



To: Mayor and Councillors
From: Wayne Craig
Director of Development
Date: November 13, 2013
File: RZ 10-528877
Re: **SmartCentres Rezoning Application – Economic Advisory Committee and the
Advisory Committee on the Environment Referrals**

Introduction:

This memorandum provides updates on the General Purposes Committee referral of the SmartCentres/Walmart rezoning application (RZ 10-528877) to the Economic Advisory Committee (EAC) and the Advisory Committee on the Environment (ACE).

Background:

General Purposes Committee made the following referral to staff on October 21, 2013:

That the SmartCentres Application be referred to staff to ask for comments from the Advisory Committee on the Environment (ACE) and the Economic Advisory Committee (EAC) and report back for the Public Hearing.

Economic Advisory Committee (EAC):

In response to the referral from General Purposes Committee, a special meeting of the EAC took place on October 30, 2013; where the SmartCentres rezoning application was tabled for discussion. City staff and the applicant were in attendance to provide background information and to answer questions. There was a quorum of EAC in attendance, but the Committee elected to not render a resolution or a joint statement to Council, but rather provide individual comments; the core themes of which are quoted as follows from the minutes of this meeting:

- 1) *"The proposed development is consistent with the Official Community Plan and corresponding land use plan for the area; therefore, it aligns with Council's long term vision for the area.*
- 2) *The transportation, parking and traffic implications of the development (considering proximity to Canada Line and existing levels of traffic) seem to have sufficient mitigation measures in place to ensure the area does not get further congested.*
- 3) *This doesn't seem to be a precedent-setting development application; therefore, to remain within its mandate, the EAC can provide individual comments to Council rather than a resolution or a position statement."*

Advisory Committee on the Environment (ACE):

In response to the referral from General Purposes Committee, a special meeting of ACE took place on November 6, 2013; where the SmartCentres rezoning application was tabled for discussion. City staff and the applicant were in attendance to provide background information and to answer questions. There was a quorum of EAC in attendance and after a lengthy discussion, ACE voted in support of the following motion:

"ACE does not object to the proposal as presented with the understanding the City of Richmond will maintain a high level of due diligence to ensure that this project is well-managed and is integrated with the environmental planning of the larger area."



Wayne Craig
Director of Development
BG:blg



To: Advisory Committee on the Environment
From: Wayne Craig
Director of Development
Date: October 28, 2013
File: RZ 10-528877
Re: RZ 10-528877 – SmartCentres/Walmart Rezoning Application

Background

This memo is in response to a referral motion from the General Purposes Committee on October 21, 2013, which requests:

"That the SmartCentre Application be referred to staff to ask for comments from the Advisory Committee on the Environment (ACE) and the Economic Advisory Committee and report back for the Public Hearing."

Smartcentres Rezoning Application

The Rezoning application by First Richmond North Shopping Centres Ltd., (SmartCentres) proposes a shopping centre development to be located at 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road. See **Attachment 1** for the Location Plan.

This proposal would rezone 20 lots from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" in order to develop a shopping centre with a gross floor area of approximately 36,018 m² (387,692 ft²) including a Walmart store with approximately 14,975 m² (161,188 ft²) of total floor area.

This proposed development would create two (2) development parcels approximately 7¼ acres each, separated by a new north-south road (High Street) linking Alderbridge Way and Alexandra Road. In addition, May Drive would be extended along the east side of the proposed development connecting Alexandra Road to Alderbridge Way. See the **Attachment 2** for the Site Plan and **Attachment 3** for the Landscape Plan. The rezoning and OCP bylaws were granted first reading at the Council meeting of October 8, 2013 and have been forwarded to a Public Hearing to be held at the November 18, 2013 Council Meeting. These bylaws are:

- Richmond Official Community Bylaw 7100 Amendment Bylaw 8865; and
- Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 8973.

Existing OCP Designations

The subject development site is located within the Alexandra Neighbourhood of the West Cambie Area Plan. The Area Plan was adopted by Council on July 24, 2006 after considerable public input and makes provisions for the significant redevelopment of this planning area, including the creation of an urban village retail/commercial centre in the vicinity of the Alderbridge Way and

Garden City Road intersection. The village centre area anticipates the development of a portion of the area as large floor plate retail with an overall vision for the creation of a retail and social destination that meets the needs of the area residents as well as those of people from other parts of Richmond and Greater Vancouver.

The Official Community Plan (OCP) West Cambie Area Plan permits the following on the subject development site according to the Alexandra Neighbourhood Land Use Map.

- Area A, bounded by Alexandra Road, the proposed High Street, Alderbridge Way and Garden City Road, permits hotel, office, and streetfront retail commercial with a minimum 1.25 FAR up to 2.0 FAR.
- Area B, bounded by Alexandra Road, the proposed May Drive extension, Alderbridge Way and the proposed High Street, permits hotel, office, and streetfront retail commercial with large and small floor plates up to 1.0 FAR.

See **Attachment 4** for the Alexandra Neighbourhood Land Use Map.

Proposed OCP Amendments

In order to facilitate the SmartCentres development, the following amendments to the OCP and the West Cambie Area Plan Alexandra Neighbourhood Land Use are required:

- a) Reduce the minimum FAR from 1.25 to 0.60 FAR on the west development parcel (Mixed Use "Area A");
- b) Shift the May Drive extension alignment to the east within the development lands;
- c) Reduce the "Park" area to be transferred to the City; and
- d) Remove the Environmentally Sensitive Area (ESA) designation on a portion of the site.

See **Attachment 5** for the proposed adjustments to the West Cambie Area Plan.

Request for Comments

The Advisory Committee on the Environment is requested to provide staff with any comments they may have regarding this proposed rezoning application.

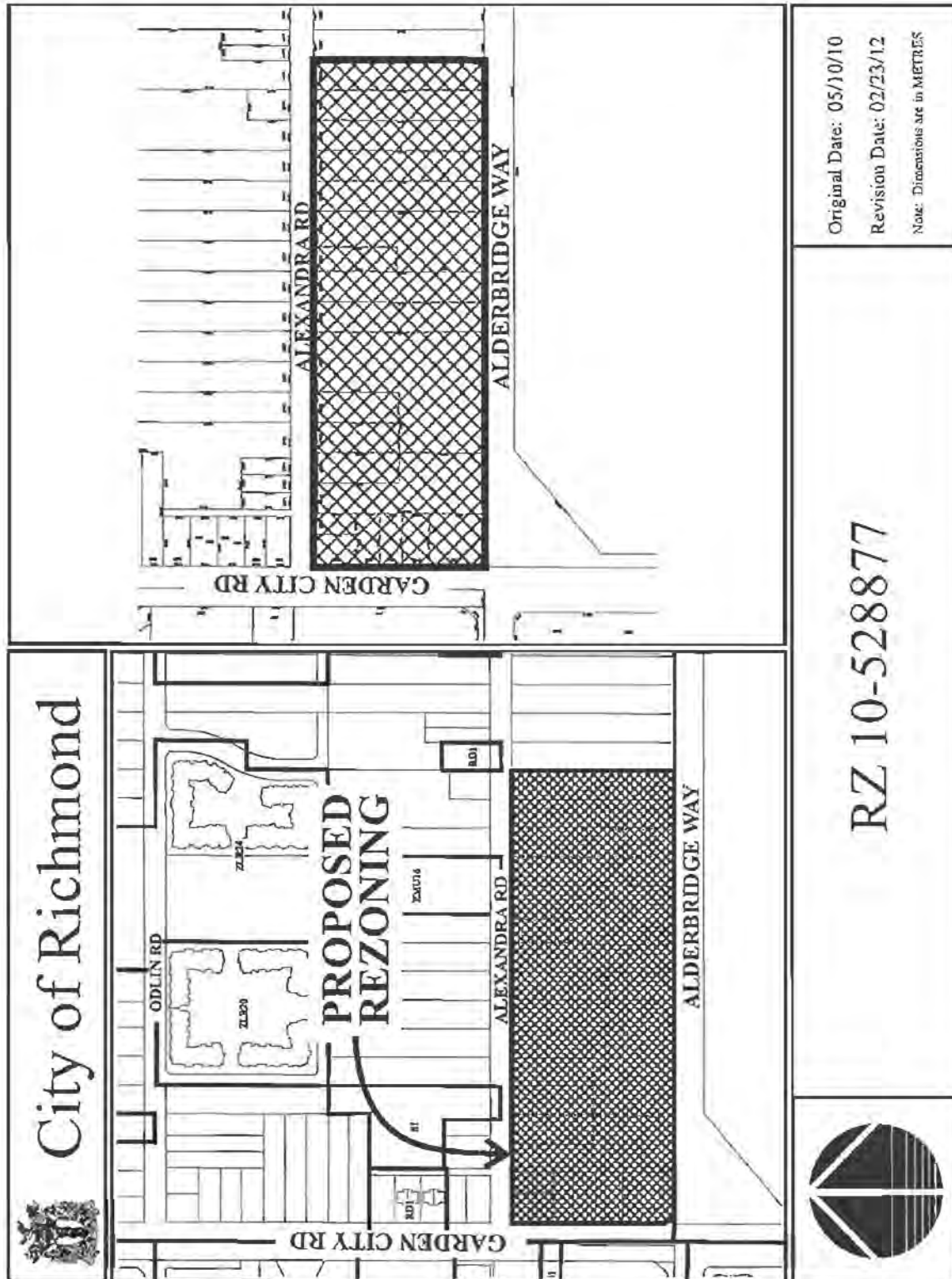
City staff and the applicant will be in attendance at the Advisory Committee on the Environment meeting scheduled for November 6, 2013 at 7:00 p.m. in meeting room M.2002 (Richmond City Hall) to provide additional background information about the proposed development and answer any questions that committee members may have.

Please do not hesitate to contact me directly should you have any questions regarding this request.

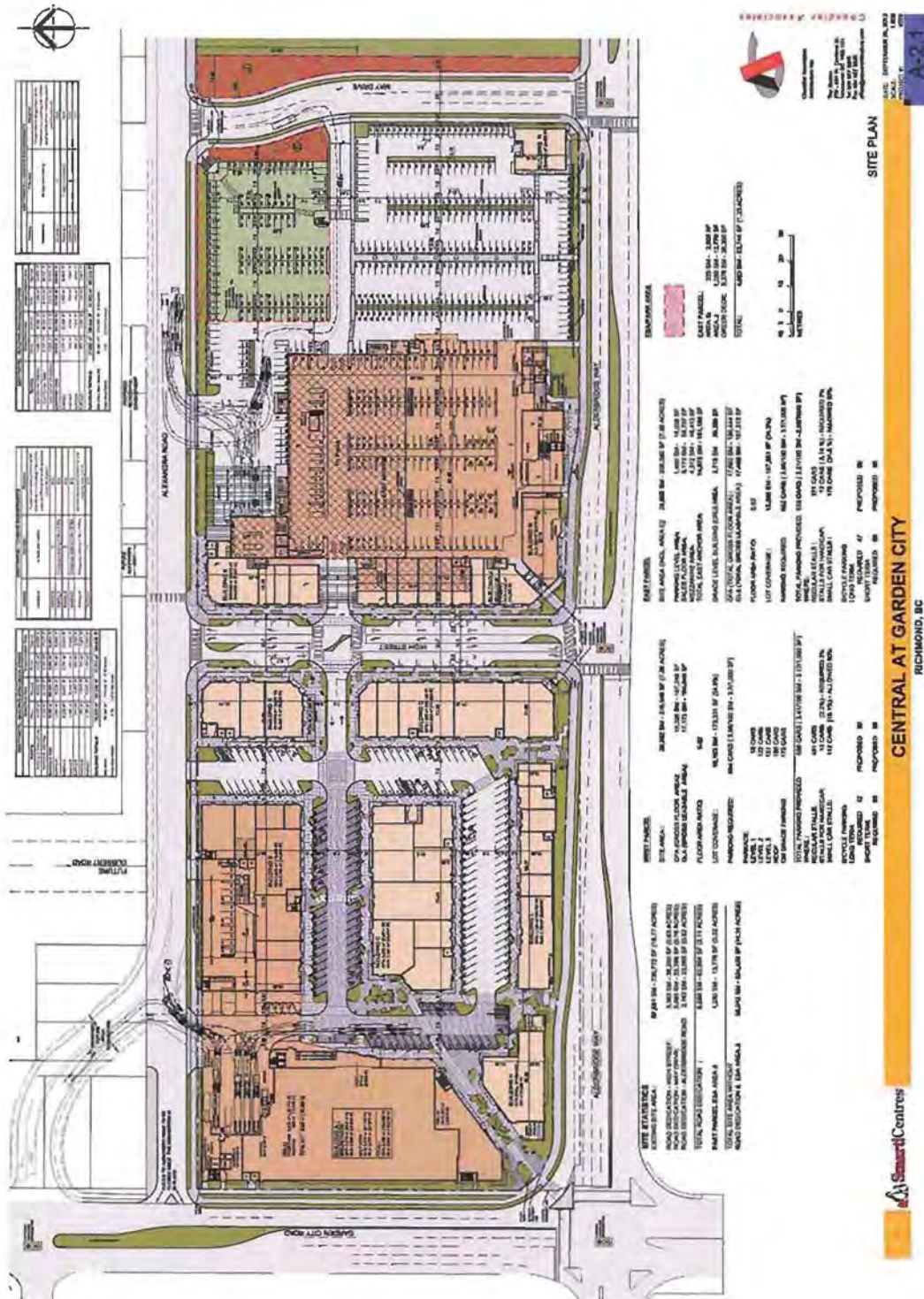
Wayne Craig
Director of Development
604-247-4625

WC:bg

Location Plan



Site Plan



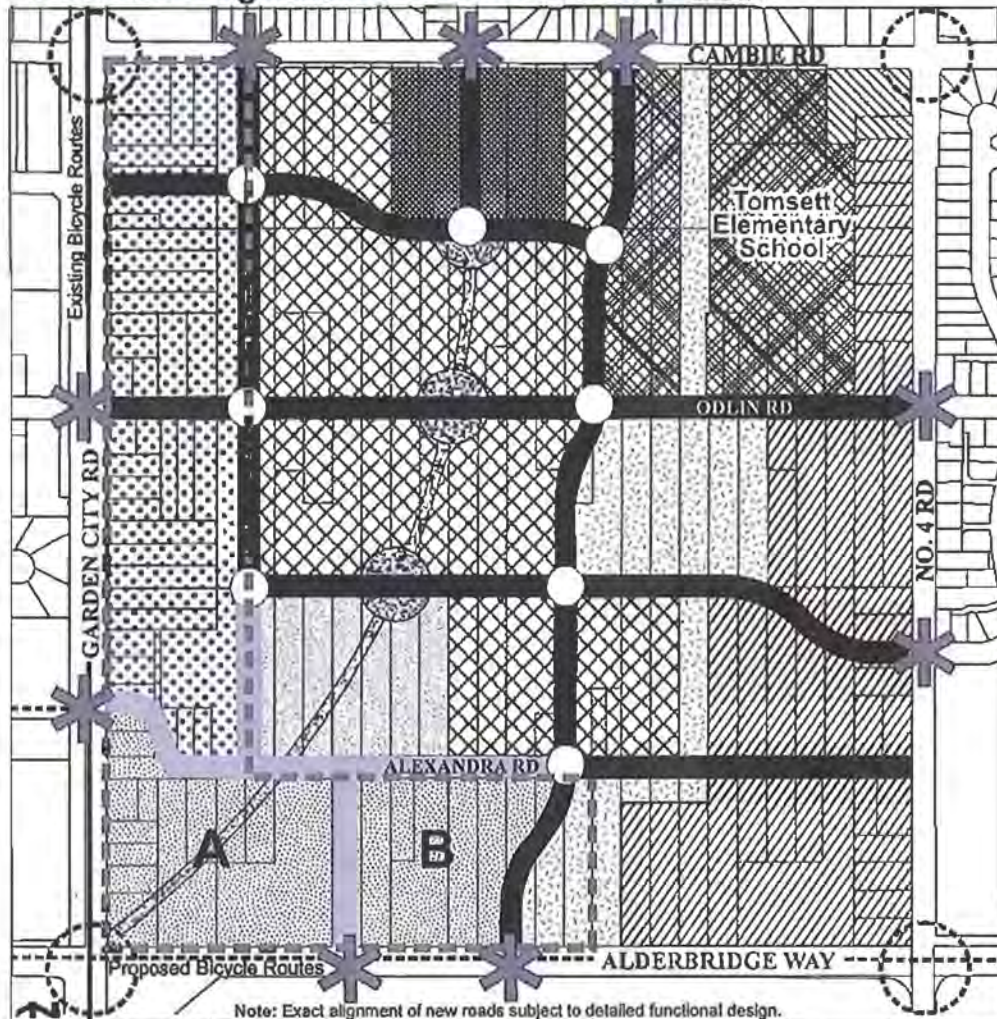
Landscape Plan



West Cambie Area Plan (existing)

City of Richmond

Alexandra Neighbourhood Land Use Map

Bylaw 89-15
2012/10/15

<p>Area of No Housing Affected by Aircraft Noise</p> <p>Business/Office – office over retail FAR up to 1.25</p> <p>Convenience Commercial</p> <p>Residential Area 1 1.60 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical).</p> <p>Residential Area 1A 1.60 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).</p>	<p>Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.</p> <p>Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area B: Large and small floor plate up to 1.0 FAR.</p> <p>Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).</p> <p>Community Institutional</p>	<p>Park North Park Way, Central Park, South Park Way</p> <p>Alexandra Way (Public Rights of Passage Right-of-way)</p> <p>Proposed Roadways</p> <p>High Street</p> <p>New Traffic Signals</p> <p>Feature Intersections – details to be developed</p> <p>Feature Landmarks in combination with Traffic Calming Measures</p>
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Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

Original Adoption: September 12, 1988 / Plan Adoption: July 24, 2006
3166793

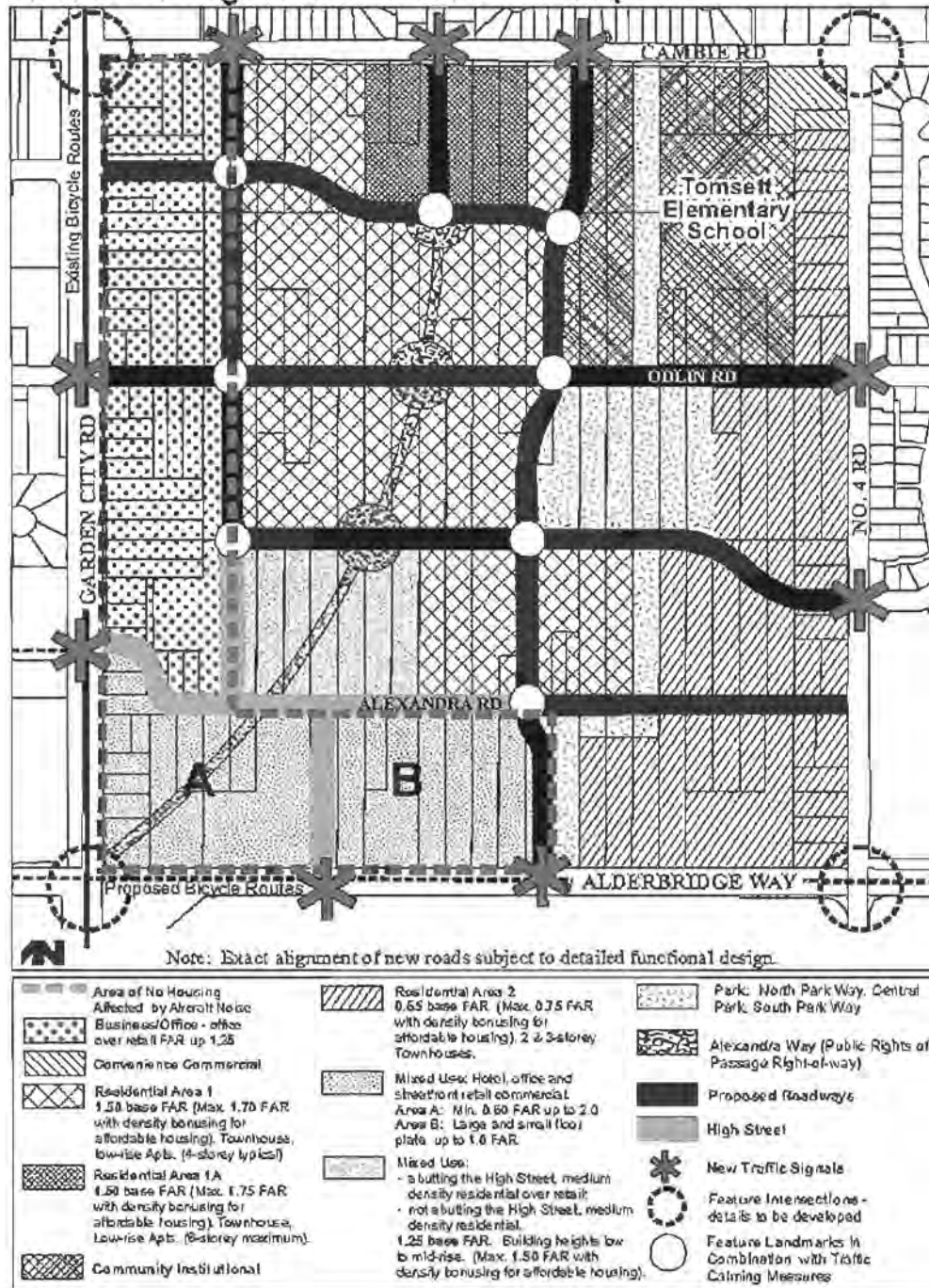
West Cambie Area Plan 50

Wet Cambie Area Plan (proposed)

City of Richmond

Schedule A attached to and forming part of Bylaw 8865

Alexandra Neighbourhood Land Use Map



West Cambie Area Plan



To: Economic Advisory Committee

Date: October 24, 2013

From: Wayne Craig
Director of Development

File: RZ 10-528877

Re: RZ 10-528877 – SmartCentres/Walmart Rezoning Application

Background

This memo is in response to a referral motion from the General Purposes Committee on October 21, 2013, which requests:

"That the SmartCentre Application be referred to staff to ask for comments from the Advisory Committee on the Environment (ACE) and the Economic Advisory Committee and report back for the Public Hearing."

Smartcentres Rezoning Application

The Rezoning application by First Richmond North Shopping Centres Ltd., (SmartCentres) proposes a shopping centre development to be located at 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road. See **Attachment 1** for the Location Plan.

This proposal would rezone 20 lots from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" in order to develop a shopping centre with a gross floor area of approximately 36,018 m² (387,692 ft²) including a Walmart store with approximately 14,975 m² (161,188 ft²) of total floor area.

This proposed development would create two (2) development parcels approximately 7¼ acres each, separated by a new north-south road (High Street) linking Alderbridge Way and Alexandra Road. In addition, May Drive would be extended along the east side of the proposed development connecting Alexandra Road to Alderbridge Way. See the **Attachment 2** for the Site Plan and **Attachment 3** for the Landscape Plan. The rezoning and OCP bylaws were granted first reading at the Council meeting of October 8, 2013 and have been forwarded to a Public Hearing to be held at the November 18, 2013 Council Meeting. These bylaws are:

- Richmond Official Community Bylaw 7100 Amendment Bylaw 8865; and
- Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 8973.

Existing OCP Designations

The subject development site is located within the Alexandra Neighbourhood of the West Cambie Area Plan. The Area Plan was adopted by Council on July 24, 2006 after considerable public input and makes provisions for the significant redevelopment of this planning area, including the creation of an urban village retail/commercial centre in the vicinity of the Alderbridge Way and

Garden City Road intersection. The village centre area anticipates the development of a portion of the area as large floor plate retail with an overall vision for the creation of a retail and social destination that meets the needs of the area residents as well as those of people from other parts of Richmond and Greater Vancouver.

The Official Community Plan (OCP) West Cambie Area Plan permits the following on the subject development site according to the Alexandra Neighbourhood Land Use Map.

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- Area B, bounded by Alexandra Road, the proposed May Drive extension, Alderbridge Way and the proposed High Street, permits hotel, office, and streetfront retail commercial with large and small floor plates up to 1.0 FAR.

See **Attachment 4** for the Alexandra Neighbourhood Land Use Map.

Proposed OCP Amendments

In order to facilitate the SmartCentres development, the following amendments to the OCP and the West Cambie Area Plan Alexandra Neighbourhood Land Use are required:

- a) Reduce the minimum FAR from 1.25 to 0.60 FAR on the west development parcel (Mixed Use "Area A");
- b) Shift the May Drive extension alignment to the east within the development lands;
- c) Reduce the "Park" area to be transferred to the City; and
- d) Remove the Environmentally Sensitive Area (ESA) designation on a portion of the site.

See **Attachment 5** for the proposed adjustments to the West Cambie Area Plan.

Request for Comments

The Economic Advisory Committee is requested to provide staff with any comments they may have regarding this proposed rezoning application.

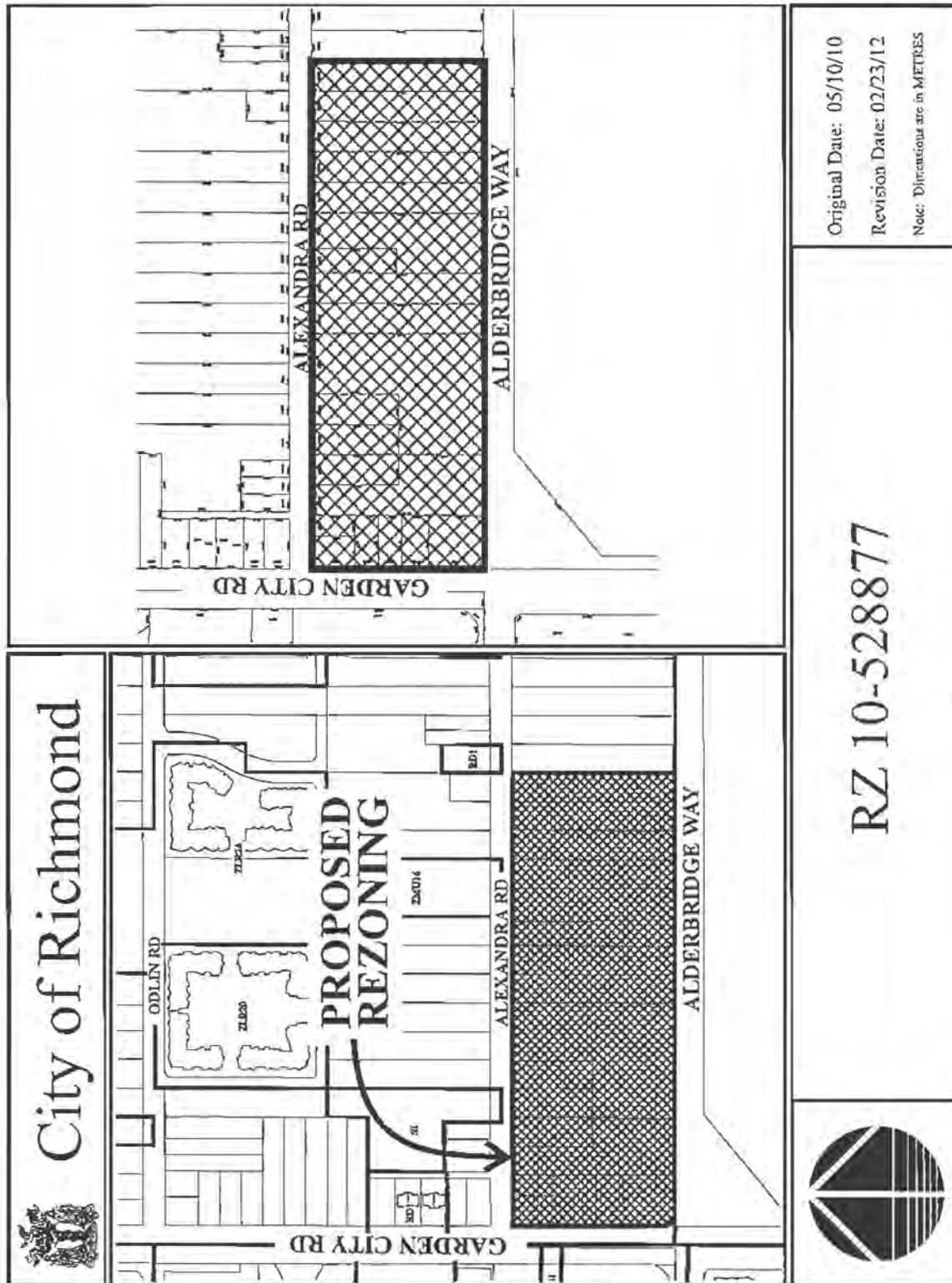
City staff and the applicant will be in attendance at the Economic Advisory Committee meeting scheduled for October 30, 2013 to provide additional background information about the proposed development and answer any questions that committee members may have.

Please do not hesitate to contact me directly should you have any questions regarding this request.

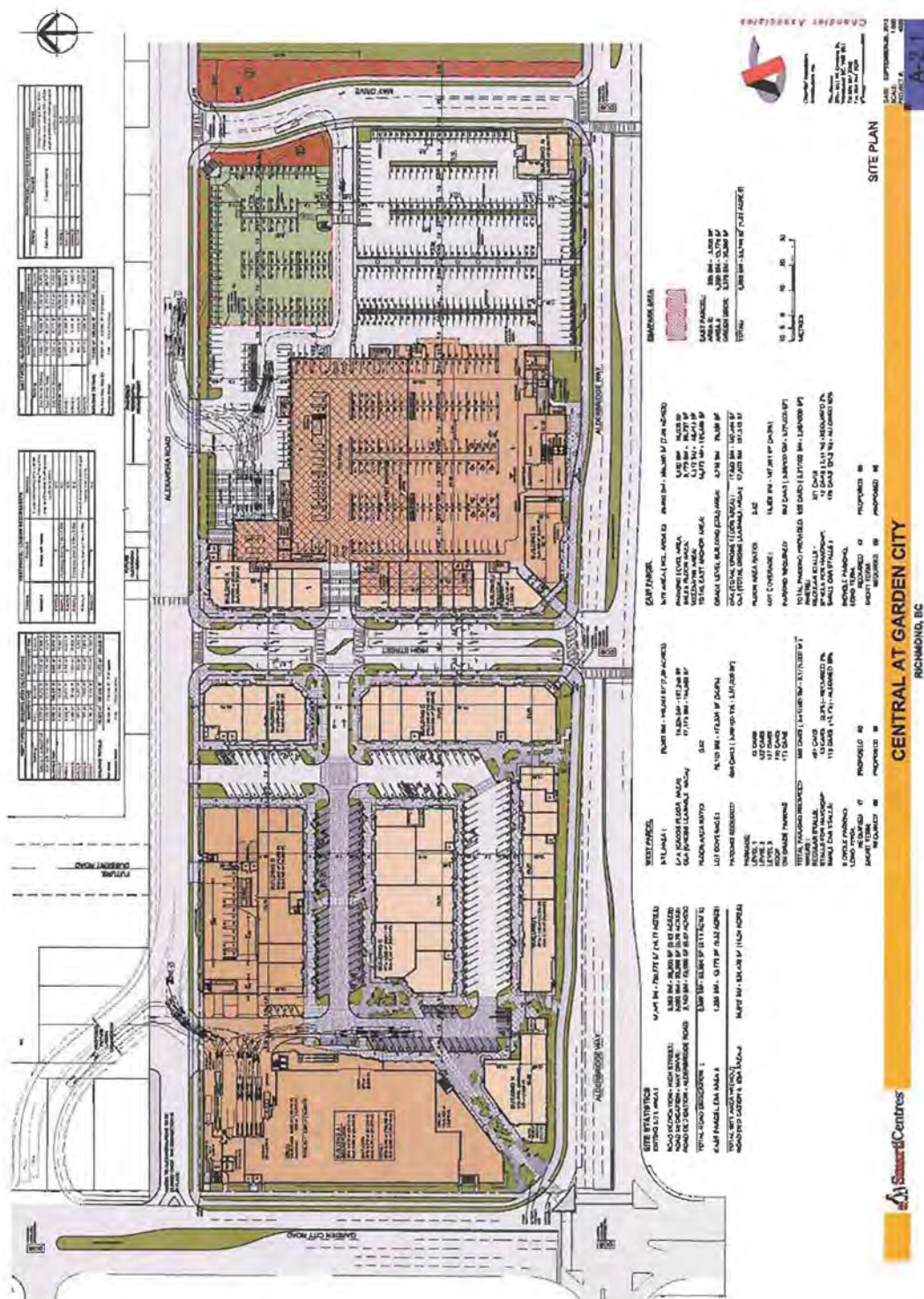
Wayne Craig
Director of Development
604-247-4625

WC:bg

Location Plan



Site Plan



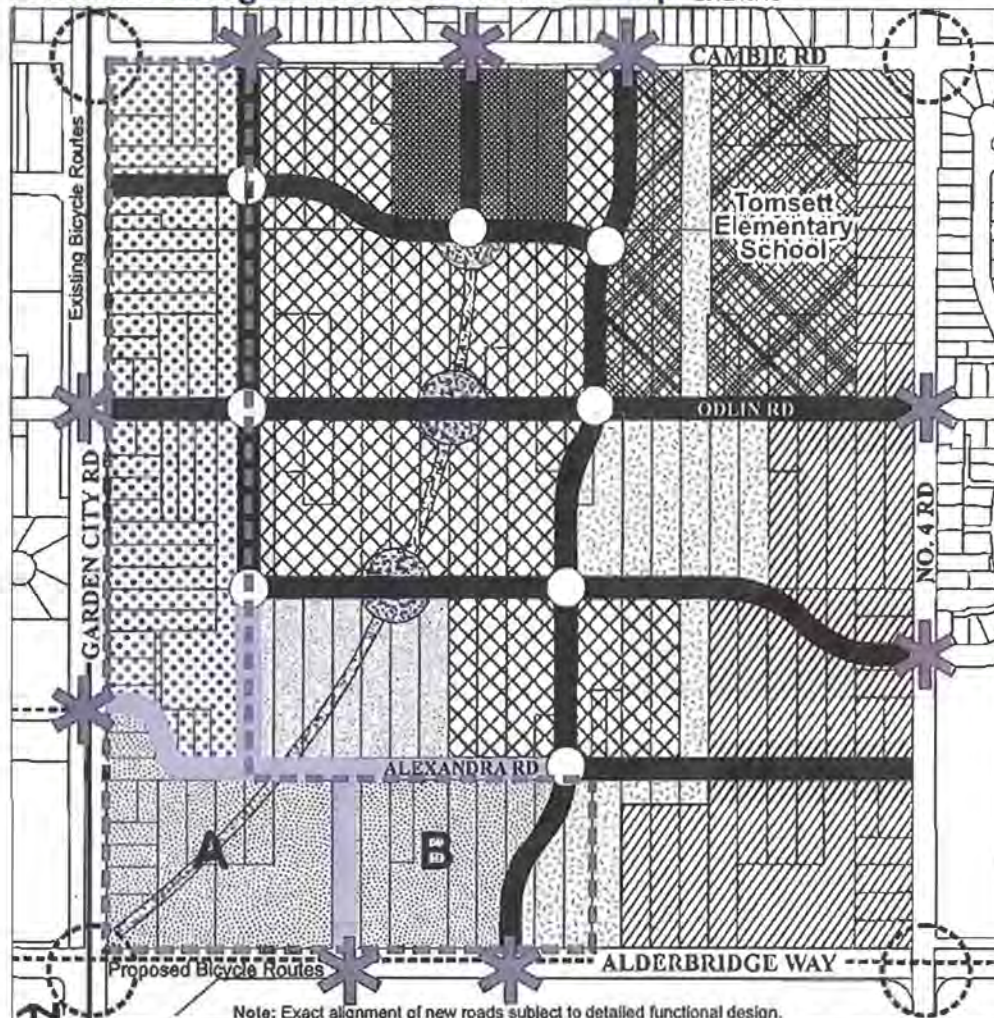
Landscape Plan



West Cambie Area Plan (existing)

City of Richmond

Alexandra Neighbourhood Land Use Map

Bylaw B945
2012/10/15

<p>Area of No Housing Affected by Aircraft Noise</p> <p>Business/Office – office over retail FAR up to 1.25</p> <p>Convenience Commercial</p> <p>Residential Area 1 1.60 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical).</p> <p>Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).</p>	<p>Residential Area 2 0.65 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.</p> <p>Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 1.25 FAR up to 2.0. Area B: Large and small floor plate up to 1.0 FAR.</p> <p>Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential. 1.28 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).</p> <p>Community Institutional</p>	<p>Park: North Park Way, Central Park, South Park Way</p> <p>Alexandra Way (Public Rights of Passage Right-of-way)</p> <p>Proposed Roadways</p> <p>High Street</p> <p>New Traffic Signals</p> <p>Feature Intersections – details to be developed</p> <p>Feature Landmarks in combination with Traffic Calming Measures</p>
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Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

Original Adoption: September 12, 1983 / Plan Adoption: July 24, 2006
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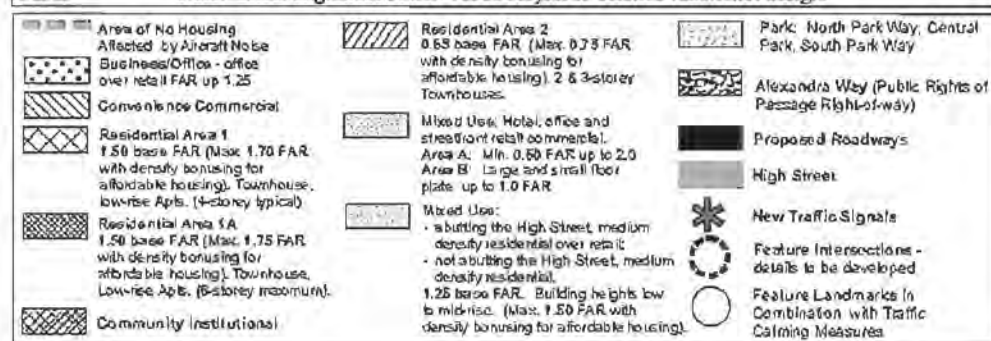
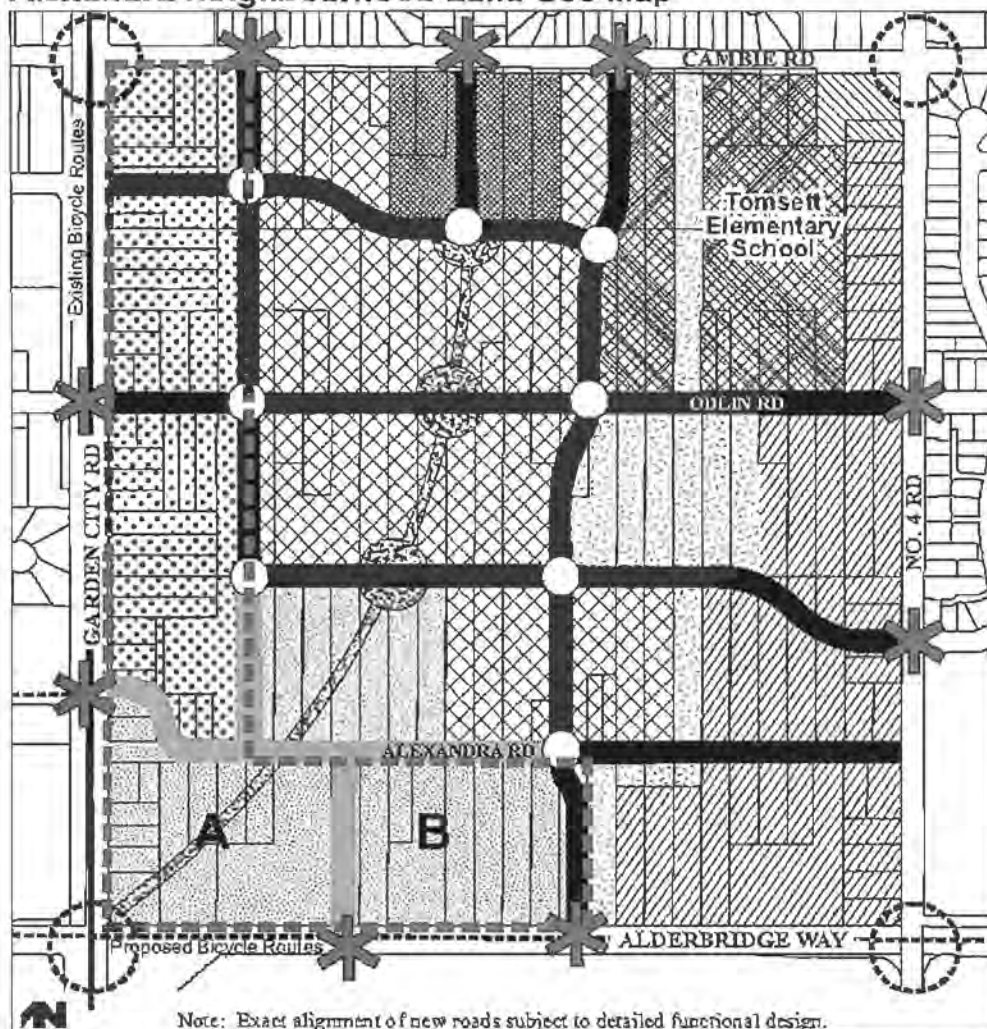
West Cambie Area Plan 50

Wet Cambie Area Plan

City of Richmond

Schedule A attached to and forming part of Bylaw 8865

Alexandra Neighbourhood Land Use Map



West Cambie Area Plan



City of Richmond

TO COUNCIL - OCT 15, 2013

Memorandum

Planning and Development Department

Policy Planning

TO PLAN OCT 8 13.

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

Date: October 2, 2013

RZ 10-528877

FILE: 12-8060-20-8864/8865/8973

Re: RZ 10-528877 - SmartCentres/Walmart Rezoning Application - Referral

This memo provides a response to the Planning Committee referral dated September 17, 2013 regarding the First Richmond North Shopping Centres Ltd., (SmartCentres) rezoning application (RZ 10-528877). The specific referral items were as follows:

"That the application by First Richmond North Shopping Centres Ltd. for Rezoning at 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road be referred back to staff and staff to report back at the Committee's next scheduled meeting with the following information:

- 1) types of activities expected in the proposed development which is envisioned as a regional centre;*
- 2) details of the traffic study, e.g. projections on (i) number of people living in the area, (ii) volume of people going into the development; (iii) ingress to and egress from the development including: Alderbridge Way, Garden City Road, No. 4 Road and Cambie St;*
- 3) back up plans, excluding expropriation, in the event that the City would not be able to acquire the two required lots for the Connector Road;*
- 4) rationalization of staff's position that the Connector Road will not be needed in 10 years;*
- 5) comments whether the proposed landscaping is adequate, in particular the suitability of tree species to be planted; and*
- 6) advise on how City taxpayers and Council will be protected in the future in terms of the cost associated with the purchase of the two required lots for the construction of the Connector Road."*

Staff was also directed to provide the Committee and all members of Council with the following:

- i. traffic study on the proposed development;
- ii. report of SmartCentres' and the City's environmental consultants on the Environmentally Sensitive Area (ESA);
- iii. Report on the status of trees on site; and
- iv. map showing Agricultural Land Reserve Areas where a buffer is not required.

The request for additional information will be addressed in this memo and separate memos from the Director of Transportation, Manager of Real Estate Services and the Manager of Policy Planning.

SmartCentres Revised Proposal:

SmartCentres now proposes two key changes to the previous (September 17, 2013) development proposal including:

- Shifting May Drive approximately 6m to the west, which would increase the park dedication plus a cash contribution totalling \$52,125 for environmental enhancements to the proposed park. Parks staff would utilize these funds as part of a comprehensive approach to improve this future park area when the final configuration of the park has been determined; and
- Provision of a separate cash contribution totalling \$186,155 for ecological enhancements to the West Cambie Park (WCP). Parks staff would use these funds to extend the north-south ecological corridor with the West Cambie Park (WCP).

See also the SmartCentres revised Site Plan (**Attachment 1**), the revised Landscape Plan (**Attachment 2**) and a detailed comparison table of the previous SmartCentres previous proposal dated August 29, 2013 and the revised proposal dated September 26, 2013 (**Attachment 3**).

Referral Item 1:

- *"Types of activities expected in the proposed development, which is envisioned as a regional centre"*

Regarding this referral item staff can report the following:

Background:

In 2003, SmartCentres submitted a rezoning application (RZ 03-235259) for properties located at 4660 to 4740 Garden City Road and 9040 to 9500 Alexandra Road in order to facilitate an automobile-oriented shopping centre. Council consideration of this rezoning application initiated a review of the West Cambie Area Plan (WCAP). The updated WCAP was adopted by Council on July 24, 2006 after considerable public input and makes provisions for the significant redevelopment of this planning area, including the creation of an urban village retail/commercial centre in the vicinity of the Alderbridge Way and Garden City Road intersection.

The WCAP - Alexandra Neighbourhood Land Use Plan includes 2 mixed use areas to ensure the creation of a vibrant, pedestrian-friendly urban village centre within the West Cambie Area (WCA). "Mixed Use Area A" to the west of the future 'High Street' envisions a compact, urban, street-fronting retail/commercial area while "Mixed Use Area B" to the east of the future 'High Street' permits large and small floor plate retail commercial units (CRU's). SmartCentres proposal east of the 'High Street' would include a Walmart store with a total floor area of 14,975 m² (161,188 ft²), which is consistent with the requirements of "Mixed Use Area B" in the WCAP. SmartCentres proposal also includes site planning, architectural and landscape design elements that would contribute to the creation of a complete and balanced community within the WCA.

Open space enhancements within the proposed SmartCentres development include the extension of the Alexandra Way pedestrian corridor connecting the Alderbridge Way/Garden City Road intersection with the Alexandra Road/High Street intersection and the WCA to the north via wider sidewalks, pedestrian plazas, extensive decorative paving and raised pedestrian crossings within the proposed development west of the 'High Street'. However, further design development is required at the Development Permit stage to ensure a high quality design with an appropriate level of pedestrian amenities.

Types of Proposed Retail/Commercial Development:

SmartCentres proposes a shopping centre type development with a gross floor area of 36,018 m² (387,692 ft²). The proposed land use would be exclusively retail/commercial development in predominantly 1-storey buildings with the exception of the Walmart store (2 to 3-storeys), Building A, the 2-storey anchor building west of the 'High Street' along Garden City Road and the parkade (4-storeys) along Alexandra Road.

SmartCentres proposes two anchor tenants within the overall development. The Walmart store totalling approximately 161,188 ft² would be the anchor tenant on the east side of the 'High Street'. The anchor tenant on the west side of the 'High Street' would be a department-type store of approximately 35,000 ft² offering household, pharmacy, cosmetics, and electronics sales as well as other ancillary uses on the ground floor of Building A. In total, Building A would contain 3 to 4 tenants with 2 tenants on the second floor including a fashion retailer and a house wares retailer, roughly 26,000 ft² in size each. SmartCentres indicates that approximately 34% or 130,888 ft² of the proposed total floor area would consist of smaller CRU's ranging in size from 2,000 to 4,000 ft². SmartCentres anticipates that the smaller CRU's will offer a variety of products and services typically found in a shopping centre, including retail (e.g., fashion, shoes, house wares, electronics, cosmetics), restaurants, services (e.g., personal services such as hair salons, optical, medical), as well as financial services such as banks and credit unions.

The products and services would be appropriate to service the local scale needs of nearby residents, with some fashion and other offerings that will serve a broader clientele. SmartCentres has indicated that 15% of anticipated traffic would be from outside Richmond, predominately from south Vancouver as they anticipate the market south of the Fraser River would be served by the Tsawwassen First Nations retail/entertainment complex, with the region east of Richmond being serviced by the Queensborough Walmart store.

Proposed Streetscape Design:

SmartCentres proposes differing streetscape design responses to the various surrounding perimeter road conditions. Pedestrian/bike greenways are proposed along Alderbridge Way and Garden City Road. Street fronting CRU's are not proposed along the majority of surrounding perimeter roads however, the 'High Street' would feature 2 continuous blocks of small CRU's fronting the street and the site plan would set the proposed Walmart store back from adjacent streets to permit small CRU's along both Alderbridge Way and the 'High Street'.

The architectural design proposes enhanced facade treatments at key corner locations surrounding the overall site as well as elaborate architectural and landscape screening techniques of proposed parking and loading facilities along Alexandra Road. The design of the 'High Street' proposes many small CRU's, appealing architectural façades, variety in streetscape design and high quality pedestrian amenities, which are important components of a village centre concept intended to generate and attract pedestrian activity.

Further design enhancements could be achieved through the Development Permit stage including more extensive building façade enhancements along perimeter streets, more effective screening and buffering of parking, loading and service areas and boulevard landscape refinements.

Referral Item 2 & 4:

- *"Details of the traffic study, e.g. projections on (i) number of people living in the area, (ii) volume of people going into the development; (iii) ingress to and egress from the development including: Alderbridge Way, Garden City Road, No. 4 Road and Cambie St.;"*
- *"Rationalization of staff's position that the Connector Road will not be needed in 10 years;"*

These referral items are addressed in a separate memo from the Director of Transportation.

Referral Item 3 & 6:

- *"Back up plans, excluding expropriation, in the event that the City would not be able to acquire the two required lots for the Connector Road;"*
- *"Advise on how City taxpayers and Council will be protected in the future in terms of the cost associated with the purchase of the two required lots for the construction of the Connector Road."*

These referral items are addressed in a separate memo from Manager of Real Estate Services.

Referral Item 5:

"Comment whether the proposed landscaping is adequate, in particular the suitability of tree species to be planted;"

Regarding this referral item staff can report the following:

West Cambie Park (WCP):

The OCP designated "Park" area on the development lands is approximately 1.51 ac (see **Attachment 4**). SmartCentres proposes to shift May Drive west by 5.89 metres, in order to maximize the area east of May Drive that could be consolidated with the City's future park area. The previous SmartCentres proposal included 1.08 acres of public space in the form of the elevated 'green deck' (36,360 ft² or 0.835 ac), "Area E" (3,702 ft² or 0.085 ac) and "Area J" (7,039 ft² or 0.16 ac). This does not include other publicly accessible open space within the development site, such as the Alexandra Way pedestrian corridor, which would be secured via a Statutory Right-of-Way (SRW). The net difference between the WCAP designated "Park" area and the SmartCentres proposed publicly accessible open space in the previous proposal was approximately 0.44 acres.

SmartCentres proposal to shift May Drive to the west would increase the size of "Area J" from 7,039 ft² to 13,733 ft² but slightly reduce the size of "Area E" from 3,702 ft² to 3,605 ft².

SmartCentres revised proposal would increase the provision of public open space from 1.08 to 1.23 acres, consisting of the 'green deck' (36,360 ft² or 0.835 ac), "Area E" (3,605 ft² or 0.083 acres) and "Area J" (13,773 ft² or 0.316 ac). This results in a net increase of 0.16 ac from the previous proposal and would reduce the park area deficit from 0.44 to 0.28 acres.

Parks staff have recently completed habitat enhancement work totalling 7,809 m² (1.93 ac) in the WCP to extend a north-south ecological corridor. These enhancements consisted of drainage, soil placement, plant material supply and installation and establishment maintenance. Further extension of the north-south ecological corridor in the WCA will require additional habitat enhancement in the WCP. Parks staff estimate that the unit cost of this habitat enhancement is approximately \$46.00 per m² or \$186,155 per acre.

In order to address the park area deficit of 0.28 acres, SmartCentres proposes a cash contribution of \$52,125 (0.28 ac x \$186,155/ac) for habitat enhancement of the future park area east of May Drive.

SmartCentres has also agreed to the provision of the following sustainability features within the proposed development:

- Compact development with the majority of the parking stalls (683 of 1,153) located within structures or under buildings;
- Approximately 70% of the floor area or roughly 271,384 ft² within the proposed development would connect to the Alexandra District Energy Utility;
- Four (4) parking stalls (2 east and 2 west of the 'High Street') would be designated and equipped with electric vehicle charging equipment and 10% of the remaining parking stalls or approximately 115 stalls would be pre-ducted for future installation of charging stations;
- Two separate end-of-trip bicycle facilities (1 east and 1 west of the 'High Street') would be provided including a minimum of 3 water closets per gender, 2 wash basins per gender and 3 showers per gender in each facility;
- A total of 291 bike parking spaces (119 Class I secure storage spaces plus 172 Class II bike racks), which is a 25% increase or 59 bike parking spaces above the minimum bylaw requirement;
- Three (3) new or upgraded bus stops location (bus shelters and accessible pads) within the surrounding vicinity of the proposed development lands;
- Minimum LEED Silver equivalent building design standard;
- Reduced stormwater discharge through permeable paving, rooftop detention and bio-swales;
- Reduced water consumption through water efficient plumbing fixtures;
- Reduced energy consumption and efficiencies due to enhanced building envelope and HVAC systems; and
- Reduced light pollution through high-efficiency, night-sky friendly lighting.

Environmentally Sensitive Area (ESA):

The existing OCP designated "ESA" consists of approximately 2.57 ac within the proposed development site (see **Attachment 4**). SmartCentres environmental consultant (Stantec Consultants Ltd.) has conducted a detailed assessment of the designated ESA and recommends the ESA be reduced by approximately 1.0 ac (see **Attachment 5**) due to "disturbance (roads and existing development), limited connectivity to additional habitat, small ... size, and the presence of invasive weeds in the understorey".

The City's external environmental consultant (Raincoast Applied Ecology) was asked to review the extent of the ESA in the SmartCentres assessment. The external environmental consultant agreed with the Stantec findings regarding the extent and condition of the ESA with the recognition that there is a core area of higher value birch forest to the south, with areas of more disturbed vegetation to the north, which supports the Stantec recommendation to reduce the size of the ESA from approximately 2.57 to 1.57 ac. This reduced ESA area (1.57 ac) on the proposed development site is further impacted by the existing May Drive alignment in the WCAP, which would result in a further 0.35 ac reduction in the size of the ESA area (see **Attachment 6**). Therefore, the net ESA deficit is 1.22 ac (2.57 – 1.0 – 0.35 ac).

SmartCentres revised proposal would provide the equivalent of approximately 1.22 acres of ESA compensation consisting of the following components:

- land dedication of “Area J” totalling 0.32 acres; and
- a cash contribution of \$186,155 for 1 acre of habitat enhancement to extend the north-south ecological corridor in the West Cambie Park, which is more than the estimated 0.9 acres of the ESA land deficit.

It is also noteworthy that SmartCentres proposal does not take into account the ‘green deck’ and associated transition space (“Area E”), which total approximately 0.92 ac (0.835 + 0.083 ac).

Existing Vegetation:

SmartCentres has submitted a Tree Survey and Arborist Report for the proposed development site (see **Attachment 7**). The existing vegetation on the development site consists of 172 bylaw sized trees including 3 significant trees and 1 high value tree (i.e., 1-80cm caliper Douglas Fir, 1-111cm caliper Douglas Fir, 1-100cm Linden and 1-35cm Balsam Fir). These significant and high value large trees are generally located along the north edge of the site on the south side of the Alexandra Road drainage ditch.

The existing grades on the proposed development lands are generally between 0.9 and 1.2 m geodetic, which is approximately 1.6 m below the bylaw required flood proof elevation of 2.6 m geodetic in the WCA. City required improvements to Alexandra Road would involve widening and raising the road grade from the existing 1.0 m to minimum 2.0 m geodetic and higher in some locations, which would result in the elimination of the ditch along the south side of the road and in turn impact the existing large trees in close proximity to this ditch.

Richmond’s Tree Preservation Coordinator has reviewed SmartCentres tree survey and arborist report, conducted a separate on-site assessment of the existing trees, reviewed the SmartCentres development proposal and concurs with SmartCentres proposal to remove all existing trees on the development portions of the site subject to the provision of a minimum 2 replacement trees for each 1 proposed tree removal including no less than 344 replacement trees on-site as well as four (4) specimen coniferous trees at minimum 5 m height as replacements for the 3 significant and 1 high value trees.

SmartCentres has also submitted a supplemental arborist report to assess the suitability of relocating existing on-site trees and to provide more details regarding the condition of vegetation along the north side of Alderbridge Way (see **Attachment 8**). This report indicates that the 3 significant trees, the 1 high value tree and the other on-site trees are not suitable for retention or relocation due to the:

- proposed new north-south roads including May Drive and the ‘High Street’;
- road widening along Alexandra Road and Alderbridge Way;
- approximately 1.6 m increase in the elevation of existing site grades over the entire site to meet the flood protection bylaw requirements;
- spreading root zone of trees in a high water table condition and the anticipated root damage associated with relocation;
- susceptibility of wind-throw after transplanting;
- low probability of survival; and
- high cost of tree relocation.

Therefore, SmartCentres proposes to remove all existing on-site trees within the proposed development lands with the exception of "Area J". Planning and Parks staff concur with this assessment.

Proposed Planting:

The revised landscape planting strategy (see **Attachment 2**) proposed by SmartCentres relies extensively on native plant material including the provision of 672 equivalent trees (556 on-site trees plus a cash contribution for an additional 116 off-site trees) consisting of 34 different tree species. This would represent 3.9 times the proposed 172 tree removals. The majority of the proposed replacement trees would be planted at larger than the minimum required bylaw replacement tree size and would be primarily native tree species. SmartCentres also proposes to plant approximately 6,662 primarily native shrubs, grasses, vines and groundcovers. See the comparison of proposed tree and shrub planting between the previous and current SmartCentres proposals in **Attachment 3**. SmartCentres proposed tree and shrub planting consists of the following components:

- A minimum of 556 trees to be planted on-site or along streets plus the provision of a cash contribution in the amount of \$40,600 (116 trees x \$350/each) for tree planting enhancements within "Area J";
- A minimum of 6,201 shrubs to be planted on-site plus the provision of a cash contribution in the amount of \$11,525 (461 shrubs x \$25/each) for shrub planting enhancements within "Area J";
- A voluntarily cash contribution \$186,155 (approximately 1 acre x \$186,155/ac based on \$46/m²) for environmental enhancements within the WCP in order to extend an existing north-south ecological corridor within the West Cambie Park. This cash contribution would compensate for approximately 0.1 acre more than the currently estimated 0.9 acre ESA deficit; and
- There would be no Development Cost Charge (DCC) credits for the above ecological enhancement contributions.

Since the site grades would generally be raised by approximately 1.6 m, the proposed trees and shrubs would not be planted in the existing native soils or ground water conditions. All proposed plant materials would be supplied from BC Nursery Trade Association (BCNTA) affiliated nurseries and grown in conditions that would be compatible with anticipated on-site conditions. The details regarding specific on-site tree planting practices would be further addressed at the Development Permit stage and likely would include measures such as tree vaults, continuous trenching to provide increased soil volume for root growth, no pocket planting of trees or shrubs, increased soil depths, automatic irrigation and other measures intended to ensure the proposed tree and shrub plantings continue to flourish and thrive into the future. The proposed planting scheme along the perimeter fronting roads, particularly along Alderbridge Way and Garden City Road, envision multiple rows of formal native street trees with grass boulevards within the road right-of-ways in combination with informal, native tree and shrub plantings within the building setbacks.

The program of use for the proposed elevated 'green deck' area is envisioned as a passive recreation area but the activity program would be addressed in more detail at the Development Permit stage. It is also anticipated that the planting strategy would feature predominantly native, drought tolerant tree and shrub planting subject to Parks staff review through detailed landscape design development during the Development Permit stage.

Recent Correspondence:

The City has received approximately 26 emails regarding the SmartCentres rezoning application, since the Planning Committee meeting of September 17, 2013. See **Attachment 9** for copies of this correspondence.

Conclusion

Staff recommend that the bylaws associated with the SmartCentres rezoning application (RZ 10-528877) be introduced, given first reading and forwarded to Public Hearing, recognizing that the revised SmartCentres proposal would:

- reduce the ESA deficit from 1.06 to 0.92 acres, with SmartCentres providing a cash contribution of \$186,155 to the City in order to further extend the north-south ecological corridor in other parts of the West Cambie Park. This contribution is based on recent City enhancements to the West Cambie Park in order to extend the north-south ecological corridor through the West Cambie Area (i.e., \$46/m² or \$186,155/acre); and
- reduce the park land deficit from 0.44 to 0.28 acres, with SmartCentres providing a cash contribution of \$52,125 for the enhancement of the future park on the east side of May Drive once the park boundaries are finally established. This contribution would be approximately equivalent to the value of recent park enhancements by the City to extend the north-south ecological corridor in other parts of the West Cambie Park (i.e., 0.28 ac x \$186,155/ac).

The current development proposal regarding the SmartCentres rezoning application (RZ 10-528877) including the above improvements are now reflected in the revised Rezoning Considerations, which have executed by SmartCentres (see **Attachment 10**).

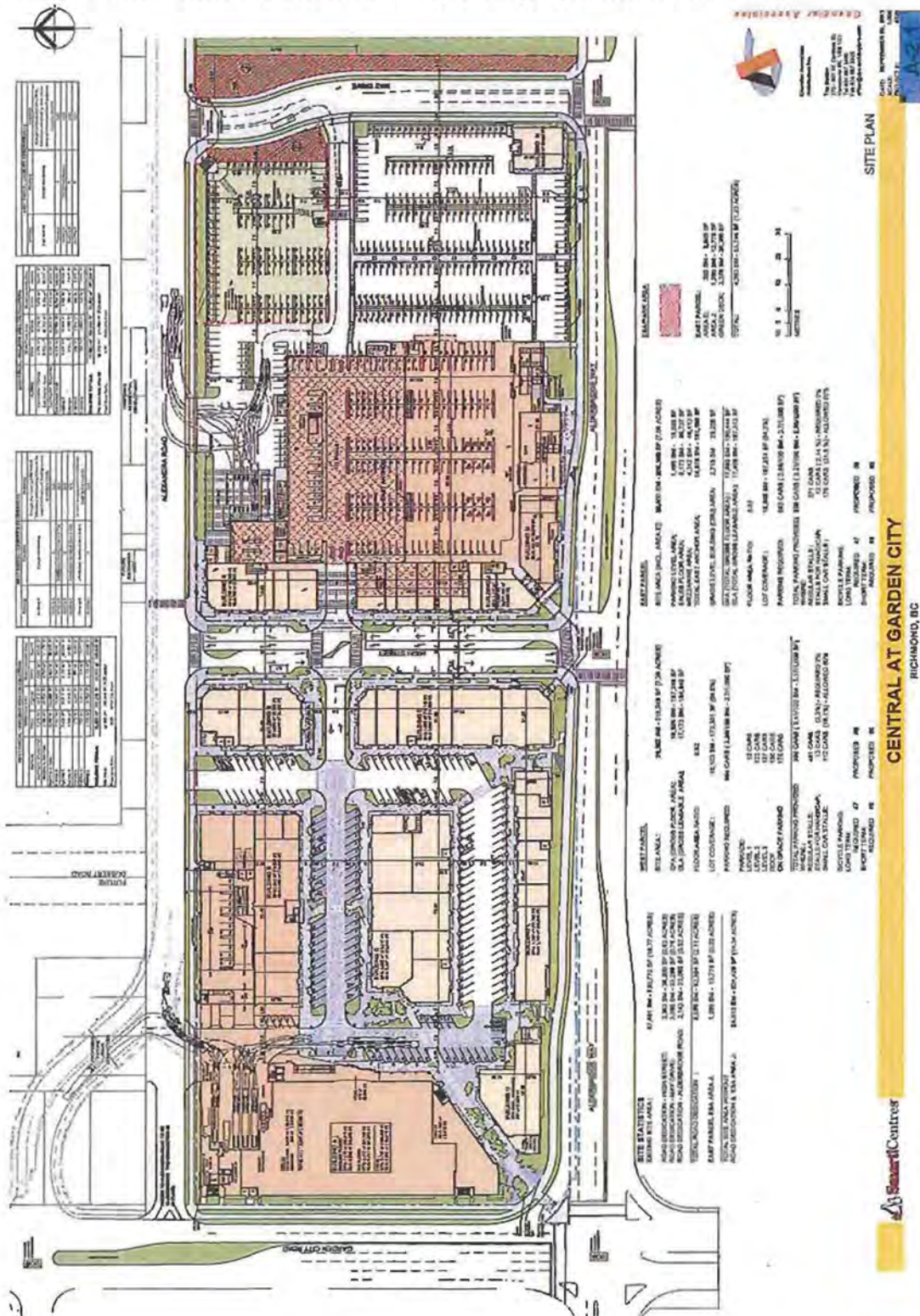


Wayne Craig
Director of Development

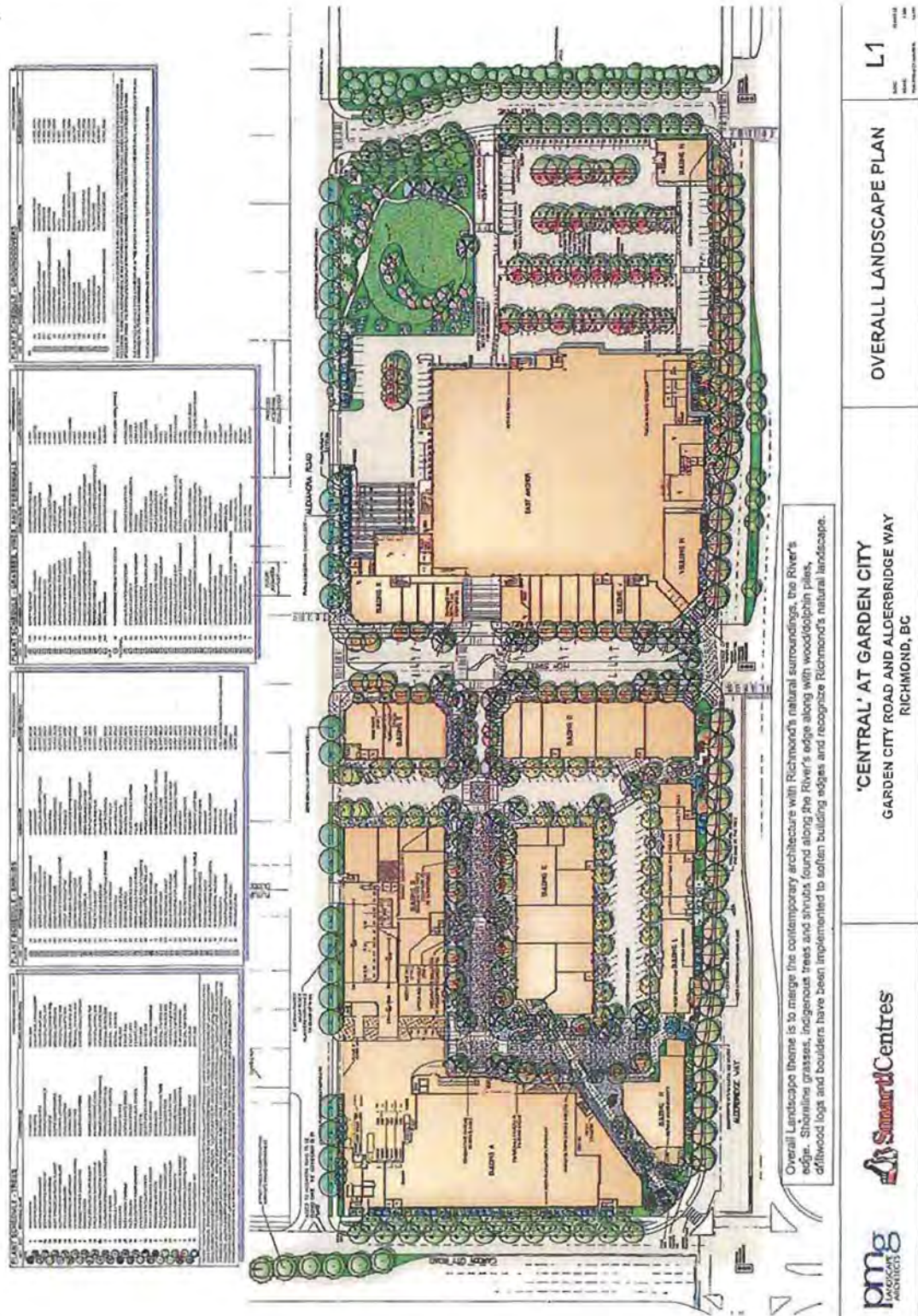
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Att. 10

- Attachment 1: SmartCentres Current Site Plan – September 26, 2013
- Attachment 2: SmartCentres Current Landscape Plan – September 26, 2013
- Attachment 3: Comparison Table of SmartCentres Proposals
- Attachment 4: SmartCentres Proposed Park & ESA Adjustments
- Attachment 5: SmartCentres ESA Assessment (Stantec Consultants Ltd.)
- Attachment 6: ESA Overlap with WCAP May Drive Alignment
- Attachment 7: SmartCentres Tree Survey & Arborist Report
- Attachment 8: SmartCentres Supplemental Vegetation Report
- Attachment 9: Public Correspondence (received since September 17, 2013)
- Attachment 10: Revised Rezoning Considerations – September 30, 2013

SmartCentres Current Site Plan Proposal (September 26, 2013)



SmartCentres Current Landscape Plan Proposal (September 26, 2013)



Comparison of SmartCentres Proposals

Comparison Criteria	Previous SmartCentres Proposal (Aug. 29/13)		Current SmartCentres Proposal (Sept. 26/13)		Net Change
Gross Site Area	67,890.94 m ² (730,772 ft ² or 16.77 acres)		same		no change
Dedications & SRW's (Road & Other)	9,286.03 m ² (99,954 ft ² or 2.29 acres)		9,879.59 m ² (106,343 ft ² or 2.44 acres)		Increased by +0.15 acres
Net Site Area	58,604.91 m ² (630,818 ft ² or 14.48 acres)		58,011.35 m ² (624,429 ft ² or 14.33 acres)		reduced by -0.15 acres
Gross Floor Area	36,017.77 m ² (387,692 ft ²)		same		no change
Gross Leasable Floor Area	34,574.98 m ² (372,162 ft ²)		same		no change
FAR (West versus East Side)	West Side 0.62	East Side 0.61	West Side 0.62	East Side 0.62	East Side +0.01 FAR
Proposed Total Parking	1,153 parking stalls		1,145 parking stalls		reduced by 8 stalls
Proposed "Area J"	653.94 m ² (7,039 ft ² or 0.16 acres)		1,280.11 m ² (13,779 ft ² or 0.32 acres)		increased by + 0.16 acres
Proposed "Area E"	343.93 m ² (3,702 ft ² or 0.085 acres)		334.92 m ² (3,605 ft ² or 0.083 acres)		Reduced by - 0.002 acres
Proposed 'Green Deck'	3,377.95 m ² (36,360 ft ² or 0.83 acres)		3,377.95 m ² (36,360 ft ² or 0.83 acres)		no change
Designated Park Area On-site	1.51 acres		same		no change
Proposed Park Deficit	0.44 acres (1.51 - 0.16 - 0.83 - 0.085 ac)		0.28 acres (1.51 - 0.32 - 0.83 - 0.083 ac)		improved by 0.16 acres less
Proposed Tree Removals	172 bylaw sized trees		same		same
Proposed Tree Planting	588		672 (556 onsite plus cash contribution for 116 off-site)		improved by 84 more trees
Proposed Shrub Planting	6,201		6,662 (6,201 onsite plus cash contribution for 461 off-site)		improved by 461 more shrubs
Tree Replacement Ratio	3.4 replacements x removals		3.9 replacements x removals		improved by 0.5 x tree removal
Designated ESA On-site	1.22 acres (2.57 - 1.0 - 0.35 ac)		same		no change
Proposed ESA Deficit	1.06 acres (1.22 - 0.16 ac)		0.9 acres (1.22 - 0.32 ac)		improved by 0.16 acres less
Park Habitat Enhancement	none		\$186,155		improved by \$186,155 more
Other Sustainability Features	compact development, 70% participation in district energy utility, 4 electric vehicle stalls & pre- ducting for 10% of stalls, 2 end-of- trip bike facilities, additional bike parking, 3 new/upgraded bus shelters, LEED Silver equivalent buildings, reduced stormwater, energy consumption & reduced light pollution		same		no change

SmartCentres Proposed Park & ESA Adjustments



November 01, 2013

Legend

- ESA & West Cambie Natural Park on proposed development site approx. 6,116.80 sq meters (1.51 ac)
- Existing ESA (Based on OCP) on proposed development site approx. 10,400 sq meters (2.57 ac)
- Proposed ESA (Based on detailed field investigation) approx. 6,354 sq meters (1.57 ac)
- Applicant proposed Area J Land Transfer approx. 1,280 sq meters (0.32 ac)
- Applicant proposed Elevated Deck as PROP-SRW approx. 3,378 sq meters (0.83 ac)
- Application proposed Area E as PROP-SRW approx. 344 sq meters (0.08 ac)

SmartCentres ESA Assessment



Stantec

Stantec Consulting Ltd.
4370 Dominion Street, 5th Floor
Burnaby, BC V5G 4L7
Tel: (604) 436-3014
Fax: (604) 436-3752

VIA EMAIL

March 4, 2013

Project No: 1231-10560

First Richmond North Shopping Centres Limited
#201 – 11120 Horseshoe Way
Richmond, BC V7A 5H7

Attention: Alan Lee

Dear Alan:

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road,
Richmond, BC

1 INTRODUCTION

First Richmond North Shopping Centres Limited is submitting a rezoning application to develop a portion of the quarter section 34-5-6 adjacent to Alderbridge Way and Garden City Road in Richmond, British Columbia. A portion of this site is designated as an Environmentally Sensitive Area (ESA) by the City of Richmond (the City).

Stantec Consulting Ltd (operating as Jacques Whitford) conducted a preliminary habitat assessment in 2002 and a desktop review update in 2005 to evaluate the ecological function of the ESA within the proposed development area. As part of the City's requirements for the rezoning application, an additional report was prepared by Stantec in 2010 which summarized the existing habitat and highlighted any changes that had occurred since the previous assessment. The 2010 report also provided an assessment of the existing and potential ecological services provided by the ESA, the implications of removal or relocation of a portion of it, and recommendations for compensation and/or mitigation.

In November 2012, the City adopted their new 2041 Official Community Plan (OCP) Bylaw 9000. A draft technical report included with the 2041 OCP was the 2012 Environmentally Sensitive Area Management Strategy. This strategy expanded the existing ESA outlined in the City's previous OCP to encompass more than half of 9440 Alexandra Road and all of 9480 and 9500 Alexandra Road and was based on 1:4,000 high level orthophoto interpretation. Appendix C and Part 4 of the 2012 Environmentally Sensitive Area Management Strategy suggests that all applicants for development permits involving ESAs should conduct a vegetation survey of the sites to confirm the appropriate ESA boundary.

Chris Brown, Wildlife Solutions

Stantec

First Richmond North Shopping Centres Limited
 Attention: Alan Lee
 Project No: 1231-10550

March 4, 2013
 Page 2 of 5

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road, Richmond, BC

This report provides a detailed survey of the vegetation types on the site and makes recommendations for areas that should be included in the ESA.

2 METHODS

Preliminary vegetation polygons were created from orthophoto interpretation and were then ground truthed during the site visit. The three properties were surveyed on January 29, 2013 by two Stantec biologists to determine what the vegetation types were on the site. Dominant understory species within each polygon were recorded and photographs were taken at various locations on the site. Cover was estimated for the dominant species observed. Tree species were recorded during an existing tree assessment (MJM Consulting 2012). There were four different vegetation polygons identified on the site (Figure 1, Appendix A) and descriptions of these are provided below. None of the ecological communities observed on the site are considered at-risk within the province.

3 RESULTS

3.1 Polygon 1—Birch Forest

The southern half of the properties consists of an approximately 1.6 acre upland forest dominated by paper birch (*Betula papyrifera*) with an open understory of grasses and rushes (Photo 1, Appendix A). There are minor amounts of invasive Himalayan blackberry (*Rubus armeniacus*). Table 1 below provides a list of the dominant species within this polygon.

Table 1: Dominant Understory Species within Polygon 1

Common Name	Scientific Name	% Cover
reed canarygrass	<i>Phalaris arundinacea</i>	15
hardhack	<i>Spiraea douglasii</i>	15
common rush	<i>Juncus effusus</i>	15
Himalayan blackberry*	<i>Rubus armeniacus</i>	10
bentgrass	<i>Agrostis sp.</i>	5
bracken fern	<i>Pteridium aquilinum</i>	2

NOTE:

* Invasive species

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Stantec

First Richmond North Shopping Centras Limited
 Attention: Alan Lee
 Project No: 1231-10550

March 4, 2013
 Page 3 of 6

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road, Richmond, BC

3.2 Polygon 2—Japanese Knotweed

Polygon 2 is approximately 0.1 acres and is located on the east boundary of 9500 Alexandra Road. It is entirely composed of Japanese knotweed (*Polygonum cuspidatum*) (Photo 2, Appendix A). Japanese knotweed is a perennial shrub from Asia that is highly invasive because of its rapid growth and reproductive capabilities. Once established it displaces nearly all other vegetation (BC Ministry of Agriculture 2011).

3.3 Polygons 3 and 4—Anthropogenic Disturbance

The remainder 1.4 acres of the site have been disturbed by the current and previous residential developments that occurred on site. Vegetation in this polygon is composed of cultivated lawn and invasive species with few mature trees interspersed throughout (Photos 3 – 7, Appendix A). Table 2 below lists the dominant species in this polygon.

Table 2: Dominant Understory Species within Polygon 3

Common Name	Scientific Name	% Cover
Himalayan blackberry*	<i>Rubus ammeniacus</i>	15
creeping buttercup	<i>Ranunculus repens</i>	10
evergreen blackberry*	<i>Rubus laciniatus</i>	5
hardhack	<i>Spiraea douglasii</i>	5
reed canarygrass	<i>Phalaris arundinacea</i>	5

NOTE:

* Invasive species

4 RECOMMENDATIONS

It is Stantec's recommendation that only Polygon 1 be considered for ESA designation among the subject parcels. This polygon contains the least amount of disturbance within the proposed development area and has the highest abundance of native vegetation compared to the other polygons. However, the actual ecological services provided by Polygon 1 are relatively low as a result of surrounding disturbances (roads and existing development), limited connectivity to additional habitat, small polygon patch size, and presence of invasive weeds in the understory. If left unchecked, the highly invasive Himalayan blackberry and the Japanese knotweed on the site will continue to spread and may eventually become dominant within the ESA, choking out native species. The remainder of the site is developed and/or highly disturbed and contains early seral stage vegetation and invasive species. These attributes are not consistent with an ESA designation.

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First Richmond North Shopping Centres Limited
Attention: Alan Leo
Project No: 1231-10550

March 4, 2013
Page 4 of 5

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road, Richmond, BC

5 CLOSURE

This ESA update has been prepared for the sole benefit of First Richmond North Shopping Centres Limited. If you have any questions or would like clarification of the results, please do not hesitate to contact the undersigned at (604) 436-3014.

Respectfully submitted,
Stantec Consulting Ltd.

Tracy Anderson

Tracy Anderson, B.Sc., R.P.Bio.
Project Biologist

TAMR/pl

Reviewed by:

Matthew Ramsay

Matthew Ramsay, M.Sc., A.Ag.
Senior Vegetation Ecologist

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Ona Yoon, Jolanta Scholonek

Stantec

First Richmond North Shopping Centres Limited
Attention: Alan Lee
Project No: 1231-10550

March 4, 2013
Page 5 of 5

Reference: ESA Update for Rezoning Application at 9440, 9480, and 9500 Alexandra Road, Richmond, BC

6 REFERENCES

BC Ministry of Agriculture. 2011. Field Guide to Noxious and Other Selected Weeds of British Columbia. Accessed (February 2013): <http://www.agf.gov.bc.ca/cropprot/knotweed.htm>
Michael J. Mills Consulting 2012 Existing Tree Assessment Summary Plan MJM File #923
February 16, 2012

Green from Infinite Solutions

SmartCentres
Attention: Alan Lee

Appendix A: Photographs



Photo 3 Looking southwest into Polygon 3 at 9440 Alexandra Road.



Photo 4: Looking southeast into Polygon 3 at 9480 Alexandra Road.

SmartCentres
Attention: Alan Lee

Appendix A: Photographs



Photo 7: Looking south into Polygon 3 at 9500 Alexandra Road



APPENDIX B

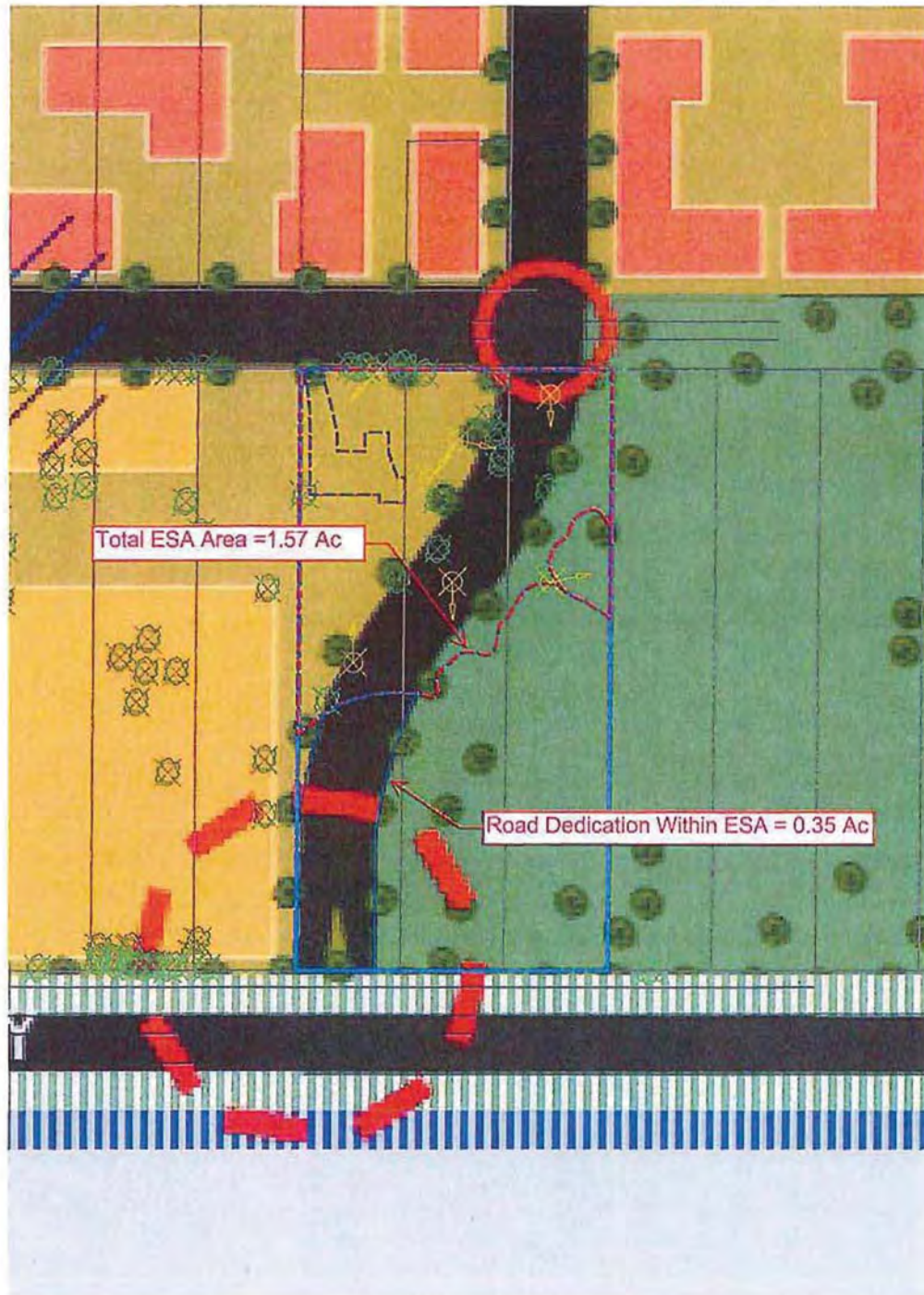
Site Plan

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May Drive & ESA Overlap



SmartCentres Tree Survey & Arborist Report

Michael J Mills Consulting
Arboriculture and Urban Forestry

Arboricultural Assessment Report
Proposed Commercial Development
Alexander Road & Garden city Way
City of Richmond

For Smart Centres
201 – 11120 Horsehoe Way Richmond

MJM File #923

February 18th 2010

1.0 Introduction:

Site visit was requested to review the condition and preservation potential of the existing trees located on the above noted Commercial property in the City of Richmond. We understand the proposal will involve a mixed commercial development with multi tenant retail buildings with surface parking.

We were requested to provide opinion with respect to the relative quality of the existing trees and to make recommendation for preservation in context with this proposal. Tree survey information was provided by Murray and Associates and Wedler Engineering. Development information was provided to us by Smart Centres. We have visited the site on several occasions with details assessment of the trees completed on February 1st, 2010. A modified version of the tree survey plan is appended to this report. Refer to this plan for all tree numbers referenced in this report.

2.0 Observation:

The property is bordered by Alexandra Road to the north, Alderbridge Way to the south and Garden City way to the west. The site area is comprised of 20 existing legal lots of varying size. The majority of these lots have had the pre existing homes removed over the past few years with only four houses remaining.



Aerial Photos of the subject area, from City of Richmond GIS web site, May 2007.

1826 Sunshine Coast Highway, Roberts Creek BC V0N 2W5
Phone 604-230-4711 / Fax 604-886-2718 / email mills@dcncf.com

February 18th, 2010

Commercial Development Site
 Alexandra Road & Garden City Way, Richmond
 MJM File # 923

The site is relatively flat and level with no distinct grade changes. No watercourses other than the open ditches along Alexandra Road were observed. The majority of the site area is open with disturbed conditions that according to the Jacques Whitford Stage 1 PSI of March 2003 are associated with residential uses dating back to the 1930s. Large open areas of un maintained grass are located through the central portions of the site. Dense areas of blackberry are located along much of the southern edges and sporadically throughout the site. A large number of fruit trees are located throughout the site that have not been maintained in recent years resulting in generally poor form and structure. There are several areas where a predominantly pure stand of Paper Birch has established. Within these areas, the Birch are generally of a uniform size and character and as such not all of these trees have been individually identified on the survey plan. There are presently no formal street trees located along any of the surrounding roadways.

The site contains two trees that have been identified on the old (1988) city list of significant trees, a Linden tree (#30) at 9260 Alexandra and a Douglas Fir (#11) at 9400 Alexandra. We also identified an interesting large old Black Walnut (#104) toward the south edge of the site, this tree was up rooted and although it has laid on its side for many years it continues to grow.

The most common tree species on the site is Paper Birch. Individual specimens are found throughout the site with a rather dense stand of trees occurring in the south east corner of the site and along much of the Alderbridge Way frontage. Most of the Birch within these stands are infested with Bronze Birch Borer and many are in advanced stages of decline. There are also several areas where cluster of the native Black Locust have established.

We comment that tree instability appears to be an issue in many areas. Trees have failed and uprooted in a number of areas and it was evident by the leaning nature of many trees that recent wind storms have affected the trees to some extent. The fact that the trees are leaning in many different directions would suggest that wet soils are also a contributing factor in the propensity for leaning.

We offer the brief comment with respect to the character of the existing trees associated with this application. Refer to the appended modified survey plan for the location of all trees referenced. The appended survey plan has been divided into 6 sections for the purpose of plan legibility.

Note: Commentary has not been provided for each individual Birch tree and several of the low value trees of other species. Trees were viewed during winter conditions making species identification and assessment of tree health of the deciduous tree species more difficult.

Tree Ref #	Species	Size	Comment
Trees within plan section #1			
1	Mixed Cluster	55cm – 90cm	Cluster of trees located in the extreme north east corner of the site. Comprised of 2 Western Red Cedar, 2 Douglas Fir, 1 Maple and 1 Black Locust. All in relative good condition. Locust is a multi stem specimen. Must be considered as a single tree due to the crowded one sided form.
2	Black Locust	60cm	Part of a cluster of small Locust along the property line of the existing house, tall and thin form. Good health with a tendency for leaning out toward the light.
3	Black Locust	35cm	Part of a cluster of small Locust along the property line of the existing house, tall and thin form. Good health with a tendency for leaning out toward the light.
4	Black Locust	multi	Open grown tree with multi stem form. Broken form resulting in limited landscape value.

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February 18th, 2010

Commercial Development Site
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 MJM File # 923

5	Douglas Fir	60cm	Small Fir with broken wind swept form. Broken top. Metal brackets and nails embedded in the lower trunk.
6	Douglas Fir	40cm	Small Fir with broken form. Crowded by adjacent trees, poor condition.
7	Douglas Fir	75cm	Open grown form. Tall and thin with limited live canopy ration. Good health.
8	Douglas Fir	90cm	Fir located adjacent to ditch along Alexandra Road. Lean toward the north east. Some structural defects but overall in good condition.
9	Sitka Spruce	100cm	Large spruce growing close to ditch adjacent to Alexandra Road. Open grown, somewhat sparse canopy but overall in good condition.
10	Douglas Fir	55cm	Growing quite close to an existing house. Broken top form but overall in good health.
11	Large Douglas Fir in mixed group	50cm – 110cm	Cluster of trees close to Alexandra Road, dominated by the large Fir that was listed on the significant tree list of 1988. Large secondary limb sweeping out from side. Large root visible along the edge of the ditch. Lots of dead wood in the upper canopy and somewhat one sided form due to shading from adjacent trees. Also within this group there are two Firs and a Cedar with co dominant main stem form from the ground. One of the smaller Firs is growing out of the side of the ditch. All trees within the group are in good health but maintain somewhat one sided form due to crowding. Good as a group.
12	Apple	80cm	Big old fruit tree. Extensive main stem decay, tree is in the process of splitting into two parts.
13	Austrian Pine	50cm	Small tree that was added to the landscape of this property. Multi stem with short bushy form. Good health.
14	Cherry	50cm	Old fruiting cherry, part of an old orchard area. Not well maintained. Poor condition.
15	English Oak	30cm	Nice young tree with good form and structure. Clothes line was attached to the lower trunk and has girdled the stem.
Trees within plan section #2			
16	Shore Pine	35cm	Small Pine with scrubby form typical for the species, poor form and structure. Growing close to Alexandra Road. Good health.
17	Balsam Fir	35cm	Small ornamental Fir with tall thin form. Good form, attractive small tree.
18	Weeping Willow	100cm	Big old tree with lots of dead wood and main stem decay. Extensive pruning has left blunt end with profuse suckering. Poor condition.
19	Western Red Cedar	45cm	Small tree with a notable lean from vertical toward the north.
20	Cluster of Maple	varies	Multiple specimens of small Maples (No foliage for identification but estimated to be Red Maple cultivar). Most of the trees in the cluster have multi stem form, low individual value.
21	Western Red Cedar	varies	Hedge row of Cedar along Alexandra Road frontage. Bushy form. Good health but of limited landscape value.

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February 18th, 2010

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 MJM File # 923

22	Linden (Tilia)	70cm	Large Linden growing close to Alexandra Road. Growing beside the open ditch. Roots exposed along the edge of the ditch. Good condition with good upright form. Some inclusion between main stems. Sucker shoots from the base of the trunk. Considered to be one of the higher value landscape trees within the site.
23	Maple sp.	50cm	Small Maple with co dominant main stem form. Good health, poor structure.
24	Western Red Cedar	60cm	Large Cedar growing close to Alexandra Road. Growing beside the open ditch. Tree was topped and has developed multiple leaders. Good health.
25	Mixed Hedge Row	varies	Mixed hedge row comprised of Hazelnut, Cherry and Cedars. Installed as a landscape barrier along pre existing property lines. Hazelnuts have typical multi stem form. Cedars and Cherry are over crowded. Poor condition.
26	Pear	40cm & 20cm	Two small Pear trees growing close together. Not well maintained, poor condition.
27	Cherry	30cm	Small fruiting Cherry, poorly maintained, poor condition.
28	Incense Cedar	Multi	Cedar with broken form, appears to have been damaged by a fire?
29	Incense Cedar	Multi	Cedar with broken form, appears to have been damaged by a fire?
30	Linden (Tilia)	100cm	Large open grown Linden. Listed on the City list of significant trees. Good open grown form. Some inclusion between the main stems but overall in good health.
31	Cherry	20cm	One of three small Cherries growing together, overgrown in blackberry. Poor condition.
32	Cherry	25cm	One of three small Cherries growing together, overgrown in blackberry. Poor condition.
33	Cherry	30cm	One of three small Cherries growing together, overgrown in blackberry. Poor condition.
34	Cherry	40cm	Open grown fruiting cherry, overgrown by blackberry, very poor condition.
35	No tree		
36	Maple sp.	30cm	Small ornamental Maple with co dominant main stem form, good health, less than specimen form.
37	Western Red Cedar	40cm	Topped form, only a remnant of the original tree is left.
38	Pear	30cm	Older tree that has not been well maintained.
39	No tree		
40	Blue Spruce	15cm	Small tree with tall and thin form, good health.
41	Western Red Cedar	45cm	Small tree infested with blackberry, notable lean toward the north.
42	Maple sp.	40cm	Ornamental Maple engulfed in blackberry, notable lean toward the south.
43	Blue Spruce	30cm	Small tree with tall and thin form, good health. Infested with blackberry.
44	Mountain Ash	60cm	Small tree with good upright open grown form.
45	Western Red Cedar	40cm	Multi stem form, part of a short hedge row. Low value.
46	Norway Spruce	25cm	Small tree engulfed in blackberry, poor form.
47	Pear	30cm	Small tree, poor quality.
48	Hazelnut	multi	Multi stem shrubby form, good health.
49	Pin Cherry	40cm	Small native cherry growing in blackberry.

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50	Hazelnut	multi	Multi stem shrubby form, engulfed in blackberry, poor health.
51	Cottonwood	55cm	Young tree with open grown form, good health.
52	Sweetgum	40cm	Ornamental tree growing as part of a row of trees along a pre existing property line. Co dominant main stem form, twisted form.
53	Western Red Cedar	40cm	Small tree crowded out by adjacent Birch. Poor condition.
Trees within plan section #3			
54	Purple Leaf Plum	65cm	Large old flowering plum growing close to cedar hedge row along Alexandra. Extensive sucker shoots. Good condition but somewhat one sided due to crowding.
55	No tree		
56	Nurway Maple	30cm	Small tree beside ditch along edge of Alexandra. Co dominant main stem form, good health.
57	Purple Leaf Plum	35cm	Small flowering plum in good condition.
58	Horse Chestnut	100cm	Large multi stem chestnut. Some main stem decay and past pruning damage but otherwise in good health.
59	Cherry	25cm	Small fruit cherry, poor condition.
60	Serbian Spruce	30cm	Typical tall and thin form, co dominant main stem form, good health.
61	Hazelnut	multi	Typical shrubby form for hazelnut, good condition.
62	Mountain Ash	60cm	Co dominant main stems with notable inclusion between, twisted form, good health.
63	Mountain Ash	60cm	Co dominant main stems, tree is in decline, poor condition.
64	Western Hemlock		Part of a hedge row of trees along the edge of Alexandra. Co dominant main stems, poor health, in decline.
65	Western Hemlock		Part of a hedge row of trees along the edge of Alexandra. Top broken off, almost dead.
66	English Holly	cluster	Cluster of multi stem Holly. Crowded and bushy form, good health.
67	Austrian Pine	35cm	Open grown Pine. Good condition.
68	Cedar hedge row	multi	Hedge row comprised of five surveyed size trees with multi stem form. Considered to be of limited landscape value due to crowded form.
69	English Oak	45cm	Tall and thin form, one sided and leaning toward the south, relative good health.
70	Purple Leaf Plum	60cm	Old flowering Plum, extensive decay in the main stem, engulfed in blackberry poor condition.
71	Western Red Cedar	70cm	Crowded among cluster of smaller Birch. Crowded form but ok health.
72	Shore Pine	25cm	Small Pine in the far north west corner of the site close to Alexandra. Small tree with contorted form, good health.
73	Lombardy Poplar	varies	Cluster of Lombardy Poplar close to Garden City Way. Tall thin form typical of the species. All trees in the line along the edge of the row have been topped at a low height for overhead wire clearance. Generally in good health. One Douglas Fir within this group that has a notable lean away from the Poplars.

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74	Purple Leaf Plum	30cm	Part of a short hedge row of vegetation comprised of Plum, Hemlock and Cedar, poor condition due to crowded form.
75	Western Red Cedar	40cm	Part of a short hedge row of vegetation comprised of Plum, Hemlock and Cedar, poor condition due to crowded form.
Trees within plan section #4			
76	Douglas Fir	80cm	Large tree with open grown form, some wind damage. Notable lean toward the south east, large surface roots in lawn area. Good condition.
77	Western Red Cedar Hedge row	varies	Hedge row of Cedar along the pre existing property line. Intermixed with Birch. Little individual value due to crowded form.
78	Hedge Row	varies	Mixed hedge row of trees planted along the rear property line of the pre existing lot. Comprised primarily of Cedar and Fir but with specimens of Lawson Cypress, Moss Cypress, Birch and Apple mixed in. No trees within this row are considered to be of high landscape value.
79	Douglas Fir	35cm	Small Fir, good health, leaning form.
80	English Holly	45cm	Multi stem form, crowded by nearby trees, poor condition.
81	Incense Cedar	multi	Located along edge of Garden City, co dominant main stem form, damage to the trunk. Good health.
82	Purple Leaf Plum	45cm	Poor condition, infested with English Ivy. Pruned for overhead wires.
83	Lawson Cypress	60cm	Cypress located close to Garden City, topped off at low height for overhead wire clearance.
84	Sawara Cypress	60cm	Poor condition due to shaded site conditions.
85	Japanese Maple	multi	Good size specimen but with broken branching and other damage resulting in limited landscape value.
86	Linden	50cm	Poor condition due to shaded site conditions.
87	Western Red Cedar	multi	Tree with multiple stem form from the ground. Ivy infestation.
88	Weeping Willow	70cm	Large old tree, dominant tree in this corner of the site. Tree has been pruned back in the past but remains in good condition.
89	Purple Leaf Plum	multi	Large multi stem tree located close to Garden City. Poor condition.
90	Lawson Cypress	multi	Smaller multi stem tree with poor form due to crowding.
91	Black Locust	multi	One of a series of multi stemmed Robinia in this area, leaning out toward the open light areas, good health, poor form.
92	London Plane	multi	Comprised of 10 stems all topped at low height for overhead wire clearance. Low value.
93	Norway Spruce	25cm	Small tree, part of a group of trees in this corner of the site, crowded form, low value.
94	Lebanese Cedar	65cm	Good upright form, somewhat crowded by large Willow (#88). Top was damaged in the past but the tree has recovered an upright crooked form. Good health.
95	Hazelnut	multi	Large cluster of hazelnut stems at intersection of Alderbridge Way and Garden City. Lots of dead wood, good health.

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96	Norway Maple	2 x 50cm	Co dominant main stems, good open canopy form, located close to Alderbridge way, good health
97	Cluster of Locust		Dense stand of small multi stem Black Locust. All leaning out toward open edges looking for light. Good health, poor form. Several small Cedars within the cluster of trees, crowded and shaded out by larger locust.
98	Purple Leaf Plum	45cm	Crowded in amongst the locust. Co dominant main stem form. Poor condition.
99	Cluster of mix trees	varies	Cluster of trees along the edge of Alderbridge Way comprised of Norway Maple, Birch and Hazelnut. No high value trees.
Trees within plan section #5			
100	Norway Maple	40cm	Located close to Alderbridge Way, good form and health, leaning toward the north.
101	Cherry	35cm	Old Cherry located close to Alderbridge Way, tree has been impacted by a car in the past. Not considered a high value tree.
102	Apple	50cm	Un maintained form, engulfed in blackberry. Good health.
103	Black Walnut	150cm	Large old tree, tree fell over many years but continue to grow while lying over on its side. Canopy has provided for homeless shelter in the past. Small tree fort in the canopy. Interesting tree and uncommon at this size.
104	Black Walnut	25cm	Smaller Walnut, likely a seedling from tree 103. Good condition.
105	Linden (Tilia)	50cm	Good open grown form, young tree, likely a seedling from tree #30.
106	Cherry	40cm	Small tree, poor condition.
107	Cherry	20cm	Small tree, poor condition.
108	Black Walnut	40cm	Leaning over, broken limbs, poor form, good health.
109	Western Red Cedar	45cm	Small tree with open grown form, good health.
110	Cherry	30cm	Fully engulfed in blackberry, poor condition.
111	Western Red Cedar	60cm	Co dominant main stem form, good health, open grown form, fully branched.
Trees within plan section #6			
112	Apple	45cm	Old tree, not maintained, poor form and health.
113	Western Red Cedar	40cm	Short and bushy form, good health.
114	Pin Cherry	30cm	Native Cherry growing on the edge of the Birch stand, good condition.
115	Pear	60cm	Old tree, not maintained, poor form and health.

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Photos:



Overview of the site looking north from
the open field to the south of the site.



View of tree #22, Linden tree
beside Alexandra Road.

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Detail showing the relationship between tree #22 and the open ditch along the edge of Alexandra Road.



View showing the large Firs and Cedars within group #11

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Detail showing the large sweeping limb off the side of the large Fir and the relationship between the tree and the ditch along Alexandra Road



View showing the open pasture conditions through the centre of the site and the stand of small Birch in the south east corner.

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Tree #104, the large Black Walnut that has fallen over but continues to grow.

3.6 Recommendation:

We have been provided with a conceptual plan for the site that shows a large retail building and open parking across the eastern half of the site and a mix of smaller retail buildings and parking in the west. A new north south road (High Street) will be developed to separate the two portions of the site. The ultimate concept calls for Alexandra Road to curve to the north west of High Street. As part of the current application, Alexandra Road will continue along the existing alignment in a straight line across to Garden City Way. The existing interim road alignment has tree retention implications.

The limiting factor in the determination of tree preservation within this site is the requirement to increase grades over the full site area and along Alexandra Road to meet flood level standards. The site must be raised from the current levels of .9 - 1.2m above sea level to 2.6m finished floor elevations with the centre line of Alexandra Road ranging from 2.0 to 2.6 metres. The development of this site will also require the removal of the soft organic surface soil layers and the preloading of the area to meet geotechnical requirements.

Prior to completing our detailed assessment of the tree resources, we met on site with the City of Richmond Tree Preservation Coordinator, Gordon Jaggs. The limiting factors in retaining trees on this site was discussed and it was generally agreed that there were three trees of particular interest to the city on the site, the large Linden in the middle of the site (#30), the somewhat smaller Linden along Alexandra Road (#22) and the large Fir and other associated conifers along the edge of Alexander Road (#11). It was agreed that we would review these trees in more detail to determine if preservation might be possible.

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After further study it was determined that the retention of the large Linden in the centre of the site would not be feasible due to the increase in grades and the fact that the tree is positioned in an area which would significantly impact locating buildings along High Street and creating the feel and functionality central to that from the Area Plan. The only realistic opportunity was thought to be along the edge of Alexandra Road. We have been in discussion with Aplin & Martin Consulting, the civil engineer to review the possibility of retaining trees in this area. We requested that sections be provided to help understand how the grades might be adjusted to suit the trees (sections are appended).

The situation adjacent to the large Fir (#11) is unrealistic. The grades and the sidewalk result in a situation where we can find no means to retain this group of trees. Even if the sidewalk were to be moved to the back of curb for physical clearance, the relationship between these trees and the open ditch that would be filled does not result in a situation where we believe the trees would have a reasonable chance of success.

The situation around the second Linden (#22) is somewhat better. The tree is set back further from the road and the grading is not as severe in this location as the road will only be raised to 1.41 metres. Even so, the retention of the tree would require relaxation of the City of Richmond's engineering design standards. Given the existing temporary condition of the Alexandra Road alignment, it is hoped that the City would accept a slightly modified condition where the north gutter line is shifted north, the existing Alexandra Road grades in the vicinity of the Linden tree are maintained with a slightly steeper centreline profile, sidewalk would be pulled back to the back of curb and a retaining wall (with railing) installed to provide as much clearance from the tree (5.3 metres) as possible. It would also be necessary for the city to agree to a catch basin being installed to drain excess water from around the tree into the new storm line proposed for the north side of Alexandra Road. The layout and drainage is demonstrated in the appended sketch from Aplin & Martin. It is important to note that the conditions surrounding the tree could be improved in the future when Alexandra Road is constructed to the ultimate design and adjusted to sweep away from the tree toward the north.

In addition to cooperation from the city, a portion of the site to the south and west of the tree will need to be designed suitably to optimize site conditions for the preservation of the Linden tree. After the site and the roadways have been raised to design grades, the retained Linden tree will, in effect, be left in a shallow depression in the site. In discussion with the landscape architect, it has been envisioned that the area surrounding the tree could be treated as a landscape amenity area with a pedestrian connection made to encourage public use of the space.

The preservation of the Linden tree will not be easy to accomplish and would require careful attention to preservation details and tree protection through all phases of development to ensure success. If the decision is made to preserve the tree, detailing of the on site tree preservation measures will need to be coordinated by all consultants. Minor pruning of the tree to improve form and structure would be recommended. If the City agrees to make adjustment to the engineering of Alexandra Road, we will work to ensure that the on site design is adjusted to ensure the best opportunity for the retention of this tree.

Refer to the appended Aplin & Martin sketch sections for additional information: Tree #11 - (1200fir.pdf) Tree #22 - (Linden tree drainage.pdf)

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4.0 Limitations

We attach the following clauses to this document to ensure you are fully aware of what is technically and professionally realistic in the assessment and preservation of trees.

This Arboricultural field review report is based only on site observations on the date noted. Effort has been made to ensure that the opinions expressed are a reasonable and accurate representation of the condition of all trees reviewed, however, conditions influencing the opinion and recommendation as provided in this report can change quickly and without warning. Any trees retained should be reviewed on a regular basis to ensure reasonable safety and to minimize the associated risk.

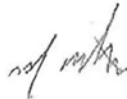
The assessment was completed based on visual review only. None of the trees were dissected, cored, probed or climbed. All trees or groups of trees have the potential to fail. No guarantees are offered or implied by Michael J Mills Consulting or their employees that the trees are safe given all conditions. Trees can be managed, but they cannot be controlled. To live work or play near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

The assessment provided was based on preliminary information only. No detailed information with respect to the final form of the development, site grading or the location of the site servicing was provided.

The information provided in this report is for the exclusive use of our client and may not be reproduced or distributed without permission of Michael J Mills Consulting.

Please contact the undersigned if you have any questions or concerns regarding this matter.

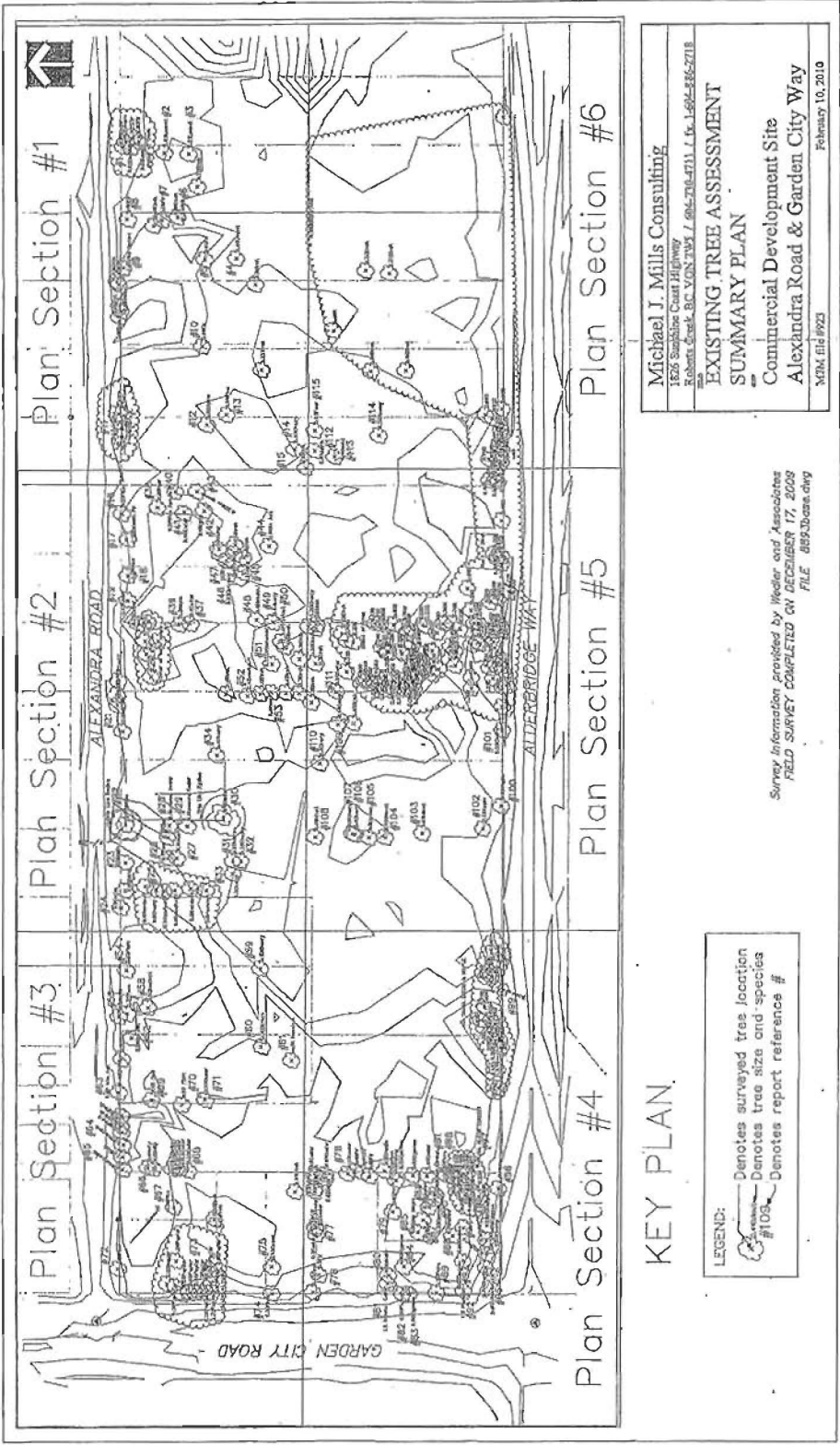
Yours Truly,

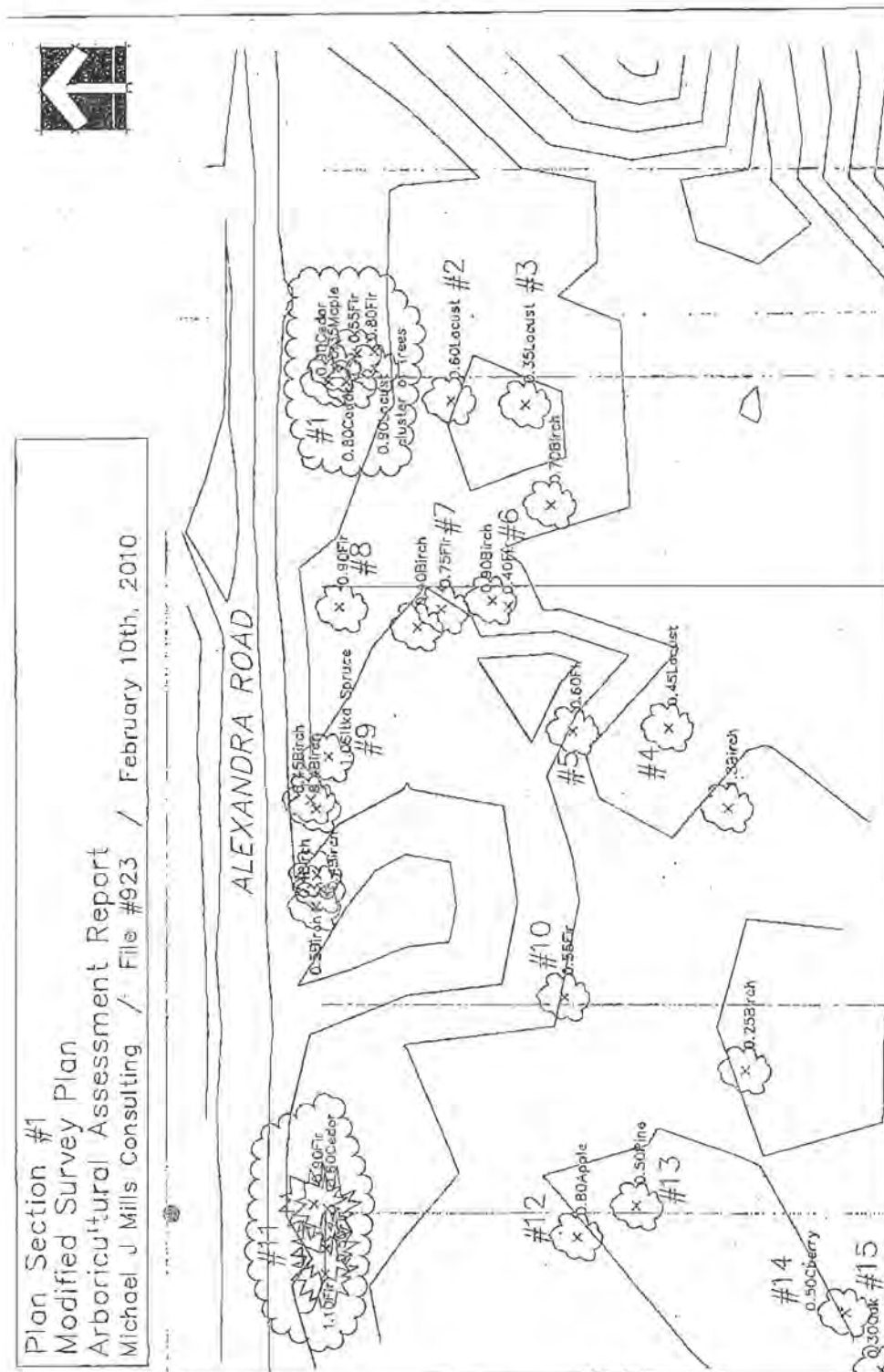


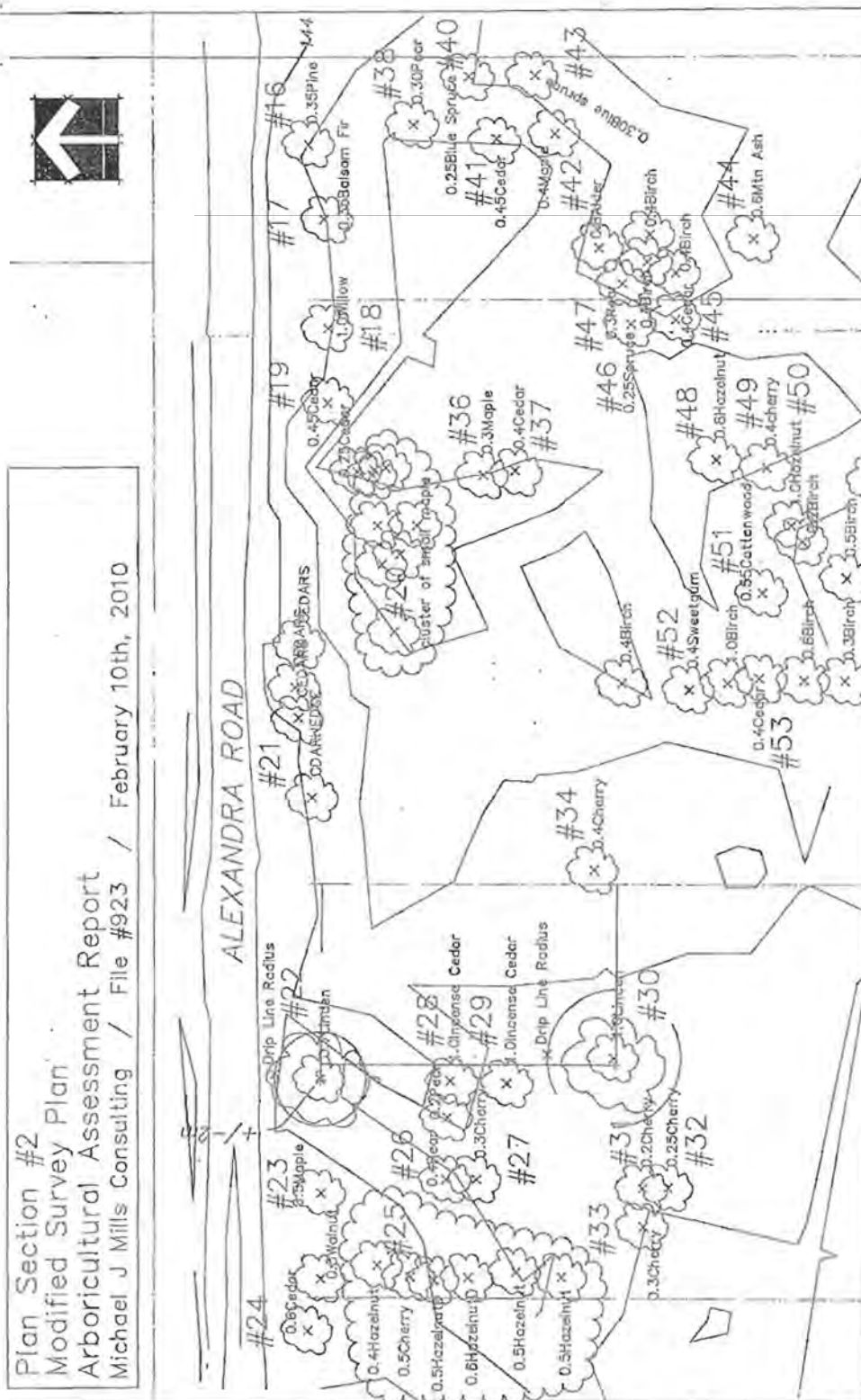
Michael J Mills
ISA Certified Arborist PN #0392
Certified Tree Risk Assessor #187

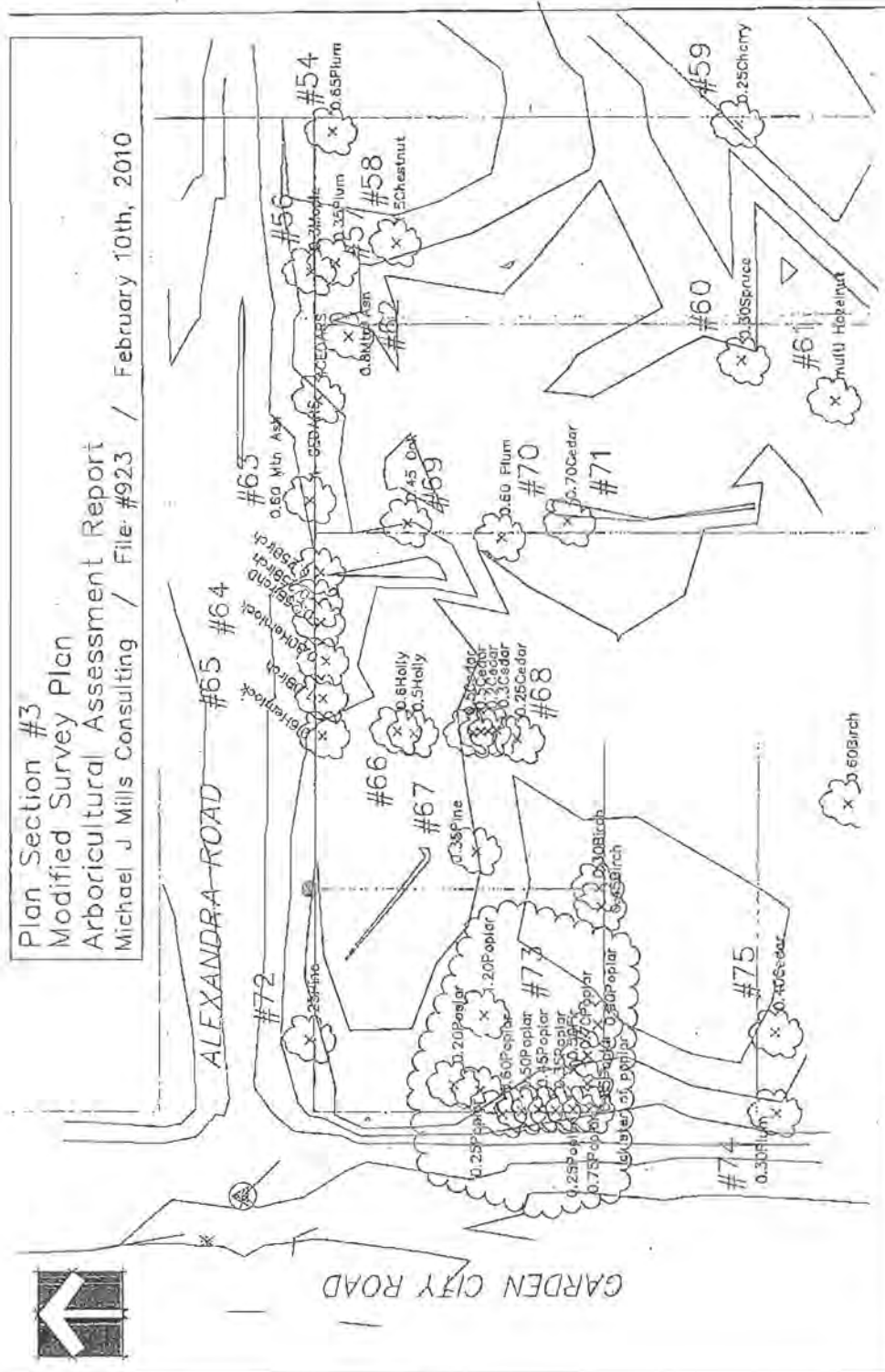
Appendix: #1 - Key plan, modified tree survey
 #2 - 7 - Plan sections 1 - 6, enlargement of survey plan
 Applin & Martin Sketches Tree #11 - (1200fir.pdf) Tree #22 - (Linden tree drainage.pdf)

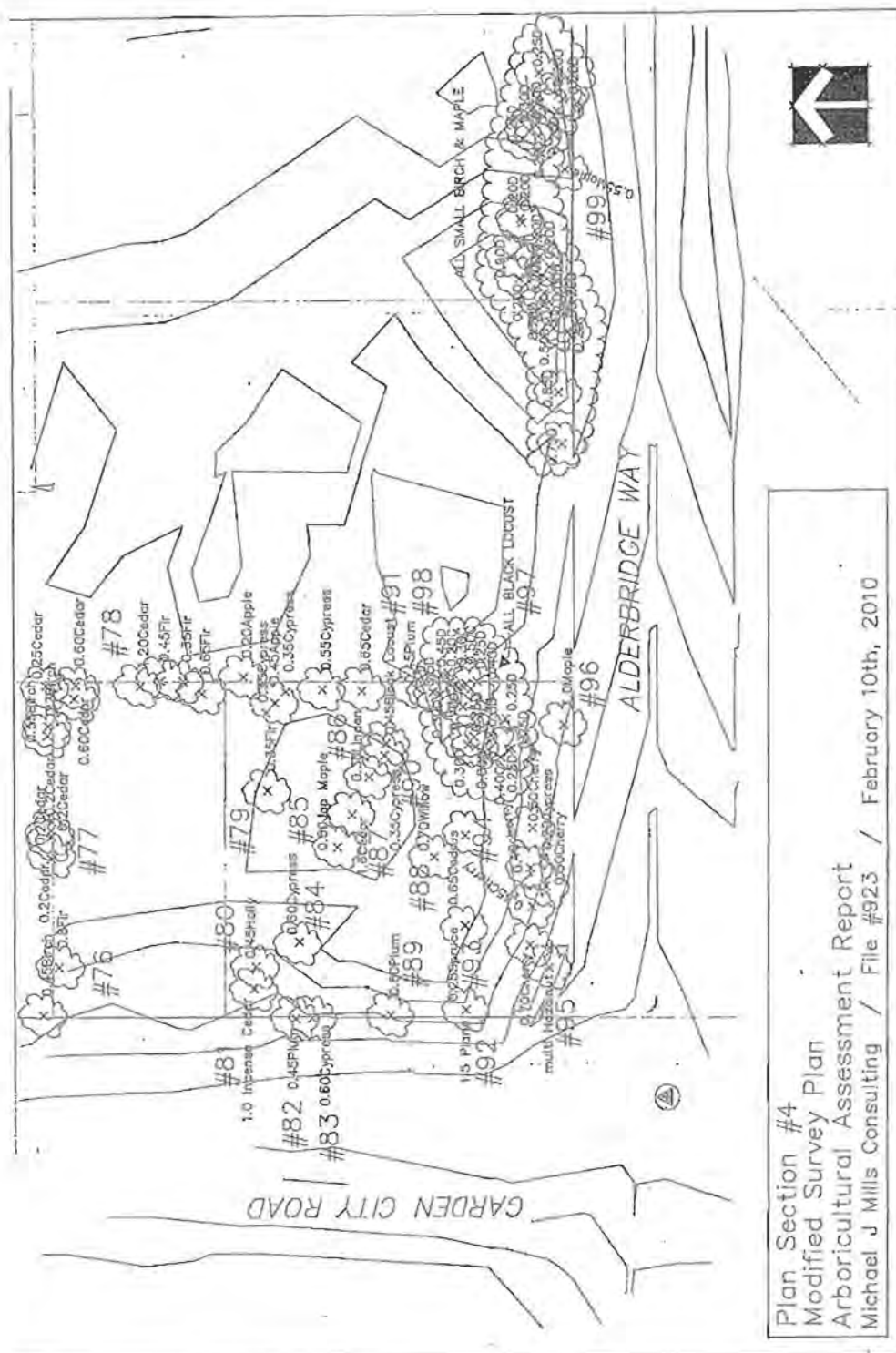
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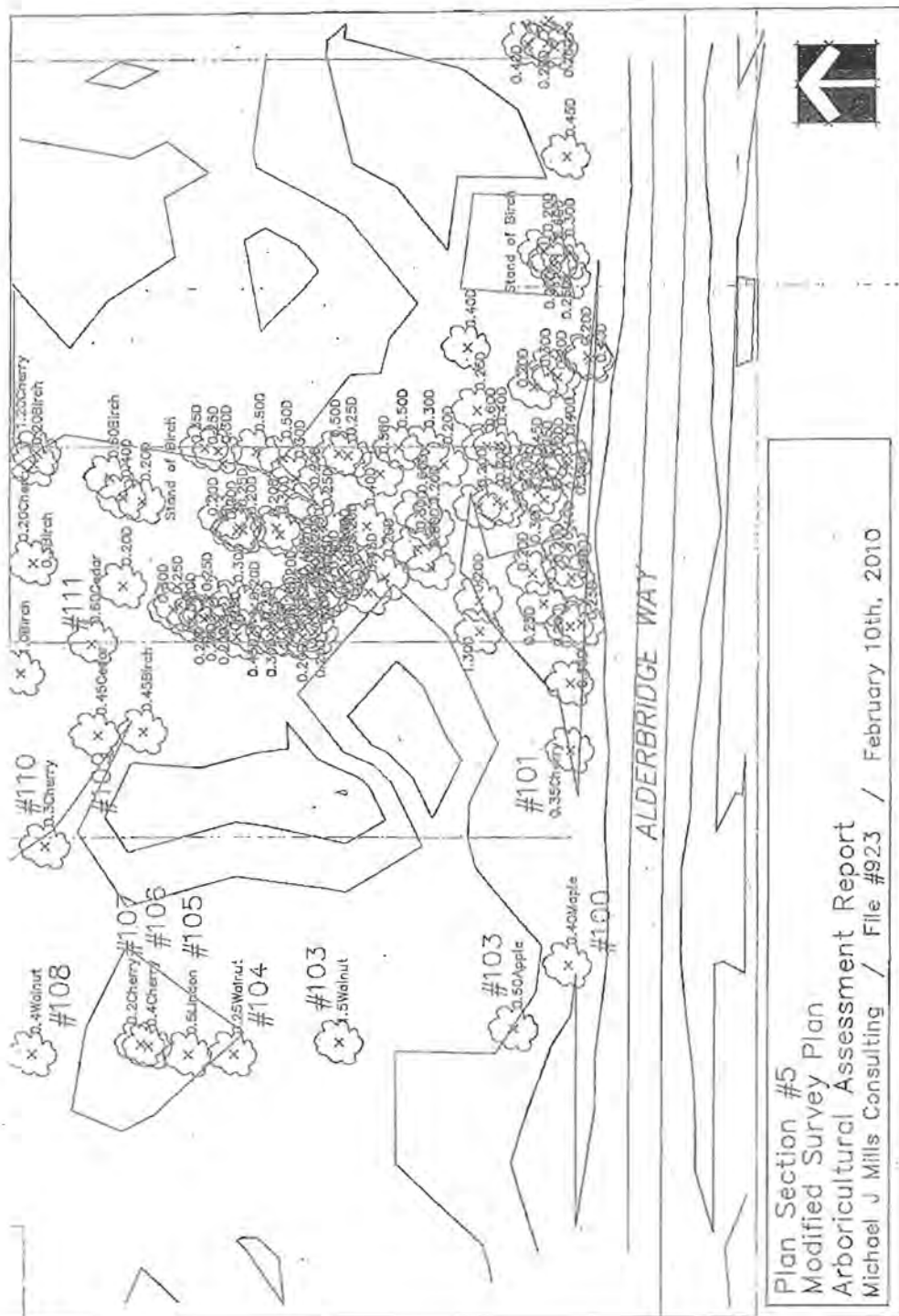


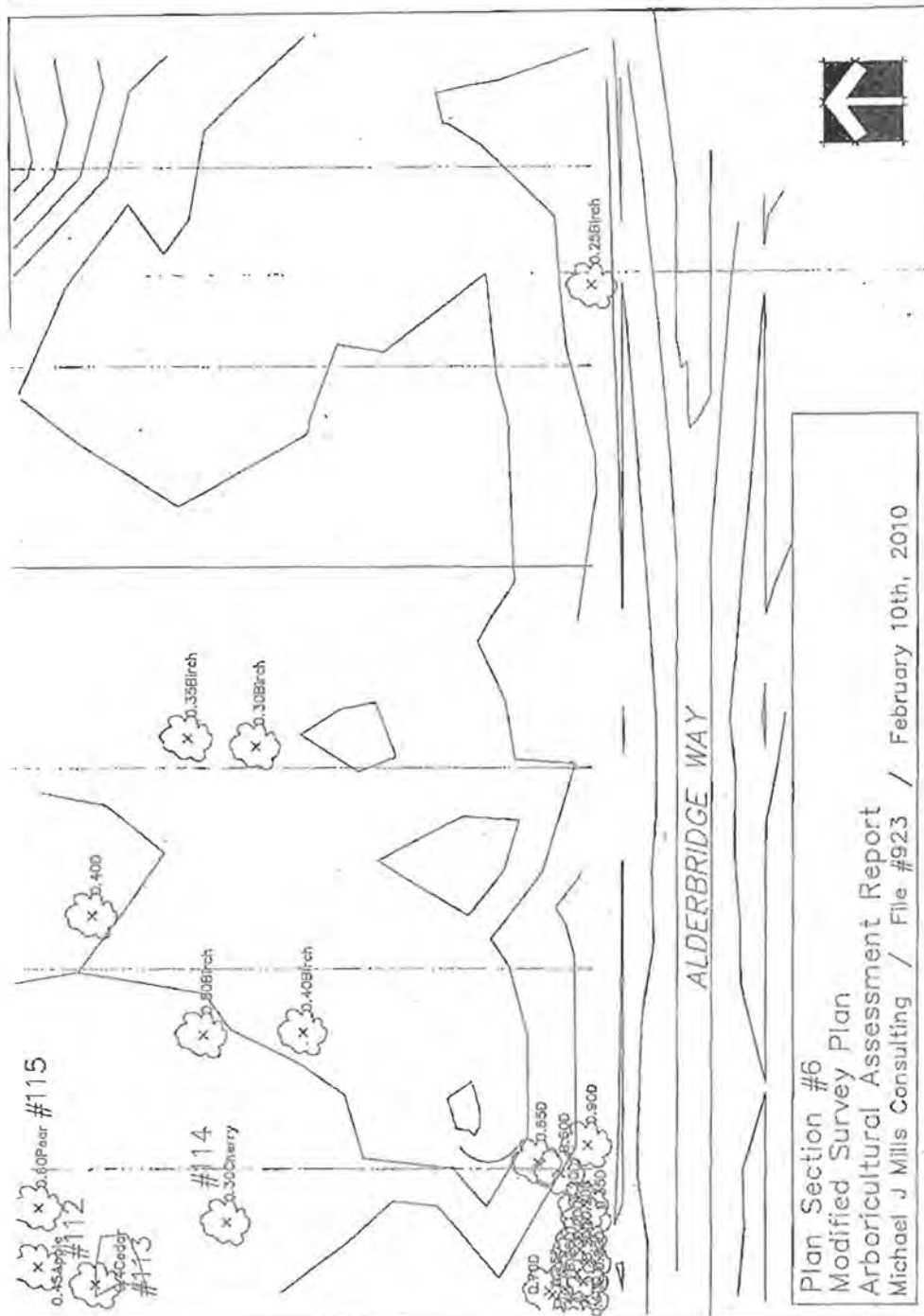


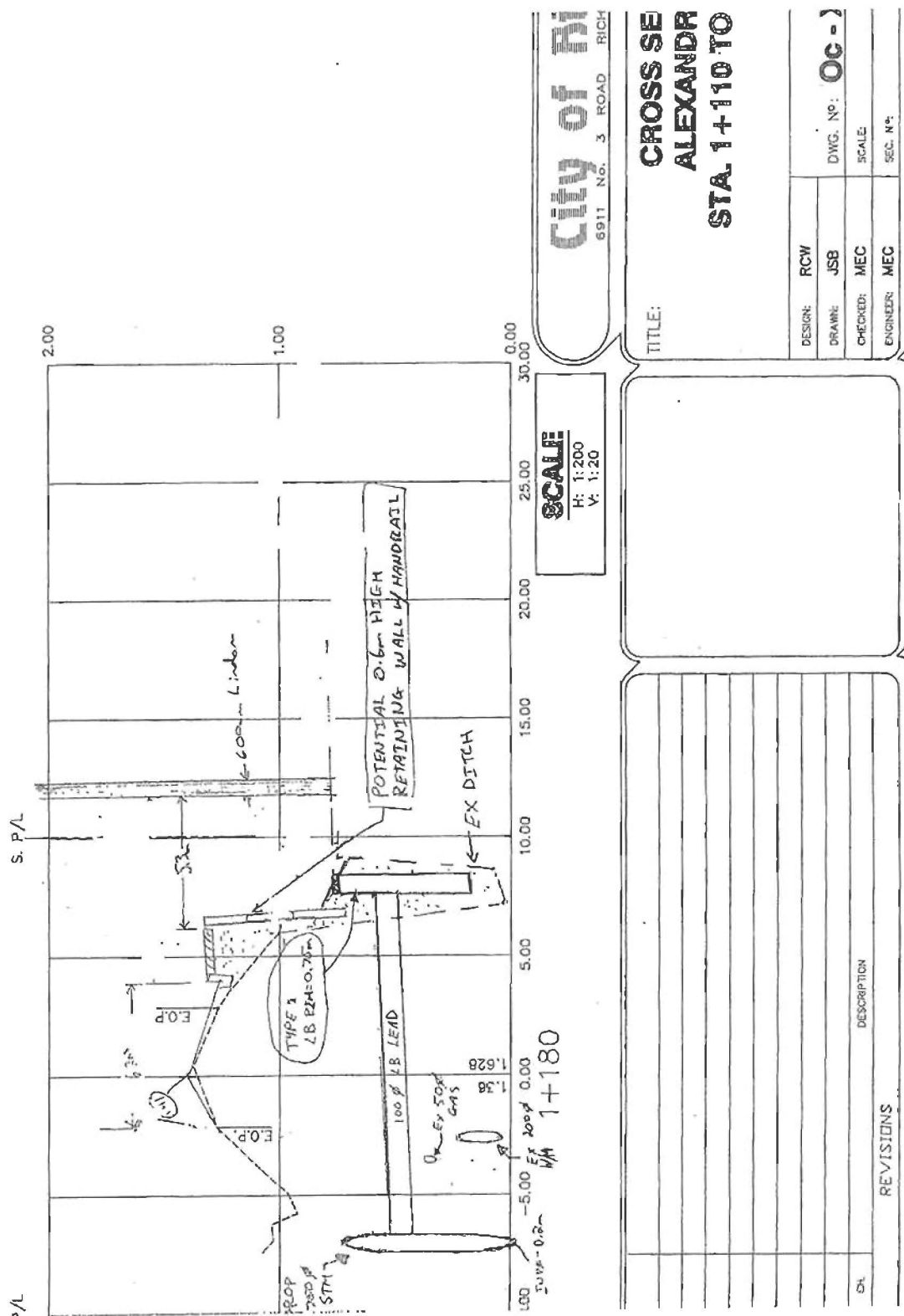


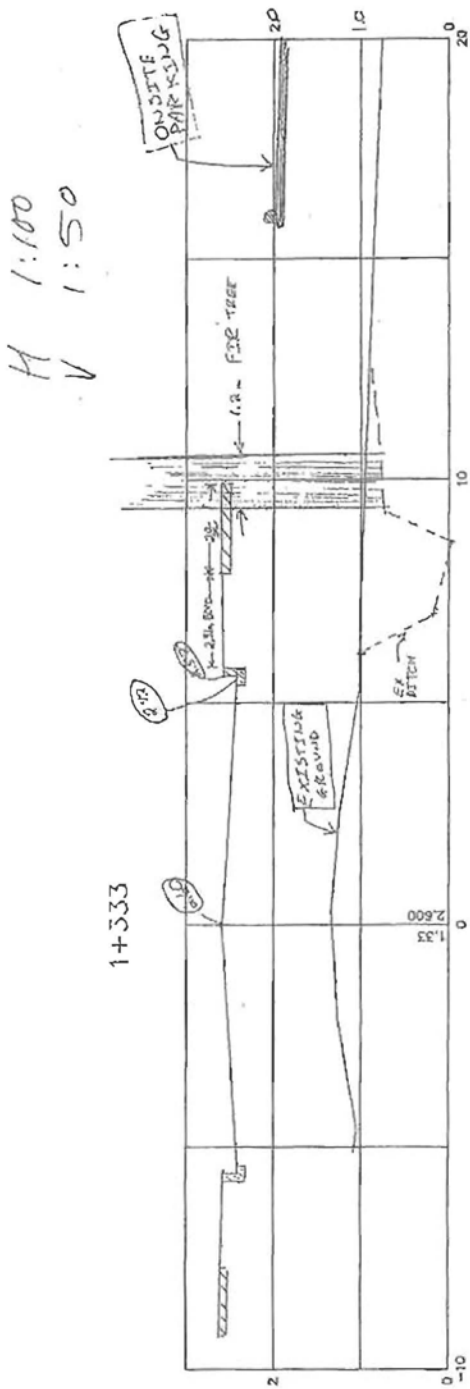












SmartCentres Supplemental Vegetation Assessment

Michael J Mills Consulting
Certified Arborist

Date:	September 27 th 2013	Project File No.:	923
Attention:	Alan Lee	Project Name:	Richmond Smart Centre Commercial Development
Firm Name:	Smart Centres	From:	Michael Mills

We were requested to provide comment and advice with respect to several specific tree related questions that have been asked of Smart Centres during the approval process with the City of Richmond. We revisited the site earlier on today's date to ensure we were familiar with the current site conditions prior to responding.

Question 1:

Can the trees identified as large significant trees be relocated?

There are three trees on this site that have been identified as large significant trees; those include two Linden trees (report reference #22 & 30) and a large Douglas Fir (tree #11). We understand that tree #8 (Douglas Fir) was mentioned in a staff report, however, we have never considered this specimen to be a high value tree due to poor form and structural issues.

We premise our response by stating that with enough time, money and resources, almost any tree can be moved. I have personally been involved in the successful relocation of many small and moderate scale trees but never any of the scale of the three trees in question.

Tree #30 is a substantial Linden tree. The trunk diameter is approximately 90cm dbh and the tree is over 35metres in height. The minimum size of root ball that would need to be excavated to relocate this tree would be approximately the same as the drip line radius. We measured this radius to be approximately 15metres. We are not sure what the weight of a 30 metre wide package of soil might be but we can reasonably estimate that there is no single crane in BC with the capacity to lift the associated weight, even if a truck could be found that could move such a large tree.



Tree #30

The other Linden tree (#22) is slightly smaller in scale but still substantial in size. We comment that this tree is suffering this growing season from an insect infestation that has defoliated a notable extent of the canopy. No insect activity was apparent on the tree to allow for precise diagnosis but this species of tree is known to be susceptible to Winter Moth and the damage appears to be consistent with the feeding habit of this small caterpillar.

644 Bay Road Gibsons BC V0N 1V8 Phone: 604-230-4711 / mills@dccnet.com

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*Tree #22:
Note light foliage density
and ditch along Alexandra
Street.*

The Fir tree (#11) is the largest of all three trees.



*Tree #11:
Part of a group of three
trees, 2 Firs and 1 Cedar.*

The limiting factor for both of these trees, beyond the large scale, is the association with the open ditch along the edge of Alexandra Street. Both trees have spent their life with unlimited access to the water that stands in this ditch year round. Based on our knowledge of how trees grow, we can reasonably assume that there is an extensive root system associated with both of these trees that extends along the edge and under this ditch. The relocation of trees that have grown under such site specific conditions would not be recommended as there is no realistic way for a tree to compensate for the abrupt change in the localized environment that would result. Even if one could physically move these trees (which again would be extremely difficult and expensive) the chances of survival would be very low.

In our opinion, the three large trees are not realistic candidates to be relocated.

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Question 2:

We were asked to comment on the type and condition of the vegetation along the south edge of the site adjacent to Alderbridge Way.

We understand that comment has been made with respect to the green edge that is present along the north side of Alderbridge way. There are presently three more or less distinct vegetation zones along this section of the road. First there is the corner area close to Garden City Road, there is the central section and the forested area at the east end.

The pre-existing property at the corner of Alderbridge Way and Garden City Way was previously occupied with a single family home. Over the years, trees were planted and have naturally occurred along this edge of the property. Tree species in this area include Hazelnut, Cherry, Maple, London plane and Black Locust. Many of the trees have been damaged by past pruning but they remain relatively healthy. There are no trees in this area of high individual landscape value. The understory vegetation in this area is dominated with Blackberry and Japanese Knotweed, two undesirable plant invasive species. We comment that the site plan indicates that Richmond intends to widen Alderbridge Way in this area such that all of the existing trees along the edge of the road will need to be removed.



View of the vegetation at the intersection of Alderbridge Way and Garden City.

In the central area, the vegetation is dominated by invasive plant species. Both Blackberry and Japanese Knotweed have established in substantial clusters. Many of the existing trees have died or are in advanced decline. While the edge could be described as green, the quality of the vegetation would be rated as very poor.



Central area showing Blackberry infestation and dead and declining trees.

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View of the Japanese Knotweed infestation through the central area.

Toward the eastern end, there is a dense stand of immature Paper Birch that has naturally established close to the edge of the road. Most of the trees are quite small. Most of the smaller trees remain in relative good health, however, the species as a whole is under attack in the Richmond area from an insect referred to as the Bronze Birch Borer. The trees in this area remain in overall good health only because of their relative small size. The insect is attracted to the top of birch trees and as such the insect tends to attack larger trees first. There is no viable means to contain or control this pest and as such the long term prognosis for all of the Birch trees in Richmond is in question.



Overview of the forested area along Alderbridge Way at the east end.



Example of the damage caused by Bronze Birch Borer. Trees in this photo are located along the edge of Alderbridge Way.

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Question 3:

We were asked to review the site for possible candidates for the relocation of trees to the proposed ESA dedication area at the northeast corner of the proposed development.

Unfortunately, there are very few quality trees within the development area. Most of the trees suffer from a variety of ailments such as poor form, past pruning practices, poor health etc. We have reviewed the site and can confirm that there are no small or moderate scale trees with potential to be relocated that would meet the traditional definition of "high value tree".

There are two moderate scale trees that could potentially be relocated to the north east corner. Tree #67 is an Austrian Pine with good open grown form. Tree #17 is a Balsam Fir that maintains good open form despite the double leader.



Tree #67, Austrian Pine



Tree #17, Balsam Fir

Both trees are of relative large size with an estimated trunk diameter of 40cm dbh. Relocation would be challenging but if completed with care under winter dormancy, relocation could be a viable option. In our opinion, neither tree is of sufficient quality or landscape value to warrant the significant cost associated with the relocation of trees of this scale.

There are several smaller trees on the site that could be relocated such as Locust and Poplar seedlings, however, trees of this scale could be purchased new from nurseries more cost effectively than relocation.

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Additional photos of the existing site trees were recorded and are available for use if required.

I trust this information will help to address the questions that have been put to us. Please feel free to contact us if you have any questions or concerns with the information provided.

Regards



Michael Mills
ISA Certified Arborist PN0392

Recent Correspondence (since September 17, 2013)

Guzzl, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 10:59
To: 'Katie Eliot'
Subject: RE: No to Walmart development - again NO

This is to acknowledge and thank you for your email of September 16, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276 4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Katie Eliot [<mailto:keliot@langara.bc.ca>]
Sent: Monday, 16 September 2013 4:30 PM
To: MayorandCouncillors
Subject: No to Walmart development - again NO

Good afternoon,

I understand there is another Walmart proposal coming to you tomorrow afternoon.
Once again, there is no need for another shopping centre and more traffic congestion in downtown Richmond.

After the extreme rainfall we had last night, isn't it more important to have natural areas such as the Garden City Lands bog to soak up all this water?
More blacktop and concrete will just exacerbate such problems and put more strain on city sewers.

Please think sustainably and keep the Garden City Lands area completely in the ALR - no exceptions!

Thank you,
Katie Eliot
Katie Eliot
Division Assistant
Creative Arts & Humanities
(604) 323-5005

Langara College
100 West 49th Avenue, Vancouver, BC; V5V 2Z6

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 11:02
To: 'Lorne Brandt'
Subject: RE: Walmart/Smart Centres Mall

Follow Up Flag: Follow up
Flag Status: Flagged

This is to acknowledge and thank you for your email of September 16, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Lorne Brandt [<mailto:lorne.brandt@shaw.ca>]
Sent: Monday, 16 September 2013 4:36 PM
To: MayorandCouncillors
Subject: Walmart/Smart Centres Mall

Honourable Mayor Brodie and Council,

I am a resident of the city centre, writing about a meeting Tomorrow, Sept 17, night in which I understand you will be discussing the Walmart wishes...

in the first place, with Target just opening and 2 other major malls in the area, not to mention 3 lesser ones, with Walmart being just down the road in New Est, I don't think we need another big shopping centre on Alexandra/Alderbridge. We have plenty of stores downtown - lots of dollar type stores and other discounts to compete with Walmart too.

If you do approve Walmart, you lose my support. But if you do approve it, P-L-E-A-S-E, PLEASE please, get them to tone it down so they leave at least a 15 metre green strip of what is now growing there. I am one of those who really enjoy having Garden City Lands there and I don't want to be at the lands and looking across the street at a mall. Imagine doing that at Stanley Park or Garry Point!

Thank you.

Richmond BC.
lorne.brandt@shaw.ca
https://www.facebook.com/lorne.brandt.1?ref=tn_tnmn
<http://reflect-lulu-isle.blogspot.ca>
This message may have been dictated by Macspeech

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 12:56
To: 'Pam Price'
Subject: RE: September 17th meeting

Follow Up Flag: Follow up
Flag Status: Flagged

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Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Pam Price [<mailto:pamofqwent@shaw.ca>]
Sent: Monday, 16 September 2013 4:44 PM
To: MayorandCouncillors
Subject: September 17th meeting

To the Mayor and Councillors:

As a resident of Richmond for 30 years I urge you, at the meeting on September 17th regarding the Walmart project, to stop this continuous ceding to developers. They keep up the pressure time after time to get what they want and city staff encourage them in this. What about what the citizens want? We seem to be asked time and again the same questions. I urge the Mayor and council to reconsider this development of the Walmart Mall and protect the viewscape and the wildlife corridor.

Sincerely,
Pam Price

Guzzi, Brian

From: Mayor and Councillors
Sent: Tuesday, 17 September 2013 12:58
To: 'Kathryn and Gord'
Subject: RE: Re Walmart on Alderbridge proposal

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Kathryn and Gord [<mailto:potdoug@shaw.ca>]
Sent: Monday, 16 September 2013 5:07 PM
To: Mayor and Councillors
Subject: Re Walmart on Alderbridge proposal

To the Mayor and Councillors of Richmond,

As a 20-year citizen of Richmond I would like to share my thoughts on this proposal. We have a large and vibrant shopping area in Richmond that is not currently fully utilized – witness the various For Lease signs in malls and on 3 Road. We do not need to expand retail in to parts of Richmond that are currently designated as green and that should remain green.

Let us focus our attention in a central area of the city.

Regards, Kathryn Potter
potdoug@shaw.ca
604-274-3777

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 12:58
To: 'Bell, Yvonne [HSSBC]'
Subject: RE: Smart Centre Mall

Follow Up Flag: Follow up
Flag Status: Flagged

This is to acknowledge and thank you for your email of September 16, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

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Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Bell, Yvonne [HSSBC] [<mailto:Yvonne.Bell@hssbc.ca>]
Sent: Monday, 16 September 2013 5:24 PM
To: MayorandCouncillors
Subject: Smart Centre Mall

I would like the Mayor and Councillors to make sure there is a buffer of forested land kept along the north side of Alderbridge Way between 4 road and Garden City road. This forested land would be a continuation of a buffer that already exists along Alderbridge Way between 4 road and Shell road. The city has already allowed over 1000 trees to be removed from inside the Garden City road, 4 road, Cambie Road, and Alderbridge Way area (this from the developers arborist reports). Please don't let this become another treeless mall site. Mall developers promise landscaping but never deliver. They're just acres of blacktop with the odd tree. As a lifelong resident of Richmond and commuter cyclist, I am thankful for every urban forest we have left here in Richmond. Please do not let another urban forest be paved over, we have so few left. As you all well know, paving over forests with blacktop is one of the causes of climate change. Thank you for your time.

Yvonne Bell
10431 Mortfield Road
Richmond, BC
V7A 2W1

Guzzi, Brian

From: MayorandCouncilors
Sent: Tuesday, 17 September 2013 12:59
To: 'Pantelis Karaplis'
Subject: RE: WallMart Mall

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

-----Original Message-----

From: Pantelis Karaplis [mailto:pantelis_karaplis@shaw.ca]
Sent: Monday, 16 September 2013 7:45 PM
To: MayorandCouncilors
Subject: WallMart Mall

Please let Planning Staff know that another mall is not needed in Richmond. If a Richmond resident wishes to shop at Walmart, they can drive to Vancouver or New Westminster. Please, not another Costco type project here. We have enough of these. They are ugly.

With respect,
Pantelis Karaplis
6260 Skaha Crescent

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 13:01
To: 'Penny Budd'
Subject: RE: Garden City Lands

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Penny Budd [<mailto:pobudd@telus.net>]
Sent: Monday, 16 September 2013 8:02 PM
To: MayorandCouncillors
Subject: Garden City Lands

I understand that Wal-Mart is trying to buy Garden City Lands!
Don't we have enough concrete in Richmond?
Enough is enough! Everywhere you look there is building going on but I don't see any new parks being built. Even the old railway track has gone to make way for MORE paving over when we already had a bicycle path right there on the road and the natural greenery and blackberry bushes have been ripped down, covered by blacktop. I can't imagine what Richmond will be like in 10 years time! We certainly don't need any more shopping centres so why don't the council concentrate on leaving the Garden City Lands GREEN.

Sincerely, Penelope Budd
8160 Fairbrook Crescent, Richmond.

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 13:04
To: 'brian phillips'
Subject: RE: Walmart Mall - Alderbridge Way

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: brian phillips [<mailto:brianmaryphillips@hotmail.com>]
Sent: Tuesday, 17 September 2013 7:56 AM
To: MayorandCouncillors
Subject: Walmart Mall - Alderbridge Way

Dear Mayor and Councillors,

I would like to add my voice to the other citizens of Richmond especially those who live in the City Centre who have begged you not to approve the Walmart Mall as proposed by the developers and City staff. You will be destroying a priceless city viewscape for the benefit of a retailer like Walmart that has the worst of reputations for how it keeps its prices so low. (Low pay and few benefits for its employees as well as sourcing its products from Asian sweatshops like the one that killed hundreds in a fire in Bangladesh)

Please do not do as you have in Steveston for Onni. The lovely waterside walkway that I walk most days has been irretrievably spoilt by the ugly concrete buildings and already cracking concrete pathways (no park, no new community library as once promised). If Onni's proposal is accepted, Steveston will have big retail stores and all the truck and vehicle traffic that involves — Moncton St will be transformed and not for the better. Yet the City and Tourism BC continues to advertise the "gem" of historic Steveston to visitors.

The wildlife corridor along Alderbridge Way from Garden City Rd to No 4 Rd and north to Alexandra Rd should be preserved. The remains of the urban forest and the ESA should be preserved. What a mockery of the City's Tree By-Law such destruction will be.

Please do the right thing for Richmond and its residents not the developers for once.

Mary Phillips

219- 5500 Andrews Road, Richmond. 604-271-8794

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 13:06
To: 'Janice'
Subject: RE: Walmart - SmartCenter Malls Application

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Janice [<mailto:jann.lambert@gmail.com>]
Sent: Tuesday, 17 September 2013 8:44 AM
To: MayorandCouncillors
Subject: Walmart - SmartCenter Malls Application

Dear Mayor and Councillors:

I respectfully request that you and your colleagues deny the application to build a new Walmart or any other such enterprise in the space suggested opposite the Garden City Lands.

1. We need to protect the beauty that is Richmond, what's left of the beautiful green space is enhanced by the gorgeous views of the North Shore mountains.
2. There is a huge Walmart only 15 minutes drive along the East West connector that was recently enlarged, there really is no need for another big box store so close.
3. Traffic, which is already challenging in that area during busy peak times will be even more difficult to navigate and large trucks of merchandise will be clogging one of the main arteries in and out of Richmond even further.

Many folks in Richmond are not aware of the proposal to build in that space, my fear is that if the proposal is not denied, we will see more big box stores spreading across that whole city block over the next few years - we don't need more in Richmond. If this is encouraged, it will kill the smaller stores in the central Richmond corridor, stores that have been there for decades.

Thank you for taking the time to read my message,

Sincerely
Janice Lambert

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 13:08
To: 'Bonnie Elliot'
Subject: RE: Re Garden City Lands and Walmart proposal

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

-----Original Message-----

From: Bonnie Elliot [<mailto:bonnieeliot@shaw.ca>]
Sent: Tuesday, 17 September 2013 8:45 AM
To: MayorandCouncillors
Subject: Re Garden City Lands and Walmart proposal

Dear Sirs and Madams,

Once again our remaining natural lands are under attack by multi-national corporations. Walmart is once again proposing developing on the Garden City Lands. Everyone I talk to in my neighbourhood (Seafair) is very much opposed to any more development. We all thought that you have firm plans for urban gardens/agriculture through Kwantlen, and to leave other areas as is.

There is so much development in Richmond that it is rare and very desirable to have nature close. These bog lands are a precious natural resource that cannot be replaced. Once encroached upon, it will be too late to save this beautiful landscape.

I ask that you represent my views in this afternoon's proposal meeting. Pls continue to stand firm and block any Walmart development.

Sincerely,
Bonnie Elliot
8151 Fairbrook Cres

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 13:10
To: 'Kate E'
Subject: RE: Walmart - not again!

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

-----Original Message-----

From: Kate E (<mailto:katekate88@shaw.ca>)
Sent: Tuesday, 17 September 2013 8:52 AM
To: MayorandCouncillors
Subject: Walmart - not again!

Dear Mayor and Councillors,

I can't believe that Walmart is once again proposing to develop part of the Garden City Lands. Didn't you turn them down last December? How much longer will Walmart waste your time with plans that do not fit with The Garden City, our beautiful Richmond?

Pls continue to stand up for the Kwantlen University plan, and for all citizens of Richmond who need clean air to breathe, and open spaces to de-stress. With all the current and imminent future traffic in Richmond Centre, the bog lands are needed more than ever!

I'd be grateful if you would represent my viewpoint at today's meeting.
Special Hello to Harold and Bill!

All the very best,
Kate Eliot

Guzzl, Brian

From: MayorandCouncilors
Sent: Tuesday, 17 September 2013 13:12
To: 'Berda, Betty [RH]'
Subject: RE: Garden City Lands/Wallmart

Follow Up Flag: Follow up
Flag Status: Flagged

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Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Berda, Betty [RH] [<mailto:Betty.Berda@vch.ca>]
Sent: Tuesday, 17 September 2013 9:21 AM
To: MayorandCouncilors
Subject: Garden City Lands/Wallmart

Please consider keeping the trees that line the north side of Alderbridge Way between 4 rd and Garden City Road. With so much development, and a soon to be large complex in this area, it would provide a better view for the public, visitors to the area, as well as keeping these lovely trees intact.

Sincerely,

Betty Berda
58-8640 Bennett Rd.
Richmond, BC

Guzzi, Brian

From: Mayor and Councillors
Sent: Tuesday, 17 September 2013 13:13
To: 'Barbara Allan'
Subject: RE: Walmart Mall/SmartCentres Mall

Follow Up Flag: Follow up
Flag Status: Flagged

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Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 5911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Barbara Allan [<mailto:bjallan@hotmail.com>]
Sent: Tuesday, 17 September 2013 10:31 AM
To: Mayor and Councillors
Subject: Walmart Mall/SmartCentres Mall

Dear Mayor and Councillors,

It is my responsibility as a resident of the City of Richmond to voice my opposition to the construction of Walmart or similar big box stores in the Alderbridge area. Continued destruction of the natural habitat will soon make Richmond another lifeless, predictable, black-topped wasteland, quite contrary to the goal of being a livable city where man and nature can still connect. There is more to life than shopping. Let's not continue to throw up barriers between ourselves, and our children, to nature.

This afternoon's meeting is your opportunity to think about the "bigger picture."

Thank you for your consideration.

Barbara Allan
6460 Swift Ave,
Richmond

Guzzi, Brian

From: MayorandCouncillors
Sent: Tuesday, 17 September 2013 13:14
To: 'Tim H'
Subject: RE: Walmart Mall or SmartCentres Mall

Follow Up Flag: Follow up
Flag Status: Flagged

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Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Tim H [<mailto:kwazimoto@msn.com>]
Sent: Tuesday, 17 September 2013 11:52 AM
To: MayorandCouncillors
Subject: Walmart Mall or SmartCentres Mall

Hello Mayor & Councillors

Please leave the Garden City Lands as a green space, putting in a Walmart could be devastating to small businesses in the area not to mention a big box store in a already concrete jungle complete with all the congested traffic and smog, I love Richmond but it's starting to look like a big metropolitan city like Vancouver or Toronto

Thanks for listening Tim

From: Yvonne Harwood [mailto:mail@yvonneharwood.mygbiz.com]
 Sent: Tuesday, 17 September 2013 12:12 PM
 To: Mayor and Councilors
 Subject: "Wal-Mart mall" or "Smart Centres mall"



Good Morning, Your Worship, Mr. Mayor & Honourable Council Members:

I am writing to speak AGAINST the application of Walmart and their associates for approval of plans to locate in Richmond. I am writing to you, in the hope that you will listen to your constituents, rather than your staff, many of whom don't live in Richmond.

There are many reasons for my strong opposition, not all of which I write here (not necessarily in order of priority):

PROPERTY VALUES:

Installation of a Walmart store/mall has a huge negative impact on its surrounding property values, which, in turn, negatively affects the City's tax base income. Ask yourselves, how anxious would you be to purchase a residence in close proximity to a Walmart.

Cheap retail outlets cheapen their area. Isn't the rent charged in mall locations of high-end retailers higher than their opposites? This indicates the low desirability of proximity to low-end retailers.

Currently, the World, many organizations and the public hold Richmond in high esteem as a desirable place to live. Allowing Walmart into Richmond would seriously and negatively impact that position. As a Richmond REALTOR® I am sensitive to the impact any development or change may have on the 'desirability' of Richmond as a place to live. One only has to look at the variance of property values between the different areas of Richmond and the reasons behind those differences, to see how just one characteristic can impact an area's values; I ask you to think about the impact such a huge characteristic as a Walmart Mall would have on the entire Garden City Area.

POLLUTION – visual; air; water and wildlife habitat loss:

Walmart and its associates do not have a reputation for inspiring, or even attractive architecture or concepts. Not only are the actual structures and their surrounding parking areas repelled by the eye, but the destruction of the current natural vistas this project would necessitate will deplete Richmond's quantity of natural beauty; such destruction quadruples the negative visual impact the subject project would have.

The negative impact this loss of natural terrain will have on Richmond's air quality and rain water absorption is incalculable. Do we really want so many additional acres of asphalt serving as an oil additive to our storm water, our Mighty Fraser River and the Straights of Georgia? I think not.

What will the Walmart or the City do to re-house, feed and protect the thousands of creatures which call that area home? We will lose so many birds and other creatures to what, an unwanted edifice to the "love of money" – the root of all evil.

While there are many hundreds speaking against this project, there are a hundred times that number who feel the same way but remain silent.

It is possible that those of Council who are seen* to be in favour of this project may have difficulty in any future bid for a Council position.

*"Those who sit on the fence are, in reality, on the side of the oppressor." *Unknown author.*

Sincerely,
 Yvonne Harwood
 Parsons Road, Richmond
 A Richmond Resident for 25 years

From: Sharon MacGougan [mailto:sharonmacg@telus.net]
Sent: Tuesday, 17 September 2013 12:20 PM
To: MayorandCouncillors
Subject: Walmart mall

Dear Mayor and Councillors,

I am writing against the proposed Walmart development. Walmart is not the type of corporate citizen that I want to see in Richmond and especially not in such a key area as has been proposed.

According to a Globe and Mail editorial (September 16, 2013) Walmart has done nothing to assist the victims of the devastating fire in a clothing factory in Bangladesh that killed more than 1,100 workers. Walmart took advantage of cheap labour but has taken no action in the five months since the fire to compensate the victims.

"Shockingly, only nine of the 29 brands whose products were made in the Rana Plaza complex attended a meeting last week that was called to discuss compensation for the victims. The talks, chaired by the International Labour Organization in Geneva, were intended to figure out how to help the injured and the families of those killed."

"Many big retailers, including Walmart ... didn't bother to send anyone to the meeting, although they were invited."

To date, only one of the 29 companies has given out any compensation and it was not Walmart. "Perhaps some companies think that because the Rana Plaza disaster is no longer in the headlines, they can slink away from their responsibility to those who suffered."

I'm sure that Walmart representatives will be out in force as this proposal is discussed. But is this the type of company we want in Richmond's heart (centre of Richmond)? I don't think so; not in the Richmond I grew up in, know and love.

Saying no to Walmart, and saying yes to preserving a mixed urban forest of the Alderbridge wildlife corridor, would create a legacy for Richmond worthy of the slogan that invites people into our community: Island City, by nature. I want our future generations to hear songbirds: not just hear about what we lost.

Respectfully yours,

Sharon MacGougan

7411 Ash Street

Richmond, BC V6Y 2R9

Guzzi, Brian

From: MayorandCouncilors
Sent: Wednesday, 18 September 2013 11:53
To: 'C Southgate'
Subject: RE: Walmart

Follow Up Flag: Follow up
Flag Status: Flagged

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In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

-----Original Message-----

From: C Southgate [<mailto:csouthgate@telus.net>]
Sent: Tuesday, 17 September 2013 2:55 PM
To: MayorandCouncilors
Subject: Walmart

Mayor and Council,

Please do not allow the destruction of the existing natural area along Alderbridge way for the proposed Walmart. To replace this important esa and wildlife corridor with a few token trees is not a solution. We continue to lose much of Richmond's natural legacy to development, and this unique area deserves protection. Natural spaces in cities has been proven to add to the quality of life, and aside from the proponents of this project, there is little support from the community on the needless destruction of this important esa and wildlife corridor.

Sincerely,

C. Southgate

Guzzi, Brian

From: MayorandCouncilors
Sent: Wednesday, 18 September 2013 11:54
To: 'Janis Hindman'
Subject: RE: Walmart Mall

Follow Up Flag: Follow up
Flag Status: Flagged

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Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

-----Original Message-----

From: Janis Hindman [<mailto:janishindman@shaw.ca>]
Sent: Tuesday, 17 September 2013 3:29 PM
To: MayorandCouncilors
Subject: Walmart Mall

As a Richmond resident, I would like to state my opposition to the proposed Walmart development. The Garden City Lands and the Wildlife corridor along Alderbridge are areas of not only great beauty, but they are also part of our Natural Capital. The sphagnum area provides some flood protection and filtering of particulates - restoration would provide more.

They are a habitat for many bird and other animal species and they give a focus to our beautiful skylines.

The traffic on Alderbridge is already stupefying at most times of the day, a Walmart development would only serve to compound this.

Please consider these concerns when making this decision on our behalf and on behalf of the wildlife which has no say.

Guzzi, Brian

From: MayorandCouncillors
Sent: Wednesday, 18 September 2013 12:18
To: 'Margie&gary1067'
Subject: RE: No more Walmarts PLEASE!

Follow Up Flag: Follow up
Flag Status: Flagged

This is to acknowledge and thank you for your email of September 17, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

-----Original Message-----

From: Margie&gary1067 [mailto:margie_gary@telus.net]
Sent: Tuesday, 17 September 2013 6:34 PM
To: MayorandCouncillors
Subject: No more Walmarts PLEASE!

Please keep some of Richmond green and natural!
We need more parks not less, and have more than enough shopping malls.
Preserve what we have at least.
Thank you,
Margaret Campbell
Gary Almhjell
And family

From: steve sangha [mailto:stevesangha@shaw.ca]
Sent: Wednesday, 18 September 2013 11:05 PM
To: Mayor and Councillors
Cc: rxshaw@shaw.ca
Subject: Walmart Development RE HOLDOUT PROPERTY FOR CONNECTOR ROAD
Importance: High

My parents (family Mr and Mrs B Sangha) own 4560/4562 Garden City Road. This property is opposite Leslie Road and is an integral part of the connector road to the Walmart project. We were quite shocked and dismayed about reading recent submissions about the development in the local paper.

Firstly, Smartcentres has been accumulating property in the neighborhood for over 10 years. This has destroyed the neighborhood that I grew up from the early 1970's. There were vacant houses many break-ins, homeless living in the area for the past few years. They have held the entire area hostage for the past few years.

We were quite shocked that Smartcentres has said that there are holdout owners. This is not true. Over the past year three years, my parents have signed real estate purchase agreements with the developer (we have copies which we can send you) for the sale of our property. Smartcentres or their agents acting on their behalf sign these legal real estate agreements that agree to a purchase price and terms for the purchase. They let the term expire and they have locked up the property for the past two years. But what happened last year is that developer assumed the CITY of Richmond was going to pay for the purchase price they agreed upon for the connector road. When the City OF Richmond refused to build a road for the richest corporation on Earth, the developer let the purchase agreement expire. My parents tired of being give the run around (they are in their late seventies), were presented with new offers by the developers which is less than the half of the original offer they presented. Because the City of Richmond refused to pay for the road, they use intimidation and threats (expropriation or eminent domain via the City) to buy our property. They are now offering even less than the appraisal price. Their current offer is less than half of their original offer which they signed and agreed upon. They say the property value is only worth for road/asphalt because that is what it is zoned for. (For all the properties they bought ten years ago, they will not accept the appraisal price for their own properties but they ask that of all the other home owners.)

This has been very stressful for my elderly parents. They rent out the duplex to students, young families and aboriginal for affordable housing.

To read in the paper that the city planners have come to an agreement for the road to be built in ten years is unacceptable. If this road is critical then it cannot wait ten years.

The logistics of having Alexandra/ Garden City Road and Garden City Road/ Alderbridge intersections 20 feet apart and as an access to the property (size of Richmond Oval) will not work. There will be 50 stores (London drugs, wall mart) major anchors – the current road system will not handle the volume and congestion of traffic in the area. It will be ten times worse than Ironwood (No 5 road nad Steveston mess). I do not understand how the city planners will allow this to be pushed aside for ten years while Wal Mart gets its way. How will the City enforce Walmart to build the road in ten years if they won't do it now? No road no permit.

My family feels Smartcentres has a more sinister plan to make the neighbourhood suffer horribly by increasing traffic congestion to our property so that we will be forced to give in. How will the residents that currently live on Garden City enter their properties? Currently there is a back alley that goes from Alexandra off of garden city to get to the homes. It will be impossible for families in the neighborhood to get in or out of their houses. The way Walmart has proposed - to leave the current roads in use to access their shopping centre will not work.

I would appreciate something in writing that the councilors and major have received this email.

My phone number is 778-228-6872.

Thank you for your time in this matter.

Dr Steven Sangha on behalf of Mr and Mrs B Sangha

From: MayorandCouncillors
Sent: Monday, 23 September 2013 15:30
To: 'chiuamy@live.ca'
Subject: RE: City of Richmond BC - General Comments, Compliments and Questions - Case [0913-CS-COMMENT-002062] Received

This is to acknowledge and thank you for your web submission of September 20, 2013, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
 Manager, Legislative Services
 City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
 Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: InfoCentre
Sent: Monday, 23 September 2013 11:26 AM
To: MayorandCouncillors
Subject: FW: City of Richmond BC - General Comments, Compliments and Questions - Case [0913-CS-COMMENT-002062] Received

From: donotreply@richmond.ca [<mailto:donotreply@richmond.ca>]
Sent: Friday, 20 September 2013 15:26
To: InfoCentre
Subject: City of Richmond BC - General Comments, Compliments and Questions - Case [0913-CS-COMMENT-002062] Received



Attention: Administrator

A general comment, compliment, or question has been submitted through the City of Richmond online Feedback Form. Below is the information which was provided by the person submitting the feedback.

General Comments, Compliments and Questions

Category: Comment

Comment/Compliment/Question:
 RE: Walmart entering Richmond - say NO

I've lived in Richmond for 20+ years and saw the drastic changes of a low profile small city to a busy modern medium size city. I kept an open mind to welcome and adjusted to the changes over the years, except this time I must voice my strong objection to house Walmart in Richmond. Richmond has Target, Superstore, Winners, London Drugs, Shopper's Drug Mart, HomeSense, Price Smart and many other Asian supermarkets in the near by neighbourhood of the Garden City land. These stores provide very competitive pricing. Walmart in Richmond isn't going to offer us more competitive choices but rather traffic congestion and a waste of a precious piece of land in the centre of Richmond. What does Walmart has to offer to people in Richmond??? Nothing! Walmart will only kill the business in the neighbourhood Lansdowne Shopping Mall. Many people in my neighbourhood don't want another big box in the community. We don't buy in big box to loose our community environment. The traffic along Cambie Road, Alderbridge Way, Garden City Road, No 3 & 4 Road, especially Alexandra Road and Hazelbridge Way is very busy. In a 15 to 20 min traffic we have access to a Walmart store in New Westminster as an option for the Walmart fans. Why do we want Walmart to take the centre piece of our precious land when it is a store that the residents of City of Vancouver voted to ban? In fact Walmart is a sign of lower and cheaper neighbourhood. Its existing downgrade Richmond. Please say NO to Walmart.

Amy

Personal Information:
 Amy

604-723-0738

chiuamy@live.ca

Tech Information:
 Submitted By: 216.232.17.3
 Submitted On: Sep 20, 2013 03:25 PM

Click Here to open this message in the case management system. You should immediately update the Case Status either to Received to leave the case open for further follow-up, or select the appropriate status based on your activity and work protocols. Click Save to generate the standard received message to the customer, add any additional comments you wish to and click Save & Send Email. Close the browser window to exit.

From: MayorandCouncillors
Sent: Monday, 23 September 2013 15:15
To: 'Sundeep Gill'
Subject: RE: Proposed Walmart on Alderbridge and Garden City

This is to acknowledge and thank you for your email of September 22, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Sundeep Gill [<mailto:s.gill@queensu.ca>]
Sent: Sunday, 22 September 2013 10:13 AM
To: MayorandCouncillors
Subject: Proposed Walmart on Alderbridge and Garden City

Dear Mayor and Councillors,

It's frustrating to see this project once again being placed on hold. If anyone has been to the area as of late I think that they would agree that it might as well be deemed uninhabitable. The plans that were put forth over 10 years ago are a direct result of why the properties have been neglected, abandoned, and in most cases torn down. The level of vagrant and criminal activity has increased dramatically; will this be the Downtown Eastside of Richmond? The two councillors that were against this proposal need to look at the overall impact to society, not simply the environmental impact. The economic benefits to Richmond far outweigh the environmental concerns (of which some are addressed by the developer) that residents and councillors are putting forth. Are we forgetting about the hundreds of jobs that will be created throughout the life of this project, and thereafter? What else can be done with these vacant, abandoned properties? The taxpaying owners of these properties have spoken: "Develop the land, or let it remain as a vacant eyesore in Richmond, attracting unwanted activity".

SG

Guzzi, Brian

From: MayorandCouncillors
Sent: Wednesday, 25 September 2013 10:40
To: 'Katie Elliot'
Subject: RE: WalMart Mall - Still Too Much Development near the Garden City Lands

Follow Up Flag: Follow up
Flag Status: Flagged

This is to acknowledge and thank you for your email of September 24, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: Katie Elliot [<mailto:kelliot@langara.bc.ca>]
Sent: Tuesday, 24 September 2013 2:42 PM
To: MayorandCouncillors
Subject: WalMart Mall - Still Too Much Development near the Garden City Lands

Dear Mayor and Councillors:

I understand that the Walmart developer will be making yet another presentation to you on Oct 8/13. Once again, the revised plan will not be in Richmond's best interests.

1. From a physical standpoint: Increased traffic congestion, pollution, stress, water runoff, reduced drainage, more heat-trapping structures. None of this is desirable to us as citizens nor to the various creatures still trying to inhabit our municipality. There really is no wildlife corridor remaining in the plan - current wildlife will find their habitat greatly reduced and compromised by more blacktop, buildings, and people.
2. From a sociological view: There are already enough malls in central Richmond. A new Walmart will put more stress on people living and driving in/through the area. The crowding/densification will also reduce liveability and civility.
3. From an economic perspective: Advantages will be outweighed by disadvantages. There will be more civic costs for policing and infrastructure upgrades that won't be covered by developer fees. However the main problem is with less-quantifiable costs such as the loss of natural flood control. The greatest of those costs will be the loss of viewscape from the Garden City Lands across Alderbridge Way. That will be a loss for the City Centre Area forever.

Have you already done future budget projections which include (imagined) revenue from this Walmart project? Did you quantify and subtract the losses to community wellness and tourism? I suggest that the City does not need to augment its budget by including any potential Walmart revenue.

Thank you for considering my views on this subject.

Sincerely,
Katie Elliot
Longtime West Richmond resident

Guzzi, Brian

From: Mayor and Councillors
Sent: Friday, 27 September 2013 15:00
To: 'John terborg'
Subject: RE: Alderbridge Wildlife Corridor

Follow Up Flag: Follow up
Flag Status: Flagged

This is to acknowledge and thank you for your email of September 26, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

From: John terborg [mailto:john_terborg@hotmail.com]
Sent: Thursday, 26 September 2013 9:08 PM
To: Mayor and Councillors
Subject: Alderbridge Wildlife Corridor

Hello council members, especially the planning committee,

I spoke at the most-recent planning committee meeting about the proposed Walmart development and the loss of Environmentally Sensitive Areas. I now wish to provide some additional information to support your decision making (slide presentation attached).

For decades the location that became the north edge of Alderbridge Way has been shown on City maps as a strip of ESA. This has been included in official documents (including Richmond's 2005 State of the Environment Report) and online well into 2012; in fact, the GIS map showed ESA status for every lot on the north edge of Alderbridge from Garden City Road to Number Four Road. This status predates by many years the applicant's purchase of the property and subsequent development application. Also, the development application predates any change in ESA status in the OCP, and it has been pointed out by others that the long-standing ESA status continues to apply.

To me the most important factor is that the ESA strip is protecting sensitive mixed urban forest habitat. For that basic reason, in addition to the ESA status, it is very important that it be enforced. There are many positive benefits to the community.

If the current proposal is left unchallenged, Richmond will lose some unique environmentally sensitive areas. This ESA area has even greater relative value because of its accessibility and proximity to such a large number of urban residents living in and near the City Centre. Green spaces are already at a premium in the centre of Richmond.

I ask that you please require any development to include an appropriate restoration and enhancement approach for the wildlife corridor which also happens (very significantly too) to preserve the panoramic legacy views from the Garden City Lands area.

Thank you,

John ter Borg

Guzzi, Brian

From: Craig, Wayne
Sent: Monday, 30 September 2013 16:22
To: Guzzi, Brian
Subject: FW: WalMart Proposal Oct 8 - Still Not Suitable

Follow Up Flag: Follow up
Flag Status: Flagged

Another letter RE: smartcentres

-----Original Message-----

From: MayorandCouncillors
Sent: Monday, 30 September 2013 04:17 PM
To: 'Bonnie Elliot'
Subject: RE: WalMart Proposal Oct 8 - Still Not Suitable

This is to acknowledge and thank you for your email of September 30, 2013 to the Mayor and Councillors, in connection with the above matter, a copy of which has been forwarded to the Mayor and each Councillor for their information.

In addition, your email has been referred to Wayne Craig, Director of Development for response. If you have any questions or further concerns at this time, please call Mr. Craig at 604.276.4000.

Thank you again for taking the time to make your views known.

Yours truly,

Michelle Jansson
Manager, Legislative Services
City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Phone: 604-276-4006 | Email: mjansson@richmond.ca

-----Original Message-----

From: Bonnie Elliot [<mailto:bonnieeliot@shaw.ca>]
Sent: Monday, 30 September 2013 11:45 AM
To: MayorandCouncillors
Subject: WalMart Proposal Oct 8 - Still Not Suitable

Good morning Mr Mayor and Councillors,

Once again I am writing to you to express my continued opposition to any development of the proposed Walmart site north of the Garden City Lands.

After the downpour we just had on the weekend, it's so important to retain as many natural areas in Richmond as possible. More tarmac for buildings, increased load on drainage & sewage, and more roads/parking lots are certainly not sustainable planning.

These weather episodes are increasing and it's not in anyone's best interest to try and downplay this fact.

I have lived in Richmond most of my life and find that this city is still a good place to live.

But increased traffic, bigger houses taking more energy, more paving and less greenery to drain water and clean the air -- all this development does have a tipping point. Walmart is the tipping point here.

Letters to the Editor in our local weekly papers all point out that we don't need more shopping - Target will be opening soon and we already have Aberdeen, Yachan, Lansdowne, Richmond Centre, and all the strip malls squeezed in-between.

Enough is enough!
Sincerely,
Mrs Bonnie Elliot

Kathleen Beaumont
6415 London Road
Richmond,
BC V7E 6V5

Re: RZ 10-528877, Walmart Development Proposal

Dear Mr Guzzi

I am writing this letter to voice my concerns about the rezoning application RZ 10-52887 which I would like included in the review process.

It seems somewhat cliché to be writing a citizens letter in response to a proposed Walmart development in Richmond but in fact the current debate has little to do with the brand and more to do with the location.

The site being proposed for Walmart is a wild life corridor, which amongst many things serves as a roosting area for large flocks of crows. It is also one of the last remaining mature treed areas in what was once a charming enclave of small family farms.

City staff may be content with the fact that this proposal has met all the technical criteria and that they will be handsomely compensated for any tree removal or additional road and utility services. This alone is no reason to approve a new development of any kind. A much broader view has to be taken on this issue, which takes into account the bigger picture and the impact it will have on Richmond as an evolving city. We can't go on expanding the urban boundaries with the view that it will generate monetary benefits and compensation therefore its acceptable.

In recent years, city has amassed huge reserves from previous developers who have paid compensation for the removal of trees and vegetation. In the absence of a long-term plan for the administration of a comprehensive tree program for the city, these funds have accumulated and little is being done with them. We are definitely not short of a few dollars for new trees. So this little bylaw doesn't carry much clout. A mature green space with existing trees is of more value to the citizens of Richmond than payouts to a tree fund or road development fund.

One doesn't have to go very far to see where the real opportunities exist for retail development in Richmond. A short ride on the Canada line to the north east quadrant of No 3rd provides the rider with birds-eye view of some of Richmond's oldest and unsightly developments. From the train the area look like a shantytown of flat roofs dotted with rusting utilities begging for redevelopment. This is where the city should be providing much needed incentives for the removal and upgrade of existing commercial retail and commercial property.

Moving the commercial enterprise further east is not going to address the ongoing need for reclamation and upgrade to what is already a sadly deteriorating

commercial area containing some of Richmond's worst commercial building inventory. There is a dire need to address reclamation and redevelopment of the oldest commercial, retail and light industrial malls prior to considering further expansion into virgin territory. Surely the city could partner with Walmart to redevelop this area which is on the Canada line and zones appropriate for Walmarts requirements.

Another suggestion, though probably politically charged, may be to trade a piece of the baron Garden City lands for this ecologically valuable property which would further allow us to retain the mature lands and in so doing provide an alternate location for Walmart.

I have no objection to a Walmart development; from a citizen's perspective, this is just the wrong location

Trusting you will take my comments and the comments of other concerned citizens into account when giving consideration this application.

Regards,

Kathleen Beaumont

Revised Rezoning Considerations



City of
Richmond

Rezoning Considerations
Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road
File No.: RZ 10-528877

Prior to final adoption of Zoning Amendment Bylaw 8864, the developer is required to complete the following:

1. Final Adoption of OCP Amendment Bylaws 8865 and 8973.
2. Required Road/Utility Dedications:
 - a) Alexandra/Leslie (Connector Road): Road dedication is required from 9071, 9091 and 9111 Alexandra Road in accordance with Attachment 2. The exact dedication is to be as per an acceptable functional design approved by the Director of Transportation.
 - b) Alderbridge Way: Road dedication is required to accommodate the frontage improvements noted in Servicing Agreement Items 16 below to the back of the 3.3m wide shared pedestrian/cyclist path on the north side of the road. Exact dedication to be determined through a road functional design drawing to be prepared by the Developer and to the approval of the Director of Transportation and the Director of Engineering.
 - c) Garden City Road: Road dedication is required to accommodate the frontage improvements noted in Servicing Agreement Item 16 below to the back of the 2.0 wide sidewalk on the east side of the road. Exact dedication to be determined through a road functional design drawing to be prepared by the Developer and to the approval of the Director of Transportation and the Director of Engineering.
 - d) May Drive: A minimum 20m wide road dedication is required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the approval of the Director of Transportation and the Director of Engineering.
 - e) High Street: A minimum 22.7m wide road dedication is required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the approval of the Director of Transportation and the Director of Engineering.
 - f) Provision of minimum 4m x 4m corner cuts (as dedication) required at all intersections where public roads intersect and approved by the Director of Transportation and the Director of Engineering except in locations where the proposed road geometry requires additional land dedication to ensure that the travel portion of the road and the adjacent sidewalks are within the road right of way to the approval of the Director of Development and the Director of Transportation. The corner cuts to be measured from the "new" property lines.
 - g) Final determination of the exact road dedications and construction requirements are subject to minor revisions as determined by the functional road design and to the approval of the Director of Transportation and Director of Development.
3. Required land transfers:
 - a) A land transfer of proposed "Area J" consisting of approximately 1,280.11 m² (13,779 ft² or 0.32 acres) is required from the Developer to the City as a fee simple lot for park purposes at a nominal cost (i.e., \$10) to the approval of the Manager of Real Estate Services, Director of Transportation and the Director of Development. "Area J" is located at the northeast corner of the development site on the east side of the proposed May Drive alignment (see Attachment 1). Final determination of the exact land transfer area is subject to minor revisions as determined by the functional road design, to be confirmed by survey plans and to the approval of the Director of Transportation and Director of Development. A legal agreement will be required for this land transfer.

Initial: 

- 2 of 14 -

4. Required Statutory Rights of Way (SRW's):

- a) Granting of a variable width Statutory Right of Way (SRW) for sidewalk purposes that connects the northeast corner of the Alexandra Road/High Street intersection with the northeast corner of the Alexandra Way/Garden City Road intersection through the west development parcel for the purposes of establishing a public pedestrian walkway referred to as the 'Alexandra Way' pedestrian corridor in the WCAP. This SRW should include:
 - i. A minimum 3.5 m wide sidewalk, within the building setback between the property line and the proposed building façades on both sides of the High Street within the north block;
 - ii. A minimum 3.5 m wide sidewalk, within the west development parcel along the north side of the northerly east-west drive aisle including all necessary and associated pedestrian crossings that traverse parking lot drive aisles;
 - iii. A pedestrian plaza within the west development parcel at the west end of the northerly east-west drive aisle as shown on the Site Plan dated August 29, 2013 including all necessary and associated pedestrian crossings that traverse parking lot drive aisles;
 - iv. A minimum 3.5 m wide sidewalk on the east side of the westerly north-south drive aisle including all necessary and associated pedestrian crossings that traverse parking lot drive aisles within the west development parcel;
 - v. A minimum 3.5 m wide diagonal sidewalk connecting the west development parcel with the Alderbridge Way/Garden City Road intersection including the corner pedestrian plaza; and
 - vi. A reference plan is required to identify this proposed SRW to be confirmed by survey plan and a legal plan for registration in the land title office.

The design of Alexandra Way public pedestrian corridor requires further design development through the Development Permit process. This pedestrian corridor shall include decorative pedestrian and vehicle paving, decorative street lighting and banners, high quality retail signage, street furniture and continuous weather protection, street trees, shrub planting, decorative accent floral planting, high-quality public open spaces along the corridor and periodic focal elements such as public art, special effect night lighting, outdoor cafes/eating areas and/or other attractors and generator of pedestrian traffic and all to the approval of the Director of Development. The construction and maintenance of including liability for the Alexandra Way public pedestrian corridor shall be the responsibility of the Developer.

- b) Granting of an approximately 334.92 m² (3,605 ft² or 0.083 acres) Statutory Right of Way over proposed "Area B" for the purposes of establishing a passive recreation, public open space as a transition to the proposed elevated landscape deck (see item c. below). "Area B" is located at the northeast corner of the development site on the west side of May Drive (see Attachment 2). The design of this transition area requires further design development through the Development Permit process. The construction and maintenance costs including the on-going liability for this landscape transition area to the elevated landscape deck shall be the responsibility of the Developer.
- c) Granting of an approximately 3,177.95 m² (36,360 ft² or 0.83 acres) Statutory Right of Way (SRW) over the proposed elevated landscape deck for the purposes of establishing a passive recreation, public open space including the transition areas to the fronting streets (Alexandra Road and May Drive). The elevated landscape deck is located along Alexandra Road at the northeast corner of the proposed development site excluding "Area B" (see Attachment 1). A reference plan is required with the appropriate area shaded to identify this proposed SRW to be confirmed by survey plan and a volumetric legal plan to the approval of the Director of Development prior to registration in the land title office. The design of this elevated landscape deck and transition areas requires further design development through the Development Permit process but is intended to be an important feature of the site design including barrier free pedestrian access, multiple entry points including a stair connection to the surface parking lot below, decorative pedestrian paving, lighting, street furniture, numerous seating opportunities with abundant trees, shrub, groundcover and sodded grass planting, an all to the approval of the Director of Development. The construction and maintenance cost including the on-going liability for the elevated landscape deck shall be the responsibility of the Developer.
- d) Final determination of the exact PROP-SRW's and construction requirements are subject to minor revisions as determined by the functional road design and to the approval of the Director of Transportation, Director of Engineering and Director of Development.

Initial: 

- 3 of 14 -

5. Consolidation of the following 20 lots (the table below) in order to create two (2) development parcels (east development parcel and west development parcel) plus "Area J" as identified in Attachment 1. The existing dwellings have already been demolished.

Address	PID	Legal Address	Zoning	Owner
4660 Garden City Road	003-491-985	Lot 53 Section 34 Block 5 North Range 6 West New Westminster District Plan 41957	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4680 Garden City Road	003-522-725	Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4700 Garden City Road	001-985-281	Lot 2 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4720 Garden City Road	003-640-043	Lot 3 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4740 Garden City Road	008-141-525	Lot 4 Except: Firstly, Parcel A (Bylaw Plan 73626), Secondly, Part on Plan LMP41458 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9040 Alexandra Road	003-514-889	Lot 54 Section 34 Block 5 North Range 6 West New Westminster District Plan 41957	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9060 Alexandra Road	007-133-138	Lot 37 Section 34 Block 5 North Range 6 West New Westminster District Plan 34867	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9080 Alexandra Road	004-192-141	Lot 38 Section 34 Block 5 North Range 6 West New Westminster District Plan 34867	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9100 Alexandra Road	012-032-476	North 249.3 Feet Lot 3 Except: Parcel "A" (Explanatory Plan 8738), Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9200 Alexandra Road	003-498-433	Parcel "A" (Explanatory Plan 8738), Lot 3 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9260 Alexandra Road	012-032-522	Parcel "One" (Explanatory Plan 9711) Lots 3 and 4 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9280 Alexandra Road	012-032-557	West Half Lot 5 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9320 Alexandra Road	004-078-124	East Half Lot 5 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9340 Alexandra Road	000-568-655	Lot "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 11945	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9360 Alexandra Road	000-550-939	Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 11945	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9400 Alexandra Road	012-032-573	West Half Lot 7 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

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Address	PID	Legal Address	Zoning	Owner
9420 Alexandra Road	004-204-662	East Half Lot 7 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9440 Alexandra Road	012-032-581	West Half Lot 8 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9480 Alexandra Road	001-084-372	East Half Lot 8 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9500 Alexandra Road	008-130-990	West Half Lot 9 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

6. Registration of an aircraft noise indemnity covenant for non-sensitive uses on title.
7. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.6 m GSC. The proposed development is designed to 2.6m GSC with the exception of the proposed Walmart loading dock/service area, main lobby including the proposed clinic area and Buildings M and N along Alderbridge Way. The Developer will be required to submit a survey of Alderbridge Way (May Drive to High Street), set these finished floor elevations as high as possible and provide a supportable rationale, which are all subject to the approval of the Manager of Buildings and the Director of Engineering.
8. Registration of a legal agreement on title ensuring that the only means of vehicle access is to Alexandra Road, the proposed High Street and the proposed extension of May Drive and that there be no direct vehicle access to Alderbridge Way or Garden City Road and to the approval of the Director of Development.
9. Registration of a legal agreement that ensures the provision of the following required Transportation Demand Management (TDM) measures to the approval of the Director of Transportation including:
 - a. Bicycle storage (in addition to the bylaw requirements): The Developer to provide a 25% increase in the total number of Class 1 and Class 2 bicycle spaces (i.e. an additional 25 Class 1 stalls and an additional 33 Class 2 stalls);
 - b. Two (2) separate end-of-trip bicycle facilities: The Developer to provide facilities consisting of three (3) water closets per gender, 2 wash basins per gender and 3 showers per gender. Based on the layout of the development, these facilities should be spread out between the western and eastern portions of the site; and
 - c. Electric Vehicle (EV) Plug-ins: The Developer to provide pre-ducting to 10% of the total number of parking stalls provided on-site for future installation of charging stations and designated as such. In addition, and as part of the proposed development, equip a minimum of four (4) parking stalls (i.e., 2 parking stalls on the west development parcel and 2 parking stalls on the east development parcel near the proposed Walmart Store) with EV charging stations (240V).
10. Submission of a voluntary cash contribution of \$3,450,000 to the City for acquisition of 4560/62 and 4580 Garden City Road. This is to be accompanied with a legal agreement, which indicates that the City is not obliged to acquire these properties by any specific date. The City will reimburse the Developer with any surplus funds from their \$3,450,000 contribution for these 2 properties, if there is any residual funding for these lots after all City costs have been paid.
11. Submission of a Letter of Credit (LOC) acceptable to the City, in the amount of for the construction of the Connector Road. The LOC is to be replaced with a cash contribution based on the construction value in the year that the City constructs the Connector Road. The estimated construction value in 2013 is \$2,166,382, which has been escalated by an assumed 4% annual inflation factor to arrive at the estimated construction value of \$3,206,774 in 2023. The LOC is to be accompanied with a legal agreement enabling the City to use the LOC for road construction.

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a. Alexandra/Leslie Connector Road Construction Cost Forecasts are as follows:

Estimated 2012 Construction Cost = \$ 2,083,059

Forecasted Annual Inflation = 4%

Forecasted 2013 Construction Cost = \$ 2,166,381

Forecasted 2023 Construction Cost = \$ 3,206,774

Year	Forecasted Construction Cost	Annual Inflation
2013	\$ 2,166,381	4%
2014	\$ 2,253,037	4%
2015	\$ 2,343,158	4%
2016	\$ 2,436,884	4%
2017	\$ 2,534,360	4%
2018	\$ 2,635,734	4%
2019	\$ 2,741,164	4%
2020	\$ 2,850,810	4%
2021	\$ 2,964,842	4%
2022	\$ 3,083,436	4%
2023	\$ 3,206,774	4%

12. The Developer has voluntarily agreed to incorporate on-site public art installation(s) along the Alexandra Way public pedestrian corridor in accordance with the City's Public Art Policy with an approximate value of \$155,077 (387,692 ft² x \$0.40/ft²) and to the approval of the Director of Development. A letter of credit in the amount of \$155,077 (387,692 ft² x \$0.40/ft²) is a requirement as security for public art to be installed on-site. If the Developer elects not to install on-site public art, then the Developer must agree to voluntarily contribute \$0.40 per buildable square foot or \$155,077 (387,692 ft² x \$0.40/ft²) to the City's public art fund.
13. City acceptance of the Developer's offer to voluntarily contribute \$0.60 per buildable square foot for City Beautification or \$232,615 (i.e. 387,692 ft² x \$0.60/ft²) as part of the City's West Cambie Area – Alexandra Interim Amenity Charges. A reduction to this contribution for the design and construction costs related to the Alexandra Way pedestrian corridor if any is to be determined by the Director of Development.
14. City acceptance of the Developer's offer to voluntarily contribute \$0.07 per buildable square foot for Community and Engineering Planning or \$27,138.44 (i.e. 387,692 ft² x \$0.07/ft²) as part of the City's West Cambie – Alexandra Interim Amenity Charges.
15. City acceptance of the Developer's offer to voluntarily contribute \$90,000 for 3 bus shelters (\$25,000 each for the bus shelter plus \$5,000 each for the bus landing pad) proposed at each of the following locations, if the Developer does not upgrade these bus stop locations through the Servicing Agreement and to the approval of the Director of Transportation:
 - a) north of Alexandra Road on the west side of Garden City Road,
 - b) south of Alderbridge Way on the west side of Garden City Road, and
 - c) south of Odlin Road on the west side of Garden City Road or along Alderbridge Way if TransLink and Coast Mountain Bus Company agree to the necessary bus route revisions. In the event that the necessary bus route revisions are not made by Translink and Coast Mountain Bus company, the location for the bus shelter and landing pad will be pursued elsewhere near the vicinity of the subject site
16. City acceptance of the Developer's offer to voluntarily contribute \$40,600 (116 trees x \$350/each) for tree planting enhancement of "Area J" plus a minimum of 556 (672 – 116) on-site trees and street trees that consist of primarily native species with the majority of proposed tree planting to be larger than the minimum replacement tree planting sizes. This cash contribution will not be eligible for Development Cost Charge (DCC) credits.

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17. City acceptance of the Developer's offer to voluntarily contribute \$11,525 (461 shrubs x \$25/each) for shrub planting enhancement of "Area J" plus a minimum of 6,201 (6,662 - 461) on-site shrubs. This cash contribution will not be eligible for Development Cost Charge (DCC) credits.
18. City acceptance of the Developer's offer to voluntarily contribute \$186,155 (approximately 1 acre x \$186,155/ao based on \$46/m²) for environmental enhancements within the West Cambie Park in order to extend a proposed north-south ecological corridor within the West Cambie Area. This cash contribution will not be eligible for Development Cost Charge (DCC) credits.
19. Registration of a legal agreement(s) regarding the Developer's commitment to connect to the Alexandra District Energy Utility (ADEU), including the operation of and use of the ADEU and all associated obligations and agreement as determined by the Director of Engineering. The Developer has committed that between 63-69% of the proposed floor area or approximately 70% of the total annual heating and cooling energy demand will be serviced by the ADEU but this is subject to Council approval of amendments to the ADEU bylaw to allow less than 70% participation. However, participation in the ADEU will be limited to the large format tenants (Buildings A and the East Anchor Building - Walmart Store). More detailed energy modeling will be required to establish the extent of the energy demand represented by those tenants. The Developer will coordinate with Engineering staff to determine this demand as part of the Servicing Agreement process.
20. Processing of a Development Permit advanced to a sufficient level of detailed design and to the approval of the Director of Development.
21. Enter into a Servicing Agreement* for the design and construction of road improvements and site servicing. Works include, but may not be limited to the following:
 - A. Transportation & Traffic Requirements
 1. Applicant responsible for the design and construction of the following frontage improvements and transition between those improvements and the existing condition outside the development site frontage (at a minimum 30:1 taper rate for Alderbridge Way and Garden City Road, and a minimum 20:1 taper rate for all internal roads) to the approval of the City. Please refer to Item 2 for additional frontage improvements at intersections. Note that while Servicing Agreement Items A1 and A2 provide a general description of the minimum frontage work requirements, the exact details and scope of the frontage works to be completed by the Developer would be confirmed via a functional road design to be prepared by the Developer and to the approval of the Director of Development, the Director of Transportation and the Director of Engineering.
 - a) Alderbridge Way, from Garden City Road to May Drive (from south to north):
 - enhance existing medians with decorative/gateway treatments, including but not limited to banners, landscaping, trees, hard landscaping, street lighting, etc.;
 - maintain two existing westbound traffic lanes;
 - maintain existing curb/gutter on the north side;
 - 1.5 m wide treed boulevard; and
 - 3.3 m wide shared pedestrian/cyclist path.
 - b) Garden City Road, from Alderbridge Way to Alexandra Road (from west to east):
 - enhance existing medians with decorative/gateway treatments, including but not limited to banners, landscaping, trees, hard landscaping, street lighting, etc.;
 - maintain two existing northbound traffic lanes;
 - shift the existing northbound bicycle lane allowance onto the east boulevard;
 - 0.15 m wide curb/gutter;
 - 1.85 m wide treed boulevard;
 - 2.0 m wide bike lane;
 - 1.77 m wide grass buffer strip to separate sidewalk and bike lane;
 - 2.0 m wide sidewalk at property line; and
 - minimum 3.0 m wide building setback from property line (west to east) sloped and landscaped with dense plant material to the proposed building wall with perpendicular walkway connections to the public sidewalk including stairs or ramps from the required emergency exit doors along the back of the building as required by code; and

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- c) Alexandra Road, from Garden City Road to eastern limit of the development site (from south to north):
- 2.0 m wide sidewalk;
 - 1.5 m wide boulevard;
 - 0.15 m wide curb;
 - minimum 9 m wide vehicular driving/parking surface (this pavement may be reduced to min. 6.2 m at mid-block locations where feasible); and
 - minimum 1.0 m wide shoulder.
- d) May Drive, from Alderbridge Way to Alexandra Road (from west to east):
- 2.0 m wide sidewalk;
 - 1.5 m wide boulevard;
 - 0.15 m wide curb;
 - 12.7 m wide vehicular driving/parking surface;
 - 0.15 m wide curb,
 - 1.5 m wide boulevard; and
 - 2.0 m wide sidewalk.
- e) High Street, from Alderbridge Way to Alexandra Road (from west to east):
- 2.0 m wide sidewalk;
 - 0.15 m wide curb;
 - 18.4 m wide vehicular driving/parking surface (i.e., 2 x 2.5 m wide parking lane or landscaped boulevard near intersections, 4 x 3.35 m wide traffic lanes);
 - 0.15 m wide curb; and
 - 2.0m wide sidewalk.
2. In addition to the frontage improvements noted in Item 1, the Developer is responsible for the design and construction of the following intersection improvements and to the approval of the Director of Transportation and the Director of Engineering.
- a) Alderbridge Way / May Drive
- Installation of a new traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
 - Installation of an eastbound to northbound left-turn lane, with a minimum storage length of 60 m. Please note that while a portion of the left-turn lane may be accommodated within existing median, a minimum 1.2m wide median should be maintained.
- b) Alderbridge Way / High Street
- Installation of a new traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
 - Installation of an eastbound to northbound left-turn lane, with a minimum storage length of 60 m. Please note that while a portion of the left-turn lane may be accommodated within the existing median, a minimum 1.2 m wide median should be maintained.
 - Installation of a westbound to northbound right-turn lane, with a minimum storage length of 50 m, while maintaining the two westbound through lanes as noted in Item A 1a) above.
- c) Alderbridge Way / Garden City Road
- Upgrade of the existing traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

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- Installation of dual left-turn lanes on the southbound (a minimum total storage length of 200 m), northbound (a minimum total storage length of 200 m) and westbound approaches (a minimum total storage length of 190 m), while maintaining all other existing traffic lanes. Please note that while a portion of the left-turn lanes may be accommodated within existing medians, a minimum 1.2 m wide median should be maintained on all intersection approaches.
 - Installation of a westbound to northbound right-turn lane, with a minimum storage length of 50 m, while maintaining the two westbound through lanes as noted in Item A1a) above.
 - Provision of an acceptable transition between the above noted intersection improvements, the proposed boulevard treatment and the building setback landscape design (at a minimum 30:1 taper rate for Alderbridge Way and Garden City Road) to the approval of the Director of Development and the Director of Transportation.
 - Installation of an accessible bus shelter and landing pad (9 m x 3 m) on the east side of Garden City Road, just north of Alderbridge Way.
- d) Garden City Road / Alexandra Road
- Closure of existing median opening with curb/gutter and decorative median treatments.
- e) Installation of special crosswalks with downward lighting and associated equipments at the following locations:
- High Street, at the proposed access to the development site;
 - High Street, at Alexandra Road; and
 - Alexandra Road, at High Street.
- f) Construction Timing: all frontage improvements should be completed prior to opening of development.
3. All Transportation requirements shall be as per City requirements and approved by the Director of Transportation.

B. Site Servicing & Connection Requirements

1. Storm: Required storm sewer improvements include the following:
 - a) All storm drainage must be directed to Alexandra Road and west to Garden City Road except for road run-off from the south half of High Street and May Drive that may be drained to Alderbridge Way;
 - b) Provide a 600mm diameter storm sewer from existing manhole (manhole D26 in the analysis) located at the intersection of Alderbridge Way and future May Drive to proposed manhole D4 located at the intersection of Alexandra Road and future May Drive with an approximate length of 170m;
 - c) Provide a 600mm diameter storm sewer from existing manhole (manhole D29 in the analysis) located at the intersection of Alderbridge Way and future High Street to proposed manhole D6+ located at the intersection of Alexandra Road and future High Street with an approximate length of 170m;
 - d) Upgrade the existing ditch at Alexandra Road to a 600mm diameter storm main from intersection of Alexandra Road and future May Drive (manhole D4 in the analysis) west to manhole D5 with an approximate length of 100m;
 - e) Upgrade the existing ditch at Alexandra Road to a 900mm diameter storm main from manhole D5 west to manhole D6 with an approximate length of 100m;
 - f) Upgrade the existing ditch at Alexandra Road to a 900mm diameter storm main from manhole D6 west to manhole D8 with an approximate length of 50m;
 - g) Upgrade the existing ditch at Alexandra Road to a 1050mm diameter storm main from manhole D8 west to manhole D15 with an approximate length of 95m;
 - h) Upgrade the existing ditch at Alexandra Road to a 1050mm diameter storm main from manhole D15 west to manhole D16 with an approximate length of 80m; and

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- i) A new tie-in will be required to convey flow from the proposed drainage system in Alexandra Road to the existing 1200mm diameter storm sewer located at the west side of Garden City. Details and location of the new crossing/tie-in will be determined via the Servicing Agreement and to the approval of the Director of Engineering.
2. Sanitary: Required sanitary sewer improvements include the following:
 - a) Alexandra Road: Construct a 250mm diameter sanitary sewer from the proposed transition point (west of Dubbert Street) to May Drive;
May Drive (future road extension): Construct a 375mm diameter sanitary sewer from Alexandra Rd to Tomicki Ave and connect to the existing system. If a road dedication does not exist, then a minimum 6.0 m wide right-of-way will be required. The pipe sizes may be revised at the Servicing Agreement stage as additional information becomes available for the servicing requirements of the proposed adjacent developments; and
 - b) High Street: Construct a 200mm diameter sanitary sewer and connect to the system on Alexandra Road. The upstream end of the sanitary sewer will be determined by the location of the service connection for this development.
 - c) Provision of a minimum 6.0 m wide utility Statutory Right-of-Way (SRW) is required for the proposed sanitary sewer at future May Drive between Alexandra Road and Tomicki Avenue. The location of the required SRW is to be determined later either within 9451 and 9471 Alexandra Road and measured 6.0 m from the east property lines of these 2 properties or located on 9491 Alexandra Road and measured 6.0 m from the west property line.
3. Water: Required water service improvements include the following:
 - a) Using the OCP 2021 Maximum Day Model, there is 717.10 L/s available at 20 psi residual at 4740 Garden City Road, 529.40 L/s at 20 psi residual at 4600 Garden City Road and 220.50 L/s at 20 psi residual at 9411 Alexandra Road;
 - b) Based on the proposed rezoning, the site requires a minimum fire flow of 200 L/s;
 - c) Water analysis is not required to determine upgrades to achieve minimum requirements;
 - d) Once the building design is confirmed at the Building Permit stage, the Developer is required to submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO Standards to confirm that there is adequate available flow;
 - e) A new watermain is required on Alexandra Road, High Street and May Drive along the development frontages (design to be via the servicing agreement); and
 - f) Via the Servicing Agreement the City will review the impact of the proposed works on the existing 300mm diameter asbestos-cement (AC) watermain on Garden City Road. The City will work with the Developer to coordinate the replacement/relocation of the AC watermain, if required.
4. Hydro/Telephone: Pre-ducting works are required on the following proposed roads subject to confirmation from BC Hydro and telecom providers:
 - a) proposed May Drive (from Alderbridge Way to Alexandra Road); and
 - b) proposed High Street (from Alderbridge way to Alexandra Road).The removal of existing power poles and installation of underground pre-duct along the east side of Garden City Road and along the north side of Alexandra Road will be at the discretion of BC Hydro.
5. All servicing infrastructure works shall be as per City requirements and to the approval of the Director of Engineering.
6. The Developer is required to contact private utility companies to learn of their requirements; the developer must provide rights-of-ways to accommodate their equipment (kiosks, vista, transformers, etc.) on the development site (i.e. not within City road dedication or right-of-way), subject to concurrence from the private utility companies.

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Prior to a Development Permit being forwarded to the Development Permit Panel for consideration, the developer is required to:

1. Prior to issuance of a tree cutting permit after Public Hearing, the developer is required to submit a letter of credit acceptable to the City in the amount of \$192,000 (i.e., 344 replacement trees x \$500 each plus 3 significant trees and 1 high value tree x \$5,000 each) as security for replacement trees.
2. Further design development of the architectural facade designs, site planning and landscape design are required at the Development Permit stage. Advance the concept design and submit more detailed design drawings to ensure the establishment of a compact, vibrant, pedestrian oriented, urban village centre that will become the retail/commercial heart of the Alexandra Neighbourhood and to the approval of the Director of Development.
3. Expand the design concept and submit more detailed design drawings to ensure the creation of an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out toward the back of sidewalk including numerous small shops plus an interesting mix and variety of retail shopping opportunities along the High Street and to the approval of the Director of Development.
4. Improve the concept design and submit more detailed design drawings to ensure the continuation of the Alexandra Way pedestrian corridor through the proposed development with high-quality pedestrian enhancements, punctuated with periodic pedestrian plaza areas, activated to attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and opportunities to encourage pedestrians to sit/linger and incorporating other features such as public art and focal elements that add interest and variety to the pedestrian experience and to the approval of the Director of Development.
5. Neighbourhood Plan, Design Guidelines Compliance and Urban Design Improvements: Proposed deviations from WCAP neighbourhood structure and design guidelines can be dealt with at the Development Permit stage. Urban design improvements required at the Development Permit stage include advancing the concept design and resubmission of more detailed design drawings to ensure:
 - the establishment of a compact, vibrant, pedestrian oriented, urban village centre that is integral part of the neighbourhood and will become the retail/commercial heart of the Alexandra Neighbourhood;
 - an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out to the back of sidewalk including numerous small neighbourhood scale character shops plus an interesting mix and variety of retail shopping opportunities along the High Street;
 - a higher quality architectural expression around the entire perimeter of the development site by extending the signature corner treatments (e.g. Alderbridge Way and Garden City Road) further along the building faces on all perimeter building facades including greater horizontal articulation and permeability of perimeter building facades to add more visual interest through enhanced architectural character and an appropriate proportion of transparent and opaque combination of surfaces for the proposed buildings that face the perimeter streets around the exterior of the proposed development;
 - the strong presence and continuation of the Alexandra Way pedestrian corridor, and neighbourhood pedestrian spine, through the proposed development with high-quality pavements and contrasting colours that identify the direction of Alexandra Way to and from the neighbourhood to the urban plaza at the corner of Garden City Road and Alderbridge Way. The Alexandra Way pedestrian corridor should be punctuated with periodic pedestrian plaza areas and pedestrian amenities to activate and attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and focused on creating opportunities to encourage pedestrians to sit and linger. The plaza spaces should incorporate other features such as public art and focal elements that add interest and variety to the pedestrian experience. The ground plane paving treatment along the Alexandra Way pedestrian corridor through the proposed development site should include a distinctive and continuous decorative paving treatment extending from building face to building face (along this route through the proposed development) with significant differentiation between the Alexandra Way corridor and other the other internal streets and sidewalks within the overall development;

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- a reduction in the amount of signage that is coordinated with the proposed floor plans including the better integration or elimination of redundant signage such as the proposed "Directional Signage" pylons and stronger coordination with the enhanced architectural character of proposed buildings at corner locations;
 - safe and efficient pedestrian movement that reflects the direction of the pedestrian traffic toward the Walmart store within the parking area including consideration of east-west oriented parking aisles within the open parking area on the east development parcel with wider bio-swales;
 - better coordination between the landscape and architectural design, including a stronger reliance on the informal clustering of large coniferous tree planting around the perimeter of the proposed development site to enhance the massing and materials articulation/treatment of the building facades, particularly along the Alderbridge Way frontage that is visible from the Garden City Lands to the south; and
 - acceptable resolution of any non-compliance with all relevant design guidelines.
6. Provision of adequate and appropriate refuse and recycling facilities for each building to and to the approval of the Director of Development and the Director of Public Works.
 7. CPTED: All parkade areas (walls, columns and ceiling) to be painted with reflective white paint and come with lighting levels as required by the BC Building Code. The open parking areas will be well lit with fixtures providing good colour rendition. A complete and comprehensive CPTED review of the development will be provided with the Development Permit submission.
 8. Submission of a landscape plan prepared by a BCSLA registered landscape architect to the approval of the Director of Development including the deposit of a landscape security based on 100% of the cost estimate provided by the landscape architect. The Landscape Plan should:
 - comply with the OCP guidelines regarding Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - provide 4 large specimen trees on the planting plan to replace the existing 3 significant trees plus 1 high value tree proposed for removal; and
 - include the 344 (172 x 2) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
344	10 cm caliper		3.6 m height

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required or \$5,000 each for significant or high value trees not provided on site.

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 Division. 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 and approved by of the Director of Transportation.
2. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
3. Payment of the \$480,738.08 (387,692 ft² x \$1.24/ft²) indexed at the applicable rate, in accordance with the Alexandra Neighbourhood Development Agreement.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
5. 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 Division at 604-276-4285.

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Notes:

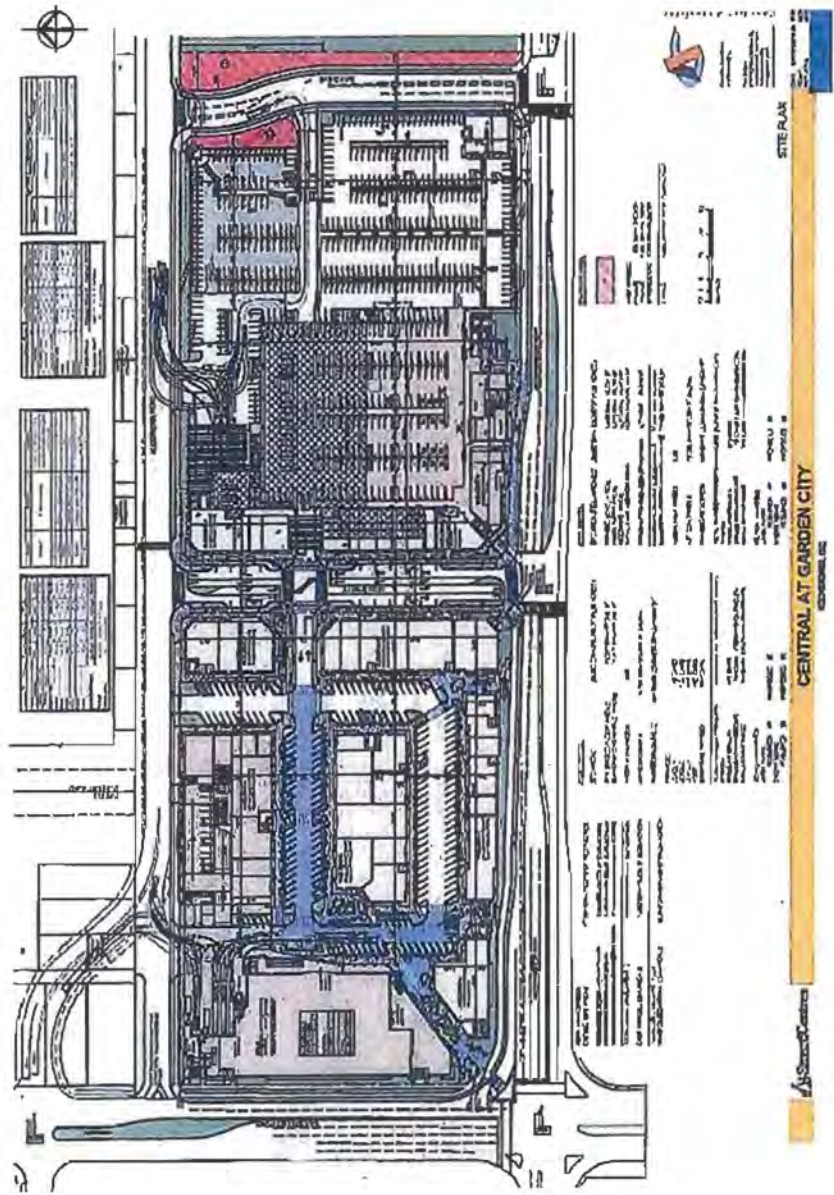
- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the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

Signed

Date

Initial 

Revised Concept Site Plan (September 26, 2013)

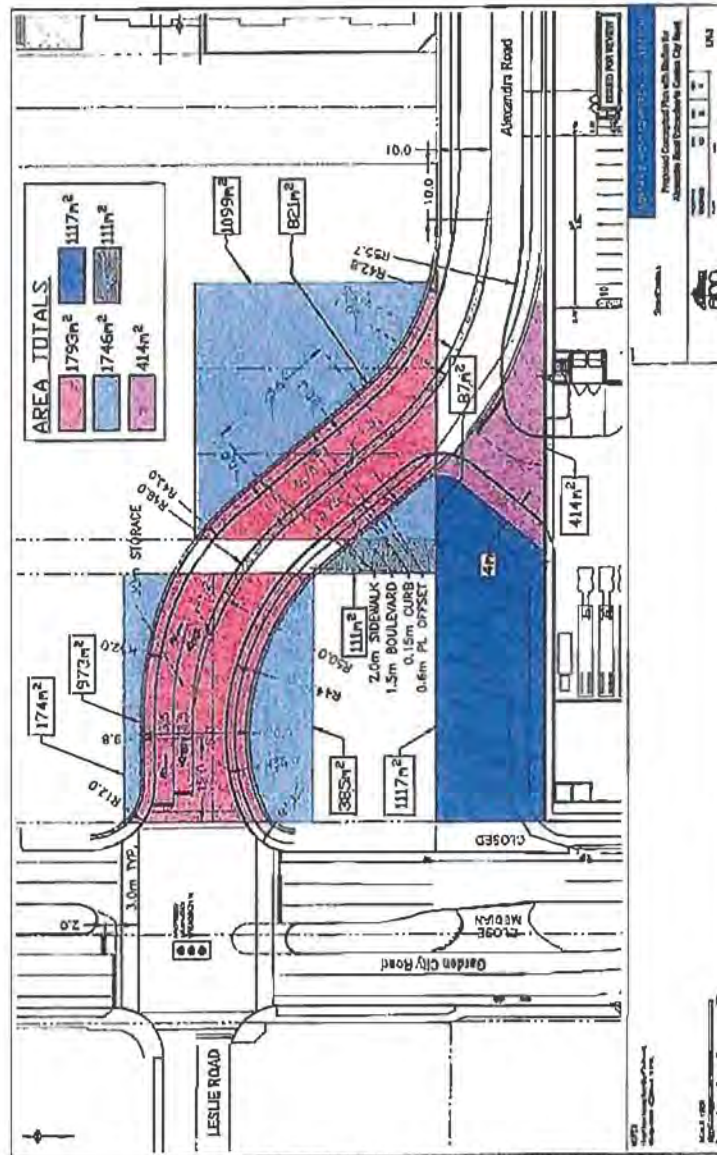


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Attachment 2

Alexandra/Leslie Connector Road Realignment & Land Requirements



Initials *S*



City of Richmond

TO Council - Oct 15, 2013

Memorandum

Planning and Development Department

Transportation

TO PLN - OCT 8 '13.

To: Planning Committee
From: Victor Wei, P. Eng.
Director, Transportation

Date: October 2, 2013

RZ 10-528877

FILE: 12-8060-20-8864/8865/8973

Re: Rezoning Application by First Richmond North Shopping Centres Ltd. –
Response to September 17, 2013 Referral on Transportation-Related Items

Following the consideration of the rezoning application by First Richmond North Shopping Centres Ltd at the September 17, 2013 meeting of Planning Committee, staff were directed to report back at the Committee's next scheduled meeting with further information on various topics. This memorandum responds to the following transportation-related items of the referral:

- (2) details of the traffic study, e.g. projections on (i) number of people living in the area; (ii) volume of people going into the development; (iii) ingress to and egress from the development including: Alderbridge Way, Garden City Road, No. 4 Road, and Cambie Road;*
- (4) rationalization of staff's position that the Connector Road will not be needed in 10 years;*
- (i) provision of the traffic study on the proposed development;*

The remaining referral items (i.e., Items 1, 3, 5, 6, and (ii) through (iv)) are addressed in separate memoranda.

1. Traffic Impact Assessment (TIA) Projections

1.1 Number of People Living in the Area

Based on 2011 Census data, the Alexandra Neighbourhood (bounded by Alderbridge Way, Cambie Road, Garden City Road, and No. 4 Road) had 580 dwelling units and a population of 1,465. In addition to accounting for background traffic growth at three horizon years (2012, 2017 and 2022), sensitivity analysis undertaken as part of the TIA also incorporated the future levels of new development in the area envisaged in the West Cambie Area Plan (WCAP). Based on the guidelines of the WCAP and a previous traffic study undertaken for a multi-family residential development at Cambie Road-Stolberg Street, the TIA assumed a total of 3,210 additional dwelling units for the Alexandra Neighbourhood at full build-out for the 2022 horizon year. Based on estimates provided by Policy Planning, the residential areas of the Alexandra Neighbourhood could accommodate approximately 3,070 dwelling units with an estimated population of 6,750 by 2023. Therefore, the recommended road improvements resulting from the traffic analysis can accommodate a marginally higher build-out population in West Cambie than what the area plan envisages.

1.2 Traffic Volumes to and from Proposed Development

In assessing traffic impacts from new developments, the projected volume of vehicles (as opposed to volume of people) is typically used as standard measure to determine the required transportation improvements. To convert vehicle trips to number of people, an average vehicle occupancy of 1.2 to 2.5 can be assumed for weekdays and weekends respectively. Table 1 identifies the projected number of vehicular trips that will be generated at opening day based on a development of 36,018 m² (387,692 ft²) gross floor area, which is consistent with the current proposal. Overall, the development is projected to generate two-way vehicle trips of approximately 300 in the weekday morning peak hour, 1,355 in the weekday afternoon peak hour and 1,780 in a Saturday afternoon peak hour.

Table 1: Projected 2-Way Trips

Time Period	Total Trips
AM Peak Hour	298
PM Peak Hour	1,353
Sat Peak Hour	1,779

1.3 Ingress to and Egress from the Proposed Development

Table 2 lists and **Attachment 1** illustrates the percentage distribution of vehicle trips travelling to the site from the arterial roadway system. The projected volumes of vehicle trips to the only three access points to the site on opening day are:

- Garden City Road at Alexandra Road: unsignalized right-in/right-out movement only would serve 16 per cent of site traffic;
- Alderbridge Way at High Street: full movement at new signalized access east of Garden City Road would serve 49 per cent of site traffic; and
- Alderbridge Way at May Drive: full movement at new signalized access east of High Street would serve 35 per cent of site traffic.

It is estimated that the only external traffic generated by the development would be from Vancouver which would consist of approximately 15% of the total site traffic. These trips are distributed as noted in Table 2. With the Tsawwassen First Nations retail development, which is five times bigger than this development and most likely to proceed, it is expected that the site would generate negligible amount of traffic from Delta.

Table 2: Distribution of Trips

Approach	% of Trips (% Vancouver Trips)
Garden City Road north of Cambie Road	15% (9%)
No. 4 Road north of Cambie Road	2.5% (1.5%)
Cambie Road east of No. 4 Road	2.5% (1.5%)
Cambie Road west of Garden City Road	5% (3%)
Alderbridge Way east of No. 4 Road	10%
No. 4 Road south of Alderbridge Way	25%
Garden City Road south of Westminster Highway	25%
Lansdowne Road west of Garden City Road	5%
Alderbridge Way west of Kwantlen Gate	10%
Total	100% (15%)

In addition, based on the recommended road improvement plan for the proposed development, it is anticipated that within ten years of opening of the proposed development, Alexandra Road will be realigned to create a full-movement signalized intersection at Garden City Road and Leslie Road facilitating all turning movements. This future signalized intersection is expected to divert 10 per cent of the site access volumes from the two Alderbridge Way access points to this location.

2. Future Timing of Connector Road

Given the challenge experienced by the applicant in acquiring all of the necessary properties to implement the connector road (re-aligned Alexandra Road) on opening day of the proposed development, the applicant's traffic consultant and staff jointly identified an interim alternative for up to ten years. This alternative involves a number of intersection improvements at Garden City Road and Alderbridge Way designed to provide equivalent traffic capacity to accommodate the additional vehicular trips generated by the proposed development for up to ten-years after opening day. Specifically, these intersection improvements are:

- additional westbound left-turn lane on Alderbridge Way (resulting in double left-turn lanes);
- additional northbound left-turn lane on Garden City Road (resulting in double left-turn lanes);
- additional southbound left-turn lane on Garden City Road (resulting in double left-turn lanes); and
- new exclusive westbound to northbound right-turn lane on Alderbridge Way.

Based on staff's analysis, the implementation of these improvements would be adequate in accommodating the projected traffic volumes for a period of 10 years, after which the connector road would be required to accommodate on-going growth.

3. Traffic Impact Assessment of Proposed Development

The original traffic impact study for the development is a 50+ page document that was subsequently revised several times by the applicant's consultant in response to staff comments to arrive at the current proposed traffic plan supported by staff. As these are technical documents, for ease of comprehension, **Attachment 2** is a summary of the key findings with respect to site traffic and access as well as the recommended intersection improvements extracted from this original version (dated July 2011) of the TIA prepared by the applicant's consultants. It should be noted that the final recommended traffic improvements in the staff report presented at the September 17, 2013 Planning Committee consist of additional intersection improvements at Garden City Road/Alderbridge Way, as outlined in Section 2, which are not listed in the attachment.

If you have any questions or would like further information regarding the above, please contact me at 604-276-4131.



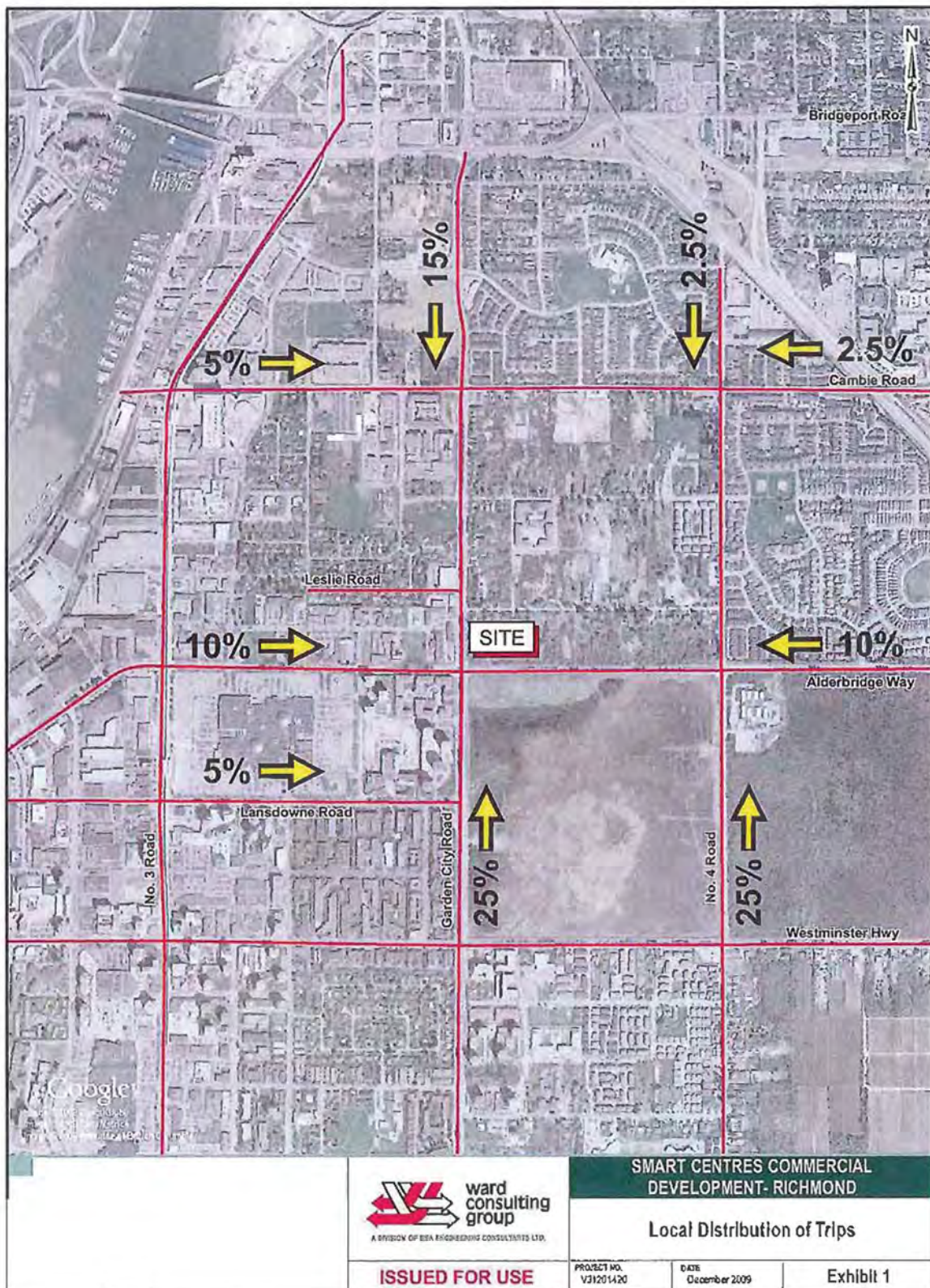
Victor Wei, P. Eng.
Director, Transportation

Att. 2

VW:jc

pc: SMT

Local Distribution of Trips to the Development



**Summary of Key Findings of Traffic Impact Assessment
(Extracted from SmartCentre's Traffic Consultant Report Dated July 2011)**

Site Traffic

- The site will have access via Alderbridge Way (two signalized accesses) and Garden City Road.
- Ultimately, access to Garden City Road will be provided by an extension of Leslie Road to the east (High Street) as given in the Cambie West Area Plan. With this extension, the intersection of Leslie Road and Garden City Road will form a regular four-legged intersection under signal control.
- Traffic generation for the site was estimated using standard trip rates. These were adjusted by 5% to account for the high potential of non-auto traffic for the site. A subsequent sensitivity analysis indicated that, had this 5% reduction not been included, the conclusions and recommendations would have been the same.
- Overall, the site is estimated to generate in the order of 1,350 vehicle trips two-way in the weekday p.m. peak and 1,780 vehicle trips in the Saturday afternoon peak hour. Trip generation during the weekday a.m. peak hour will be considerably less at 300 vehicle trips two-way.
- Allowing for pass-by trips, i.e., trips already on the road network that divert into the site, the net new trips are projected to be approximately 1,015 vehicle trips during the p.m. peak hour and 1,600 trips two-way during the Saturday afternoon peak hour.
- Site traffic will be distributed across nine possible approach routes. The majority of site traffic is expected to be oriented to the south of the site via No. 4 Road south of Alderbridge Way and Garden City Road south of Westminster Highway.
- Less than 20% of site traffic is expected to be oriented to and from the north. Based on SmartCentres' market study, this percentage oriented to the north is likely on the high side.
- Approximately 50% of site traffic is expected to pass through the intersection of Alderbridge Way/Garden City Road. This translates to over 500 veh/h in the weekday p.m. peak and 800 veh/h on a Saturday afternoon peak hour.

Site Access

- Without the High Street access to Garden City Road, approximately 80% of the site traffic is expected to use Alderbridge Way to access the site.
- With High Street constructed through to Garden City Road, up to 30% of the site traffic will use Garden City Road to access the site, and 70% will use Alderbridge Way.
- The two site accesses on Alderbridge Way and the access on Garden City Road will all operate at an acceptable level of service at build out during both the p.m. and Saturday afternoon peak hours. At the two accesses on Alderbridge Way, separate eastbound left-turn lanes should be provided on Alderbridge Way.
- The two accesses on Alderbridge Way should be designed with three lanes on the north leg, i.e., one entrance lane and two exit lanes.
- 37.5 metres of magazine storage should be provided at the two Alderbridge Way accesses.
- At the west access on Alderbridge Way, it is recommended that a separate northbound left-turn lane be provided at the first driveway on High Street. The east side of this intersection should be restricted to right turns only.
- At the High Street access on Garden City Road, a minimum of 30.0 metres of magazine storage is recommended.
- Sidewalks should be provided on both sides of High Street between Alderbridge Way and Garden City Road.

**Summary of Key Findings of Traffic Impact Assessment
(Extracted from SmartCentre's Traffic Consultant Report Dated July 2011)**

Recommended Improvements

- To mitigate the impact of site traffic on the adjacent road network, it is recommended that from opening day a second westbound left-turn lane be added at the intersection of Garden City Road/Alderbridge Way, together with a protected/permissive phase for the southbound left-turn movement. These improvements will allow the signal timing to be modified to accommodate the additional north-south traffic created by the development.
- The opening of the High Street link through to Alexandra Road cannot occur until the properties affected by this link are developed. Until such time as this link is constructed, access to the development from Garden City Road could be via Alexandra Road. This intersection should be restricted to right-in and right-out movements as a minimum. Left-turn exit movements should be prohibited from opening year regardless of what other movements may be permitted.
- When the High Street connection is constructed and access to the development is available from this road, this upgraded intersection should be signalized and Alexandra Road/Garden City Road should be restricted to right-turn entrance movements only or closed off completely.
- It is recommended that sidewalks be constructed on the north side of Alderbridge Way between Garden City Road and the eastern property line. A sidewalk should also be constructed on the east side of Garden City Road between Alderbridge Way and Alexandra Road.



City of Richmond

to Council - Oct 15, 2013

Memorandum

Finance and Corporate Services Department

Real Estate Services

To: PLN - OCT. 2013.

To: Planning Committee

Date: September 20, 2013

From: Kirk Taylor
Manager, Real Estate Services

File: 2275-20-416-001

NR: 12-8000-20-8864/8865/8973
RZ 10-828871

Re: Rezoning Application by First Richmond North Shopping Centres Ltd. -
Response to September 17, 2013 Referral on Real Estate Related Items

Following the consideration of the rezoning application by First Richmond North Shopping Centres Ltd at the September 17, 2013 meeting of Planning Committee, staff were directed to report back at the Committee's next scheduled meeting with further information on various topics.

This memorandum responds to the following Real Estate-related items of the referral:

(3) back up plans, excluding expropriation, in the event that the City would not be able to acquire the two required lots for the Connector Road;

(6) advise on how City taxpayers and Council will be protected in the future in terms of the cost associated with the purchase of the two required lots for the construction of the Connector Road.

The remaining referral items (i.e., Items 1, 2, 4, and 5) are addressed in separate memoranda.

Background

In late 2010/early 2011 Smart Centres presented offers to the five (5) owners of the required properties in the Alexandra Road Alignment. While they had a number of responses and put one property under contract, based on not being successful with others, they let the agreement lapse. In February 2013 they again went forward and have the three (3) properties on Alexandra Road under contract. The offers on the two (2) properties at 4560/62 and 4580 Garden City resulted in one counter offer to the developer and one rejection (see Attachment 1 & 2).

RES Analysis

There were two (2) separate appraisals completed in 2012 (by Altus and HCLC) for these properties, one of which (Altus) was utilized in the Developers Analysis. We have further consulted two (2) appraisers with respect to the current valuation of the two (2) Garden City properties specifically, one who completed appraisals on the City's behalf prior, and another that had not. The challenge to get any revisions to the two (2) Garden City appraisals at this juncture is that Appraisers need facts to conduct a comparative analysis. While we do not doubt that Smart Centres will close on the Alexandra properties if their project moves forward, they are currently firm on only one (1) of the three (3) contracts. In the event this application proceeds,

we would have third party value verification of the two (2) remaining Garden City properties, after such time as the Alexandra properties close.

Based on the information we currently have on land, here is our analysis:

Property	Lot Size	2013 Assessed Value	PSF	Appraisal 1 (ALTUS)	PSF	Appraisal 2 (HCLG)	PSF	Forecasted Purchase Price Based on Average Price PSF of Alexandra Sales	PSF
4560/4562 Garden City	11,593 sq.ft.	\$793,800	\$68.28	\$870,000	\$75	\$1,150,000	\$99.14	\$1,902,250	\$164
4580 Garden City	8,686 sq.ft.	\$587,200	\$67.50	\$696,000	\$80	\$825,000	\$94.83	\$1,424,504	\$164
Total	20,279 sq.ft.	\$1,381,000		\$1,566,000		\$1,975,000		\$3,326,754	\$164

*PSF – price per square foot

The Forecasted Purchase Price is based on the average dollar per square foot of land that the Developer is reportedly paying for the three (3) properties on Alexandra Road. We have utilized this information as a basis for analysis. Upon receipt of the \$3,450,000 contribution from the developer, staff would commence negotiations with the two (2) remaining property owners in hopes of coming up with an amicable agreement with both parties.

The City has a further level of protection in this situation based on the following:

- 4560/62 and 4580 Garden City have remnant portions of land available which have value; and
- City would also have the ability to sell the existing Alexandra Road right of way and a portion of the lane, neither of which is required under this proposal.

Summary

In summary, staff would commence negotiations with owners of 4560/62 and 4580 Garden City at the direction of Council, and upon receipt of the developer funds. These monies represent a significantly higher dollar figure in total value than either of the two appraisals that staff have on hand. Staff hope to resolve this matter in an amicable manner and the City also has other options available both in the form of value as identified above, and other potentially innovative ideas. Further details are included in a Closed Memorandum to Planning Committee dated September 20, 2013.



per Kirk Taylor
Manager, Real Estate Services
(604-276-4212)
KT:lv

ATTACHMENT 1

Richmond Assembly Notes:

Sangha – 4560/ 4562 Garden City

2010	Property is assessed for property taxes at \$752,600.
2010-12-10	SmartCentres makes offer to purchase property at total price of \$1,020,800.
2010-12-10 to 2011-05-30	Vendor counter-offers at \$2,000,000. SmartCentres counters at \$1,370,000.
2011	Property is assessed for property taxes at \$894,400
2011-05-30	SmartCentres puts property under contract at \$2,000,000, conditional for 7 months
2011-12	After discussion with City staff and agreement that price is unreasonable, SmartCentres drops the contract to purchase the property.
2012	Property is assessed for property taxes at \$794,600.
2012	SmartCentres and City agree to a process to acquire the properties required by the road based on contributions from benefitting land owners (which was presented at Planning Committee Dec 2012).
2012-08	Altus appraises property value at \$870,000.
2012-12-18	SmartCentres application presented at Planning Committee including road acquisition funding strategy based on contributions from benefitting land owners. Funding strategy referred back to staff.
2013	Property is assessed for property taxes at \$793,800.
2013-02-01	SmartCentres makes offer \$1,159,700 (33% premium to appraised value)
2013-02-04	SC's broker meets vendor. Vendor doesn't think SC project will get built, doesn't want to sell. Won't counter our offer. Says if they did sell, would only tie up for 2 months max., wants \$2,000,000.
2013-03-07	SC's broker called son, Shawn Sangha to attempt to get counter-offer in writing.
2013-03-11	Shawn Sangha responded to SC's broker by email demanding \$2,400,000 with no conditional time.

Source: Smart Centres

ATTACHMENT 2

Basil – 4580 Garden City

2010	Property is assessed for property taxes at \$464,000.
2010-12-10	SmartCentres makes offer to purchase the property for \$765,600. Vendor rejects offer, refuses to counter-offer. Vendor says their intent is to build high-rise hotel on the property.
2011	Property is assessed for property taxes at \$584,000.
2012	Property is assessed for property taxes at \$587,700.
2012	SmartCentres and City agree to a process to acquire the properties required by the road based on contributions from benefitting land owners (which was presented at Planning Committee Dec 2012).
2012-08	Altus appraises the property value at \$696,000.
2012-12-18	SmartCentres application presented at Planning Committee including road acquisition funding strategy based on contributions from benefitting land owners. Funding strategy referred back to staff.
2013	Property is assessed for property taxes at \$587,200.
2013-02-01	SmartCentres writes offer to purchase the property for \$930,900 (34% premium to appraised value), forwards offer to SC's broker to present to Vendor.
2013-02 to 2013-03	Vendor refuses to meet SC's broker to present offer. Broker tries to reach Vendor's daughter.
2013-03-25	SCs's broker meets with Vendor over the weekend and presents offer. Vendor rejects offer and refuses to sell.

Source: Smart Centres



City of Richmond

TO Council - Oct 15, 2013

Memorandum

Planning and Development Department

Policy Planning

TO PLN - OCT 8 '13

To: Mayor and Council

Date: October 3, 2013

From: Terry Crowe, Manager
Policy Planning

File: 08-4045-20-11-WE

XR: 12-8060-8864/8865/8973

Re: 2041 Official Community Plan ALR Buffer Requirements R2 10-528877

Purpose

The purpose of this memorandum is to provide ALR buffer information which was requested by the Planning Committee at its September 17, 2013 meeting. The Committee requested information regarding the City's Agricultural Land Reserve (ALR) buffer requirements as they apply to the West Cambie SmartCentres site.

For the SmartCentres Proposal

At the Planning Committee meeting, staff advised that the 2041 OCP and West Cambie Area Plan do not require an ALR buffer for the Smart Centres site. Instead, to meet the minimum zoning 2m (6 ft) yard setback, Smart Centre is proposing a 3m (10 ft) wide densely landscaped yard setback. It is to consist of native coniferous and deciduous trees, and near the road, primarily broad leaved evergreen shrubs. The aim is to assist in minimizing potential nuisances from Alderbridge Way and the ALR.

Purpose of City ALR Buffer

The purpose of the ALR boundary is to support agriculture and minimize urban complaints against farm operations in the ALR. An ALR buffer is a special landscaped setback area on a non agricultural site outside of, but adjacent to, the ALR boundary or road abutting the ALR boundary in which (1) urban buildings are to be set back from the ALR boundary or adjacent road which abuts the ALR, (2) special landscaping is required and (3) a legal agreement is registered to notify all future building occupants (e.g., residential, commercial, industrial) that a buffer has been provided to mitigate against typical agricultural nuisances (e.g., noise, dust, odour). The 2041 OCP Land Use Map shows the ALR (Attachment 1).

2041 OCP ALR Buffer Requirements (OCP pp 7-4 and 7-5):

The 2041 OCP, Chapter 7.0 Agriculture and Food policies include the following ALR buffer policies:

- f) ensure that land uses adjacent to, but outside of, the ALR are compatible with farming by establishing effective buffers on the non-agricultural lands;
- g) designate all parcels abutting, but outside of, the ALR boundary as Development Permit Areas with Guidelines for the purpose of protecting farming;
- h) where there is an intervening road between the ALR and the non-ALR lands:
 - encourage appropriate landscaping within the road right-of-way in front of the non-agricultural lands (e.g., between the road curb, any sidewalk and the property line) through the servicing agreement process;
 - encourage an appropriate landscaped setback on the non-agricultural lands (e.g., 3 m or 9.84 ft. to parking and 6 m or 19.68 ft. to buildings) through the:
 - Rezoning and/or Building Permit process for industrial and institutional uses;
 - Rezoning and/or Development Permit process for commercial and multiple family residential sites;
 - Rezoning and/or Subdivision process for single family residential sites.

Area Plan ALR Buffering Policies

As well, the following Area Plan addresses the ALR buffer in various ways, Bridgeport, East Cambie, Hamilton, McLennan, McLennan North, McLennan South and Steveston. Typically they refer to the above 2041 OCP policies and mention that fences, trees and berms can be used to reinforce the boundary between the ALR and other uses. There is no ALR buffer requirement in the West Cambie Area Plan.

Summary

- (1) For residential uses: As residential land uses have the potential to generate complaints from residents about typical noise, dust and odour activities associated with normal farm practices, staff review all residential development applications that have an adjacency to the ALR and secure buffers (e.g., as the site yard and street boulevard areas) and accompanying legal agreements where appropriate. This ALR buffer approach has been applied to a variety of residential redevelopments, for example:
 - (a) where the urban developing site directly abuts the ALR (i.e., single-family and multi-family redevelopment in the London/Princess Area), and
 - (b) where there is an intervening opened road between the development site and ALR (i.e., west side of No. 2 Road, north side of Steveston Highway, west side of No. 4 Road in the McLennan North and South Sub-Area Plans).
- (2) For non residential urban uses (e.g., commercial, uses): The 2041 OCP requires that where the developing site:
 - (a) directly abuts the ALR (i.e., no intervening road), a Development Permit application is required to establish an on-site buffer (a minimum of 15 m [50 feet] wide, or an alternative width deemed suitable based on specific site conditions and proposed landscaped approach), and
 - (b) is separated by an existing opened intervening road right of way and the ALR, the 2041 OCP does not require a Development Permit application to secure an on-site buffer, unless there is direction in an Area Plan to do so.

In each case, staff work with developers to: (1) tailor the ALR buffer requirement to meet the needs and circumstances, or (2) where is no ALR buffer is required, to achieve a well landscaped front, side or rear yard which may have buffering and screening attributes. Buffers typically consist of a minimum setback for buildings, and landscaping and fencing treatments specifically designed for the proposed urban use.

For development scenarios that do not require an ALR buffer based on policies contained in the 2041 OCP and are located outside of and across from the ALR, staff work with the developers to encourage appropriate setbacks for buildings and on-site landscaping features to ensure compatibility of land uses.

Please feel free to contact me directly (604-276-4139; tcrowe@richmond.ca) if you have any questions.



Terry Crowe
Manager, Policy Planning

TTC:ke

pc: Joe Erceg, MCIP, Deputy CAO
Wayne Craig, Director of Development
Brian Guzzi, Senior Planner/Urban Design
Kevin Eng, Planner I



City of Richmond 2041 OCP Land Use Map

