking area would be minimized by the retention of twenty eight (28) of 32 existing trees that straddle or are within close proximity of the southern property line, and the proposed landscaping strategy (Attachment 3).
- The visibility of the proposed temple expansion from Highway 99 is reduced by restricting development to the westerly 110 m (360 ft.) portion of the site.
- The proposed temple expansion consists of ten (10) structures that are linked by an unenclosed covered walkway. By separating the temple floor area into nine (9) individual buildings:
  - The overall building mass is dispersed between individual buildings;
  - The roof volume is broken up;
  - A diversity of building heights is introduced;
  - View corridors through the proposed temple expansion are introduced.

#### Vehicle & Pedestrian Circulation, and No. 5 Road Improvements

The proposal includes two (2) vehicle access points from No. 5 Road. Williams Road is intended as a farm access only road. Existing access would be closed. The northern most access, which is nearest to the Williams Road and No. 5 Road intersection, would be restricted to right turns only. Left-in and left-out vehicular movements would be physically restricted by a channelized island. The southern site access would permit full turning movements and would be associated with the introduction of a left turn lane along No. 5 Road to accommodate southbound vehicles waiting to turn left into the site. Covenant BJ1287A, which restricts the width of access to the site to 7.75 m (25 ft.), would be discharged as a condition of bylaw adoption to facilitate the proposed 9 m (29 ft.) wide access on the southern portion of the site. Painted centre medians are proposed along No. 5 Road to maintain access to existing single family driveways on the west side of the No. 5 Road.

Once on-site, vehicles would travel along a perimeter drive aisle that provides options to access either the enclosed parking or the surface parking area. By providing travel path options and including provisions for on-site vehicle stacking, traffic would be dispersed during high traffic volume events. By directing vehicle traffic to the perimeter of the development area, separation between vehicles and pedestrians is maximized.

Pedestrian and cycling traffic to the site would be encouraged by introducing a shared 3.5 m (12 ft.) wide off-site pedestrian and cycling path along the site's No. 5 Road frontage. The improvements would be consistent with those introduced by recent development at the southern end of No. 5 Road toward Steveston Highway. The primary pedestrian access would be shifted from the existing Meditation Hall grand stairs to an entrance gate structure in proposed Phase 1. The proposal to arrange buildings around open courtyards and to connect buildings using unenclosed walkways would provide options for pedestrians moving between buildings and separate pedestrians from on-site driveways. The applicant would contribute \$50,000 towards transit related upgrades in proximity of the site to further support transit use.

### North/South Farm Access Road

On February 15, 2016, the No. 5 Road Backlands Policy was amended to include provisions to establish a north/south farm access road between properties that are located within the Backlands to divert farm vehicles away from No. 5 Road, minimize potential traffic conflict between the general public and farm users, and provide continuous, connected farm vehicle access to support farming of the Backlands. Introduction of a north/south farm access road on the subject site would provide direct farm access between 10640 No. 5 Road (the City owned "Gardens") and a portion of 9500 No. 5 Road, which is located on the north side of Williams Road, and proposed to be dedicated to the City for farm use in the future.

The desired location for the north/south farm access road is along the eastern edge of the site. The applicant proposes to comply with the policy; however, at this time, the location of the north/south farm access road cannot be established as the ultimate location of the east property line will change as a result of road widening associated with the GMTR project, which is discussed in an earlier section of this report. As a condition of rezoning bylaw adoption, the applicant will be required to register a covenant on title prohibiting issuance of a Building Permit for proposed Phase 1 until a right-of-way is secured on the site that secures a farm access road for use by farm vehicles as discussed in Attachment 10 and includes construction and maintenance of the farm access road that continues to Williams Road. The Williams Road road allowance provides an opportunity for the east/west connection to No. 5 Road.

### Landscaping

A garden experience is fundamental to the overall design. The proposal would include landscaping along the perimeter of the site, between buildings, within open courtyards and active farming of the Backlands. A schematic landscape plan for the site's No. 5 Road perimeter and along the southern property line that abuts the existing assembly building has been provided (Attachment 3). An associated bond (i.e. \$457,997.00) would be held until both phases of development are complete and the site is suitably landscaped as shown in the landscape plan. The plan and the bond also include provisions for the installation of a landscape buffer separating the proposed institutional use from agricultural use on the site's Backlands.

Improvements to the No. 5 Road boulevard would be undertaken through the SA process and would be consistent with the treatment established by recent mixed use development at the intersection of Steveston Highway and No. 5 Road. The existing 1.4 m (4.5 ft.) high solid fence would be improved and extended, and trees and shrubs would be planted to establish a double row of trees along the No. 5 Road frontage and to soften the character of the on-site north/south drive aisle. Use of asphalt for the north/south drive aisle would be limited. To enhance the treatment along the southern edge of the site, which benefits from existing trees on the neighbour's property, the applicant proposes to introduce a rain garden and new trees and shrubs along the southern perimeter of the site.

### Advisory Design Panel (ADP)

The project was presented by the applicant to the ADP on March 9, 2016 with the intention of focusing the review on features associated with elements that are controlled by zoning, including building mass, height, and site planning. The Panel supported the overall proposed building heights, building massing and site plan. A copy of the relevant excerpt from the ADP Minutes from March 9, 2016 is attached for reference and includes the applicant's design response

immediately following the specific Design Panel comments identified in '*bold italics*' (Attachment 8).

#### Vehicle Parking

A Traffic Impact Assessment (TIA) has been provided. Instead of determining the required parking based on a rate applied to proposed floor area, Transportation has accepted a fixed parking requirement of 385 parking stalls as recommended by the TIA. The analysis undertaken by the TIA considered growth rate projections compared against floor area based calculations, historical demands, best practices applied in other municipalities, and site specific parking needs that consider low parking demand associated with specific uses that are proposed on-site. Transportation staff support the TIA report findings.

The proposed development includes unique land uses with the following characteristics that warrant consideration of a site-specific parking solution.

- The proposed expansion includes large areas of ornamental space where people do not congregate and that would not generate parking demand.
- 3,133 m<sup>2</sup> (33,725 ft<sup>2</sup>) or 0.13 FAR of the maximum permitted building area would be dedicated for use by the nuns and/or monks. Nuns/monks do not drive and only occasionally leave the site.
- The area used by people on retreat or pupils attending Sunday school would not generate significant traffic.
- Secondary uses would not generate notable traffic. The Patriarch Hall, Memorial Hall and Prayer Hall would open during standard temple hours but do not represent the main purpose for visiting the temple; therefore, these areas would not independently generate traffic.
- Excluding special events, the busiest time at the LMT is during a four (4) hour window on Sunday afternoons. During the past five (5) years, the observed peak parking demand during a regular Sunday afternoon is 180 vehicles. The proposed expansion is proposed to generate peak Sunday demands of approximately 255 vehicles with the construction of Phase 1 and up to 349 vehicles with construction of Phase 2. Consistent with best transportation industry practises, a 10% parking buffer would be provided. The applicant has confirmed that Phase 1 will provide 434 parking spaces and Phase 2 will introduce 386 stalls, which complies with the minimum required 385 stalls, which includes a 10% parking buffer, as recommended in the TIA, and supported by Transportation.

Staff note that bicycle parking would be provided in accordance with the Richmond Zoning Bylaw

#### *Special Event Parking*

There are three (3) special events hosted at the LMT during the year. The large celebrations include the Chinese New Year, Buddha's Birthday, and the Temple's Anniversary. The events are associated with increased parking demand.

The TIA includes an overview of observed event parking demand in 2002, 2010, 2013 and 2015. The peak observed event parking demand was 598 vehicles during the Buddha's Birthday in 2015. During this event 421 vehicles parked on-site, 177 vehicles parking at two (2) off-site parking locations established by the LMT's large event traffic management plan, and numerous

people were observed using transit. The LMT has a positive history of implementing traffic control measures during special events and proposes to continue to work with the City and RCMP through the Richmond Event Approval Coordination Team (REACT) process, to manage parking during large events using the following strategies:

- Secure off-site parking agreements;
- Encourage transit use;
- Arrange “No Parking” signs along both sides of No. 5 Road in the area of the temple property;
- Employ a traffic/parking control company and volunteers to assist with traffic control on-site and at remote parking lots
- Provide bus and van shuttles between off-site parking areas
- Use of temporary wayfinding signs;
- Issue a letter to neighbours prior to any special event; and
- Provide the City with an annually updated transportation management plan.

Transportation supports the proposed strategies for management of traffic during large events.

#### *Loading*

Transportation supports calculation of the loading requirement based on area that would generate a loading demand. The overall development would provide two (2) medium spaces and one (1) large loading space. The two (2) medium spaces would be arranged front to back to also accommodate a large loading space.

#### Religious Study & Residence

Religious assembly use, as defined in Richmond Zoning Bylaw 8500, permits convents and monasteries. Forty one (41) nuns currently live at the temple. Following expansion of the temple, the existing temple buildings would be exclusively used by the nuns. Monks may reside on-site in the future. The LMT has advised that upon completion of the expansion, approximately 70 nuns and/or monks may stay on-site.

Retreats provide local members of the public with an opportunity to participate in uninterrupted study and meditation. The applicant proposes to continue to offer retreats that range from 2 days to 10 days in duration. Attendance varies depending on the length of the retreat. The applicant has advised that 2 day retreats would typically be attended by 50 individuals. However, the number of participants may increase to approximately 70 individuals during special events. In comparison, 10 day retreats would be attended by approximately 10 individuals. Those on retreat would sleep in the dormitories and remain on-site for the duration of the retreat.

#### Proposed Rezoning Bylaw

To date, institutional buildings along No. 5 Road have been accommodated using the standard Assembly (ASY) zone and a Development Variance Permit to permit architectural features with cultural significance to the user group that require additional building height. A Development Permit is not required for an institutional building. A site-specific zone is proposed and includes the following provisions:

- Floor Area Ratio (FAR): The bylaw would reference a maximum allocation of 0.13 FAR of the maximum permitted FAR for exclusive use by nuns/monks and/or dormitory use to accommodate retreats. The bylaw would limit the number of people participating in retreats by limiting the dormitory use to a maximum of 70 people.

- Height and Building Location: A range of building heights are proposed, the bylaw references geodetic maximum building heights and corresponding building footprints to ensure buildings are placed in accordance Attachment 3.
- Parking: The bylaw identifies a fixed parking requirement of 385 parking stalls.

Tree Retention and Replacement

The City Tree Preservation Coordinator has reviewed an Arborist Report and associated tree plan submitted by the applicant, which analyzes tree retention/removal on-site and is summarized below:

Location of trees	# of trees	Condition and Recommendation
Development site	13	Poor condition (dying, previously topped and/or exhibit structural defects) Remove and apply 2:1 replacement
Neighbouring Property (10160 No. 5 Road)	32	To be protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
	4	Recommendation to remove 4 trees (tag # 331,340,343,350). Permission from the adjacent property owner and issuance of a valid tree removal permit is required. If permission to remove the trees is not granted, the trees are to be protected.

The applicant has provided a schematic landscape plan that includes the perimeter treatment along the site’s western and southern property lines. Ninety four (94) trees are proposed to be planted on-site along the western and southern edge of the site. Further, the applicant intends to include landscaping throughout the site, including courtyard areas.

OCP Sustainability

The applicant has advised that construction of a LEED Gold equivalency building is intended. The environmental features would be confirmed at the detailed building design stage and the applicant has advised that the development may include:

- Heat exchangers and ground source heat pumps,
- Water efficiency features;
- Extensive recycling and composting programs; and/or
- Photovoltaic power generation, energy efficient appliances and fixtures, as well as energy efficient wall and roof construction.

Dedications & Improvements and Servicing Capacity & Upgrades

The applicant is required to provide road dedications and undertake frontage improvements as discussed in detail in Attachment 10.

Engineering servicing upgrades would be addressed through the required Servicing Agreement (SA), which is discussed in detail in Attachment 10. The scope of the SA includes but is not limited to upgrading existing storm sewers, installation of a new fire hydrant at Williams Road frontage, and widening and extending the sanitary right of way along the site’s No. 5 Road frontage. Existing utility statutory right-of-ways (BP194151 and BP243287) are to be discharged and replaced with a new utility statutory right-of-way.

### Financial Impact or Economic Impact

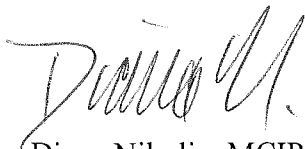
The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

### Conclusion

The applicant has significantly revised the proposal to expand the LMT temple to address concerns that were expressed by some members of the Planning Committee on April 23, 2014. The proposal has been revised to limit the development area to the westerly 110 m (360 ft.) portion of the subject site and complies with both the site's designation in the OCP and with the Backlands Policy. The applicant has developed a farm plan that is supported by the AAC and proposes enhanced farming of the Backlands. The proposed building floor area has been reduced by 53%, the majority of parking is enclosed, and proposed building heights and building mass have been reduced. The applicant has provided a TIA that identifies a minimum number of on-site parking spaces for regular temple operation and articulates traffic management strategies for large events, which is supported by Transportation staff.

On this basis, staff:

1. Recommend that Zoning Bylaw 8500, Amendment Bylaw 9557 be introduced and given first reading; and
2. Recommend that the Public Hearing notification area be expanded to include all properties bounded by Francis Road, Steveston Highway, No. 4 Road and Sidaway Road.



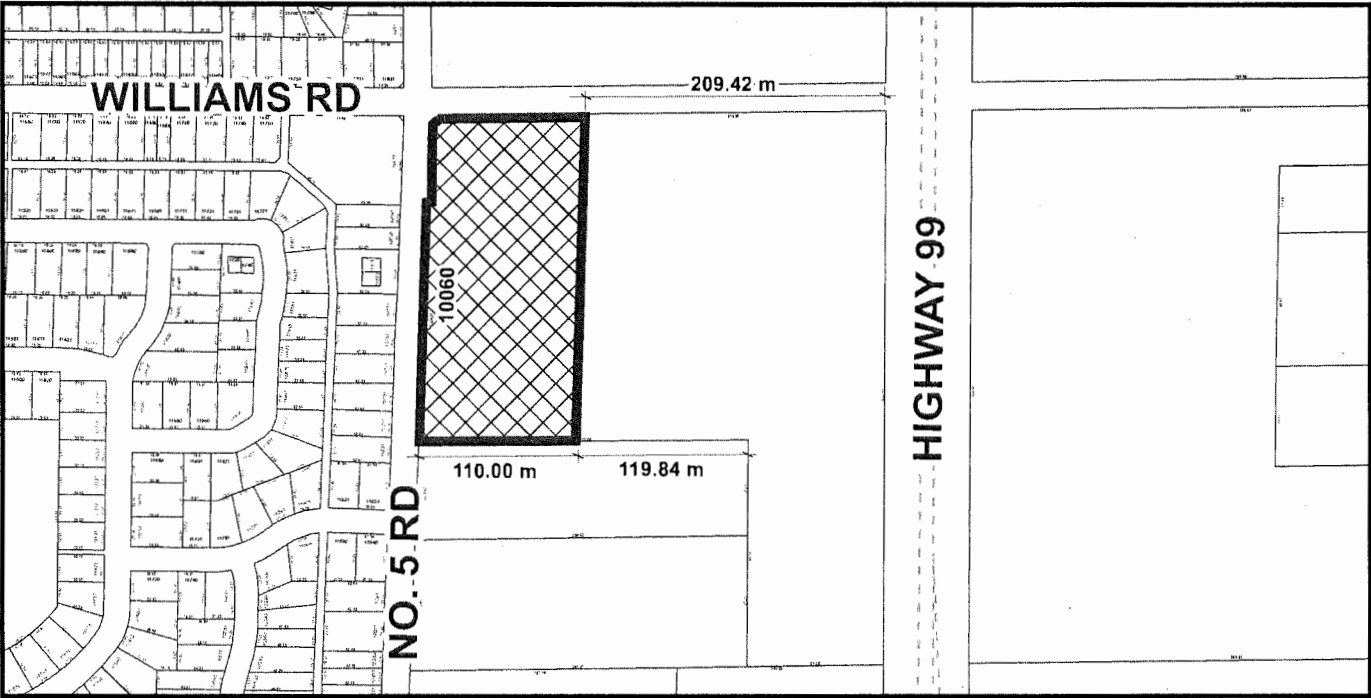
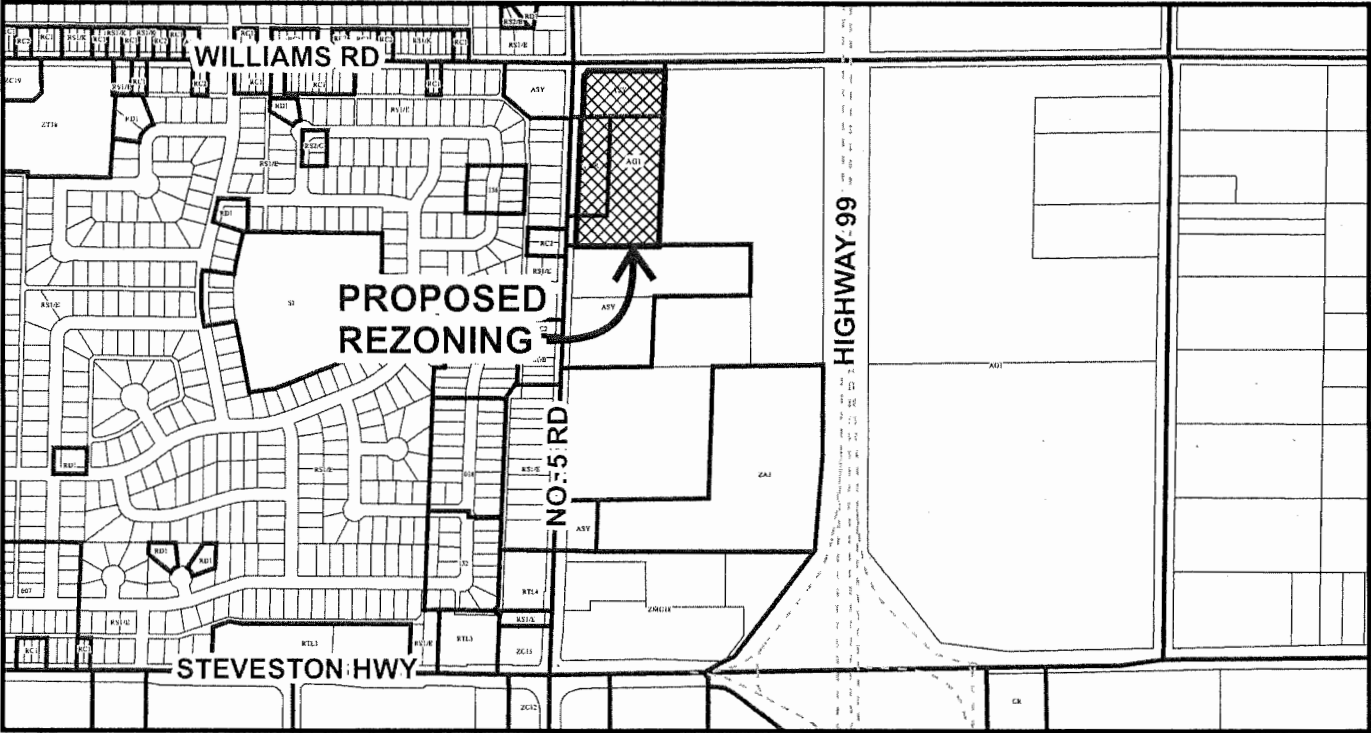
Diana Nikolic, MCIP  
Senior Planner/Urban Design

DN:cas

Attachment 1:	Location Map
Attachment 2:	Development Application Data Sheet
Attachment 3:	Conceptual Development Plans
Attachment 4:	Public Open House Material and Synopsis (prepared by applicant)
Attachment 5:	Public Open House Neighbourhood Responses Map
Attachment 6:	Round Table Feedback (prepared by applicant)
Attachment 7:	Agriculture Advisory Committee (AAC) Minutes Excerpt
Attachment 8:	Advisory Design Panel (ADP) Minutes Excerpt (with responses from the applicant)
Attachment 9:	Recommended Public Hearing Notification Area
Attachment 10:	Rezoning Considerations



# City of Richmond



## RZ 13-641554

Original Date: 04/29/16

Revision Date: 05/11/16

Note: Dimensions are in METRES





City of  
Richmond



RZ 13-641554

Original Date: 12/10/15

Revision Date: 05/11/16

Note: Dimensions are in METRES



**RZ 13-641554**

**Attachment 2**

Address: 10060 No. 5 Road

Applicant: DA Architects + Planners on behalf of Lingyen Mountain Temple

Planning Area(s): No. 5 Road Backlands

	<b>Existing</b>	<b>Proposed</b>
<b>Owner:</b>	Lingyen Mountain Temple	Lingyen Mountain Temple
<b>Site Size (m<sup>2</sup>):</b>	92,001 m <sup>2</sup> (22.73 acres)	90,853 m <sup>2</sup> (22.45 acres)
<b>Land Uses:</b>	Temple, farming	Expanded temple, farming
<b>OCP Designation:</b>	Community Institutional, Agriculture	Community Institutional, Agriculture
<b>Zoning:</b>	Roadside Stand, Assembly, Agriculture	Religious Assembly – No. 5 Road, Agriculture
<b>Other Designations:</b>	Backlands Policy	Complies with Backlands Policy

	<b>Proposed Bylaw 9557 (ZIS7) Requirement</b>	<b>Proposed</b>	<b>Variance</b>
Floor Area Ratio: Including existing temple and Phase 1 and 2 on the westerly 110 m portion of the site	Excluding covered walkways: 0.47 FAR	Excluding covered walkways: 0.47 FAR	none permitted
Lot Coverage – Building:	Max. 40%	34%	none
Rezoning Area (min. size):	25,000 m <sup>2</sup> (269,000 ft <sup>2</sup> )	25,381 m <sup>2</sup> (273,202 m <sup>2</sup> )	none
Setbacks	North: 6 m South: 24 m East: 0 m West: 17 m	North: 6.23 m South: 24.95 m East: 0.04 m No. 5 Road: 17 m	none
Height (m) HPM (i.e. geodetic):	12.7 m geodetic to 27.48 m geodetic	12.7 m geodetic to 27.48 m geodetic	none
Off-street Parking Spaces – Total:	385	386 Phase 1: 434 Phase 2: 386	none
Loading Areas that do not generate parking such as areas used exclusively by nun/monks is exempted from the calculation	Medium Size: 2 Large Size: 1 (overlapping arrangement)	Medium Size: 2 Large Size: 1	
Bike Parking Areas that do not generate parking such as areas used exclusively by nun/monks is exempted from the calculation	Class 1: 24 Class 2: 68	Class 1: 30 Class 2: 70	none

Other: Tree replacement compensation required for loss of significant trees.

TOTAL AREA PER PHASE

Level	Total Area (sf)	Total Area (sm)
1-Ground (including covered walkways)	43,257.70	4,016.31
2-Main (including covered walkways)	33,716.00	3,132.32
3-Top (including covered walkways)	9,536.70	885.99
<b>Total Covered Walkways</b>		

EXISTING TEMPLE

Level	Total Area (sf)	Total Area (sm)
1-Ground (including covered walkways)	91,580.80	8,508.13
2-Main (including covered walkways)	43,898.00	4,078.26
3-Top (including covered walkways)	20,811.50	1,933.45
Total Exclusions	91,872.20	8,535.67
<b>Total Covered Walkways</b>	16,250.70	1,509.74
Gross Building Area (including covered walkways)	156,290.30	14,519.84
Gross Building Area (excluding covered walkways)	140,039.60	13,010.10
Total FAR Area (including covered walkways)	64,413.10	5,984.17
Total FAR Area (excluding covered walkways)	48,162.40	4,474.43

PHASE I

Level	Total Area (sf)	Total Area (sm)
1-Ground (including covered walkways)	24,877.20	2,311.17
2-Main (including covered walkways)	23,144.70	2,150.21
3-Top (including covered walkways)	15,021.40	1,395.53
Total Exclusions	5,204.60	483.52
<b>Total Covered Walkways</b>	11,875.40	1,098.99
Gross Building Area (including covered walkways)	63,043.30	5,856.91
Gross Building Area (excluding covered walkways)	51,213.90	4,757.92
Total FAR Area (including covered walkways)	37,885.70	3,575.33
Total FAR Area (excluding covered walkways)	46,005.30	4,274.40

PHASE II

Level	Total Area (sf)	Total Area (sm)
1-Ground (including covered walkways)	116,458.00	10,819.30
2-Main (including covered walkways)	67,042.70	6,228.47
3-Top (including covered walkways)	35,832.90	3,328.98
Total Exclusions	97,081.80	9,019.19
<b>Total Covered Walkways</b>	28,080.10	2,608.73
Gross Building Area (including covered walkways):	219,333.60	20,376.75
Gross Building Area (excluding covered walkways):	191,253.50	17,768.02
Total FAR Area (including covered walkways):	122,251.80	11,357.56
Total FAR Area (excluding covered walkways):	94,171.70	8,748.83

PROJECT TOTAL - PHASES I AND II

Level	Total Area (sf)	Total Area (sm)
1-Ground (including covered walkways)	116,458.00	10,819.30
2-Main (including covered walkways)	67,042.70	6,228.47
3-Top (including covered walkways)	35,832.90	3,328.98
Total Exclusions	97,081.80	9,019.19
<b>Total Covered Walkways</b>	28,080.10	2,608.73
Gross Building Area (including covered walkways):	219,333.60	20,376.75
Gross Building Area (excluding covered walkways):	191,253.50	17,768.02
Total FAR Area (including covered walkways):	122,251.80	11,357.56
Total FAR Area (excluding covered walkways):	94,171.70	8,748.83

PROPOSED FAR (FOR NEW DEVELOPMENT)

Site Area:	202,092.49	18,775.00
FAR (including covered walkways):	0.60	0.60
FAR (excluding covered walkways):	0.47	0.47

TOTAL FAR (INCLUDING EXISTING SITE)

Site Area:	273,202.60	25,381.34
Existing Temple Area (inc. covered walkways)	43,257.70	4,016.31
Proposed Development (inc. covered walkways):	122,251.80	11,357.56
Proposed Development (exc. covered walkways):	94,171.70	8,748.83
FAR (including covered walkways):	0.61	0.61
FAR (excluding covered walkways):	0.47	0.47

LOT COVERAGE (FOR NEW DEVELOPMENT)

Site Area:	Area (sf)	Area (sm)
202,092.49	68,775.20	18,775.00
Proposed Footprint:	68,775.20	6,389.42
Lot Coverage:	34%	34%

LOT COVERAGE (INCLUDING EXISTING SITE)

Site Area:	Area (sf)	Area (sm)
273,202.60	74,415.40	25,381.34
Existing Footprint (incl. covered walkways)	68,775.20	2,268.26
Proposed Footprint: (PH1>Main+PH2 Grd. (Firs. Inc. cov. walk.)	93,190.60	8,657.69
Total:	34%	34%

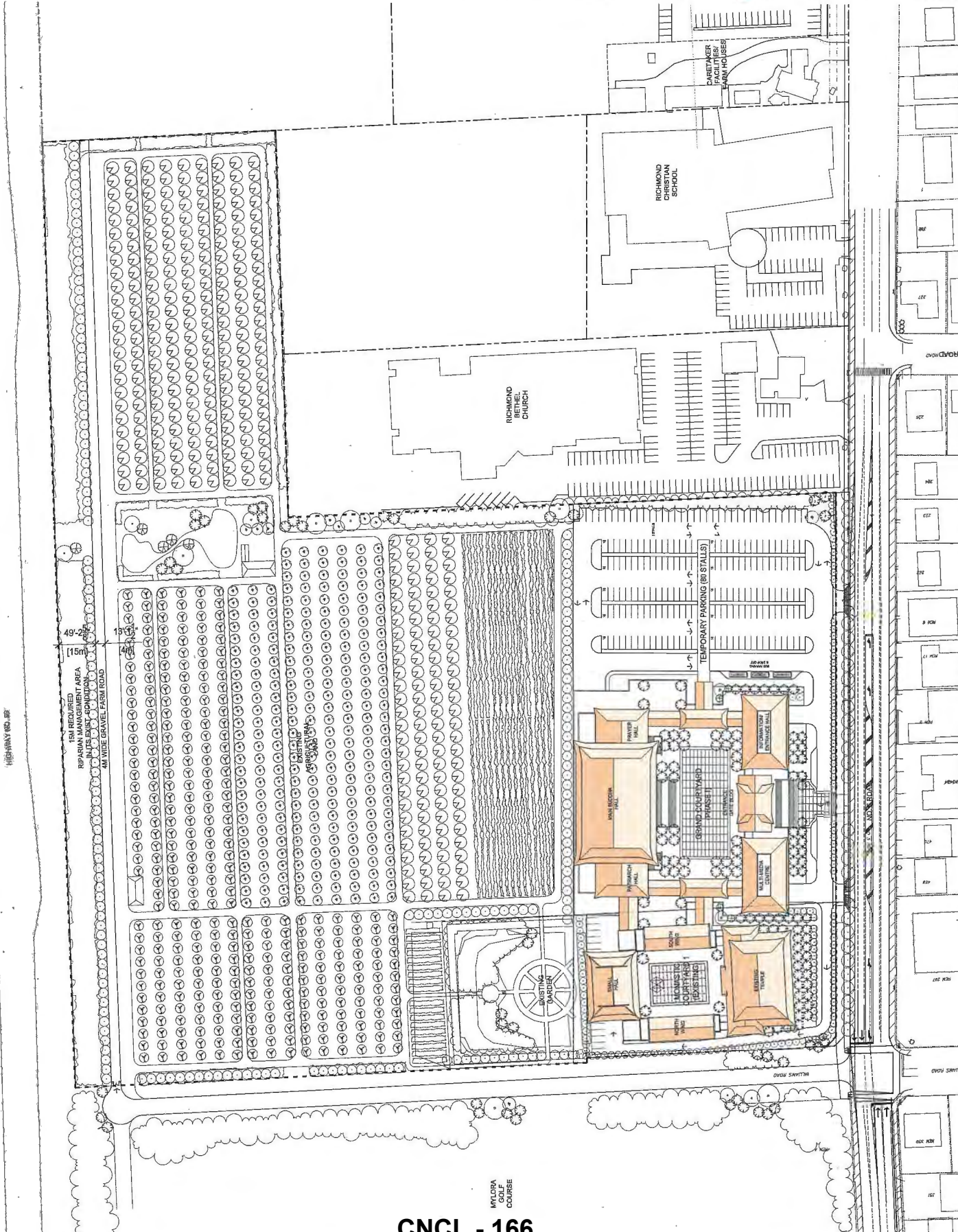
PARKING SUMMARY

Provided	Required
30 Class 1, and 70 Class 2 stalls	24 Class 1, and 68 Class 2 stalls
Covered and Surface Parking Stalls	386
Bicycle Parking	3
Bus Parking	1
Loading Bay	1

Item	Quantity	Unit	Value
1. Heated Air Priority System	1	Unit	250,000
2. Heated Air Priority System	1	Unit	250,000
3. Heated Air Priority System	1	Unit	250,000
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**DA**  
 Development Authority  
 1604 85th St  
 Vancouver, BC V6P 6K1  
 Tel: 604-681-6172  
 Fax: 604-681-6173  
 Email: info@vancouver.ca  
**MANAGEMENT**  
**TEMPLE DEVELOPMENT**  
 PROJECT STATISTICS  
 Date: 10/15/2024  
 Sheet: 10/15/2024  
 Scale: A0.1  
 Author: [Name]  
 Checker: [Name]  
 Approver: [Name]





DATE	11/10/2023
SCALE	1:1000
PROJECT	PHASE 1 SITE PLAN
CLIENT	DA
DESIGNER	DA
CHECKER	DA
APPROVER	DA
DATE	11/10/2023
SCALE	1:1000
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CLIENT	DA
DESIGNER	DA
CHECKER	DA
APPROVER	DA













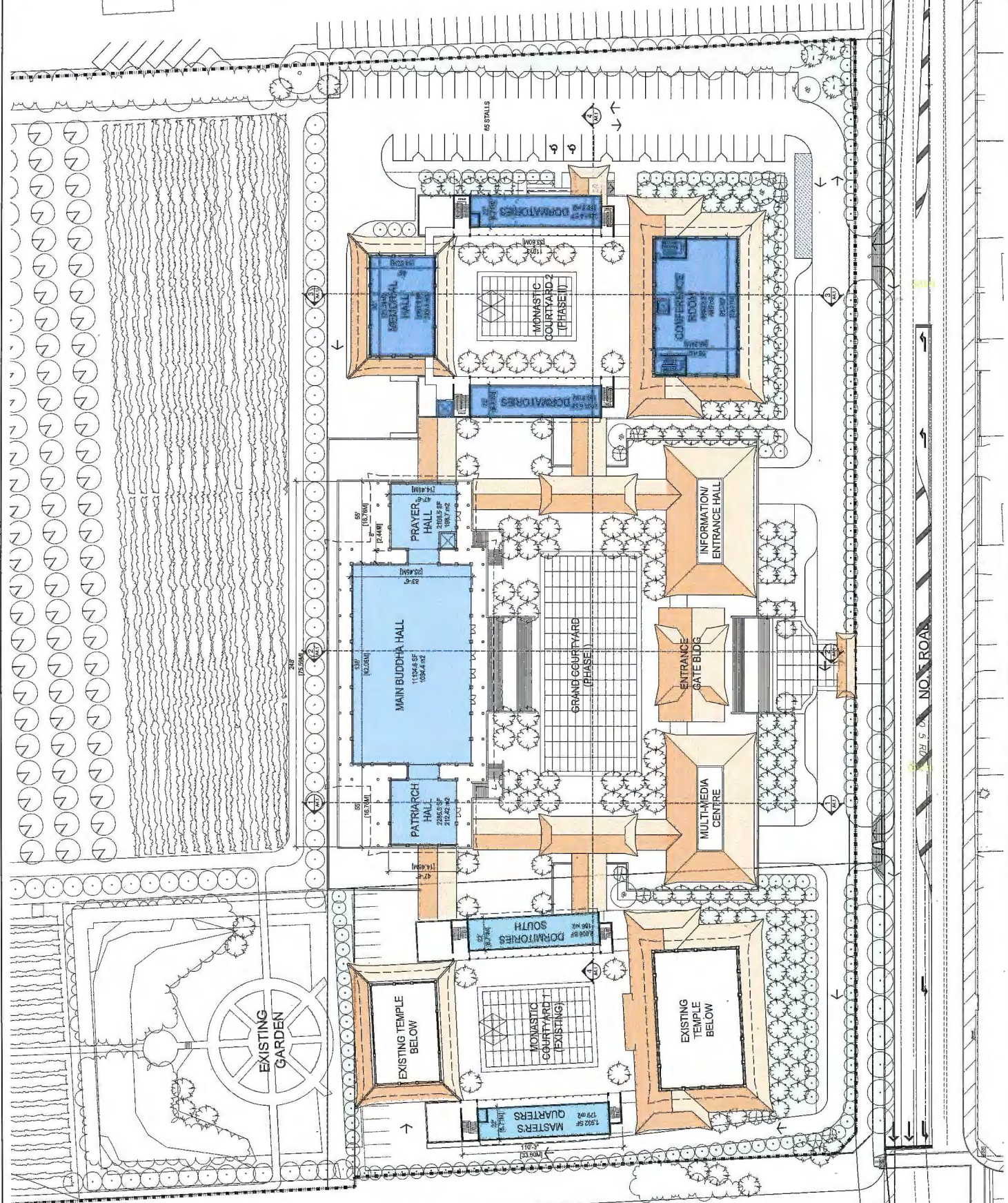




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**DA**  
 Design Architects  
 1601 6th Street, Suite 200  
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 www.designarchitects.com

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NO ROAD





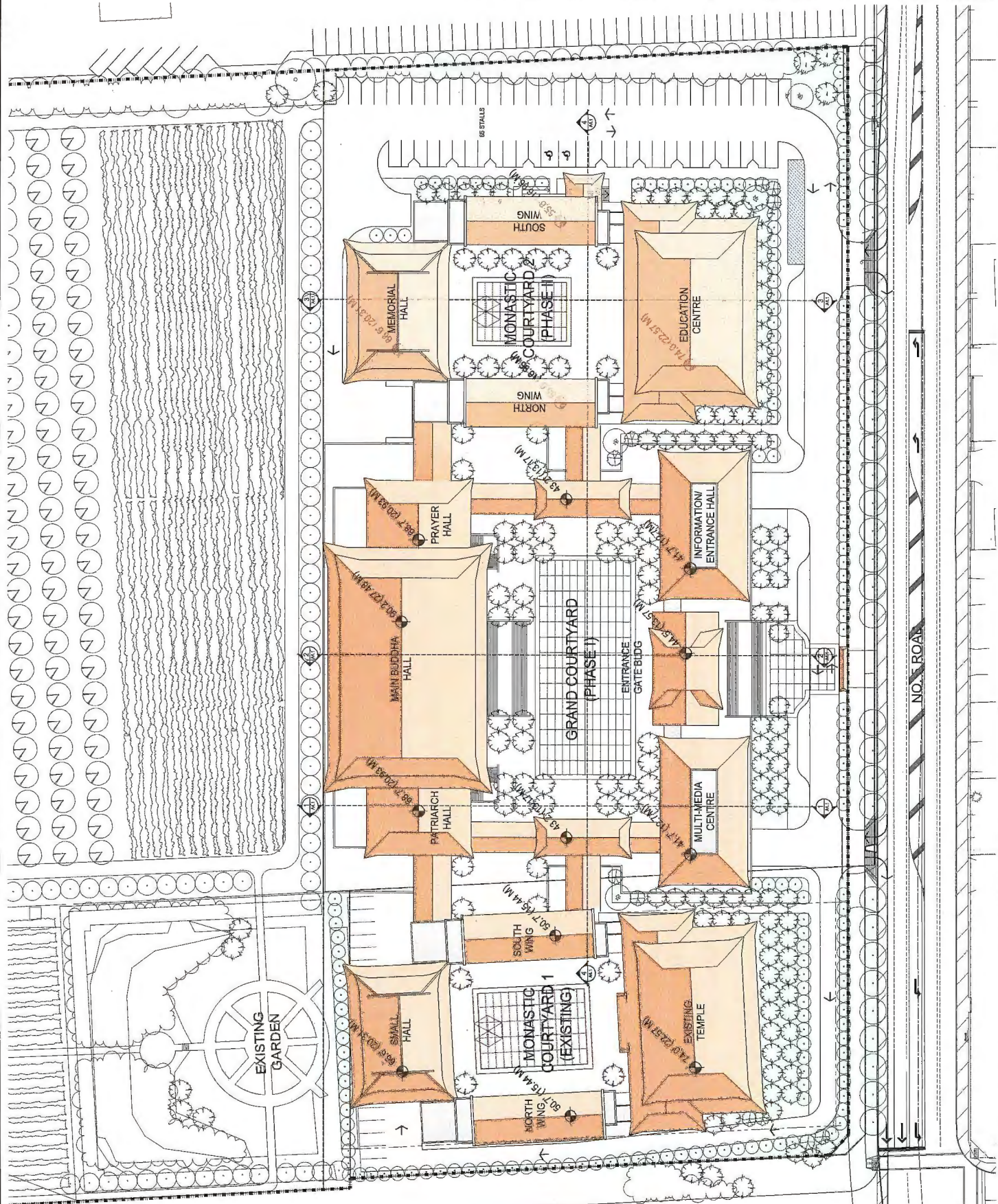
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**DA**  
 Design Architecture  
 1604 695 6912  
 1000 University Avenue  
 University City, CA 94045

LINDSEY MOUNTAIN  
 TEMPLE DEVELOPMENT

ROOF PLAN

Sheet	11-0000
Date	07/20/07
Project	A2.4
Scale	
Author	
Checker	
Printer	









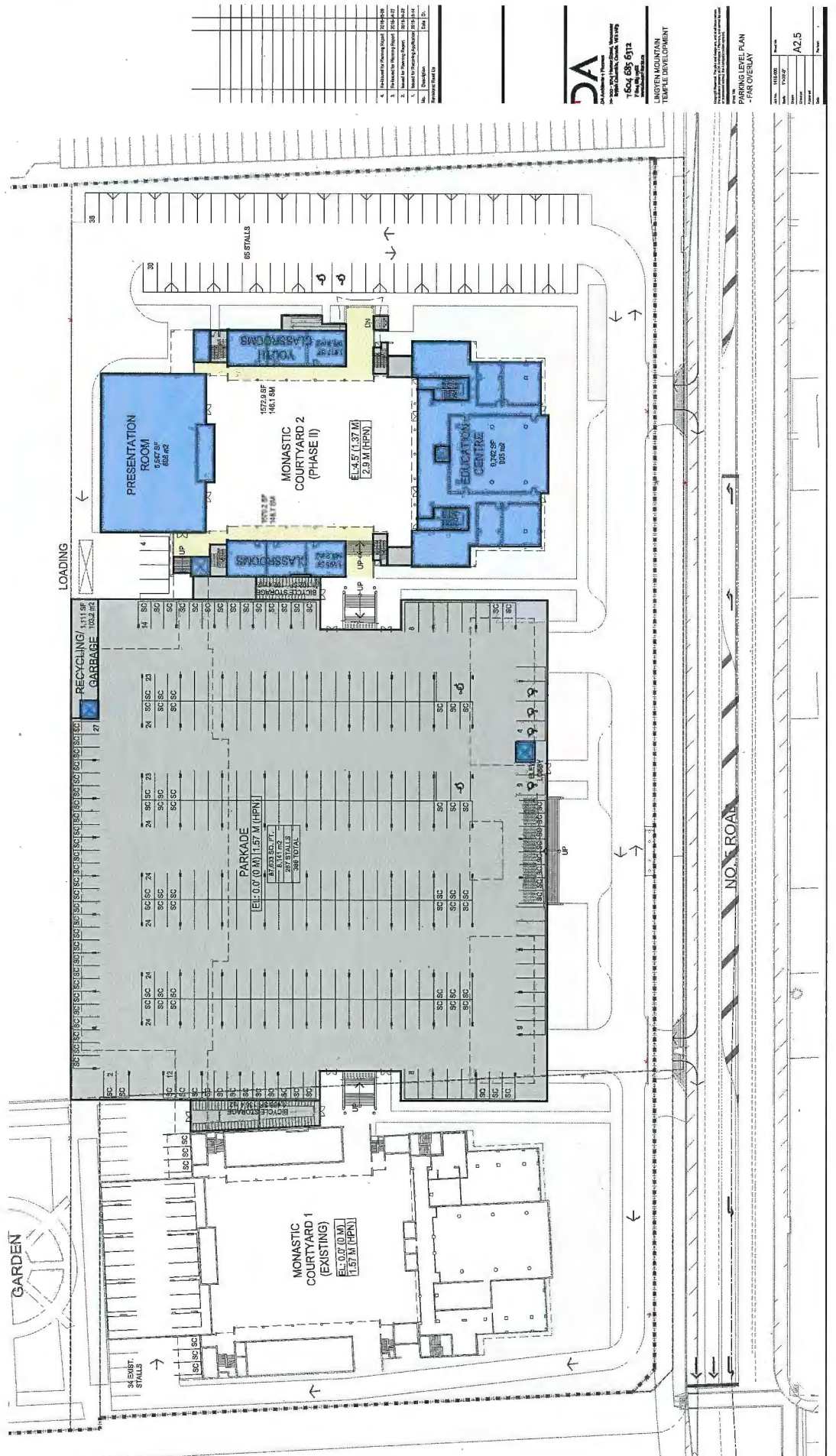




1 - GROUND LEVEL AREAS

PHASE I	Use	Area (sq ft)	Area (sq m)
Area Exclusions	Elevators	266.80	24.79
	TOTAL BUILDING AREA	266.80	24.79
	Covered Parking	8,141.37	754.83
	Garbage/Recycling Bicycle Storage	1,111.00 2,570.00	103.12 238.76
TOTAL EXCLUSIONS	9,131.60	846.54	
Area Exclusions	Covered Walkways	-	-
	TOTAL EXCLUSIONS	-	-
	Gross Building Area (including covered walkways):	91,314.00	8,483.34
	Gross Building Area (excluding covered walkways):	91,330.80	8,506.13
TOTAL FAR Area (including covered walkways):	91,330.80	8,506.13	
TOTAL FAR Area (excluding covered walkways):	266.80	24.79	

PHASE II	Use	Area (sq ft)	Area (sq m)
Area Exclusions	Presentation Room	6,547.00	608.24
	Classrooms	1,595.20	148.20
	Youth Classrooms	1,817.00	169.80
	Education Centre	8,914.80	828.21
	Elevators	228.80	21.26
	Internal Stairs	792.40	73.57
	TOTAL BUILDING AREA	19,945.20	1,843.68
	Outside Stairs	902.30	83.83
	Outside Ramp	264.60	24.44
	Mechanical	588.00	54.63
TOTAL EXCLUSIONS	1,774.80	164.88	
Covered Walkways	3,257.20	302.00	
TOTAL EXCLUSIONS	1,774.80	164.88	
Gross Building Area (including covered walkways):	24,977.20	2,311.17	
Gross Building Area (excluding covered walkways):	21,620.00	2,005.58	
TOTAL FAR Area (including covered walkways):	21,620.00	2,005.58	
TOTAL FAR Area (excluding covered walkways):	19,945.20	1,843.68	



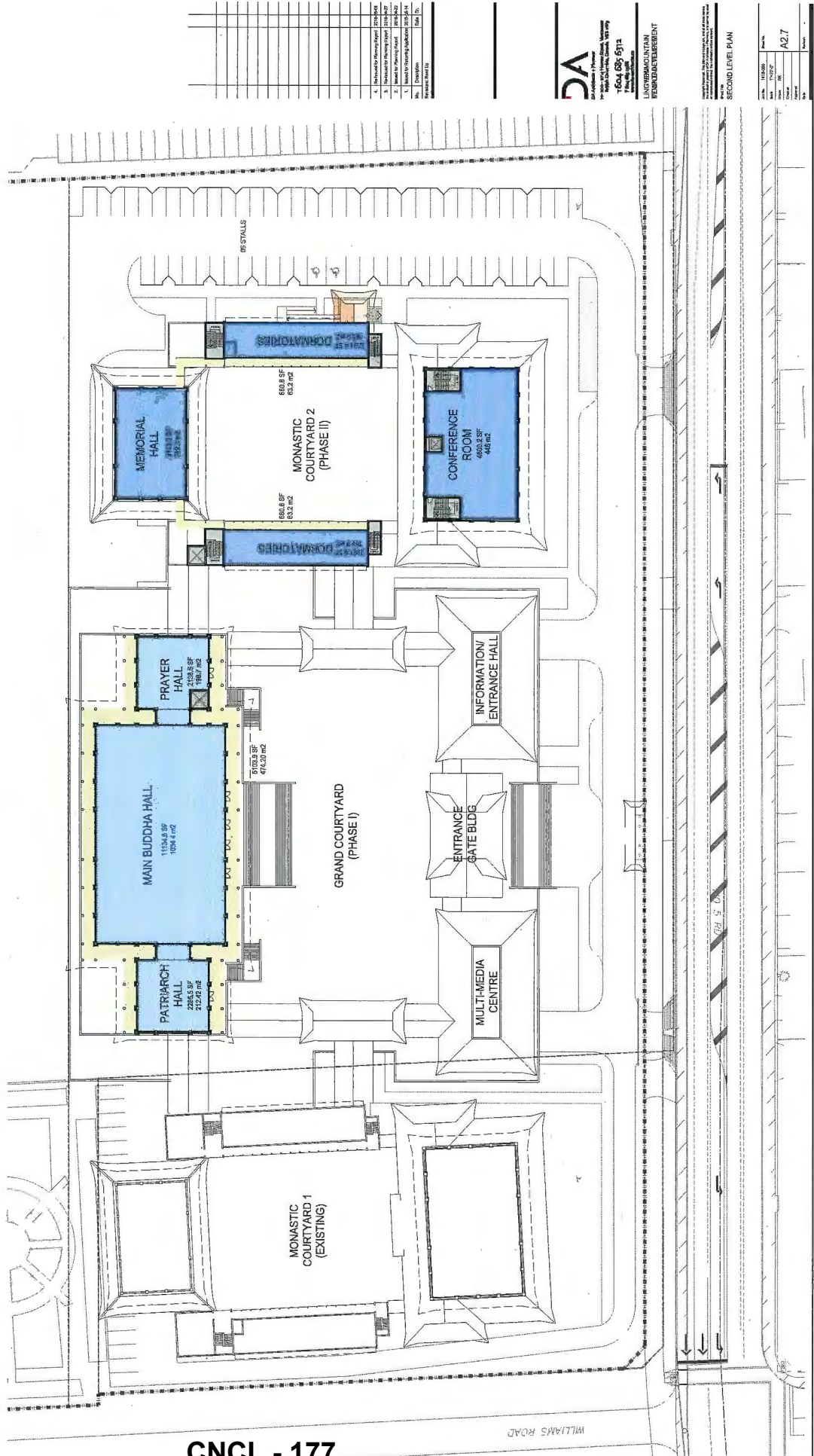






Use	Area (sq ft)	Area (sq m)
Memorial Hall	3,103.30	288.31
Donoriums North	2,001.50	185.95
Donoriums South	2,001.40	185.94
Corridor	1,625.20	150.42
<b>TOTAL BUILDING AREA</b>	<b>11,596.40</b>	<b>1,068.14</b>
<b>Area Exclusions</b>		
Exterior Stairs	834.60	77.54
Interior Stairs	666.40	61.91
Elevators	252.40	23.45
<b>TOTAL EXCLUSIONS</b>	<b>1,753.40</b>	<b>162.90</b>
Covered Walkways	1,361.60	126.50
<b>Total Exclusions:</b>	<b>1,753.40</b>	<b>162.90</b>
<b>Gross Building Area (including covered walkways):</b>	<b>15,021.40</b>	<b>1,395.53</b>
<b>Gross Building Area (excluding covered walkways):</b>	<b>13,659.80</b>	<b>1,262.64</b>
<b>TOTAL FAR Area (including covered walkways):</b>	<b>13,268.00</b>	<b>1,232.64</b>
<b>TOTAL FAR Area (excluding covered walkways):</b>	<b>11,996.40</b>	<b>1,106.34</b>

Use	Area (sq ft)	Area (sq m)
Main Buddha Hall	11,344.50	1,054.44
Prayer Hall	2,288.50	212.42
Patron Hall	1,445.50	134.25
<b>TOTAL BUILDING AREA</b>	<b>15,078.50</b>	<b>1,401.11</b>
<b>Area Exclusions</b>		
Elevators	148.00	13.75
<b>TOTAL EXCLUSIONS</b>	<b>148.00</b>	<b>13.75</b>
Covered Walkways	5,103.90	473.17
<b>Total Exclusions:</b>	<b>148.00</b>	<b>13.75</b>
<b>Gross Building Area (including covered walkways):</b>	<b>20,811.50</b>	<b>1,934.45</b>
<b>Gross Building Area (excluding covered walkways):</b>	<b>15,777.60</b>	<b>1,465.28</b>
<b>TOTAL FAR Area (including covered walkways):</b>	<b>20,663.50</b>	<b>1,919.70</b>
<b>TOTAL FAR Area (excluding covered walkways):</b>	<b>15,559.60</b>	<b>1,445.53</b>



**DA**  
 Design Architecture  
 1000 West 10th Street, Suite 100  
 Vancouver, BC V6H 2G6  
 TEL: 604 681 6112  
 FAX: 604 681 6113  
 www.designarchitecture.com

LANDMARKSULTAN  
 REPAIRS/REPAIRMENT

Second Level Plan



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CONCEALED STRUCTURES, AND IS  
RESPONSIBLE FOR NOTIFYING THE  
APPROPRIATE COMPANY, DEPARTMENT OR  
PERSON(S) OF ITS INTENTION TO CARRY OUT ITS  
OPERATIONS.

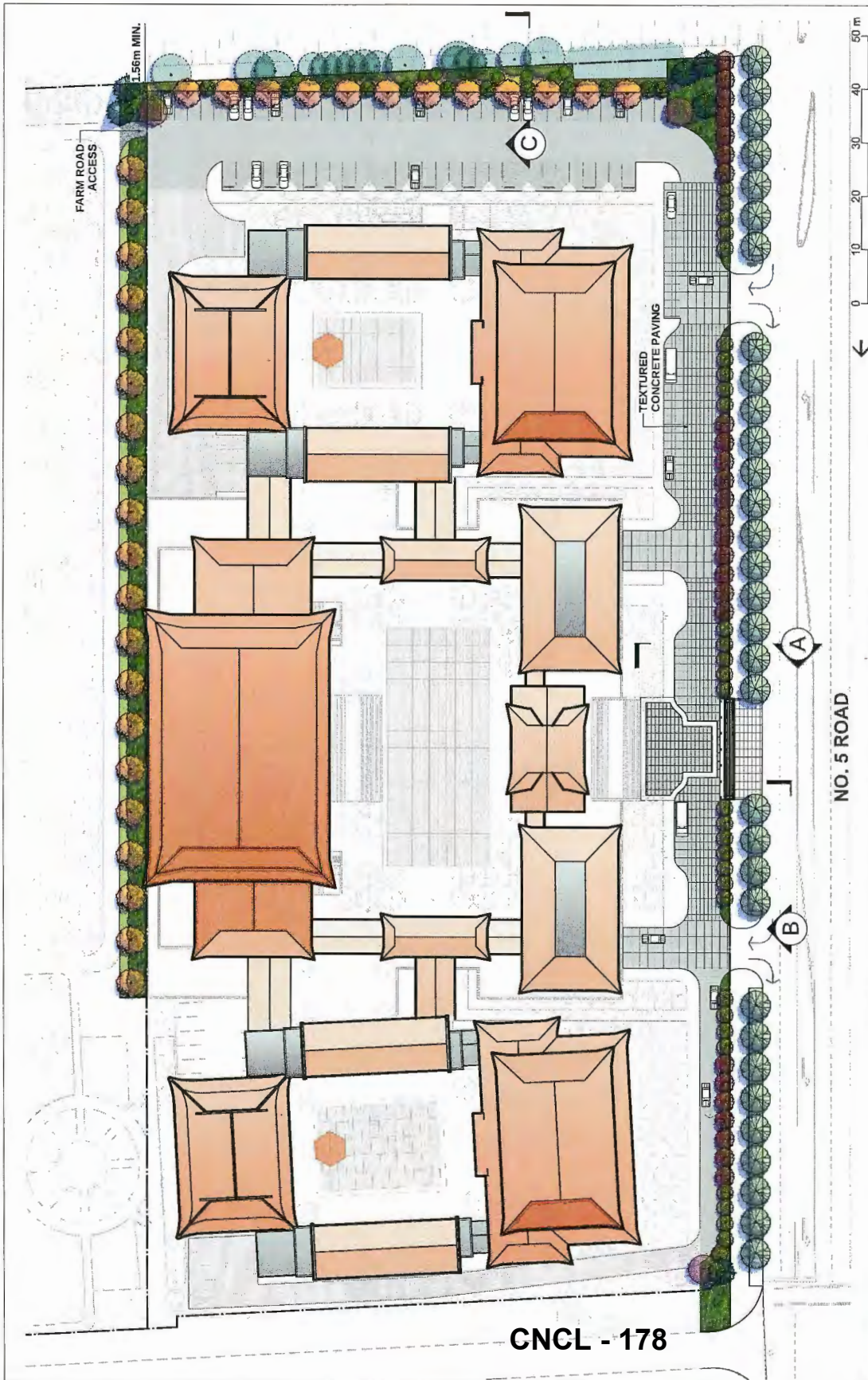


NO.	DATE	DESCRIPTION
3	16-05-12	ISSUED FOR PLANNING REPORT
2	15-12-14	ISSUED FOR CITY COMMENTS
1	15-08-14	ISSUED FOR ZONING SUBMISSION
REVISIONS		

**LINGYEN MOUNTAIN  
TEMPLE**

10060 No 5 Road  
Richmond, British Columbia  
Scale: 1:250  
Drawn: EL/ND  
Reviewed: KL  
Project No. 06-436

**LANDSCAPE  
PERIMETER PLAN**



CNCL - 178

**PLANT LIST**

TREES SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	7	Acer circinnatum	Vine Maple	4m Height	as shown
	32	Acer rubrum	Red Maple	6cm cal., B&B	as shown
	13	Fagus sylvatica Dawyck	Fastigiata Beech	6cm cal., B&B	as shown
	31	Ginkgo biloba	Ginkgo	6cm cal., B&B	as shown
	3	Magnolia sieboldii	Oyama Magnolia	6cm cal., B&B	as shown
	6	Pinus sylvestris fastigiata	Scotch Sentinel Pine	2.5m ht., B&B	as shown
	25	Stewartia pseudocamellia	Japanese Stewartia	6cm cal., B&B	as shown
	32	Street Trees	Street Trees	Species and spacing approved by the City of Richmond	

Existing trees to be retained, per arborist report  
Cedar hedge to be retained, per arborist report

**INTERNAL DRIVE & EAST BUFFER AREA SHRUBS**

SYMBOL	AREA, BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	1210 m2 Gaultheria shallon Lonicera pileata Skimmia japonica 'Rubella'	Salel Privet Honeysuckle Skimmia Rubella'	4"(10cm) pot #1 pot #2 pot	300mm o.c. 300mm o.c. 600mm o.c.
	Vaccinium ovatum	Evergreen Huckleberry	#2 pot	450mm o.c.

**RAIN GARDEN AREA SHRUBS**

SYMBOL	AREA, BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	330 m2 Carex tumulicola Juncus effusus Ribes alpinum Symphoricarpos x chernetifolii 'Hancock'	Foothill Sedge Common Rush Alpine Currant Snowberry	#1 pot plugs #5 pot #2 pot	300mm o.c. 900mm o.c. 1000mm o.c. 600mm o.c.

**LAWN**

SYMBOL	AREA, BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	240m2 Standard class 2 boulevard sod to match BCLNA standards			



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3	ISSUED FOR PLANNING REPORT	16-02-06
2	ISSUED FOR CITY COMMENTS	16-02-14
1	ISSUED FOR RECORDING SUBMISSION	16-06-14
REVISIONS		

**LINGYEN MOUNTAIN  
TEMPLE**  
10060 No 5 Road  
Richmond, British Columbia

Scale:	1:20
Drawn:	EL/KD
Reviewed:	KL
Project No.	06-456

**SECTION & ELEVATION**



STREET TREES SPACED AT 6m O.C.  
FINAL SPECIES SUBJECT TO CITY OF  
RICHMOND APPROVAL

INTERNAL DRIVEWAY TREES  
SPECIES, SPACING AND SIZE REFER  
TO SHEET L1.0

ENTRY GATE  
FINAL DETAILS TO BE COORDINATED  
WITH BUILDING ARCHITECTURE

CONCRETE WALL  
FINAL DETAILS TO BE COORDINATED  
WITH BUILDING ARCHITECTURE

PLANTING BUFFER  
PLANT SPECIES, SPACING AND SIZE  
REFER TO SHEET L1.0

CONCRETE BOLLARD

**A NO. 5 ROAD GREENWAY SECTION**  
Scale: 1:20

**B NO. 5 ROAD CONCRETE WALL & GATEWAY ELEVATION**  
Scale: 1:20





**Note:**

For Public Consultation and Media Summary Report, please see Supplementary Information for Attachment 4 and Attachment 6

Lingyen Mountain Temple  
Open House #3 Report

ATTACHMENT 4



DA Architects + Planners

[www.da-architects.ca](http://www.da-architects.ca)

# PUBLIC CONSULTATION & MEDIA SUMMARY REPORT

Lingyen Mountain Temple Development Proposal  
**OPEN HOUSE**

Prepared by: DA Architects + Planners  
July 8, 2015

---

>> 200 - 1014 Homer Street, Vancouver, British Columbia, Canada V6B 2W9 T 604 685 6312 F 604 685 0988

Mark Ehman Architect AIBC, Partner

**CNCL - 182**

Randy Knill Architect AIBC, Partner

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## APPENDIX

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- B. Open House Questionnaire Form
- C. Web-Site Questionnaire Form
- D. Sign-In Sheet Form
- E. Open House Questionnaire Form Transcription
- F. Web-Site Questionnaire Form Transcription
- G. Sign-In Sheet Transcription
- H. Canada Post Route Map & Flyer for the Open House Notification Area
- I. Open House Newspaper Advertisements
- J. Web-Site Flyer distributed during the Open House event
- K. Open House Boards
- L. Original Sign-In Sheet Scans
- M. Original Open House Questionnaire Submissions Scans

## 1. EXECUTIVE SUMMARY

DA Architects + Planners were asked to facilitate a public consultation process for the Lingyen Mountain Temple's proposal to redevelop and expand their facilities on their land located at 10060 No. 5 Road. On June 23, 2015, an information-only Open House was held at the South Arm Community Centre. Previous Open House events presented design schemes for a much larger project proposed by James Cheng Architects Inc. The June 23<sup>rd</sup> Open House presented a reduced scheme that responded to the feedback received from the public.

The purpose of the Open House was to:

- provide an overview of the revised application for the Lingyen Buddhist Temple expansion.
- present preliminary design concept of the revised Temple development
- illustrate positive responses to issues identified at the prior Open House events
- gather feedback, suggestions, and opinions of the public about the new proposal.

Notification for the Open House replicated the methods used for the public consultation during the previous Open House events. Notification included Canada Post delivery of approximately 3,549 event flyers; advertisements placed in five print media; and, letters to stakeholder groups, local businesses, and political figures.

Approximately two hundred and ninety six (296) attendees signed in at the Public Open House held on June 23, 2015 between 6:30 – 8:30 PM (see Appendix D). The public was invited to view the presentation boards (see Appendix K) and ask questions of the project design team. Comment forms were provided for attendees to give their feedback (see Appendix B). Three hundred and fifty two (352) comment forms were submitted in paper form during the Open House event (see Appendix M). Comment form respondents were asked to provide feedback on the following:

- the reduced height and size of the project;
- the elimination of the Agricultural Land Reserve encroachment
- the traffic management strategies initiated by the temple for special events
- whether they were generally supportive of the revised proposal

The Open House display boards and the Questionnaire comment forms were made available online at [www.lymtdevelop.com](http://www.lymtdevelop.com) (see Appendix C). The attendees were given flyers containing the web address (see Appendix J) and encouraged to visit the web-site for information and as an option to provide their feedback in digital format until June 29<sup>th</sup>, when the results were collected and analyzed.

Ninety-seven percent (97%) of respondents indicated that they were in support of the Lingyen Mountain Temple’s proposed redevelopment and expansion. Overwhelming majority of the comments provided were positive. Many members of the community indicated that the existing facilities are congested and they welcome the much anticipated expansion. Others expressed how important the Temple is in their lives as a place of worship, spiritual sanctuary and educational facility for their children.

**Notification and Attendee Origin**

Number of invitees (approx.. flyer distribution)	2,600	-
Open House Attendees (Signed in)	296	-
Total Comment Forms Received	528	100%
Total Comment Forms Received at the Event	352	67%
Total Comment Forms Received Online	176	33%
Live in Richmond	486	92%
Do Not live in Richmond	42	8%
Number of Households that Submitted	342	-

Several residents expressed concerns about the traffic and parking conditions in conjunction with the new development and the size and scale of the temple as it relates to the other religious buildings along the No. 5 Rd.

**Open House Quick Facts – Level of Support per Household**

Supportive	226	99.5%
Supportive and Live in Richmond	224	99%
Non-Supportive	1	0.5%
Undecided	0	0%

### **Next Steps**

Throughout the next several month, the project team will endeavour to work with City of Richmond staff to prepare the Lingyen Mountain Temple proposal for presentation to Planning Committee.

The project team at this time includes:

1. DA Architects + Planners
2. Sharp & Diamond - Landscape Architect
3. Bunt & Associates - Traffic Consultant
4. McTavish Consultants – Agronomist

The Design team completed preliminary concept planning which is currently under review with the City of Richmond. The Open House was meant to provide the community a “snapshot” of the preliminary design work that responds to the concerns expressed about the previous larger proposal.

Our direct next step is to:

1. DA continue to develop, refine and coordinate the design.
2. Landscape – provides the level of detail appropriate for the rezoning application.
3. Bunt & Associates – The traffic consultant has been working with City of Richmond engineering staff to determine the terms of reference for the updated traffic report. When this is completed it will be submitted for City review and comment.
4. Agronomist – Bruce McTavish is updating the Farm Report, and the Pre and Post Development Runoff Calculations



## 2. NOTIFICATION METHODS SUMMARY

Notification for the Open House was similar to the methods used for the public consultation during the previous Open House events, and as suggested by the Planning Department.

### ***Open House Invitation Flyer***

Approximately 2,600 flyer invitations were distributed to residents and businesses by a Canada Post flyer drop off. The notification extended along No. 5 Road southward to Horseshoe Way, eastward to Shell Road to Blundell Road to the North. See Appendix D for a Map showing the distribution area.

### ***Newspaper Advertisement & Media***

The Open Houses were advertised in five newspapers including: the Richmond Review on June 19<sup>th</sup>, 2015; Richmond News on June 18<sup>th</sup> 2015; Ming Pao on June 21<sup>st</sup>, 2015; Sing Tao on June 21<sup>st</sup>, 2015; and, World Journal on June 19<sup>th</sup>, 2015. See Appendix E for copies of the Advertisements that were distributed to the Media.

### ***Stakeholder Groups***

Throughout the Lingyen Mountain Temple consultation process, over 30 stakeholder groups and contacts have been identified, contacted and provided with information about the consultation process, and public open houses. These are:

#### ***Schools & Community Organizations***

Az-Zahraa Islamic Academy Preschool  
Daniel Woodward & Kingswood Elementary Principal  
Matthew McNair Secondary School Principal and PAC  
Richmond Christian School  
Richmond Jewish Day School  
Richmond Fruit Tree Sharing Project  
Richmond Sunrise Rotary Club  
South Arm Community Association  
Thomas Kidd Elementary Principal

***Religious Organizations***

Church of God Anderson/Trinity  
Dharma Drum Mountain Buddhist Association  
Fujian Evangelical Church  
India Cultural Centre of Canada - Gurdwara Nanak Niwas  
International Buddhist Society  
Peace Evangelical Church  
Richmond Bethel MB Church  
Richmond Chinese Evangelical Free Church  
Richmond Chinese Mennonite Brethren Church  
Richmond Chinese Baptist Church  
Subramaniya Swamy Temple  
Steveston Buddhist Temple  
Thrangu Monastery Canada  
Vedic Cultural Society Of British Columbia (Ram Krishna Mandir)

***Business Organizations***

Ironwood Mall  
Local Businesses (5)  
Richmond Chamber of Commerce  
Mylora Golf Courses  
Tourism Richmond  
Townline (Fantasy Gardens)

### 3. OPEN HOUSE EVENT DETAILS

**Event Name:** Lingyen Development Public Open House

**Date:** Tuesday, June 23, 2015

**Time:** 6:30 PM – 8:30 PM (drop-in)

**Location:** South Arm Community Centre (8880 Williams Rd., Richmond)

**Attendees:** Approximately 296 signed in, while 352 attended based on the comment forms

**Comment forms received during the event:** 352 (100% of attendees submitted comment forms)

#### *Project Team in Attendance*

**Property Owner:** Lingyen Mountain Temple

- Headmaster and Nuns

**Project Architects:** DA Architect + Planners

- Al Johnson
- David Gordon
- Jennifer Aalders
- Ross Komnatsky

**Landscape Architects:** Sharp & Diamond

- Ken Larsson
- Eason Li

**Agriculture Consultants:** McTavish Resource & Management Consultants

- Bruce McTavish

**Traffic Consultants:** Bunt & Associates

- Simon de Verteuil

### ***Open House Format***

Open House Event on June 23, 2015 was held to illustrate the new design proposal and gather feedback from the community regarding the revised proposal that has been reduced and updated to respond to the key issues raised in the previous Open House Events #1 and #2, to do with size and scale of the project, traffic management and ALR encroachment.

The attendees were encouraged to sign in at a table placed near the entrance to the event space. The sign-in sheet requested attendees to indicate if they were a resident of Richmond or not. As well, the sign in sheet requested attendees' names, address/email and phone number. Members of the Lingyen Mountain Temple design team were available to receive feedback and answer questions during the event. Attendees were invited to review display boards placed around the room (see Appendix I). Several display boards provided comparison between the last Temple Development Proposal submitted in April 2014 and the current design. Major part of the display boards was dedicated to explaining the current proposal in terms of planning, architectural character and relationship to context. The architectural presentation was supported by presentation boards prepared by the Landscape Architect, Agricultural and Transportation Consultants.

In the centre of the room several tables with Questionnaire forms were placed where the attendees were encouraged to give their feedback and leave the completed forms in the drop box at the sign-in table up front. All the information presented at the Open House, as well as the Questionnaire forms were made available online at [www.lymtdevelop.com](http://www.lymtdevelop.com) . Flyers containing the web-site address (see Appendix) were distributed during the event and the participants were given an option of providing their feedback either online, or in a paper form during the Open House Event.

## 4. FEEDBACK SUMMARY

Feedback was received through Questionnaire forms that were submitted during the June 23rd Open House in paper form (see Appendix B) or uploaded to the web-site ([www.lymtdevelop.com](http://www.lymtdevelop.com)) by June 29<sup>th</sup> (see Appendix C). Questionnaire form questions were phrased with the assumption that respondents had read the Open House boards or reviewed them online. The comment forms asked the respondents to provide a Yes/No answer to the questions listed below, as well as asking for General Comments on the project.

1. Architecture/ALR Encroachment (height and size): The height and size of the project has been reduced and Agricultural Land Reserve encroachment eliminated since April 2014 rezoning application. Do you support these changes to the project?"
2. Traffic and Parking: "The temple has initiated Traffic Management Strategies for special events in the last couple years. In your experience has this improved the traffic?"
3. Overall Thoughts: "Are you generally supportive of the revised proposal?"

Of the 352 Questionnaire forms submitted at the Open House, 351 (99%) were in support of the Revised Lingyen Temple Development Proposal. This approval rating was mirrored by the data re-examined based on households. Some households were represented by numerous comment form submissions. When the respondent data is reassessed on the basis of one comment form per household, however, the total submission amount during the Open House is reduced to 227 households. Of these households, 226 (99%) were in support of the proposal while 1% were opposed (See Appendix A for all Questionnaire Form Summary Tables, Appendix E for Questionnaire Transcription and Appendix M for the original scans).

Respondents were asked whether they were supportive of the changes made to the current proposal as compared to the one submitted for review in April 2014. One hundred percent (100%) of respondents indicated that they liked the new direction of the design. Respondents were also asked to indicate their thoughts on the traffic mitigation and parking control measures proposed. Ninety seven percent (97.4%) of respondents felt that the measures proposed were sufficient, 0.6% did not and 2% indicated they were not sure one way or another.

Respondents' negative sentiments generally included:

- The temple is trying to create a tourist destination.
- The temple's height is out of proportion to the existing buildings in this area.
- There will be an increased traffic volume in the neighborhood causing traffic congestion.

### **Website Feedback**

A total of 176 comments have been received via the Lingyen Mountain Temple Consultation Website (<http://www.lymtdevelop.com>) between June 23rd and June 29th. 173 (98%) were supportive of the Temple expansion, and spoke of how it will benefit the community (see Appendix H for the transcript of Website Feedback). A total of 121 households have been identified in the analysis of the feedback received online, 75% of which lived in Richmond, while 25% did not (see Appendix F for web-site Questionnaire Transcription).

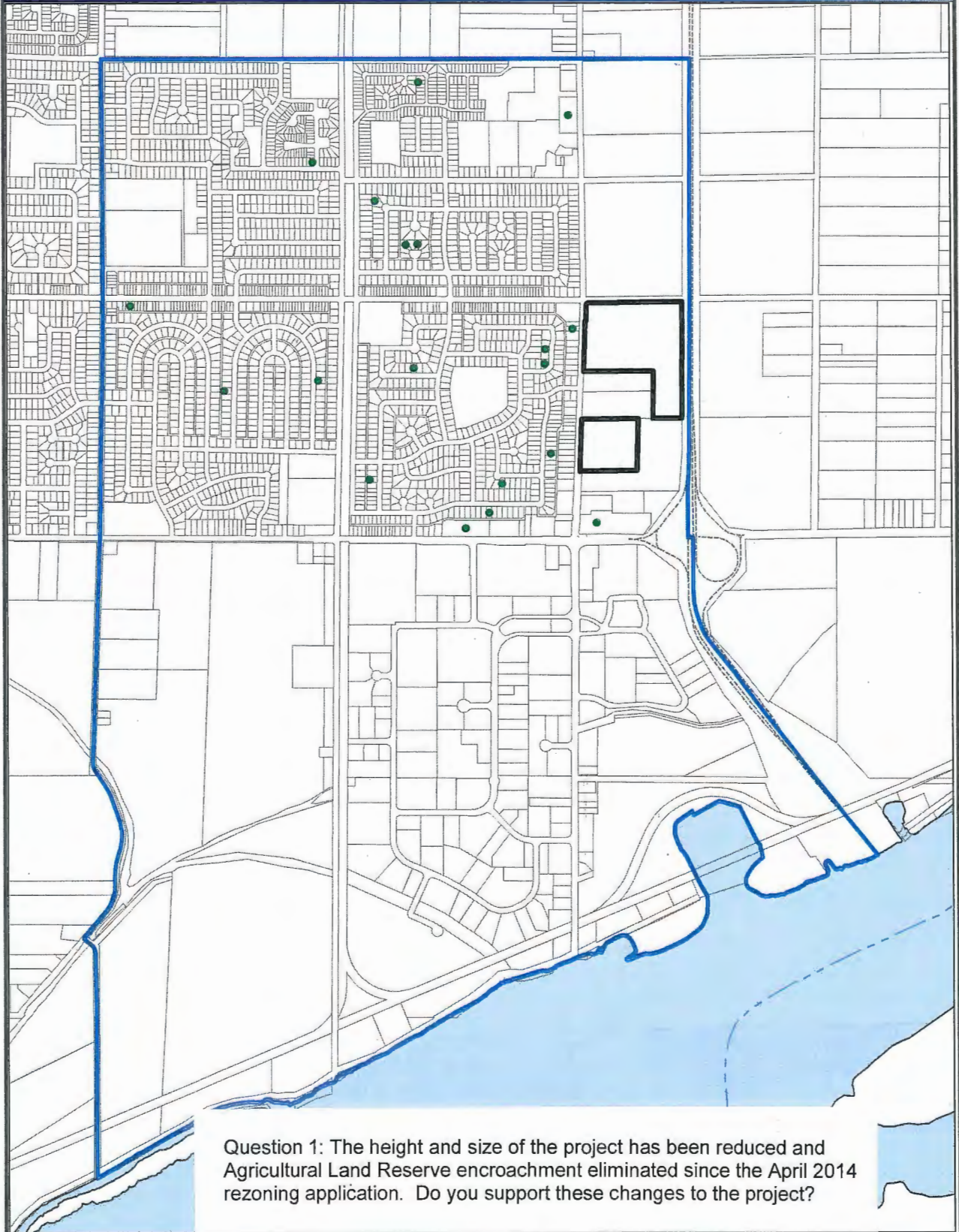
Two percent (2%) of the online respondents were opposed to the changes made to the proposal, one percent (1%) was unsure and ninety seven percent (97%) were in favor of the new direction. Three and a half percent (3.5%) did not think that the traffic management utilized by the Temple was adequate, eight and a half percent (8.5%) were unsure and eighty eight percent (88%) thought that the Temple was effective in managing traffic during special events. An overwhelming majority of the online respondents were generally in favour of the revised proposal at ninety eight percent (98%), with only one individual opposed and two that were unsure.

### **Total Feedback Summary**

The Questionnaire forms received during the Open House were cross-referenced with the Questionnaire forms received online to identify 528 unique individual submissions. These were further assessed to find 6 households where some members of the household have attended the Open House event while others filled out the Questionnaire forms online. Thus this report was able to identify 342 unique households that submitted Questionnaire forms either on the web-site or during the Open House Event. The majority of the respondents (90%) live in Richmond, while 10% do not. (see the Total Feedback Summary Tables per individual and per household in Appendix A)



# Lingyen Mountain Temple Rezoning: June 2015 Questionnaire

## Question 1 Responses



Question 1: The height and size of the project has been reduced and Agricultural Land Reserve encroachment eliminated since the April 2014 rezoning application. Do you support these changes to the project?

### Legend

-  Flyer Distribution Area
-  Subject Site

Website and Open House Questionnaire:  
Question 1

-  Responded Yes

- Question 1 in Flyer Distribution Area:
- 30 Yes Responses
  - 0 No Responses
  - 0 Don't Know Responses

Note:  
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**CNCL - 193**  
October 23, 2015  
Prepared by Onkar Buttar

1:12,019



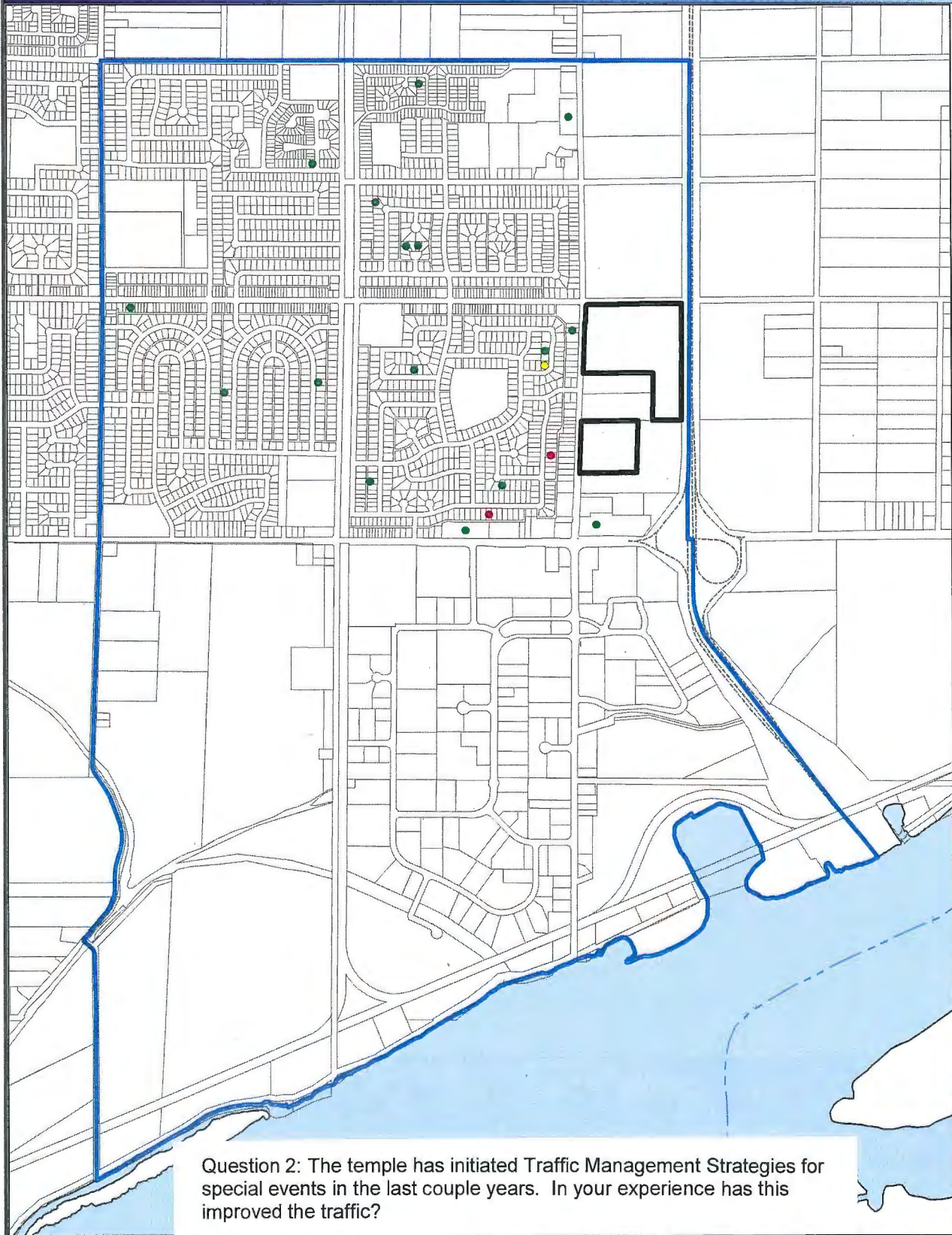
 City of Richmond





# Lingyen Mountain Temple Rezoning: June 2015 Questionnaire

## Question 2 Responses



Question 2: The temple has initiated Traffic Management Strategies for special events in the last couple years. In your experience has this improved the traffic?

### Legend

- Flyer Distribution Area
- Subject Site

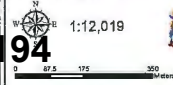
Website and Open House Questionnaire  
Question 2

- Yes
- No
- Don't Know

### Question 2 in Flyer Distribution Area:

- 27 Yes Responses
- 2 No Responses
- 1 Don't Know Response

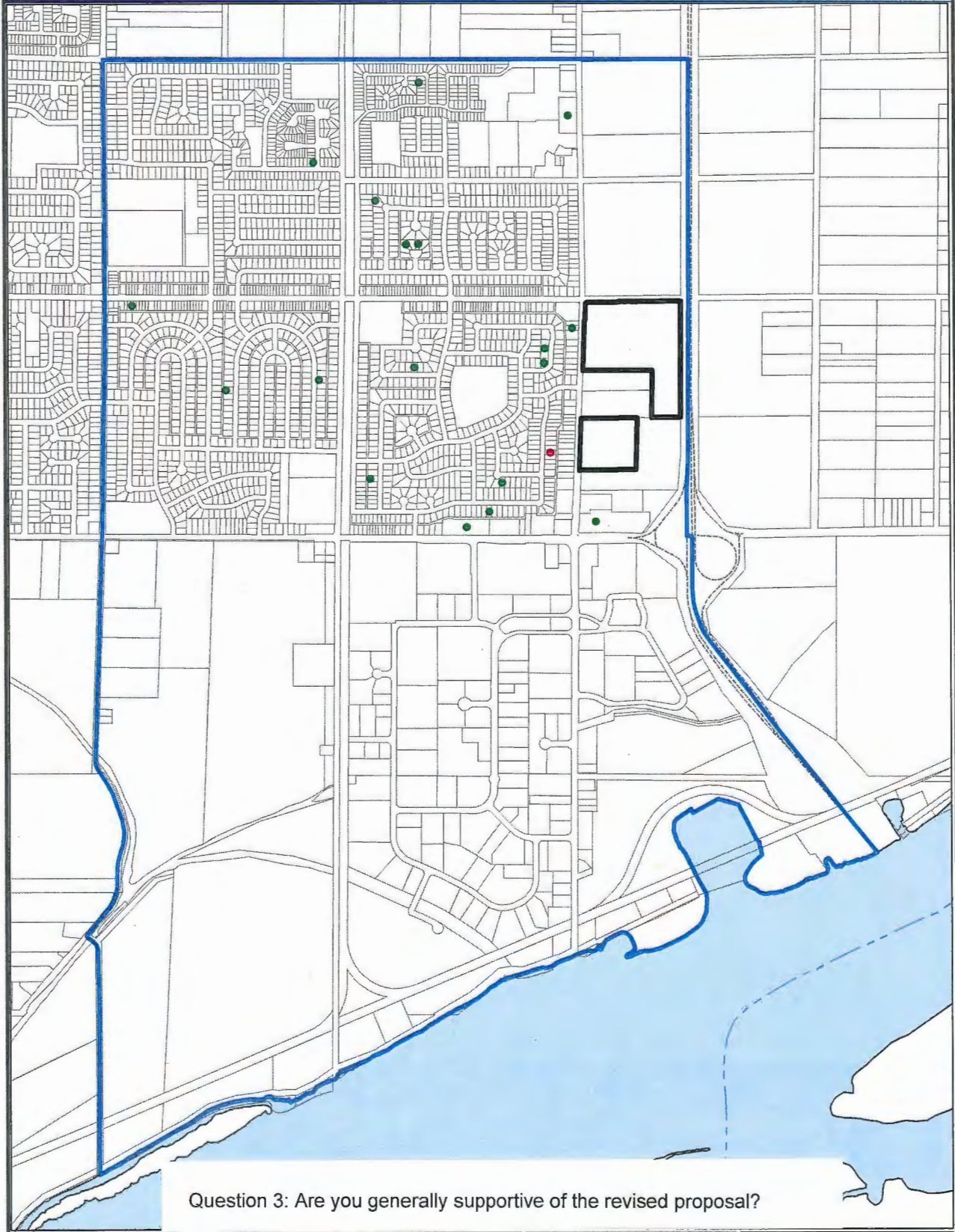
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# Lingyen Mountain Temple Rezoning: June 2015 Questionnaire

## Question 3 Responses



Question 3: Are you generally supportive of the revised proposal?

### Legend

-  Flyer Distribution Area
-  Subject Site

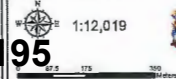
Website and Open House Questionnaire:  
Question 3

-  Yes
-  No

Question 3 in Flyer Distribution Area:

- 29 Yes Responses
- 1 No Response
- 0 Don't Know Responses

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Prepared by Onkar Buttar



**Note:**

For Public Consultation and Media Summary Report, please see Supplementary Information for Attachment 4 and Attachment 6



DA Architects + Planners

## Lingyen Mountain Temple

### Briefing Notes: Round Table Meeting

Date: November 10, 2015

Meeting Date: November 03, 2015

Page: 1 of 4

Location: South Arm Community Centre, Richmond, BC

Revision: 00

#### Present:

Name: Randy Knill	DA Architects and Planners
Name: Jeff Ashwell	DA Architects and Planners
Name: Carol Day	City Councillor, City of Richmond
Name: Joe Kirk	Local Resident
Name: Jennifer Kirk	Local Resident
Name: Marty McKinney	Local Resident
Name: R. Frederickson	Local Resident
Name: Ray Nix	Local Resident
Name: Stefan Emberson	Local Resident
Name: Ed Kroteker	Local Resident
Name: Derek White	Local Resident
Name: Elaine White	Local Resident

The meeting was a round table open forum workshop. It opened with a project overview presentation by DA Architects, followed by comments / questions from the attendees.

- Randy Knill (RK) opened the meeting at 7pm.
- Questionnaires and comment forms were provided to all attendees (see attached).
- RK asked that everyone present introduce themselves.
- RK presented a history of the Temple project, which included how DA became the project Architect, and a history of the previous James Cheng Architects submissions.

Group concerns, questions, and discussion items:

#### 1. Traffic / Parking:

- a. DA current proposal has the majority of the parking (approx. 377 cars) hidden within a covered parking structure, below the temple buildings. The group indicated this is a much better and practical solution than past proposals.

P:\1418-000 Lingyen Mountain Temple\3.0 Design Meetings\05 Workshop Meeting\2015.11.03 - Roundtable\2015 11 03 - Lingyen Briefing Notes.docx

>> 200 - 1014 Homer Street, Vancouver, British Columbia, Canada V6B 2W9 T 604 685 6312 F 604 685 0988

Ron Beaton MAIBC, Partner

Mark Ehman MAIBC, Partner

Randy Knill MAIBC, Partner

**CNCL - 197**

- b. For the 3 large annual Temple Celebration Days (Chinese New Year's, Buddha's Birthday, and The Temple Opening Anniversary), the proposed 377 parking stalls may not be adequate. Lingyen has signed agreements with Winners and other institutions along No. 5 road to share parking, and has committed to provide shuttle busses and traffic directing persons. These agreements have been given to The City. The group generally agreed this was an improvement.
- c. No. 5 Rd existing traffic is already at high volumes and considered "dangerous", due to excessive speeds. Traffic is generated by many users, not just Lingyen.
- d. Most No. 5 Rd. traffic is moving southbound, and bottlenecks at Steveston Hwy. Much of this southbound traffic is generated by "rat-runners" using No. 5 Rd. as a means of short-cutting the Hwy. 99 Massey Tunnel backups. It was noted that the resultant problems at the No 5 Rd / Steveston Hwy intersection, and the Steveston Hwy on - ramp to Hwy 99 would be remedied when / if the new Massey Bridge project proceeds and that No. 5 road traffic volumes during peak hours would be greatly reduced.
- e. Attendees commented that a median strip, or concrete curbing (as installed at "The Gardens"), running the full length of No 5 Road would allow for left turn in, and only right turn out from the eastern sites. This would help reduce the traffic congestion and "dangerous" left turn out conditions. The concrete median causes problems, however for residents along No 5 Road.
- f. Attendees commented that much of the existing hazardous conditions at Williams and No 5 Rd. arise from parents dropping their children off at the neighbouring Church School south of the Lingyen site. Common traffic patterns have parents turning right onto No. 5 from Williams Rd., then weaving to the centre lane to turn left into the school parking lot.
  - i. A recommendation made by attendees was to allow eastbound Williams Rd. traffic to continue across No. 5 Rd. intersection and enter the Lingyen Site from the north property line. Cars would then turn south (right) and enter the Lingyen site using the proposed laneway running parallel to No. 5 Rd. Cars would continue across the Lingyen site and enter the temple parking, or continue south and enter the Church School grounds via a newly cut access. Attendees felt that this would remove much of the congestion and the perceived dangerous "maneuvering" the parents were making under the current traffic conditions.
  - ii. DA promised to bring this idea to the attention of the City Traffic Planners and to our Traffic Consultant for review and comment.
- g. Distribute traffic load when exiting the Lingyen site. Concern that all Temple practitioners would leave the Temple at the same time was addressed by DA. Historically, the temple users do not all leave at the same time, but are distributed over several hours.

- h. Attendees also noted:
  - i. No. 5 Rd. / Steveston Hwy intersection congestion is an existing big problem.
  - ii. Might need a traffic light at Seacliff and No. 5 Rd.
  - iii. Concern for “added load to an already busy street” on No. 5 Rd.
  - iv. Tandem dump trucks and semi-trailers, as many as 40 at a time, running southbound and clogging intersection at No. 5 and Steveston Hwy.
  - v. Rice Mill Rd. joining Steveston Hwy. discussed as a “hopeful” traffic improvement for future.
  - vi. Port of Vancouver wants to open Blundell access to Hwy 99 for truck access route. Attendees noted this would be “a nightmare” and that Blundell is not designed to carry this additional load or truck traffic.
  - vii. Future Massey Bridge (Tunnel Replacement)
    - 1. Carol Day noted that in a presentation given by MoTI at their recent presentation (Oct 30), that 60% of Hwy 99 existing northbound traffic is Richmond-bound and exits the 99 before reaching the Oak St. Bridge. This was presented and received with skepticism. Belief was that the existing tunnel bottlenecks would transfer to the Oak St. Bridge.
    - 2. Prior to Massey Bridge proposal, the Province would not entertain widening of the Steveston Hwy exit due to the existing watercourse. Now that the bridge is gaining momentum, the watercourse has disappeared as a Provincial concern.

**2. Building Height / Size / Placement:**

- a. Size of the overall project was presented to be much smaller than previous proposals. All attendees agreed that changes in height and overall scale were improvements from previous submissions. Some concern about the new height was expressed.
- b. DA confirmed that the new proposal does not encroach into ALR land as previous proposals had. This was favourably received by the group.
- c. Tallest building (main temple) is 85’ tall, with flanking buildings max. height of 70’. Greatly reduced from previous submissions. Some concern that if approved, other places of worship may wish to build taller structures. (Pandora’s box syndrome)
- d. Asked if the main temple height could be reduced to 70’, DA responded that it would be difficult to achieve due to the historic traditional architectural proportion system the temple is based on. DA noted that the building was set back and away from No. 5 Rd. and that the one storey buildings (in conformance with the 12m height allowance) closer to No. 5 Rd. would block much of the view to the larger temple building beyond.
- e. Building height concerns were that the DA proposal might have similar building heights as the Cheng Architects proposal. DA presented the new proposal and much of the

## AGRICULTURAL ADVISORY COMMITTEE (AAC)

Held Thursday, December 17, 2015 (7:00 pm)

M.2.002

Richmond City Hall

...

#### 4. Development Proposal – Rezoning 10060 No. 5 Road (Lingyen Mountain Temple)

Staff provided an overview of the application and the consulting agrologist provided a summary of the proposed farm plan.

The Committee had the following questions and comments:

- Committee had questions regarding one of the proposed crops, Haskap berries. In response, the consulting agrologist noted that Haskap berries are like blueberries, but are prone to less disease.
- One member asked who would be farming the site and noted that a farm of this size would require a business plan. The consulting agrologist responded that the existing operation would likely remain unchanged, but a third party may be involved if necessary. The applicant's consultant, Bruce McTavish will be retained to assist in the development of the farm and to mentor the Temple's farm practices.
- Members noted that a financial security should be required to ensure the farm plan is implemented. Staff noted that a bond will be secured as part of the rezoning application process to ensure the implementation of the farm plan.
- General comments were made that it was good to see a nursery proposal with native trees.
- Committee asked questions regarding the proposed farm access road. Staff noted that there is an active application on the former Mylora Golf Course site located immediately to the north. In association with the Mylora subdivision, the applicant has been advised to improve Williams Road to 120 m east of No. 5 Road. The LMT is to extend the Williams Road improvements eastward to the point at which it aligns with the on-site north/south farm road; or if the LMT moves forward in advance of the Mylora site, the LMT is responsible for the westerly 120 m portion of Williams Road upgrades, as well as easterly improvements to the point at which Williams Road would be intersected by the north/south farm road.

As a result of the discussion, the Committee passed the following motion:

*That the rezoning application for the expansion of Lingyen Mountain Temple at 10060 No. 5 Road be supported as presented on a condition that a financial security to implement the farm plan is provided as a condition of the rezoning approval.*

*Carried unanimously*

...

## Advisory Design Panel Excerpt

Wednesday, March 9, 2016

...

### 3. RZ 13-641554 – EXISTING TEMPLE EXPANSION ON A WESTERLY 110 M PORTION OF THE SITE

ARCHITECT: DA Architects + Planners

PROPERTY LOCATION: 10060 No. 5 Road

#### Applicant's Presentation

Architect Randy Knill, DA Architects + Planners, and Landscape Architect Ken Larsson, Connect Landscape Architecture, presented the project and answered queries from the Panel.

#### Panel Discussion

*Comments from the Panel were as follows:*

- current proposal is better than the previous one;  
*We have worked hard to produce a design that makes sense and knits into the fabric of the community.*
- no concerns with proposed height;
- fences are pulled out along No. 5 Road frontage in the current proposal; consider removing the fence and focusing on how the building corners would be experienced by motorists and pedestrians; south west and east building corners need further design development; consider introducing a walkway to break up the west elevation of the building at the southwest corner of the site; could also consider introducing public art at the two corner buildings along No. 5 Road to mitigate the blank wall appearance;  
*The fences are part of the historical reference and play an important part in the overall concept. The ADP presentation illustrated a schematic fence, as plain white masses. As the design develops the fences will become more detailed and become an important design element within the overall composition. The other concerns are really relevant to our next stage of Design Development and will certainly be included i.e. providing more interesting corners, and enhanced pedestrian experience.*
- agree with comment that the current proposal is a big improvement over the previous proposal;



- proposed parking below the structure has pushed everything up, making the building façade more prominent; consider further articulation to the building façades along No. 5 Road;

*The presentation showed the concept design at rezoning level. As the design develops and more detail is evolved, these kinds of concerns will certainly be addressed. We appreciate the comments because they echo our intentions in our “move forward plan”*

- applicant needs to develop and provide more detailed drawings of proposed landscaping;

*See comment directly above. As the design moves forward from the conceptual design that more detailed drawings will be prepared.*

- ensure adequate soil volume for the proposed tree planting scheme;

*It is our intention to provide the infrastructure for a vibrant and healthy landscape environment. This is a priority for our clients as well.*

- concerned on the blank wall appearance of the building facades along No. 5 Road;

*There is only a blank wall because we are looking at underdeveloped façades. This will be addressed as the design evolves.*

- consider further treatment to the internal road; should not be treated as a regular service road; also consider expanding the paving at the grand entrance to the site (between the two parkade entries) to create a more ceremonial feel to it;

*The internal road is not a service road. It is a main access for the public and will have varied surfaces like paving patterns and a variety of materials to establish it as a major ceremonial site entrance.*

- appreciate the LEED Gold target and sustainability features of the proposed project;
- consider opening up the parkade to eliminate the need for mechanical ventilation;

*It is our intention to provide natural ventilation to the open parking garage to reduce the mechanical requirements.*

- appreciate the blending of the old and proposed new buildings; support for use of building materials and colours used in the existing temple; the project fits well with the neighbourhood;

- consider further articulation to the two parkade entries to create a gateway feel and sense of arrival to the temple;

*Providing a comfortable and welcoming articulated entry is a high priority for the client.*

- project is challenging from a mechanical perspective; applicant needs to maintain the Chinese architecture as well as incorporate more sustainability features;

*We are aware of the challenges and have seen excellent examples of sensitive mechanical designs in other temple projects which we plan on replicating here.*

- proposed project is a big improvement over the previous proposal;
- significant lack of landscape design is noted; applicant needs to address the blank parkade walls;

*There is only a blank wall because we are looking at undeveloped designs for the façades in a massing diagram and model. This will be addressed as the design evolves.*

- agree with comments to accentuate the entry/exit driveways to the parkade;

*See above*

- appreciate the provision of internal road which will help alleviate the traffic situation along No. 5 Road during the temple's special events;
- appreciate the attention given to pedestrian circulation in the site;
- consider introducing public art in the project to relate with non-temple goers;
- public art would be useful for public relations and enhancement of the architecture of the proposed project;

*Considerable artistry and high level of quality materials present the general public (as well as temple attendees) at the streetscape level with an enlightened aesthetic experience for pedestrians and motorists.*

- agree with comments to enhance the landscaping for the site;
- agree with comments regarding the usefulness of the proposed internal street fronting No. 5 Road; the internal street should be treated more elegantly, e.g. using stone materials, not just permeable paving to enhance the pedestrian experience;
- applicant should have provided renderings showing the pedestrian view from the sidewalk; would have been helpful to the Panel;

*There were three perspective renderings that showed different views of the streetscape. A0.3 in the original submission (1 view) and L-3 (2 views), which was distributed at the meeting both show sidewalk and contextual representations.*

- consider increasing the density and/or scale of tree planting in the courtyard with provisions for adequate soil volume;

*As the design proceeds, we intend to develop a well-developed and healthy landscape in the courtyard. Having new interior space for activities that are now held in the existing courtyard due to lack of interior space opens the possibility of enhanced courtyards in the new building.*

- consider decreasing the scale and/or density of street planting along No. 5 Road to provide more visibility to the building facades;

*This will be studied in our future design development, although we need to comply with the City Policy for No. 5 Road pedestrian streetscape elements.*

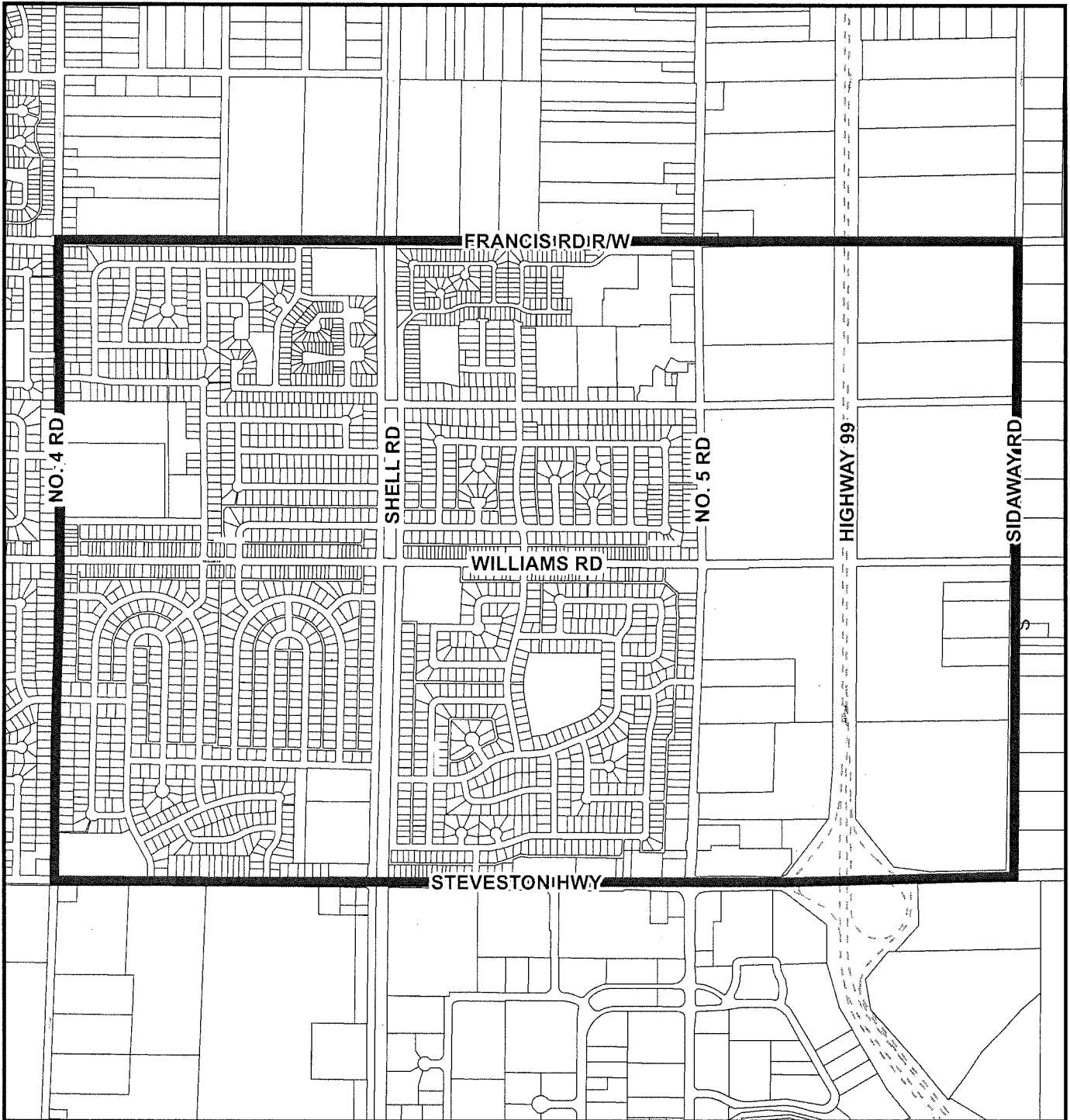
- consider introducing changes to the land forms, e.g. increasing the elevation in some areas, to address the challenges posed by the blank wall appearance of building facades along No. 5 Road; and

*Varying land forms to help screen the parking façade will be taken into account during design development.*

- look forward to an improved scheme for the proposed project as it moves forward.
  
- At the conclusion of the review, the project architect asked the Panel to confirm whether they have any concerns associated with proposed building heights and massing. In response to the query, the Panel members indicated that they did not have any specific concerns associated with the proposed building height and massing provided the Panel's comments are addressed.



# City of Richmond



## Public Hearing Notification Area

Original Date: 05/12/16

Revision Date:

Note: Dimensions are in METRES

CNCL - 205



**Address:** 10060 No. 5 Road

**File No.:** RZ 13-641554

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9557, the developer is required to complete the following:**

1. Provincial Ministry of Transportation & Infrastructure Approval
2. The applicant is required to demonstrate to the City that the Ministry of Transportation and Infrastructure's (MOTI) road dedication requirement and/or negotiated acquisition of property for road widening associated with the George Massey Tunnel Replacement (GMTR) project has been satisfied by achieving either:
  - a) Dedicate as road a 5 m wide portion of the property along the site's eastern edge in accordance with Section 52 (3) (a) of the Transportation Act; or
  - b) Conclude negotiations associated with the GMTR project, which includes all land dedication required for future highway improvements, including the 5 m wide portion of the property along the site's eastern edge referenced in 2.a) above.
3. The applicant is required to demonstrate to the City that approval from the Agricultural Land Commission (ALC) has been granted in writing for the following terms, as articulated by the ALC Resolution #36/2002:
  - a) Submission, acceptance and implementation of a farm plan that specifically addresses surface and internal drainage on the property; and
  - b) Registration of a restrictive covenant on the agricultural Backlands specifying its use as agricultural and restricting any non-farm related services or uses.
  - c) Submission of an acceptable Farm Plan
4. An estimated 2.5 m wide road dedication along No. 5 Road along the site frontage approximately 60 m south of Williams Road; and a 5.5 m wide road dedication along the remainder of the No. 5 Road frontage to accommodate the cross section established by a road functional plan to the satisfaction of the Director of Transportation.
5. Registration of a legal agreement on title that prohibits issuance of a Building Permit for Phase 1 until a statutory right-of-way to secure a north/south farm access road is registered on the site, or an alternative agreement that complies with the City's Backlands Policy in place at the time of the issuance of the Building Permit. Conditions for the farm access road may include:
  - The farm access road must provide a connection to Williams Road.
  - Permission to use the farm access road statutory right-of-way is to be granted to the City and its designates.
  - A structure(s) to control access is permitted.
  - The farm access road must be designed and constructed for farm use only and is intended to facilitate only the movement of farm vehicles and machinery to fields.
  - The statutory right-of-way for the farm access road is a minimum of 4 m wide.
  - The farm access road location and driving surface is to be determined by a certified professional registered with the B.C. Institute of Agrologists, subject to review and approval of the City's Transportation staff. Design details are to be presented as an addendum to the Farm Plan and an associated bond is to be determined and secured.
  - A functional farm road base is to be determined by a certified professional registered with the B.C. Institute of Agrologists. If identified as necessary, drainage is required to be provided. Works are subject to review and approval by the City's Engineering staff.

- Construction and maintenance of the farm access road and statutory right-of-way is the responsibility of the property owner.
  - Proposed road design and fill materials must be reviewed and approved by the City's Engineering and Transportation Department staff. Suitable material includes sod, gravel and crushed limestone. Blacktop, asphalt, hog fuel and ground-up asphalt is not permitted.
  - Placement of the farm access road should consider designated Riparian Management Areas related to riparian setbacks.
6. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
  7. Discharge of covenant BJ1287A, which restricts the width of access to the site to 7.75 m.
  8. Discharge of existing utility right-of-ways BP194151 and BP243287.
  9. Receipt of a Letter of Credit (LOC) or bond for implementation of the farm plan in the amount of \$186,000.00
  10. Receipt of a Letter of Credit (LOC) or bond for landscaping in the amount of \$533,491.00.00. The full value of the LOC or bond will be retained by the City until the completion of Phase 2, including the installation of landscaping
  11. City acceptance of the developer's offer to voluntarily contribute \$50,000 towards bus landing pads/shelters in the vicinity of the site.
  12. Enter into a Servicing Agreement\* for the design and construction of the following works, which include but may not be limited to:

Storm Sewer:

The following drainage upgrades along the site's No 5 Road frontage are required or the Developer may hire a consultant to complete a storm analysis to the major conveyance.

The Developer is required to:

- Upgrade the existing storm sewers from existing manhole MH2588 (at the intersection of Williams Road and No. 5 Road) to existing manhole MH2585 (at the intersection of Seacliff Road and No. 5 Road) with a length of 306 meters to 600mm diameter pipe.
- The proposed development shall apply for Ministry of Transportation and Infrastructure (MOTI) approval to facilitate discharge of on-site drainage to the existing ditch along the proposed site's Highway 99 frontage. Proof of MOTI's approval of discharge to the Highway 99 ditch is required.
- If MOTI approval to discharge on-site run-off to the existing ditch along Highway 99 is not obtained by the developer, further downstream assessment and possible storm sewer upgrades are required along No 5 Road and Steveston Highway.

At the Developer's cost, the City will:

- Cut and cap the existing storm service connections and remove the existing Inspection Chamber (IC) located along the site's No 5 Road frontage.

Water Works:

- Using the OCP Model, there is 542.4 L/s available at 20 psi residual. Based on provided information, the site requires a minimum fire flow of 250 L/s. Water analysis is not required. Fire flow calculations signed and sealed by a professional engineer based on F.U.S or ISO are required once the building design is confirmed at the Building Permit stage to confirm adequate available flow.
- Based on the proposed rezoning, the site requires a fire hydrant at Williams Road frontage.

Sanitary works:

- Sanitary analysis and upgrades are not required.
- The existing sanitary right of way along the site's No 5 Road frontage shall be widened and extended west to the property line. Discharge of the existing Right of Ways (BP194151 and BP243287) and registration of the new utility statutory right-of-way is required prior to Servicing Agreement design approval.
- The sanitary service connection details shall be finalized via the servicing agreement design process.



Frontage Improvements:

- The following provides a general description of required frontage works, which are to correspond to details articulated in road functional design drawings that are approved by Transportation and Engineering. Cross section requirements (west to east) for the site's No.5 Road frontage:
  - Existing curb/gutter on the west side to remain
  - Minimum 3.3 m wide southbound travel (curb) lane
  - 3.2 m wide southbound travel (centre) lane
  - 3.2 m wide left turn lane.
  - 3.2 m wide northbound travel (centre) lane
  - 3.3 m wide northbound travel (curb) lane.
  - 0.15 m wide curb/gutter
  - 2.5 m wide grass and tree boulevard (for approximately 60 m south of Williams Road where the right of way is constrained, this boulevard may be reduced to 1.5 m wide)
  - 3.5 m wide shared pedestrian /cycling path
- Upgrade the existing traffic signal at the Williams Road/No. 5 Road intersection to accommodate the changes in the road cross-section elements noted above and to include, but not limited to APS features and illuminated street name signs.

The Developer is required to:

- Coordinate with BC Hydro, if required, to relocate the existing BC Hydro poles along the proposed site's No 5 Road frontage as they may conflict with the new sidewalk. Alterations and relocation of any private utilities will be at the developer's cost.
- Pre-duct for future hydro, telephone and cable utilities along all road frontages.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown in the functional plan and registered prior to SA design approval:
  - BC Hydro PMT – 4mW X 5m (deep)
  - BC Hydro LPT – 3.5mW X 3.5m (deep)
  - Street light kiosk – 1.5mW X 1.5m (deep)
  - Traffic signal kiosk – 1mW X 1m (deep)
  - Traffic signal UPS – 2mW X 1.5m (deep)
  - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
  - Telus FDH cabinet-1.1 m W X 1 m (deep – show possible location in functional plan
  - Provide street lighting along the proposed site's No. 5 Road frontage.

General Items:

- If pre-load is required, provide prior to first SA design submission, a geotechnical assessment of pre-load and soil preparation impacts on the existing utilities fronting or within the development site, proposed utility installations, and provide mitigation recommendations. The mitigation recommendations (if required) shall be incorporated into the first SA design submission or if necessary prior to pre-load.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed original on file

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9557 (RZ 13-641554)  
Westerly 110 m wide portion of 10060 No. 5 Road**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 24 (Site Specific Public Zones), in numerical order:

**“24.7 Religious Assembly – No. 5 Road (ZIS7)**

**24.7.1 Purpose**

The **zone** provides for **religious assembly, education** and other limited community **uses**.

**24.7.2 Permitted Uses**

- **child care**
- **education**
- **religious assembly**

**24.7.3 Secondary Uses**

- **dormitory**

**24.7.4 Permitted Density**

1. The maximum **floor area ratio** is 0.47, together with an additional 0.14 **floor area ratio** provided that the additional 0.14 **floor area ratio** is used entirely to accommodate covered exterior walkways having a minimum of one (1) open side.
2. Notwithstanding Section 24.7.4.1, the reference to “0.47” may allocate a maximum 0.13 of the maximum **floor area ratio** for portions of the building that are exclusively used as accessory residential area occupied by residents of the **religious assembly building(s)** and/or for **dormitory** use.

**24.7.5 Permitted Lot Coverage**

1. The maximum **lot coverage** is 40% for **buildings** and covered walkways with a minimum of one (1) open side.

**24.7.6 Yards & Setbacks**

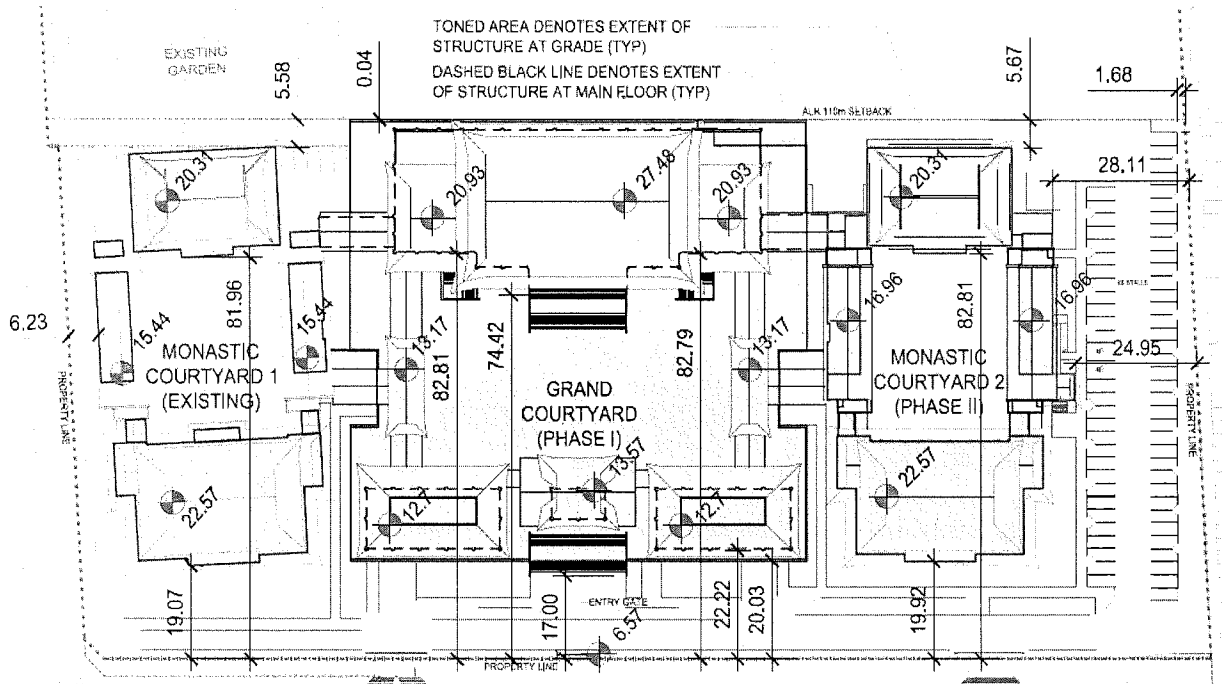
1. The minimum **building setback** is:
  - a) North: 6 m;
  - b) South: 24 m;
  - c) East: 0 m; and
  - d) West: 17 m.

2. Notwithstanding Section 24.7.6.1, **buildings** and covered walkways are to be sited as shown in Diagram 1.

### 24.7.7 Permitted Heights

1. The maximum **height** for **buildings**, or portions thereof shall not exceed the figure indicated within the **building** footprint envelop identified in Diagram 1 and referenced as **geodetic height**, which for the purposes of this bylaw are as referenced below.

Diagram 1



ROOF ELEVATIONS ARE MEASURED IN HPN GEODETIC  
ROOF ELEVATIONS AND DIMENSIONS ARE IN METRIC UNITS

2. The maximum **height** for covered walkways is 16 m geodetic.
3. The maximum height for **accessory buildings** and **accessory structures** is 6.5 m geodetic and is limited to a single entry gate on No. 5 Road.

### 24.7.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** requirement is 25,380 m<sup>2</sup>.

### 24.7.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0 except that a single entry gate is permitted on the No. 5 Road frontage provided the maximum height is 6.5 m geodetic.

### 24.7.10 On-Site Parking and Loading

1. Provision of a minimum 385 **vehicle parking spaces**.
2. Provision of a minimum 24 Class 1 bicycle parking spaces and a minimum 68 Class 2 bicycle parking spaces.



- 3. Provision of 2 medium size and 1 large size **loading space**.
- All other requirements shall be provided according to the standards set out in Section 7.0.

**24.7.11 Other Regulations**

- 1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
  - 2. For the purpose of this zone, **dormitory use** shall not exceed a maximum of 70 people.
  - 3. For the purpose of this zone, the total number of resident nuns and/or monks shall not exceed a maximum of 70 people.
  - 4. Special events shall comply with the Richmond Event Approval Coordination Team (REACT) process, or City approved equivalent.
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation on the westerly 110 m wide portion of the following parcel and by designating the westerly 110 m wide portion of the parcel **RELIGIOUS ASSEMBLY – NO. 5 ROAD (ZIS7)**:

P.I.D.: 025-566-806

Lot A Section 31 Block 4 North Range 5 West New Westminster District Plan BCP3255

- 3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9557”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE APPROVAL

ADOPTED

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CITY OF RICHMOND
APPROVED by <i>BK</i>
APPROVED by Director or Solicitor <i>D</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER