



Planning Committee

Anderson Room, City Hall
6911 No. 3 Road

Wednesday, May 20, 2015
4:00 p.m.

Pg. # ITEM

MINUTES

PLN-7 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on Tuesday, May 5, 2015.*



NEXT COMMITTEE MEETING DATE

Tuesday, June 2, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATION

Lynda Terborg, representing the Westwind Steering Committee of the Westwind Ratepayers Association for Positive Development, to speak on the referral made at the April 20, 2015 Public Hearing regarding building massing and construction of high ceilings.

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY STEVESTON NO. 6 LP FOR REZONING AT 13751 AND 13851 STEVESTON HIGHWAY, 10651 NO. 6 ROAD, A PORTION OF 13760 STEVESTON HIGHWAY AND A PORTION OF THE ROAD ALLOWANCE ADJACENT TO AND NORTH OF 13760 STEVESTON HIGHWAY FROM ENTERTAINMENT AND ATHLETICS (CEA), LIGHT INDUSTRIAL (IL) AND AGRICULTURE (AG1) ZONING TO LIGHT INDUSTRIAL AND LIMITED ACCESSORY RETAIL – RIVERPORT (ZI12)**
(File Ref. No. 12-8060-20-009210/9211; RZ 13-630280) (REDMS No. 4575191)

PLN-20

[See Page PLN-20 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Official Community Plan Amendment Bylaw 9210, to redesignate 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Commercial" and "Industrial" to "Mixed Employment" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading;*
- (2) *That Bylaw 9210, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*

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ITEM

- (3) *That Bylaw 9210, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 to create the “Light Industrial and Limited Accessory Retail – Riverport (ZI12)” zone, and to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from “Entertainment & Athletics (CEA)”, “Light Industrial (IL)” and “Agriculture (AG1)” to “Light Industrial and Limited Accessory Retail – Riverport (ZI12)”, be introduced and given first reading; and*
- (5) *That the public hearing notification be expanded to include all properties in the area shown on the map contained in Attachment J to the staff report dated May 11, 2015 from the Director of Development.*



2. **APPLICATION BY PARC RIVIERA PROJECT INC. FOR A ZONING TEXT AMENDMENT TO THE “RESIDENTIAL MIXED USE COMMERCIAL (ZMU17) - RIVER DRIVE/NO. 4 ROAD (BRIDGEPORT)” ZONE FOR THE PROPERTY AT 10311 RIVER DRIVE**

(File Ref. No. 12-8060-20-009237; ZT 15-691748) (REDMS No. 4539005 v. 3)

PLN-103

[See Page PLN-103 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9237, for a Zoning Text Amendment to the “Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)” zone to amend the maximum permitted density on the property at 10311 River Drive, be introduced and given first reading.



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	<p>3. APPLICATION BY RYAN COWELL ON BEHALF OF 0737974 B.C. LTD. FOR A ZONING TEXT AMENDMENT TO INCREASE THE PERMITTED FLOOR AREA RATIO TO 0.78 FOR THE PROPERTY LOCATED AT 5600 PARKWOOD CRESCENT (File Ref. No. 12-8060-20-009245; ZT 15-694669) (REDMS No. 4557676 v. 2)</p>
PLN-123	<p>See Page PLN-123 for full report</p> <p><i>Designated Speaker: Wayne Craig</i></p> <p>STAFF RECOMMENDATION</p> <p><i>That Richmond Zoning Bylaw 8500, Amendment Bylaw 9245, for a Zoning Text Amendment to the “Vehicle Sales (CV)” zone, to increase the overall allowable Floor Area Ratio (FAR) to a maximum of 0.78 for the property, be introduced and given first reading.</i></p> <p><input type="checkbox"/></p>
	<p>4. AGRICULTURAL LAND RESERVE APPEAL APPLICATION BY ARUL MIGU THURKADEVI HINDU SOCIETY OF BC FOR NON-FARM USE AT 8100 NO. 5 ROAD (File Ref. No. AG14-657892) (REDMS No. 4521405 v. 2)</p>
PLN-137	<p>See Page PLN-137 for full report</p> <p><i>Designated Speaker: Wayne Craig</i></p> <p>STAFF RECOMMENDATION</p> <p><i>That the application by Arul Migu Thurkadevi Hindu Society of BC for a non-farm use at 8100 No. 5 Road to develop a Hindu temple and off-street parking on the westerly 110m of the site be endorsed and forwarded to the Agricultural Land Commission.</i></p> <p><input type="checkbox"/></p>
	<p>5. REFERRAL: WEST CAMBIE ALEXANDRA NEIGHBOURHOOD BUSINESS OFFICE AREA REVIEW (File Ref. No. 12-8060-20-009121; 08-4375-01) (REDMS No. 4565876 v. 11)</p>
PLN-186	<p>See Page PLN-186 for full report</p> <p><i>Designated Speaker: Terry Crowe</i></p>

STAFF RECOMMENDATION

- (1) *That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100, to change the existing Business Office designation to Mixed Use Employment-Residential designation, be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, having been considered in conjunction with:*
 - (a) *the City's Financial Plan and Capital Program; and*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;
- (3) *That, in accordance with section 879 (2)(b) of the Local Government Act and OCP Bylaw Preparation Consultation Policy 5043, Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, be referred to the following bodies for comment for the Public Hearing:*
 - (a) *Vancouver International Airport Authority (VIAA) (Federal Government Agency); and*
 - (b) *The Board of Education of School District No. 38 (Richmond);*
- (4) *That City staff be directed to consult with VIAA staff regarding the proposed recommendation, prior to the Public Hearing;*
- (5) *That upon adoption of the above bylaws the West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Use Density Bonus, Community Amenity Contribution, Modest Rental Housing Rates Policy be approved;*
- (6) *That staff not proceed with the implementation of an interim sidewalk/walkway along Odlin Road and Alexandra Road, as a sidewalk/walkway already exists (south side of Odlin Road) or will be provided on at least one side of Alexandra Road within the next 2-3 years;*
- (7) *That staff consider the inclusion of interim sidewalk/walkway along Garden City Road as part of the City's 2016 capital program, if there are no immediate/imminent development applications for these fronting properties in the foreseeable future; and*
- (8) *That lands along No 3 Road not be redesignated from residential use to employment use.*



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ITEM

6. MANAGER'S REPORT

ADJOURNMENT





Planning Committee

Date: Tuesday, May 5, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Chak Au
Councillor Carol Day
Councillor Harold Steves
Mayor Malcolm Brodie

Call to Order: The Chair called the meeting to order at 4:00 p.m.

The Chair advised that Fraser Surrey Docks and Vacant Homes will be considered as Items No. 5A and No. 5B.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, April 21, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Wednesday, May 20, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

DELEGATION

Raman Kooner, representing the Richmond Small Builders Group, spoke of the proposed changes to *Richmond Zoning Bylaw 8500*, in relation to maximum ceiling height and building massing. He expressed concern with respect to the City applying proposed height and massing regulations to current permit applications and the need for further stakeholder and community consultation.

Discussion ensued with regard to in-stream building applications and current building massing and ceiling height regulations.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that (i) should Committee wish to discuss the interpretation of the bylaw, that discussion should occur in a closed meeting given potential legal implications, (ii) he is not aware of any building permit application that was refused as a result of proposed bylaw amendments, (iii) staff are seeking more information regarding building design from applicants, and (iv) staff will report back regarding building massing and ceiling height regulations in June 2015 after further consultation with stakeholders.

Discussion ensued with regard to (i) current architectural designs of single-family dwellings, (ii) previously adopted zoning bylaws, and (iii) the interpretation of current zoning bylaw regulations.

As a result of the discussion, staff were directed to collect contact information from stakeholders present at the meeting.

COMMUNITY SERVICES DIVISION

1. **HOUSING AGREEMENT BYLAW NO. 9246 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS LOCATED AT 10440 AND 10460 NO. 2 ROAD (POLYGON KINGSLEY ESTATES LTD.)**

(File Ref. No. 12-8060-20-009246; 08-4057-01) (REDMS No. 4563996 v. 4)

It was moved and seconded

That Bylaw No. 9246 be introduced and given first, second, and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by the Rezoning Application 13-649524.

CARRIED

2.

PLANNING AND DEVELOPMENT DIVISION

2. **RESPONSE TO COUNCIL REFERRAL – PARKING CONCERNS IN VICINITY OF 11700-BLOCK SEATON ROAD**
(File Ref. No. 10-6455-02) (REDMS No. 4567329)

In reply to queries from Committee, Victor Wei, Director, Transportation, advised that (i) there is a three-hour limit for non-resident vehicle street parking along resident frontages, (ii) the three-hour on-street vehicle parking limit applies to all areas of the city, and (iii) enforcement of the three-hour limit is primarily on a complaint basis.

As a result of the discussion, staff were directed to advise residents of the City's on-street vehicle parking regulations by placing an advertisement in the City Board section of the local newspaper.

In reply to queries from Committee, Mr. Wei advised that a resident may only report parking violations along their home's frontage.

It was moved and seconded

That the staff report titled Response to Council Referral – Parking Concerns in Vicinity of 11700-block Seaton Road, dated April 28, 2015, from the Director, Transportation be received for information.

CARRIED

3. **APPLICATION BY AMRIK S. SANGHERA FOR REZONING AT 7331 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**
(File Ref. No. 12-8060-20-009206; RZ 14-664658) (REDMS No. 4485179)

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9206, for the rezoning of 7331 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY TRICO DEVELOPMENTS (B.C.) INC. FOR REZONING AT 3600/3620 BLUNDELL ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**
(File Ref. No. 12-8060-20-009207; RZ 14-676660) (REDMS No. 4532825)

Wayne Craig, Director, Development, briefed Committee on the proposed application noting that there is an existing duplex on-site and that the proposed application is supported by the area's lot size policy.

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In reply to queries from Committee, Mr. Craig advised that that the section of Blundell Road, adjacent to the subject site, is not considered to be an arterial road; therefore there are no restrictions on residential on-street parking and there are no vehicle parking requirements for secondary suites. He added that, in addition to vehicle parking space in the garage, there will be vehicle parking space on the driveway of the proposed development.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9207, for the rezoning of 3600/3620 Blundell Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.

CARRIED

COUNCILLOR HAROLD STEVES

5. PORT METRO VANCOUVER

(File Ref. No.)

Councillor Steves referred to a map of Agricultural Land Reserve (ALR) lands (attached to and forming part of these minutes as Schedule 1) and discussed the historical conversion of said lands in the city to other uses.

As a result of the discussion, staff were directed to provide Richmond delegates of the upcoming Lower Mainland and Local Government Association (LMLGA) conference with historical information related to (i) the conversion of ALR lands to industrial lands since 1956, and (ii) land exchanges made in the 1960s involving the Garden City Lands, Richmond Nature Park and various waterfront lands.

Discussion then ensued with regard to the Metro Vancouver Regional Growth Strategy (RGS) and the amount of industrial land available in the region.

As a result of the discussion, staff were directed to consult with Metro Vancouver staff on any updates to the RGS related to industrial land in the region.

Discussion then took place regarding Council meeting with Port Metro Vancouver's Board of Directors to discuss land matters.

As a result of the discussion, the following **motion** was introduced:

It was moved and seconded

That Council meet with the Port Metro Vancouver Board of Directors regarding land matters.

CARRIED

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It was moved and seconded

That the letter dated April 30, 2015 from Port Metro Vancouver be referred to staff for a response.

CARRIED

5A. FRASER SURREY DOCKS

(File Ref. No.)

Discussion ensued with regard to a proposal from Fraser Surrey Docks to use cargo ships instead of barges to transport coal along the Fraser River. Concern was then raised with regard to the size of the ships and the potential negative effects of proposed dredging along the Fraser River.

It was then noted that Fraser Surrey Docks was accepting public feedback on the proposal until May 19, 2015 and in reply to queries from Committee, Amarjeet Rattan, Director, Intergovernmental Relations and Protocol Unit, advised that staff is in the process of collecting information on the matter and will update Council accordingly.

Discussion then ensued with regard to the proposed dredging of the Fraser River. Referring to a letter from Councillor Day (attached to and forming part of these minutes at Schedule 2) it was noted that dredging could pose negative effects along the Fraser River, such as erosion and liquefaction.

As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That staff prepare a response to the request for public feedback from Surrey Fraser Docks and report to the May 11, 2015 Council meeting.

CARRIED

5B. VACANT HOMES

(File Ref. No.)

Discussion ensued with regard to vacant homes in the city and newspaper articles from *Metro News*, dated April 26, 2015 and the *Vancouver Sun*, dated April 27, 2015, were referenced (attached to and forming part of these minutes at Schedule 3), which reported proposals from the City of Vancouver to track vacant homes.

As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That the articles from Metro News, dated April 26, 2015 and the Vancouver Sun, dated April 27, 2015, referencing proposals from the City of Vancouver to track vacant homes be referred to staff for comment.

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The question on the referral was not called as discussion ensued with regard to (i) the definition of vacant homes, (ii) potential actions the City can take to address vacant homes, and (iii) best practices from the City of Vancouver.

The question on the referral was then called and it was **CARRIED**.

6. **MANAGER'S REPORT**

Proposed Hamilton Area Rezoning

Terry Crowe, Manager, Policy Planning, briefed Committee on a potential proposal from a land owner to rezone a light industrial site to multi-family residential use in the Hamilton area.

In accordance with Section 100 of the *Community Charter*, Councillor McPhail declared herself to be in a conflict of interest as her husband has business interests in the subject area, and left the meeting (4:45 p.m.).

Councillor McNulty, Planning Committee Vice-Chair, assumed the role of Chair in Councillor McPhail's absence from the meeting.

In reply to queries from Committee, Mr. Crowe noted that staff are not in favour of the potential proposal as it does not conform with the Hamilton Area Plan or the Metro Vancouver Regional Growth Strategy. He added that there could be additional similar rezoning proposals in the area, which could potentially further reduce the amount of industrial land in the city.

Discussion ensued with regard to the rezoning application process and staff were directed to inform the potential applicant of the relevant Hamilton Area Plan policies and regulations related to rezoning.

Councillor McPhail returned to the meeting and assumed the role of Chair (4:50 p.m.).

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:51 p.m.).

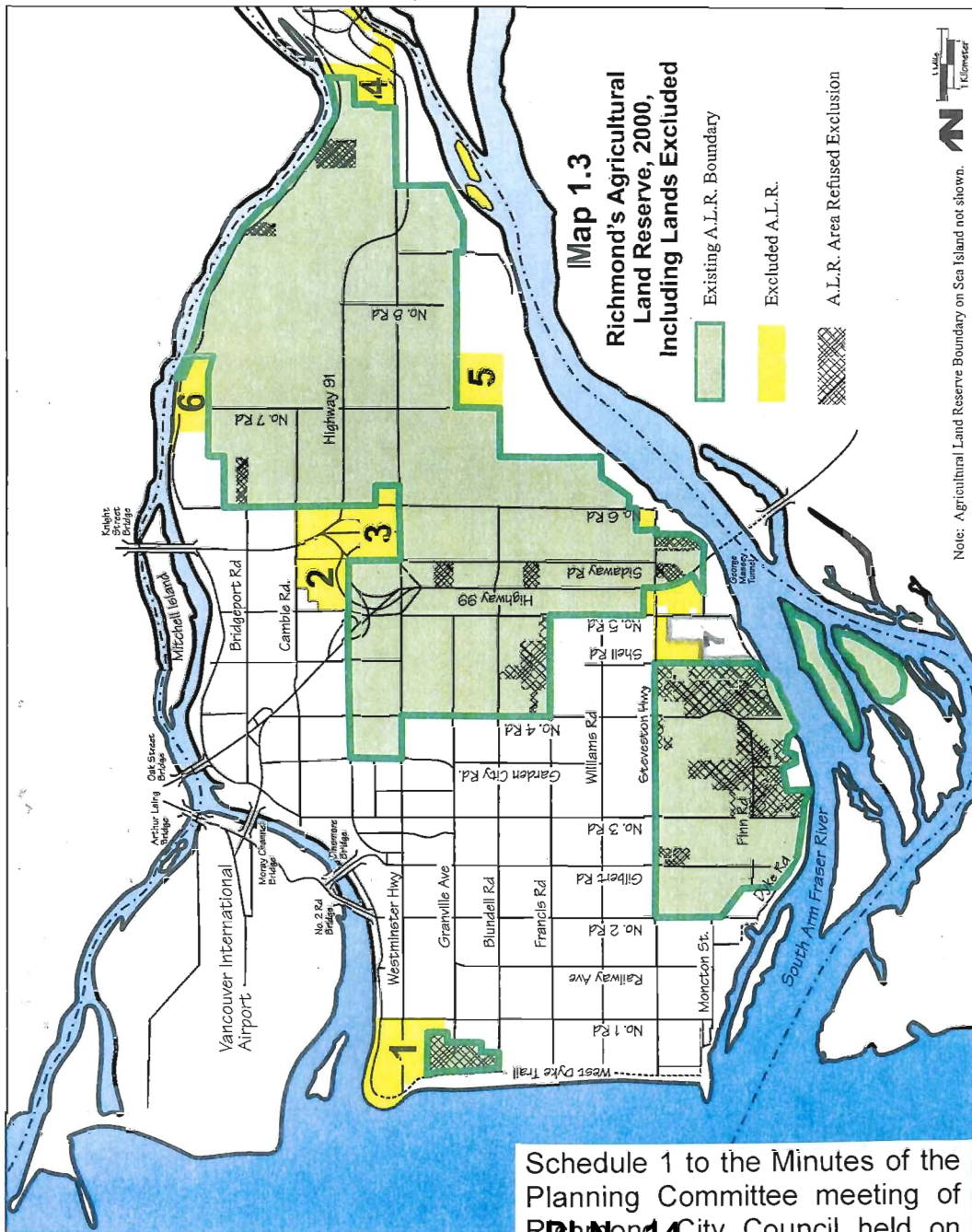
CARRIED

Planning Committee
Tuesday, May 5, 2015

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, May 5, 2015.

Councillor Linda McPhail
Chair

Evangel Biason
Auxiliary Committee Clerk



Note: Agricultural Land Reserve Boundary on Sea Island not shown.

Source: Agricultural Land Commission, 2000 in Richmond "Agricultural Land Reserve" (map).

* Sources: 1) Agricultural Land Commission, 2000, "Richmond Agricultural Land Reserve" (map); and 2) City of Richmond, polygon area estimates by Engineering Planning Department.

** Areas for Blocks 1, 2, and 3 are polygon area estimates produced by the City of Richmond Engineering Department. Areas for blocks 4 and 5 were provided by the Agricultural Land Commission.

Map Notes:

Map 1.3 shows Richmond's current Agricultural Land Reserve (ALR), which is 4,539.3 ha (excludes Sea Island and all public right-of-ways, e.g. roads) in size. (Not depicted are the ALR lands on Sea Island, which are outside the study area.) Also shown are the 595 ha of lands which have been removed, or "excluded," from the ALR since its inception in 1974. This means that Richmond's ALR was originally 5,500 ha, and has been reduced by 10.8% to its current size.

The table below provides some information on a few major blocks of land which have been excluded from the ALR. These "major blocks" are constituted of adjacent and/or proximate properties which were excluded in the same year. Also included is the most-recent exclusion, an 11-hectare block removed in 2000.

Table 1.1 Significant Blocks of Excluded (Former) ALR Lands¹⁶

Map No.	Name of Block	Total Area of Block (ha) ¹⁷	Year Excluded	Proposed Use
1	Terra Nova*	141	1987	Residential, Commercial, Wildlife Habitat
2	Cambie*	53	1987	Residential, School
3	Knight Street**	133	1975	Industrial
4	Hanilton**	86	1986	Residential
5	Landfill*	64	1986	Landfill
6	River Road and No. 7	11	2000	Business and Industrial

* Blocks composed of properties which were listed together in one application for exclusion.

** Blocks composed of properties which were listed under separate applications for exclusion.

7	450	150	1975	Industrial
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To Mayor and Council

April 28th, 2015

Please allow me to clarify why I am opposed the Massey tunnel replacement project. The primary reason is that I do not accept that the demolition of the Massey tunnel is in the best interest of the people of Richmond because it will lead to the industrialization of the Fraser river which is the most important salmon run in the world.

Staff and council have tried their best to keep the lines of communication open but have not had the opportunity for meaningful discussions with the Province of BC. It is deplorable that council should read about this project in the newspaper, I can't imagine the frustration you have all felt.

While the alleviation of traffic congestion and movement of cargo is vital to the success of our region and a new bridge may be the solution, I do not feel that removing the Massey Tunnel is necessary for those goals to be met. The Tunnel has the ability to be a positive solution to other traffic needs including rapid transit and alternative modes of transportation such as electric cars or bicycles. The Massey Tunnel could be the GREEN tunnel in the future.

The mandate of Port Metro Vancouver is to increase the depth of the Fraser river to allow for much larger ships to the Fraser docks and other industrial areas upstream from the Massey tunnel. The dredging that is planned could cause erosion or failure of our dykes due to the extreme risk of Liquefaction in the area around the north end of the Massey tunnel, please see the attached map that clearly defines the risk.

The Ironic Bridge could not be located in a worst place with the pillars planned to be on land in the red zone in Richmond for extreme liquefaction. The map attached demonstrates how large the area is in Richmond is for extreme liquefaction and it is important to point out that this map was created by the Province of BC.

I could not support the motion at the April 27th, 2015 Richmond City Council meeting # 17 Item # 2 , "Seek that the Massey Tunnel Replacement Project proceeds in line with the previously approved project objectives" , because in my opinion the Province of BC is making irrational decisions. The demolition of the Massey Tunnel is potentially not necessary and I feel the City of Richmond could take a stance to justify keeping the tunnel.

Thanks for your consideration of these idea and please see the attached map.

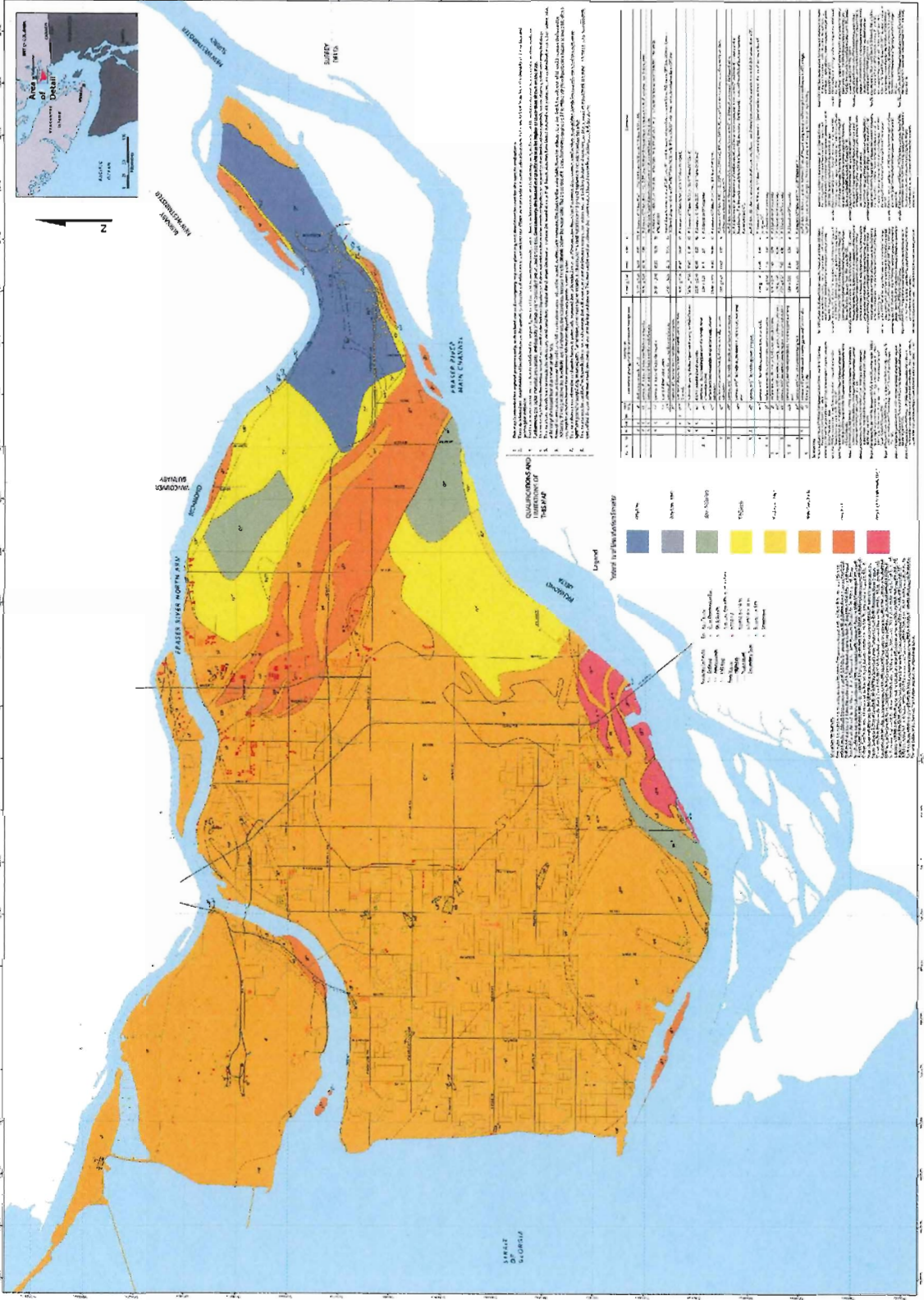
Carol Day

This map is based on the liquefaction hazard map of Richmond, British Columbia, prepared by the British Columbia Geological Survey in 1995. The map is based on the liquefaction hazard map of Richmond, British Columbia, prepared by the British Columbia Geological Survey in 1995. The map is based on the liquefaction hazard map of Richmond, British Columbia, prepared by the British Columbia Geological Survey in 1995.

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To Linda McPhail

May 4th, 2015

Planning Committee

Please find attached some information regarding work that the City of Vancouver is doing to collect information about vacant houses in Vancouver.

The data base would help the City of Vancouver understand the impact of vacant houses and track the affect that they have on neighbourhoods.

Given that the affordability of housing in Richmond has become problematic for buyers and the negative effect ghost houses have had on existing neighbourhoods I would like to refer this information to staff for comment.

Thanks very much

Carol Day

Empty home on your street? City of Vancouver may soon have a website for that

BY JOANNE LEE-YOUNG, VANCOUVER SUN APRIL 27, 2015

A home that sits empty on Commercial Drive, according to beautifulemptyhomes.tumblr.com

Photograph by: beautifulemptyhomes.tumblr.com , .

VANCOUVER -- The City of Vancouver plans to develop a new website in a bid to tackle the growing issue of vacant homes.

It will be a digital service where the public can report vacant homes "in a coherent fashion," according to a memo from the city's chief housing officer, Mukhtar Latif, which was made public Sunday.

Addresses of empty residences will be matched up with BC Hydro data, the memo adds.

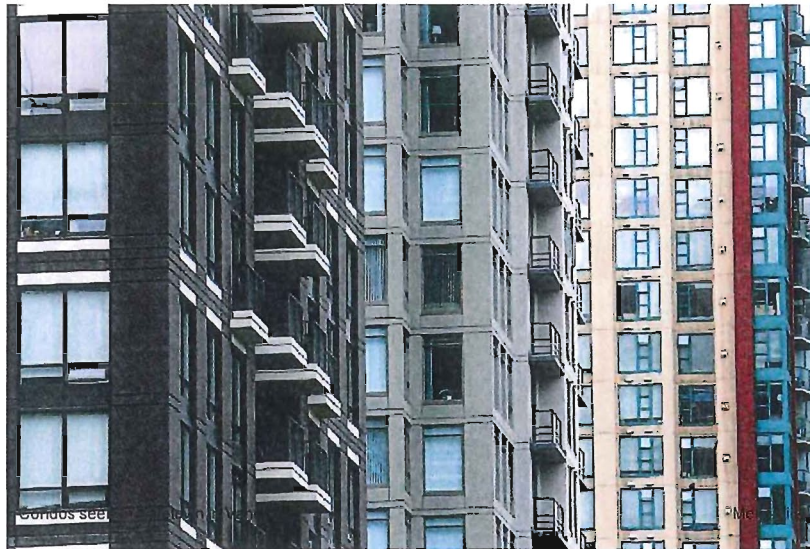
"There is significant public interest in the issue of homes being left vacant given affordability challenges across the housing continuum and very low rental vacancy rates together with the impact on vibrancy of neighbourhoods," wrote Latif.

Latif has identified reasons why homes are being left vacant in a list that shows how difficult it is to get a handle on this hot topic.

City website will let residents report vacant homes in Vancouver



(<http://metronews.ca/author/mkleitka/>) By Matt Kleitka (<http://metronews.ca/author/mkleitka/>)
Metro



The City of Vancouver wants to develop a website that would allow residents to report vacant homes.

The news comes from an April 20 memo sent to mayor and council from the city's chief housing officer, Mukhtar Latif, who was asked to look into the issue of vacant homes during the city's housing crisis.

Latif outlined the lack of data and limited research available, and writes a website that allows the public to report vacant homes – which would then be paired with BC Hydro data to confirm homes are indeed vacant – would be helpful.

"We've all heard people asking why Vancouver is so expensive and telling us to look at all these empty houses. It's a persistent question, so let's get to the bottom of it and find out," Coun. Kerry Jang said on Sunday.

Jang said he often receives feedback from frustrated residents blaming vacant homes and prospective foreign owners on Vancouver's high housing prices, but the city is unsure whether those claims are justified and to what extent.

Jang said he personally is unsure whether those claims are true or not.
"That's what we're trying to find out," he said.

Latif's memo cites two studies that try to get a handle on the issue.

Using 2011 census data, the Urban Futures Institute reported 6.7 per cent of the city's apartment dwellings are unoccupied (it's seven per cent across all Canadian metro areas).

Bing Thom Architects' Andy Yan studied 2009 hydro data and surmised five to eight per cent of downtown condos are "dark".

Neither study looks at vacant detached homes.

The city says it has had difficulty identifying data sources that can provide exact numbers, though it is working with Canadian Mortgage and Housing Corporation (CMHC) to try to understand the issue.

The Vancouver Affordable Housing Agency has also issued a request for proposals from consultants to help investigate vacant housing.

If the data shows vacant homes are contributing to rising housing costs and low rental supply, Jang said the city would look for solutions with provincial and federal partners.

Other jurisdictions, including Australia and the United Kingdom, have experimented with restrictions and additional levies on foreign ownership of real estate.

According to CMHC's 2014 market rental report, the city's rental vacancy is just 0.5 per cent.

The average cost of a detached home in Vancouver is now more than \$1.9 million, according to a recent Vancity report.



To: Planning Committee **Date:** May 11, 2015
From: Wayne Craig **File:** RZ 13-630280
Director of Development
Re: **Application by Steveston No. 6 LP for Rezoning at 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from Entertainment & Athletics (CEA), Light Industrial (IL) and Agriculture (AG1) Zoning to Light Industrial and Limited Accessory Retail – Riverport (ZI12)**

Staff Recommendation

1. That Official Community Plan Amendment Bylaw 9210, to redesignate 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Commercial" and "Industrial" to "Mixed Employment" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw 9000, be introduced and given first reading.
2. That Bylaw 9210, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

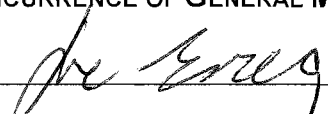
is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That Bylaw 9210, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 to create the "Light Industrial and Limited Accessory Retail – Riverport (ZI12)" zone, and to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Entertainment & Athletics (CEA)", "Light Industrial (IL)" and "Agriculture (AG1)" to "Light Industrial and Limited Accessory Retail – Riverport (ZI12)", be introduced and given first reading.

5. That the public hearing notification be expanded to include all properties in the area shown on the map contained in Attachment J to the staff report dated May 11, 2015 from the Director of Development.


Wayne Craig
Director of Development

WC:ke
Att.

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

Staff Report

Origin

At the February 17, 2015 Planning Committee meeting, the following referral was made to staff:

That the staff report titled Application by Steveston No. 6 LP for Rezoning at 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway from Entertainment & Athletics (CEA), Light Industrial (IL) and Agriculture (AG1) Zoning to Light Industrial and Limited Accessory Retail – Riverport (ZI12), dated February 5, 2015, from the Director, Development, be referred back to staff to examine:

- (1) potential port-related uses for the site through discussion with Port Metro Vancouver;*
- (2) the impact of the proposed development on traffic congestion in the area;*
- (3) the feasibility of adding a solar roof; and*
- (4) the expansion of the notification area;*

This report responds to the above referral and forwards the proposed rezoning application to Council for consideration.

Findings of Fact

For references purposes, please see the following attachments to this report:

- Attachment A – Location Map and Air Photo
- Attachment B – Copy of Staff Report Reviewed at February 17, 2015 Planning Committee

Note: All information contained in the staff report reviewed at the February 17, 2015 Planning Committee meeting remains pertinent to this rezoning application, except where noted in this report.

- Attachment C – Development Applications Data Sheet
- Attachment D – Preliminary Site and Landscape Plans

Surrounding Development

To the North: A property in the Agricultural Land Reserve (ALR), zoned “Agriculture (AG1)” that contains a single-family dwelling.

To the East: Across No. 6 Road properties zoned “Entertainment & Athletics (CEA)” that contain a movie theatre complex, hotel and the Richmond Ice Centre.

To the South: Across No. 6 Road a property zoned “Light Industrial (IL)” that is owned by Port Metro Vancouver.

To the West: A property in the ALR zoned “Agriculture (AG1)” that contains a single-family dwelling.

Responses to Planning Committee Referrals

Potential Port-Related Uses for the Site Through Discussion with Port Metro Vancouver

City staff forwarded the Planning Committee referral in conjunction with the proposed rezoning application report to Port Metro Vancouver (PMV) staff with a request for comment based on the direction by Planning Committee. PMV provided a letter in response (Attachment E). These comments have been reviewed by the applicant who have provided a letter in response (Attachment F). A general summary of PMV staff comments on the rezoning application is below, with applicant (Ledcor) responses highlighted in ***bold italics***:

- PMV concerns over the general loss of industrial land across the Metro Vancouver region and limited inventory of market ready industrial land.

The applicant notes that the rezoning application facilitates the creation of 14 acres of proposed light industrial land that would add to this land base across the region and help bring to market industrial land to meet current and future market demands.

- PMV support for the preservation of industrial lands of all types and particularly supportive of trade related and logistics uses for lands that have good access and close to existing industrial areas. PMV also notes that the proposed development may be better suited to larger format trade-related industrial and logistics uses.

The applicant stresses that the proposed rezoning will create light industrial zoned land that is capable of providing space for a wide-variety of users, including trade related and logistics, of which market conditions would be a key factor in determining the end user.

- PMV support land use regulations that would maximize industrial development potential on the site and have concerns about the proposed accessory retail component in Ledcor's rezoning application as it reduces the amount of building area that could be allocated to industrial use.

The applicant notes that the proposal to include a limited amount of accessory retail was based on market research and consultation with the real estate community.

Proposed zoning regulations restrict total amount of accessory retail to 2,350 sq. m or 25,295 sq. ft. with an accessory retail unit restricted to a floor area that is the lesser of either 10% area of the industrial unit to a maximum of 186 sq. m or 2,000 sq. ft.

Industrial land uses will be the primary use of all businesses with a number of development restrictions that limit the floor area and configuration of accessory retail space. The applicant identifies that the limited accessory retail component may not be utilized by all industrial operations, but should be desirable to potential users and local businesses.

The applicant's and City staff's opinion is that the proposed industrial zoning for the site meets many of the stated PMV objectives in the letter, while also accommodating potential broader light industrial market needs in Richmond, which they have identified through market research.

In addition to the applicant's responses to PMV comments, Ledcor also submits the additional rationale in support of their development:

- Maintaining economic viability of the proposed industrial development through implementation of zoning that is flexible and able to react to future market conditions and user needs is critical in the applicant's development, as supported by the applicant's market research.
- The applicant's opinion that the proposed industrial development could result in higher job generation when compared to traditional trade-related industrial/warehouse uses and will provide industrial space where businesses can relocate, expand or downsize within Richmond.

City staff also discussed with the applicant (Ledcor) and PMV staff about each other's position regarding the potential acquisition or use of the site by PMV.

- Ledcor's Response – During the rezoning process, the applicant had discussed with the Port to further understand their plans for the recently acquired Fraser Wharves site (across Steveston Highway from the applicant's development site) and potential impacts to their proposed light industrial development. At that time, the applicant understood that the Port did not have an interest in this site. If the Port's position has changed, the applicant's opinion is that the proposed zoning would allow for a range of complementary Port uses, including trade-related industrial/warehouse uses, if deemed viable by the market.
- PMV Response – The Port is always interested in looking at opportunities for industrial land in close proximity to existing PMV land; however, were not aware of the Ledcor site being immediately available for purchase as they understood that the applicant had existing development plans. Currently, PMV cannot confirm if they would be in a position to acquire the Ledcor site as detailed review, analysis and due diligence needs to be completed before the Port is able to advise of their preference to purchase or not. PMV staff advises that they have not conducted their due diligence process.

The applicant emphasizes that although there has been limited interest in the development site by the Port to date, the applicant would be open to considering market viable Port supporting uses in the development.

Through the consideration of this rezoning application, City staff highlight that the proposal will increase the supply of industrial land in the City and that the proposed redesignation from "Commercial" to "Mixed Employment" in the 2041 Official Community Plan will benefit industrial development in the City. Furthermore, Council consideration of this rezoning application now does not preclude continued discussion between the applicant and PMV about potential land acquisition or lease opportunities.

The Impact of the Proposed Development on Traffic Congestion in the Area

The applicant submitted an additional report (Attachment G) from their transportation consultant (Bunt & Associates) that addresses the questions raised at Planning Committee. Specifically, the report addresses the existing traffic congestion in the area and related traffic volumes based on these land uses and the resulting impact of the industrial uses proposed in this rezoning.

The key findings and recommendations of the supplemental report are summarized as follows:

- Potential traffic generation from the proposed light industrial development is anticipated to be lower compared to the office and entertainment/recreational uses permitted in the current zone (Entertainment and Athletics CEA) on the subject site. The report finds that during the highest peak traffic periods, the proposed development would generate approximately 33% of the traffic compared to the office and approximately 80% of traffic compared to entertainment/recreational use permitted in the exiting “Entertainment and Athletics (CEA)” zoning. Also, the proposed development is anticipated to generate little traffic during the weekday evening and Saturday midday periods when the adjacent Riverport entertainment and recreation facilities experiences the highest amount of traffic.
- In regards to impacts on the Steveston Highway overpass crossing of Highway 99, the traffic consultant has identified that the potential traffic generated from the proposed industrial development on the subject site can generally be accommodated within the existing capacity available on the area road system, particularly after the overpass is upgraded as part of the Massey Tunnel replacement project. MoTI staff have noted that there would be considerable traffic control management measures in place on this section of Steveston Highway as part of the Tunnel replacement project to assist the movement of existing traffic as well as the additional 1-2 vehicles per minute generated by the proposed industrial development.
- The report also addresses the potential for additional road connections south of Steveston Highway (i.e., via extension of Rice Mill Road) to improve traffic conditions to the proposed development and surrounding area. The report finds that this scenario is not feasible due to existing ownership and the requirement for the potential road extension to pass through lands within the Agricultural Land Reserve and Environmentally Sensitive Areas. Furthermore, such a road connection would divert traffic to the No. 5 Road/Steveston Highway intersection, which is already congested during peak period, and thus not a desirable option.

Transportation staff reviewed the proposed package of transportation related works and upgrades, including the widening of Steveston Highway (identified in the original report considered by Planning Committee) to determine if any additional transportation related upgrades are necessary. Based on this review, there is no technical rationale to require additional works or upgrades in order to accommodate the traffic generated by the proposed development.

In summary, the traffic consultant report confirms that the anticipated traffic generation from the applicant's proposed light industrial development is less compared to potential traffic generation for existing office and entertainment/recreational uses already permitted in the existing zone. Traffic volume generation for the proposed light industrial development will be minimal on weekday evenings and weekend midday periods, which is during the typical high traffic volumes experienced at the existing Riverport entertainment/recreational facilities.

The Feasibility of Adding a Solar Roof

The developer has reviewed the feasibility of incorporating solar photovoltaic (PV) installations into the proposed development to provide an alternative energy source. Based on research conducted by the developer and their energy consultant, implementing solar PV installations is

not feasible on a scale that would enable the entire development to be independently powered by solar PV.

However, the developer has identified an opportunity to incorporate solar PV on a limited scale for the site. The applicant's energy consultant has recommended a solar PV system designed to provide power to all of the development site's exterior lighting needs (anticipated to be approximately 16 kilowatts of power). The preliminary solar PV design will consist of:

- Roof-top mounted panel array and battery system; and
- Stand-alone light standards (i.e., for illumination in parking lots) that would contain a solar panel, battery unit and energy efficient light source.
- Installation of pre-ducting throughout the entire development to enable expansion of the solar PV system in the future.

Attachment H contains a summary letter of the applicant's solar PV commitment as part of this development. The applicant advises that they are not able to implement a solar PV system over the entire development at this time as their energy consultant has noted it is not an economically viable energy system at this time. Other primary challenges to solar PV implementation noted by the applicant are that the overall anticipated power needs of the development are unknown at this time as no industrial tenants have been secured and final building design has not been determined, which are key factors in energy consumption for the site. In response to these challenges, the applicant is proposing a solar PV system capable of providing energy to meet all exterior lighting needs for the development and also pre-ducting of all buildings in the development to enable expansion of the system in future.

The percentage of total energy use for the development that the proposed solar PV system represents is not known at this time given the wide range of power demands that are dependent on the energy needs of the industrial user and final building design. Implementation of a solar PV system to power exterior lighting needs does represent a positive step in sustainability and would provide valuable case-study information for potential future implementation on other projects. Should Council wish to see additional solar PV on-site, further discussion with the applicant would be required, including further information on the proposed building design and potential tenant.

To secure implementation of the solar PV installation as part of the development, a legal agreement will be required to be registered on title of the consolidated site that will require installation of the proposed system prior to building occupancy for the site. A copy of the revised rezoning considerations including the solar PV legal agreement is contained in Attachment I.

The Expansion of the Notification Area

Based on Planning Committee's comments, staff propose that the public notification area be expanded to include all properties bounded by Highway 99 to the west, Williams Road (allowance) to the north and the Fraser River to the east and south of the subject site and was determined by staff as an appropriate area to undertake notification based on the potential impact of the light industrial development on the surrounding areas. A map of the proposed notification area is contained in Attachment J.

Conclusion

In response to Planning Committee's February 17, 2015 referral, staff have worked with the applicant to liaise with PMV to obtain feedback on the light industrial development proposal, undertake a supplemental study of traffic impacts and design a limited capacity solar PV system as part of the development. Staff are also recommending that the public hearing notification area be expanded as outlined in this staff report.

This application proposes to create a new "Light Industrial and Limited Accessory Retail (ZI12)" zoning district and rezone the consolidated 14.3 acre (57,880 sq. m) site to this new zone to allow for the development of a light industrial business park that would also permit limited accessory retail activities. Concurrent with this rezoning application, an amendment to the 2041 OCP is required to designate the site from "Industrial" and "Commercial" to "Mixed Employment".

It is recommended that Richmond 2041 Official Community Plan Amendment Bylaw 9210 and Zoning Bylaw 8500, Amendment Bylaw 9211 be introduced and given first reading.



Kevin Eng
Planner 2

KE:cas

Attachment A: Location Map

Attachment B: Staff Report Considered at February 17, 2015 Planning Committee

Attachment C: Development Application Data Sheet

Attachment D: Preliminary Site and Landscape Plans

Attachment E: Port Metro Vancouver Response Letter

Attachment F: Ledcor Response Letter – Port Metro Vancouver Comments

Attachment G: Supplemental Traffic Report

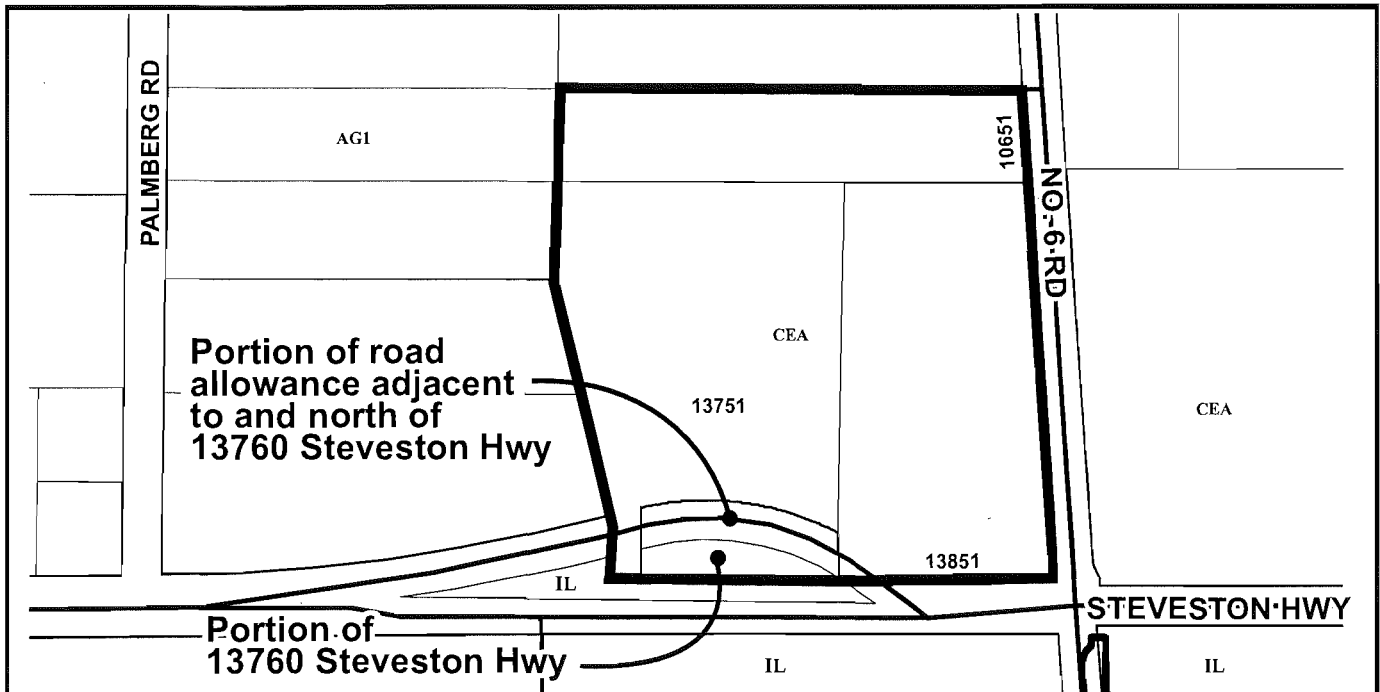
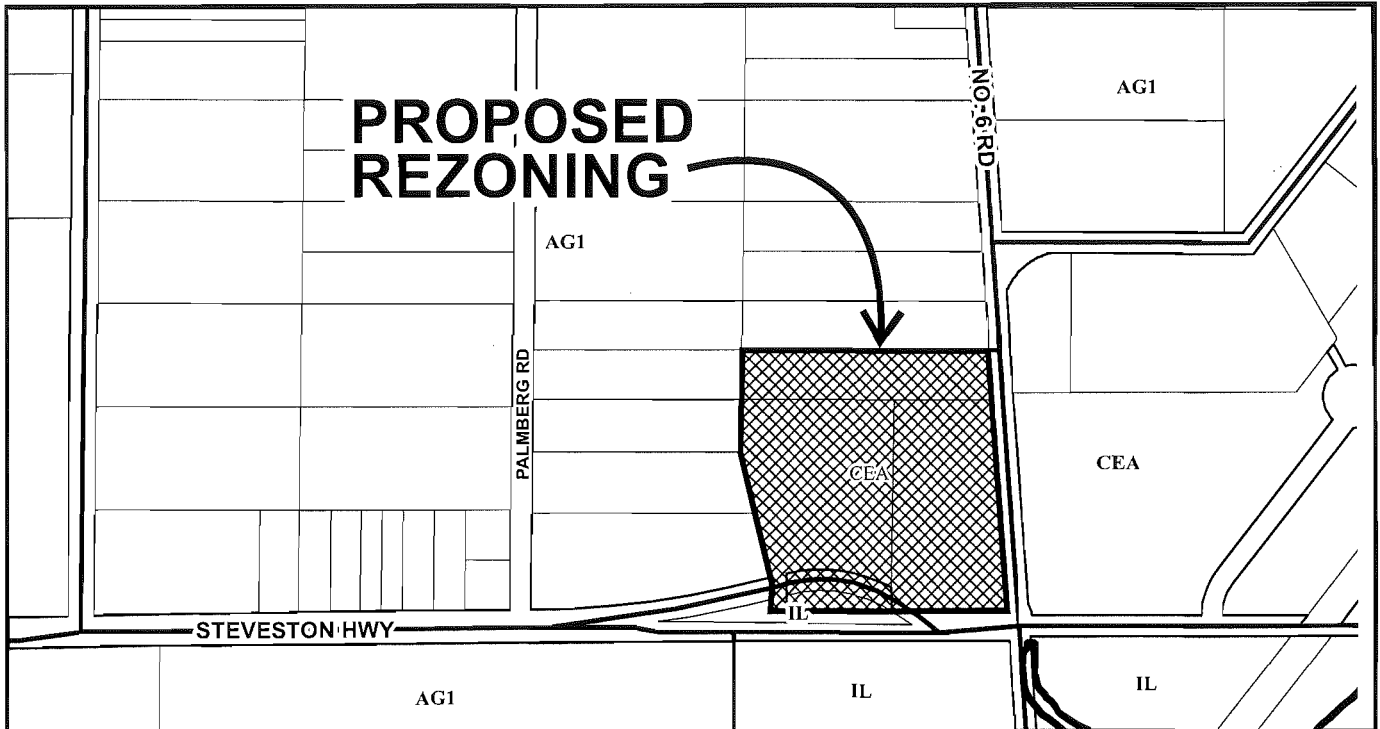
Attachment H: Ledcor Response Letter – Proposed Solar Photovoltaic Installation

Attachment I: Revised Rezoning Considerations

Attachment J: Proposed Expanded Public Hearing Notification Area



City of
Richmond



RZ 13-630280

Original Date: 01/23/15

Revision Date: 05/08/15

Note: Dimensions are in METRES



City of Richmond



RZ 13-630280

Original Date: 01/23/15

Revision Date 01/27/15

Note: Dimensions are in METRES



**City of
Richmond**

Referred back to staff.

Report to Committee

Planning and Development Department

To PLN - Feb 17, 2015

To: Planning Committee

Date: February 5, 2015

From: Wayne Craig
Director of Development

RZ 13-630280

File: 12-8060-20-009210/009211

Re: Application by Steveston No. 6 LP for Rezoning at 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway from Entertainment & Athletics (CEA), Light Industrial (IL) and Agriculture (AG1) Zoning to Light Industrial and Limited Accessory Retail – Riverport (ZI12)

Staff Recommendation

1. That Richmond 2041 Official Community Plan Amendment Bylaw 9210, to redesignate 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Commercial" and "Industrial" to "Mixed Employment" in Attachment 1 to Schedule 1 of Richmond 2041 Official Community Plan Bylaw 9000, be introduced and given first reading.
2. That Bylaw 9210, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

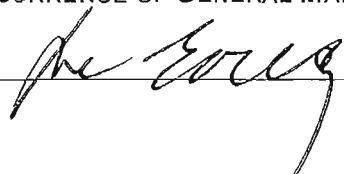
3. That Bylaw 9210, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9211 to create the "Light Industrial and Limited Accessory Retail – Riverport (ZI12)" zone, and to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and north of 13760 Steveston Highway from "Entertainment & Athletics (CEA)", "Light Industrial (IL)" and "Agriculture (AG1)" to "Light Industrial and Limited Accessory Retail – Riverport (ZI12)", be introduced and given first reading.


Wayne Craig
Director of Development

WC:ke

Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	

Staff Report

Origin

Steveston No. 6 LP has applied to the City of Richmond for permission to rezone 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the road allowance adjacent to and north of 13760 Steveston Highway from “Entertainment & Athletics (CEA)”, “Light Industrial (IL)” and “Agriculture (AG1)” to a new proposed “Light Industrial and Limited Accessory Retail – Riverport (ZI12)” zoning district in order to permit the development of a light industrial business park. This project also includes a proposal to permit limited accessory retail activities that are linked to the industrial businesses on the site (Attachment 1 – Location Map).

The proposed development includes the acquisition of City land (A portion of 13760 Steveston Highway and a portion of the road allowance adjacent to and north of 13760 Steveston Highway) on the Steveston Highway frontage of the subject site. Additional information on the land acquisition is contained in the Financial Impact section of this report.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is contained in Attachment 2.

Surrounding Development

To the North: A property in the Agricultural Land Reserve (ALR), zoned “Agriculture (AG1)” that contains a single-family dwelling.

To the East: Across No. 6 Road properties zoned “Entertainment & Athletics (CEA)” that contain a movie theatre complex, hotel and the Richmond Ice Centre.

To the South: Across No. 6 Road a property zoned “Light Industrial (IL)” that is owned by Port Metro Vancouver.

To the West: A property in the ALR zoned “Agriculture (AG1)” that contains a single-family dwelling.

Related Policies & Studies

2041 Official Community Plan (OCP)

A majority of the development site is currently designated “Commercial” in the 2041 OCP. A portion of 13760 Steveston Highway (City lands proposed to be included in this development) is designated “Industrial”. The applicant proposes an amendment to the 2041 OCP to designate the site “Mixed Employment”. This proposed amendment will accommodate the proposed land uses including the accessory uses (i.e., supporting offices to the industrial operations) and limited accessory retail activities.

The proposed amendment to the 2041 OCP is supported by staff on the following basis:

- Given the location of the site and surrounding land use context (primarily agriculture with limited commercial/entertainment activities and industrial activities), the site is better suited to accommodate the proposed light industrial development.
- The light industrial proposal supports the City's Employment Lands Strategy and the 2041 OCP policies which ensure an adequate supply of employment lands to meet current and long term community economic needs.

2040 Regional Growth Strategy (RGS)

The proposed 2041 OCP amendment is consistent with the 2040 Metro Vancouver Regional Growth Strategy (RGS). The site is located within the RGS "Urban Containment Boundary" and is designated a RGS "General Urban" area which allows a range of urban uses including mixed employment and support uses which have a minimal impact on urban and agricultural activities. For these reasons, it is not necessary to amend the 2040 RGS, or refer the proposed OCP amendment Metro Vancouver for comment.

Development Permit Area – ALR Buffer

A Development Permit application is required due to the subject site's adjacency to the ALR. A Development Permit application (DP 14-676456) has been submitted by the applicant.

In accordance with the 2041 OCP policies on developments which are directly adjacent to the ALR, the proposal incorporates a 15 m (50 ft.) wide area along the west and north edges of the site. The applicant's conceptual landscape plan for the ALR buffer incorporates a double row of deciduous and coniferous trees, shrubs and groundcovers, and a bioswale/on-site storm water management system within the 15 m (50 ft.) space. This conceptual plan complies with OCP and ALR guidelines on buffers between agricultural and development areas (Attachment 3).

A rezoning consideration for this project is the registration of a legal agreement on title of the consolidated property to ensure that the landscaped buffer cannot be removed or modified and are for the purposes of mitigating typical farm activities. Additional detailing and refinement of the ALR buffer will be undertaken through the forthcoming Development Permit application that is required for developments with a direct adjacency to the ALR, including submission of an appropriate bond to secure implementation of the plan.

Through the processing of the Development Permit application, discussions with the developer will also address the general exterior form and character of the buildings in coordination with the on-site landscape plan to ensure a high standard of design and enhanced architectural detailing is implemented in the proposed industrial business park.

Green Roofs and Other Options Involving Industrial and Office Buildings Outside the City Centre Bylaw (8385)

This bylaw applies to the proposed industrial development and will require the applicant/developer to demonstrate appropriate on-site storm water retention methods (via green roof or alternative option), to reduce the site's overall discharge to the City's storm sewer system.

Details on compliance with the provisions of the bylaw will be provided through the subsequent Development Permit application and secured through the building permit for the development.

Public Art Program Policy (8703)

The applicant will be participating in the City's Public Art Program and will be making a voluntary contribution (\$90,994) based on the provisions of the policy. The applicant will work with Public Art staff to identify an artist and suitable art installation for this development site. This voluntary contribution will be secured as a rezoning consideration.

Flood Plain Designation and Protection Bylaw (8204)

The proposed development must meet the requirements of Flood Plain Designation and Protection Bylaw (8204). Registration of a Flood Plain Covenant on title is a rezoning consideration for this project.

Noise Regulation Bylaw (8856)

As the proposed light industrial development is directly adjacent to "Agriculture (AG1)" zoned properties that permit a residential use, a legal agreement will be required to be registered on title of the consolidated site, to ensure that noise generated from the development complies with the City's Noise Regulation Bylaw (8856).

Richmond Agricultural Advisory Committee (AAC)

The rezoning was reviewed by the AAC on September 13, 2013. In response to comments and requests for additional information by the AAC, the proposal was presented to the AAC again on May 22, 2014, where the AAC supported the rezoning application (Attachment 4).

Traffic, Access and Off-Street Parking

Vehicular access to the site will consist of one access along Steveston Highway (south west corner of the site) and one access on No. 6 Road (midpoint of site). A legal agreement will be secured through the rezoning to restrict commercial vehicles (over a specified weight limit) from entering or exiting the site from No. 6 Road to prevent commercial vehicle traffic on No. 6 Road north of the proposed access location.

The applicant's consultant submitted a Traffic Impact Assessment (TIA) for the proposed light industrial business park and limited accessory retail activities that was reviewed and approved by Transportation staff.

Based on the proposed site plan, a total of 398 off-street parking stalls can be provided on the development site, which complies with requirements contained in the Zoning Bylaw and provides 101 surplus parking stalls. The proposed parking is also sufficient to accommodate the required dedicating parking associated with the accessory retail uses proposed for this site.

Consultation

Signage has been posted on the site in compliance with rezoning requirements. Staff have responded to emails from the resident directly to the north of the site and have provided updates and information to the individual on the overall project. The applicant has also contacted the neighbouring resident to answer questions about the proposal and provided copies of the proposed conceptual site plan to the individual. To date, no additional comments or concerns have been communicated to staff by this resident.

Analysis

Project Description

The proposal involves development of the 14.3 acre (57,880 sq. m) consolidated site into a light industrial multi-tenant complex (Attachment 3 – preliminary site and landscape plans). The conceptual plans for the site involve two separate buildings with a central loading bay area in between. Remaining areas around the perimeter of the subject site are utilized for off-street parking, drive-aisles and a 15 m (50 ft.) wide landscaped ALR buffer along the north and west edges of the site. The buildings will contain a variety of typical light industrial businesses and include accessory supporting office space. The applicant has also requested the allowance for limited retail uses in the development that are restricted to the retailing of goods that are directly associated with the industrial businesses in the development. Further information on this accessory retail component of the project is contained in the Analysis section of the report.

Site Planning and Overall Design

The preliminary plan indicates two industrial buildings on the site with loading bays in between the buildings, which minimizes their visibility to the public street. Parking areas are primarily along the south, east and north edges of the site and are separated from the public roads (Steveston Highway and No. 6 Road) and neighbouring properties by a significant landscape buffer strip that also can accommodate any required parking setbacks (Attachment 3 – Preliminary site and landscape plan).

Riparian Management Area

There is an existing open watercourse located on the subject site east edge along No. 6 Road, which also has a 5 m (16.4 ft.) Riparian Management Area (RMA) designation. The proponent's environmental consultant has submitted a plan proposing the following RMA response (Attachment 5 – Environmental Consultant Report):

- Daylights portions of the watercourse that are currently contained in a covered culvert.
- Undertake appropriate works to install a new driveway crossing into the site and pedestrian crossing across the existing RMA designated watercourse.
- Compensation plantings in the RMA based on the consultant's submitted plan.

Environmental Programs has reviewed and support the proposed RMA revisions and compensation plan proposed as part of this development. Detailed planting information will be addressed through the forthcoming Development Permit application.

Proposed New Zoning District

A new light industrial zoning district is proposed to allow primarily for a range of industrial activities and limited accessory retail activity. The permitted uses, density and site coverage is generally consistent with zoning for other light industrial multi-tenant complexes throughout the City. Specific regulations proposed to be included in this zone are detailed in this section.

Permitted Uses and Density

The permitted uses proposed for the proposed new “Light Industrial and Limited Accessory Retail – Riverport (ZI12)” zone include light industrial and manufacturing activities, industrial/manufacturing services and some limited commercial services, all of which must be contained in a building, which are consistent with light industrial business activities. The proposed accessory retail activity must be accessory to and will support the primary industrial business. Standalone retail is not permitted in the proposed zone.

A density of 0.75 Floor Area Ratio (FAR) and 60% site coverage is proposed to be included in this zone to accommodate future industrial tenancy needs. The current conceptual site plan has been submitted to demonstrate that the necessary off-street parking stalls can be provided on site and includes a parking surplus compared to what the Zoning Bylaw requires.

Accessory Retail Limitations

The zone has been drafted to include limitations on the accessory retail activities that restrict the retailing of goods manufactured, assembled, fabricated, stored and/or distributed on-site. Floor area limitations are also proposed to place a maximum of 2,350 sq. m (25,295 sq. ft.) of floor area over the entire site and restrict the maximum size of an accessory retail unit to the lesser of 10% of the floor area of an industrial unit to a maximum of 186 sq. m (2,000 sq. ft.).

Additional restrictions for the accessory retail activity relate to requiring it to be owned and operated by the primary industrial business, capping the total number of accessory retail units (25 maximum) and ensuring that retail activities must be in a building and defined by walls and is located with direct access to the public entrance to a unit. Dedicated off-street parking is required to be provided for the accessory retail activities in addition to providing necessary off-street parking for the primary industrial use.

Sanitary Sewer

The site is not serviced by a City sanitary sewer system. The project proposes to connect to a private sanitary sewer utility, located on the existing Riverport development site to the east across No. 6 Road, which was implemented when that group of properties was redeveloped. The applicant has received confirmation from the existing private sanitary sewer utility that the system has sufficient capacity to accommodate the proposed development and will be able to service the subject site. An existing private legal agreement (private easement) registered on the group of properties east of No. 6 Road allows the project site to connect to the private sanitary service utility. The following is a summary of requirements associated with service by a private sanitary sewer utility:

- As the private sanitary sewer infrastructure has to cross a City road allowance (No. 6 Road) – A legal agreement between the proponent and the City of Richmond for the purpose of locating, constructing, operating and maintaining private sanitary sewer infrastructure within a dedicated City road allowance is required.

- A legal agreement is required on the consolidated development site to identifying that the subject site is not serviced by a City sanitary sewer system and the City will not permit the development site to be serviced by sanitary sewer. This legal agreement will also identify that the development site is required to be serviced by the private sanitary sewer utility system, to be maintained and operated by the utility provider at the developer and/or utility provider's sole cost.

Site Servicing

General upgrades and scope of works to be completed as part of this development involve the following:

- No. 6 Road frontage – Implementation of an on-site pedestrian pathway, RMA compensation and enhancement works to daylight portions of the watercourse, new pedestrian cross-walk, new driveway access and implementation of a northbound left turn lane into the subject site.
- Steveston Highway (generally between No. 6 Road to Palmberg Road) – Road widening, shared pedestrian/bicycle sidewalk, implementation of an on-street dedicated bike lane, implementation of a east bound turning lane to the development site and modification to the existing median as needed.

A detailed list of identified works for this development is contained in the rezoning considerations (Attachment 6). All works will be completed through a Servicing Agreement application, which is a rezoning consideration for this development.

Financial Impact

Developer's Acquisition of City Lands


To facilitate the subject rezoning application proposal, the applicant proposes to acquire a portion of 13760 Steveston Highway (owned by the City of Richmond) and a portion of an unopened road allowance to the north of 13760 Steveston Highway for inclusion in the applicant's consolidated development site. The total approximate area of City lands proposed to be included in the development site is 3,400 sq. m (36,597 sq. ft.). As identified in the rezoning considerations for this project, the applicant is required to enter into a purchase and sales agreement with the City for the purchase of the lands, which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement, and road closure bylaw with respect to the unopened road allowance, will be brought forward by Council in a separate report from the Manager, Real Estate Services.

Conclusion


This application proposes to create a new "Light Industrial and Limited Accessory Retail (ZI12)" zoning district and rezone the consolidated 14.3 acre (57,880 sq. m) site to this new zone to allow for the development of a light industrial business park that would also permit limited accessory retail activities. Concurrent with this rezoning application, an amendment to the 2041 OCP is required to designate the site from "Industrial" and "Commercial" to "Mixed Employment".

Staff support the proposed 2041 OCP amendment and rezoning application to facilitate development of a light industrial business park on the subject site as it provides for additional employments lands and job generation in support of the 2041 Employment Lands Strategy. The proposed new “Light Industrial and Limited Accessory Retail – Riverport (ZI12)” zoning district has been developed to provide a range of uses that will accommodate light industrial businesses within a building that fits into the surrounding area.

On this basis, It is recommended that Richmond 2041 Official Community Plan Amendment Bylaw 9210 and Zoning Bylaw 8500, Amendment Bylaw 9211 be introduced and given first reading.



Kevin Eng
Planner 2



KE:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Preliminary Site and Landscape Plans

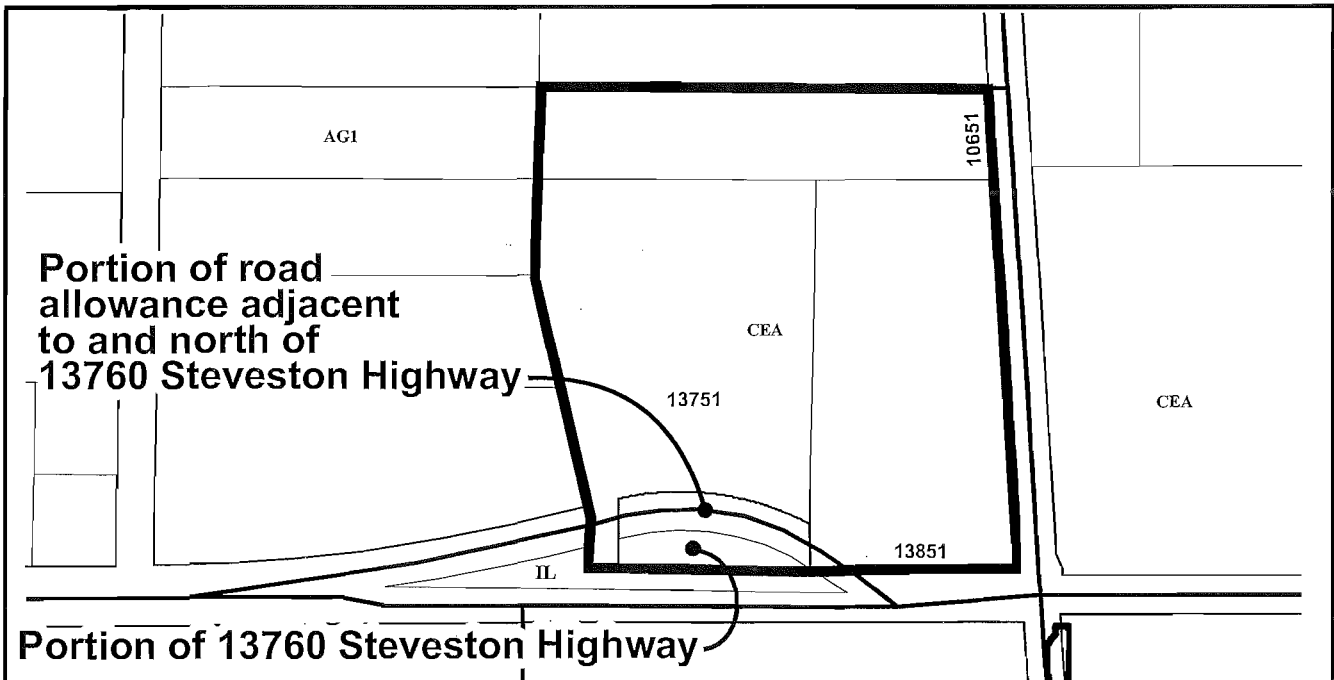
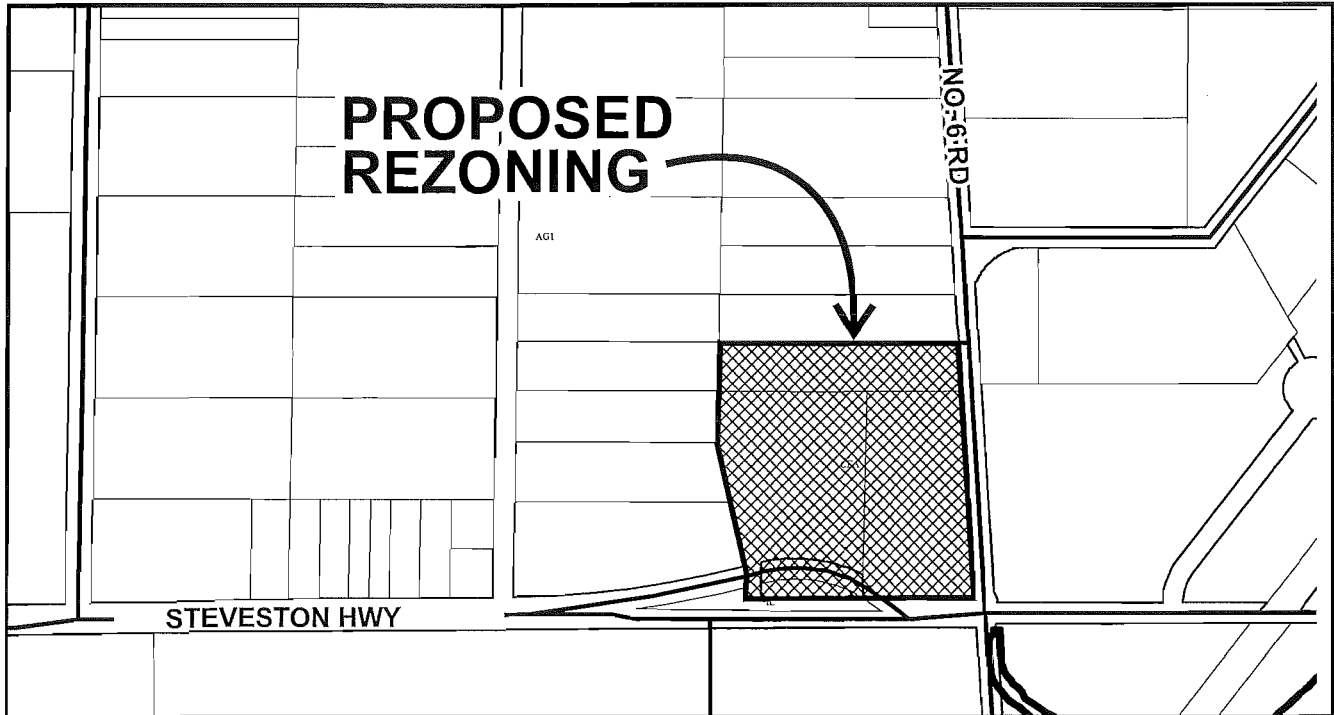
Attachment 4: Excerpt of AAC Meeting Minutes (September 13, 2013 and May 22, 2014)

Attachment 5: Environmental Consultant Report – Riparian Management Area

Attachment 6: Rezoning Considerations



City of
Richmond



RZ 13-630280

Original Date: 01/23/15

Revision Date: 01/27/15

Note: Dimensions are in METRES



SITE LOCATION PLAN - NOT TO SCALE

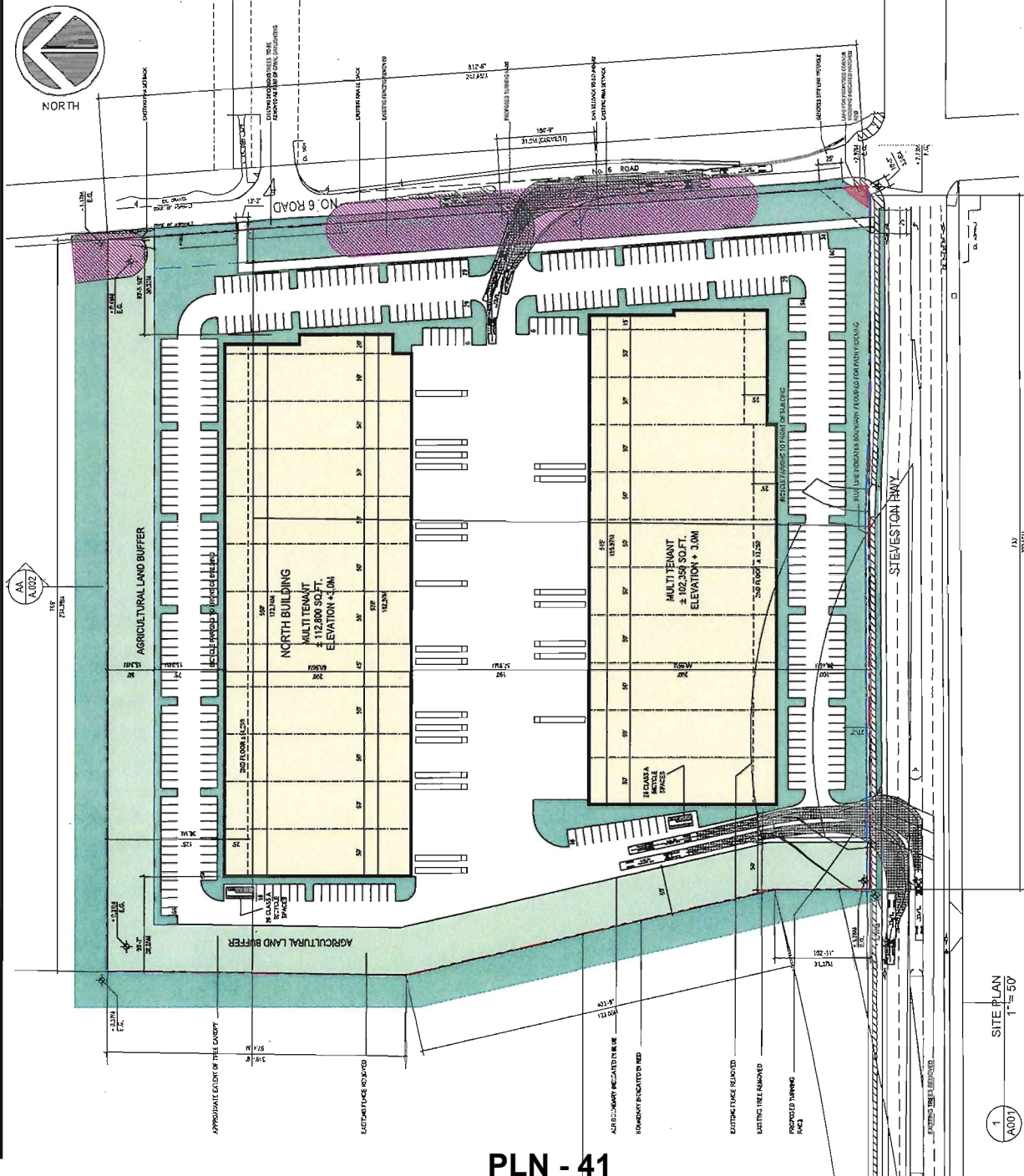
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**STEVESTON
HIGHWAY /
NO.6 ROAD**

SITE PLAN

SCALE: 1"=50'
DATE: 12.17
COUNT: 18.03

A.0.001

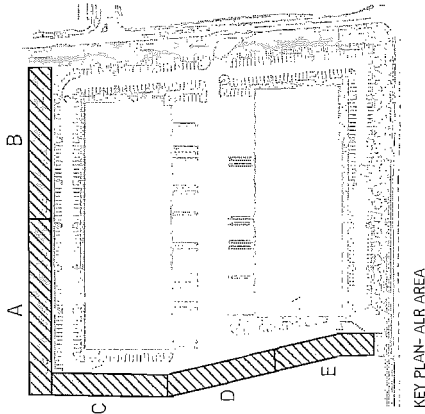
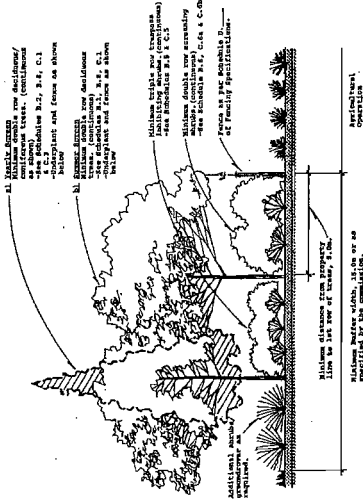


PLN - 41

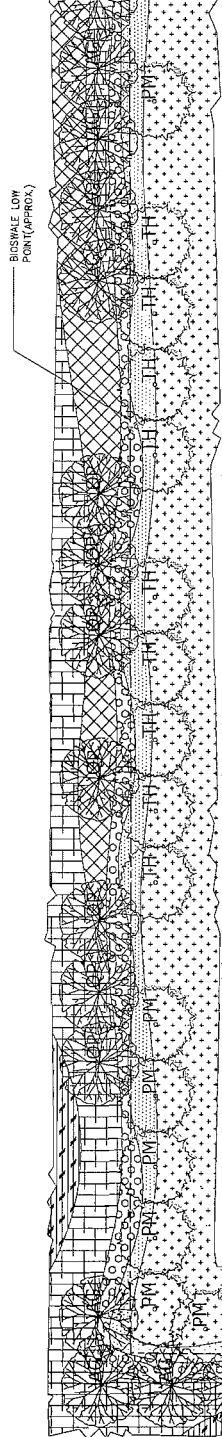
1
A001

SITE PLAN

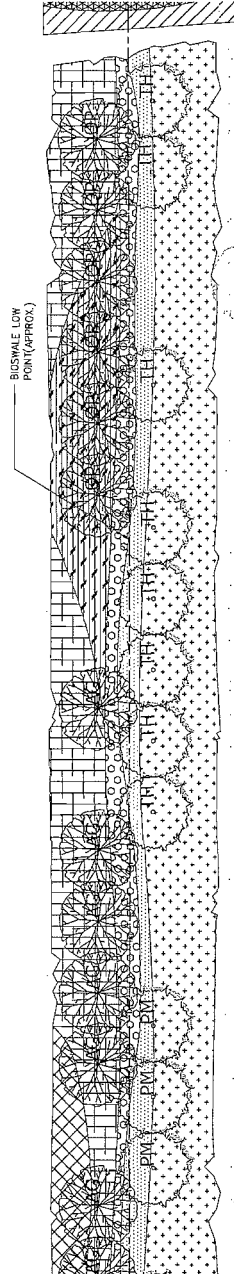
1" = 50'



KEY PLAN- ALR AREA

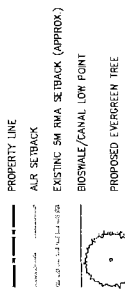


2 ALR PLANTING PLAN DETAIL A



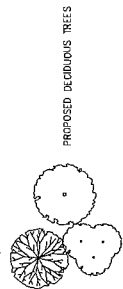
3 ALR PLANTING PLAN DETAIL B

GENERAL LEGEND



REMOVAL/REPLACEMENT:

A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ACCOMMODATE DAYLIGHTING OF GULFVIEW ALONG EAST EDGE OF SITE NORTH OF DRIVEWAY. THESE TREE REMOVALS ARE PROPOSED TO BE OFFSET BY OVER 150 NEW TREES PLANTED ON SITE.



EXISTING TREE (TO BE RETAINED)

EXISTING TREE (TO BE REMOVED)

PLANT LIST		BOTANICAL NAME	COMMON NAME	NOTES
	ALR PLANTINGS			
TREES				
QJ	QUERCUS PALMARIS		PIN OAK	7m GAT.
AG	ACEP. CALABRIA VAR. DOUGLASSII		ACEP. CALABRIA VAR. DOUGLASSII	(N)
TH	PEUDOTSUGA MENZIESII		DOUGLAS FIR	2m HT., (N)
TM	TSUGA HETEROPHYLLA		WESTERN HEMLOCK	2m HT., (N)
	SHRUBS			
Fe	PHYSCOCARPUS CAPITATUS		PACIFIC NINEBARK	#5 POT., (N), 4' O.C.
Ra	RIBES SANGUINEUM		FLOWERING CURRENT	#2 POT., (N), 3' O.C.
Sa	SYMPLOCARPA ALBUS		SNOWBERRY	#5 POT., (N), 3' O.C.
Sc	SCHOLIMYX ALCUTINUS		WAX MYRTLE	#5 POT., (N), 3' O.C.
HTED Ma	MADONIA AQUILIFOLIA		OREGON GRAPE	#5 POT., (N), 3' O.C.
	GRASSES			
2022-2023	HOLOGRASS NATIVE GRASS MIX		BLUE COINT	SEED MIX
	CALAMAGRISTIS CANADENSIS		TUFTED WIGMORE	
	DESCHAMPSIA DESCHAMPSI		WESTERN FESCUE	
	FESTUCA OCCIDENTALIS		WESTERN FESCUE	

PLN - 43

Line	Quantity	Unit	Rate
1	1	Register	2013-01-17
2	2	Blanket for Heating	02-28-08 18
3	3	Blanket for Heating	2012-06-16
4	4	Blanket for Heating	02-14-08 19
5	5	Blanket for Heating	2014-06-06
6	6	Blanket for Heating	08-14-08 19
7	7	Blanket for Heating	2012-06-16
8	8	Blanket for Heating	02-14-08 19
9	9	Blanket for Heating	2012-06-16
10	10	Blanket for Heating	02-14-08 19
11	11	Blanket for Heating	2012-06-16
12	12	Blanket for Heating	02-14-08 19
13	13	Blanket for Heating	2012-06-16
14	14	Blanket for Heating	02-14-08 19
15	15	Blanket for Heating	2012-06-16
16	16	Blanket for Heating	02-14-08 19
17	17	Blanket for Heating	2012-06-16
18	18	Blanket for Heating	02-14-08 19
19	19	Blanket for Heating	2012-06-16
20	20	Blanket for Heating	02-14-08 19
21	21	Blanket for Heating	2012-06-16
22	22	Blanket for Heating	02-14-08 19
23	23	Blanket for Heating	2012-06-16
24	24	Blanket for Heating	02-14-08 19
25	25	Blanket for Heating	2012-06-16
26	26	Blanket for Heating	02-14-08 19
27	27	Blanket for Heating	2012-06-16
28	28	Blanket for Heating	02-14-08 19
29	29	Blanket for Heating	2012-06-16
30	30	Blanket for Heating	02-14-08 19
31	31	Blanket for Heating	2012-06-16
32	32	Blanket for Heating	02-14-08 19
33	33	Blanket for Heating	2012-06-16
34	34	Blanket for Heating	02-14-08 19
35	35	Blanket for Heating	2012-06-16
36	36	Blanket for Heating	02-14-08 19
37	37	Blanket for Heating	2012-06-16
38	38	Blanket for Heating	02-14-08 19
39	39	Blanket for Heating	2012-06-16
40	40	Blanket for Heating	02-14-08 19
41	41	Blanket for Heating	2012-06-16
42	42	Blanket for Heating	02-14-08 19
43	43	Blanket for Heating	2012-06-16
44	44	Blanket for Heating	02-14-08 19
45	45	Blanket for Heating	2012-06-16
46	46	Blanket for Heating	02-14-08 19
47	47	Blanket for Heating	2012-06-16
48	48	Blanket for Heating	02-14-08 19
49	49	Blanket for Heating	2012-06-16
50	50	Blanket for Heating	02-14-08 19
51	51	Blanket for Heating	2012-06-16
52	52	Blanket for Heating	02-14-08 19
53	53	Blanket for Heating	2012-06-16
54	54	Blanket for Heating	02-14-08 19
55	55	Blanket for Heating	2012-06-16
56	56	Blanket for Heating	02-14-08 19
57	57	Blanket for Heating	2012-06-16
58	58	Blanket for Heating	02-14-08 19
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60	60	Blanket for Heating	02-14-08 19
61	61	Blanket for Heating	2012-06-16
62	62	Blanket for Heating	02-14-08 19
63	63	Blanket for Heating	2012-06-16
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98	98	Blanket for Heating	02-14-08 19
99	99	Blanket for Heating	2012-06-16
100	100	Blanket for Heating	02-14-08 19

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Steveston Hwy. &
No. 6 Rd.

ALR DETAILED
PLANTING PLAN

DATE	2013-09-06	Original Number	L1.2
Project No.	202022		
Scale	AS NOTED		
Drawn/Checked by	TJH / MG / DS		

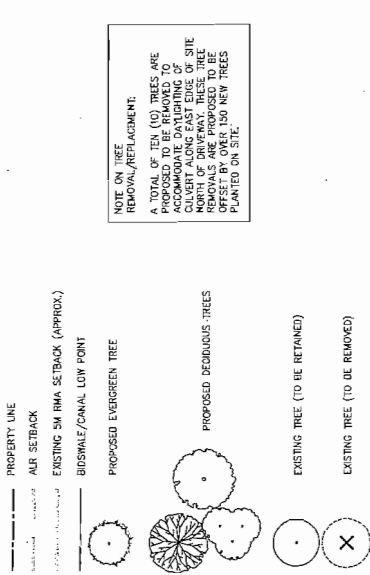
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Steveston Hwy. &
No. 6 Rd.

Date	2013-05-06	Drawing Number	L1.3
Project No.	2012022		
Scale	AS NOTED		

**PLN - 44**

GENERAL LEGEND



NOTE ON TREE REMOVAL/REPLACEMENT:
A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ACCOMMODATE DATUMING OF CURB AND DRIVEWAY. THESE TREE REMOVALS ARE PROPOSED TO BE REPLACED WITH 150 NEW TREES PLANTED ON SITE.

KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
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22	22	PRUNUS PUMILA	PRUNE	2m CAN
23	23	PRUNUS PUMILA	PRUNE	2m CAN
24	24	PRUNUS PUMILA	PRUNE	2m CAN
25	25	PRUNUS PUMILA	PRUNE	2m CAN
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100	100	PRUNUS PUMILA	PRUNE	2m CAN

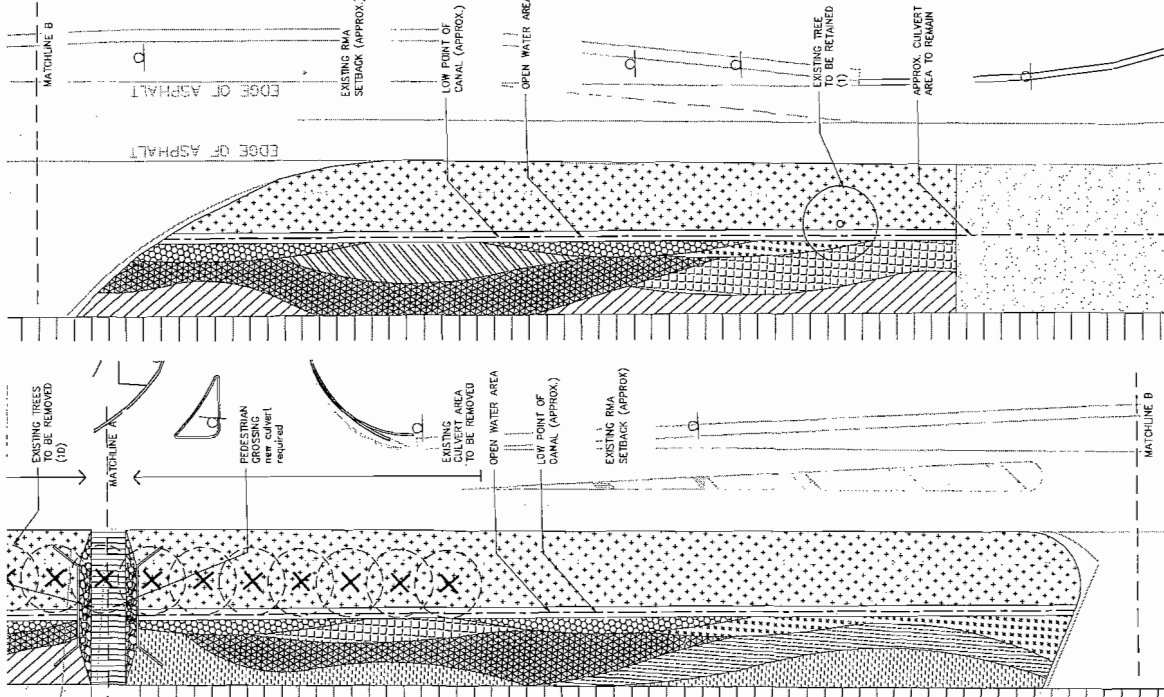
PLN - 45

RMA AND CANAL RESTORATION PLANTINGS

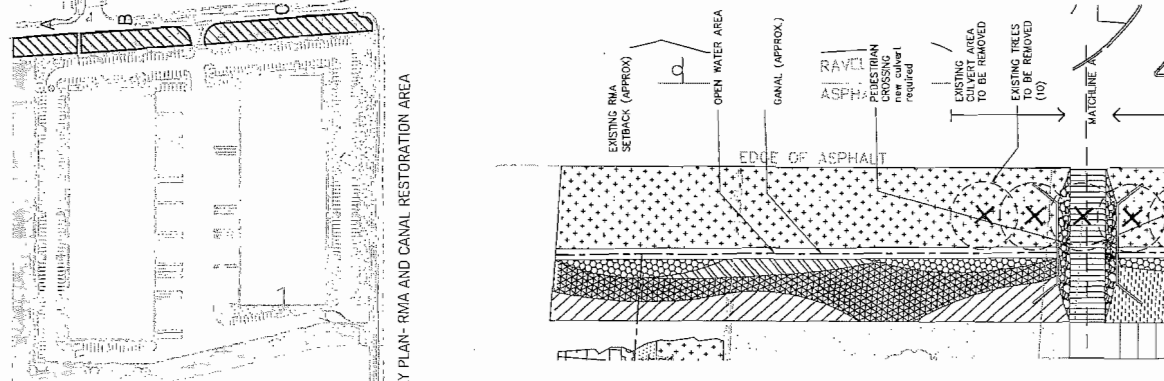
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98	98	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
99	99	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
100	100	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
101	101	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
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103	103	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
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RMA AND CANAL RESTORATION PLANTINGS

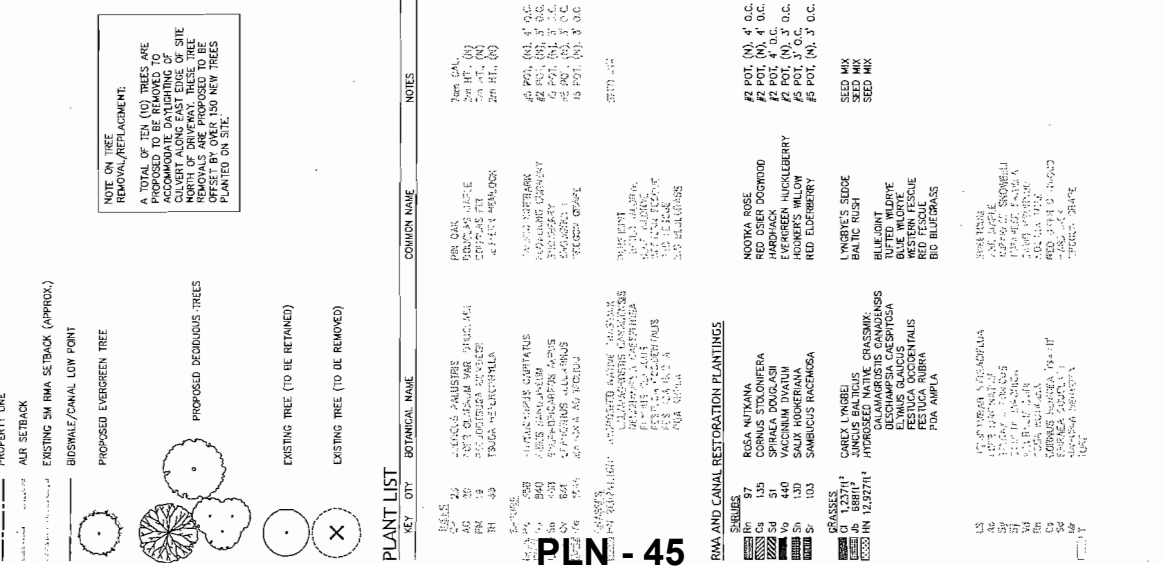
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178	178	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
179	179	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
180	180	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
181	181	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
182	182	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
183	183	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
184	184	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
185	185	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
186	186	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
187	187	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
188	188	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
189	189	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
190	190	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
191	191	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
192	192	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
193	193	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
194	194	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
195	195	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
196	196	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
197	197	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
198	198	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
199	199	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.
200	200	ROSA NUTKAN	ROSE	22 POT, (N), 4' O.C.



RMA AND CANAL PLANTING PLAN DETAIL A
1/8" = 1'-0"



RMA AND CANAL PLANTING PLAN DETAIL B
1/8" = 1'-0"



RMA AND CANAL PLANTING PLAN DETAIL C
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL D
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL E
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL F
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL G
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL H
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL I
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL J
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL K
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL L
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL M
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL N
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL O
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL P
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL Q
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL R
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL S
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL T
1/8" = 1'-0"

RMA AND CANAL PLANTING PLAN DETAIL U



RZ 13-630280

Attachment 3

13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of
Address: 13760 Steveston Highway

Applicant: Steveston No. 6 Road LP

	Existing	Proposed
Owner:	0767606 B.C Ltd., Inc. No. 0767606	To be determined
Site Size (m²):	Combined lots (including City lands) – Approximately 58,053 m ²	Consolidated net site area – Approximately 57,880 m ²
Land Uses:	Vacant site	Light industrial business park, limited accessory retail and supporting off-street parking and loading areas
OCP Designation:	Commercial and Industrial	Mixed Employment
Zoning:	Entertainment & Athletics(CEA) Light Industrial (IL) Agriculture (AG1)	Light Industrial and Limited Accessory Retail (ZI12) – Proposed new zone
Other Designations:	5 m Riparian Management Area (RMA) along No. 6 Road	Modifications and enhancements to the RMA in accordance with the environmental consultant's recommendations.

On Future Subdivided Lots	Proposed New Zoning District	Proposed	Variance
Floor Area Ratio:	Max. 0.75	0.39	none permitted
Lot Coverage – Building:	Max. 60%	35%	none
Lot Size (Area):	Min 5 ha (50,000 m ²)	5.78 ha (57,880 m ²)	none
Setback – Public Roads (m):	Min. 3 m	Approximately 30 m along Steveston Highway and No. 6 Road	none
Setback – North & West Yard (m):	Not Applicable	Approximately 30 m	none
Height (m):	12 m	12 m	none
Off-street Parking Spaces – Permitted Uses (Industrial)	1 space required per 100 m ² of general industrial use (203 stalls required)	304 stalls	none
Off-street Parking Spaces – Limited Accessory Retail	4 spaces required per 100 m ² of gross leasable floor area (94 stalls required for retail)	94 stalls	none
Off-street Parking Spaces (primary industrial use plus accessory retail) – Total:	297	398	none

**Excerpt of Agricultural Advisory Committee Meeting
September 19, 2013**

**Development Proposal – Rezoning (ALR Adjacency) 13751 and 13851 Steveston Highway
and 10651 No. 6 Road**

Staff summarized the rezoning proposal for a light industrial redevelopment at the corner of No. 6 Road and Steveston Highway (summary table is attached to the AAC agenda package). The subject site has a direct abutting ALR adjacency along the north and west property line. At this stage, the land use proposal involves primarily light industrial uses with supporting services and potentially limited commercial and office functions. Staff noted that the developer and staff are working to confirm the ultimate land uses proposed for the rezoning. As the site has a direct abutting ALR adjacency to the north and west, an ALR Development Permit application is also required.

In response to questions from the Committee, staff noted that Engineering staff were in the process of reviewing the project to determine impacts on related City services and infrastructure in the area. A traffic impact study was also being reviewed by Transportation staff in relation to the development.

City staff identified that in review of the 2041 Official Community Plan, the conversion and redevelopment of the subject site to facilitate industrial and mixed employment land uses is supported.

AAC members noted specific concerns about the developments overall impact on storm drainage in the surrounding area, which also was servicing agricultural areas. Questions were asked about what City drainage canal will the subject site be utilizing and if there are any downstream impacts to drainage infrastructure that also services farm land, with concerns noted about capacity and work being done to update the East Richmond Agricultural Water Supply Study. The proponents noted that they were currently examining some stormwater source control management and on-site retention measures to reduce the impact to the City's system. City staff also noted that Engineering staff are in the process of reviewing the storm drainage impacts. As a result, Committee members requested that Staff provide appropriate information on Engineering's review related to storm drainage and impacts to City infrastructure for the proposed redevelopment at future meeting prior to the AAC considering the project further.

**Excerpt of Agricultural Advisory Committee Meeting
May 22, 2014**

Development Proposal – Rezoning (ALR Adjacency) 13751 and 13851 Steveston Highway & 10651 No. 6 Road

Kevin Eng introduced the development proposal which is adjacent to the Agricultural Land Reserve (ALR) along the western and northern property lines. This proposal was considered by the Committee at the September 19, 2013 AAC meeting. At that meeting, the Committee requested additional information.

The proposal consists of approximately 250,000 square feet of light industrial/warehousing uses. The proposal includes a box culvert at the No. 6 Road and Steveston Highway intersection with the connection to be as close to the existing pump as possible. There will also be an on-site detention pond and swales along No. 6 Road. The application is still at the rezoning stage; there will be further landscaping detail when the proposal is at the Development Permit stage. The proposal will be forwarded to Committee once those details are known.

Committee members had the following questions and comments on the proposal:

- Committee members asked how many storeys the buildings will be. The buildings will be primarily a single storey, but in some cases may include a mezzanine level.
- Committee members asked about the possibilities of including a green roof. The proposal does not include a green roof. Committee members encouraged the proposal to have innovative ideas for the roof including solar panels.
- Committee members asked about the impacts to traffic. Traffic is proposed to exit on Steveston Highway. A traffic impact study will have to be updated as part of the Development Permit application.
- Committee members asked about the irrigation and landscaping plan and how it will be maintained. A legal agreement along with a landscaping bond will ensure that the proper landscaping is planted and maintained for a period of time.

The following motion was moved and seconded by Committee members:

That the Agricultural Advisory Committee endorse the rezoning proposal at 13751 and 13851 Steveston Highway & 10651 No. 6 Road subject to resolving the details of the landscaping buffer along the edge of the Agricultural Land Reserve and truck and traffic issues, and ensuring the appropriate legal agreements are in place.

Carried



September 26, 2014

Community Services Department
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

ISSUED FOR USE
704-ENVIND03353-01
Via Email: keng@richmond.ca

Attention: Kevin Eng
Policy Planning

Dear Mr. Eng,

Subject: Proposed Ledcor Properties Inc. Development at Steveston Highway and No. 6 Road
Riparian Area Modifications

1.0 INTRODUCTION

Ledcor Properties Inc. (Ledcor) is proposing to develop its property (the 'Property') immediately northwest of the Steveston Highway and No. 6 Road intersection in Richmond, BC. The development will require the construction of driveway access to the site from No. 6 Road across a north-south running ditch and riparian leave strip. Currently, the ditch within this Property is partly open and partly enclosed within culverts. The proposed access would cross the riparian area and ditch about half way along the eastern boundary of the Property. Consequently, Ledcor has retained Tetra Tech EBA Inc. (Tetra Tech EBA) to assess the potential environmental effects of constructing this road access and to provide the services of a Qualified Environmental Professional (D. Morantz, R.P. Bio.) to prepare and justify a suitable compensation plan respecting the City of Richmond's Riparian Management Approach. That approach was established to satisfy the requirements of the British Columbia Riparian Areas Regulation (RAR). The RAR, which has been in effect since 2006, is intended to provide protection for riparian features and functions, which are necessary to maintain healthy, productive aquatic systems. Richmond has identified Riparian Management Areas (RMA) along watercourses that meet the specifications of the RAR. Developments within these RMAs are generally restricted to achieve the objectives of the RAR.

This letter-report replaces the one issued on September 17, 2014, due to changes in the dimensions of the proposed driveway and pedestrian access to the site.

2.0 SITE DESCRIPTION

The ditch on the east side of the Property drains to the south under Steveston Highway and then through a pumping station to the Fraser River. Based on provincial records identified on iMap BC, only Threespine Stickleback (*Gasterosteus aculeatus*) have been recorded in this ditch, but only about 1.5 km north of the Property. Threespine Stickleback are common species in ditch networks due to their ability to withstand low flows, silted substrates, low oxygen levels, and relatively high water temperatures. Although the ditch does support this fish species in places, Richmond interactive resource mapping does not classify the ditch as a fish habitat upstream of Steveston Highway.

The City of Richmond subscribes to the provincial RAR, which requires the maintenance of suitably sized riparian zones along designated watercourses within municipal jurisdictions. In adherence to the RAR, the City of Richmond has established a 5 m wide setback along No. 6 Road at the east side of the Property. However, the regulated riparian area along the ditch on the west side of No. 6 Road is discontinuous, in that it does not fully

extend to the north or south of the Property boundaries (Figure 1). The gap near the north of the Property represents an existing 46 m culvert with an external diameter of 600 mm. The ditch opens again for a distance of about 20 m north of this culvert before re-entering another 8 m culvert beneath an unused driveway access road at the northern Property boundary (Figure 2). South of the proposed driveway access road, the ditch enters a culvert 40 m north of Steveston Highway (36 m north of the southern Property boundary), which then extends under the Highway and opens at the pumping station 220 m from the Fraser River. Based on these existing conditions, almost 38% of the existing No. 6 Road ditch within the Property is presently contained in culverts.

Deciduous trees within the RMA are restricted to the 46 m length of ditch that is contained in the culvert near the north of the Property. Without an open watercourse at this location, these trees provide virtually no riparian benefits. Elsewhere along the ditch, riparian vegetation consists of grasses and low shrubs, including invasive species such as Himalayan blackberry.

3.0 PROPOSED CHANGES TO THE RIPARIAN MANAGEMENT AREAS

Ledcor proposes to provide driveway access to the Property via a turnoff from No. 6 Road, 128.6 m south of the north Property boundary (Figure 3). This driveway corridor will necessitate placement of a 31.9 m driveway culvert in the existing ditch. As a result, a 31.9 m length of the 5 m wide RMA will be eliminated at this location for a total loss of 159.5 m². As indicated above, this streamside vegetation consists largely of grasses and low shrubs. No trees exist at this location (Photo 1).

To offset the loss of a portion of the RMA, Ledcor proposes the following plan, consisting of two parts:

- Removal of the 46 m culvert described earlier, resulting in daylighting of the ditch, except for a 4 m section which will be retained as a pedestrian crossing, as shown in Figure 3. The culvert for this crossing will be replaced if the culvert in this section is in poor condition. It has been determined that 10 trees along the 46 m length of the culverted section of ditch are growing within the ditch such that removal of the culvert will necessitate removal of these trees. To offset the loss of these trees, the plan includes the planting of over 150 new trees throughout the site (Appendix B). The daylighting of the ditch will result in an overall addition of 210 m² to the RMA; and
- Implementation of a planting plan (Appendix B) that will result in the replacement of much of the existing vegetation south of the existing 46 m culvert with native vegetation chosen to suit site specific growing conditions and soils. As part of this plan, all invasive species will be removed. Existing, native vegetation that is deemed to function well as riparian species will be maintained and supplemented with native shrubs and grasses. The culvert at the south end of the Property will not be removed; however, the planting plan will extend to this area as well, to reduce the potential for the incursion of undesirable invasive species into the newly planted riparian area and for aesthetic purposes.

This two-part plan will improve the overall area and quality of the RMA. Once completed, the plan will result in a net gain of 10.1 linear metres / 50.5 m² of riparian vegetation. The newly planted vegetation will provide considerably better riparian function due to the planting of vegetation that contain nitrogen fixing capabilities and provide habitats for terrestrial insects that make up a portion of the diet of downstream fish. Aesthetically, the new RMA will represent a considerable improvement over the existing condition due to the replacement of undesirable invasive species with a variety of beneficial native species.

For the above reasons, it is our opinion that the proposed plan to daylight an existing culvert and improve the vegetation composition of the RMA along No. 6 Road, will appropriately and beneficially offset the proposed removal of a 25 m length of the RMA for the purpose of constructing a driveway access to the subject Property.

4.0 LIMITATIONS OF REPORT

This report and its contents are intended for the sole use Leduc Properties Inc., their agents, and the City of Richmond as part of their review procedures. Tetra Tech EBA does not accept any responsibility for the accuracy of any of the data, the analysis, or the recommendations contained or referenced in the report when the report is used or relied upon by any Party other than Leduc Properties Inc. or the City of Richmond, or for any Project other than the proposed development at the subject site. Any such unauthorized use of this report is at the sole risk of the user. Use of this report is subject to the terms and conditions stated in Tetra Tech EBA's Services Agreement. Tetra Tech EBA's General Conditions are provided in Appendix A of this report.

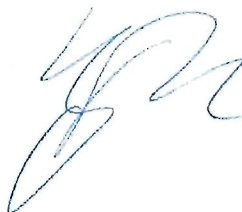
5.0 CLOSURE

We trust this report meets your present requirements. If you have any questions or comments, please contact the undersigned.

Respectfully submitted,
Tetra Tech EBA Inc.



Prepared by:
David Morantz, M.Sc., R.P.Bio.
Senior Biologist, Aquatics and Fisheries
Environment Practice
Direct Line: 604.685.0017 x352
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Reviewed by:
Nigel Cavanagh, M.Sc., R.P.Bio.
Director, Aquatics and Fisheries
Environment Practice
Direct Line: 250.756.2256 x240
Nigel.Cavanagh@tetrattech.com

/sy

Attachments: Figures (3)
Photograph (1)
Appendix A – Tetra Tech EBA's Geoenvironmental Report – General Conditions
Appendix B – RMA Detailed Planting Plan

FIGURES

- Figure 1 Existing RMA at Ledcor property at Steveston Highway and No. 6 Road
- Figure 2 Steveston Highway / No. 6 Road Existing Canal
- Figure 3 Steveston Highway / No. 6 Road Proposed Canal

**Figure 1. Existing RMA at Ledcor property at Steveston Highway
and No. 6 Road**



123.2 0 61.61 123.2 Meters

© City of Richmond

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

[illegible]

**STEVESTON
HIGHWAY /
NO.6 ROAD
PROPOSED CANAL**

SCALE: 1-50	DATE: FEB. 13	LOCATION: 65N
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FIG. 3

PHOTOGRAPHS

Photo 1 Existing Vegetation

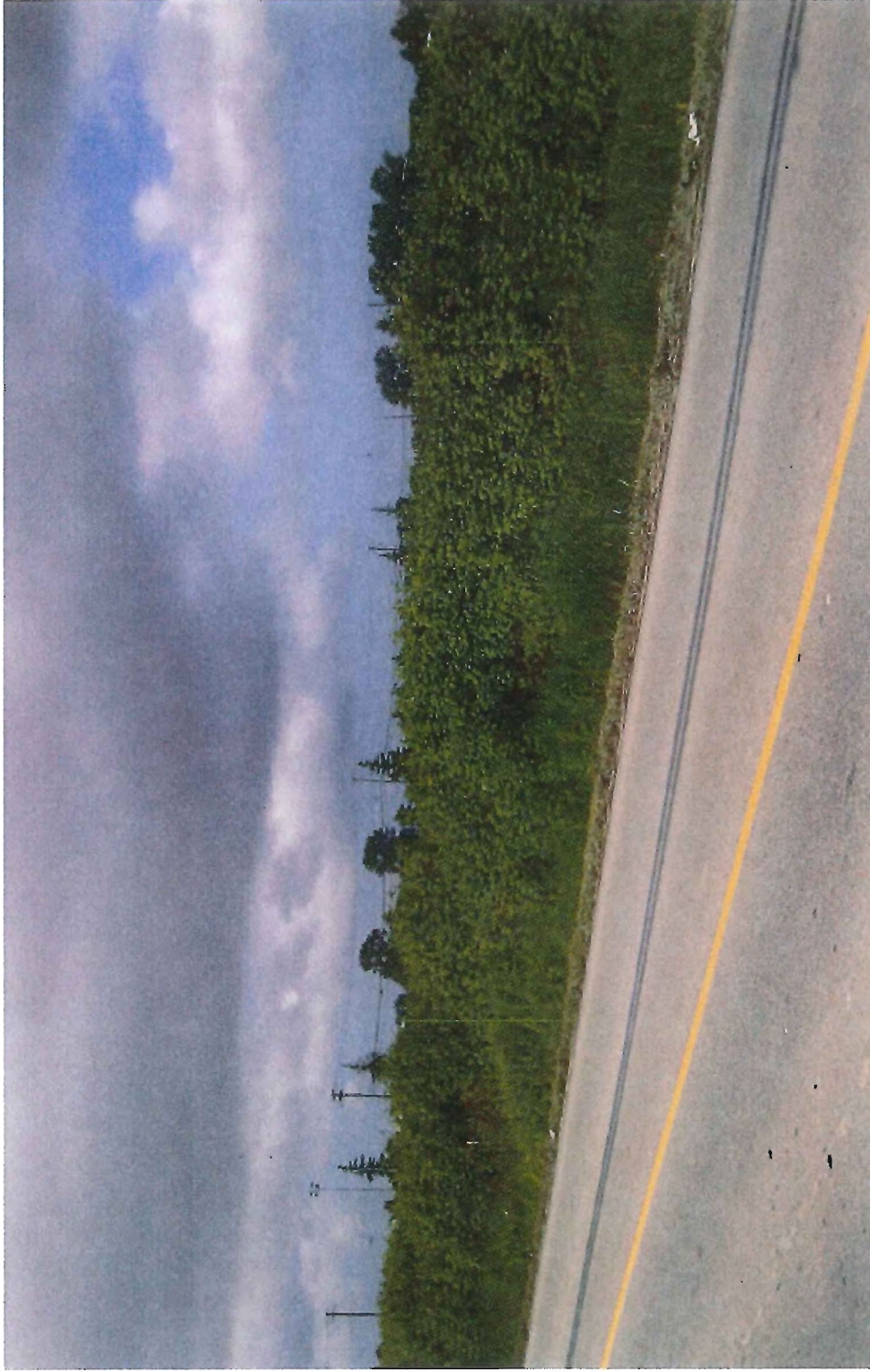


Photo 1: Existing Vegetation

1

APPENDIX A

TETRA TECH EBA'S GEOENVIRONMENTAL REPORT - GENERAL CONDITIONS

GENERAL CONDITIONS

GEOENVIRONMENTAL REPORT

This report incorporates and is subject to these "General Conditions".

1.0 USE OF REPORT AND OWNERSHIP

This report pertains to a specific site, a specific development, and a specific scope of work. It is not applicable to any other sites, nor should it be relied upon for types of development other than those to which it refers. Any variation from the site or proposed development would necessitate a supplementary investigation and assessment.

This report and the assessments and recommendations contained in it are intended for the sole use of Tetra Tech EBA's client. Tetra Tech EBA does not accept any responsibility for the accuracy of any of the data, the analysis or the recommendations contained or referenced in the report when the report is used or relied upon by any party other than Tetra Tech EBA's Client unless otherwise authorized in writing by Tetra Tech EBA. Any unauthorized use of the report is at the sole risk of the user.

This report is subject to copyright and shall not be reproduced either wholly or in part without the prior, written permission of Tetra Tech EBA. Additional copies of the report, if required, may be obtained upon request.

2.0 ALTERNATE REPORT FORMAT

Where Tetra Tech EBA submits both electronic file and hard copy versions of reports, drawings and other project-related documents and deliverables (collectively termed Tetra Tech EBA's instruments of professional service), only the signed and/or sealed versions shall be considered final and legally binding. The original signed and/or sealed version archived by Tetra Tech EBA shall be deemed to be the original for the Project.

Both electronic file and hard copy versions of Tetra Tech EBA's instruments of professional service shall not, under any circumstances, no matter who owns or uses them, be altered by any party except Tetra Tech EBA. The Client warrants that Tetra Tech EBA's instruments of professional service will be used only and exactly as submitted by Tetra Tech EBA.

Electronic files submitted by Tetra Tech EBA have been prepared and submitted using specific software and hardware systems. Tetra Tech EBA makes no representation about the compatibility of these files with the Client's current or future software and hardware systems.

3.0 NOTIFICATION OF AUTHORITIES

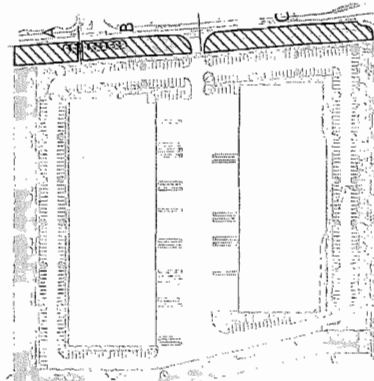
In certain instances, the discovery of hazardous substances or conditions and materials may require that regulatory agencies and other persons be informed and the client agrees that notification to such bodies or persons as required may be done by Tetra Tech EBA in its reasonably exercised discretion.

4.0 INFORMATION PROVIDED TO TETRA TECH EBA BY OTHERS

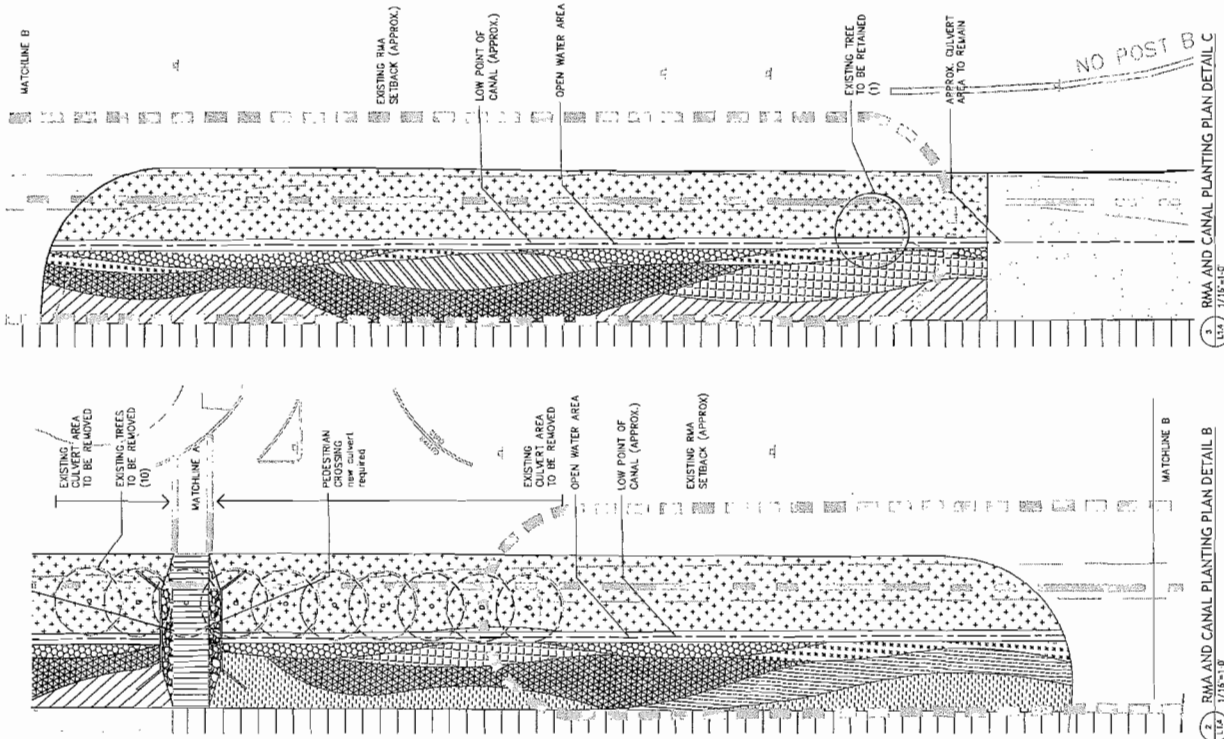
During the performance of the work and the preparation of the report, Tetra Tech EBA may rely on information provided by persons other than the Client. While Tetra Tech EBA endeavours to verify the accuracy of such information when instructed to do so by the Client, Tetra Tech EBA accepts no responsibility for the accuracy or the reliability of such information which may affect the report.

APPENDIX B

RMA DETAILED PLANTING PLAN



KEY PLAN- RMA AND CANAL RESTORATION AREA



2 RMA AND CANAL PLANTING PLAN DETAIL B

3 RMA AND CANAL PLANTING PLAN DETAIL C

The site plan shows a rectangular property with a north arrow pointing towards the top-left. The property is bounded by 15th Avenue to the north, 16th Avenue to the south, and 15000 Avenue to the west. The eastern boundary is an irregular line. The plan includes a proposed driveway, parking spaces, and various trees. A legend box in the upper right corner defines the symbols used for property lines, setbacks, and tree types. A note in the lower right corner provides details about the tree removal and replacement plan.

LEGEND

- PROPERTY LINE (dashed line)
- ALP SETBACK (dashed line)
- EXISTING 5M RMA SETBACK (APPROX.) (dashed line)
- BOSWALE/CANAL LOW POINT (dashed line)
- PROPOSED EVERGREEN TREE (solid black circle)
- PROPOSED DECIDUOUS TREE (circle with cross-hatch pattern)
- EXISTING TREE (TO BE RETAINED) (circle with a dot)
- EXISTING TREE (TO BE REMOVED) (circle with a dot)

NOTE ON TREE REMOVAL/REPLACEMENT:

A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ACCOMMODATE DATENING OF THE PROPOSED DRIVEWAY. THESE TREES ARE LOCATED NORTH OF DRIVEWAY. THESE TREE REMOVALS ARE PROPOSED TO BE REPLACED WITH 150 NEW TREES PLANTED ON SITE.

[illegible][illegible]

PLN - 61

[illegible]



Rezoning Considerations

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

Address: 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway

File No.: RZ 13-630280

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9211, the developer is required to complete the following:

Note: Rezoning Considerations for RZ 13-630280 include the following schedules:

Schedule A – Subdivision, Consolidation and Road Dedication Plan

1. Final Adoption of OCP Amendment Bylaw 9210.
2. Registration of the necessary legal plan(s) to the satisfaction of the City to achieve a consolidated development site based on the following terms:
 - a) Acquisition of City lands, including:
 - Final adoption of the road closure and removal of road dedication bylaw for a 2,081.1 sq. m portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway (Schedule A).
 - Council approval of the sale of a 2,081.1 sq. m portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway (Schedule A)
 - Council approval of the sale of a 1318.7 sq. m portion of 13760 Steveston Highway (Schedule A).
 - The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land (portion of 13760 Steveston Highway and portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway), which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
 - b) Subdivision of a portion of 13760 Steveston Highway and a portion of the road allowance adjacent to and north of 13760 Steveston Highway.
 - c) Consolidation of the City lands with 13751 and 13851 Steveston Highway and 10651 No. 6 Road into one development parcel (Schedule A).
 - d) Road dedications, including 173.3 sq. m of land generally along the consolidated development site's Steveston Highway frontage (Schedule A).
3. Registration of a flood plain covenant on title of the consolidated site identifying a minimum habitable elevation of 3.0 m GSC.
4. Registration of a legal agreement on title of the consolidated development site indicating that the development is required to mitigate noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Regulation Bylaw 8856 and noise generated from rooftop heating, ventilation and air conditions units will comply with the City's Noise Regulation Bylaw 8856.
5. Registration of a legal agreement on title of the consolidated development site identifying that, for commercial vehicles over the weight/load limitations (5 tonnes) in place along No. 6 Road, southbound to westbound and eastbound to northbound turning movements at the No. 6 Road driveway access is not permitted (to prevent

commercial vehicles over the weight/load limitations on No. 6 Road from travelling to the development site from No. 6 Road, north of the driveway access location).

6. Registration of a legal agreement on title of the consolidated development site identifying that the subject site is not serviced by a City sanitary sewer system and the City will not permit the development site to be serviced by a City sanitary sewer system. This legal agreement will also identify that the development site is required to be serviced by a private sanitary sewer utility system, located on properties east of No. 6 Road (as per legal documents BX558923, BX558924 and BX 558925), which is required to be maintained and operated by the private utility provider and/or developer.
7. The applicant/developer is required to enter into an appropriate legal agreement with the City of Richmond for the purpose of locating, constructing, operating and maintaining private sanitary sewer infrastructure within a dedicated City road allowance. This legal agreement will also identify that the applicant/developer is required to build any works associated with the private sanitary sewer infrastructure within a dedicated road allowance as part of the Servicing Agreement application (required as a rezoning consideration for this application) to be approved by the City. All works are at the applicant's/developer's sole cost.
8. Registration of a legal agreement on title of the consolidated development site in regards to the Agricultural Land Reserve (ALR) landscape buffer that includes the following information and provisions:
 - a) Submission of a reference plan (prepared by a BC Land Surveyor), to be approved by City staff, outlining the area of the ALR landscape buffer.
 - b) Applicant/developer and future owner of the site must maintain the ALR landscape buffer, which cannot be abandoned or modified without prior approval from the City.
 - c) The ALR landscape buffer is for the purposes of mitigating against typical farm nuisance activities related to noise, dust and odour generated from the agricultural operation.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. Public art installation participation in the City's Public Art Program in the amount of \$90,994 OR City acceptance of the developer's offer to voluntarily contribute the same amount to the City's Public Art Reserve Fund.
11. Enter into a Servicing Agreement* for the design and construction of the following works, at the applicants/developers sole cost, which include but may not be limited to:
 - a) Steveston Highway
 - Road widening from Palmberg Road to approximately 90 m west of the west property line of 13751 Steveston Highway to provide for the following in both east-bound and west-bound directions:
 - (a) Two traffic lanes (each lane at min. 3.5 m width).
 - (b) A minimum 1.65 m wide on-street bike lane and a 1.5 m wide gravel shoulder.
 - Widen the existing 1.5 m sidewalk to 3 m wide to provide a shared off-road pedestrian/cyclist pathway along the north side of Steveston Highway from No. 6 Road to Palmberg Road. The existing street trees and boulevard is to be maintained.
 - Provide a minimum 3.3 m wide east-bound to north-bound left turn lane, with a minimum storage of 35 m at the development site access along Steveston Highway, which will require modifications to the existing raised median.
 - On the north side of Steveston Highway, either provide an accessible bus landing pad and an accessible bus shelter or provide a voluntary contribution for the amount to implement the accessible bus landing pad and an accessible bus shelter in the future (construction costs and/or voluntary contribution shall not exceed \$25,000). The exact location of the accessible bus stop is subject to further consultation with Coast Mountain Bus Company.
 - b) No. 6 Road:
 - Provide a minimum 3.3 m wide north-bound to west-bound turn lane, with a minimum storage of 30 m at the development site access along No. 6 Road. All existing north-bound to south-bound traffic lanes are to be maintained. A 1 m wide shoulder on the east side is also to be provided. Due to the existing Riparian Management Area on the west side of No. 6 Road, all road widening should be accommodated on the east side of the road.

- Construct a 3 m wide off-road shared pedestrian/cyclist pathway along the entire No. 6 Road frontage (i.e., on-site and west of the existing RMA) that includes necessary lighting and appropriate protection (i.e. railing if deemed necessary) along the entire length of the pathway. Registration of a Public-Rights-of-Passage (PROP) Right-of-Way (ROW) will be required along the consolidated development site's No. 6 Road frontage, which will include and provide for the following:
 - (a) 3 m wide north-south running PROP ROW along the entire No. 6 Road frontage of the consolidated development site.
 - (b) 3 m wide east-west running PROP ROW to align with the proposed pedestrian crossing across No. 6 Road.
 - (c) Include any necessary PROP ROW to facilitate transitions and/or tie-ins to sidewalks and pathways in the area.
 - (d) Additional PROP ROW may be required and will be determined through the detailed Servicing Agreement design process for any supporting works and/or required pathway lighting.
 - (e) The location of the PROP ROW on the consolidated development site will be determined based on the detailed Servicing Agreement design process.
 - (f) Applicant/developer will be required to construct all works within the PROP ROW
 - (g) PROP ROW to allow for public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport).
 - (h) Maintenance of the surrounding landscaping outside of the PROP ROW along with general upkeep of the walkway within the PROP ROW (snow, ice and debris removal; walkway upkeep in a safe condition) is the responsibility of the owner and/or future industrial strata corporation.
 - (i) Within the PROP ROW, the City will be responsible to maintain and repair the hard surface walkway and pathway lighting, including access to undertake such works.
- Provide for an at-grade crosswalk signal with overhead downward lighting and associated equipment on the north side of the proposed site access (design to be finalized through the Servicing Agreement).
- Works related to modifying the existing Riparian Management Area and watercourse (including culvert removal and replacements) along the consolidated development site's No. 6 Road frontage and related compensation works as proposed in the applicant's environmental consultants proposed plan. New culverts will be owned and maintained by the property owner and require a permit as per the requirement of Bylaw 8441 (to be managed through the Servicing Agreement drawing review and approval process).
- Any design for works associated with private sanitary sewer infrastructure to cross the City's dedicated road allowance (No. 6 Road) must be approved by the City and included in the Servicing Agreement design submission.

c) General:

- Install a new water service connections (size to be determined) complete with meter and meter box along the Steveston Highway frontage.
- Install 2 new hydrants along the No. 6 Road frontage to accommodate hydrant spacing requirements.
- Install a sump and safety grill on the existing 600 mm storm culvert's inlet located approximately 40 m north of the south property line along the No. 6 Road frontage.
- Through the Servicing Agreement design process, provide a sediment and erosion control plan.
- Cut and cap the existing storm service connection and inspection chamber located approximately 28 m west of the east property line at the Steveston Highway frontage.
- Upgrade the existing storm sewer service connection and remove the existing inspection chamber located approximately 15 m west of the east property line at the Steveston Highway frontage.
- Provide additional statutory Right-of-Ways to accommodate new inspection chambers within the property to be determined through the Servicing Agreement design process.
- Provide additional statutory Right-of-Ways to accommodate City storm system infrastructure along the consolidated development site's No. 6 Road frontage, including but not limited to existing open portions of the RMA canal/watercourse, portions of the canal/watercourse to be daylighted and any related City

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Initial: _____

works and infrastructure. The location and extent of the statutory Right-of-Ways will be determined through the Servicing Agreement design process.

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

1. Submit a landscape bond/security based on the cost estimate (to be prepared by a professional landscape architect) of the final approved landscape plan that will generally include, but may not be limited to the following:
 - a) ALR buffer, along the site's north and west edges.
 - b) On-site landscape treatment along the consolidated development site's Steveston Highway and No. 6 Road frontage, generally between the off-street parking and public roads.
 - c) Compensation/enhancement plantings associated with the RMA along No. 6 Road, based on plans to be approved by City staff.
2. Other items may be identified through review of the development permit application.

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.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Registration of a legal agreement on title of the consolidated development site in favour of the City to indicate that the owner shall maintain any storm water management works, landscaping features and structural elements supporting such features, permeable pavers and asphalt, and bioswale in accordance with generally accepted building, landscaping and engineering maintenance practices so that the design volume of the storm water run-off from the site will, in perpetuity or until redevelopment, not be exceeded.
4. 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.

Note:

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

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

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

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

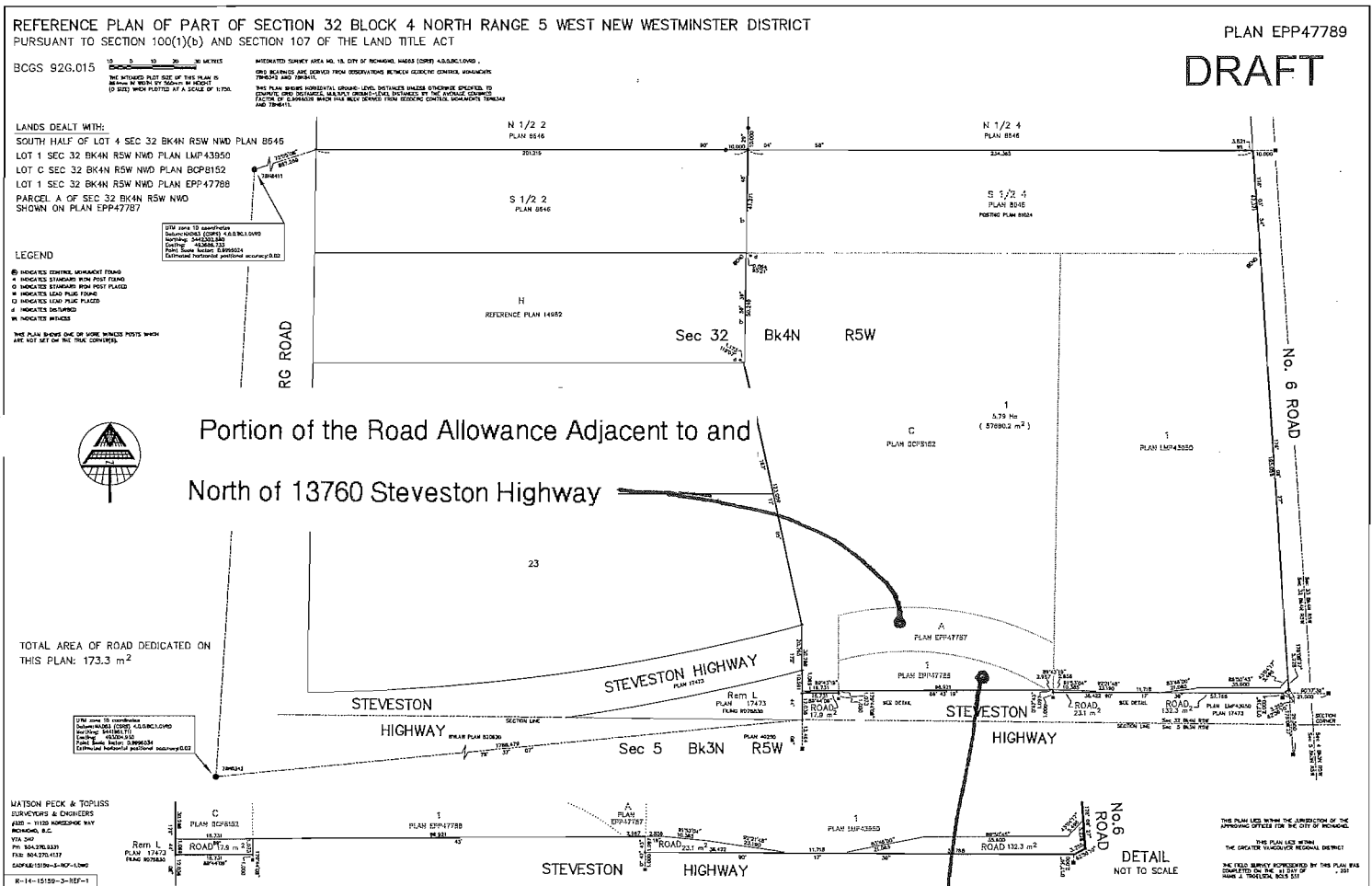
that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

- Signed Copy on File -

Signed _____

Date _____

Schedule A – Subdivision, Consolidation and Road Dedication Plan



Portion of 13760 Steveston Highway



City of Richmond

Development Application Data Sheet

Development Applications Division

RZ 13-630280

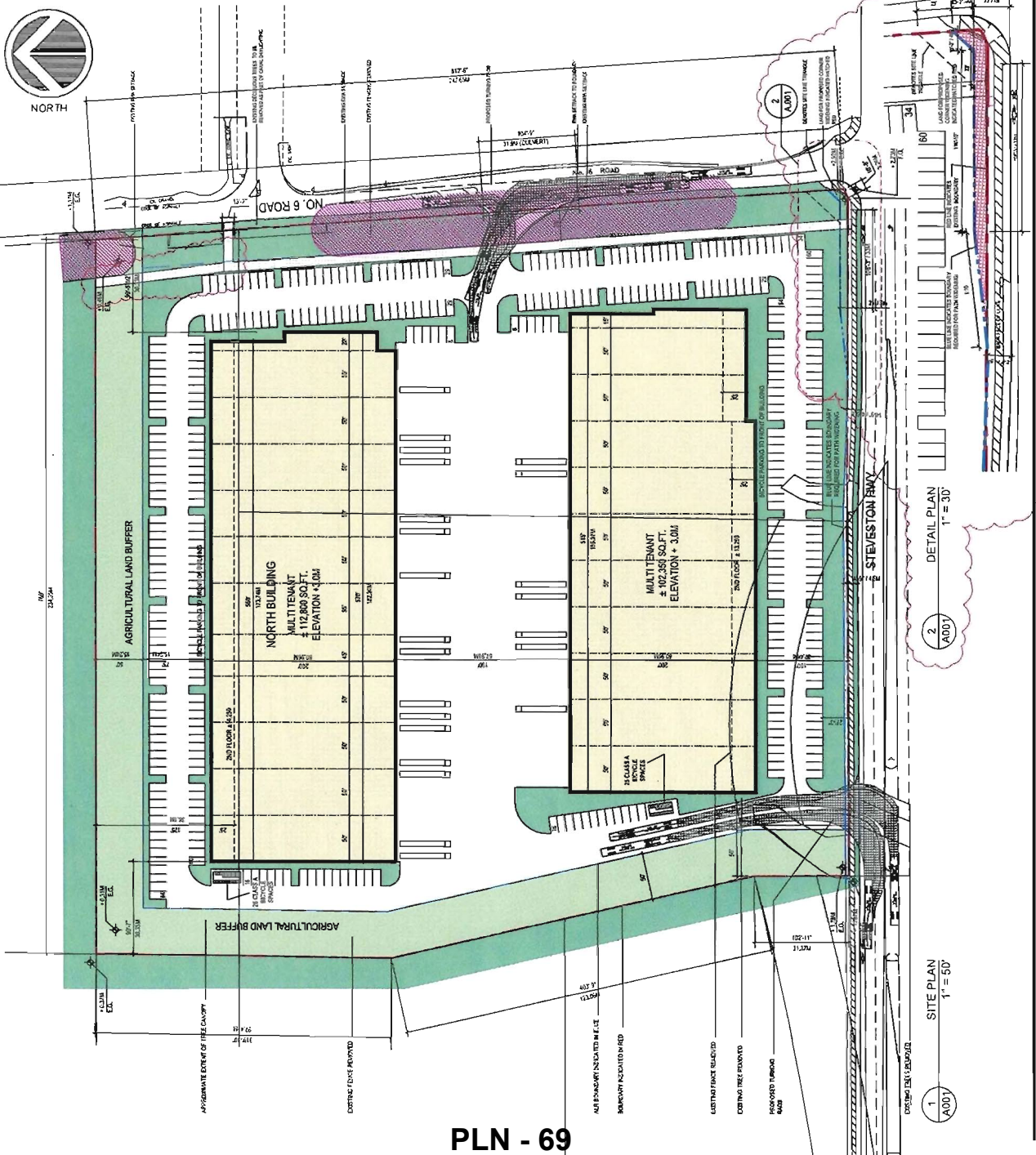
Attachment C

Address: 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway

Applicant: Steveston No. 6 Road LP

	Existing	Proposed
Owner:	0767606 B.C Ltd., Inc. No. 0767606	To be determined
Site Size (m²):	Combined lots (including City lands) – Approximately 58,053 m ²	Consolidated net site area – Approximately 57,880 m ²
Land Uses:	Vacant site	Light industrial business park, limited accessory retail and supporting off-street parking and loading areas
OCP Designation:	Commercial and Industrial	Mixed Employment
Zoning:	Entertainment & Athletics(CEA) Light Industrial (IL) Agriculture (AG1)	Light Industrial and Limited Accessory Retail (ZI12) – Proposed new zone
Other Designations:	5 m Riparian Management Area (RMA) along No. 6 Road	Modifications and enhancements to the RMA in accordance with the environmental consultant's recommendations.

On Future Subdivided Lots	Proposed New Zoning District	Proposed	Variance
Floor Area Ratio:	Max. 0.75	0.39	none permitted
Lot Coverage – Building:	Max. 60%	35%	none
Lot Size (Area):	Min 5 ha (50,000 m ²)	5.78 ha (57,880 m ²)	none
Setback – Public Roads (m):	Min. 3 m	Approx. 30 m along Steveston Highway and No. 6 Road	none
Setback – North & West Yard (m):	Not Applicable	Approximately 30 m	none
Height (m):	12 m	12 m	none
Off-street Parking Spaces – Permitted Uses (Industrial)	1 space required per 100 m ² of general industrial use (203 stalls required)	304 stalls	none
Off-street Parking Spaces – Limited Accessory Retail	4 spaces required per 100 m ² of gross leasable floor area (94 stalls required for retail)	94 stalls	none
Off-street Parking Spaces (primary industrial use plus accessory retail) – Total:	297	398	none



GENERAL LEGEND

PROPERTY LINE

ALR SETBACK

EXISTING SW RMA SETBACK (APPROX.)

BIOSWALL/CANAL LOW POINT

PROPOSED EVERGREEN TREE

PROPOSED DECIDUOUS TREES

EXISTING TREE (TO BE RETAINED)

EXISTING TREE (TO BE REMOVED)

NOTE ON TREE REMOVAL/REPLACEMENT:

A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO CLARIFY THE PROPERTY LINE NORTH OF DRIVEWAY. THESE TREES WILL BE REPLACED WITH NEW TREES PLANTED ON SITE.

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
ALR PLANTINGS				
TREES				
21		QUERCUS PAULSTRI	PN OAK	7m OAK
29		ACER GLABRUM VAR. DOUGLASHI	DOUGLAS MAPLE	2m HT. (N)
PM		PSUDOTSUGA MENZESII	DOUGLAS FIR	2m HT. (N)
TH		TSUGA HETEROPHYLLA	WESTERN HEMLOCK	2m HT. (N)
SHRUBS				
338		PHYSCARPUS CAPITATUS	PACIFIC NINEBARK	#5 POT. (N), 4' O.C.
840		RIBES SANGUINEUM	FLOWERING CURRENT	#5 POT. (N), 3' O.C.
840		SYMPLOCARPUS ALBUS	WAX MYRTLE	#5 POT. (N), 3' O.C.
50		SAURURUS	SAURURUS	#5 POT. (N), 3' O.C.
1649		MAHONIA AQUIFOLIUM	OREGON GRAPE	#5 POT. (N), 3' O.C.
GRASSES				
12871H1		HYPOCHOERIS NODOSA	SEED MIX	
ALR AND CANAL RESTORATION PLANTINGS				
97		ROSA NUTKAN	NUTKAN ROSE	#2 POT. (N), 4' O.C.
135		CORNUS STOLONIFERA	RED OSER DOGWOOD	#2 POT. (N), 4' O.C.
40		SAUK HOKERIANA	HOKER'S WILLOW	#5 POT. (N), 3' O.C.
130		SAUK HOKERIANA	HOKER'S WILLOW	#5 POT. (N), 3' O.C.
103		SAUBICUS RACEMOSA	RED ELDERBERRY	#5 POT. (N), 3' O.C.
GRASSES				
1227H1		CAREX LYNGBYI	LYNGBY'S SEDGE	SEED MIX
6881H1		JUNCUS BALTICUS	BALTIC RUSH	SEED MIX
12527H1		HYPOCHOERIS NODOSA	SEED MIX	
LANDSCAPE AMENITY PLANTINGS (FOR INFORMATION ONLY)				
LS		LIQUIDAMBAR STRACILLOIA	SWITCHLEAF	
SC		STRAX JAPONICA	JAPANESE SPANBELL	
SJ		SKAMIA JAPONICA	SKAMIA JAPONICA	
SC		SKAMIA JAPONICA	SKAMIA JAPONICA	
SC		SKAMIA JAPONICA	SKAMIA JAPONICA	
SC		SKAMIA JAPONICA	SKAMIA JAPONICA	
SC		SKAMIA JAPONICA	SKAMIA JAPONICA	
SC		SKAMIA JAPONICA	SKAMIA JAPONICA	
SC		SKAMIA JAPONICA	SKAMIA JAPONICA	
SC		SKAMIA JAPONICA	SKAMIA JAPONICA	
SC		SKAMIA JAPONICA	SKAMIA JAPONICA	

PLN - 70

HA A

Landscape Architecture
Urban Design
403 - 375 West 18th Avenue
Vancouver, BC V6C 1A1
(604) 681-4457
h@haa.ca

1	PROJECT NO.	2018-01-01
2	DATE	2018-01-01
3	ALR SET	2018-01-01
4	ALR SET	2018-01-01
5	ALR SET	2018-01-01
6	ALR SET	2018-01-01
7	ALR SET	2018-01-01
8	ALR SET	2018-01-01
9	ALR SET	2018-01-01
10	ALR SET	2018-01-01
11	ALR SET	2018-01-01
12	ALR SET	2018-01-01
13	ALR SET	2018-01-01
14	ALR SET	2018-01-01
15	ALR SET	2018-01-01
16	ALR SET	2018-01-01
17	ALR SET	2018-01-01
18	ALR SET	2018-01-01
19	ALR SET	2018-01-01
20	ALR SET	2018-01-01

STEVESTON HWY. &
NO. 6 RD.

PLANTING PLAN

Date	2018-01-01	Drawing Number	1.1.1
Project No.	2018-01-01	Scale	1"=40'
Sheet No.	1	Drawn By	THI [REDACTED]

GENERAL LEGEND

PROPERTY LINE

ALR SETBACK

EXISTING SW RMA SETBACK (APPROX.)

BIOSWALE/CANAL LOW POINT

PROPOSED EVERGREEN TREE

PROPOSED DECIDUOUS TREES

EXISTING TREE (TO BE RETAINED)

EXISTING TREE (TO BE REMOVED)

NOTE ON TREE REMOVAL/REPLACEMENT:
A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE PLANTED TO ACCOMMODATE DRAINAGING OF CULVERTY ALONG EAST EDGE OF SITE. PLANTING OF TREES TO BE PLANTED AS DRAWINGS INDICATED TO BE OFFSET BY OVER 150 NEW TREES PLANTED ON SITE.

PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	NOTES
ALR PLANTINGS				
TH	23	QUERCUS PALustris	PN OAK	7m CAL.
AG	29	ACER GLABRUM VAR. DOUGLASSI	DOUGLAS MAPLE	2m H.T. (N)
PM	19	PSUDOTSUGA MENZIESII	DOUGLAS FIR	2m H.T. (N)
TH	33	TSUGA HETEROPHYLLA	WESTERN HEMLOCK	2m H.T. (N)
SHRUBS				
Pe	358	PHYSCARPUS CAPITATUS	PACIFIC NINEBARK	#5 POT (N), 4" O.C.
Ra	840	SHRUB SANGUINARIA	FLOWERING CURRENT	#2 POT (N), 3" O.C.
Do	641	CEANOTHUS VELUTINUS	WAX DOGWOOD	#5 POT (N), 3" O.C.
Ma	1649	MAHONIA AQUIFOLIUM	OREGON GRAPE	#5 POT (N), 3" O.C.
GRASSES				
IN 288241.0H*		HYDRANGEA NANA GRASSMIX	BLUEJOINT	SEED MIX
		CALAMAGROSTIS CANADENSIS	BLUE MOSS	
		ELIMUS BAUCUS	BLUE WILDOAT	
		FESTUCA OCCIDENTALIS	WESTERN FESCUE	

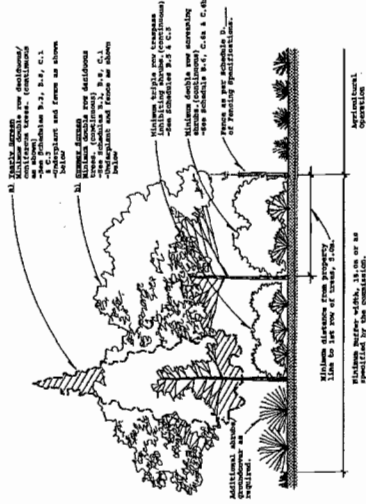
PLN - 71

HA A

Landscape Architecture
Urban Design

483 - 375 West 17th Avenue
Vancouver B.C. V6J 1A1

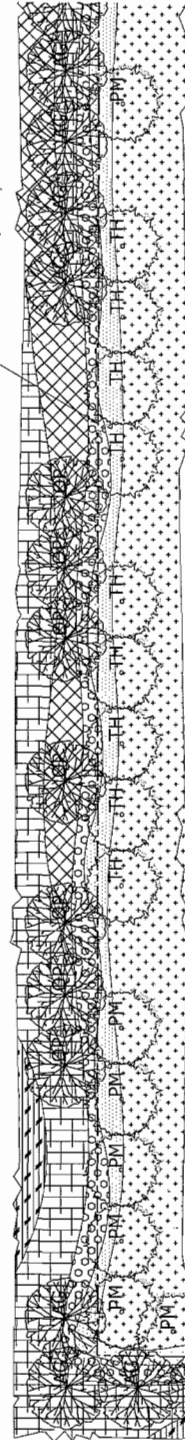
604 699 1100
h@haa.ca



KEY PLAN- ALR AREA

1. ALR BUFFER GUIDELINES (FOR REFERENCE ONLY)

BIOSWALE LOW POINT (APPROX.)



2. ALR PLANTING PLAN DETAIL A

Steveston Hwy. &
No. 6 Rd.

ALR DETAILED
PLANTING PLAN

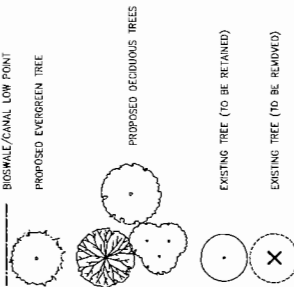
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Date: AS NOTED
Project/Client: T11 1st 125
Drawing Number: 03120222
Scale: 1:1.2

GENERAL LEGEND

- PROPERTY LINE
ALR SETBACK
EXISTING 5M RMA SETBACK (APPROX.)
BIOSWALE/CAVAL LOW POINT

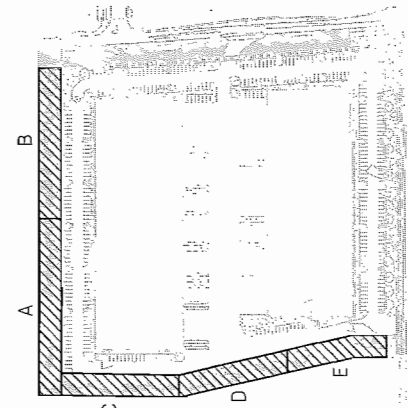
NOTE ON TREE
REMOVAL/REPLACEMENT:

A TOTAL OF TEN (10) TREES ARE PROPOSED TO BE REMOVED TO ACCOMMODATE DAYLIGHTING OF CULVERT ALONG EAST EDGE OF SITE NORTH OF DRIVEWAY. THESE TREE REMOVALS ARE PROPOSED TO BE OFFSET BY OVER 150 NEW TREES PLANTED ON SITE.

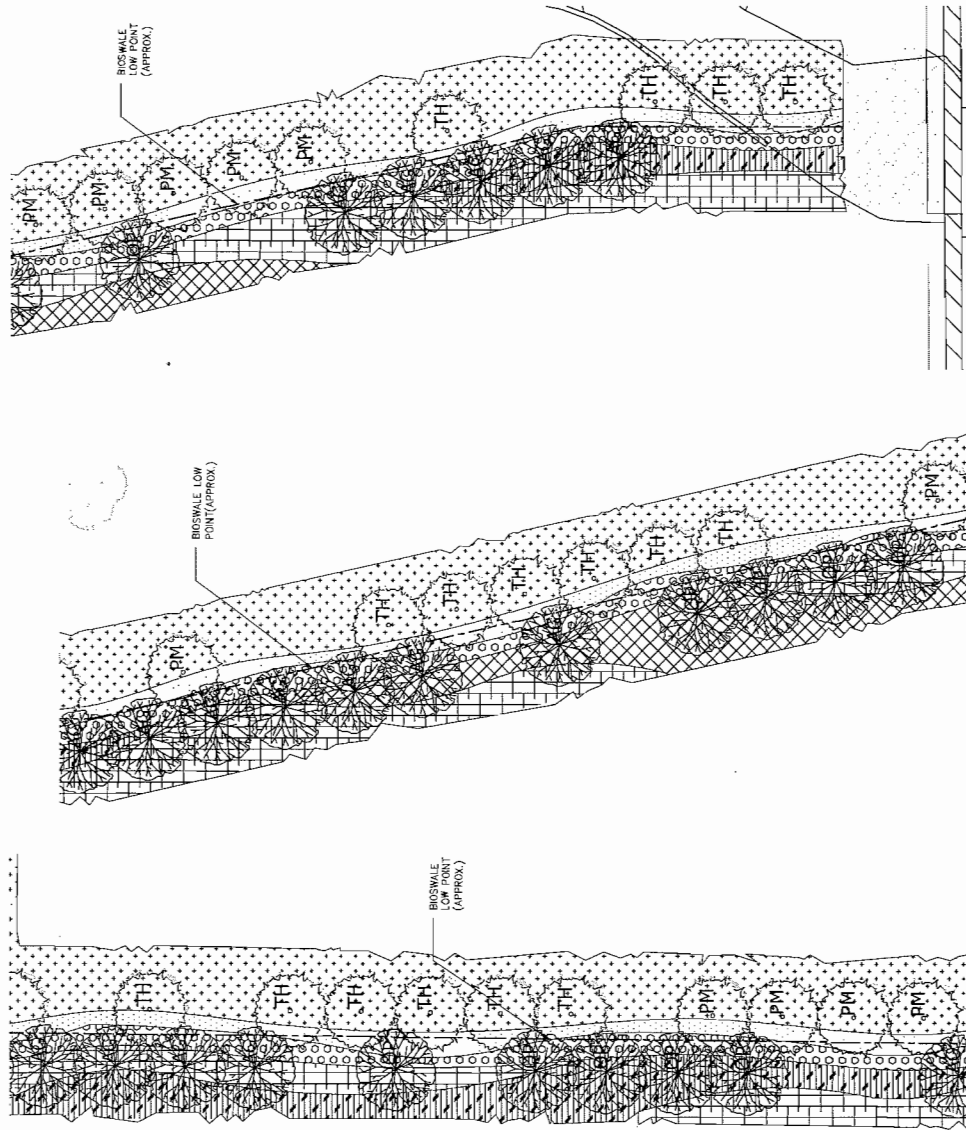


PLANT LIST

KEY	BOTANICAL NAME	COMMON NAME	NOTES
ALR PLANTINGS			
000000	QUERCUS PALustris	PIN OAK	7m CAL.
000000	ACER GLABRUM VAR DOUGLASSI	DOUGLAS MAPLE	2m HT. (N)
AG 29	PRUNUS SP. MENZIESII	SWEETBERRY	2m HT. (N)
PM 19	Tilia heterophylla	WATER HEMLOCK	2m HT. (N)
IB 33			
000000	PHYSCOCARPUS CAPILLATUS	PACIFIC LINDBARCK	#5 POT (N), #1 O.C.
000000	SYMPHYCARPUS ALBUS	CURRENT	#5 POT (N), #1 O.C.
000000	Ceanothus VELUTINUS	SKUNKBERRY	#5 POT (N), #1 O.C.
000000	Mahonia AQUIFOLIUM	SNOWBRUSH	#5 POT (N), #1 O.C.
000000		ORION GRAPE	#5 POT (N), #1 O.C.
CHASSES			
000000	HYDRANGEA NATIVE GRASSMASS	BLUEBENT	SEED MIX
000000	Deschampsia caespitosa	TUFTED WIDYRE	
000000	Elymus glaucus	BLUE WIDYRE	
000000	Festuca occidentalis	WESTERN FESCUE	
000000	Poa annua	POA ANNUA	
000000		BIG BLUEGRASS	

PLN - 72

KEY PLAN- ALR AREA



1 ALR PLANTING PLAN DETAIL C

2 ALR PL

3 ALR PLANTING PLAN DETAIL E

ALR DETAILED
PLANTING PLAN

Steveston Hwy. &
No. 6 Rd.

No	Description	Year
1	Refined oil	2013-01-17
2	Processed for blending	2013-04-26
3	Released for Refining	2013-06-06
4	Asphalt Paving mix	2014-06-21
5	Asphalt	2014-06-18
6	Heavy	2014-05-25
7	Refined for fuel	2014-10-03

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01/0 2013-05-08
Project No. 2012022
Scale A5 HOTO
DRAWING NO. 1 OF 1 DS



April 15th, 2015

VIA MAIL & E-MAIL

Mr. Kevin Eng
Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Eng:

**Re: Proposed OCP Amendment and Rezoning
13760 Steveston Highway**

Thank you for the opportunity to comment on the proposed OCP Amendment and Rezoning at 13760 Steveston Highway in Richmond. We understand that the proposal by Ledcor was referred back to City staff by the Planning Committee for additional input on the subject of potential port-related uses for the site.

The proposal to re-designate the properties from Commercial and Industrial to Mixed Employment raises some concern to Port Metro Vancouver. As you are aware, the Metro Vancouver region is experiencing significant pressure on the existing industrial land base. Industrial lands continue to be lost to other uses, which has a negative effect on employment and the competitive trade economy of the region and the country. In addition, market take-up of the available stock of industrial land continues to reduce the supply to support future growth. Estimates suggest the region has an inventory of market-ready industrial land only adequate for about 8-15 years.

Port Metro Vancouver supports the preservation of industrial lands of all types wherever possible, throughout the region, and in particular strongly support trade-related industrial and logistics uses for lands that have good access to transportation routes and corridors, and are in close proximity to established industrial areas.

We would also recommend that the site development criteria, such as setbacks, building square footage and site coverage, allow for maximum utilization of the property for the primary use, and restrict or eliminate accessory retail/commercial-type activities that further erode the available supply of industrial building square footage. This would be consistent with the work of Port Metro Vancouver and Metro Vancouver to pursue ways to intensify the use of industrial sites to help address the land supply problem.

The proposal to rezone the site to "Light Industrial and Limited Accessory Retail – Riverport", allows for a range of light/small unit industrial and other activities. We support the consideration of industrial uses on the site, however, given the excellent road access, its close proximity to the Fraser Wharves property immediately to the south and to the Fraser Richmond port lands in general, as well as the shortage of alternative sites with these attributes, we would suggest the zoning and use of the site be better focused on larger format trade-related industrial and logistics uses, such as the Option 3 proposal prepared by Ledcor. This would help to counteract the loss of good quality industrial sites elsewhere, and would take advantage of the natural synergies with the other industrial properties located nearby. Such use would also support the largest economic sector in Richmond, per the actions identified in the Richmond Resilient Economy Strategy of 2014.

In the future, Port Metro Vancouver intends to pursue development of a water-oriented marine terminal at the Fraser Wharves property immediately across Steveston Highway. Trade-related industrial uses on the 13760 Steveston Highway site would be compatible with the eventual use of the Fraser Wharves property.

We appreciate the opportunity to comment on this and other proposed developments in the vicinity of the port. Should you have any questions on the above, please contact me at (604) 665-9378.

Sincerely,

PORT METRO VANCOUVER



Timothy Blair
Senior Planner

cc: Tom Corsie, Port Metro Vancouver
Lilian Chau, Port Metro Vancouver
Naomi Horsford, Port Metro Vancouver



Ledcor Properties Inc
1200, 1067 West Cordova Street,
Vancouver, British Columbia, Canada
V6C 1C7

May 8, 2015

Mr. Kevin Eng
Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Eng:

Re: Port Metro Vancouver Letter regarding our proposed Rezoning for Steveston & No. 6

Thank you for forwarding a copy of Port Metro Vancouver's letter dated April 15th, 2015 regarding the proposed OCP Amendment and Rezoning of our site located at Steveston & No. 6 in Richmond. This letter was generated as a response to the City of Richmond's request for Port Metro Vancouver (PMV) to provide additional input on the proposed Rezoning.

PMV makes three main points in their letter:

1. **PMV supports the preservation of industrial land throughout the region wherever possible.** Our proposal will amend the current Entertainment and Athletics (CEA) use on the site to Light Industrial, which goes beyond preservation of Industrial land to actual creation of Industrial land.
2. **PMV would like our site to be able to accommodate large format trade-related industrial and logistics uses.** Our proposed Rezoning accommodates this type of use. The "Option 3" referred to by PMV is an example of a preliminary site plan for a large format logistics facility that fits within the parameters of the proposed Rezoning and meets all the requirements of the proposed Rezoning Considerations. This may well be the ultimate form of development for the site, but market conditions that support the viability of development on the site should prevail.
3. **PMV suggest that the site development criteria, such as setbacks, building square footage and site coverage allow for maximum utilization of the site for the primary use.** To accomplish this, perhaps Council could provide Staff with discretion on these items at the time of the ALR DP application based on the ultimate form of development.

We would like to respond to some of the more specific comments in the PMV letter.

1. We feel that the statement that properties are being re-designated from Commercial and Industrial to Mixed Employment could be somewhat misleading without providing further context. Our Property, approximately 13.6 acres, is entirely designated Commercial in the OCP. The only portion of the land in the proposed Rezoning that is designated Industrial in the OCP is land currently owned by the City (approximately 0.8 acres) that we will be acquiring as part of the Rezoning process. The City land is currently comprised of a portion of a road allowance, and a portion of Steveston Highway. This land would be undevelopable in its current state and would be lost industrial land without this Rezoning.



Ledcor Properties Inc
1200, 1067 West Cordova Street,
Vancouver, British Columbia, Canada
V6C 1C7

2. We do not feel that the characterization of Mixed Employment being drastically different from Light Industrial to be accurate in the context of our particular Rezoning. In the OCP, Mixed Employment is defined as "those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services..." In the case of our Rezoning, stand-alone office is not a permitted use, and therefore, the principal use is Industrial.
3. The proposed new zoning for our site to Light Industrial and Limited Accessory Retail – Riverport (Z112) would provide the ability to include up to a maximum of 2,350 square meters of accessory retail for the entire site, with no individual accessory retail space being greater than 186 square meters. This inclusion of a limited amount of accessory retail in this Rezoning application was based on recommendations obtained through market research and consultation with the real estate community as being desirable for some potential users, particularly local businesses. While the accessory retail use may be attractive for some users, it is highly unlikely that all users will have accessory retail. We feel that Staff have already placed sufficient controls within the zoning language to limit the actual amount of accessory retail to be significantly less than 10%. We feel that this limitation should more than satisfy PMV's desire to "restrict or eliminate accessory retail/commercial-type activities..."

After reviewing the comments from PMV, our proposed Rezoning of this site meets all of their stated objectives, while at the same time accommodating potential needs of the broader Light Industrial market in Richmond.

In addition to the points above that are in specific response to the PMV letter, we feel that it is important to **also mention the following.**

1. In the fall of 2013, we had discussions with PMV to help us understand their plans for their property across Steveston Highway from our site and whether or not our site may be of interest to PMV. At that time we understood that PMV's focus was on expanding land holdings along the riverfront and because our site was discontinuous with their land, non-waterfront, and located across Steveston Highway from their lands it did not suit their needs. Should this have now changed, our proposed zoning will allow for the uses preferred by PMV and we are open to considering any market viable proposals for Port related and/or supporting uses on our site. That said, PMV has made no mention of any interest on their part to be a possible tenant, occupier or user of our site.
2. While our proposed re-zoning will allow for a variety of uses and built forms, the concept plan included in our re-zoning application was derived based on extensive market research through our advisors with regards to the highest and best use for this site. This research done almost 18 months ago is currently being proven out in the marketplace, as strata bay forms of light industrial development are currently in high demand. Ultimately, however, the market conditions that are present when the re-zoning of our property is completed will play a large



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role in determining the ultimate end user(s) of this site. The ability to react to these future market conditions within the context of the proposed light industrial zoning with limited accessory retail is vital for preserving the economic viability of our proposed development.

3. By maintaining the light industrial with limited accessory retail zone as proposed, the financial viability of the development is maintained and economic activity from the site will be generated more quickly than by limiting the site to only one form of light industrial activity as suggested by PMV. Since the fall of 2013 we have only had one inquiry with regards to a potential large format distribution use on our site (ultimately our site was not considered large enough for this user), whereas we have had multiple inquiries for other light industrial uses that would be permitted under our proposed re-zoning.
4. The proposed rezoning has the potential to increase employment because of the broad range of permitted uses and the variety of end users that may be attracted to the property. This is in contrast to a large format distribution center which could have limited staff, and has the potential for operational automation. In addition, the proposed rezoning also allows existing Richmond-based industrial businesses an opportunity to relocate/expand/downsize within Richmond vs relocating to other jurisdictions.

Thank you for the opportunity to respond to PMV's comments regarding our proposed development. While we appreciate that PMV may have a preference for one particular form of development for our site, our proposed re-zoning supports all of PMV's stated objectives without excluding the objectives of other equally important potential users of light industrial land in Richmond.

Yours Truly,

On behalf of Steveston No. 6 LP

A handwritten signature in black ink, appearing to read "Paul Woodward".

Paul Woodward
Senior Vice President, Development and Construction
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FORWARD. TOGETHER.



May 6, 2015
PN: 4805-03

Kevin Eng
Planner, Policy Planning Division
City of Richmond
6911 No.3 Road
Richmond, BC
V6Y 2C1

Dear Kevin:

Re: Steveston Highway & No.6 Road Proposed Development – Traffic Considerations

The purpose of this letter is to provide a response to the traffic issues identified at the City of Richmond Planning Committee meeting on February 17, 2015. These issues are as follows:

- What would be the comparative traffic impact of development on the subject site under the existing CEA (Entertainment & Athletics), IL (Light Industrial), and AG1 (Agricultural) Zoning at different traffic periods of the day?
- What is the anticipated traffic impact of the proposed development to traffic operations on the Steveston Highway overpass crossing of Highway 99?
- Is a new road connection to the existing Rice Mill Road south of Steveston Highway feasible and would this improve traffic conditions in the area?

1. TRAFFIC IMPACT ANALYSIS

A light industrial development is proposed for a presently vacant 14 acre parcel located in the northwest quadrant of the intersection of Steveston Highway and No.6 Road in Richmond. The development floor area would be approximately 255,000 square feet. The proposed zoning would also permit limited accessory retail use with no more than 10% of the overall floor area (25,000 square feet) for this commercial use and with no single commercial use component exceeding 2,000 square feet.

A comprehensive traffic impact analysis of the proposed development was undertaken by Bunt & Associates and summarized in a Traffic Impact Analysis (TIA) report document dated May 7, 2014 along with Addendum Reports in June 2014 and October 2014. This material has been reviewed and accepted by City of Richmond Transportation staff.

Bunt & Associates Engineering (BC) Ltd.

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Vancouver Victoria Calgary Edmonton www.bunteng.com

1.1 Existing Conditions

The intersection of No.6 Road and Steveston Highway adjacent the proposed development site presently operates well within capacity (22% of capacity during the weekday morning peak traffic period and at 42% of capacity during the weekday afternoon peak period) and very satisfactory Level of Service (LOS) B traffic conditions both morning and afternoon. The nearby intersection of No.6 Road and Triangle Road also presently operates well within capacity (12-15% of capacity) during peak traffic periods and at a LOS B traffic condition both morning and afternoon.

On Steveston Highway, the intersection with Sidaway Road was determined to operate at 20% of capacity (LOS B) during the weekday morning period and at 42% of capacity (LOS C) during the weekday afternoon period. No traffic analysis was conducted for the intersection of No.6 Road with Palmberg Road as this route operates as a cul-de-sac street with minimal traffic loads.

Bunt & Associates also reviewed previous traffic analysis work for the Steveston Highway interchange on Highway 99 which identified LOS B to LOS E traffic operations at the ramp junction intersections for the weekday morning and afternoon peak traffic periods.

As part of Bunt & Associates' review of area traffic operations we identified in our report the presence of up to 250 vehicles per hour during the weekday afternoon peak period passing through the study area using either No. 6 Road or Sidaway Road to avoid the long southbound queues on Highway 99 leading to the Steveston Interchange and the Massey Tunnel. During the weekday morning peak period the volume of pass through traffic avoiding queues on southbound Highway 99 is estimated to be approximately 100 vehicles per hour. This same bypass traffic adds to the left-turn volume returning back onto southbound Highway 99 at the ramp junction intersection on the east side of the Steveston Highway interchange, which in turn occasionally backs up and interferes with westbound through traffic on the overpass.

The traffic operations issues identified above for the Steveston Highway interchange with Highway 99 will be addressed with the major interchange upgrades to occur with the planned new Massey Bridge improvement project referred to above.

1.2 With Proposed Development at No.6 Road and Steveston Highway

Bunt & Associates' TIA for the proposed light industrial development of the subject site determined that the weekday afternoon peak hour was the critical traffic condition for the area. During this time period, the proposed light industrial development is anticipated to generate up to 285 vehicles per hour (on average between 4-5 vehicles per minute) of new traffic on the area road system, or approximately a 15% increase over the existing 1,750 vehicles per hour presently travelling on Steveston Highway, Sidaway Road and No.6 Road.

Approximately one-half of the new development traffic is anticipated to use Steveston Highway with the other half using No.6 Road, again amounting to approximately a 15% increase over existing weekday PM peak hour traffic volumes using these two routes.

Traffic operations at key intersections in the area of the proposed development were re-evaluated and the impact of the additional traffic determined to be of minimal impact with traffic conditions remaining at very satisfactory LOS B conditions at the No.6 Road intersections with Steveston Highway and Triangle Road, and LOS C conditions at the Steveston Highway intersection with Sidaway Road.

2. DEVELOPMENT TRAFFIC (EXISTING ZONING VS. PROPOSED)

2.1 Existing Zoning – Entertainment/Recreational Land Use Scenario

The adjacent Riverport Sports and Entertainment Complex, which occupies a site approximately twice the size of the proposed development presently generates over 700 vehicles per hour of inbound and outbound traffic during the weekday afternoon peak hour. As such, the subject development site at half the size could potentially generate up to 350 vehicles per hour if developed with entertainment and recreational uses under the existing CEA zoning that applies to the majority of the property.

By comparison, the weekday afternoon peak hour traffic anticipated with the proposed light industrial development, including allowance for the limited accessory retail use, would be 285 vehicles per hour or almost 20% lower than with development under the existing zoning.

Moreover, during the evening period, and on weekend afternoons the traffic generated by this site if developed with entertainment and recreational uses rather than the proposed light industrial uses would be higher still and directly add to the busiest traffic periods for the adjacent Riverport Complex. Currently, the Riverport Complex has two evening movie showings starting around 7:00PM and ending around midnight. There are multiple showings throughout the day on Saturday and Sunday. With the proposed light industrial development of the site, the evening and weekend period site traffic would be almost nil and not add to the busy traffic periods at Riverport.

2.2 Existing Zoning – Suburban Office Park Land Use Scenario

The existing CEA zoning of the subject site would also permit a suburban office/business park development on the subject site. Under the provisions of the City of Richmond Zoning Bylaw for the CEA zone, the 11.93 acre buildable area on this site could be developed with up to approximately 600,000 square feet of office floor area distributed in one or more four storey buildings surrounded by approximately 1,270 surface parking spaces.

Based on the reported vehicle trip generation rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition) for Office Park land use (Code 750), a development of this scale would be anticipated to generate approximately 830 vehicle trips during the weekday afternoon peak hour traffic period.

This volume of traffic associated with an office/business park development of the site is nearly three times the anticipated 285 vehicles per hour predicted for the proposed light industrial development and would even well exceed the 700 vehicle per hour weekday afternoon peak hour traffic presently generated by the neighbouring Riverport Sports & Entertainment Complex.

Table 1 below summarizes this site traffic comparison between development on the site with either (i) entertainment and recreation uses or (ii) suburban office park land use both as permitted with the existing CEA zoning, and that anticipated with (iii) the proposed light industrial development.

Table 1: Site Traffic Comparison (Existing Zoning Potential Uses versus Proposed Development)

Traffic Period	Existing Riverport Sports & Entertainment Complex	Subject Development Site		
		(i) EXISTING ZONING Recreation/Entertainment Land Use	(ii) EXISTING ZONING Suburban Office Land Use	(iii) Proposed Development
Weekday Afternoon	700 veh/hour	350 veh/hour	830 veh/hour	285 veh/hour
Weekday Evening	1,140 veh/ hour*	570 veh/hour	85 veh/hour	15 veh/hour
Saturday Afternoon	950 veh/hour*	475 veh/hour	125 veh/hour	45 veh/hour

*Note: * estimates only for weekday evening and Saturday afternoon site traffic at Riverport*

As evident from Table 1, the proposed light industrial land use development of the subject site would result in the lowest vehicle trip generation condition during the weekday afternoon, weekday evening and Saturday midday peak traffic periods. In other words, development of the site with uses permitted under the existing zoning would have a greater traffic impact on the area road system than would the proposed development.

Particularly notable is the very low trip generation anticipated for the weekday evening and Saturday midday periods when the adjacent Riverport facility is generating its highest traffic loads.

3. STEVESTON HIGHWAY INTERCHANGE WITH HIGHWAY 99

3.1 Existing Traffic Operations

A summary of existing traffic operations at the Steveston Highway interchange with Highway 99 was provided earlier in Section 1.1 as part of the discussion of the overall existing traffic operating condition on the area road system.

3.2 Added Traffic on Westbound Steveston Highway

The proposed development is anticipated to add approximately 80-85 vehicle trips per hour during the weekday afternoon peak traffic period on westbound Steveston Highway crossing the Highway 99 overpass, or on average between 1 to 2 additional vehicles per minute. This amounts to less than 10% increase to the existing 935 vehicles per hour of westbound traffic volume presently using the overpass during the weekday afternoon peak period. This modest increase in traffic on westbound Steveston Highway would similarly result with development on the subject site under the existing CEA zoning.

3.3 Massey Bridge Project

The planned Massey Bridge project to replace the Massey Tunnel will result in a full upgrade to the Steveston Highway interchange with Highway 99 and added capacity to accommodate future traffic loads. Completion of this project is anticipated in 2022. Allowing for site preparation, preloading time and construction, the new traffic associated with the proposed development wouldn't likely be a factor 2018.

For the 4-5 year interim period before the new Massey Bridge is completed there will be considerable construction traffic control management (traffic control personnel) in place on this section of Steveston Highway to assist the movement of existing traffic as well the additional 1-2 vehicles per minute added by the proposed development.

Bunt has contacted the Ministry of Transportation and Infrastructure (MoTI) District Operations Engineer to enquire as to whether the Ministry would consider the implementation of vehicle queue detectors for the westbound Steveston Highway to southbound Highway 99 left-turn movement at the Steveston/Highway 99 interchange as a measure to reduce peak period congestion on the Steveston overpass. The Ministry indicated that this measure would not be supported as the impact to eastbound traffic flow on Steveston Highway west of the interchange would likely be negative and only serve to add to existing congestion at the intersection of Steveston Highway and No.5 Road. The Ministry further indicated that this section of Steveston Highway would be the focus of a comprehensive construction traffic management plan during the Massey Bridge construction project.

4. RICE MILL ROAD

As a potential route to divert area traffic away from Steveston Highway, the existing Rice Mill Road located to the south of Steveston Highway was questioned as to its effectiveness for this purpose.

In consultation with Richmond staff the Rice Mill Road route is not an option as it presently does not physically connect to the area road system east of Highway 99 and any such connection would affect existing privately owned lands within the Agricultural Land Reserve (ALR). Exhibit 1 illustrates the location of Rice Mill Road which terminates well to the west of lands south of Steveston Highway and the subject development site, and the extent of ALR and environmentally sensitive lands in the area. Moreover, this connection even if provided would only serve to send more traffic to the No.5 Road intersection with Steveston Highway that already experiences peak period traffic pressures.

5. TRANSPORTATION SYSTEM IMPROVEMENTS

As identified through consultation with City of Richmond staff, the proposed development will provide for a number of transportation improvements to this area including:

- Widening of Steveston Highway between No.6 Road and Palmberg Road to feature two lanes both eastbound and westbound with dedicated cycling lanes;
- Construction of a 3.0m wide pedestrian path along the north side of Steveston Highway between No.6 Road and Palmberg Road;
- Construction of a 3.0m wide pedestrian path along the west side of No.6 Road from Steveston Highway to the adjacent property (existing home) north of the proposed development;
- Introduction of a pedestrian crossing of No.6 Road connecting to the Riverport Sports and Entertainment Complex;
- Upgrades to existing bus stops along this section of Steveston Highway.

6. SUMMARY

Based on the analysis and information provided in this letter report, our responses to the issues raised at the February 17, 2015 Planning Committee meeting are as follows:

- (i) *What would be the comparative traffic impact of development on the subject site under the existing CEA (Entertainment & Athletics), IL (Light Industrial), and AG1 (Agricultural) Zoning at different traffic periods of the day?*

The proposed light industrial development is predicted to generate 285 vehicles per hour during the weekday afternoon period, 15 vehicles per hour during the weekday evening period, and 45 vehicles per hour during the Saturday midday period. Development of entertainment/recreation uses and/or suburban office uses under the existing zoning would result in significantly higher traffic increases

on the area road system, particularly during the evening and weekend afternoon periods when the adjacent Riverport facility is generating its highest traffic loads.

(ii) *What is the anticipated traffic impact of the proposed development to traffic operations on the Steveston Highway overpass crossing of Highway 99?*

- The proposed development is predicted to generate 285 vehicle trips during the weekday afternoon peak hour traffic condition, or between 4-5 new trips on the area road system. This represents approximately a 15% increase over existing afternoon peak hour traffic volumes on the area road system. This added traffic can be accommodated within the existing capacity available on the area road system;
- Development of the subject lands with either entertainment/recreation or suburban office park land use as permitted under the existing Zoning would result in significantly higher additional traffic loads on the area road system than with the proposed development;
- Traffic generated by the adjacent Riverport Sports and Entertainment Complex is highest in the evening and on weekends. Evening and weekend traffic associated with the proposed development will be minimal. If the site were to instead be developed with additional sports and entertainment uses as permitted under the existing zoning, the development would add to the busy evening and weekend traffic activity associated with Riverport;
- The proposed development will bring forward a number of transportation infrastructure improvements to this area for pedestrian, cyclist and vehicle traffic.

(iii) *Is a new road connection to the existing Rice Mill Road south of Steveston Highway feasible and would this improve traffic conditions in the area?*

Based on review of existing land ownership as well as existing Agricultural Land Reserve (ALR) and environmentally sensitive land designations, an extension of Rice Mill Road eastward to connect with the local road system in the vicinity of Steveston Highway and No.6 Road is not feasible. Moreover, even if such a connection could be achieved it would only serve to add more traffic to the already congested intersection of Steveston Highway and No.5 Road on the west side of the Highway 99/Steveston Highway interchange.

I trust that this information will be of assistance. Please do not hesitate to call should you have any questions.

Yours truly,

Bunt & Associates



Peter Joyce, P.Eng.
Principal

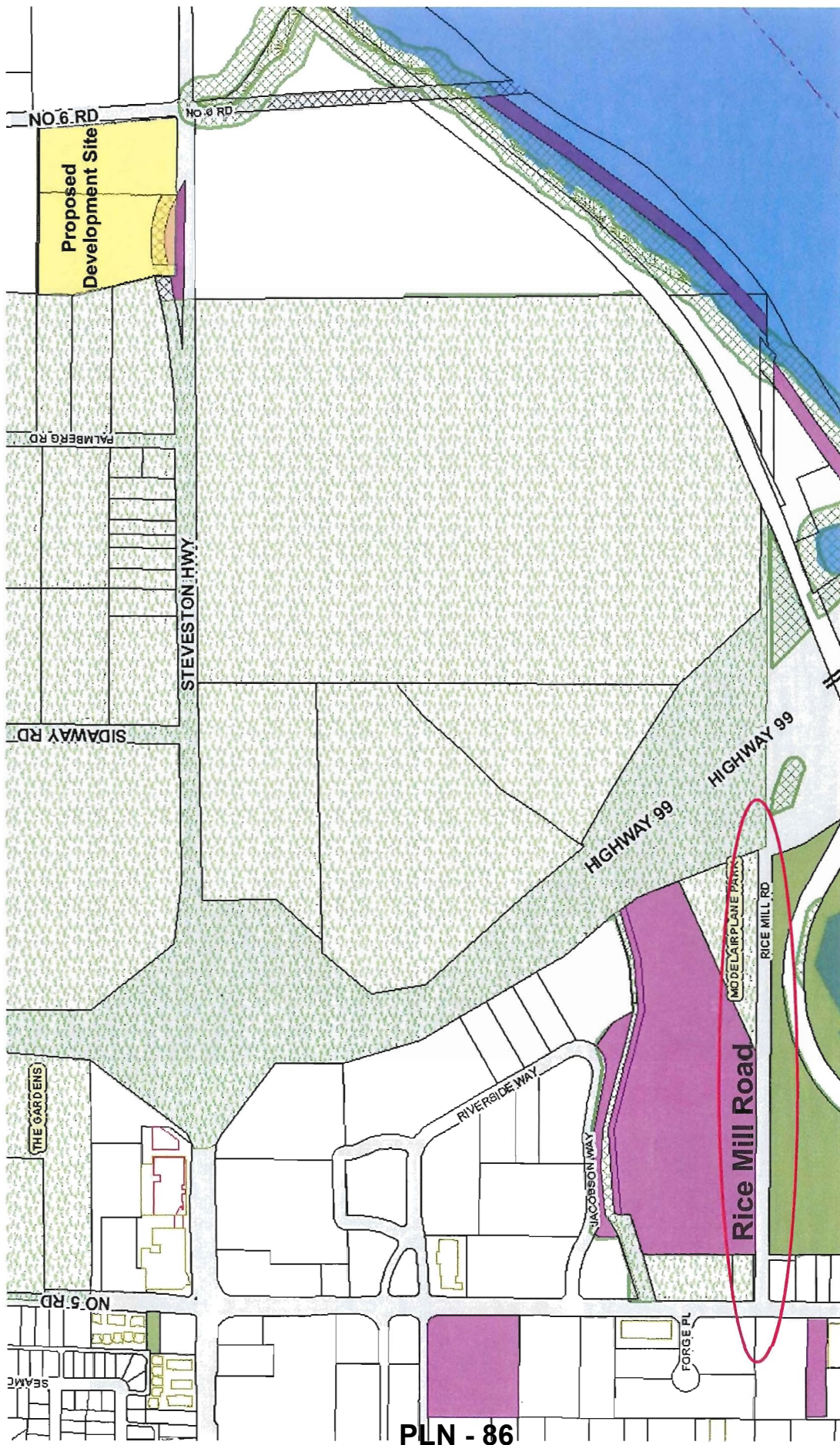


Exhibit 1



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1200, 1067 West Cordova Street,
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May 8, 2015

Mr. Kevin Eng
Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Eng:

Re: Proposed Rezoning for Steveston & No. 6 - Solar PV

At the February 17, 2015 Planning Committee meeting our rezoning application was referred back to staff to examine four issues, including *"the feasibility of adding a solar roof"*.

Further to our correspondence to you of March 17, 2015 and April 2, 2015 and our subsequent discussions we would like to confirm the following.

In the lower mainland of British Columbia the installation of solar power is not commercially viable for light industrial buildings due to the high capital costs, the long payback period, and the fact that the end user is not willing to pay a premium for a building that includes solar power. Light Industrial users are very price sensitive and as such, a solar power requirement specific to our site would put us at a competitive disadvantage to other light industrial properties in Richmond and neighboring jurisdictions.

We understand that while the City of Richmond does not yet have a formal requirement or by-law in place requiring the provision of solar power, nor does any other jurisdiction in the lower mainland, the City of Richmond is desirous of taking steps towards challenging the status quo and would like to encourage the use of alternative energy solutions such as solar PV where possible. With that in mind, we are happy to support the City in this new initiative.

We are willing to provide 16kW of solar power for the site, which is enough power to handle all the common exterior building, landscape, pathway and parking area lighting requirements for the entire site. This solar PV system could include a roof mounted PV panel/battery system, and/or fixture mounted PV panel/battery systems, with the exact selection of lighting types and choice of PV system to be developed during the building design phase.

In addition, we will ensure that the buildings are roughed in to allow for the future installation of roof top solar panels by individual users once the cost of solar power becomes financially viable (which by some industry estimates is expected to be by 2027 in the lower mainland of BC).

It is also important to point out that the provision of a solar power component to this project is in addition to other sustainable features already being provided, including:



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- The development of an existing brown field site
- Increased daylighting and re-planting of the Riparian area along No. 6 road
- Significant planting of the ALR buffer along the north and west property boundaries
- The ALR buffer and the riparian area along No. 6 will remain as green space totaling 2.4 acres.
- The development will comply with the existing City of Richmond Green Roofs Bylaw No. 8385
- The buildings will comply with the 2010 ASHRAE 90.1 Energy Standard for Buildings

We appreciate the discussions we have had with staff subsequent to the February 17, 2015 planning committee meeting in regards to the above.

Yours Truly,

On behalf of Steveston No. 6 LP

A handwritten signature in black ink, reading "Paul Woodward".

Paul Woodward
Senior Vice President, Development and Construction
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FORWARD. TOGETHER.



Address: 13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of 13760 Steveston Highway and a Portion of the Road Allowance Adjacent to and North of 13760 Steveston Highway

File No.: RZ 13-630280

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9211, the developer is required to complete the following:

Note: Rezoning Considerations for RZ 13-630280 include the following schedules:

Schedule A – Subdivision, Consolidation and Road Dedication Plan

1. Final Adoption of OCP Amendment Bylaw 9210.
2. Registration of the necessary legal plan(s) to the satisfaction of the City to achieve a consolidated development site based on the following terms:
 - a) Acquisition of City lands, including:
 - (1) Final adoption of the road closure and removal of road dedication bylaw for a 2,081.1 sq. m portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway (Schedule A).
 - (2) Council approval of the sale of a 2,081.1 sq. m portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway (Schedule A)
 - (3) Council approval of the sale of a 1318.7 sq. m portion of 13760 Steveston Highway (Schedule A).
 - (4) The developer shall be required to enter into a purchase and sales agreement with the City for the purchase of the Land (portion of 13760 Steveston Highway and portion of an unopened road allowance adjacent to and north of 13760 Steveston Highway), which is to be based on the business terms approved by Council. The primary business terms of the purchase and sales agreement will be brought forward for consideration by Council in a separate report from the Manager, Real Estate Services. All costs associated with the purchase and sales agreement shall be borne by the developer.
 - b) Subdivision of a portion of 13760 Steveston Highway and a portion of the road allowance adjacent to and north of 13760 Steveston Highway.
 - c) Consolidation of the City lands with 13751 and 13851 Steveston Highway and 10651 No. 6 Road into one development parcel (Schedule A).
 - d) Road dedications, including 173.3 sq. m of land generally along the consolidated development site's Steveston Highway frontage (Schedule A).
3. Registration of a flood plain covenant on title of the consolidated site identifying a minimum habitable elevation of 3.0 m GSC.
4. Registration of a legal agreement on title of the consolidated development site indicating that the development is required to mitigate noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Regulation Bylaw 8856 and noise generated from rooftop heating, ventilation and air conditions units will comply with the City's Noise Regulation Bylaw 8856.
5. Registration of a legal agreement on title of the consolidated development site identifying that, for commercial vehicles over the weight/load limitations (5 tonnes) in place along No. 6 Road, southbound to westbound and eastbound to northbound turning movements at the No. 6 Road driveway access is not permitted (to prevent

commercial vehicles over the weight/load limitations on No. 6 Road from travelling to the development site from No. 6 Road, north of the driveway access location).

6. Registration of a legal agreement on title of the consolidated development site identifying that the subject site is not serviced by a City sanitary sewer system and the City will not permit the development site to be serviced by a City sanitary sewer system. This legal agreement will also identify that the development site is required to be serviced by a private sanitary sewer utility system, located on properties east of No. 6 Road (as per legal documents BX558923, BX558924 and BX 558925), which is required to be maintained and operated by the private utility provider and/or developer.
7. The applicant/developer is required to enter into an appropriate legal agreement with the City of Richmond for the purpose of locating, constructing, operating and maintaining private sanitary sewer infrastructure within a dedicated City road allowance. This legal agreement will also identify that the applicant/developer is required to build any works associated with the private sanitary sewer infrastructure within a dedicated road allowance as part of the Servicing Agreement application (required as a rezoning consideration for this application) to be approved by the City. All works are at the applicant's/developer's sole cost.
8. Registration of a legal agreement on title of the consolidated development site in regards to the Agricultural Land Reserve (ALR) landscape buffer that includes the following information and provisions:
 - a) Submission of a reference plan (prepared by a BC Land Surveyor), to be approved by City staff, outlining the area of the ALR landscape buffer.
 - b) Applicant/developer and future owner of the site must maintain the ALR landscape buffer, which cannot be abandoned or modified without prior approval from the City.
 - c) The ALR landscape buffer is for the purposes of mitigating against typical farm nuisance activities related to noise, dust and odour generated from the agricultural operation.
9. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
10. Public art installation participation in the City's Public Art Program in the amount of \$90,994 OR City acceptance of the developer's offer to voluntarily contribute the same amount to the City's Public Art Reserve Fund.
11. Enter into a Servicing Agreement* for the design and construction of the following works, at the applicants/developers sole cost, which include but may not be limited to:
 - a) Steveston Highway
 - (1) Road widening from Palmberg Road to approximately 90 m west of the west property line of 13751 Steveston Highway to provide for the following in both east-bound and west-bound directions:
 - (a) Two traffic lanes (each lane at min. 3.5 m width).
 - (b) A minimum 1.65 m wide on-street bike lane and a 1.5 m wide gravel shoulder.
 - (2) Widen the existing 1.5 m sidewalk to 3 m wide to provide a shared off-road pedestrian/cyclist pathway along the north side of Steveston Highway from No. 6 Road to Palmberg Road. The existing street trees and boulevard is to be maintained.
 - (3) Provide a minimum 3.3 m wide east-bound to north-bound left turn lane, with a minimum storage of 35 m at the development site access along Steveston Highway, which will require modifications to the existing raised median.
 - (4) On the north side of Steveston Highway, either provide an accessible bus landing pad and an accessible bus shelter or provide a voluntary contribution for the amount to implement the accessible bus landing pad and an accessible bus shelter in the future (construction costs and/or voluntary contribution shall not exceed \$25,000). The exact location of the accessible bus stop is subject to further consultation with Coast Mountain Bus Company.
 - b) No. 6 Road:
 - (1) Provide a minimum 3.3 m wide north-bound to west-bound turn lane, with a minimum storage of 30 m at the development site access along No. 6 Road. All existing north-bound to south-bound traffic lanes are to be maintained. A 1 m wide shoulder on the east side is also to be provided. Due to the existing Riparian Management Area on the west side of No. 6 Road, all road widening should be accommodated on the east side of the road.

- (2) Construct a 3 m wide off-road shared pedestrian/cyclist pathway along the entire No. 6 Road frontage (i.e., on-site and west of the existing RMA) that includes necessary lighting and appropriate protection (i.e. railing if deemed necessary) along the entire length of the pathway. Registration of a Public-Rights-of-Passage (PROP) Right-of-Way (ROW) will be required along the consolidated development site's No. 6 Road frontage, which will include and provide for the following:
 - (a) 3 m wide north-south running PROP ROW along the entire No. 6 Road frontage of the consolidated development site.
 - (b) 3 m wide east-west running PROP ROW to align with the proposed pedestrian crossing across No. 6 Road.
 - (c) Include any necessary PROP ROW to facilitate transitions and/or tie-ins to sidewalks and pathways in the area.
 - (d) Additional PROP ROW may be required and will be determined through the detailed Servicing Agreement design process for any supporting works and/or required pathway lighting.
 - (e) The location of the PROP ROW on the consolidated development site will be determined based on the detailed Servicing Agreement design process.
 - (f) Applicant/developer will be required to construct all works within the PROP ROW
 - (g) PROP ROW to allow for public access for pedestrians, cyclists, scooters, wheelchairs (motorized and non-motorized) and similar types of non-vehicle related means of transport).
 - (h) Maintenance of the surrounding landscaping outside of the PROP ROW along with general upkeep of the walkway within the PROP ROW (snow, ice and debris removal; walkway upkeep in a safe condition) is the responsibility of the owner and/or future industrial strata corporation.
 - (i) Within the PROP ROW, the City will be responsible to maintain and repair the hard surface walkway and pathway lighting, including access to undertake such works.
- (3) Provide for an at-grade crosswalk signal with overhead downward lighting and associated equipment on the north side of the proposed site access (design to be finalized through the Servicing Agreement).
- (4) Works related to modifying the existing Riparian Management Area and watercourse (including culvert removal and replacements) along the consolidated development site's No. 6 Road frontage and related compensation works as proposed in the applicant's environmental consultants proposed plan. New culverts will be owned and maintained by the property owner and require a permit as per the requirement of Bylaw 8441 (to be managed through the Servicing Agreement drawing review and approval process).
- (5) Any design for works associated with private sanitary sewer infrastructure to cross the City's dedicated road allowance (No. 6 Road) must be approved by the City and included in the Servicing Agreement design submission.

c) General:

- (1) Install a new water service connections (size to be determined) complete with meter and meter box along the Steveston Highway frontage.
- (2) Install 2 new hydrants along the No. 6 Road frontage to accommodate hydrant spacing requirements.
- (3) Install a sump and safety grill on the existing 600 mm storm culvert's inlet located approximately 40 m north of the south property line along the No. 6 Road frontage.
- (4) Through the Servicing Agreement design process, provide a sediment and erosion control plan.
- (5) Cut and cap the existing storm service connection and inspection chamber located approximately 28 m west of the east property line at the Steveston Highway frontage.
- (6) Upgrade the existing storm sewer service connection and remove the existing inspection chamber located approximately 15 m west of the east property line at the Steveston Highway frontage.
- (7) Provide additional statutory Right-of-Ways to accommodate new inspection chambers within the property to be determined through the Servicing Agreement design process.
- (8) Provide additional statutory Right-of-Ways to accommodate City storm system infrastructure along the consolidated development site's No. 6 Road frontage, including but not limited to existing open portions of the RMA canal/watercourse, portions of the canal/watercourse to be daylighted and any related City

works and infrastructure. The location and extent of the statutory Right-of-Ways will be determined through the Servicing Agreement design process.

12. Registration of a legal agreement on title of the consolidated development site requiring:

- a) The installation of a solar photovoltaic (PV) power system capable of providing a minimum 16 kilowatts of solar PV power to the light industrial development (equivalent of the anticipated power load to provide power to all of the development site's exterior illumination needs).
- b) The implementation of pre-ducting throughout the development to facilitate future additional solar PV installations.
- c) The inclusion of clauses to require:
 - (1) The developer's professional energy consultant to submit a report at the time of building permit submission confirming the design details of the solar PV system, including the consultant's confirmation of adherence to the parameters of this legal agreement.
 - (2) The developer's professional energy consultant to submit a report prior to issuing final occupancy and/or final inspection of the building permit confirming construction and installation of the solar PV system in accordance with the previous submitted report and parameters of this legal agreement.

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

1. Submit a landscape bond/security based on the cost estimate (to be prepared by a professional landscape architect) of the final approved landscape plan that will generally include, but may not be limited to the following:
 - a) ALR buffer, along the site's north and west edges.
 - b) On-site landscape treatment along the consolidated development site's Steveston Highway and No. 6 Road frontage, generally between the off-street parking and public roads.
 - c) Compensation/enhancement plantings associated with the RMA along No. 6 Road, based on plans to be approved by City staff.
2. Other items may be identified through review of the development permit application.

Prior to Building Permit Issuance and/or final inspection or occupancy, 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.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Registration of a legal agreement on title of the consolidated development site in favour of the City to indicate that the owner shall maintain any storm water management works, landscaping features and structural elements supporting such features, permeable pavers and asphalt, and bioswale in accordance with generally accepted building, landscaping and engineering maintenance practices so that the design volume of the storm water run-off from the site will, in perpetuity or until redevelopment, not be exceeded.
4. 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.
5. Submission of a report from the applicant's professional energy consultant confirming the design details of the solar PV system, including the consultant's confirmation of adherence to the parameters of the legal agreement secured through the rezoning.
6. Submission of a report from the applicant's professional energy consultant prior to issuing final occupancy and/or final inspection of the building permit confirming construction and installation of the solar PV system in accordance with the previous submitted report and parameters of this legal agreement.

Note:

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

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

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

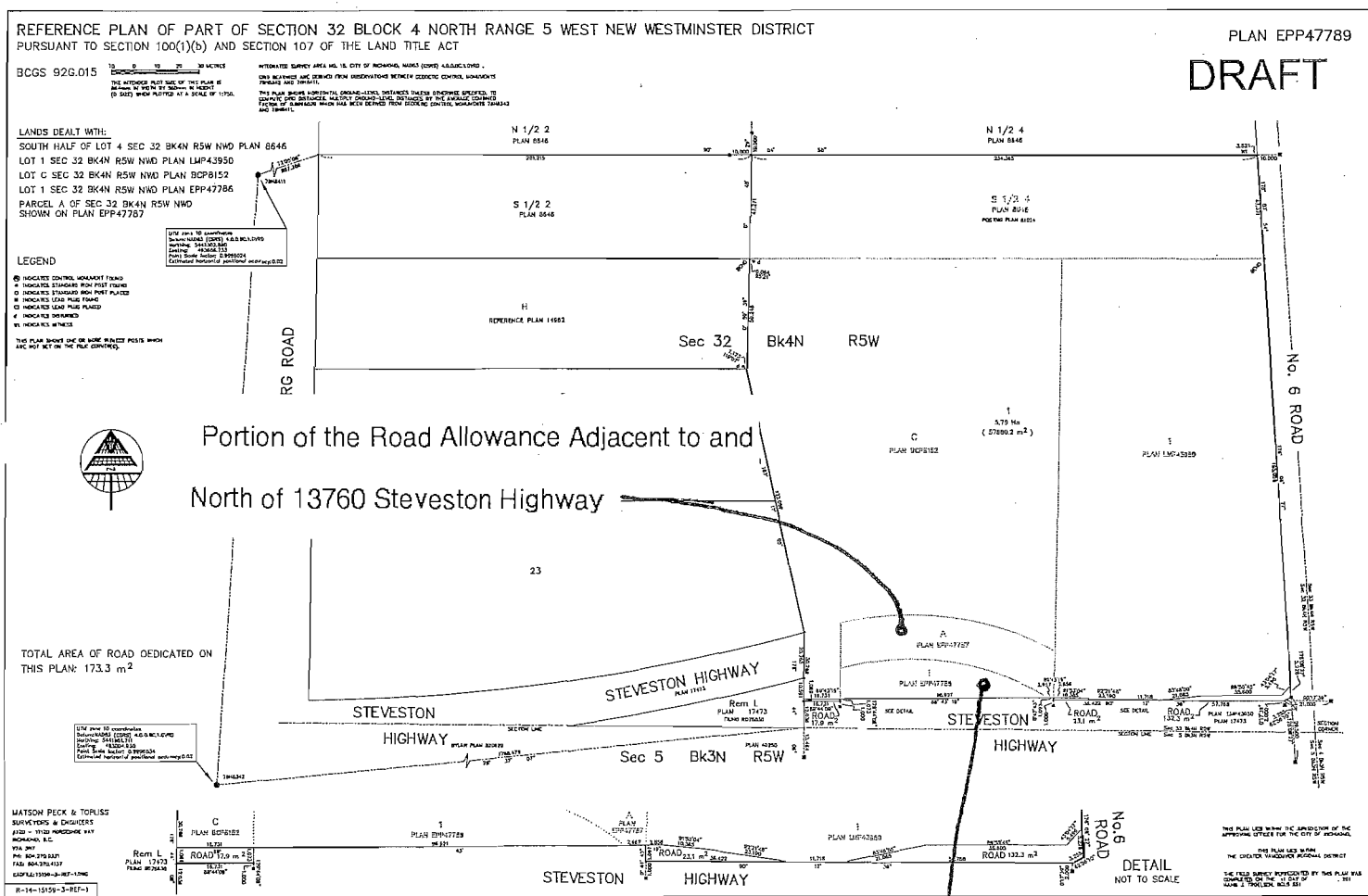
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation,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

- Signed Copy on File -

Signed

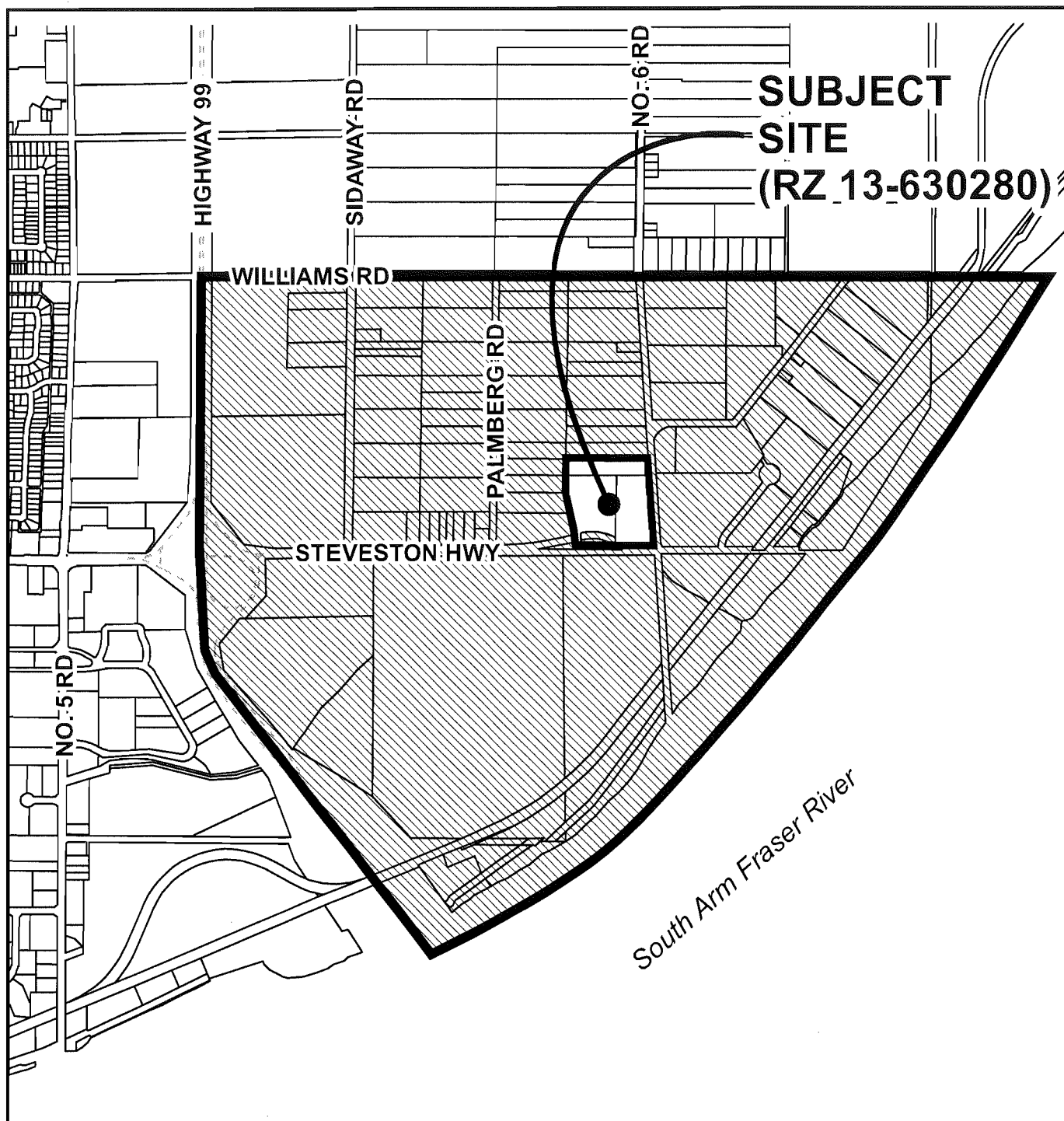
Date

Schedule A – Subdivision, Consolidation and Road Dedication Plan





City of
Richmond



Proposed Public
Notification Area Map
(RZ 13-630280)

Original Date: 05/07/15

Revision Date: 00/00/00

Note: Dimensions are in METRES

PLN - 95



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9210 (RZ 13-630280)
13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of
13760 Steveston Highway and a Portion of the Road Allowance
Adjacent to and North of 13760 Steveston Highway**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by repealing the existing land use designation in Attachment 1 to Schedule 1 thereof of the following area and by designating it "Mixed Employment".

That area shown cross-hatched on "Schedule A attached to and forming part of Bylaw 9210"

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9210"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

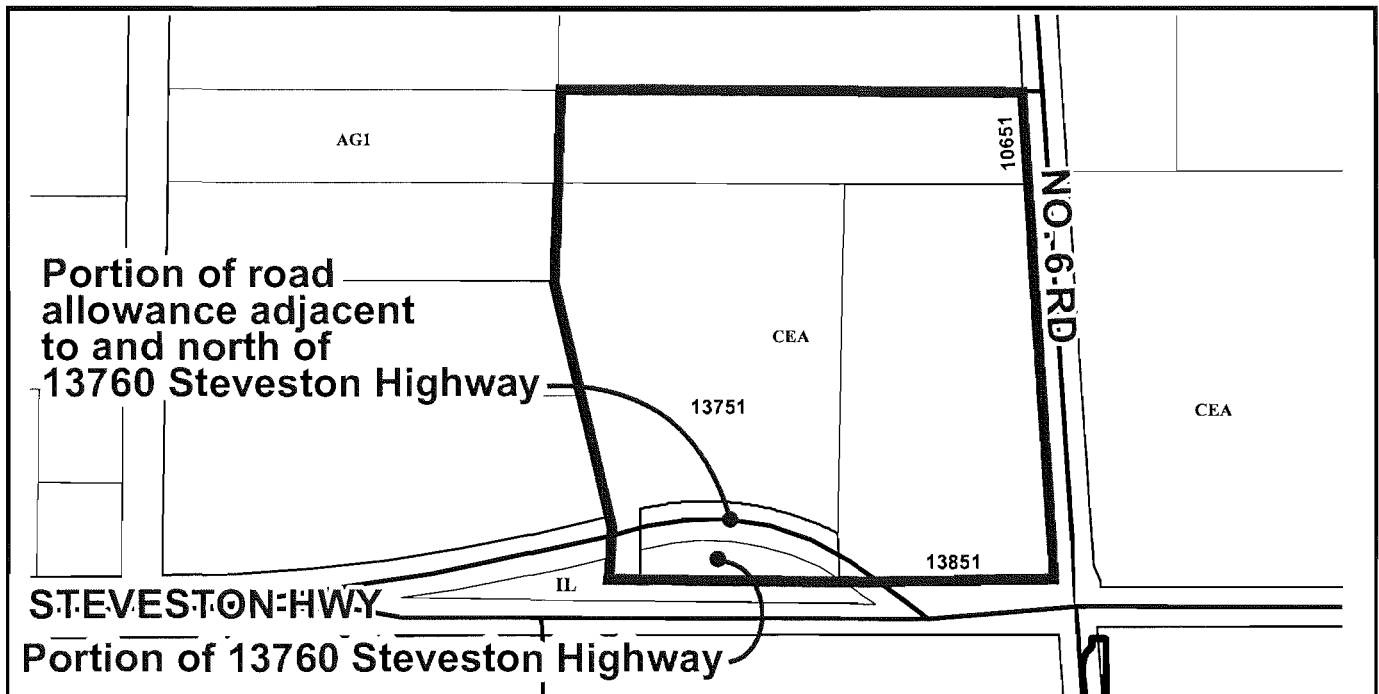
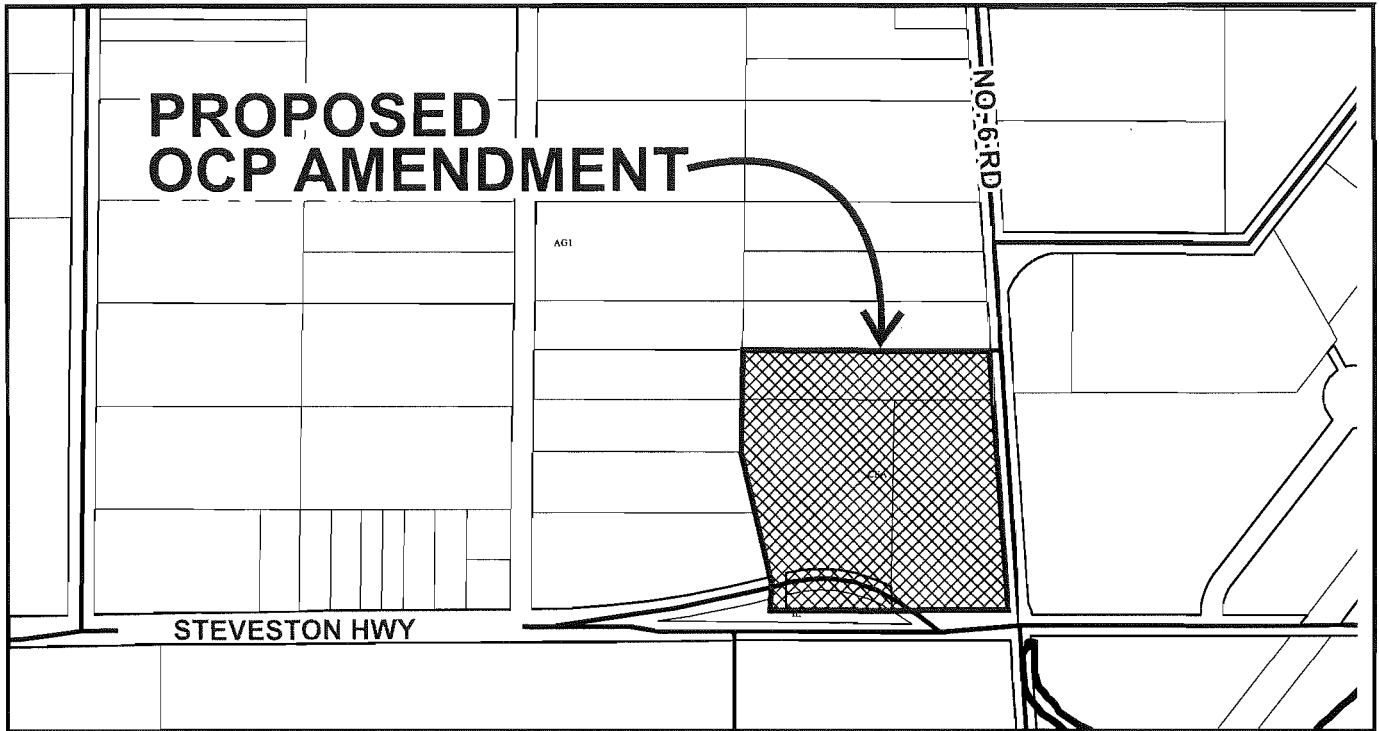
CITY OF RICHMOND
APPROVED by <i>RK</i>
APPROVED by Manager or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER



City of Richmond



Proposed OCP Amendment (RZ 13-630280)

Original Date: 02/06/15

Revision Date:

Note: Dimensions are in METRES



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9211 (RZ 13-630280)
13751 and 13851 Steveston Highway, 10651 No. 6 Road, a Portion of
13760 Steveston Highway and a Portion of the Road Allowance
Adjacent to and North of 13760 Steveston Highway**

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following zone into Section 23 – Site Specific Industrial Zones:

“23.12 Light Industrial and Limited Accessory Retail – Riverport (ZI12)

23.12.1 Purpose

The **zone** provides for a range of **general industrial uses**, with a limited range of compatible **uses**. The **zone** also allows for limited accessory retail activities.

23.12.2 Permitted Uses

- animal daycare
- animal grooming
- auction, minor
- child care
- commercial storage
- commercial vehicle parking and storage
- contractor service
- industrial, general
- manufacturing, custom indoor
- recreation, indoor
- recycling depot
- restaurant
- utility, minor
- vehicle body repair or paint shop
- vehicle repair

23.12.3 Secondary Uses

- residential security/operator unit

23.12.4 **Permitted Density**

1. The maximum **floor area ratio** is 0.75.

23.12.5 **Limited Accessory Retail Provisions**

1. Retailing of goods is permitted accessory to a primary permitted use as follows:
 - a) Retail activities must be accessory to the primary permitted **use** of the **business** and limited to goods that are manufactured, assembled, fabricated, processed, stored and/or distributed on-site within the **business**.
 - b) The maximum **gross leasable floor area** permitted for accessory retailing of goods is:
 - i) 2,350 m² total **gross leasable floor area** over the entire **site**; and
 - ii) Maximum **gross leasable floor area** permitted for accessory retailing of goods that can be allocated to an individual industrial unit shall be the lesser of either 10% of the total **gross leasable floor area** of the individual industrial unit or to a maximum of 186 m² **gross leasable floor area**.
 - c) A maximum of 25 industrial units and/or businesses on-site at any given time is permitted for accessory retailing of goods.
 - d) Accessory retailing of goods must be contained within same **building** as the primary **business** on a **site** and wholly operated and owned by the primary **business**.
 - e) Accessory retailing of goods must be wholly enclosed within a **building**.
 - f) Sub-leasing of the **gross leasable floor area** permitted for accessory retailing of goods is not permitted.
 - g) The **gross leasable floor area** permitted for accessory retailing of goods must be physically separated from the primary **business** by walls fixed to the floor.

- h) The **gross leasable floor area** permitted for accessory retailing of goods must be located only on the **first storey** of the **building** and with direct **access** to the main public entrance for the **business**.
- i) Outdoor accessory retailing of goods and outdoor display of goods is not permitted.

23.12.6 **Permitted Lot Coverage**

- 1. The maximum **lot coverage** is 60% for **buildings**.

23.12.7 **Yards & Setbacks**

- 1. The minimum **front yard** and **exterior side yard** is 3.0 m, provided that an adequate transition is made if the **front yard** and **exterior side yard** is greater on adjacent and/or abutting developments.
- 2. There is no minimum **interior side yard** or **rear yard**.

23.12.8 **Permitted Heights**

- 1. The maximum **height** for **buildings** is 12.0 m.
- 2. The maximum **height** for **accessory structures** is 20.0 m.

23.12.9 **Subdivision Provisions and Minimum Lot Size**

- 1. There is no minimum **lot width** or **lot depth** requirement.
- 2. The minimum **lot area** is 5 ha.

23.12.10 **Landscaping & Screening**

- 1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

23.12.11 **On-Site Parking and Loading**

- 1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a) For accessory retailing of goods, the on-site parking requirement shall be provided at a rate of 4 spaces per 100 m² of **gross leasable floor area** allocated to this accessory use.

23.12.12 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.
 2. An **auction minor** activity and any related storage of goods and items to be auctioned must be wholly contained within a **building.**”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**LIGHT INDUSTRIAL AND LIMITED ACCESSORY RETAIL – RIVERPORT (ZI12)**”.
- That area shown cross-hatched on “Schedule A attached to and forming part of Bylaw 9211”
3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9211**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

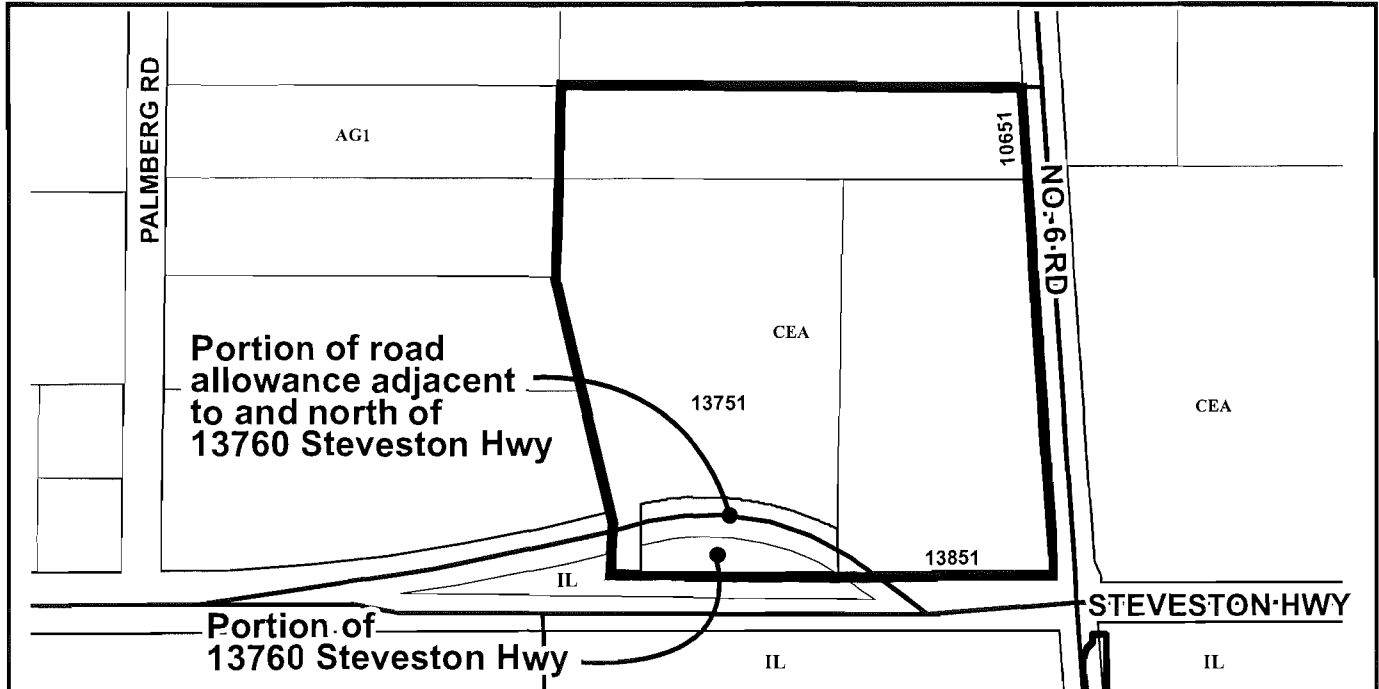
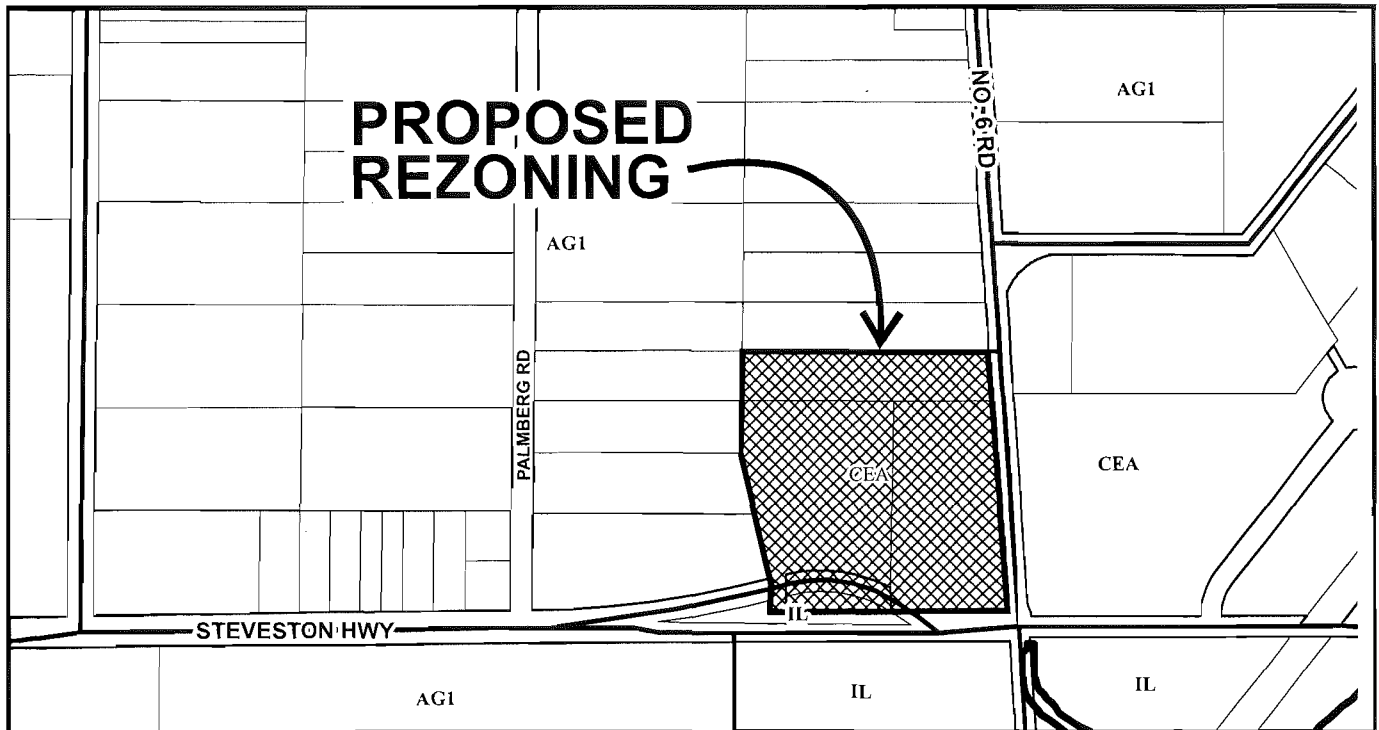
MAYOR

CORPORATE OFFICER





City of
Richmond



RZ 13-630280

Original Date: 01/23/15

Revision Date: 05/08/15

Note: Dimensions are in METRES



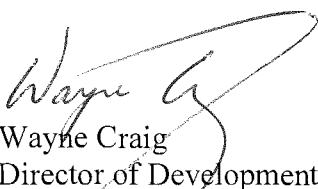
City of Richmond

Report to Committee Planning and Development Department

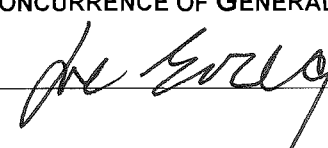
To: Planning Committee
From: Wayne Craig
Director of Development
Date: April 29, 2015
File: ZT 15-691748
Re: Application by Parc Riviera Project Inc. for a Zoning Text Amendment to the
"Residential Mixed Use Commercial (ZMU17) - River Drive/No. 4 Road
(Bridgeport)" Zone for the Property at 10311 River Drive

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9237, for a Zoning Text Amendment to the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" zone to amend the maximum permitted density on the property at 10311 River Drive, be introduced and given first reading;


Wayne Craig
Director of Development

SB:blg
Att.

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

Staff Report

Origin

Parc Riviera Project Inc. has applied to the City of Richmond for a Zoning Text Amendment to amend the “Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)” zone to change the way the maximum permitted density is applied to the lot at 10311 River Drive in order to facilitate subdivision and future redevelopment of the property (Attachments 1 and 2).

Findings of Fact

A Development Application Data Sheet providing details about the Zoning Text Amendment proposal is attached (Attachment 3).

Surrounding Development

Surrounding development is as follows:

- To the north: City dike along the north arm of the Fraser River and Mitchell Island, zoned “Industrial (I)”.
- To the east: Mechanic repair/maintenance shop and ambulance fleet parking on two (2) properties zoned “Industrial Storage (IS)”.
- To the south: Across River Drive, single-family homes on lots zoned “Single Detached (RS1/B, RS1/D and RS2/C)”.
- To the west: City-owned proposed park, which is being developed as part of the overall Parc Riviera development.

Background

In October, 2011, the City approved the original rezoning (RZ 07-380169) for the multi-phase Parc Riviera development (Attachment 4) on the properties at 10011, 10111, 10197, 10199 and 10311 River Drive including built on-site affordable housing units. The rezoning also included park land dedication and park development on the current city-owned properties at 9991 and 10211 River Drive. Subsequent to the rezoning, the City approved a Zoning Text Amendment (ZT 12-611282) to provide funding towards the City’s capital Affordable Housing Reserve in lieu of building affordable housing units on-site. This Affordable Housing contribution was provided to advance the Storeys Affordable Housing project at 8111 Granville Avenue and 8080 Anderson Road, or another project at Council’s discretion.

Community amenities secured through the original rezoning are being implemented in phases. Improvements to dikes, trails, roads, public transit and servicing infrastructure secured through the original rezoning are also being implemented through Servicing Agreements in phases (Attachment 5). Further details are provided in the “Analysis” section below.

The Development Permits required for the overall project are being considered in phases. A Development Permit for the first phase of the project has been approved for 10011, 10111, 10197 River Drive and a portion of 10199 River Drive (DP 11-564405). This first phase includes an amenity building for the use of residents of all phases, a mixed-use building, apartment buildings and townhouse buildings. A Development Permit application has been submitted and is in the process of being reviewed for the next phase of the overall project, located at 10199 River Drive (DP 15-694616).

Related Policies & Studies

Official Community Plan (OCP)

The proposed Zoning Text Amendment is consistent with the City's Official Community Plan and the Bridgeport Area Plan.

Public Consultation

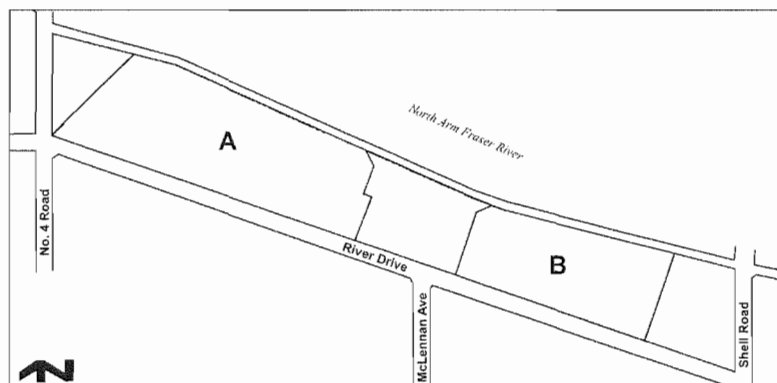
The applicant has confirmed that information signage describing the proposed Zoning Text Amendment has been installed on the subject site and the statutory Public Hearing will provide local property owners and other interested parties with an opportunity to comment.

Analysis

a) Text Amendment to the "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" Zone

The "Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)" zone includes the Diagram 1 below and applies to the Areas labelled A & B in the diagram. The ZMU17 zone allows a base maximum density floor area ratio (FAR) of 1.25 FAR and an Affordable Housing bonus density that increases the allowable density to 1.38 FAR. A contribution was received towards Affordable Housing (ZT 12-611282) for the overall project and accordingly, the ZMU17 zone permits 1.38 FAR for the total combined area of Area B, regardless of the subdivision. This allows the density to be applied throughout Area B and was intended to allow flexibility for building massing in the owner's original concept for a multi-phase development. The same applies to the area of Area A.

Diagram 1



The ZMU17 zone is proposed to be amended to no longer refer to a total combined area of Area B or to permit density regardless of subdivision in Area B. This would permit each future subdivided lot to achieve a base density of 1.25 FAR and increased density of 1.38 FAR as a result of the Affordable Housing contribution received by the City (ZT 12-611282).

Staff support the proposed text amendment to the ZMU17 zone on the following basis:

- The ZMU17 zone was created for a multi-phase development over Area A & B; which was intended to be developed in four (4) phases from west to east. The applicant has advised that they would like to subdivide Area B in the near future into two (2) separate properties (Attachment 2), which could then be sold and developed individually.
- The proposed Zoning Text Amendment would provide owners of the two (2) proposed subdivided lots to each achieve a density of 1.38 FAR, giving them certainty regarding the permitted density on the individual properties and avoid potential issues related to unequal density distribution (i.e., first Development Permit may have more than proportionate share).
- The proposed Zoning Text Amendment would not impact intended phasing of community amenities secured under the original rezoning (RZ 07-380169) and as discussed in detail below.

b) Future Development

The proposed Zoning Text Amendment allows for future subdivision of 10311 River Drive and has no associated development proposal at this time. However, we can advise Council that a Development Permit application is required to allow any future development on either of the proposed subdivided lots. The City has received information that the proposed west lot, adjacent to the central park, is intended to be developed with townhouses and a child care facility that is required to be constructed and ownership transferred to the City. Through any future Development Permit application, the following will be addressed:

- Built Form and Architectural Character.
- Tree retention and replacement.
- Open space and landscaping.
- Amenity space.
- Each property is to meet transportation requirements on-site, including but not limited to circulation, parking, bicycle storage, loading and servicing. Registration of a cross-access agreement may be required to ensure there are no more than two (2) driveways between McLennan Road and Shell Road.

c) Community Amenities

Community amenities secured through the original rezoning application (RZ 07-380169) and previous zoning text amendment application (ZT 12-611282) are being implemented in phases. The developer has provided, has entered into a legal agreement to provide, or has

agreed as a condition of the Zoning Text Amendment (Attachment 6) to provide the following amenities:

- Park land was provided to the City to a western park at 9991 River Drive, and a central park at 10211 River Drive.
- A contribution was provided to the City's Affordable Housing Reserve Fund in the amount of \$7,350,459.
- Water #10 sculpture by Chinese artist Jun Ren and previously exhibited as part of the Vancouver International Biennale was purchased by the developer to provide Public Art in the central park. As part of the required park construction, the artwork will be relocated from its temporary location at the west end of Cambie Road in the middle arm dike greenway to a permanent location in the central park.
- Community Use Space (\$1,000,000 cash contribution or 464.5 m²) was secured with a 'no development' covenant registered on Title of both 10199 River Drive and the subject property at 10311 River Drive (BB4018179). The agreement generally requires the contribution or construction agreement entered into prior to submitting a Building Permit application for either 10199 or the subject property. This would also apply to any future subdivided lots.
- A child care facility (for up to 65 children; approximately 511 m² to 600 m²) was secured with a 'no development' covenant registered on Title of the subject property at 10311 River Drive (BB4018181). The agreement generally requires a construction and ownership agreement entered into prior to submitting a Building Permit for the subject property and completion of construction, ownership transfer and any agreements prior to occupancy. Modification of the agreement is a requirement of the Zoning Text Amendment (Attachment 4) to ensure the requirement applies only to the subject property, or future subdivided west lot that is adjacent to the central park. Regardless of timing, the child care facility must be located adjacent to the central park.
- An amenity reserve contribution (\$500,000 cash contribution) was secured with a 'no development' covenant registered on Title of the subject property at 10311 River Drive (BB4018173). The agreement generally requires the contribution prior to submitting a Building Permit application for the subject property. Modification of the agreement is a requirement of the Zoning Text Amendment to ensure the requirement applies only to the subject property, or future subdivided east lot that is adjacent to the eastern neighbour. This allows the community amenities to be phased with development.

d) Infrastructure Improvements

Transportation and servicing improvements secured through the original rezoning application (RZ 07-380169) are being implemented in phases (Attachment 5). The developer has provided, has entered into a legal agreement to provide, or has agreed as a condition of the Zoning Text Amendment (Attachment 6) to provide the following improvements:

- A Servicing Agreement (SA 11-587071) for dike and waterfront trail works has been entered into for the western works, generally from No. 4 Road to the central park.

- A Servicing Agreement (SA 11-587136) for the western park has been entered into for park works at No. 4 Road and River Drive.
- A Servicing Agreement (SA 10-542184) for road and infrastructure works has been entered into for works generally in No. 4 Road, McLennan Avenue and between the two (2) roads in River Drive.
- A Servicing Agreement for dike and waterfront trail works to extend improvements to Shell Road was secured with a 'no development' covenant registered on Title of the subject property at 10311 River Drive (BB4018177). The agreement generally requires the Servicing Agreement be entered into prior to submitting a Development Permit application for the subject property. Modification of the agreement is a requirement of the Zoning Text Amendment (Attachment 4) to require the Servicing Agreement be entered into prior to Development Permit issuance for the subject property, or any future subdivided lots. This will allow the park, waterfront trail and private development works to be designed through the Servicing Agreement and Development Permit applications at the same time in a comprehensive and coordinated manner.
- A Servicing Agreement for the central park, dike and waterfront trail works was secured with a 'no development' covenant registered on Title of the subject property at 10311 River Drive (BB4018175). The agreement also includes the dike and waterfront works noted above. The agreement generally requires the Servicing Agreement be entered into and works completed prior to occupancy of the subject property. This would also apply to any future subdivided lots.
- Registration of a 'no development' covenant on Title of the subject property at 10311 River Drive is a requirement of the Zoning Text Amendment to secure road and infrastructure works Servicing Agreement for remaining works identified in the original rezoning application (RZ 07-380169). These works will tie into the first phase of road and infrastructure works and Shell Road, as well as providing intersection improvements and funding for bus shelters along Bridgeport Road. The developer would be required to enter into this Servicing Agreement prior to Development Permit issuance for the subject property, or any future subdivided lots.

Existing Legal Encumbrances Discharge Request

Density Large Unit Restriction

There a legal agreement registered on Title of the overall project development properties located at 10011, 10111, 10197, 10199 and 10311 River Drive (BB4018183). The legal agreement was registered on Title as part of the original rezoning application (RZ 07-380169) in recognition that the large multi-phase development may have an impact on student enrolment. The legal agreement generally restricts a maximum 32% of dwelling units to be two-bedroom or larger, unless the owner first consults with the School District as part of a Development Permit application. The applicant has requested permission to discharge this legal agreement from title.

The School District was consulted on April 1, 2015. Staff were advised that they are experiencing declining student enrolment and the School District has no concerns with removing the unit size restrictions.

Staff recommend that the owner(s) be permitted to discharge the legal agreement from Title of 10011, 10111, 10197, 10199 and 10311 River Drive (BB4018183). Owner(s) may submit a written request to have the obsolete covenant discharged from Title. Given the complexity of the titles, the owner(s) would be required to provide a legal opinion to the City outlining the process requirements for the discharge and proof that those process requirements have been satisfied.

The requested discharge is supported by staff, but is not a requirement of the Zoning Text Amendment. The discharge may be processed its own and would not impact the timing of the Zoning Text Amendment approval.

Cross-Access for Indoor Amenity

There is a cross-access legal agreement charge that is registered on Title of the properties located at 10011, 10111, 10197, 10199 and 10311 River Drive (CA2675712 to CA2675717). The legal agreement was registered on Title as part of the Development Permit for the first phase of the overall project (DP 11-564405) with the intent that indoor amenity was provided in the first phase at 10011 River Drive for the benefit of the overall project. The legal agreement generally provides 10111, 10197, 10199 and 10311 River Drive with access to communal residential amenity facilities provided on the property at 10011 River Drive (in the building addressed as 10013 River Drive). The applicant has requested permission to discharge this legal agreement from the title of 10311 River Drive and to modify the legal agreement registered on title to 10011 River Drive.

The legal agreement is still needed for the properties located at 10011, 10111 and 10199 River Drive, but is no longer needed on the property at 10311 River Drive. Through the Development Permit application process, multi-family development proposals are required to provide on-site indoor and outdoor amenity spaces. The indoor amenity building at 10011 River Drive is located at the far west edge of the overall project. The location of the amenity is appropriate for the adjacent properties at 10011, 10111 and 10199 River Drive, but is a long distance from the subject property at 10311 River Drive. Staff recommend that site-specific indoor and outdoor amenity space be provided on the subject property at 10311 River Drive to provide these amenities in close proximity to future residents on this property.

Staff recommend that the owner(s) be permitted to proceed with the discharge of the legal agreement registered on Title of 10311 River Drive (CA2675714) and modification of the legal agreement registered on Title of 10011 River Drive (CA2675712 and CA2675713) to not provide 10311 River Drive with access to the communal residential amenity facilities located on 10011 River Drive. Owner(s) may submit a written request. Given the complexity of the titles, the owner(s) would be required to provide a legal opinion to the City outlining the process requirements and proof that those process requirements have been satisfied.

The requested discharge is supported by staff, but is not a requirement of the Zoning Text Amendment. The discharge may be processed its own and would not impact the timing of the Zoning Text Amendment approval.

Financial Impact or Economic Impact

None.

Conclusion

The proposed Zoning Text Amendment to clarify that permitted density applies to each individual property in the “Residential Mixed Use Commercial (ZMU17) – River Drive/ No. 4 Road (Bridgeport)” zone is consistent with the purpose of the zone, and complies with the land use designations outlined within the Official Community Plan (OCP) and the Bridgeport Area Plan.

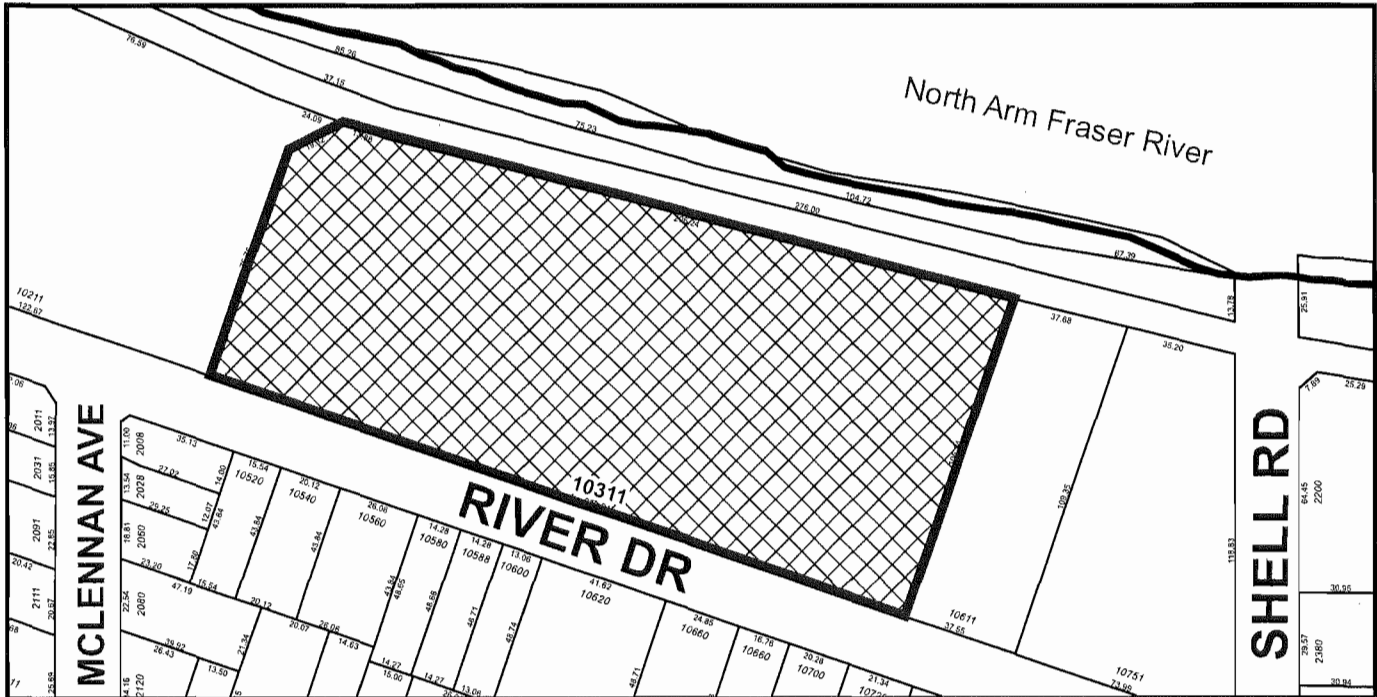
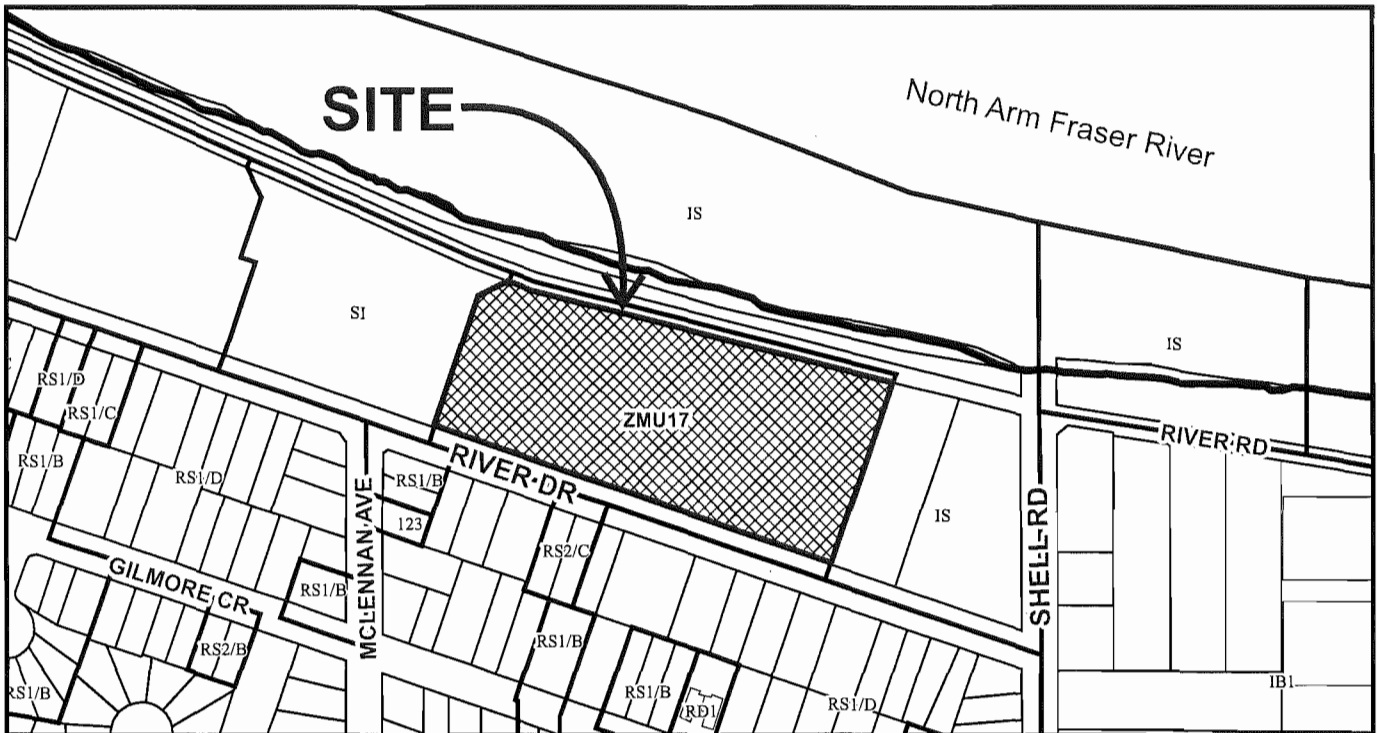
It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9237, be introduced and given first reading.



Sara Badyal, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Conceptual Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Parc Riviera Context Map Development Application History
- Attachment 5: Parc Riviera Context Map Servicing Agreement Phasing
- Attachment 6: Zoning Text Amendment Considerations



ZT 15-691748

Original Date: 02/11/15

Revision Date: 02/12/15

Note: Dimensions are in METRES



City of
Richmond



ZT 15-691748

Original Date: 02/11/15

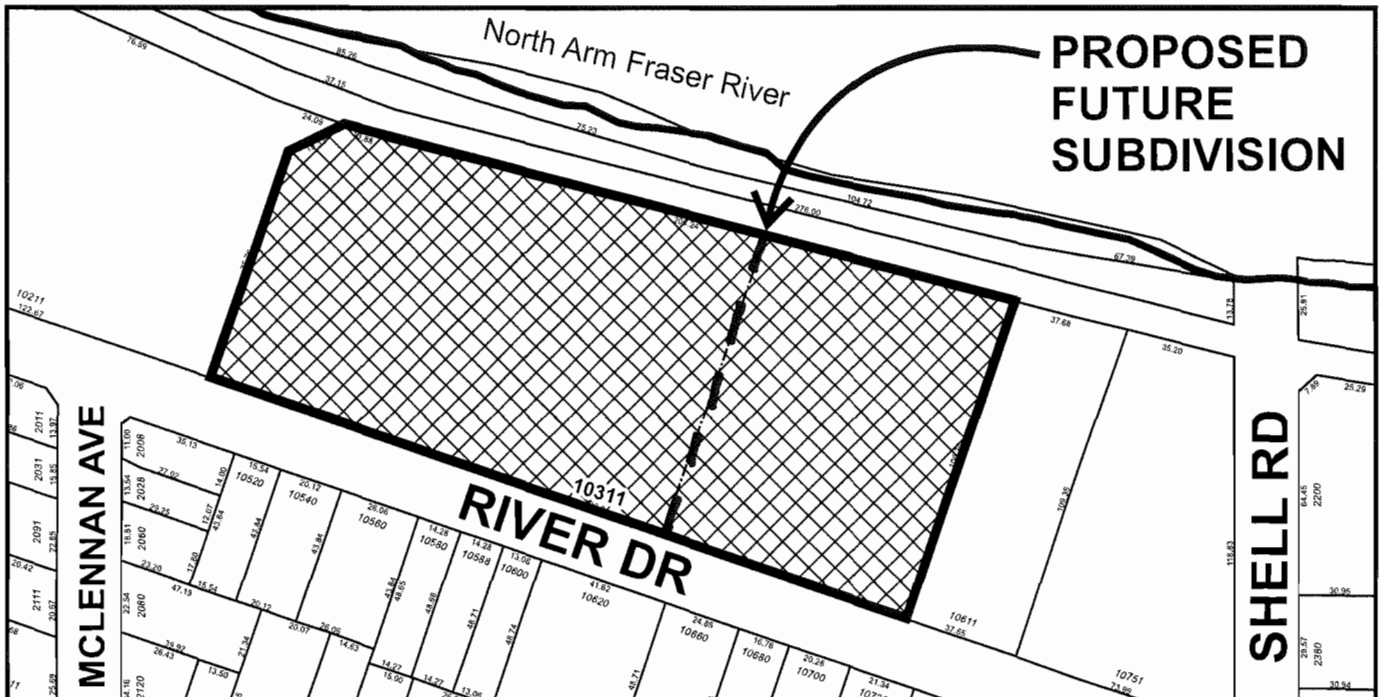
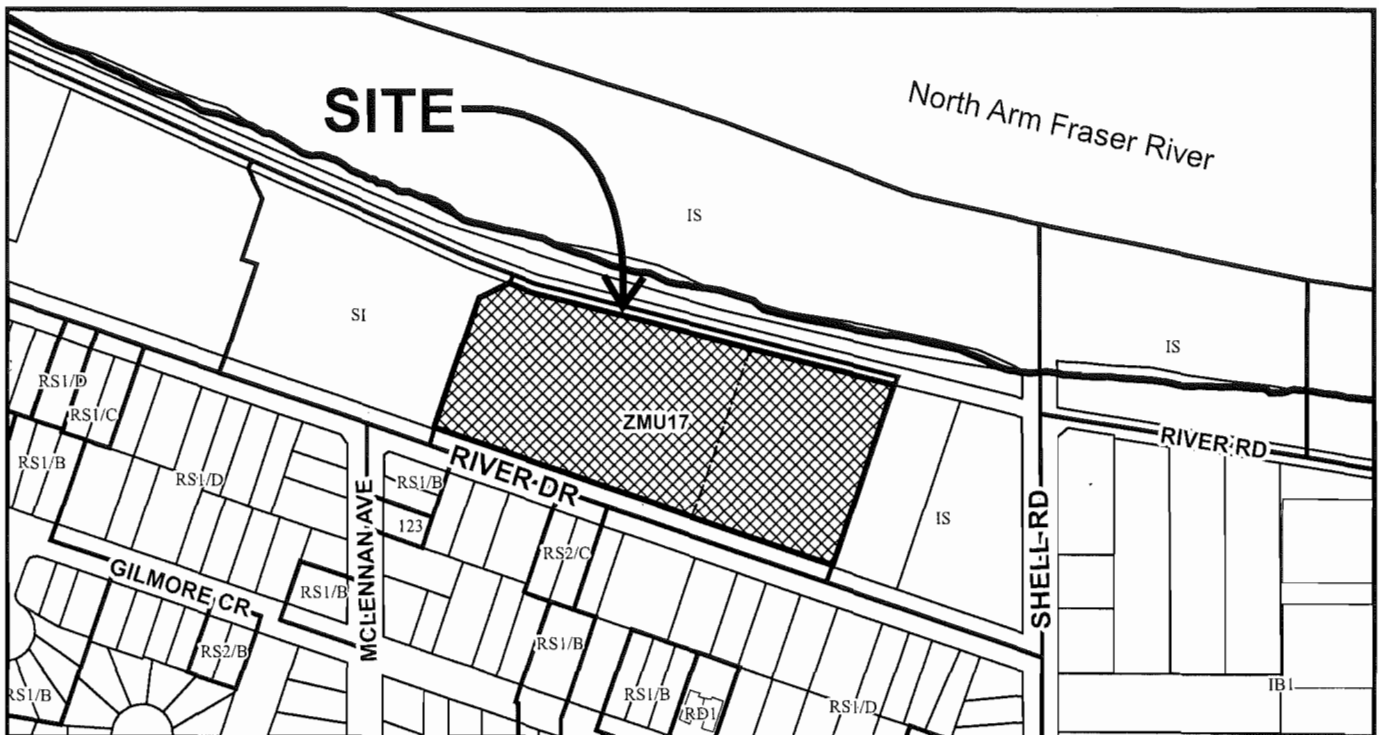
Revision Date

Note: Dimensions are in METRES

PLN - 112



City of
Richmond



ZT 15-691748
Conceptual Subdivision Plan

Original Date: 02/11/15

Revision Date: 04/28/15

Note: Dimensions are in METRES

PLN - 113



ZT 15-691748

Attachment 3

Address: 10311 River Drive

Applicant: Parc Riviera Project Inc.

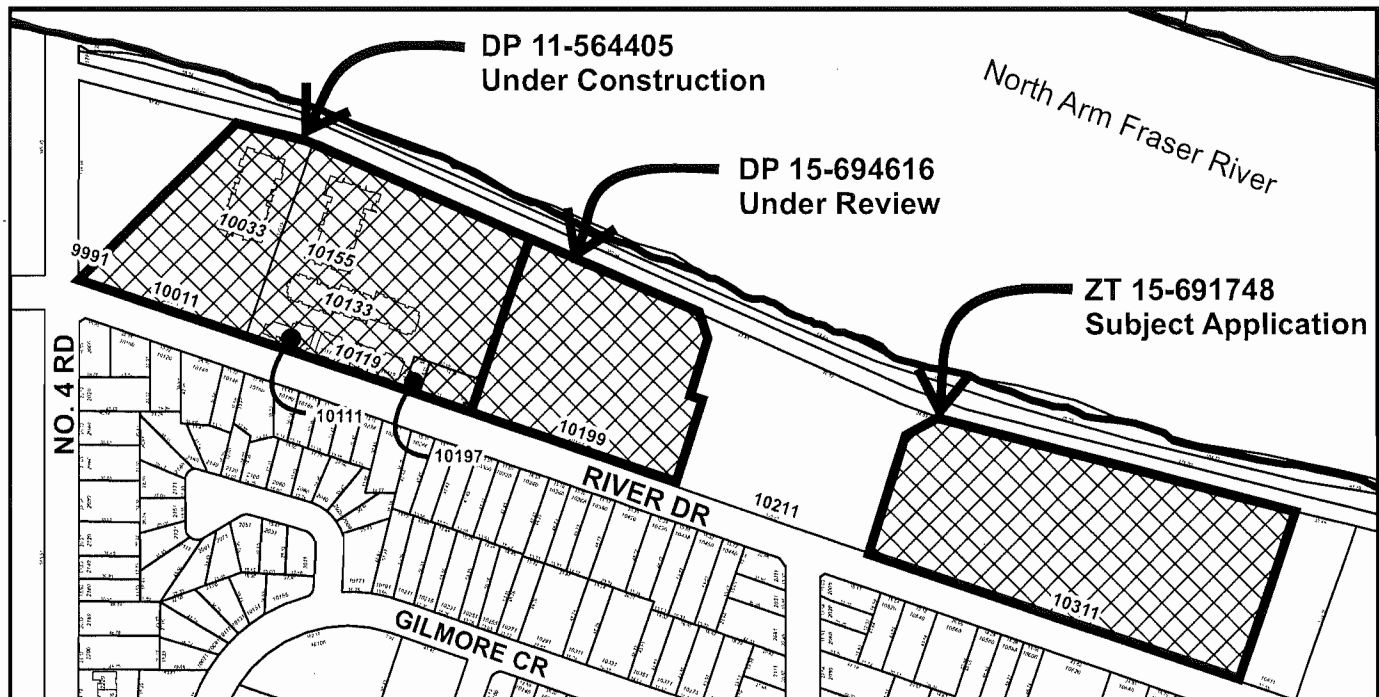
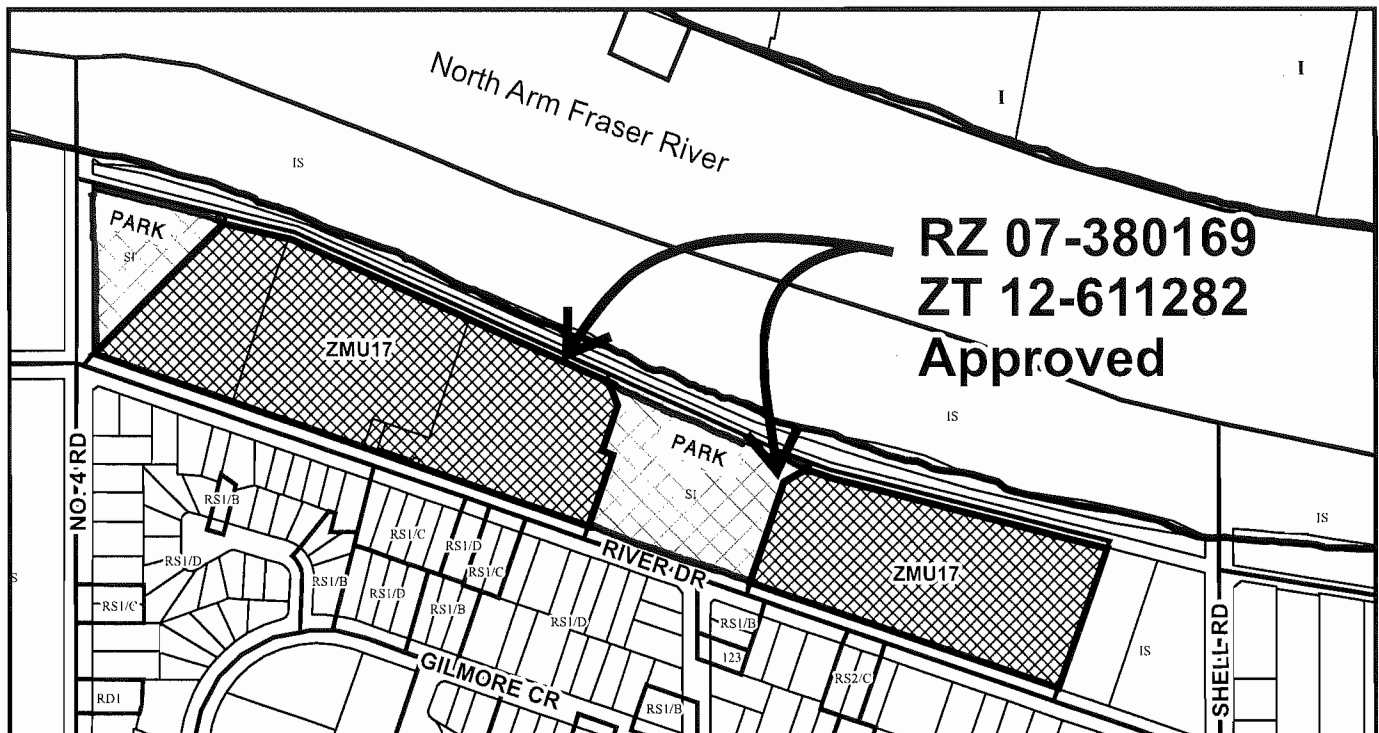
Planning Area(s): Bridgeport

	Existing	Proposed
Owner:	Parc Riviera Project Inc., Inc. No. BC0921462	Remains the same
Site Size:	2.243 ha	Remains the same
Land Uses:	Vacant	Remains the same
OCP Designation:	Mixed-Use	Remains the same
Area Plan Designation:	Residential Mixed-Use (Max. 6 Storey; 1.45)	Remains the same
Zoning:	Residential Mixed Use Commercial (ZMU17) – River Drive/No. 4 Road (Bridgeport)	Remains the same

	ZMU17 requirement	Proposed ZMU17 Requirement
Floor Area Ratio:	Max. 1.38 after Affordable Housing contribution, regardless of subdivision	Max. 1.38 after Affordable Housing contribution
Lot Coverage – Building	Max. 40%	Remains the same
Setbacks: River Drive Dike right-of-way Side Yard - Building	Min. 3 m Min. 7.5 m Min. 6 m	Remains the same
Height – Building: Within 20 m of River Drive Within 20-36 m of River Drive Beyond 36 m of River Drive	Max. 10 m Max. 15 m Max. 26 m	Remains the same



City of
Richmond

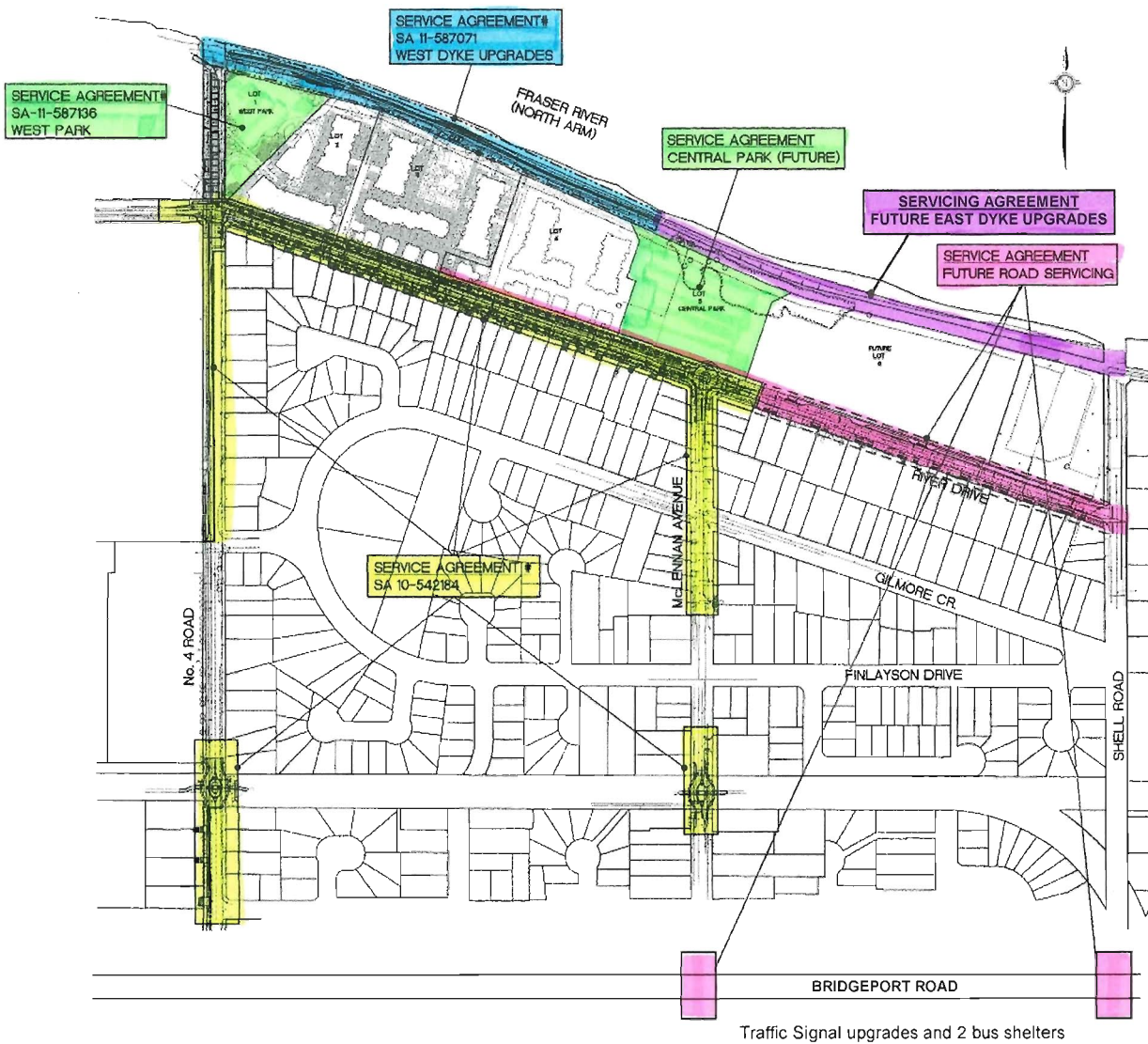


Parc Riviera Context Map
Development Application History
ZT 15-691748

Original Date: 05/08/15

Revision Date: 05/12/15

Note: Dimensions are in METRES



Parc Riviera Context Map
Servicing Agreement Phasing
ZT 15-691748



Zoning Text Amendment Considerations

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

Address: 10311 River Drive

File No.: ZT 15-691748

The owner(s) may complete the following:

1. Dwelling unit size legal agreement: The owner(s) of 10011, 10111, 10197, 10199 and/or 10311 River Drive may submit a written request to discharge the legal agreement registered on Title (BB4018183), together with a legal opinion to the City outlining the process requirements for the discharge and proof that those process requirements have been satisfied. This legal agreement generally restricts the proportion of two-bedroom or larger dwelling units to 32% unless the owner has first consulted with the Board of Education School District No. 38 (Richmond) as part of the Development Permit review process.
2. Communal residential amenity facilities access agreement: This legal agreement generally provides 10111, 10197, 10199 and 10311 River Drive with access to the communal residential amenity facilities at 10011 River Drive. The owner(s) 10311 River Drive may submit a written request to discharge the legal agreement registered on Title of 10311 River Drive (CA2675714) and the owner(s) of 10011 River Drive may submit a written request to modify the legal agreement registered on Title of 10011 River Drive (CA2675712 and CA2675713) to not provide 10311 River Drive with access to the communal residential amenity facilities provided on the property at 10011 River Drive. The owner(s) may submit a written request, together with a legal opinion to the City outlining the process requirements and proof that those process requirements have been satisfied.

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9237, the developer is required to complete the following:

1. The granting of 1.3 m wide public-rights-of-passage statutory right-of-way along the River Drive property line of 10311 River Drive. City sidewalk to be constructed by owner at their sole cost via required Servicing Agreement. City responsible for future maintenance of sidewalk.
2. The granting of 3.0 m wide utilities statutory right-of-way along the River Drive property line of 10197, 10199 and 10311 River Drive. City utilities to be constructed by owner at their sole cost via required Servicing Agreement. City responsible for future maintenance of City utilities.
3. Voluntary Contribution of \$500,000 towards a City Amenity Reserve:
 - a) Registration of a "No Development" legal agreement on 10311 River Drive, or any subdivided lands thereof adjacent to the west property line of neighbouring 10611 River Drive, with the same terms as the existing legal agreements (BB4018173), with the exception that this requirement is only to apply to the subject property or future subdivided east lot located adjacent to the west property line of neighbouring 10611 River Drive. This agreement generally ensures no Building Permit application submission until the owner has provided a \$500,000 voluntary contribution towards a City Amenity Reserve.
 - b) Discharge existing legal agreement (BB4018173)
4. Dike and Waterfront Trail works:
 - a) Registration of a "No Development" legal agreement on 10311 River Drive, or any subdivided lands thereof, with the same terms as the existing legal agreements (BB4018177), with the exception that Development Permit application submission is to be permitted prior to entering into the required Servicing Agreement. This agreement will generally ensure no Development Permit issuance until the owner has entered into a Servicing Agreement for the design and construction of remaining required offsite Dike and Waterfront Trail works (e.g., approximately from the west edge of the central park to the east edge of Shell Road).
 - b) Discharge existing legal agreement (BB4018177)

5. Child Care facility:

- a) Registration of a “No Development” legal agreement on 10311 River Drive, or any subdivided lands thereof adjacent to the central park at 10211 River Drive, with the same terms as the existing legal agreements (BB4018181), with the exception that this requirement is to only apply to the subject property or future subdivided west lot located adjacent to the central park at 10211 River Drive. This agreement generally ensures:
 - i) The owner has entered into a legal agreement to construct and provide ownership of a child care facility prior to any Building Permit application submission; and
 - ii) The child care facility is constructed, ownership transferred and legal agreements completed prior to occupancy of any building.
- b) Discharge existing legal agreement (BB4018181).

6. Transportation and Engineering works: Registration of a “No Development” legal agreement on 10311 River Drive, or any subdivided lands thereof, ensuring no Development Permit issuance until the owner has entered into a Servicing Agreement for the design and construction of remaining required offsite Transportation and Engineering works identified in the original rezoning application (RZ 07-380169). Works include, but may not be limited to:

- a) Transportation Works:
 - i) Contribution of \$60,000 for provision of two (2) bus shelters along Bridgeport Road.
 - ii) Provide functional roadway plan depicting traffic calming measures at River Drive and Shell Road intersection and the traffic calming measures shall be implemented to the satisfaction of the City. Options to be developed include, but are not limited to, a raised intersection, roundabout, curb extensions, etc.
 - iii) Upgrade River Drive to full ultimate cross-section as set by SA 10-542184 and DP 11-564405, complete with coordination with neighbours to the south, parking pockets for on street parking and curb extensions along River Drive as traffic calming devices.
 - iv) Any road dedications and/or SRW PROP required to implement the cross sections will be secured along the south property line of 10311 River Drive. A 1.3m wide SRW PROP was secured west of the central park.
 - v) Traffic Signals at the Bridgeport Road and McLennan Road intersection - upgrade of the existing pedestrian signal to a full traffic signal. Works shall include, but not limited to:
 - Type “P” controller cabinet
 - UPS (Uninterrupted Power Supply)
 - Video detection
 - Illuminated street name signs
 - Service base
 - Type “S” and/or type “L” poles/bases to suit site conditions
 - APS (Accessible Pedestrian Signals)
 - Fibre optic communications cable and associated equipment
 - In-ground vehicle detection
 - Removal of existing signal poles, bases, etc. to be returned to City Works Yard
 - All associated costs to upgrade this system to be borne by the developer
 - vi) Traffic Signals at the Bridgeport Road and Shell Road intersection - upgrade of controller equipment for a new left turn phase and intersection improvement measures. Works shall include, but are not limited to:
 - Traffic pole/base relocations along the frontage of the development
 - Junction box/conduit relocations
 - Associated traffic signal cables/conductors and vehicle detector loops
 - Traffic signal modification design drawings (if required, modifications are to be identified during Servicing Agreement and are the sole responsibility of the developer).

b) Engineering Works to the satisfaction of the Director of Engineering:

- i) Dike and Waterfront Trail extension required from recent works secured via SA 11-587071 to the east edge of Shell Road with adequate interfaces and tie-ins.
- ii) Watermain upgrade required (approximately 360 m) from the west edge of 10311 River Drive to Shell Road, complete with 300 mm diameter PVC and fire hydrants (spaced as per City standard). The required watermain shall tie-in to the watermain built via SA10-542184 at its west, tie-in to the existing watermain along Shell Road at its east end, and tie-in to all existing service connections south of River Drive.
- iii) Storm sewer upgrade required (approximately 640 m) from west edge of 10197 River Drive to Shell Road:
 - Provide 600 mm diameter storm sewer, complete with manholes (spaced as per City standard) from west property line of 10197 River Drive to the east property line of 10311 River Drive (approximately 510 m). The required storm sewer shall tie-in to the storm sewer built via SA10-542184 along River Drive and it shall be built within a 3 m wide utility SRW along the entire River Drive frontage of 10197 River Drive, 10199 River Drive, the central park and 10311 River Drive. The required storm sewer and utility SRW shall meander behind the roundabout (built via SA10-542184) fronting the central park.
 - Storm sewer alignment change required (via manholes as per City standard) from the 3 m wide utility SRW at the east end of 10311 River Drive to the future boulevard area in the roadway. Change in alignment pipe size shall be 600 mm diameter and its approximate length is 6 m.
 - Provide a 1050 mm diameter storm sewer from the east property line of 10311 River Drive to Shell Road (approximately 130 m). The 1050 mm diameter storm sewer shall tie-in to the required manhole in the future boulevard and to the existing box culvert in Shell Road.
 - Remove all existing storm sewer service connections to 10311 River Drive.
- iv) Sanitary sewer upgrade required (approximately 270 m) from approximately McLennan Avenue to east edge of 10311 River Drive:
 - Provide 300 mm diameter sanitary sewer from the sanitary main built via SA10-542184 at the intersection of River Drive and McLennan Road to the east property line of 10311 River Drive.
 - Sanitary forcemain upgrade required (by City forces at developer's cost) unless forcemain assessment completed by applicant indicates otherwise, or unless this work is already secured via SA 10-542184.
 - Tie-in all existing sanitary service connections to the single family properties at the south side of River Drive to the upgraded sanitary main.
- v) Private utility works:
 - Pole relocations may be required at the south-west corner of River Drive and Shell Road junction due to the required road improvements and traffic calming works. The developer is responsible for coordination with private utility companies. Any required pole relocation shall be at the developer's cost.
 - The developer shall provide private utility companies with the required rights-of-ways for their equipment (e.g. Vista, PMT, LPT, telephone and cable kiosks, etc.) and/or to accommodate the future under-grounding of the overhead lines. Any equipment must be located on private property and not within City SRWs or Public Rights-of-Passage and not impact public amenities such as sidewalks, boulevards and bike paths. The developer is responsible for coordination with private utility companies.
- vi) General:
 - Effective immediately, all retaining walls exceeding one (1) in height will require a Building Permit. For walls retaining preload material, this permit must be obtained prior to construction of the retaining wall or installation of the preload material. Please see the new bulletin at the following link: http://www.richmond.ca/__shared/assets/permits5239047.pdf.
 - It is the developer's responsibility to address the impact of the required road raising to the existing single-family properties along the south side of River Drive from McLennan Avenue to Shell Road. The developer shall coordinate with the owner(s) of the affected properties the extent of works required in

private properties. The developer shall get written consent or permission to work in private property from the owner(s) of the affected lots. Coordination works shall be at the developer's cost and may include but not be limited to the following:

- a. Arborist assessment of the existing trees (e.g., City and privately owned) along the south side of River Drive from McLennan Road to Shell Road that may be impacted by the required road raising.
 - b. Community meetings and written notices to the individual owners of the affected lots.
 - c. Design/drawings showing the required works inside each property affected by the road raising. The required works inside private property may include but not limited to the following: (i) removal and reinstatement of existing driveways that may require construction of a retaining wall on each side of the reinstated driveways on private property; and (ii) landscaping repairs and / or replacement as may be required.
 - d. Individual sign-off sheet that shall indicate the extent of the required works in private properties. The owner(s) of the affected lots shall sign the sign off sheet to permit the required works to be completed in their properties.
 - e. Community notices and individual sign off sheets shall be reviewed and approved by staff prior to sending to the affected properties.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Complete an acoustical and thermal report and recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan, Noise Bylaw requirements and registered legal agreement (BB4018169 and BB4018171). The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

2. Registration of a cross-access agreement between future subdivided lands of 10311 River Drive for shared access, loading and vehicle circulation, if needed, to ensure there are no more than two (2) driveways between McLennan Road and Shell Road. In accordance with RZ 07-380169, access driveways to parking structures are also to provide access to small surface parking areas for visitors and drop off areas between buildings.

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

1. Submission required of fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow for fire fighting.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.

4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

* This requires a separate application.

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

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

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

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

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9237 (ZT 15-691748)
10311 River Drive**

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

1. Richmond Zoning Bylaw 8500 is amended by:
 - a. Deleting subsection 20.17.4.1.b and substituting the following:

"b) for the area of "B": 1.25."
2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9237"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

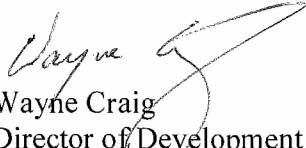
To: Planning Committee
From: Wayne Craig
Director of Development

Date: May 1, 2015
File: ZT 15-694669

Re: Application by Ryan Cowell on behalf of 0737974 B.C. Ltd. for a Zoning Text Amendment to Increase the Permitted Floor Area Ratio to 0.78 for the Property Located at 5600 Parkwood Crescent

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9245, for a Zoning Text Amendment to the "Vehicle Sales (CV)" zone, to increase the overall allowable Floor Area Ratio (FAR) to a maximum of 0.78 for the property, be introduced and given first reading.


Wayne Craig
Director of Development

DN:blg
Att.

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Ryan Cowell, on behalf of 0737974 B.C. Ltd., has applied to the City of Richmond for a Zoning Text Amendment to the “Vehicle Sales (CV)” zone in order to increase the overall allowable Floor Area Ratio (FAR) to 0.78 for the property located at 5600 Parkwood Crescent, where development of two (2) auto dealerships is proposed. Location maps are included as Attachment 1. For reference, a site plan for the proposed auto dealership application is attached (Attachment 2).

Findings of Fact

The subject site was part of a rezoning and Official Community Plan (OCP) amendment that included the adjacent northern parcel, 5580 Parkwood Crescent (RZ 12-626430). The lots were rezoned from “Industrial Business Park (IB1)” to “Vehicle Sales (CV)” and redesignated from “Mixed Employment” and “Industrial” in the OCP and East Cambie Area Plan respectively to “Commercial” on February 23, 2015 (Bylaw 9054). A Servicing Agreement (SA) was required as a condition of rezoning bylaw adoption and required utility upgrades as well as land dedication to improve the road network.

The project proponent has applied for a Development Permit (DP 14-676613) to permit development of two (2) auto dealership buildings on the subject site (Attachment 2). At the design stage, it was recognized that the proposed buildings exceed the density permitted by the site’s “CV” zoning. The applicant proposes a text amendment to the “CV” zone to increase the allowable FAR on the subject site to 0.78 FAR based on consideration of the site specific context and the feasibility of accommodating the proposed density on the subject site. Under the current “CV” zone, the total FAR that can be achieved is 0.50. The “CV” zone includes reference to two properties, which are within proximity of the subject development proposal, where density is increased (to 0.58 and 0.75 FAR).

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

Surrounding Development

The subject property is located within the Richmond Auto Mall. The following land uses surround the site:

To the north, proposed redevelopment of an existing two-storey industrial business park building to a two-storey auto dealership (Acura) within the Richmond Auto Mall, zoned “Vehicle Sales (CV)” and designated “Commercial” in the East Cambie Area Plan.

To the east, across Knight Street, two-storey office buildings, zoned “Industrial Business Park (IB1)” and designated “Industrial” in the East Cambie Area Plan.

To the south, existing vehicle sales and service dealerships within the Richmond Auto Mall on sites zoned “Vehicle Sales (CV)” and designated “Commercial” in the East Cambie Area Plan.

To the west, vehicle sales and service dealerships within the Richmond Auto Mall on sites zoned “Vehicle Sales (CV)” and designated “Commercial” in the East Cambie Area Plan.

Related Policies & Studies

Official Community Plan (OCP)/East Cambie Area Plan

The subject site is designated “Commercial” in both the Official Community Plan (OCP) and the East Cambie Area Plan. Redevelopment of the site as an auto dealership is supported by both plans and is compatible with adjacent land uses.

Flood Protection

The site is located in the East Cambie Planning Area; where the Flood Construction Level (FCL) requirement is 2.9 m GSC for habitable spaces. A Flood Indemnity Restrictive covenant was secured as a condition of rezoning bylaw adoption (RZ 12-626430).

Ministry of Transportation and Infrastructure (MOTI)

The development proposal was referred to MOTI at the time the associated rezoning (RZ 12-626430) was reviewed. MOTI approval was granted conditional to all storm water being directed to a municipal storm drain system and prohibition of direct access to the site from Highway 91.

The site is permitted to drain into the highway system provided storm water first enters the Municipal City system. Through the associated rezoning process, storm water management was reviewed. The site will drain into the existing City storm water management system that will travel along Parkwood Crescent then along the edge of the northern adjacent property, 5580 Parkwood Crescent before discharging into the highway system, which complies with MOTI requirements. No additional provisions need to be secured through the subject text amendment application.

Richmond Auto Mall Association Review

As the site is located within the Richmond Auto Mall, the applicant has confirmed that the proposed text amendment, to permit increasing the density on the subject site from 0.5 FAR to 0.78 FAR, is supported by the Richmond Auto Mall Association (RAMA).

Public Consultation

The applicant has confirmed that information signage describing the proposed Zoning Text Amendment has been installed on the subject site. Notification signage of the associated proposed Development Permit to permit development of two (2) auto dealerships on the site is currently posted on the site. Staff have not received any comments from the public about the proposal.

Staff Comments

Site Servicing

No servicing concerns based on the proposed increase in floor area ratio have been identified. Frontage improvement works, including a new road, new sidewalk and boulevard have been secured as part of the concluded associated rezoning application (RZ 12-626430).

Analysis

The subject application is being brought forward for consideration based on the following site-specific considerations.

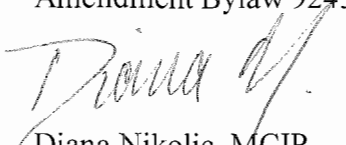
- The subject site is located within the Richmond Auto Mall, which co-exists with adjacent industrial office park uses where properties are zoned “Industrial Business Park (IB1)” and the associated permitted density is a maximum of 1.0 FAR, which is double the floor area permitted by the site’s existing “CV” zoning and more than the 0.78 FAR proposed by the subject application.
- The “CV” zone has been amended twice in the past to increase allowable density on two (2) properties within the Auto Mall (5571 Parkwood Way and 13340 Smallwood Place). Notably, the existing Lexus dealership within the Auto Mall, located at 5571 Parkwood Way, amended the “CV” zone to increase the allowable density on-site to 0.75 FAR.
- The applicant has provided architectural plans, which are in the process of being reviewed through the Development Permit review process (DP 14-676613), that demonstrate the proposed density can be accommodated on-site. The Development Permit review process also includes consideration of the form and character of the proposed buildings and associated on-site landscaping.
- The applicant proposes two (2) auto dealership buildings that consist of two (2) full stories and a partial third storey. The building massing is compatible with existing two (2) storey auto mall and industrial business park buildings in the immediate proximity. The buildings are not expected to cast shadows, obstruct views, or introduce overlook concerns to adjacencies.
- The proposed redevelopment is one of a series of applications either recently reviewed or in the process of being reviewed by the City to expand the Richmond Auto Mall to meet increased demand. The applicant proposes multi-storey buildings; thereby maximizing density within the proposed building footprint. By maximizing the functionality of the existing Auto Mall, commercial land that is located elsewhere within the City remains available for other uses.

Financial Impact or Economic Impact

No financial or economic impact is anticipated as a result of the proposed development.

Conclusion

The Richmond Auto Mall was created to consolidate auto dealerships and establish a destination location for auto service and purchase. The proposed Zoning Bylaw Text Amendment to increase the permitted density on the subject site would maximize use on the subject property without significantly affecting nearby land uses. The "CV" zone has been previously amended to support greater density on two other sites within the Richmond Auto Mall. Based on consideration of the site specific context and feasibility of accommodating the proposed density without significantly affecting adjacencies, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9245 be introduced and given first reading.



Diana Nikolic, MCIP
Planner 2-Urban Design

DN:blg

The following is required prior to final adoption:

- Provincial Ministry of Transportation & Infrastructure Approval.

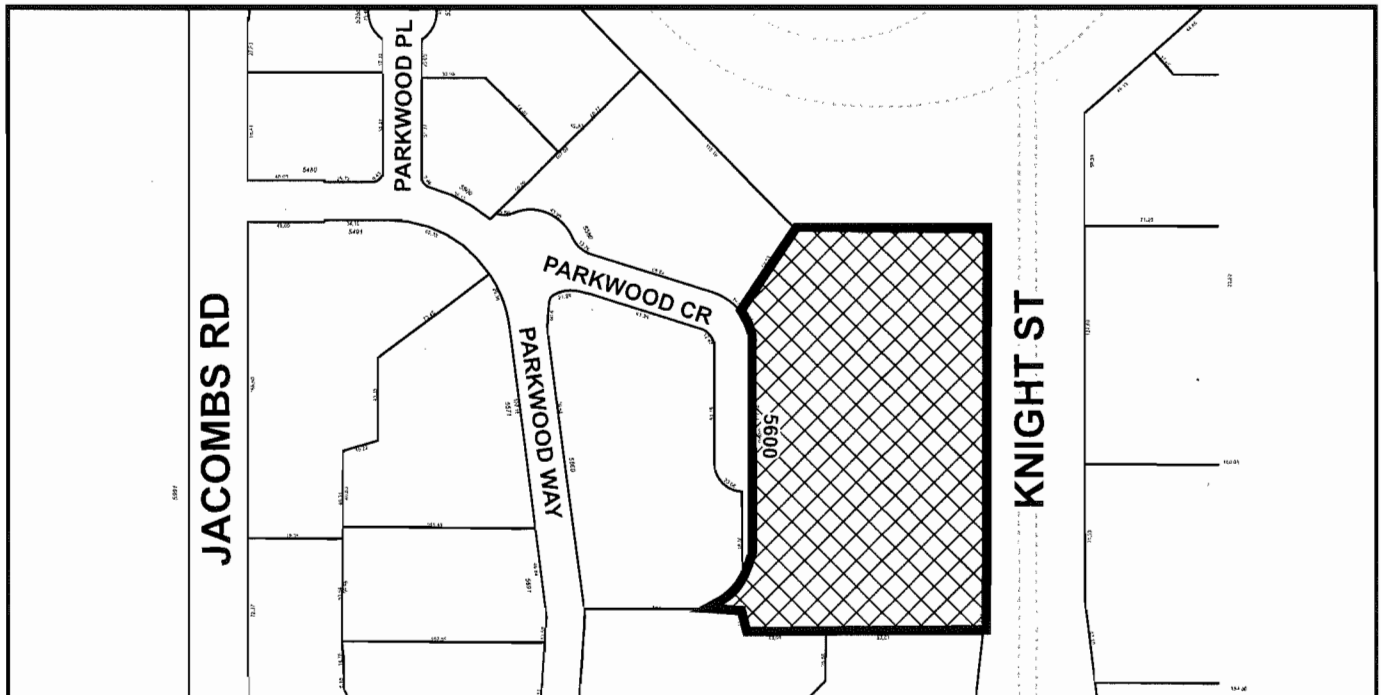
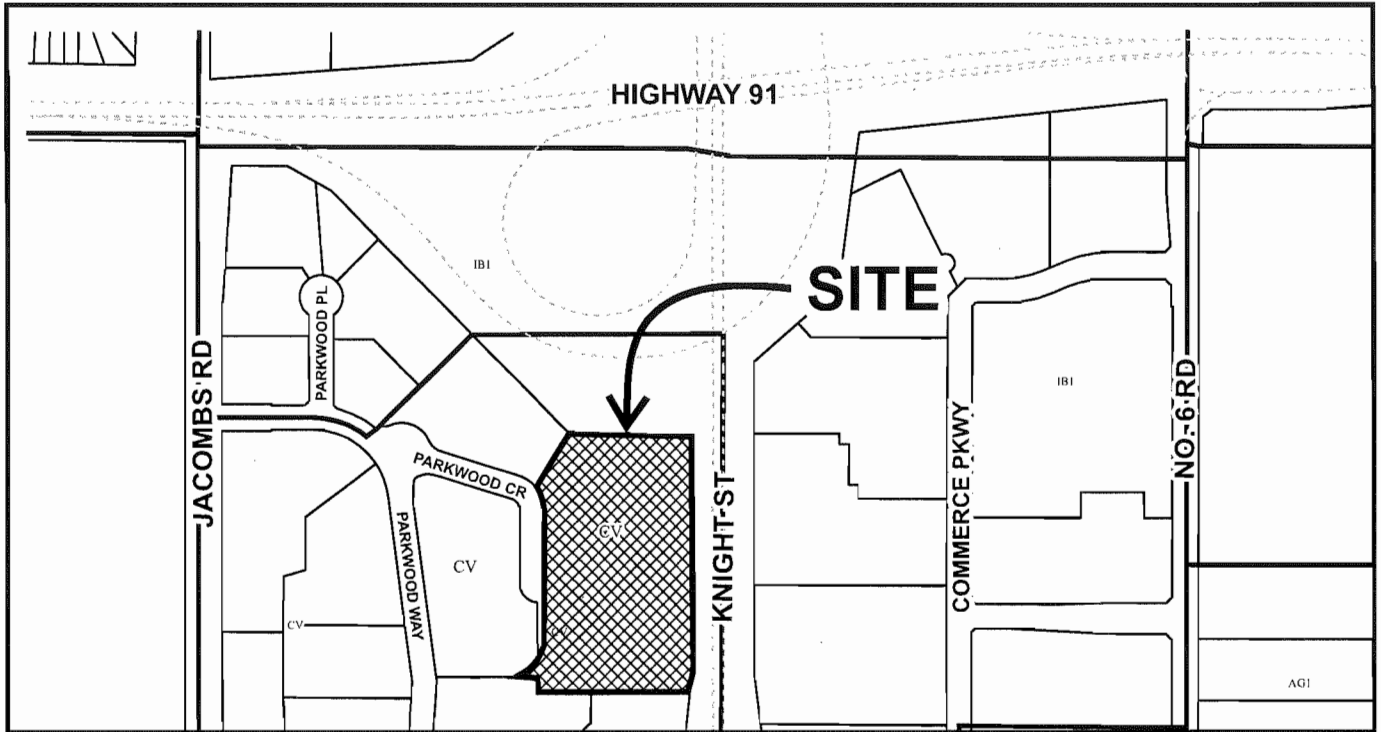
Attachment 1: Location Map

Attachment 2: Conceptual Development Plans

Attachment 3: Development Application Data Sheet



City of
Richmond



ZT 15-694669

Original Date: 04/07/15

Revision Date: 05/04/15

Note: Dimensions are in METRES



City of
Richmond



ZT 15-694669

Original Date: 04/07/15

Revision Date: 05/05/15

Note: Dimensions are in METRES

PLN - 129

**CHRISTOPHER
BOZYK ARCHITECTS LTD**

414-611 ALEXANDER STREET VANCOUVER BC V6A 1E1
 PHONE (604) 251-1441 FAX (604) 251-4242

A 01 COVER SHEET / KEY PLAN / STATISTICS
A 02 CONTEXT - PLAN AND PHOTOS

LEGAL DESCRIPTION: proposed: LOT 2 OF PARTS OF SECTION 5 BLOCK 4 NORTH RANGE 5 WEST N.W.D.
APPLICANT: CHRISTOPHER BOZYK ARCHITECTS LTD.
FINAL SITE ADDRESS: TBD

LEGAL DESCRIPTION: proposed: LOT 2 OF PARTS OF SECTION 5 BLOCK 4 NORTH RANGE 5 WEST N.W.D.
APPLICANT: CHRISTOPHER BOZYK ARCHITECTS LTD.
FINAL SITE ADDRESS: TBD



POTENTIAL INTERIM PLAN: 1" = 50'-0"
IN THE EVENT THAT THE TWO BUILDINGS ARE FULLY
CONSTRUCTED AND ACCESSED ONLY FROM CUL-DE-SAC



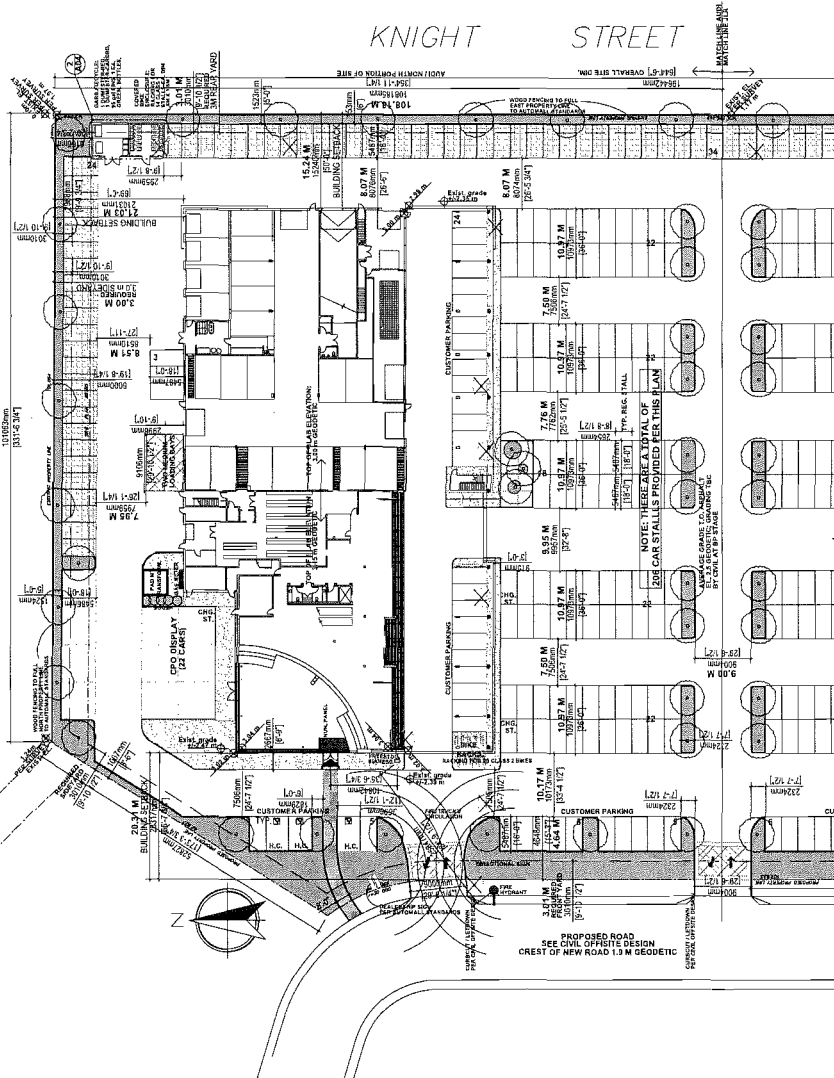
A01

COWELL RICHMOND

COMPONENT MATCH: All types, designs, drawings and specifications shall be submitted for approval to the City Engineer, Department of Public Works, and an approved copy of the City Engineer's approval shall be submitted to the Department of Code Enforcement. No alterations or changes shall be made to the approved drawings or specifications without the written permission of the City Engineer. The City Engineer shall be responsible for the design and construction of the project and shall be responsible for the design and construction of the project and shall be responsible for the design and construction of the project.

COWELL RICHMOND

ANNACIS CONNECTOR



1 AUDI SITE PLAN
A04

STATISTICS SPECIFIC TO THE AUDI DEALERSHIP BUILDING
SEE COVER SHEET AND OVERALL PROJECT DATA TABLE

PARKING CALCULATIONS
AT PER PARKING BYLAW:

CATEGORY - LARGE
TOTAL: 1400

CATEGORY - MEDIUM
TOTAL: 1400

CATEGORY - SMALL
TOTAL: 1400

CATEGORY - OFFICE
TOTAL: 1400

CATEGORY - INDUSTRIAL/WAREHOUSE
TOTAL: 1400

CATEGORY - RETAIL
TOTAL: 1400

CATEGORY - RESIDENTIAL
TOTAL: 1400

CATEGORY - OTHER
TOTAL: 1400

CATEGORY - TOTAL
TOTAL: 1400

CATEGORY - TOTAL
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LEGEND
INDICATES REMOVAL
AS CONFIRMED BY
EXISTING TRENCH
AND REPLACED PER BYLAW
SEE LANDSCAPE DRAWINGS
NEW TREES
SEE LANDSCAPE DRAWINGS

LEGAL DESCRIPTION:
LOT 2 OF PARTS OF SECTION 5
BLOCK NORTH HAVES STREET TWO

REV	DATE	DESCRIPTION
1	10/11/2014	ISSUED FOR SUBMITTAL
2	10/11/2014	REVISIONS

COWELL RICHMOND

AUDI
NORTH SITE PLAN

2 GARBAGE/RECYCLE &
A04 BICYCLE ENCLOSURE



3 FENCE SECTION
A04 AT NORTH/EAST/SOUTH
PROPERTY LINES

A04

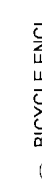
2	MAR 20 '18	RE-ISSUE FOR DPA
3	NOV 5 '14	—

Contractors should have procedures in place to ensure that they are responsible for all demands and conditions on the job, what request for clarification or clarification is required, and what information contained in contract documents is required. Failure to obtain such clarification may be responsible for any resulting delay or cost of construction.

Richmond BC

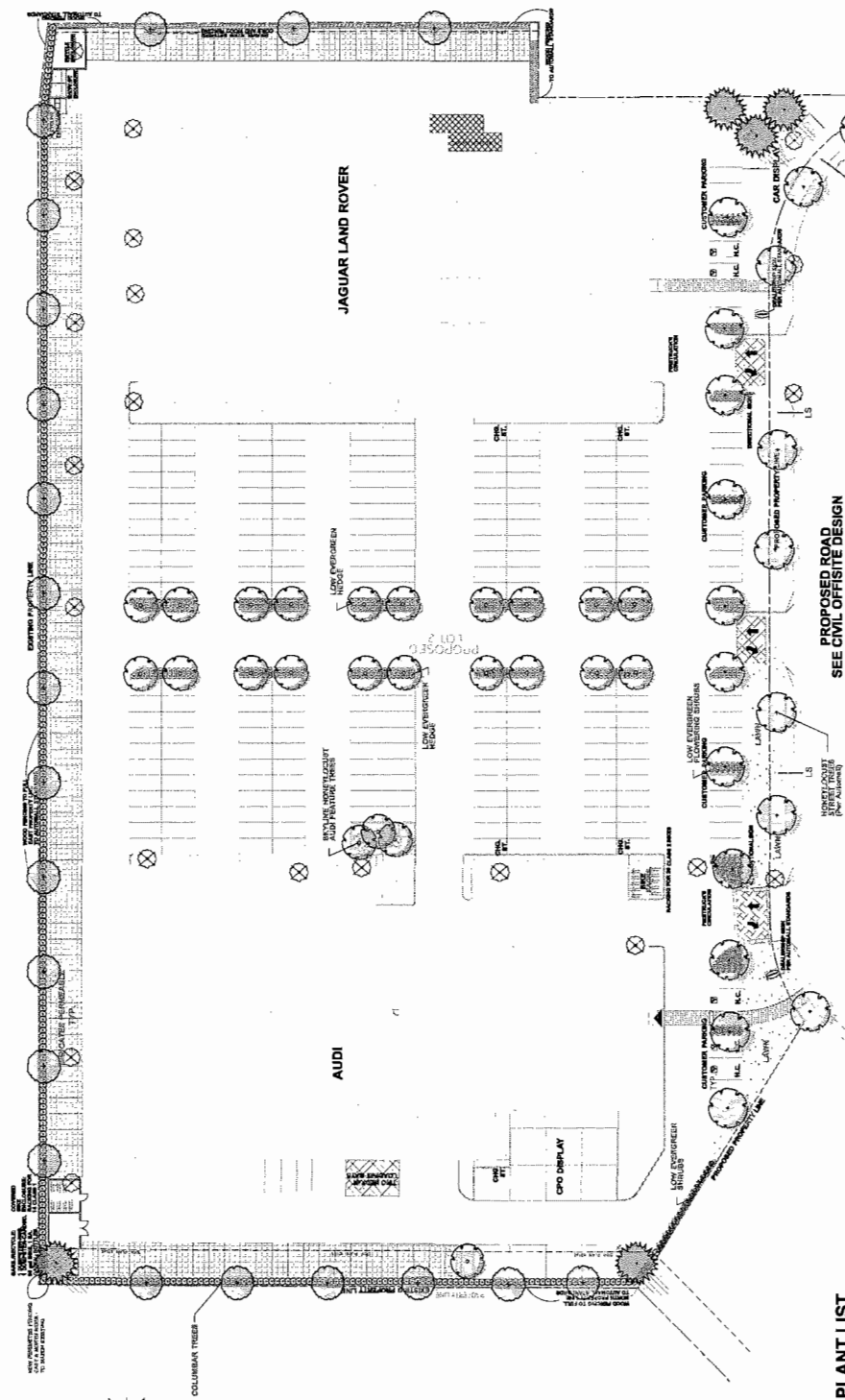
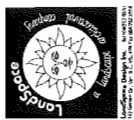
SCALE	As indicated	DATE MAR 10, 2015	DRUGMAN	DR
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007



4 $\frac{1}{8"} = 1'-0"$ BIG TIGLE LING

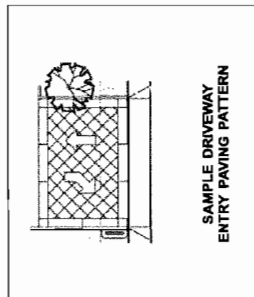
5 GARBAGE ENCL SECTION
1/8" = 1'-0"



PROPOSED ROAD
SEE CIVIL OFFSITE DESIGN

PLANT LIST

SYMBOL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
	20	Quercus L. 'Stayer'	Honey Locust	7m cal / 1.5m spread
	24	Quercus L. 'Stayer'	Honey Locust	8m cal / 1.5m spread
	21	Acer rubrum 'Amersing'	Common Maple	8m cal / 1.5m spread
	5	Chamaecyparis 'Goldstrains'	Monk Cypress	2m cal / 1.5m spread
	181	Azalea japonica 'Rosebud'	Japanese Azalea	#3 JBT
	340	Buxus sempervirens	Boxwood Hedge (Hedge)	#4 JBT
	247	Prunus L. 'Chia Luyana'	Laurel Hedge	#3 JBT
	115	Arctostaphylos uva-ursi	Manzanita	#4 JBT



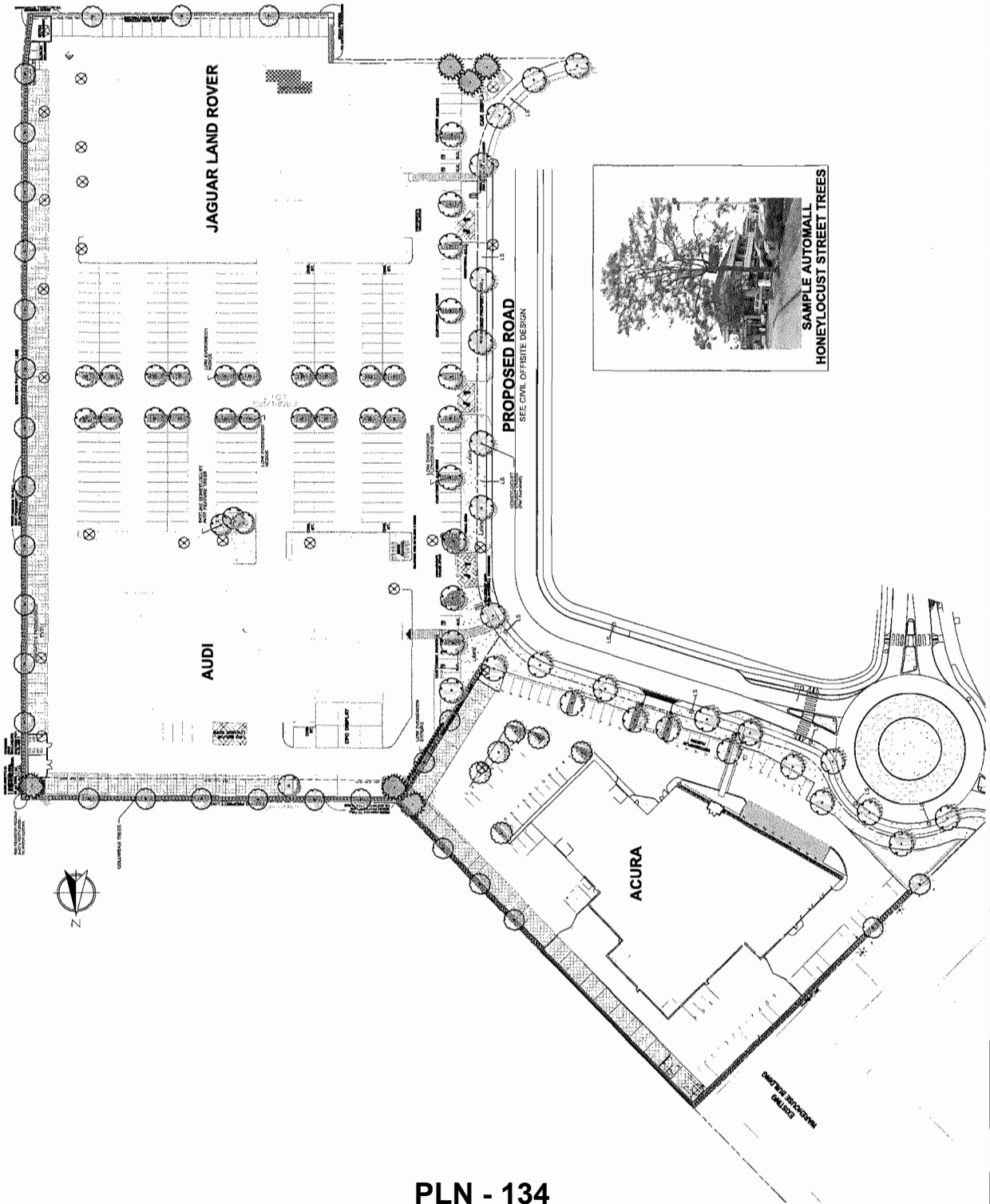
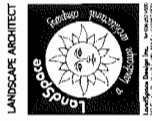
LEGEND

INDICATES REMOVAL
ACTUALLY

24 TREES WILL BE REMOVED
AS CONFIRMED BY
ARCHEOLOGIST REPORT
ON 10/10/14. THESE TREES
WILL BE REMOVED
AND REPLACED PER PLAN
49 NEW ONSITE TREES REQUIRED
56 NEW ONSITE TREES PROVIDED
(PER PLAN SET)

PLANT LIST

Specifications per the most recent NCL Landscape Standards, City of Richmond & Richmond Auto Mall



PLN - 134

NO.	DATE	DESCRIPTION
1	10/1/11	ISSUED FOR LP
2	10/1/11	EXTERIOR

THIS DOCUMENT AND ANY INFORMATION CONTAINED HEREIN IS THE PROPERTY OF CHRISTOPHER BOZYK ARCHITECTS LTD. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF CHRISTOPHER BOZYK ARCHITECTS LTD.

COWELL RICHMOND

LANDSCAPE CONTEXT PLAN

SCALE: 1"=40'	DATE: 10/1/11	DRAWN: ACT
PROJECT: 134	PROJECT: 134	PROJECT: 134
PROJECT: 134	PROJECT: 134	PROJECT: 134

L-2



ZT 15-694669

Attachment 3

Address: 5600 Parkwood Crescent

Applicant: Ryan Cowell on behalf of 0737974 B.C. Ltd.

Planning Area(s): East Cambie Area Plan

	Existing	Proposed
Owner:	0737974 B.C. Ltd. Inc. No. BC0737974	0737974 B.C. Ltd. Inc. No. BC0737974
Site Size (m²):	25,446 m2 (273,898 ft2)	25,446 m2 (273,898 ft2)
Land Uses:	Retail/warehouse	Auto service and dealership
OCP Designation:	Commercial	Commercial
East Cambie Area Plan Designation:	Commercial	Commercial
Zoning:	Vehicle Sales (CV)	Vehicle Sales (CV)
Number of Units:	3 existing buildings	2 auto dealership buildings with sales and service centres

On Future Subdivided Lots	Vehicle Sales (CV) Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.50	0.78	Text amendment proposed
Lot Coverage – Building:	Max. 50%	33%	none
Lot Size (min. dimensions):	n/a	n/a	none
Setback – Front Yard (m):	Min. 3.0 m	19.5 m Min.	none
Setback – Interior Side Yard & Rear Yard (m):	Min. 3.0 m	Interior side yard 21.03 m Rear yard 15.24 m	none
Height (m):	12 m	14.32 m	Variance to be considered as part of Development Permit review (DP 14-676613)
Off-street Parking Spaces – Regular (R) / Visitor (V):	<p>Audi: Vehicle sales: 2,472 m2 : 75 stalls Industrial parts/storage: 209 m2: 3 stalls Office: 913 m2: 28 stalls Service bays: 21: 63 stalls Carwash:1: 1</p> <p>Jaguar: Vehicle sales: 2,739 m2 : 83 stalls Industrial: 604 m2: 7 stalls Office: 842 m2: 26 Service bays: 26: 78 stalls Carwash: 1:1</p> <p>Total: 365</p>	<p>Audi: 201</p> <p>Jaguar: 215</p>	none
Off-street Parking Spaces – Total:	365	421	none

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



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9245 (ZT 15-694669)
5600 Parkwood Crescent**

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

1. Richmond Zoning Bylaw 8500, section 10.7 entitled “Vehicle Sales (CV)”, is amended by:
 - (a) Inserting the following subsection 10.7.4.1 c) after subsection 10.7.4.1 b):
 - c) 0.78
5600 Parkwood Crescent
P.I.D. 029-514-029
Lot 2 Section 5 Block 4 North Range 5 West New Westminster District Plan
EPP47268
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9245**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

ADOPTED



MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director of Development

Date: April 29, 2015
File: AG14-657892

Re: Agricultural Land Reserve Appeal Application by Arul Migu Thurkadevi Hindu Society of BC for Non-Farm Use at 8100 No. 5 Road

Staff Recommendation

That the application by Arul Migu Thurkadevi Hindu Society of BC for a non-farm use at 8100 No. 5 Road to develop a Hindu temple and off-street parking on the westerly 110m of the site be endorsed and forwarded to the Agricultural Land Commission.


Wayne Craig
Director of Development

WC:mp
Att.

REPORT CONCURRENCE

CONCURRENCE OF GENERAL MANAGER



Staff Report

Origin

Arul Migu Thurkadevi Hindu Society of BC has applied to the City of Richmond for an Agricultural Land Reserve (ALR) non-farm use application for permission to develop a Hindu temple and required off-street parking on the westerly 110 m of the site at 8100 No. 5 Road. The site is currently occupied by a single family dwelling, which will be demolished. A location map and an aerial photograph are included in Attachment 1.

Findings of Fact

A Development Application Data Sheet providing details of the development proposal is contained in Attachment 2.

ALR Non-Farm Use Application Process

A non-farm use application requires consideration by Richmond City Council prior to being forwarded to the Agricultural Land Commission (ALC) for consideration. If the Council passes a resolution in support, the non-farm use application will be forwarded to the ALC. Should Richmond Council not grant approval of the non-farm use application, the application will not proceed further. Once the application is forwarded to the ALC, it has the sole decision making authority on the proposal. If approved, the application will be returned to the City for future consideration of the application to rezone the westerly 110m of the site from "Agriculture (AG1)" to "Assembly (ASY)".

Project Description

The subject site is 10,955 m² (2.7 acres) in area. Under the proposed land use plan, approximately 40% of the site would be used by institutional use (i.e., the Hindu temple and associated off-street parking) and 60% would be used for agriculture. The site area for institutional uses is located within Council's endorsed 110m limit for institutional uses on the No.5 Road corridor. Details of the proposed agricultural plan are provided in the "Analysis" section of this report.

The proposed temple building will be approximately 1,308.7 m² (14,087.1 ft²) in floor area. The building will contain a worship hall, a multi-functional hall and ancillary uses on the ground floor, and a 152.6 m² (1,643 ft²) dormitory containing two sleeping units on the second floor. The proposed dormitory use is permitted under the "Assembly (ASY)" zone.

The multi-functional hall will front onto No. 5 Road and will be used for community support services such as a gathering place for seniors, language, cultural and religious studies and a dining hall after religious services. The main entrance to the worship hall is proposed on the east side of the building, and parking areas are proposed around the building. Preliminary drawings are provided in Attachment 3.

The proposed temple development would comply with the proposed "Assembly (ASY)" zoning regulations, except for the proposed height for the decorative roof elements. The preliminary drawings identify a variance to increase the height of the decorative roof elements from 12 m to

14.8 m. Details of the requested variance will be further reviewed through the forthcoming Development Variance Permit application process. If approved by the ALC, a staff report for the rezoning will be prepared for Council, and the Development Variance Permit application will be reviewed by the Development Permit Panel. Staff will continue to work with the applicant to refine the building design and reduce any potential building height variance should the application proceed.

Surrounding Developments

The subject site is surrounded by properties contained in the ALR.

To the North: The subject site abuts three properties to the north.

- To the northwest is the Richmond Chinese Evangelical Free Church with associate parking area located at 8040 No. 5 Road, which is zoned “Assembly (ASY)”.
- The middle portion of the subject site abuts the rear portion of the site located at 12180 Blundell Road, which is zoned “Agriculture (AG1)”. The site is also owned by Richmond Chinese Evangelical Free Church and is occupied by a single detached house. Currently, there are no farming activities occurring on the site.
- To the northeast is the Fujian Evangelical Church located at 12200 Blundell Road, which is zoned “Assembly (ASY)”.

To the East: The BC Muslim Association at 12300 Blundell Road containing temple-related buildings and off-street parking. The entire site is zoned “Assembly (ASY)”.

To the South: A property owned by Thrangu Monastery Association at 8140 No. 5 Road containing a temple building on a split-zoned property with “Assembly (ASY)” on the westerly 110 m and “Agriculture (AG1)” on the remaining portion. Active farming is undertaken on the back portion of the site in the form of an orchard.

To the West: Across No. 5 Road, “Agricultural (AG1)” zoned properties.

Related Policies & Studies

2041 Official Community Plan (OCP)

The westerly 110m of the subject site is designated “Community Institutional” in the 2041 OCP and “Agriculture, Institutional and Public” in the McLennan Sub-Area Plan, and the remaining portion is designated “Agriculture” in both plans. The proposal complies with the existing OCP and Sub-Area Plan land use designation (Attachment 4).

No. 5 Road Backlands Policy

The original No. 5 Backlands Policy was approved by Council in 1990 and was revised on March 27, 2000 (Attachment 5). The provision of this Policy allow for land uses permitted in the “Assembly (ASY)” zoning district on the westerly 110m (361 ft.) of properties on No. 5 Road and all proposals for lands subject to the Policy are required to enter into legal agreements as deemed necessary to ensure active farming of the backlands. The proposal is consistent with this Policy.

Flood Plain Designation and Protection Bylaw 8204

The proposal must comply with the City's Flood Plain Designation and Protection Bylaw 8204. Registration of a Flood Plain Covenant on title will be required as part of the rezoning application process.

ConsultationAgricultural Advisory Committee (AAC)

The AAC reviewed the proposal at its meeting held on January 29, 2015 and passed the following motion (Attachment 6):

That the non-farm use application for a new Hindu temple at 8100 No. 5 Road be supported subject to the following conditions:

- 1. Additional organic soil to be retained on the site as per the recommendations included in the agrologist report;*
- 2. The drainage tile to be a minimum of 4" in size and not to have a sock; and*
- 3. An alternative drainage plan to be brought forward for Committee's review and comments if the City does not allow the site to connect to the City's storm sewer system.*

Carried Unanimously

Details of the agricultural plan and the revisions to address the AAC's comments are described in detail in the "Analysis" section of this report.

AnalysisStaff Comments

No significant concerns have been identified through the review of the non-farm use application. As the majority of the subject site is designated as an Environmentally Sensitive Area (ESA) and the proposed parking area would encroach onto the western portion of the ESA, an ESA Development Permit will be required. Under the ESA Development Permit exemption criteria specified in the 2041 OCP, agricultural activities would not be subject to the ESA Development Permit requirements if the applicant provides information to demonstrate that the site will be farmed by legitimate farmers. Further review will be conducted at the Development Permit stage to determine the value of the ESA and appropriate compensation. The Development Permit would be combined with the Development Variance Permit if the applicant wishes to continue to pursue the variance for the increased height.

Agricultural Plan

The applicant has provided an agricultural plan prepared by a professional agrologist (Attachment 7). The plan describes the agricultural capability of the site and provides a detailed farm implementation plan.

The congregation intends to grow a selection of vegetables and fruits on a small portion of the agricultural land and plant approximately 815 blueberry trees, and donate farm products for

charity or use them for community purposes and/or self-consumption. The operation of the farm will be led by an established Richmond farmer who has extensive hands-on experience in biodynamic farming and the members of the congregation with previous farming experience.

In order to increase agricultural capability of the subject site, the plan proposes a subsurface drainage system, and salvage of topsoil from the proposed institutional portion of the site to be spread evenly across the agricultural portion of the land.

The AAC was generally satisfied with the proposed agricultural plan but noted concerns regarding the drainage system designed to discharge the subsurface drainage water into the eastern portion of the ESA and infiltrate naturally into the ground if the City does not allow the site to be connected to the City's storm sewer system on No. 5 Road. The AAC noted that this option may cause drainage issues for neighbouring properties, and requested that the applicant confirm with the City's Engineering staff if connection to the City's storm sewer system on No.5 Road would be allowed. Also, the AAC requested that the minimum size of the subsurface drainage pipe be 4 inches, which is typical for blueberry farming, and not be covered with a filter sock (typically used to prevent clogging of perforated drainage pipes) as it is not suitable for organic soil.

In order to address the AAC concerns, the applicant has submitted a revised drainage plan and a memo providing the following additional details (Attachment 8).

- The site will be connected to the City's storm sewer system on No.5 Road. Since the City does not allow groundwater to be discharged into the City's storm sewer due to its high iron content, the drainage design is revised to show that only surface water, not groundwater, will be discharged to the City's storm sewer system on No. 5 Road. The revised plan also shows that field drainage will be by a ditch on the south property line and site grading will direct surface water into the ditch and then into the main storm sewer pipe under the proposed parking area.
- No filter sock will be attached to the subsurface drainage pipe as requested by the AAC.
- Approximately 1,500 m³ soil will be salvaged from the institutional portion of the site to be spread over the agricultural area.

The memo and the revised plan were circulated to the AAC members by email for review and comment. The AAC was generally satisfied with the revised plan and additional details provided in the memo, but requested the applicant to increase the size of the main storm sewer pipe under the parking area from 150 mm to 250 mm to prevent any potential flooding issues. The applicant further revised the memo to indicate the size of the storm sewer pipe will be 250 mm.

The cost to implement the agricultural plan is estimated to be \$59,925. Staff recommend that a legal agreement and security be requirements of the forthcoming rezoning application process to ensure the farm plan is implemented. The agreement will require confirmation that the agricultural backlands are in full farm production, which must be verified by a report submitted from the consulting agrologist prior to release of the security.

Forthcoming Applications

If the ALR non-farm use application is approved, the following issues will be dealt with at the future application stages:

- Rezoning Application
 - Develop more detailed building plans
 - Review technical and servicing details and finalize all engineering and transportation requirements including a 4-m land dedication along No.5 Road and infrastructure upgrades
 - Confirm compliance with the parking provisions in the Zoning Bylaw
 - Review details of the anticipated special events and parking management plan
 - Secure an appropriate legal agreement and bond to ensure that the agricultural backlands will only be utilized for farm activities and the proposed agricultural plan is implemented
- ESA Development Permit Application
 - Review details of the existing vegetation and determine appropriate mitigation and compensation measures
 - Develop detailed landscape plans
 - Finalize details of the landscape buffer between the proposed non-farm use and farm use and secure a legal agreement to be registered on title that identifies that the on-site agricultural landscape buffer to be implemented
 - Review details of a tree retention plan and determine appropriate replacement planting
- Development Variance Permit Application
 - Review details of the proposed height variance

The ESA Development Permit and Development Variance Permit would be processed concurrently.

Financial Impact

None anticipated.

Conclusion

The proposal is consistent with the 2041 OCP and No. 5 Backlands Policy. Staff support the ALR non-farm use application at 8100 No. 5 Road and recommend that Council endorse the application to be forwarded to the ALC for consideration.



Minhee Park
Planner 1

MP:cas

Attachment 1: Location Map

Attachment 2: Development Application Data Sheet

Attachment 3: Preliminary Drawings

Attachment 4: East Richmond McLennan Sub-Area Plan Land Use Map

Attachment 5: No. 5 Road Backlands Policy

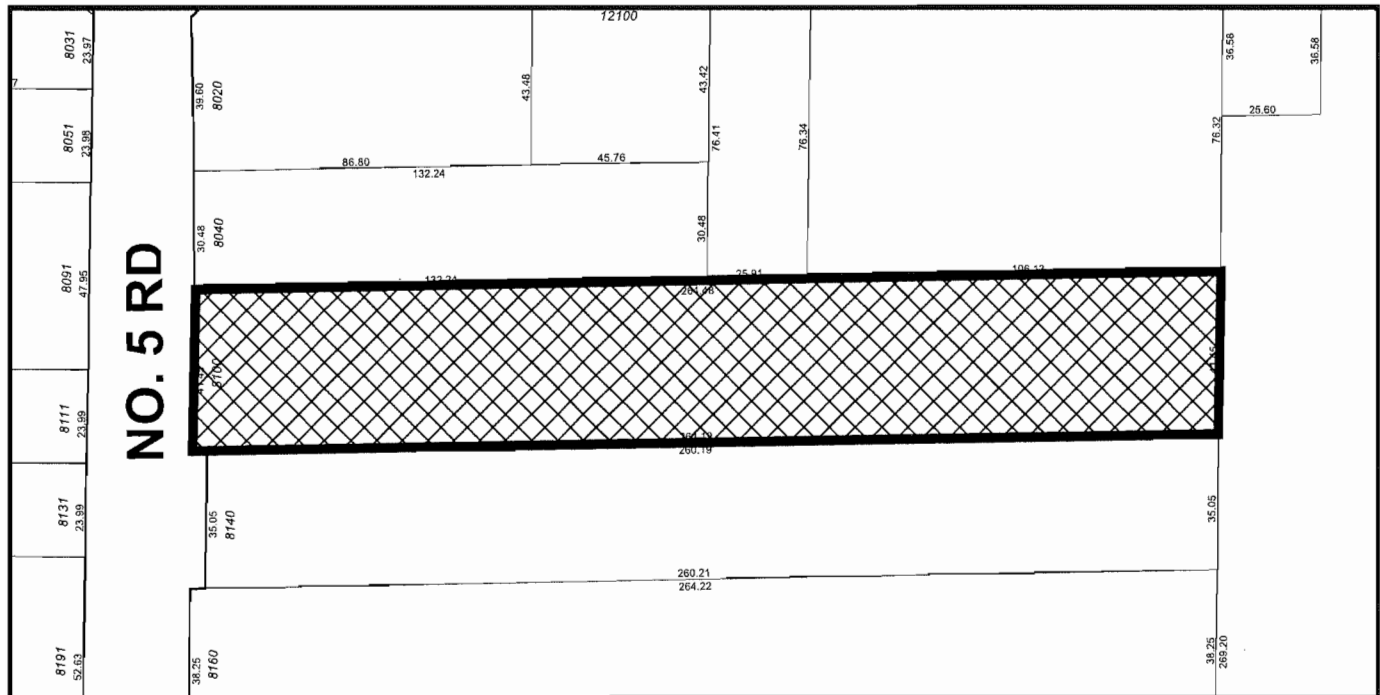
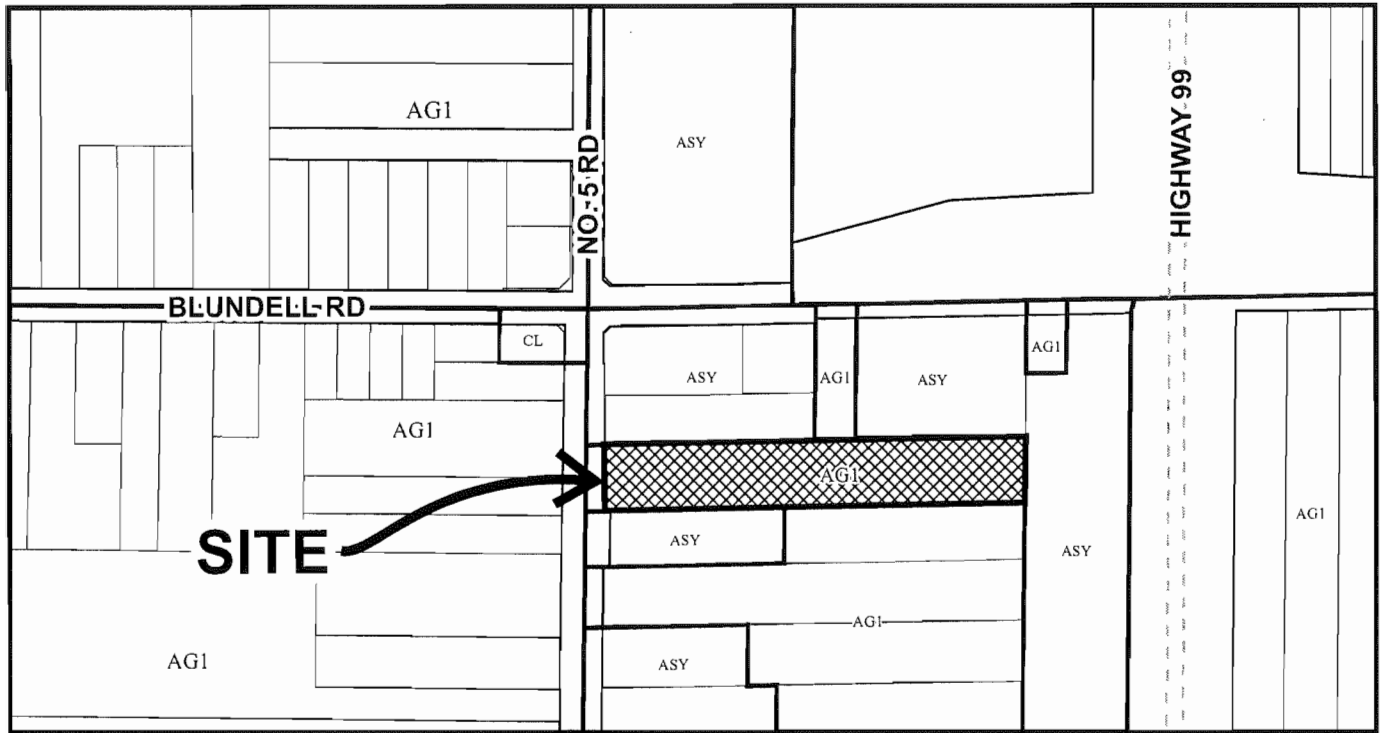
Attachment 6: Agricultural Advisory Committee Meeting Minutes (January 29, 2015)

Attachment 7: Agricultural Plan

Attachment 8: Memo from the Agrologist and Revised Drainage Plan



City of
Richmond



AG 14-657892

Original Date: 03/17/14

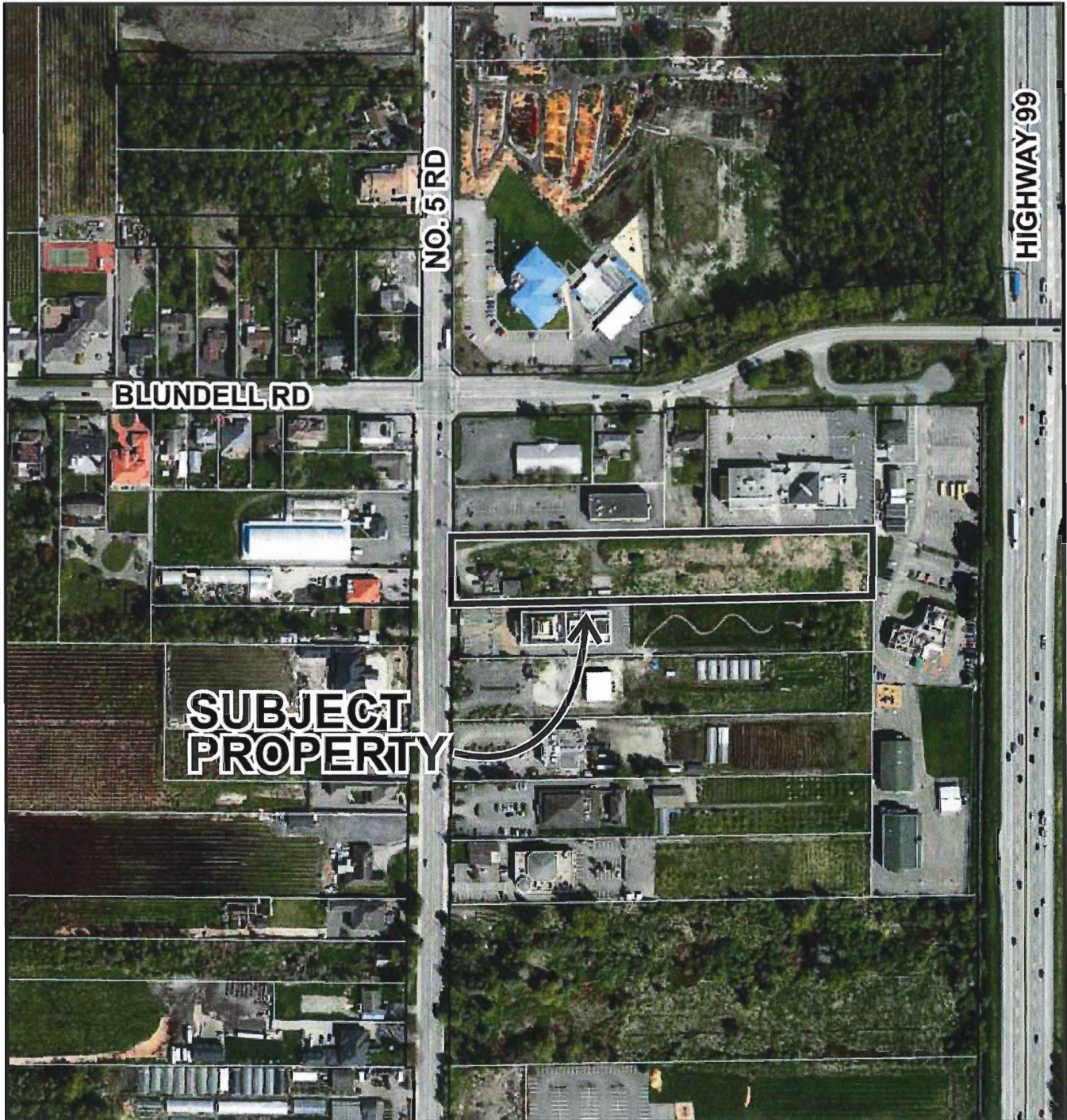
Revision Date: 05/06/15

Note: Dimensions are in METRES

PLN - 144



City of
Richmond



AG 14-657892

Original Date: 03/17/14

Revision Date:

Note: Dimensions are in METRES

PLN - 145



City of Richmond

Development Application Data Sheet

Development Applications Division

AG 14-657892

Attachment 2

Address: 8100 No.5 Road

Applicant: Arul Migu Thurkadevi Hindu Society of BC

Planning Area(s): East Richmond – McLennan Sub Area

	Existing	Proposed
Owner:	Domenica Taddei & Giuseppe Taddei	Arul Migu Thurkadevi Hindu Society of BC
Site Size (m²):	10,955 m ²	10,790 m ² (after 4m dedication)
Land Uses:	A single detached house (to be demolished)	Westerly 110m: Institutional Remaining portion: Agriculture
OCP Designation (General):	Westerly 110m: Community Institutional Remaining: Agriculture	No change
McLennan Sub Area Plan Designation:	Westerly 110m: Agriculture, Institutional and Public Remaining: Agriculture	No change
Zoning:	Agriculture (AG1)	Westerly 110m: Assembly (ASY) Remaining: Agriculture (AG1)
Other Designations:	ESA (Old Fields and Shrublands) designation on the entire backlands and a portion of the proposed parking area	ESA DP required



THIS DRAWING, MUST NOT BE QUOTED, THE CENTER OF
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ALL DIMENSIONS SHALL BE IN METERS. ALL DIMENSIONS
ERRORS AND OMISSIONS SHALL BE THE USER'S
SOLE RESPONSIBILITY. THE ARCHITECT IS NOT
RESPONSIBLE FOR THE PLAN AND DESIGN AND ALL
DIMENSIONS SHALL BE THE USER'S RESPONSIBILITY.
THE USER SHALL BE RESPONSIBLE FOR THE
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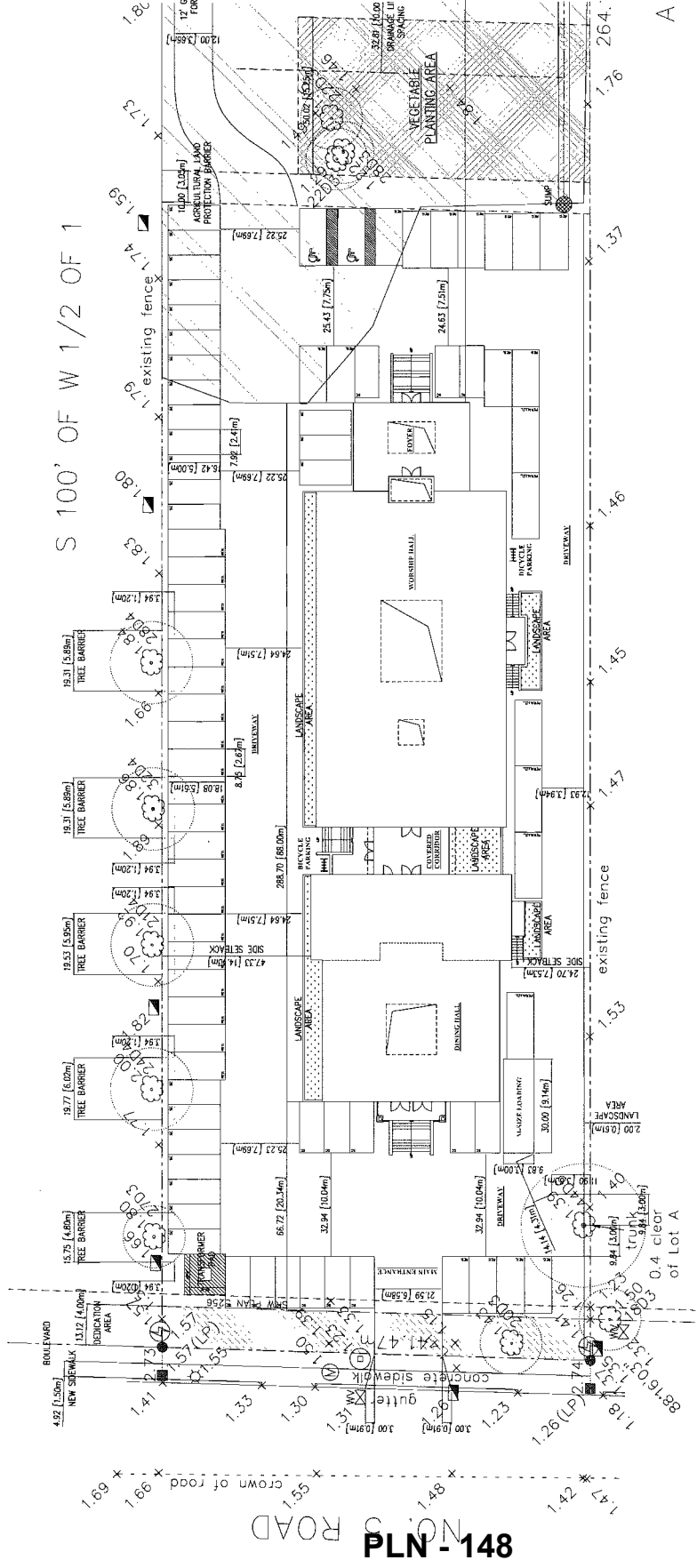
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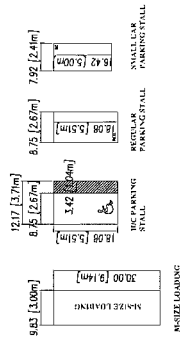
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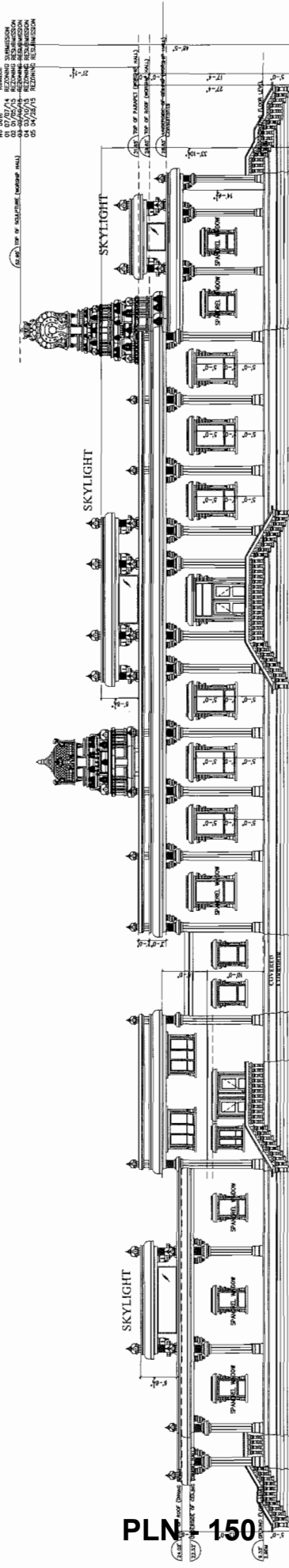




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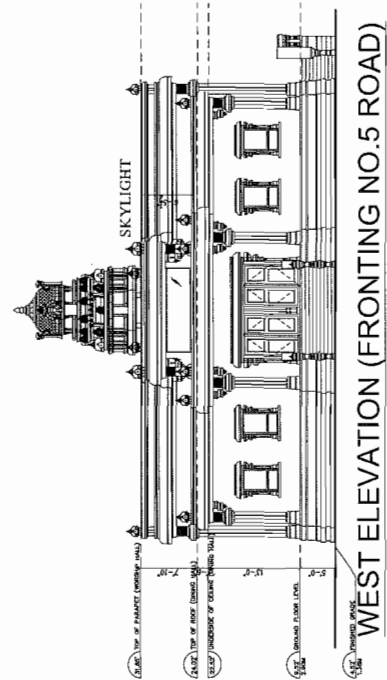
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03	02/06/15	REZONING
04	03/10/15	REZONING
05	04/26/15	REZONING



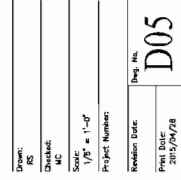
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8100 NO.5 ROAD
RICHMOND, B.C.

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ELEVATIONS



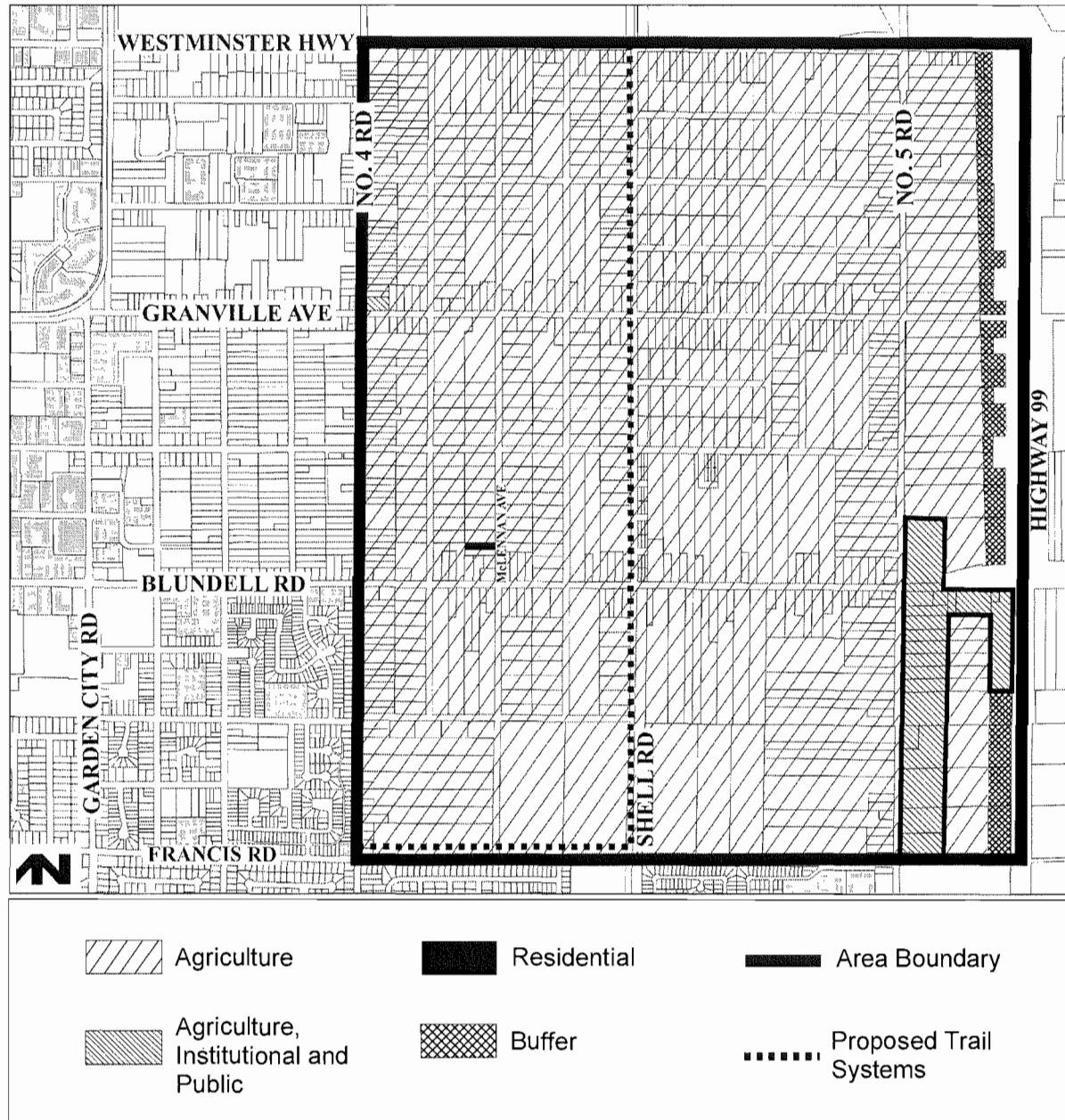
WEST ELEVATION (FRONTING NO.5 ROAD)

Revision Date:	Draw. No. D04
Print Date:	2015/04/28



City of Richmond

Land Use Map

 Bylaw 8791
2012/09/10




City of Richmond

Policy Manual

Page 1 of 3

Adopted by Council: Mar. 27/00

POLICY 5037

File Ref: 4105-04

NO. 5 ROAD BACKLANDS POLICY

POLICY 5037:

It is Council policy that:

1. The area outlined in bold lines as "Area Proposed for Public and Institutional Use" on the accompanying plan dated 01/24/00 may be considered for non-farm use.
2. The types of non-farm use which may be considered are:
 - "Assembly District" uses, and
 - Certain "School / Public Use District" uses (i.e., public park, public recreation facility, municipal works, health and safety measures, community use).
3. The amount of land on each property which may be developed for approved non-farm uses is limited to the westerly 110 m (360.892 ft) for properties fronting onto No. 5 Road.

The remaining back land portion of each property shall be retained for farm use only.
4. Satisfactory sanitary sewage disposal is required as a condition of Development Permit approval.
5. Continue to strive for a partnership approach, with back land owner prepared farm plans to achieve farming, but allow for a limited infrastructure component (e.g., little or no regional and on-site drainage, irrigation or access roads), where a full infrastructure component is not practical.
6. The current moratorium on non-farm use approvals (initiated by the Land Commission and adopted by Council in February, 1996) should be retained and may be lifted on an individual lot basis for owners who:
 - a) prepare farm plans;
 - b) explore farm consolidation;
 - c) commit to do any necessary on-site infrastructure improvements;
 - d) co-operate as necessary to remove constraints (e.g., required infrastructure) to farming the back lands, in partnership with others; and
 - e) commit to legal requirements as may be stipulated by Council to achieve acceptable land uses (e.g., farming the back lands).
 - f) undertake active farming of the back lands.
7. The following procedure will apply when considering applications for non-farm use and Assembly District rezoning.



Approvals Procedure

Proponent applies to City and Commission for non-farm use approval.

Commission reviews proposal and may give approval in principle for non-farm use based on the proponent:

- preparing an acceptable farm plan;
- entering into a restrictive covenant;
- providing a financial guarantee to farm; and
- agreeing to undertake active farming first

Proponent undertakes active farming based on the approved farm plan.

Commission gives final approval for non-farm use.

Proponent applies to City for rezoning of site to Assembly District (ASY).

City approves rezoning application after proponent meets all City requirements.

Amendments to the above policies

If either the City or the Land Commission intends to amend any of the above procedures, the initiating party will advise the other party of this intent and seek comment on the proposed amendments prior to concluding any approvals.

Co-ordination of review process

The City and the Commission will co-ordinate efforts when reviewing applications for non-farm use, in order to ensure that the interests of each party are addressed. This co-ordinated effort will be done prior to granting any approvals.



Area Proposed for Public
and Institutional Use
PLN 155

Date:
01/24/00

Excerpt from the Minutes from
The Agricultural Advisory Committee Meeting

Thursday, January 29, 2015 – 7:00 p.m.
Anderson Room
Richmond City Hall

3. Development Proposal - ALR Non-Farm Use

Staff outlined the non-farm use proposal to develop a new Hindu temple at 8100 No. 5 Road. Staff noted that the proposal is subject to the No. 5 Backlands Policy, which allows institutional uses on the westerly 110m when the remaining portion is strictly used for farming. Staff also indicated the proposal includes a height variance and will be subject to the ESA DP requirement.

Committee had the following questions and comments:

- In response to Committee's query about the maximum building height, Staff explained it is the requirement specified in the proposed "Assembly" zone.
- Committee asked how the properties along No. 5 had been monitored to ensure the property owners continue to farm the backlands and whether the restriction is enforceable. Staff explained as restrictive covenants are registered on titles of the most sites, it is enforceable. Staff also periodically check and receive complaints or information from neighbours.
- Discussion ensued with regard to fill issues in the ALR and Committee noted that any illegal activities should be carefully monitored.
- Committee also noted the importance of a "succession plan" to ensure that the backlands are continued to be farmed by future owners. Community members acknowledged that the agricultural plan is solid and provides a good amount of details. Committee noted that, if the plan is followed through, it will be successful and continuity over time is the key.
- Committee invited the applicants to the table. The project architect, Matthew Cheng, introduced himself and noted that other consultants, including the agrologist, was also in attendance.
- Committee requested further details of the proposed drainage tile and noted a 4" drainage tile is typical for blueberry farming and no sock to be attached as it is not good for organic soil.

- Committee expressed concerns about details of the proposed drainage plan. It was noted that, if the City does not permit the site to be connected to the City's storm sewer system it will likely become an issues for neighbouring sites.
- Committee was glad to see soil will be recaptured and reused on the site rather than brought from outside.
- In response to Committee's question about residential units in assembly buildings, Staff noted that the use is often included in institutional developments as an accessory use.
- Committee also asked if there would be any parking issues. Staff noted that the current proposal shows it meets the parking requirement. In reply to Committee's question about special event parking arrangement, the representative from the Hindu society noted that they had secured an agreement with neighbours; in case of special events, the neighbouring site could be used for additional parking.
- As the farm is proposed be used for non-commercial purposes, it was suggested that the congregation consider opportunities with other non-profit community group.

The following motion was passed:

That the non-farm use application for a new Hindu temple at 8100 No. 5 Road be supported subject to the following conditions:

1. *Additional organic soil to be retained on the site as per the recommendations included in the agrologist report;*
2. *The drainage tile to be a minimum of 4" in size and not to have a sock; and*
3. *An alternative drainage plan to be brought forward for Committee's review and comments if the City does not allow the site to connect to the City's storm sewer system.*

Carried Unanimously

Agricultural Plan

**8100 No. 5 Road
Richmond, BC**



Prepared for:
Arul Migu Thirkadevi Hindu Society of BC
7468 Edmonds Street
Burnaby, BC
V3N 1B2

Prepared by:
Pottinger Gaherty Environmental Consultants Ltd.
#1200 – 1185 West Georgia Street
Vancouver, BC
V6E 4E6

PGL File: 3587-02.01

December 2014



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Appendix 1	Site Photographs
Appendix 2	Blueberry Management Schedule (After BC Ministry of Agriculture, Berry Production Guide, 2012)

List of Acronyms

AMT	-	Arul Migu Thurkadevi
ESA	-	Environmentally Sensitive Area
PGL	-	Pottinger Gaherty Environmental Consultants Ltd.
PID	-	Parcel Identification Number

1.0 INTRODUCTION

Pottinger Gaherty Environmental Consultants Ltd. has been retained by the Arul Migu Thurkadevi (AMT) Hindu Society to develop an agricultural plan for the property located at 8100 No. 5 Road, Richmond, BC (the Site; Figure 1). Construction of the proposed temple and ancillary parking requires submission of a non-farm use application for the portion of the property fronting No 5 Road to the City of Richmond and Agricultural Land Reserve. The remaining portion of the property will be used for active agricultural purposes. This requires summarizing the capabilities and requirements to develop an agricultural use and farm implementation plan for submission to the City of Richmond and the Agricultural Land Commission.

Our report includes a description of the Site and Site soils, summarizes the Site's capabilities for farming, and provides an agricultural use and farm implementation plan. At this time, blueberry production has been planned for the Site and the farm implementation plan reflects soil requirements for blueberry production.

Specifically, the scope of our work includes a review of the following considerations and requirements:

- Topsoil: Develop a topsoil salvage and management plan;
- Drainage: Design a subsurface drainage plan for the agricultural portion of the property;
- Irrigation: Develop a crop irrigation system for the agricultural area; and
- Crop Alternatives: Suggest possible suitable agricultural uses for the agricultural portion of the property.

2.0 SITE DESCRIPTION

The Site is located on the east side of No. 5 Road, south of Blundell Road in Richmond, BC (Figure 1). The surrounding area is characterized by:

- North: institutional;
- West: institutional;
- South: agricultural and institutional; and
- East: agricultural.

2.1 Legal Description

The Site is comprised of one parcel. The legal description of the parcel is:

- 2 Sec 19 BLK4N RG5W PL 4090 Except Plan S115. The Parcel Identification Number (PID) is 003-413-110.

2.2 Zoning and Current Land Use

The Site is zoned by the City of Richmond as AG1 (traditional sites zoned for agriculture), and lies within the Agricultural Land Reserve. The Site is also designated as an Environmentally Sensitive Area (ESA) within the City of Richmond Official Community Plan. The ESA designation is Old Fields and Shrublands. The Official Community Plan has also identified the property as Agriculture and Community Institutional.

The City of Richmond considers Old Fields and Shrublands to be old fields and shrublands temporarily (>2 years) or permanently abandoned as agricultural or cleared lands that support mixed grass, forb, and shrub vegetation. Grass and shrub vegetation is often intermixed with increasing shrub cover after 10 years without mowing. Old field and shrubland is a man-made habitat type associated with the changing pattern of farming in agricultural landscapes, particularly the abandonment of farms.

2.3 Soils

2.3.1 B.C. MOE Mapping

The 1:25,000 scale published soils mapping in the RAB Bulletin 18: Soils of the Langley-Vancouver Map Area indicate the Site as Triggs-Lumbum soil complex. Triggs-Lumbum soil complex consists of up to 2m of partially- to well-decomposed organic matter overlying fine textured mineral deposits. Richmond soil series consists of 0.4 to 1.6m of well-decomposed organic matter overlying fine-textured deltaic deposits. Triggs-Lumbum soil complex are poorly drained and acidic in nature.

2.3.2 Current Onsite Inspection

The subject property indicated evidence of surficial disturbance. The western portion had areas of gravel fill, including a driveway along the north property line and a footprint of a former structure near the south property line. A raised portion of the north side of the property has been covered in sawdust or hog fuel.

2.4 Land Use

2.4.1 Subject Property

The subject property is +/-1.1 hectare in area, and had a single-family residence, garage, shed and two metal shipping containers located on the western portion of the Site.

The property owners intend to redevelop a portion of the property in the western portion of the property extending 110m from the western property line.

2.5 Drainage Conditions

There was no drainage system on the property. The water table is at or near the surface in winter. There was no standing water on the Site at the time of the Site inspection. There are no ditches adjacent to the property.

3.0 PROPOSED LAND IMPROVEMENTS

3.1 Soil Conservation and Management

3.1.1 Soil Salvage and Use

Topsoil from the proposed building development area is proposed for salvage and use on the eastern agricultural portion of the property. The surface soil on the proposed assembly use area is poor quality. The underlying organic soils are assumed to be of good quality. Site preparation of the built area will require removal of the organic soils and preload of the underlying silts with sand.

The poor quality fill and gravel should be removed from the entire Site. The underlying organic soil should be excavated to the silt boundary and placed in an even layer over the agricultural portion of the Site.

Stumps located within the area that are intended for agricultural production should be removed to increase the farmable area.

3.1.2 Soil Management

In south-coastal BC, blueberries have traditionally been grown on highly organic soils with an organic matter content of 20 to 50%. They can also be grown successfully on mineral soils including silt or sandy loam. They, however, do not perform well in wet soils or heavy, poorly-structured clay soils. The Site's organic soils have a very high water-holding capacity, which will require attentive drainage management to ensure good plant growth and prevent soil decompression due to over-draining.

Maintaining soil cover with temporary cereal crops, permanent grass cover or other ground cover vegetation is very important in maintaining good surface infiltration and soil capacity.

Soil fertility amendments should be implemented based on soil test results, and fertilizers should be applied at the recommended rates for the specific vegetation.

Blueberries do best in acid soil with a pH range of 4.5 to 5.2. A pH outside this range can result in poor growth and low yields. A soil test should be used to determine the nutrient status and soil pH before conducting the first planting, at least six months before planting so that any amendments can be added as the field is prepared. Sampling will be conducted based on direction from an agricultural consultant or soil laboratory (for laboratory listings, refer to the BCAGRI publication, "Resources for Berry Growers").

Prior to planning, soils will be tilled to depth between 6 to 10 inches to prepare a suitable seedbed using either cultivators, harrows or rotovators. Due to the fine textured nature of the soils, tilling will only be conducted when moisture content is ideal.

3.2 Drainage

3.2.1 Drainage Rationale

Plants cannot tolerate extended periods of flooding especially when they are actively growing. Poorly drained soil can result in poor plant growth, poor yield, root rot, and plant death. A water table maintained at least 60cm (24in) below the soil surface is best for blueberry production. A subsurface drainage system is recommended for this Site to supply water table control.

3.2.2 Design Parameters

The proposed subsurface drainage system design was based on Site-specific information, crop requirements and climate data for Richmond, BC.

The guidelines in the BC Agricultural Drainage Manual (1997) were used for general reference, in addition to local experience and Site-specific information, to develop the drainage system installation design.

Lateral drain spacing was set at 10.0m with an average drain depth of 1.1m ranging between 1.0-1.2m to accommodate the required drain slope of 0.1% to the mainline collector.

3.2.3 Drain Lateral Lines

Drainage lines will be installed using a trenchless plow or backhoe. Perforated polyethylene corrugated drain pipes (Big O) fitted with a nylon sock will be used for the lateral drains. The drain slope would be 0.1% to the mainline connector.

The City of Richmond does not permit mechanical lift of drainage water into the municipal storm drain system; therefore, a gravity connection between the collector catch basin and the parking lot storm water collection system will be required. If the City of Richmond refuses to allow discharge of drainage from farmed development areas into the municipal storm sewer system on No. 5 Road, the drainage system will be designed to discharge the subsurface drainage water into the eastern portion of the ESA area and infiltrate naturally into the ground.

4.0 IRRIGATION

4.1 Irrigation Water Sources

In the south coast region of BC, rainfall is generally inadequate in July and August and supplemental irrigation is necessary. Municipal water is available from the City of Richmond municipal water system to supplement irrigation. The small size of the Site and portion intended for agriculture makes use of municipal water the most practical source of irrigation water.

Irrigation should be provided by a 2" service-fitted line with a double check valve meeting the local code for irrigation supply. This should be installed as part of the new water service for the Site during redevelopment. A 2" buried PVC Schedule 40 mainline should be installed. Standpipes with quick-connect valves installed at 30m intervals along the line are recommended to facilitate the connection of surface irrigation equipment.

Drip irrigation is recommended to maximize water efficiency as water is delivered directly to the root zone providing more consistent and even soil moisture. Fertilizers can also be injected into the irrigation water. The drainage system should be drained following harvest to prevent winter frost damage.

5.0 CROP ALTERNATIVES

5.1 Suitable Crops

Site soils are mapped as a Triggs-Lumbum complex whose dominant soil limitations include very poorly-drained, infertile and acidic soils. A selection of suitable crops can be successfully produced on the property following appropriate management inputs in addition to the proposed soil salvage and improved irrigation. Management inputs required to increase the agricultural capability include a water-management system to improve drainage, and lime and/or fertilizer application to manage the soil pH and naturally low fertile conditions associated with these soils.

Suitable crops identified for these soils by Bertrand et al. (1991)¹ includes: annual legumes, blueberries, cereals, cole crops, corn, perennial forage crops, root crops, and shallow rooted annual vegetables.

¹ Bertrand, R.A., Hughes-Games, G.A. and Nikkel, D.C. 1991. Soil Management Handbook for the Lower Fraser Valley. BC Ministry of Agriculture, Fisheries and Food.

The AMT Hindu Society intends to grow a selection of vegetables and flowers on a portion of the agricultural lands that will be used as part of the Temple services. After assessing potential crop options for the remainder of the agricultural land. Based on an assessment of agricultural suitability including consideration of adjacent land use, parcel size, and activities which would be compatible with the temple use, AMT Hindu Society identified blueberry production as the intended land use. AMT Hindu Society has identified a third party who will be responsible for blueberry production including planting and harvest.

Existing trees outside of the Temple development area will be protected as required by the ESA.

5.1.1 Proposed Agricultural Operator

Arul Migu Thurkadevi (AMT) Hindu Society and PGL have consulted with a number of agricultural operators in the Lower Mainland to identify a suitable operator to manage the proposed blueberry operation. After inspecting the site all of the commercial operators decided not to move forward with the lands as they consider the parcel to be too small and not commercially viable. AMT Hindu Society however is not interested in commercializing the operation and intends to produce farm products for charity and community purposes as well as self-consumption.

To support the intended agricultural operation, AMT Hindu Society intends to utilize members of their organization who are established active farmers and labourers who reside in Richmond and are willing to assist with the farm operation. Additional labour will be provided by community elders and retirees who will do voluntary work under the guidance of the established farmer.

Daily and seasonal operations following planting will be based on the BC Ministry of Agriculture's blueberry management schedule, developed as part of the Berry Production Guide, a general guide to blueberry management based upon plant and pest development. Timing and associated actions are provided in Appendix 2.

5.1.2 Proposed Planting Plan

The property owner has identified blueberry production as the intended agricultural crop for the Site. The plant spacing is based on feedback received from local farmers while additional recommendations are based on the BC Ministry of Agriculture's Berries Production Guide. Recommendations are summarized below.

- In-row spacing between blueberry bushes is 1.5m.
- Distance between rows 3m.
- Fall planting will be conducted if warranted as it allows quicker plant establishment in coastal regions.
- Two-year old nursery-grown plants will be used to establish a planting. Fertilize plants set out in the spring three to four weeks after planting. Two or more applications may be required through the first growing season.
- Plants will be set at the same depth as they were in the pot or nursery.
- Cover crops may include permanent grass covers between the rows, which will suppress weeds, provide support for farm machinery, improve soil structure and water infiltration and reduce soil erosion. Grasses that work best are low-growing perennials that are easy to establish and do not creep. Mixtures should contain no more than 25% perennial ryegrass to minimize mowing. Pure stands of sheep fescue or hard fescue establish slowly but withstand traffic well and require less mowing.
- If grass is selected for a cover crop, seeding is recommended to occur in spring or early fall (September). Seed mixtures at 30 to 55kg/ha (12 to 22kg/acre) and fescues at 30 to 45kg/ha (12 to 18 kg/acre).

Based on the planting plan, AMT Hindu Society intends to plant approximately 815 blueberry bushes.

Access to the agricultural lands will be provided through establishment of a gravel farm access road along the north property boundary.

Vegetated buffers including a variety of edible and ornamental plants will be established between the ALR lands and the adjacent property and the proposed temple. A planting plan is provided in AMT Hindu Society's submission.

6.0 AGRICULTURAL IMPROVEMENT COST ESTIMATE

Topsoil Salvage	
Strip and load topsoil from development area 3250m ³ @ \$5.00	\$16,250
Place and grade on agricultural area, 1,500m ³ @ \$2.00	\$3,000
Subtotal Topsoil Salvage	\$19,250
Drainage System	
Supply and install lateral drains 450m @ \$7.00	\$3,150
Supply and install buried mainline 110m @ \$30.00	\$3,300
Connections to built area storm system (if approved)	\$3,000
Subtotal Drainage System	\$9,450
Irrigation System	
Municipal services connection	\$4,000
Irrigation piping	\$3,000
Irrigation equipment	\$4,000
Subtotal Irrigation System	\$11,000
Planting	
Blueberry bush purchase 815 bushes @ \$15	\$12,225
Labour for planting 400 hrs @ \$15/hr	\$6,000
Soil preparation (machinery and amendments)	\$2,000
Subtotal Planting	\$20,225
Total Estimated Cost	\$59,925

7.0 SUMMARY AND CONCLUSIONS

The Site's agricultural capability is primarily limited by poorly-drained, naturally infertile and acidic soil. Poor-quality fill on the western portion of the Site intended for development of the Temple also limits the Site's agricultural production potential. The proposed agricultural management inputs, including soil amendments and improved drainage, will dramatically improve the agricultural capability and increase the range of crops that can be produced on the Site.

PGL proposes segregation of topsoil during construction of the Temple. Soil suitable for segregation will be spread across the eastern portion of the Site to improve the soil's agricultural capability and ensure the conservation of topsoil.

Respectfully submitted,

POTTINGER GAHERTY ENVIRONMENTAL CONSULTANTS LTD.

Per:



Ashleigh Gilbert; M.Sc., A.Ag.
Environmental Scientist

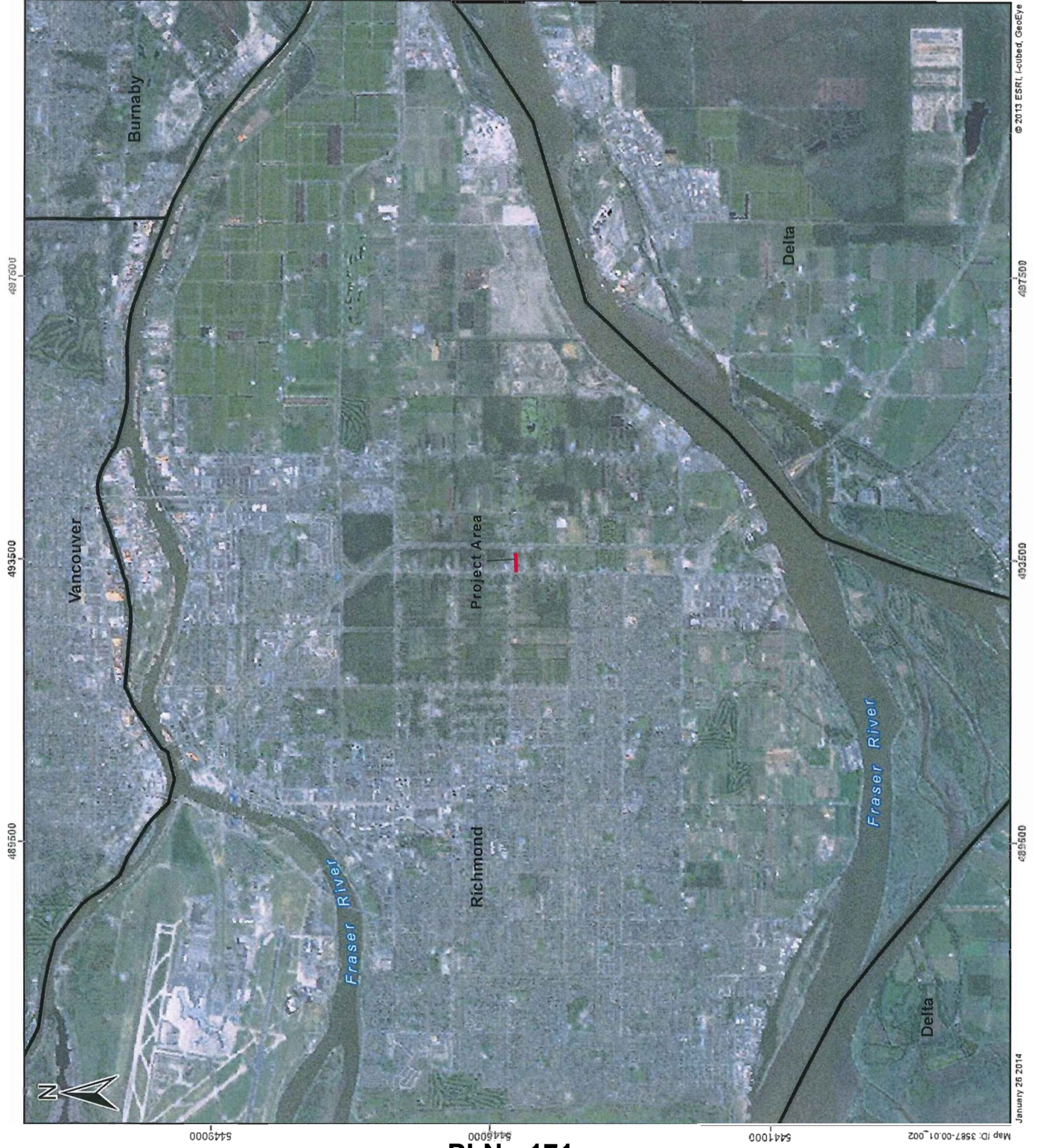


Stewart Brown, M.Sc., P.Ag., R.P.Bio.
Senior Environmental Scientist

AAG/CSB/mtl/slr

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Figures



Site Location

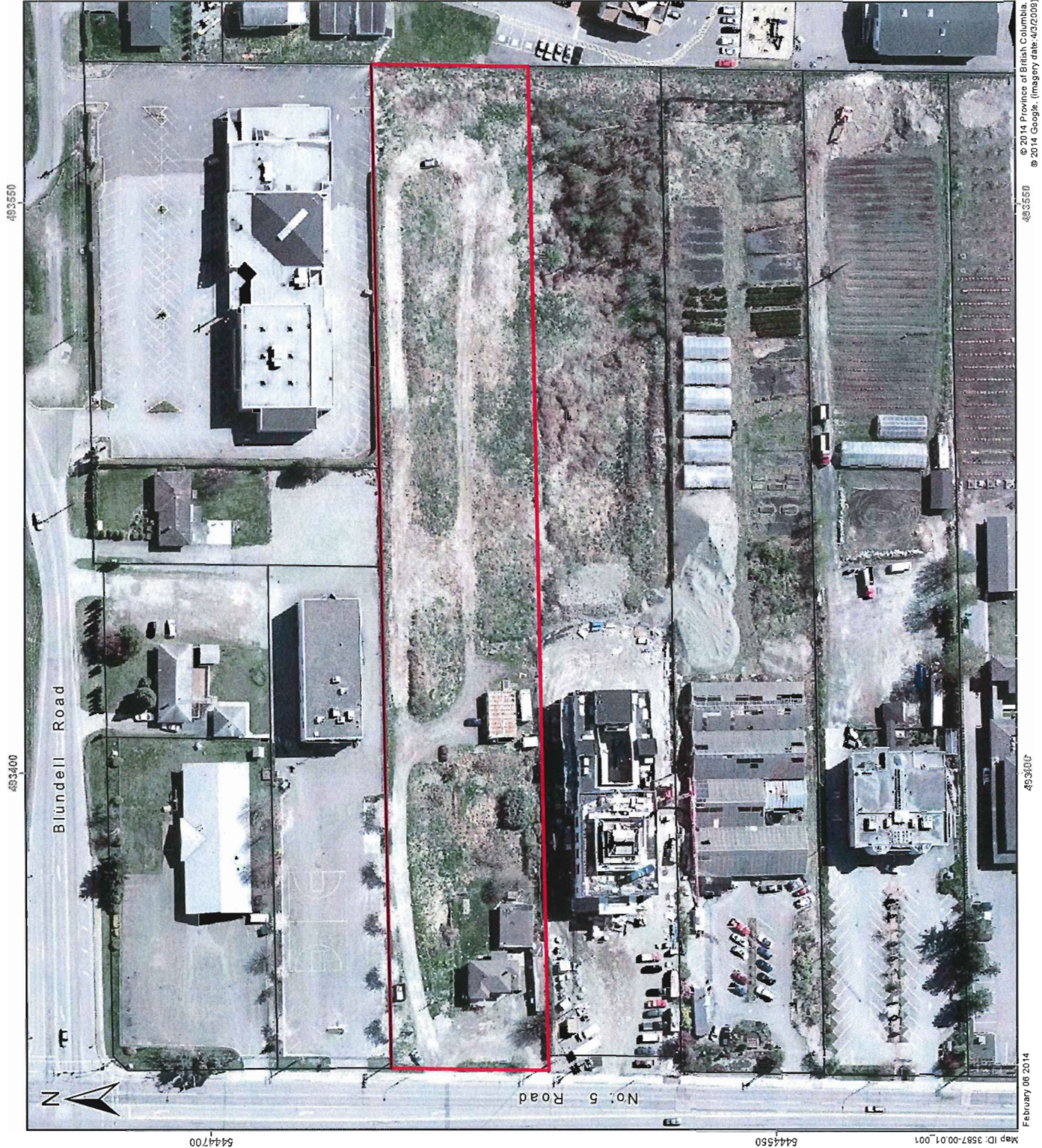
Project Location

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Metres

Coordinate System: NAD 1983 UTM Zone 10N



Figure 1



Map ID: 3597-00.01_001
February 08 2014

493600

5444500

5444700



Site Plan

- 8100 No 5 Rd
- Property Line

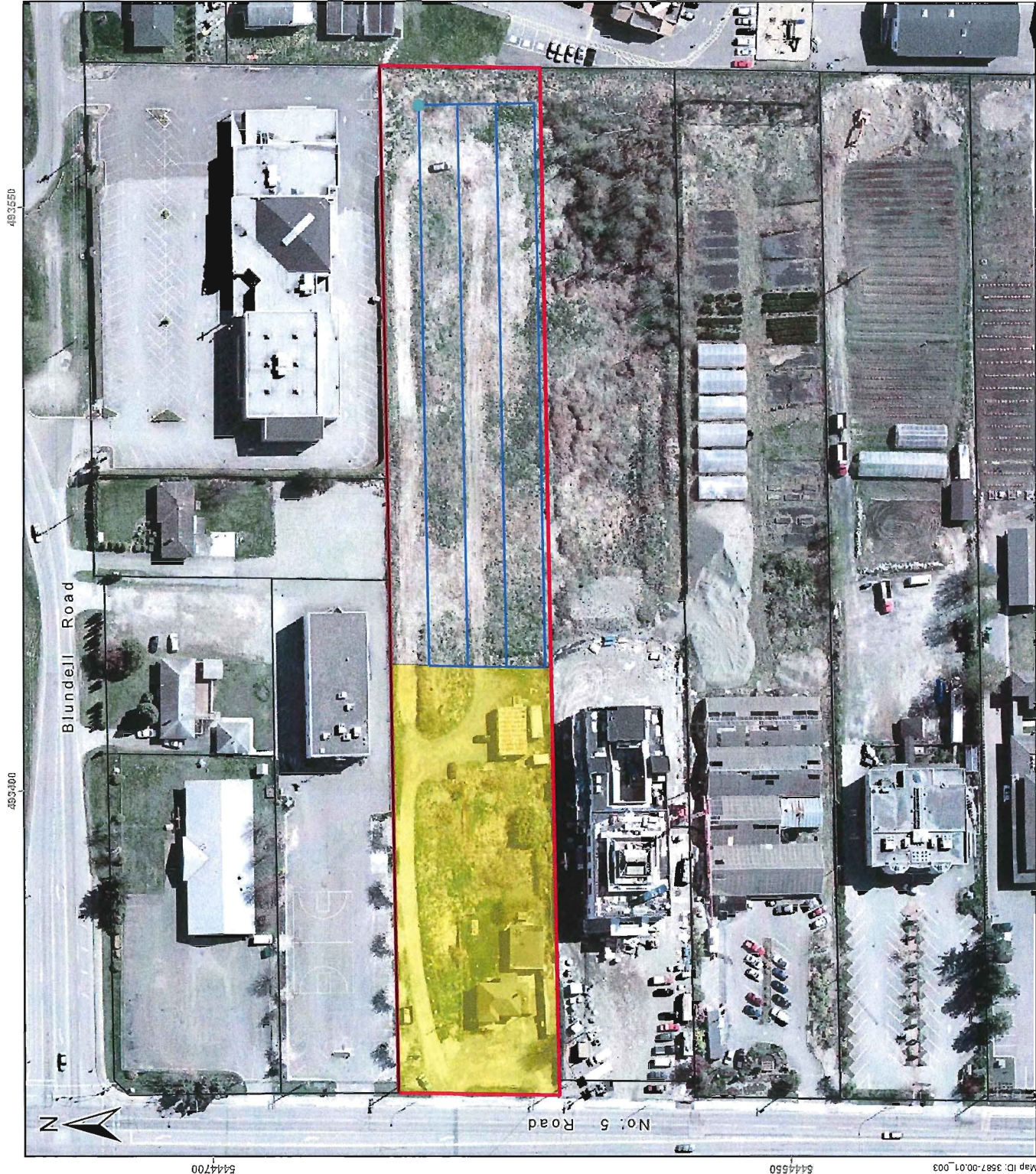
0 1:1,400 25 50
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Coordinate System: NAD 1983 UTM Zone 10N



Figure 2

PLN - 172



Drainage Plan

- Collector Basin
- Drainage Line
- Development Area
- 8100 No 5 Rd
- Property Line

1:1,400
0 25 50
Metres

Coordinate System: NAD 1983 UTM Zone 10N

Appendix 1
Site Photographs



Photograph 1:

Looking west from the eastern end of the Site



Photograph 2:

**Eastern portion of the Site.
Land use to the south and north is consistent with the proposed development.**



Photograph 3:

Organic soils in the eastern portion of the property



Photograph 4:

Coarse fill in the proposed development area which will be segregated from organic soils



Photograph 5:



Coarse fill that will require segregation




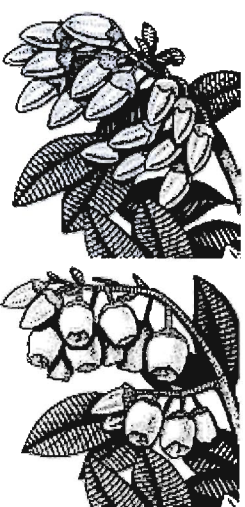
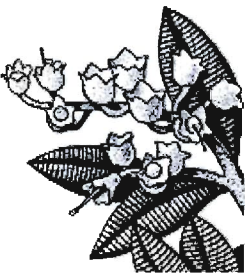
Photograph 6:



Topsoil which will be salvaged and applied to the agricultural portion of the Site

Appendix 2:
Blueberry Management Schedule
(After BC Ministry of Agriculture, Berry Production Guide, 2012)

Timing	Type of Action	Action
JANUARY / FEBRUARY Plants dormant 	Plant Care	<ul style="list-style-type: none"> Prune beginning after leaf drop. Be sure to remove diseased and dead wood.
	Disease Control	<ul style="list-style-type: none"> Apply copper oxychloride or Bordeaux mixture for bacterial blight. For mummy berry control, watch for development stage when leaf buds show 5 mm of green tissue. Also check for open mummyberry cups. Prepare to spray fungicide, as required. (February/March)
	Insect Control	<ul style="list-style-type: none"> Check for scale and apply dormant oil and/or lime sulfur spray by mid-February (before bud break), if required. Also helps to control leafroller, spanworm, wintermoth eggs and larvae.
	Weed Control	<ul style="list-style-type: none"> Apply pre-emergent herbicides before weed growth starts.
	Other	<ul style="list-style-type: none"> Ensure sprayers are tuned-up and calibrated.
MARCH Buds start to swell 	Plant Care	<ul style="list-style-type: none"> New plantings. Begin land preparation for spring plantings.
	Disease Control	<ul style="list-style-type: none"> Continue to check growth of leaf buds and mummy berry cups. Apply fungicide to protect developing buds from mummy berry as necessary at critical growth stage. Apply Ridomil for root rot control, if required. Apply copper oxychloride for bacterial blight, as necessary.
	Soil Care	<ul style="list-style-type: none"> Seed grasses for permanent cover between rows when soil can be worked. Apply sawdust mulch to beds, if needed.
	Weed Control	<ul style="list-style-type: none"> Apply pre-emergent herbicides before weed growth starts if not applied earlier.
	Food Safety	<ul style="list-style-type: none"> Ensure a food safety plan is in place including a record keeping system.

LATE MARCH TO LATE APRIL Leaf and flower bud break 	Plant Care	<ul style="list-style-type: none"> • Make first fertilizer application (mid April). • <i>New plantings.</i> Set out new plants as conditions permit (up to mid May).
	Disease Control	<ul style="list-style-type: none"> • Continue to apply fungicide for primary mummyberry control, as required. • Apply copper oxychloride for bacterial blight, if necessary. If not done earlier, apply Ridomil for root rot control, if required.
	Insect Control	<ul style="list-style-type: none"> • Apply recommended prebloom insecticides to control aphids and minimize spread of blueberry scorch virus. Start weekly checks of swelling blossom buds for hatching spanworm, winter moth (late March), and caterpillars blown to fields from outside areas. Apply controls as needed. Start weekly checks for leafrollers, looking at blossom clusters and rolled leaves.
	Weed Control	<ul style="list-style-type: none"> • Control weeds by cultivation and/or herbicides. Apply herbicides for quackgrass and other perennial weed control.
	Other Pests	<ul style="list-style-type: none"> • Watch for snails and slugs - control as required.
	Soil Care	<ul style="list-style-type: none"> • Seed grasses for permanent cover between rows if not done earlier. Apply sawdust mulch, if needed and not done earlier.
LATE APRIL/MAY Blossoming	Plant Care	<ul style="list-style-type: none"> • Place bee hives in field when 10% of blossoms are open. Protect hives from bears where necessary. Remove hives from fields when blossoming is over.
	Disease Control	<ul style="list-style-type: none"> • Monitor all fields for symptoms of blueberry scorch and blueberry shock. Watch for mummy berry infections on flowers and shoots and apply fungicides if needed. Apply fungicides for Botrytis blight and/or Anthracnose (fruit rots) if wet weather is anticipated.
	Insect Control	<ul style="list-style-type: none"> • Continue to watch for leafrollers and control as needed. Monitor for aphids. Control aphids after bloom is finished and bees have been removed from the field. Apply sprays only if predator numbers are low and aphids are increasing.

	Weed Control	<ul style="list-style-type: none"> Cultivate for weed control in row middles or mow cover crop, as appropriate. Apply directed treatments of non-residual herbicides, if needed, observing days to harvest interval.
	Soil Care	<ul style="list-style-type: none"> Watch for poorly drained areas in fields. Plan fall drainage improvements.
	Food Safety	<ul style="list-style-type: none"> Test irrigation and spray water for E. coli and fecal coliforms. Order toilets, hand washing units and other sanitary supplies.
JUNE Fruit development 	Plant Care	<ul style="list-style-type: none"> Make second fertilizer applications up to mid-June. Irrigate as necessary.
	Disease Control	<ul style="list-style-type: none"> Apply fungicides for Botrytis (fruit rot) and Anthracnose (ripe rot) if weather is wet during the fruit development period. Monitor for root rot symptoms and mark affected areas. Apply Aliette if necessary.
	Insect Control	<ul style="list-style-type: none"> Continue to watch for leafrollers and spanworms to late June, control as needed. Continue to monitor for aphids especially in scorch infected fields. Control as required. Prune out and destroy branches with tent caterpillars before end of June when caterpillars leave the nest.
	Weed Control	<ul style="list-style-type: none"> Cultivate for weed control in row middles or mow cover crop, as appropriate. Apply directed treatments of non-residual herbicides, if needed. Observe pre-harvest intervals.
	Other Pests	<ul style="list-style-type: none"> Prepare bird predation management plan. Install bird control devices or erect bird netting.
	Soil Care	<ul style="list-style-type: none"> New plantings. Start to prepare land for new fall plantings.
	Food Safety	<ul style="list-style-type: none"> Place portable toilets and hand washing units. Ensure workers are trained in good hygiene and harvesting practices.

JULY Fruit development and ripening 	Plant Care	<ul style="list-style-type: none"> Monitor soil moisture and irrigate as necessary.
	Disease Control	<ul style="list-style-type: none"> Sample berries from each field and store at room temperature to assess fruit rot levels. Monitor for root rot symptoms and mark affected areas. Apply Aliette if necessary.
	Insect Control	<ul style="list-style-type: none"> Continue to monitor insect pests, control only if needed. • Monitor for spotted wing Drosophila (SWD) and apply protective sprays after fruit ripens.
	Other Pests	<ul style="list-style-type: none"> Install bird control devices, or erect bird netting if not done earlier.
JULY - SEPTEMBER Harvesting 	Plant Care	<ul style="list-style-type: none"> Harvest and market fruit. Collect plant tissue samples (mid July to mid August) for nutrient analysis. Irrigate as needed.
	Disease Control	<ul style="list-style-type: none"> Continue to apply fungicides for Botrytis, Anthracnose, and other fruit rot diseases, if weather is wet. Observe days to harvest interval. Prune out branches killed by Godronia canker (red flagging) or bacterial blight and destroy.
	Insect Control	<ul style="list-style-type: none"> Continue to apply protective sprays to control spotted wing Drosophila. Apply insecticides to control aphids and young scale if required. Observe pre-harvest intervals. Prune out and destroy branches with tent caterpillars (from mid July). Watch for scale "crawlers" from late July to August and control if needed.
	Other Pests	<ul style="list-style-type: none"> Control birds following approved guidelines.
SEPTEMBER Post harvest growth	Soil Care	<ul style="list-style-type: none"> Continue to mow cover crop as needed. New plantings. Install drainage, if needed. Monitor soil pH and adjust as necessary. Incorporate sawdust or compost in planting beds as required.
	Plant Care	<ul style="list-style-type: none"> Irrigate as necessary.
	Disease Control	<ul style="list-style-type: none"> Apply copper spray for bacterial blight before fall rains start. Prune out diseased wood.

	Insect Control	<ul style="list-style-type: none"> Prune out and destroy caterpillar tents before mid September when caterpillars drop to the ground for the winter.
	Other Pests	<ul style="list-style-type: none"> Remove bird control devices and netting after harvest.
	Soil Care	<ul style="list-style-type: none"> Take soil samples for analysis, if needed. Check pH of soil. Apply calcium and magnesium in form of dolomite or sulphur if required. Subsoil between rows when soil is dry, if necessary. Seed grasses for permanent cover between rows. New plantings. Install drainage, if required and not done earlier.
OCTOBER Post harvest growth	Plant Care	<ul style="list-style-type: none"> Continue to prune out and remove diseased wood. New plantings. Set out new plants. Best time to plant container stock in coastal areas.
	Disease Control	<ul style="list-style-type: none"> Apply copper spray or Bordeaux Mixture for bacterial blight (total 2 sprays in fall).
	Other Pests	<ul style="list-style-type: none"> Check for field mice activity and apply bait, if required.
	Soil Care	<ul style="list-style-type: none"> Check pH of soil and apply lime or sulfur, if required. Subsoil between rows when soil is dry, if necessary. Install or improve drainage, as required. Mow cover crop, if required.
	Weed Control	<ul style="list-style-type: none"> Monitor weeds. Apply herbicides for grass control, according to label directions.
	Other	<ul style="list-style-type: none"> Flush irrigation systems and sprayers to protect against winter damage.
NOVEMBER / DECEMBER Plants dormant	Plant Care	<ul style="list-style-type: none"> Apply sawdust mulch, if necessary. Order bees for the coming season.
	Weed Control	<ul style="list-style-type: none"> Apply Roundup for grass control if not done earlier.
	Other Pests	<ul style="list-style-type: none"> Watch for field mice activity and apply bait if needed.



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Memo

PGL File #: 3587-02.01

DATE: March 30, 2015

TO: Arul Migu Thurkadevi Hindu Society

FROM: Stewart Brown

Re: Agricultural Plan - 8100 No. 5 Road, Richmond, BC

Please find following an addendum to Pottinger Gaherty Environmental Consultants December 2014 Agricultural Plan. Changes have been incorporated in the Arul Migu Thurkadevi Hindu Society's application. Changes are based on feedback provide by the City of Richmond and the City of Richmond Agricultural Advisory Committee and include additional detail on the Soil Salvage and Use and Drainage plan.

Soil Salvage and Use

As indicated in our December 2014 Agricultural Plan, topsoil from the proposed building development area is proposed for salvage and use on the eastern agricultural portion of the property. The surface soil on the proposed assembly use area is poor quality. The underlying organic soils are assumed to be of good quality.

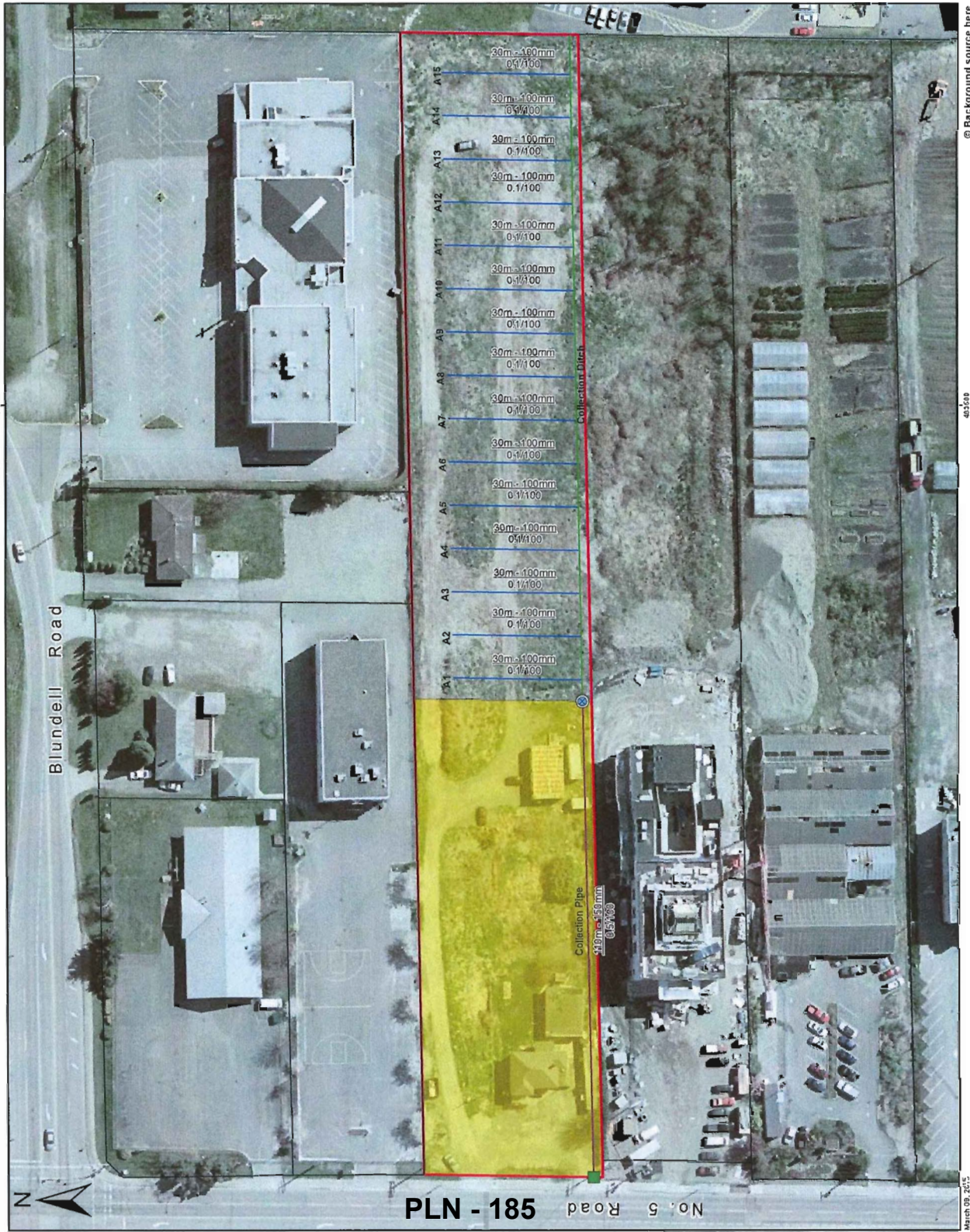
PGL has estimated that up to 1,500m³ of suitable soil will be salvaged form the development area which will be spread uniformly across the agricultural portion of the property to a depth of approximately 0.25m to maintain the existing level grade. If more than 1,500m³ of soil is salvaged it will be spread evenly across the agricultural area.

Drainage

The site drainage plan has been revised since the December 2014 Agricultural Plan to permit discharge of soil water to the municipal storm sewer. Lateral drainage lines (100mm) will now run in a north-south orientation and discharge into a drainage ditch that will run along the south property line before discharging into a sump and into a buried 250mm solid line that will connect to the existing municipal storm sewer. The drainage ditch will also intercept any surface flow originating from the adjacent property to the south.

The previous drainage plan included fitting perforated polyethylene corrugated drain pipes (Big O) with a nylon sock. At the request of the Agricultural Advisory Committee, the nylon sock will no longer be included in our design.

To ensure that the drainage lines do not actively dewater the site, pipes will be positioned above the sites water table and provide approximately 0.20 of freeboard.



Drainage Plan



To:	Planning Committee	Date:	April 28, 2015
From:	Joe Erceg, General Manager Planning and Development	File:	08-4375-01/2014-Vol 01
Re:	Referral: West Cambie Alexandra Neighbourhood Business Office Area Review		

Staff Recommendation

1. That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100, to change the existing Business Office designation to Mixed Use Employment-Residential designation, be introduced and given first reading.
2. That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, having been considered in conjunction with:
 - a. the City's Financial Plan and Capital Program;
 - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

3. That, in accordance with section 879 (2)(b) of the *Local Government Act* and OCP Bylaw Preparation Consultation Policy 5043, Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, be referred to the following bodies for comment for the Public Hearing:
 - a. Vancouver International Airport Authority (VIAA) (Federal Government Agency), and
 - b. The Board of Education of School District No. 38 (Richmond).
4. That City staff be directed to consult with VIAA staff regarding the proposed recommendation, prior to the Public Hearing.
5. That upon adoption of the above bylaws the West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Use Density Bonus, Community Amenity Contribution, Modest Rental Housing Rates Policy be approved.

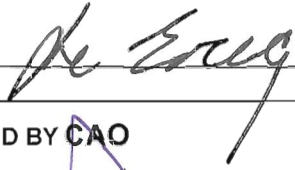

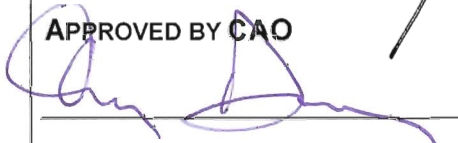
6. That staff not proceed with the implementation of an interim sidewalk / walkway along Odlin Road and Alexandra Road, as a sidewalk/walkway already exists (south side of Odlin Road) or will be provided on at least one side of Alexandra Road within the next 2-3 years.
7. That staff consider the inclusion of interim sidewalk / walkway along Garden City Road as part of the City's 2016 capital program, if there are no immediate/imminent development applications for these fronting properties in the foreseeable future.
8. That lands along No 3 Road not be redesignated from residential use to employment use.



Joe Erceg,
General Manager, Planning and Development

JE:pb

Att: 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO
		

Staff Report

Origin

This report responds to the following referral from July 28, 2014 Council:

It was moved and seconded,

That the staff report titled, "Referral: West Cambie Alexandra Neighbourhood Business Office Area Review" dated May 27, 2014 from the General Manager, Planning and Development, be referred back to staff for further analysis, including:

- (a) the examination of sidewalks in the West Cambie Area; and*
- (b) the examination of potentially re-designating parts of the No. 3 Road corridor from residential to employment use.*

Background

At the July 28, 2014, Planning Committee meeting, the report dated May 27, 2014 and titled, 'Referral: West Cambie Alexandra Neighbourhood Business Office Area Review' was presented and discussed (Attachment 1).

This report is to be read in conjunction with that report, as it provides the relevant background (e.g. various ratios for mixed use scenario options).

Analysis

Sidewalks in West Cambie - Alexandra Neighbourhood

In response to item (a) of the referral, Transportation staff have examined the condition and status of sidewalks in the West Cambie -Alexandra Neighbourhood and identified those areas in need of upgrades and the timing of proposed work. The following provides a summary of staff findings regarding item (a) by addressing the following three specific items:

- Item 1: Show where new sidewalks are needed,
 - Item 2: A funding source to improve sidewalks, and
 - Item 3: How the funding source will be repaid.
- Item 1: Show where new sidewalks are needed

A pedestrian circulation map (Attachment 2) shows the existing bus stops, existing sidewalks/walkways, and committed / planned sidewalks/walkways within the Alexandra West Cambie Area. A brief summary of staff assessment is as follows:

- Existing bus stops are located on both sides along Garden City Road, Cambie Road, and No.4 Road. There are no bus stops located along Alderbridge Way.
- Currently, for the perimeter arterial roads, there are sidewalks along both sides of Cambie Road and No.4 Road. Along Garden City Road, a sidewalk is only provided along the west side. No sidewalk is provided along Alderbridge Way.

- Two internal roads (i.e., Odlin Road and Alexandra Road) that existed, prior to the redevelopment of the West Cambie Area, did not have sidewalks originally. The implementation of an interim sidewalk / walkway along Odlin Road and Alexandra Road is not required, as a sidewalk/walkway already exists (south side of Odlin Road) or will be provided on at least one side of Alexandra Road within the next 2-3 years.
 - These two roads have been / will be upgraded shortly, as part of development frontage works, to include a continuous sidewalk / walkway on the south side of both roads in the interim.
 - Other new and recently constructed internal roads already include a sidewalk / walkway along the development frontage (i.e., Stolberg St., McKim Dr., May Dr., Dubbert St. and Tomicki Ave.).
 - All future internal roads will include a sidewalk on both sides of the road, which will be completed as part of development frontage works.
 - Current gaps in the sidewalk network to access existing bus stops (blue lines on Attachment 2) are located:
 - Along the east side of Garden City Road, from Alexandra Road to Cambie Road. This gap may be eliminated if the West Cambie Business Office area is amended and results in earlier redevelopment of the fronting properties.
 - At various sections along the north side of Odlin Road and Alexandra Road, where there is no existing sidewalk, nor is a sidewalk committed as part of development frontage works.
 - Staff's current plan is to eliminate these gaps in the sidewalk network as part of future development frontage works.
- Item 2: A funding source to do it now

Below are order of magnitude cost estimates to provide an interim asphalt walkway to fill in the gaps in the sidewalk network as noted above:

- Along the east side of Garden City Road: approximately \$350,000 (interim asphalt walkway); a concrete sidewalk with curb and gutter costs in the range of \$1.5M - \$2M.
- Along the north side of Odlin Road: approximately \$200,000 (interim asphalt walkway); a concrete sidewalk with curb and gutter costs in the range of \$1.0M - \$1.5M.
- Along the north side of Alexandra Road: approximately \$170,000 (interim asphalt walkway); a concrete sidewalk with curb and gutter costs in the range of \$0.7M - \$1.0M.

Note that the above cost estimates were prepared without the benefit of any design and, as such, the cost estimates will need to be reviewed/revised when the road functional design is prepared.

These interim asphalt walkway projects may be funded through Roads DCC funding, as part of the annual sidewalk / walkway improvement programs. However, in the current proposed 2015 Capital Program (budgeted at \$300,000) there is no allowance for walkways or sidewalks in this area. If it is decided to implement any of the above noted walkway projects this year, all other planned projects for 2015 would need to be deferred, such as the new sidewalk proposed on east side of Minoru Boulevard from Alderbridge Way to Elmbridge

Way and a new walkway on north side of Bridgeport Road from Viking Way to No. 6 Road. Alternatively, these interim walkway improvements could be implemented starting in 2016.

If the decision is to pursue the ultimate concrete sidewalk along Garden City Road in the short term, it would be necessary to seek alternative funding, as the current Roads DCC funding level is not sufficient due to other planned transportation projects. If directed by Council, staff would confirm the project cost and identify specific funding options as part of City's Budget Process and report back to Council for consideration.

Based on above, staff recommend not proceeding with the implementation of an interim sidewalk / walkway along Odlin Road and Alexandra Road, as a sidewalk/walkway already exists (south side of Odlin Road) or will be provided on at least one side of Alexandra Road within the next 2-3 years. The City may, however, consider the inclusion of interim sidewalk / walkway along Garden City Road, as part of the City's 2016 capital program, if there are no immediate/imminent development applications for these fronting properties in the foreseeable future.

- Item 3: How the funding source will be repaid

The funding source (Roads DCC) will not be repaid for advancing these interim walkway improvements, as internal borrowing is not required. To advance the ultimate sidewalk improvements along Garden City Road, however, would necessitate the use of alternative funding (e.g. internal borrowing) that may require payback from Roads DCC.

Employment Use

In response to item (b) of the referral, *the examination of potentially re-designating parts of the No. 3 Road corridor from residential to employment use*, Policy Planning staff conducted additional research and an evaluation of the employment space in consideration of identifying an acceptable mixed use employment-residential option that provides an overall benefit to the City. The following provides a summary of the findings.

Current Inventory of Employment Lands

There are currently 391 ha (966 acres) of employment designated lands within 1 km of the Canada Line stations (Attachment 3). These lands equate to 42 Million (M) sq. ft. of employment space at only 1.0 FAR; the current designations anticipate much higher densities.

Employment lands fronting onto to No. 3 Rd. north of Granville Rd. (Attachment 4) are estimated at 12.2 M sq. ft. of space at 1.0 FAR and the current designations anticipate future development at much higher densities.

Employment Space Projections/Trends – Good News

Current proposals being considered by the City involve nearly 5.2 M sq. ft. of commercial space, including nearly 1.4 M sq. ft. of office being completed and added to the City's inventory in the City Centre near current or proposed Canada Line Stations. Considering anticipated phasing and

potential market absorption, it is projected that current proposals could result in nearly 4 M sq. ft. of commercial space being completed by 2020.

The *2041 Employment Land Strategy* (ELS) project that the employment space in City Centre would rise from 2.0 M sq. ft. in 2009, up to just over 2.5 M sq. ft. by 2041. It is important to note that, current trends indicate that the City Centre area will exceed 3.2 M sq. ft. by 2025, far surpassing the ELS projections of 2.5 M sq. ft. - approximately 20 years sooner than anticipated.

Based on known proposals, City-wide employment space projections are expected to rise from their 2009 level of 6.4 M sq. ft., up to 7.7 M sq. ft. by 2025. This market trending is well above the ELS projections for 8.0 M sq. ft. of employment space City Wide by 2041. The only areas in the City trending below the ELS projections are in North Richmond, including the *West Cambie Area Plan (WCAP) Alexandra Neighbourhood*, where redevelopment and/or intensification of employment lands is occurring at a slower rate.

Therefore, the City is in a much better position than previously anticipated in terms of employment lands being developed for office space in the City Centre and City-wide, which significantly reduces the importance of retaining all the employment lands in the Alexandra Neighbourhood.

Displacement of Employment Space

The employment space, based on the WCAP land use designation at 1.25 FAR, could achieve a maximum of 865,000 sq. ft. over the entire 15.9 acre site. Relaxing the employment space to a minimum of 30% of the floor area (.52 FAR), based on an increased FAR of 1.75, reduces the projected employment space by 58% to a minimum of 364,000 sq. ft.

The theoretical loss of employment space in the West Cambie Business Office Area would be an estimated maximum of 500,000 sq. ft., which could be acceptably made up in several nearby areas, such as:

- i) Lands immediately to the west across Garden City Road currently form part of the City's mixed employment lands. Under the current WCAP designation, this area could provide up to 4.5 M sq. ft. of employment space at 1.2 FAR. Increasing the FAR in this area by 0.15 FAR to 1.35 employment use could make up for the ½ M sq. ft. of 'lost' employment space in West Cambie.
- ii) Lansdowne Mall area is in a key location along the Canada Line. Comprehensive long term planning of this site could encourage additional employment space to be included in its redevelopment, and could better provide for Transit Oriented Development office space, which supports desired higher-paying jobs. The 'lost' employment space could also be redirected to this location.

Together, these two areas could more than make up for the 'lost' West Cambie Employment Space.

While the above specifically identifies where the theoretical ‘lost’ employment space from the Alexandra neighbourhood could be relocated, the recent employment space trends indicate that the City Centre is trending to surpass the ELS projected needs for employment space 20 years ahead of schedule. This would suggest that employment space being ‘lost’ from the WCAP does not require replacement through policy, but will be redirected through market forces to areas that are supported by the commercial/office industry and end users.

City Centre Area Plan

The *City Centre Area Plan* (CCAP) addresses the future land uses in this area, and recognizes that some of the lands along the No. 3 Road corridor are located in the flight paths of the *Vancouver International Airport* runways and thus are not deemed suitable for residential uses.

The balance of the No. 3 Road corridor accommodates a mix of employment and residential uses that will help build this area into a vibrant complete community for people to live, work and play. This, along with the abundant supply of employment lands, lead staff to advise that re-designating lands along the No. 3 Rd. from residential use to employment use is not recommended or required to accommodate ‘lost’ West Cambie Employment Space.

Implications of Mixed Use

The implications of creating a new designation in the WCAP of Mixed Use Employment-Residential uses to replace the Business Office area designation include the following:

- There is a potential for a quicker build out and completion of the WCAP– Alexandra Neighbourhood area, due to higher market interest.
- Through density bonus incentives, much needed additional built affordable housing, low end market rental and market rental units to serve the nearby retail shops and services workers would be provided.
- The OCP Airport Noise Sensitive Development designation will need to be removed to allow residential uses subject to stringent noise mitigation covenants.
- Changing to a mixed use designation could encourage speculative land owners nearby (e.g., west of Garden City Rd.) to hold off developing employment space in hopes of achieving higher residential prices for their lands. Such possible speculation could prevent further employment space development, in the short term in this area. Any such residential use increase requests can be managed on a case by case basis.

Affordable Housing Needs

The Westmark proponents for the change in use in this area recently amended their proposal based on meetings with staff and now include a commitment for a minimum 5% of the residential floor area to be built Affordable Housing (AH), as per the City’s standard agreement. The provision of built Affordable Housing at a rate of at least 5% of the total residential floor area would be one of the requirements for an additional 1.28 Residential FAR Bonus Density above the base density of 0.52 FAR for employment uses.

Also to qualify for the residential Bonus Density, the developer must also provide a minimum 7.5% of the residential floor area in the form of purpose built, modest rental housing, subject to a non-standard housing agreement to ensure that the units remain as long-term rental properties

(Table 1). As these modest rental units are not subject to the City's standard housing agreement, the customized housing agreement will also ensure that no additional fees (e.g. strata type fees) are passed onto tenants in addition to the controlled rental rates.

Table 1

Unit Type	Maximum Monthly Rent*	Maximum Total Household Annual Income*
Bachelor	\$700	\$34,000 or less
One bedroom	\$750	\$38,000 or less
Two bedroom	\$1,100	\$46,500 or less
Three bedroom	\$1,400	\$57,500 or less

*Note: Rents and household income may be reviewed periodically.

The modest rental unit rates will be established in the proposed West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Use Density Bonus, Community Amenity Contribution, Modest Rental Housing Rates Policy (Attachment 5). These rental rates are set lower than the City's Affordable Housing Rates.

The developer is also required to provide at least 2.5% of the residential floor space as market rental units that are subject to a housing agreement ensuring they remain as rental units in perpetuity.

The above mix of residential uses are based on Westmark's proposal and have been used as a basis to craft the policy for this area. If the above recommendations and all Bonus Densities were applied to a 2.2 ha (5.6 ac) portion of the Business Office lands, it would result in the following (Table 2):

Table 2

Use	Type	Floor Area Ratio	Est. Gross Floor Area (sq. ft.)
<i>Employment</i>	Retail/Office	.52	128,000
<i>Bonus Residential</i>	Affordable Housing (standard agreement)	.06	15,600
<i>Bonus Residential</i>	Modest Rental Housing (non-standard agreement)	.10	23,400
<i>Bonus Residential</i>	Market Rental (agreement to secure as rentals in perpetuity)	.05	7,800
<i>Bonus Residential</i>	Market Strata Units	1.09	265,200
	Total (Base + Bonus Density)	1.80	440,000

Included in the residential component, and based on maximum densities, could be an estimated 39,000 sq. ft. of built Affordable and Modest rental housing space which would equate to between 50-60 non-market rate residential units of various sizes. The final configuration of the space in terms of total units, sizes and number of bedrooms/unit would be guided by the City's needs identified by the Affordable Housing staff and confirmed prior to their application coming forward to Planning Committee at a later date.

The above approach would provide a significant benefit to the City in terms of meeting its housing needs.

The revised proposal and recent office/commercial development proposals and trends, lead staff to now support and recommend an amendment to the WCAP Business Office designated lands, to allow a base density of .52 FAR for employment uses, with an available 1.28 FAR of residential bonus space, for a total of 1.8 FAR for mixed-use employment residential space. All of the built AH and modest rental units would be required to be built within the first half of the residential floor area development of each project, and in conjunction with the completion of the employment floor area. Establishing a minimum of 0.52 FAR for employment space and setting that as the base density, while allowing bonus residential floor area with a minimum (based on floor area) of 5% for built affordable housing, 7.5% for secured modest rental housing, and 2.5% market rental units provides significant benefit to the City.

Employment-Residential Mixed Use

Staff have provided their recommendations on two previous occasions, the first recommendation in 2013 was to retain the land for 100% employment at 1.25 FAR (Status Quo), which was subsequently referred back to staff for a recommendation for an employment-residential mixed use ratio. As an employment-residential mixed use option was preferred by Council, in 2014 staff recommended a 60% Employment: 40 % Residential option, with an opportunity for adding up to an additional 0.5 FAR Bonus to secure needed affordable housing. The increased FAR, to a maximum of 1.75 FAR, was intended to also minimize the impact on future employment lands being lost. This option proved to be unacceptable to Council.

Since the latest referral from July, 2014, staff researched updated reports and statistics, including proposals for commercial and office space with the City Centre Area Plan (CCAP). The most recent trends in office development support claims that office demand is focused along the Canada Line and within short walking distance to transit stations.

Given this new information and most recent trends, staff can now support the option of approximately 30 % Employment use at 1.75 FAR, which is equal to .52 FAR of employment space. The available residential Bonus Density, in terms of allowing for any residential floor area, enables the City to achieve the much needed built Affordable Housing, Modest rental housing and purpose built long-term market rental housing while providing adequate incentives to the developer.

Employment Lands Summary

Given the new information in terms of actual proposals and recent office trends, staff support the scenario for a minimum of .52 FAR (approximately 30 % Employment use at 1.75 FAR) with an available 1.28 FAR residential bonus density for a total 1.8 FAR, providing that the residential floor space is comprised of a minimum of 5 % built Affordable Housing, 7.5% purpose built modest rental controlled units, and 2.5% market rental units, making up a minimum total of 15% of the residential floor area.

Implementation

To implement the above, the following is proposed for the West Cambie Alexandra Neighbourhood Business / Office area:

1. The 2041 OCP will be amended by:
 - re-designating the area, from Mixed Employment, to Mixed Use,
 - removing from the area, the OCP Aircraft Noise Sensitive Development (ANSD) overlay,
2. The West Cambie Area Plan (WCAP) will be amended by:
 - re-designating the area, from Business Office, to Mixed Use Employment - Residential, and
 - making the appropriate text and map changes throughout the Area Plan, and
3. A new policy titled “West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Use Density Bonus, Community Amenity Contribution, Modest Rental Housing Rates Policy” is proposed to establish effective housing policies. The Policy is to be approved when the OCP and Area Plan amendments are adopted.

Once the above changes are approved, Council will have established a clear direction as to how the area is to re-develop and meaningful community benefits (e.g., built affordable housing, low end rental housing and market rental housing) are to be provided.

Based on these policies, developers may bring forth rezoning proposals for consideration.

Financial Impact

None

Conclusion

Staff has responded to Planning Committee’s request to:

1. examine and report on the sidewalks in the West Cambie Alexandra neighbourhood,
2. examine the potential need to redesignate portions of the No 3 Road corridor from residential use to employment use, and
3. further examine mixed use employment-residential options.

Staff recommend:

1. That staff not proceed with the implementation of an interim sidewalk / walkway along Odlin Road and Alexandra Road, as a sidewalk/walkway already exists (south side of Odlin Road) or will be provided on at least one side of Alexandra Road within the next 2-3 years.

2. That staff consider the inclusion of interim sidewalk / walkway along Garden City Road as part of the City's 2016 capital program, if there are no immediate/imminent development applications for these fronting properties in the foreseeable future.
3. That lands along No 3 Road not be redesignated from residential use to employment use.
4. Redesignating the *Business Office* area to *Mixed Use Employment-Residential* at a base density of 0.52 FAR for Employment space, with an available bonus residential density of 1.28 FAR, provided that built Affordable Housing is included at a minimum rate of 5% of the total residential floor area and an additional 7.5% of the residential floor area is provided as modest rental units and 2.5% as secured long-term market rental housing, combining for a total of at least 15% of the residential FAR.
5. Establishing the West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Use Density Bonus, Community Amenity Contribution, Modest Rental Housing Rates Policy.



Terry Crowe
Manager, Policy Planning (4139)



Victor Wei
Director, Transportation (4131)

TC/VW:cas

- Att. 1: RTC: *Referral: West Cambie-Alexandra Neighbourhood Business Office Area Review* dated May 27, 2014
Att. 2: Map: Pedestrian Circulation in West Cambie-Alexandra Neighbourhood
Att. 3: Map: Employment lands within 1 km of Canada Line Stations
Att. 4: Map: Employment lands fronting on No. 3 Rd.
Att. 5: West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Use Density Bonus, Community Amenity Contribution, Modest Rental Housing Rates Policy



City of Richmond

Report to Committee

To: Planning Committee **Date:** May 27, 2014

From: Joe Erceg, General Manager
Planning and Development **File:** 08-4375-01/2014-Vol
01

Re: **Referral: West Cambie Alexandra Neighbourhood Business Office Area
Review**

Staff Recommendation

That the report titled: "Referral: West Cambie Alexandra Neighbourhood Business Office Area Review", which provides comments from the Economic Advisory Committee (EAC) and additional clarification regarding the Alexandra Neighbourhood Business Office Area development options which were presented in the report dated April 4, 2014 report, be received for information.

Joe Erceg,
General Manager, Planning and Development

Att: 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Economic Development	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO

Staff Report

Origin

This report responds to the following referral from April 23, 2014 Planning Committee:

It was moved and seconded

That the staff report titled, West Cambie; Alexandra Neighbourhood Business/Office Area Review, dated April 4, 2014 be referred back to staff so that it may be:

- (1) deferred to a subsequent Planning Committee meeting to receive comment from the City's economic land consultant regarding the land use proposals; and*
- (2) referred to the Economic Advisory Committee for feedback.*

Background

At the April 23, 2014, Planning Committee meeting, the report dated April 4, 2014 and titled, "*West Cambie: Alexandra Neighbourhood Business / Office Area Review*" was presented and discussed (Attachment 1).

This report is to be read in conjunction with the original April 4, 2014 report, as it provides the requested feedback from the Economic Advisory Committee (EAC) and clarification on assumptions made in the analysis of the four Development Scenarios from the City's real estate consultant, *Site Economics Ltd.* Additional office market information and detailed statistics have also been provided to address the viability of Business Office development in the West Cambie Study Area.

Analysis

1.0 Referral Feedback – Economic Advisory Committee (EAC)

The Economic Advisory Committee (EAC) has reviewed this matter twice, first time in early 2013 and, as requested by the Planning Committee, again at its May 15, 2014 meeting.

In May 2013, the EAC reviewed the report titled, *West Cambie-Alexandra Neighbourhood Business Office Area Review* which supported retaining the existing Area Plan *Business Office* designation, as it was consistent with the Employment Land Strategy 2010 and the 2041 OCP. The EAC supported retaining the Business Office designation.

On May 26, 2014, as requested by Planning Committee, the EAC once again considered the report to Committee which provided an analysis of the following Development Scenarios:

- Development Scenario 1 - 100% Mixed Employment,
- Development Scenario 2 - 60% Employment: 40% Residential (Staff recommendation),
- Development Scenario 3 - 30% Employment: 70% Residential (Westmark Proposal #2),
- Development Scenario 4 - 20% Employment: 80% Residential (Westmark Proposal #1).

The EAC reviewed the report and provides the following comments for consideration:

After a broad discussion and given the Committee's mandate and perspective, the EAC upholds its initial position and supports Scenario 1 Retain 100% Employment Uses for the Study area. The reasons remain unchanged from the EAC's 2013 initial position to retain 100% employment in the Study Area, including:

- Keep employment lands as such, per the City's recently adopted 2041 Employment Lands Strategy and 2041 OCP;*
- Don't give in to market pressure to convert employment land to residential use because the capacity of the existing residential zone is virtually limitless, while the capacity of office and industrial is limited;*
- Avoid setting a precedent of converting employment land to residential, just because the immediate market opportunity is suggesting residential uses, when the underlying principle is need [sic] to be a long term overall City economic benefit to the community;*
- Constraints (e.g., appropriate zoning) will encourage creativity for the development of the employment lands and current zoning and Area Plan requirements should not be ignored, due to current market conditions; and*
- Respect the process and Council-approved outcomes of the 2041 OCP, the 2014 Resilient Economy Strategy and the 2041 Employment Lands Strategy and the effort of staff, volunteers and the larger community who participated in those processes to maintain the credibility and integrity of the work completed to date.*

2.0 Clarification of Assumptions

At the April 23, 2014 Planning Committee meeting, there were questions with regards to the term "industry standard" for mixed use commercial-residential developments. The information below provides further clarification with regards to this matter.

"Industry Standard"

The reference to industry standard by *Site Economics Ltd.*, the City's real estate consultant, reflects development ratios where mixed use commercial-residential uses are permitted into an area designated as "employment lands". The consultant's position is that when the percentage of employment space is diminished to below 60% of the total floor area, then the area is seen by commercial office developers as being a "residential" area that has some mixed uses that may or may not include needed office space.

As these lands are identified in the *2041 OCP* and *Employment Lands Strategy* as protected employment lands, then employment space should maintain a dominant role. The consultant indicates that commercial office developers would not likely view this location as a viable employment area in which to invest in building new commercial office space, if residential is the dominant use of the site.

3.0 Office Locations throughout the City

Since the April 23, 2014, Planning Committee meeting, staff have reviewed additional information and more detailed statistics regarding the City's office market to better address Committee's questions.

Since office tenants have different requirements, they locate in different areas to meet their individual needs and budgets. Office space is generally identified by the *Building Owners and Managers Association* (BOMA) *Building Classification* system and by proximity to rapid transit stations. These are usually major factors in a company's decision to locate in a particular area and building, and are explained in further detail below.

BOMA Office Building Classification

The BOMA Office Building Classification system provides a general description of various types of office buildings which characterize the building's prestige based on the building's level of exterior and interior finishes including infrastructure, the types of clients and the relative market lease rates for the area. In Richmond, the main office building classifications are outlined below along with the recent reported vacancy rates and average asking gross rental rates for comparison purposes.

- **“Class A” Buildings:** Prestigious buildings competing for premier office users with rents above average. Characterized by buildings that have high-quality standard finishes, state-of-the-art systems, exceptional accessibility and a definite market presence.
 - *Percentage of Richmond Office Inventory:* **48%**
 - *Asking gross rental rates (Richmond, BC):* **\$ 29.39**
- **“Class B” Buildings:** Characterized by new buildings in non-prime locations and older buildings with good quality tenant improvements, competing for a wider range of users with average rents. Finishes are fair to good for the area and systems are adequate, but the building does not compete with Class A at the same price.
 - *Percentage of Richmond Office Inventory:* **44%**
 - *Asking gross rental rates (Richmond, BC):* **\$ 21.23**
- **“Class C” Buildings:** Characterized by older structures, poor-to-average quality of tenant improvements and may not have elevators and air conditioning. Competes for tenants requiring functional space at rents below average.
 - *Percentage of Richmond Office Inventory:* **8%**
 - *Asking gross rental rates (Richmond, BC):* **\$ 14.35**

The office building classifications and net asking rents illustrate how there are different office spaces to meet different needs and budgets.

Proximity to Rapid Transit

Not everyone wants or needs to be located within 500m of a Rapid Transit Station. An employment (e.g., office) building's proximity to rapid transit can contribute to its market attractiveness and thus can often demand higher rents than comparable buildings elsewhere.

However, this trend towards offices within 500m of rapid transit is not a guarantee for landlords, as seen in Burnaby and Surrey, where large blocks of office space were recently vacated, as the tenants moved to other transit serviced spaces in New Westminster (*Jones Lang LaSalle, Rapid Transit Index, Q3, 2013*).

4.0 Office Vacancy Rates

A Healthy Office Vacancy Rate

When reviewing office vacancy rates, it should also be noted that a “healthy office vacancy rate” is considered to be around 8% (*DTZ-Barnicke Real Estate Advisors, 2014*). The consultants advise that an 8% vacancy rate is healthy, as it enables office tenants to relocate from one area to another area to better meet their changing needs and circumstances. As well, an office vacancy rate above 8% generally indicates an oversupply of office space, while a vacancy rate under 8% suggests that there is an undersupply and additional office space is welcomed. For these reasons, it is suggested that office space in the West Cambie Study Area will be viable

Comparable West Cambie Office Vacancy Rates

Since the April 23, 2014, Planning Committee meeting, staff have further researched office vacancy rate statistics and confirmed that the office vacancy rate that would be most comparable to the West Cambie Study Area is 6.3%. In Richmond, a comparable office area is located within 800m of a Canada Line rapid transit station which has comparable Class A and B office vacancy rates. Class C office space which involves existing older structures, as described in Section 3.0 above, is not included in the comparison, as in the West Cambie Study Area, those types older buildings do not exist and are not proposed for the Study Area. For these reasons, the Class C Office vacancy rate is not relevant to the comparison.

Table 1 - Detailed Office Statistics

Office Location and Class	Class A		Class B		Class C		Total
	Inventory	Vacancy Rate	Inventory	Vacancy Rate	Inventory	Vacancy Rate	Vacancy Rate
Transit Oriented (<500m)	163,000	< 1.0 % (undersupply)	Stats not available	Stats not available	Stats not available	Stats not available	5.3 %
Near Transit (<800 m)	755,028	5.8% (undersupply)	75,640	10.9%	269,332	22.5%	10.8%
West Cambie Comparable*) 800 m of rapid transit*	Class A+B (near transit) Inventory: 830,668 sq. ft Vacancy Rate: 6.3% (undersupply)				-	-	6.3%
City Centre	711,385	7.5% (undersupply)	105,765	9.3%	367,633	19.2%	11.2%
Note: A Healthy (ideal) Vacancy Rate is 8%							
Crestwood	964,165	34.3 %	87,304	73.7 %	60,000	4.3 %	35.8% (oversupply)
Richmond	2,507,839	26.3 %	916,508	26.4 %	724,037	17.1 %	24.7% (oversupply)

Source: Coriolis Consulting Group, *Richmond Resilient Economy Strategy*

* Jones Lang LaSalle *Rapid Transit Index (RTI) Q3-2013*

** Based on Class and proximity to transit; Statistics derived from Coriolis report for this table

Table 1 above emphasises that there is a viable demand for Class A and B office space in the Study Area.

Interpreting Office Vacancy Rate Statistics

One way that office vacancy rates are often misinterpreted is that they are generally reported as an average across all office classes throughout the City which is inappropriate for comparison to the Study Area. The recently approved *2014 Richmond Resilient Economy Strategy, Technical Report #3: Richmond's Role as a Regional Office Centre*, prepared by Coriolis Consulting Ltd. for the Richmond Economic Development Division, provides more detailed and in-depth statistics that differentiate office vacancies by Building Class and proximity to Transit (Table 1).

As well, the study reveals that the city wide office vacancy rate for all building classes in Richmond is 18.8%, as reported by *Colliers International* in their *Q1, 2014 Office Statistics*; however, the most relevant office vacancy rate for comparison to the West Cambie Study Area is 6.3%, as it includes only Class A and B office buildings and is near rapid transit.

5.0 Quality of Jobs and Annual Salaries

Quality of Jobs

The April 4, 2014 Report to Committee (Attachment 1) indicated that the proposed Class A and B office jobs in the Study Area under the recommended Scenario (60% Employment: 40% Residential) would enable excellent, higher paying jobs. This evaluation was based on the amount of projected jobs, since in each of the scenarios, retail space would be limited to the ground floor only and oriented towards the arterial roads. Retail floor space and the associated jobs would remain the same in each scenario, therefore any change in the amount of commercial floor space has direct correlation to the amount of projected office jobs (more commercial space = better quality jobs).

Since the recommended Scenario (60% Employment: 40% Residential) retains 84% of the existing allowable commercial (employment) floor space found in Development Scenario 1 (100% Employment), it was ranked as excellent. Scenarios 3 and 4 would retain only 42% and 28% of the commercial space, respectively, therefore they were ranked lower quality jobs.

Annual Salary

Site Economics Ltd. estimated an average annual salary of \$60,000 for projected jobs in the West Cambie Study Area. Statistics Canada reports that the average hourly wage of a permanent job in BC is \$25 in 2014 and the average annual base salary for office type occupations was over \$57,000 with total compensation packages at approximately \$72,000 (Table 2 below).

As incomes are generally higher in the Greater Vancouver area and development completion in the Study Area is at least 4 years from the present, the figures are confidently estimated to be \$60,000 or approximately 10% higher than the current rate.

The consultant's assumption used in the analysis, that the average salary would be approximately \$60,000 per year, is consistent with the statistics outlined below in Table 2.

Table 2 Examples of 'Office Type' Occupations to be attracted to West Cambie

Occupation	Base Salary	Benefits (25%)	Total Compensation
Management	\$ 75,358	\$ 18,840	\$ 94,198
Business, finance and administrative	\$ 46,301	\$ 11,575	\$ 57,876
Natural and applied sciences and related	\$ 66,539	\$ 16,635	\$ 83,174
Health	\$ 60,320	\$ 15,080	\$ 75,400
Social science, education, government service and religion	\$ 60,507	\$ 15,127	\$ 75,634
Sales and service	\$ 35,173	\$ 8,793	\$ 43,966
Average	\$ 57,366	\$ 14,342	\$ 71,708

Source: Statistics Canada, CANSIM Tables 282-0069 and 282-0073 (Last Modified Jan 1, 2013)

6.0 Future Office Development - Is there a Glut?

Since April 23, 2014, staff have verified that there is currently 1.3M sq. ft. of office space proposed in developments that are underway in the City Centre, with an anticipated completion over the next 15 years (2029). More specifically, there is 290,000 sq. ft. of proposed office space in Capstan Village and 1,000,000 sq. ft. in Bridgeport Village (e.g., Duck Island).

The 2009 City Centre Area Plan reported an existing 80 acres of zoned land for office uses, with a projected demand of 119 acres required by 2041 to accommodate the estimated 17.0 M square feet of new office space. So while the 1.3M sq. ft. may initially seem to be a large amount of office space development, it is only 13% of the 2041 OCP forecasted average yearly growth required to meet the *2041 OCP Employment Land Strategy* objectives. Thus, staff consider the proposed 1.3M sq. ft. of office space to be an undersupply of office space and not a "glut".

7.0 Summary

The West Cambie Study Area is a competitive and viable location for office space for the following reasons:

- Comparable Class A and B office space near transit has only a 6.3% vacancy rate (Coriolis, 2013) which means that there is an undersupply, since a healthy office vacancy rate is 8% (DTZ-Barnicke, 2014).
- As not all office space needs to be in the City Centre, the Study Area is very viable for Class A and B offices.
- 82% of Richmond's workforce are in positions that require office space.
- As approximately 92,000 Richmond workers travel to work by various methods: 76% by private vehicle, 18% take public transit, and 6% walk, bike or use other means, the Study Area is viable as:
 - The Aberdeen (Rapid Transit) Station is only 810m away and is easily walkable,
 - It is currently well served by six bus routes within 200m of the Study Area, and
 - It has excellent vehicle access, as it is located on a major arterial road network with highway access.

- Future planned/in process office development in the City Centre is still considered an undersupply as it is below the average growth rate to meet the City's Employment Land Strategy (i.e., no glut).

Financial Impact

None

Conclusion

Staff has responded to Planning Committee's request to provide Economic Advisory Committee comments and to clarify certain Study Area topics.



Terry Crowe
Manager, Policy Planning (4139)



Patrick Burke
Senior Planning Coordinator (4164)

Att. 1: RTC: *West Cambie-Alexandra Neighbourhood Business Office Area Review* dated April 4, 2014

Att. 2: Map: *Transit Proximity: Major Office Areas*



City of Richmond

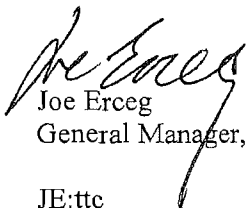
Report to Committee

To: Planning Committee **Date:** April 4, 2014
From: Joe Erceg, General Manager **File:**
 Planning and Development
Re: **West Cambie: Alexandra Neighbourhood Business/Office Area Review**

Staff Recommendation

1. That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100, to change the existing Business Office designation to Mixed Use (60% Employment:40% Residential) designation, be introduced and given first reading.
2. That Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, having been considered in conjunction with:
 - a) the City's Financial Plan and Capital Program;
 - b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;


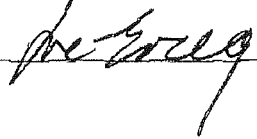


is hereby found to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
3. That, in accordance with section 879 (2)(b) of the *Local Government Act* and OCP Bylaw Preparation Consultation Policy 5043, Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121, be referred to the following bodies for comment for the Public Hearing:
 - a) Vancouver International Airport Authority (VIAA) (Federal Government Agency), and
 - b) The Board of Education of School District No. 38 (Richmond).
4. That City staff be directed to consult with VIAA staff regarding the proposed recommendation, prior to the Public Hearing.


 Joe Erceg
 General Manager, Planning and Development

JE:ttc
 Att. 13

April 4, 2014

- 2 -

REPORT CONCURRENCE		
ROUTED TO: Finance Division Community Social Development Parks Services Engineering Development Applications Transportation	CONCURRENCE 	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

On July 8, 2013, Council passed the following resolution:

That the report from the General Manager, Planning and Development, dated June 24, 2013, titled: West Cambie – Alexandra Neighbourhood Business/ Office Area Review be referred back to staff to further consider mixed use including commercial, residential and office use and the appropriate proportion and number of units for each use.

The purpose of this staff report is to address this referral.

2011 – 2014 Council Term Goals

The report addresses the following 2011 - 2014 Council Term Goal 7:

- *Managing Growth and Development.*

Background

1. West Cambie Area Plan - Alexandra Quarter

The West Cambie Area Plan was adopted in 2006. At the time of approval, the Alexandra quarter section of the Area Plan (approx. 160 acres) was estimated to enable 6,000 people and 2,000 jobs at build out in 2041. Since the Area Plan was approved, development in the Alexandra quarter has proceeded as intended (e.g., as multi-family residential projects, the Smart Centres project which includes a Walmart retail outlet, a child care facility, a district energy utility, parks and trails).

2. The Study Area - Alexandra Mixed Employment (Business/Office) Area

Of the 160 acre Alexandra quarter, approximately 16 acres (15.9 acres) is designated as a Business/Office Area which occupies the north west corner of the quarter and is bounded by Alexandra Road to the south, Garden City Road to the west, Cambie Road to the north and Dubbert Street to the east: this is the Study Area (Attachments 1 & 2). The Area Plan currently allows the following uses in the Business/Office Area:

Business and Office Uses over Retail up to 1.25 FAR including office commercial, restaurants, neighbourhood pubs, retail and retail services commercial - small floor plate only including service station, educational facilities, recreational facilities, enclosed commercial parking, preferably structured and neighbourhood commercial, at the southeast corner of Garden City Road and Cambie Road.

3. Summary of the January 2014 Westmark Proposal

Initially in 2013 and later revised in January 2014, the Westmark Development Group (Westmark) applied to rezone one third (5.1 acres) of the Alexandra Neighbourhood Business/ Office Area which they have assembled along the west portion of the Alexandra quarter and which fronts onto Garden City Road, north of Odlin Road and south of McKim Way, to enable a 20% Mixed Employment (e.g., office, commercial) and 80% Residential development (Attachment 2). The developer has been advised that their rezoning application will not be processed, until Council has decided upon an updated land use policy for the area.

Relevant Policies and Considerations

1. Planning Policies

Policy Planning staff established a review team involving Transportation, Engineering, Community Services and Parks staff, to address the referral. Staff were guided by the *2041 Official Community Plan* (e.g., *2041 OCP Population*, *2041 Housing and Employment Projections Study*, *2041 OCP Employment Lands Strategy*, *2041 City OCP Aircraft Noise Sensitive Development [ANSD] Policies*), the *2006 West Cambie Area Plan (WCAP)*, the *2007 Affordable Housing Strategy*, the *2022 Parks and Open Space Strategy*, the *Metro Vancouver – 2040 Regional Growth Strategy* and recent market trend considerations. As well, staff sought the advice from *Site Economics Ltd.* an economic land consultant to assist in evaluating the economic, employment and property tax impacts of the Development Scenarios. *Site Economics Ltd.* helped prepare the *2041 OCP Employment Lands Strategy*.

2. Study Area Characteristics

The Business Office Use Area, in the Alexandra Quarter is intended to assist the City in meeting its long term 2041 OCP employment land needs. The characteristics of the Study Area are summarized in Table 1 below:

Table 1: Study Area Characteristics Business Office Use, Alexandra Quarter, West Cambie	
Topic	Summary
Study Area - Size	<ul style="list-style-type: none"> - 16 acres: (15.89 acres, or 6.43 ha - 692,601 ft²) - Approximately 10% of the whole Alexandra Quarter Section
Total Buildable Area	<ul style="list-style-type: none"> - 865,755 ft² (at 1.25 FAR)
2041 OCP Land Use Designation	Mixed Employment Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.
2041 OCP Noise Sensitive Development Area (ANSD) Designation	<ul style="list-style-type: none"> - Designation - Area 1A (35 - 40 NEF) - New Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care) are prohibited
West Cambie Area Plan, Alexandra Quarter Land Use, Density, Height:	Business Office Uses (non residential) <ul style="list-style-type: none"> - Office commercial - Restaurants and neighbourhood pub - Retail and retail services commercial — small floor plate only - Educational facilities - Recreational facilities - Enclosed commercial parking, preferably structured. - A service station and neighbourhood commercial uses, at the southeast corner of Garden City Road and Cambie Road. - Maximum FAR 1.25 - Maximum Height: 2 to 4 storeys (8 metres – 15 metres); 5 storeys (20 metres) of non-combustible construction can be considered.
Existing Zoning	Mainly Single Family - RS1/F (1x CG2 lot and 1x RD1 lot) Width = 18 m (60 ft) Minimum Area 828 m ² (8,913 ft ²)
Existing Uses	Single Family Residential
Transit Services	<ul style="list-style-type: none"> - The Study Area is well serviced by public transit with two current bus routes fronting Garden City Road (407 and 430), bus service along Cambie Road and there are direct bus connections to the Richmond-Brighouse and Bridgeport Canada Line stations.

Table 1: Study Area Characteristics Business Office Use, Alexandra Quarter, West Cambie	
Topic	Summary
	<ul style="list-style-type: none"> - The Canada Line is about 1 km (about a 15 minute walk) from the area. - The City is working with TransLink to monitor service levels and seek service improvements over time.
Water	System
Sanitary	Septic Tank: Sanitary Sewer System connection required with development
Drainage	Yes
Alexandra District Energy Utility (ADEU)	New development will be required to connect to the ADEU

3. Criteria to Evaluate the Development Scenarios

The Study Area's Business/Office designation was established to meet the City's short and long term needs by having an ample supply of employment lands to enable job creation, a range of high paying jobs, a healthy tax base and a mini Complete Community. The 2041 OCP indicates that Mixed Employment (Business Office) areas are to be protected, retained and densified to ensure the City has sufficient mixed employment land to meet its long term needs.

As the West Cambie Area Plan also emphasizes office jobs in this location, the loss of the Study Area's Business Office lands to residential use would have negative implications for the City's economy and job creation. With this in mind the following criteria to assess and evaluate a range of development scenarios was used:

a) *Jobs*

- Maximize potential jobs through the protection and development of designated employment lands.
- Maximize high paying jobs and total jobs.
- Avoid creating employment land challenges which must be addressed later (e.g., replacing employment lands for needed jobs).
- If introducing residential uses into the Study Area ensure that the long term viability of the employment uses and their jobs, are not jeopardized by the residential use.

b) *Conformity with City Policies*

- Comply with City policies including land use, density, urban design, building, parking, transportation, infrastructure, social (e.g. affordable housing) and parks.

c) *City-VIAA Relations*

- Avoid jeopardizing the City's relationships with the VIAA.

d) *Property Taxes*

- Maximize property tax revenues.

e) *Precedent*

- Avoid creating an undesirable precedent (e.g. converting employment lands to other uses).
- Generate more positive benefits than the negative implications.

4. Considerations in Applying the Criteria

a) *Jobs*

Advice from *Site Economics Ltd.* indicates that high paying, long-term jobs are best achieved where the majority of the employment is in an office environment. These jobs are anticipated to be full-time, permanent and pay an average of \$60,000 annually, while

retail and service jobs tend to be less secure and pay much less. Higher paying jobs could be achieved by managing office and retail uses as follows:

- Restrict retail uses to the ground floor as this will allow more office height & density above and thus the potential for more higher-paying office jobs.
- Retail uses can likely pay more than office for ground floor space due to the arterial road exposure.
- Retail uses on the ground floor make office space above more attractive for office workers.

By restricting retail uses, office space marketability is increased and more viable, as people can live and work in the same neighbourhood.

b) *Conformity with City Policies*

- *Land Use, Density and Urban Design* - Planning staff have reviewed the Study Area in the context of the adjacent land use designations which limit the base density to 1.25 FAR. A maximum building height of 6 storeys (25 m) is proposed for Mixed Use Employment-Residential use, as the height is consistent with adjacent designations, and would maximize the employment floor area in each scenario.
- *Transportation Services* – Transportation staff advise they have no issues, as transportation improvements would be provided at the time of redevelopment based on required developer studies and City requirements (e.g., City Wide & Local Area DCCs, on and off site contributions).
- *Infrastructure Services (water, sanitary sewer, drainage)*- Engineering staff advise that they have no issues, as infrastructure improvements would be provided at the time of redevelopment based on required developer studies, and City requirements (e.g., City Wide & Local Area DCCs, on and off site contributions).
- *Affordable Housing* – to encourage the provision of built affordable housing, staff recommend offering a total 0.5 FAR Bonus Density, to be split proportionately between the Employment and Residential uses. This would have an added benefit of providing additional employment space.
- *Park Space*- Park staff advise that they have no issues as additional parks are not required in the Alexandra Neighbourhood as there is already sufficient space in the area. The existing DCC charges will apply to contribute to park land acquisition and improvements.

c) *City-VIAA Relations*

Establishing and maintaining good relations with other governments and organizations is an integral part of running a City. The introduction of residential uses in this location would require changing the 2041 OCP Aircraft Noise Sensitive Development Area (ANSD) designation from Category 1A (which prohibits residential uses) to Category 2 (which permits residential uses subject to aircraft noise mitigation measures). In response to the possibility of allowing residential uses in the Study Area, on March 27, 2013, Vancouver International Airport Authority (VIAA) staff provided the following comments:

With regards to the position of the Vancouver Airport Authority, the ANSD designation should stand and we do not support changes to the OCP to allow the proposed development. The property in question is located within the 35 Noise

Exposure Forecast (NEF) planning contour, where Transport Canada does not recommend residential development per their land use guidelines. The property is also directly under the flight path of the 24-hour south runway and is one of the most severely noise affected areas of the City.

We also do not support the concept of 'swapping' land within other areas of the City's ANSD Policy to offset the proposed development. However, if the City wishes to undertake this option, the new offset lands to be protected should be located within the West Cambie area and have an equivalent exposure to noise and aircraft over-flights.

In summary, the VIAA does not support allowing residential uses in the Study Area to avoid the possibility of aircraft noise complaints. While Council can make OCP ANSD decisions to allow residential uses in the study area unilaterally, it runs the risk of jeopardizing City-VIAA relations.

d) *Property Taxes*

Commercial/ employment properties are taxed at a higher mill rate than residential uses thus producing much more tax revenue for the City. Residential uses also tend to place more demands on City services and therefore they are more costly to tax payers. From a tax perspective, arrangements which have a higher proportion of employment uses are more desirable.

e) *Precedent*

Any introduction of residential uses into the Study Area has the potential to set an undesirable precedent. Owners of employment lands across the street to the west of the Study Area have already indicated that they also want their lands to be redesignated for residential use to attract higher real estate prices.

If residential uses are permitted, strict parameters for land use development ratios, density and phasing are needed to limit the negative impact of residential speculation and use. Strict and clear requirements for managing residential and employment uses will ensure that employment uses are not jeopardized by residential uses and may deter the wide spread land speculation throughout other employment areas in the City.

Analysis

1. Review of Development Scenarios

To address the referral, staff identified the following Development Scenarios for the Study Area:

- Development Scenario 1: An Enhanced 100% Mixed Employment Scenario: retain the existing Business / Office designation and clarify employment uses (Attachment 3),
- Development Scenario 2: A 60% Mixed Employment and 40% Residential Mixed Use Scenario: based on consultant advice and industry norms (Attachment 4),
- Development Scenario 3: A 30% % Mixed Employment and 70% Residential Option to provide an additional possibility (Attachment 5), and
- Development Scenario 4: A 20% Mixed Employment and 80% Residential Mixed Use Scenario based Westmark's January 2014 proposal: this Scenario was evaluated both for the 5 acre Westmark site and the 16 acre Study area (Attachment 6).

With the assistance of *Site Economics Ltd.*, each of the Development Scenarios are described and evaluated below, illustrated in Attachment 7 and summarized in Table 2.

Table 2 Summary of Land Use Implications for the Four Development Scenarios				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4 Westmark Proposal
Land Use Ratio Employment Residential	Emp: 100% Res: 0%	Emp: 60% Res: 40%	Emp: 30% Res: 70%	Emp: 20% Res: 80%
Base and Bonus Density (FAR)	Base: 1.25 (Employ) Bonus: None Max: 1.25 FAR	Base: 1.25 (0.75 Employ + 0.50 Res) Bonus*: 0.5 (0.3 Employ + 0.2 Res) Max: 1.75 FAR	Base: 1.25 (0.375 Employ + 0.875 Res) Bonus*: 0.5 (0.15 Employ + 0.35 Res) Max: 1.75 FAR	Developer proposes 1.77 FAR, did not propose a density bonus
Floor Area @ Max FAR (Base + Bonus)	865,238 ft ²	1,212,057 ft ²	1,212,057 ft ²	1,226,084 ft ²
Commercial floor	865,238 ft ²	726,800 ft ²	363,617 ft ²	245,217 ft ²
Residential floor	n/a	485,257 ft ²	848,440 ft ²	980,867 ft ²
Ongoing Employment Completed Project (jobs)**	3,502	3,047	1,656	1,220
Quality of Jobs	Excellent	Excellent (Higher paying office)	Good (Less office)	Good (Low paying retail)
Total Estimated Annual Salaries	\$210 million	\$183 million	\$99 million	\$73 million
Est. Residential Units	0	606	1,061	1,226
Est. Additional Residents	0	1,300	2,200	2,600
Total Projected Alexandra Population	6,700	8,000	9,000	9,300
Annual Property Taxes	\$4,297,595	\$4,516,000	\$3,397,177	\$3,057,435

* Bonus FAR requires that 5% of total residential area is built affordable housing and that Bonus Employment FAR also be built.

**Jobs are calculated based on 1 job per 220ft² of commercial space plus 1 job per 4000ft² of residential space

a) *Development Scenario 1 - 100% Mixed Employment*

With this Scenario, employment uses are protected by continuing to exclude residential uses. The implications of this Scenario are summarized below.

- The Alexandra quarter's Mixed Employment (Business Office) uses are required to achieve the City's long term 2041 employment objectives.
- Employment uses for this area are suitable and should prove to be technically and economically feasible over the long-term.
- Not all offices should go in the City Centre, nor be on a rapid transit line.
- Community-wide office vacancies have been declining in Richmond over the last year, dropping by 20% in one year and ending at 16.3% at the end of 2013, compared to 20.3% at the end of 2012. Declining office vacancy rates, with no growth in inventory over the

last 3 years, signal a potential growing demand for office development in Richmond in the near-term.

- According to the Rapid Transit Index (RTI) Study published regularly by John Lang LaSalle, Richmond's transit oriented office vacancy rate is at 5.3% (for buildings within 500 metres of a rapid transit station). This is the lowest among all suburban markets and has created some interest in the development community towards adding product along the Canada Line. However, the uptake has been slow, given prohibitive land prices in the immediate proximity to rapid transit. This may signal a more immediate opportunity for office development in areas such as the Study Area – areas that are still within a walking distance of the Canada Line, yet far enough to allow more reasonable land prices.
- Employment uses cannot compete for land in this area without municipal protection, as residential demand drives up land prices making employment uses less financially viable.
- Sudden surges in the demand for employment land, such as a single major office tenant may occur and thus the lands should remain available for such employment uses as intended.
- Single-use office buildings are easiest and most efficient to build, however when located on an arterial road (e.g., Garden City Road), then mixed employment buildings with ground floor retail are warranted, as the retail uses can benefit from good exposure on an arterial road.
- The Study Area was also established to accommodate similar uses which may be displaced from other redeveloping areas of the City (e.g., the City Centre), an important long term City economic re-development objective. In this regard, the range of such displaced opportunities include: Retail and Related Uses: furniture, mattress, food catering, private security uses and Office Uses: property management, holding and investment, consulting, printing, assembly, education, import/ export, travel agency, book making and binding uses. The Richmond Economic Advisory Committee acknowledges this opportunity.
- The potential long term employment and tax revenue benefits of maintaining the existing Study Area's uses outweigh the benefits of adding residential uses and reducing the Study Area's employment potential.
- When the Area Plan was prepared in 2006, it was estimated that the Alexandra quarter would generate 2,000 jobs (1,000 in the Study Area: 1,000 in the Mixed Use where SmartCentres is located). The recent analysis reveals that the Study Area may generate an estimated 3,500 jobs, which is an increase of 2,500 jobs over the original estimate. The 2041 OCP employment policies encourage such increases here and throughout the City as a high priority is placed on using land effectively and generating as many jobs as possible to maintain the City's high job to labour force ratio.
- This Scenario avoids the possibility of generating more similar requests which would jeopardize the long term availability of needed employment lands.
- While service industries (e.g. business management, financing, accounting, insurance uses) are allowed in the area, to enhance the viability of the Development Scenario 1, staff suggest amending the Area Plan to clarify that the following employment uses are permitted in the Study Area: bio-tech, research, lab uses, information technology (IT), media/software, private and public institutions such as medical facilities.

In financial terms, office uses generate significant direct and indirect economic benefits, which exceed those of residential use. Employment development pays more in property taxes annually, creates more ongoing jobs and generates fewer costs to the City than

residential uses. The estimated number of ongoing jobs would be almost three times as high in Development Scenario 4 put forth by the developer. Based on the economic analysis, it is clear that Development Scenario 1 - 100% Mixed Employment has the greatest overall positive economic, social, and planning benefits of all the Development Scenarios.

To enhance *Development Scenario 1 - 100% Mixed Employment*, staff suggest that an Amendment Bylaw be considered to clarify that the following uses are allowed in the Study Area: Bio-tech, research, lab uses, Information technology (IT), media/software, and Institutional (private and public) uses including medical facilities.

- b) *Development Scenario 2 – 60 % Employment: 40% Residential Use (Recommended)*
If residential uses are to be introduced into the Study Area, the economic land consultant recommends Development Scenario 2 (60% Employment: 40% Residential Use), as it best reflects the industry's recommended level of two thirds employment and one third residential use (Attachment 4). This preferred ratio is intended to stimulate the development of needed employment uses including highly desired office space by enticing developers with multi-family residential development potential. The inclusion of multi-family residential uses provides an incentive to landowners to sell or develop their lands, as it would increase their market value from the existing employment only use. The developer/builder is also provided an incentive to develop the employment space as a condition of building residential uses which provide much higher returns due to the strong residential market. The higher percentage of employment use in a mixed use development (60% Employment: 40% Residential) is believed necessary by the commercial land industry to protect the long term viability of the employment lands.

Also *Development Scenario 2* is preferred as it includes the following benefits:

- Provides 87% of the potential jobs of Scenario 1 (100% Employment) and almost twice as many jobs and \$110 million more in annual salaries than if Scenario 3 (30% Employment) was selected.
- Is the most representative of industry standards for mixed use employment-residential development which better protects the long-term viability of employment uses and higher paying office jobs.
- Is estimated to accommodate approximately 600 new residential multi-family units (1,300 residents) which assist in offsetting the costs to the developer for providing needed employment space for new jobs.
- Provides the highest potential property tax revenues (\$4.5M) and over \$1 million more annually than the other mixed use employment-residential scenarios.

- c) *Development Scenario 3 – 30 % Mixed Employment: 70% Residential Use*
This Scenario is proposed to provide an alternate land use arrangement to the recommended industry standard that is represented by Scenario 2. It would involve allowing the Study Area to develop up to 70% Residential and 30% Employment uses (Attachment 5). However, as the industry standard for Mixed Use areas involves a floor area ratio of 66% employment and 33% residential use, this Option may not be appropriate.

d. *Development Scenario 4 – 20% Employment, 80% Residential Use (Westmark Proposal)*

Staff reviewed the most recent Westmark proposal from January 2014, which proposes 20% Employment and 80% Residential uses (Attachment 8). While the Westmark proposal involves only 30% of the 16 acre Study Area, the following comments apply to the both the Westmark site and the whole Study Area.

The proposal as submitted was forwarded onto *Site Economics Ltd.*, the City's economic land consultant, who provided the following comments:

- Based on market conditions, there is clearly room to allocate a larger share of the proposal to office space, which would better support the City's long term needs and the 2041 OCP Mixed Employment designation.
- The retail component is problematic, as it is at the grade level of the proposed office building making the proposed parking difficult and limited.
- The proposed supermarket and drug store could find it very difficult to attract tenants, as the site lacks easily accessible surface parking and is not on a corner.
- The ideal situation is for ground floor retail to be located on Garden City Road frontage with good access and exposure.
- The proposed office space layout is optimal in terms of floor plate, height, and overall configuration.
- The only real issue with proposed office area is the limited scale.
- The 80% residential use reduces the viability and amount of employment space.
- Developer could be required to make a significant contribution from the residential component to subsidize employment space in the area.

From a City perspective, the Westmark proposal is not considered to be a viable Development Scenario, as:

- 1) The proposed density of 1.77 FAR exceeds the existing maximum density of 1.25 FAR and consists of only 0.36 FAR for employment uses (1.41 FAR for residential use), greatly reducing the potential number and quality of jobs.
- 2) The proposed realignment of Dubbert Street further west would unacceptably reduce available employment lands from 5.1 acres to 4.59 acres, further reducing potential jobs while increasing residential use of lands to the east.
- 3) The realignment unacceptably changes the future land use of the site to a roadway and unacceptably proposes to relocate the intersection of Dubbert Street and Cambie Road closer to Garden City Road which does not conform to the Area Plan, negatively affects other property owners and enables Westmark to reduce their road costs and place them on other developers.
- 4) The 1.77 FAR is the base density and therefore does not have any bonus density and therefore does not provide for affordable housing.
- 5) The proposed density is not consistent with the form and character of adjacent lands that have maximum densities of 1.5 FAR along High Street and 1.5 FAR (with density bonus for affordable housing up to a maximum 1.7 FAR) to the east of the Study Area, and;
- 6) Four isolated "orphan" sites remain at the southwest corner and one orphan site at the northeast corner of the block, which are too small to develop and are not permitted under the Area Plan (Attachment 2).

Overall, for economic, planning and urban development reasons staff recommend that Westmark's proposal, *Development Scenario 4*, be eliminated from further consideration as it is not a viable mixed use Development Scenario.

2. Managing Mixed Use Employment-Residential Uses.

a) *General*

The introduction of residential uses into the Study Area has its benefits and challenges. Residential uses on these lands represent a significant change and require special consideration. The goal is to ensure that the proposed land use ratios help stimulate the development of desirable employment space by allowing some development of higher demand residential uses.

The ratio of employment to residential use must be carefully managed. The industry standard to protect the viability of employment uses indicates that employment uses should be the majority use and residential use the minority use (i.e. 66% Employment: 33% Residential).

Allowing residential (multi-family) uses into the Study Area may speed up the development of the employment uses, as the developer would be able to subsidize the development of employment space (e.g., lower construction and lease costs). As well, the developer would install necessary roads and services for the residential uses which would simultaneously benefit the development of employment and office space.

To prevent only residential uses being developed and no employment uses, staff recommend that all Rezoning, Development Permit and Building Permit applications must meet the selected Development Scenario land use ratio (e.g. 60% E:40% R) that restricts the maximum percentage of residential floor (e.g. maximum 40% residential) area and ensures that the employment space is built.

b) *2041 OCP and Area Plan Policy Implications*

Introducing residential use in the Study Area would require amendments to the *2041 OCP Mixed Employment* designation and to the *2041 OCP Aircraft Noise Sensitive Development Area* (ANSD) designation to remove the residential use prohibition. As well, the *West Cambie Area Plan* would require amendment to re-designate the "Business Office" area to "Mixed Use Employment-Residential" to allow multifamily uses. A mixed-use proposal would not affect the *Metro Vancouver 2040 Regional Growth Strategy* (RGS), as the RGS designates the Study Area "Urban" which accommodates employment and residential uses.

c) *City-VIAA Relations*

As indicated above, the introduction of residential uses in this location would require changing the *2041 OCP Aircraft Noise Sensitive Development Area* (ANSD) designation from Category 1A (which prohibits residential uses) to Category 2 (which permits residential uses subject to aircraft noise mitigation measures).

The *Vancouver International Airport Authority* (VIAA) does not support allowing residential uses in the Study Area to avoid the possibility of aircraft noise complaints, as they regard the policy as very important and may oppose any new residential uses in the

Study Area. In this regard the VIAA would not likely support Development Scenario 2, 3 or 4 which allow residential uses.

While not typically done, Planning Policy staff intend to meet with VIAA staff regarding the proposed report and recommendation, prior to the Public Hearing, to ensure that VIAA staff understand the City's rationale for the proposed recommendation.

d) Density

As there may be a desire by the City to introduce residential uses in the Study Area to encourage the development of employment uses, the existing maximum 1.25 FAR was reviewed to ensure that employment uses occur along with the required subsidizing residential uses and to allow for building affordable housing.

An additional 0.5 FAR density enables market residential development to subsidize employment space and includes the provision for built affordable housing raising the maximum density to 1.75 FAR. This bonus FAR will be split according to the approved development scenario ratio (e.g. 60% Employment:40% Residential), which for this example, would equate to a 0.2 FAR bonus for residential space. For the developer to take advantage of this additional FAR, they would be required to also provide the additional employment floor space at 0.3 FAR. The combination of the available density and the applicable ratio (e.g. 60% Employment:40% Residential) would ensure that residential development does not deter the development of needed employment space.

e) Affordable Housing

Where residential uses are allowed, as Council has indicated that built affordable housing is needed, staff recommend that all residential developments are to provide at least 5% of the total residential building area (a minimum of 4 units) as built affordable housing units. Cash-in-lieu contributions are not acceptable. This approach is to be applied instead of the older, 2006 *West Cambie Affordable Housing Density Bonusing* policies.

The proposed OCP Amendment Bylaw includes a policy change to require that built affordable housing units are required.

f) Building Height

The introduction of residential uses in the Study Area also necessitates the reconsideration of the maximum height of buildings. As there remains a desire and need to attract and accommodate employment uses in this location, the Study Area height needs to be attractive to developers and builders. Along with increasing the maximum FAR, the maximum building height is proposed to be increased from 5 storeys (20m) to 6 storeys (25m). This allows the applicant greater flexibility in accommodating the employment uses along with the residential uses on their sites. The proposed height limit is consistent lands to the west of Garden City Road which are located in the City Centre Area Plan and lands to the east within the Alexandra Neighbourhood (Attachment 9).

g) General Development Requirements for Mixed Use Employment -Residential

It is recommended that any mixed use employment-residential Development Scenario approved by Council, be required to comply with the following provisions:

- The commercial and office components of mixed use buildings should be oriented towards the arterial road network (Garden City Road and Cambie Road) to provide a consistent and complementary streetscape with future development on the west side of Garden City Road.
- Residential and ancillary uses should be inward oriented or towards the collector roads (e.g. Dubbert Street) in accordance with existing WCAP Development Permit Guidelines.
- Residential and associated accessory uses may comprise a maximum of 40% (or 70%) of the total floor area within Study Area Development Blocks 1, 2 and 3, as identified in the proposed amended Alexandra map (Attachment 10).
- To prevent only residential uses being developed and no employment uses, all Rezoning, Development Permit and Building Permit applications must meet the selected Development Scenario (e.g. 60% E:40% R) that restricts the maximum percentage of residential floor space.
- Stand alone retail buildings should not be permitted.
- Notwithstanding the clause above, stand alone single-use buildings and/or mixed-use buildings may be considered, provided that they form part of the comprehensively planned Development Blocks, 1, 2 and 3, as identified in the proposed amended Alexandra map (Attachment 10).

A summary of the OCP amendment requirements for introducing Mixed Use Employment Residential uses to the Study Area (Development Scenarios 2, 3 and 4) are outlined in Attachment 11.

3. Summary of Analysis

In summary, staff recommend Development Scenario 2 – 60% Employment: 40% Residential for the following reasons: it:

- potentially provides almost as many jobs as the existing Area Plan and almost twice as many jobs and over \$110 million more in annual salaries than if Scenarios 3 or 4 were selected,
- is the most representative of industry standards for mixed use commercial-residential development that better protects the long-term viability of higher paying office jobs,
- potentially provides the highest property tax revenues (\$4.5M) and over \$1 million more annually than the other mixed use commercial-residential scenarios, and;
- is estimated to accommodate more than 600 new residential multi-family units (1,300 residents), offsetting the costs to the developer for providing needed employment space.

Whichever Development Scenario is selected, staff will continue to monitor the City's long term employment land needs and co-operate with Metro Vancouver staff as they undertake long term employment land studies. As these studies are brought forward, staff will update Council regarding any changes in the City's employment land needs.

If the recommended Development Scenario 2 is chosen, the necessary OCP and Area Plan amendments are in proposed Official Community Plan Bylaw 7100, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100.

Alternatively, if Development Scenario 3: A 30% Mixed Employment and 70% Residential Option is preferred, Attachment 12 contains the necessary OCP amendment Bylaw, draft Bylaw 9122.

Should Council decide to protect and enhance the employment uses in the Study Area and not allow residential uses Staff suggest Development Scenario 1- 100% Enhanced Employment be implemented. Attachment 13 contains the necessary OCP amendment Bylaw, draft Bylaw 9120.

4. Next Steps

Staff recommend the purposed OCP Bylaw 7100, Amendment Bylaw 9121 be referred to the Vancouver International Airport Authority (VIAA) and the Board of Education of School District No. 38 (Richmond) for comment, prior to the Public Hearing (e.g., anticipated to be held on May 20, 2014). In addition, while not usually done, City staff recommend that they meet with VIAA staff prior to the Public Hearing to explain the report and recommendation.

Financial Impact

As noted in report.

Conclusion

Staff's evaluation shows that, based on criteria such as the potential for creating high quality full-time jobs, maintaining good government relations, maximizing property tax revenue and avoiding an undesirable precedent, *Development Scenario 1 – 100% Employment* (existing Area Plan) is the best option. As it is staff's understanding that Council may wish to introduce residential uses into the Study Area, the second best option would be *Development Scenario 2 – 60% Employment: 40% Residential*, as it is considerably superior to Scenario 3 and Scenario 4.

The necessary OCP and Area Plan amendments are in proposed Official Community Plan Bylaw 7100, Amendment Bylaw 9121 to amend Schedule 2.11A in the 2041 Official Community Plan Bylaw 7100.



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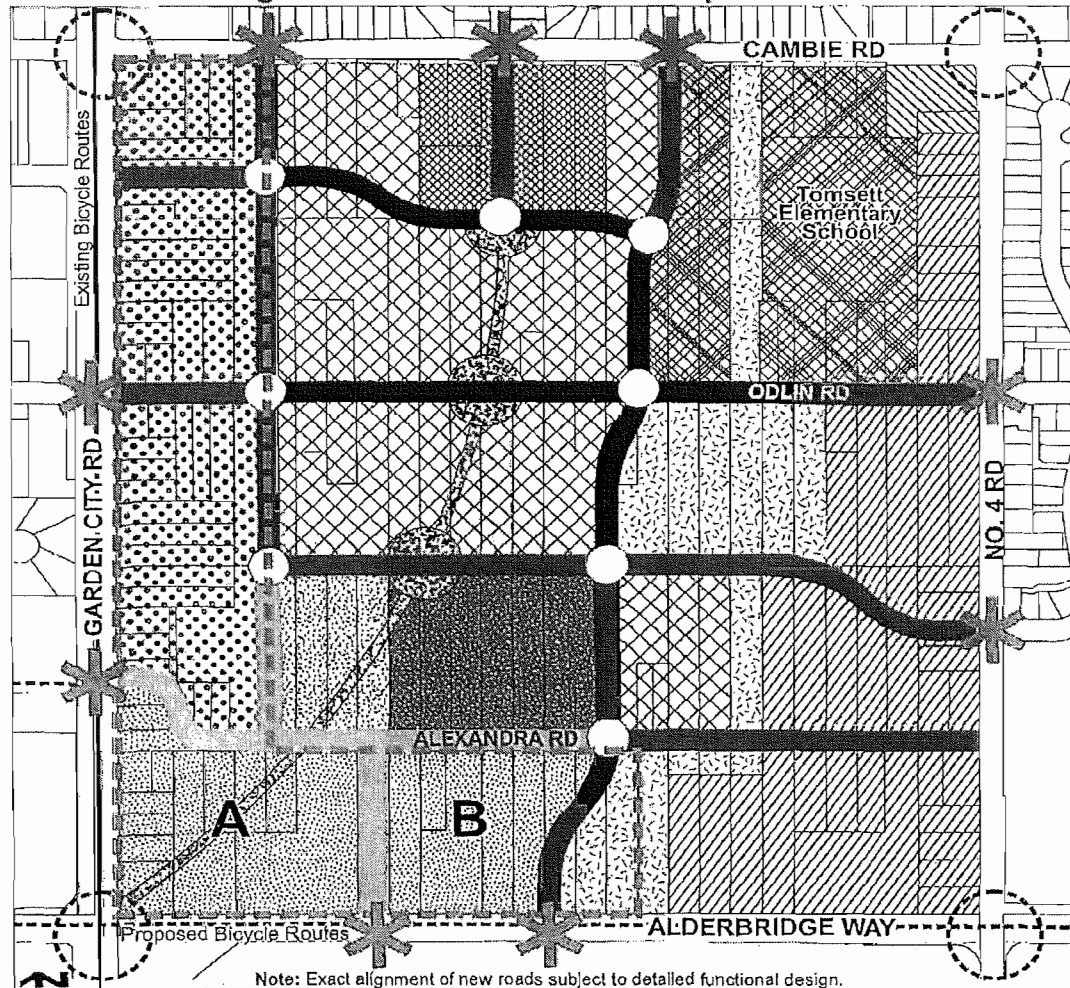
Terry Crowe,
Manager, Policy Planning
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PB:cas

Attachment 1	Alexandra Neighbourhood Land Use Map
Attachment 2	Context Plan of Study Area and Westmark Lands
Attachment 3	Development Scenario 1- Enhanced 100% Mixed Employment (Business Office Use)
Attachment 4	Development Scenario 2 - 60% Mixed Employment:40% Residential
Attachment 5	Development Scenario 3 - 30% Mixed Employment:70% Residential
Attachment 6	Development Scenario 4 - 20% Mixed Employment:80% Residential (Westmark)
Attachment 7	Example Illustrations of Development Scenarios
Attachment 8	Proposed Westmark Site Plan – (20% Mixed Employment:80% Residential)
Attachment 9	Context Plan of Adjacent Density and Maximum Building Heights
Attachment 10	Proposed Revised Alexandra Neighbourhood Land Use Map with Development Blocks
Attachment 11	Summary of OCP Amendments for Introducing Mixed Use Employment-Residential Uses
Attachment 12	Draft Bylaw Number 9122 - 30% Mixed Employment:70% Residential
Attachment 13	Draft Bylaw 9120 – (100% Employment) Enhancement of Uses

City of Richmond

Alexandra Neighbourhood Land Use Map

Bylaw 9021
2013/10/15

Area of No Housing Affected by Aircraft Noise	Residential Area 2 0.85 base FAR (Max. 0.75 FAR with density bonusing for affordable housing). 2 & 3-storey Townhouses.	Park: North Park Way, Central Park, South Park Way
Business/Office - office over retail FAR up to 1.25	Mixed Use: Hotel, office and streetfront retail commercial.	Alexandra Way (Public Rights of Passage Right-of-way)
Convenience Commercial	Area A: Min. 1.25 FAR up to 2.0	Proposed Roadways
Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)	Area B: Large and small floor plate up to 1.0 FAR	High Street
Residential Area 1A 1.50 base FAR (Max. 1.75 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (6-storey maximum).	Mixed Use: • abutting the High Street, medium density residential over retail; • not abutting the High Street, medium density residential.	New Traffic Signals
Residential Area 1B 1.68 base FAR (Max. 1.88 FAR with density bonusing for affordable housing) (6-storey maximum).	Community Institutional	Feature Intersections - details to be developed
		Feature Landmarks in Combination with Traffic Calming Measures

Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonusing policies.

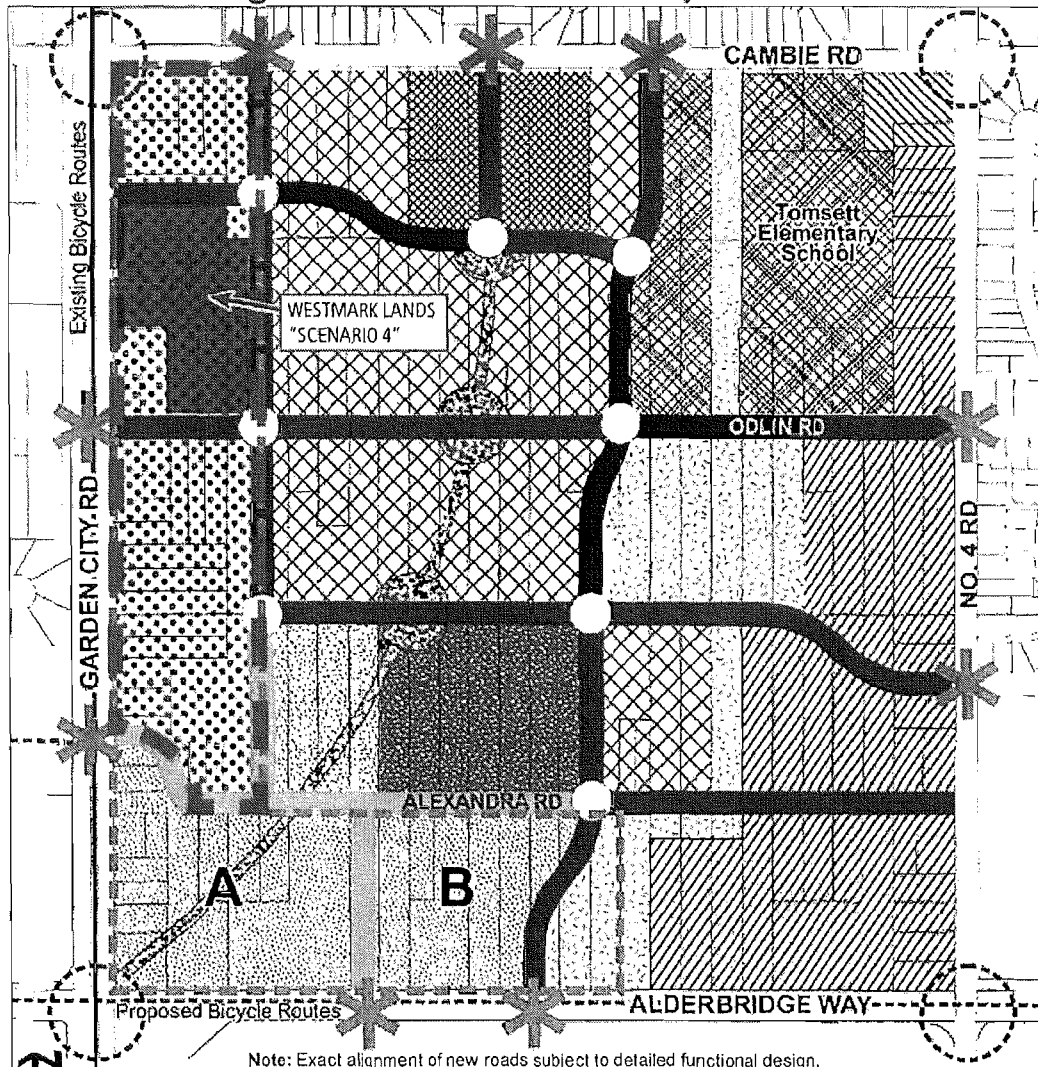
Original Adoption: September 12, 1988 / Plan Adoption: July 24, 2006
3186793

West Cambie Area Plan 50

City of Richmond

STUDY AREA

Alexandra Neighbourhood Land Use Map

Bylaw 9021
2013/10/15

Also refer to Section 8.4.5 – Alexandra District Energy Unit regarding district energy density bonus policies.

Original Adoption: September 12, 1988 / Plan Adoption: July 24, 2006
3186793

West Cambie Area Plan 50

ATTACHMENT 3

Development Scenario 1 Enhanced 100% Mixed Employment (Business Office Use)

General Description

The following Table summarizes the characteristics of Development Scenario 1 – 100% Mixed Employment (Business Office Use, with land use enhancements):

Development Scenario 1 100% Business Office Use Scenario	
Topic	Summary
Study Area - Size	16 acres: (15.89 acres, or 6.43 ha) Approximately 10% of the whole Alexandra Quarter Section
Maximum Density	1.25 FAR
Total Gross Buildable Area	865,755 ft ² (Net 770,522 ft ²)
2041 OCP Land Use Designation	100% Mixed Employment: Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.
2041 OCP Noise Sensitive Development Area (ANSO) Designation	<ul style="list-style-type: none"> - Designation - Area 1A (35 - 40 NEF) - New Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care) are prohibited
West Cambie Area Plan, Alexandra Quarter Land Use	Business Office Uses (non residential) <ul style="list-style-type: none"> - Office commercial - Restaurants and neighbourhood pub - Retail and retail services commercial — small floor plate only - Educational facilities - Recreational facilities - Enclosed commercial parking, preferably structured. - A service station and neighbourhood commercial uses, at the southeast corner of Garden City Road and Cambie Road
Retail Uses	<ul style="list-style-type: none"> - Retail uses can pay more for ground floor space due to arterial road exposure. - Retail uses make office space more attractive for workers (not isolated in suburbs) - Retail uses subsidize the development of office space
Height	Maximum Height: <ul style="list-style-type: none"> - 2 to 4 storeys (8 metres – 15 metres) - 5 storeys (20 metres) of non-combustible construction can be considered The more height & density enables more office & likely higher paying jobs.
Existing Zoning	<ul style="list-style-type: none"> - Mainly Single Family - RS1/F - Width = 18 m (60 ft) - Minimum Area 828 m² (8,913 ft²)
Existing Uses	Single Family Residential
Transit Services	<ul style="list-style-type: none"> - Promote the Study Area as transit oriented, as the 800 m distance to station which is not long. - The Study Area is well serviced by public transit with two current bus routes fronting Garden City Road (407 and 430), bus service along Cambie Road and there are direct bus connections to the Richmond-Brighouse and Bridgeport Canada Line stations. - The Canada Line is about 1 km (about a 15 minute walk) from the

4210602

Development Scenario 1 100% Business Office Use Scenario	
Topic	Summary
	<ul style="list-style-type: none"> area. The City is working with TransLink to monitor service levels and seek service improvements over time.
Water	System
Sanitary	Septic Tank: Sanitary Sewer System to be provided with development
Drainage	Yes
Alexandra District Energy Utility (ADEU)	New development will be required to connect to the ADEU
Enhanced Land Uses: Adding the Following Land Uses For Clarity	<ul style="list-style-type: none"> Bio-tech, research, labs, information technology (IT), media/software, private and public institutions such as medical facilities.
Built Out Features	<ul style="list-style-type: none"> Buildings may be stand alone or mixed employment uses, as the flexibility increases likelihood of getting office built May want to restrict retail from being in standalone buildings, as this would negatively the planned character of Study Area Workers may opt to live & work in same neighbourhood Nearby amenities such as retail encourage more and better tenants
Parking	<ul style="list-style-type: none"> Excellent, surface parking, as uses cannot support the cost of structured parking at this time.
Visual Examples	<ul style="list-style-type: none"> The proposed urban design look will not be a suburban look and will ensure a high quality local design Retail most likely to form the ground floor of any employment use
Managing Nuisances (Noise, Odour Vibration)	<ul style="list-style-type: none"> Apply the same mitigation requirements, as in other parts of the city Focus commercial on and close to arterial roads minimizes the impact of commercial on residential Have separate accesses and apply existing industry design standards
Number and Quality of Jobs* Ranking	<ul style="list-style-type: none"> Excellent: Highest: the most & highest paying jobs (e.g., \$60,000 per year) Number of Jobs (includes multiplier) – 3,502 jobs Annual Salaries = \$210 million
Maximum Alexandra Jobs* at Build Out	$3,502 + 1,000 = 4,235$ jobs
Study Area Build Out Population	0
Total Alexandra build Out Population	6,700 people
Annual Taxes Generated	\$4,297,595

General Pros	General Cons
<ul style="list-style-type: none"> Clarify that bio-tech, research, labs, information technology (IT), media/software, private and public institutions such as medical facilities and private schools are allowed A range of non residential mixed employment 	<ul style="list-style-type: none"> In the short term, may see slow Business / Office use redevelopment, as anticipated May continue to receive requests from developers to convert Business / Office uses to other uses (e.g., residential)

General Pros	General Cons
<p>uses is continued to support needed local employment opportunities</p> <ul style="list-style-type: none">- The important Complete Community (Live, Work, Play) Concept is retained- Avoids reducing the OCP ANSD Area 1A designation- Avoids setting an undesirable land use change precedent- Continues to achieve the 2041 OCP and Employment Lands Strategy- It was always anticipated that the build out of Study Area employment uses would take time and that it is not strategic or practical to allow them to be replaced with residential uses for short term developer gain- Enables City priorities and positive relationship with YVR to continue- Supported by YVR, the Richmond Economic Advisory Committee (REAC) and Mr. R. Wozny, the City's real estate consultant	

*Jobs are calculated based on 1 job per 220ft² of commercial space plus 1 job per 4000ft² of residential space

ATTACHMENT 4

Development Scenario 2 60% Mixed Employment:40% Residential Scenario

General Description

The following Table summarizes the characteristics of Development Scenario 2 - 60% Mixed Employment:40% Residential:

Development Scenario 2 A Mixed Use (60% Employment:40% Residential) Scenario	
Item	General Description
Study Area	<ul style="list-style-type: none"> - 16 acres: (15.9 acres) - Approximately 10% of the whole Alexandra Quarter Section
Base and Density Bonus FAR	<ul style="list-style-type: none"> - Base Density= 0.75 FAR (Employ) + 0.50 FAR (Res) = 1.25 FAR - Bonus Density= 0.30 FAR* (Employ) +0.20 FAR (Res) = 0.50 FAR - * Bonus Residential FAR requires Bonus Employment FAR to also be built
Maximum FAR	1.75 FAR maximum
Total Buildable Floor Area	At 1.75 FAR, total proposed gross floor area = 1,212,057 ft ² <ul style="list-style-type: none"> - 60% Employment Uses = 727,234 ft² Gross - 40% Residential Uses = 484,823 ft² Gross
Maximum Height	6 storeys (25 metres) of non-combustible construction may be considered for non-combustible or concrete construction, increased open space, and no additional overshadowing of neighbouring properties.
Alexandra District Energy Utility (ADEU)	Will connect to ADEU
OCP ANSD Designations In Study Area: Replace ANSD Area 1A with an Area 2 designation to allow ANSD uses	<ul style="list-style-type: none"> - Existing ANSD Designation is: Area 1A (35 - 40 NEF) which prohibits new Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care) - With Development Scenario 2, to allow multifamily residential uses, the existing ANSD Designation would need to be replaced with the Area 2 Designation - The 2041 OCP does not require an equivalent Area 1 replacement area to achieve a No Net Loss arrangement and no such replacement area has been found, - YVR does not wish to see the residential prohibiting policy to be removed, to ensure that there will not be any residential complaints regarding aircraft noise.
Number and Quality of Jobs*	<ul style="list-style-type: none"> - 3,047 jobs, Excellent Quality (e.g., avg. \$60,000 per year) - Annual Salaries \$183 million
Maximum Alexandra Jobs*	- 3,047 + 1,000 in the remainder of the Quarter = 4,047 jobs
Estimated Residential Units	<ul style="list-style-type: none"> - Built Affordable Residential Units = 40 units (@ 600 ft²) - Market Residential Units = 566 units (@ 814 ft²) - Total units = 606 units - Residential Uses = 484,823 ft² (Gross)
Affordable Housing	- At least 5% of total maximum buildable sq. ft. of residential area to be provided as Built Affordable units (minimum of 4 units)

Development Scenario 2 A Mixed Use (60% Employment;40% Residential) Scenario	
Item	General Description
Additional Residents	- 1,300 people
Total Alexandra population	- 1,300 + 6,700 in the remainder of the Quarter = 8,000 people
Built Out Features	<ul style="list-style-type: none"> - Buildings may be stand alone or mixed employment uses, as the flexibility increases likelihood of getting office built - May want to restrict retail from being in standalone buildings, as this would negatively the planned character of Study Area - Workers may opt to live & work in same neighbourhood - Nearby amenities such as retail encourage more and better tenants
Parking	- Good, surface and underground parking
Visual Examples	<ul style="list-style-type: none"> - See Attachment 7, the proposed urban design look will not be a suburban look and will ensure a high quality local design - Retail most likely to form the ground floor of any employment use
Managing Nuisances (Noise, Odour Vibration)	<ul style="list-style-type: none"> - Apply the same mitigation requirements, as in other parts of the city - Focus commercial on and close to arterial roads minimizes the impact of commercial on residential - Have separate accesses and apply existing industry design standards
Parking	- Good, mixed surface and structured
Annual Taxes Generated (Highest)	- \$4,516,000
Pros	Cons
<ul style="list-style-type: none"> - Could possibly accelerate redevelopment in the Study Area - Majority of space is for employment, for a variety of employment uses. - Affordable housing is provided 	<ul style="list-style-type: none"> - Removes large amount of commercial and office floor area compared to Option 1. - Any redesignation of land from office or other employment uses may later require them to be replaced elsewhere in North Richmond not in the City Centre, in order to meet the City's long term 2041 employment land targets - Reduces the OCP ANSD Area 1A designation. - Sets an undesirable land use change precedent - May generate similar undesirable requests - May damage City relationships with YVR - Not supported by YVR, the Richmond Economic Advisory Committee (REAC) and Mr. R. Wozny, the City's real estate consultant

*Jobs are calculated based on 1 job per 220ft² of commercial space plus 1 job per 4000ft² of residential space

ATTACHMENT 5

Development Scenario 3 30% Mixed Employment:70% Residential Scenarios

General Description

The following Table summarizes the characteristics of a Development Scenario 3 - 30% Mixed Employment:70% Residential:

Development Scenario 3 30% Employment:70% Residential Scenario	
Item	General Description
Study Area	<ul style="list-style-type: none"> - 16 acres: (15.9 acres) (1,212,057 ft²) - Approximately 10% of the whole Alexandra Quarter Section
Base and Density FAR	<ul style="list-style-type: none"> - Base Density= 0.375 FAR (Employ) + 0.875 FAR (Res) = 1.25 FAR - Bonus Density= 0.15 FAR* (Employ) +0.35 FAR (Res) = 0.50 FAR - * Bonus Residential FAR requires Bonus Employment FAR to also be built
Maximum FAR	1.75 FAR maximum
Total Buildable Floor Area	At 1.75 FAR, Gross Total (BFA) is: 1,212,057 ft ² <ul style="list-style-type: none"> - Using 30% for Employment Use = 363,617 ft² (Gross) - Using 70% Residential Use = 848,440 ft² (Gross)
Maximum Height	Up to 6 storeys
Alexandra District Energy Utility (ADEU)	Will connect to ADEU
OCP ANSD Designations In Study Area: Replace ANSD Area 1A with an Area 2 designation to allow ANSD uses	<ul style="list-style-type: none"> - Existing ANSD Designation is: Area 1A (35 - 40 NEF) which prohibits new Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care) - With Development Scenario 2, to allow multifamily residential uses, the existing ANSD Designation would need to be replaced with the Area 2 Designation - The 2041 OCP does not require an equivalent Area 1 replacement area to achieve a No Net Loss arrangement and no such replacement area has been found, - YVR does not wish to see the residential prohibiting policy to be removed, to ensure that there will not be any residential complaints regarding aircraft noise.
Number and Quality of Jobs*	<ul style="list-style-type: none"> - 1,665 jobs, Good quality, less than \$60,000 per year salary - Annual Salaries \$99 million
Maximum Alexandra Jobs*	- 1,665 jobs + 1,000 in the remainder of the Quarter = 2,665 jobs
Estimated Residential Units	<ul style="list-style-type: none"> - Built Affordable Residential Units = 71 units (@ 600 ft²) - Market Residential Units = 990 units (@ 814 ft²) - Total units = 1061 units - Residential Uses = 848,440 ft² (Gross)
Affordable Housing	- At least 5% of total maximum buildable sq. ft. of residential area to be provided as Built Affordable units (minimum of 4 units)
Additional Residents.	- 2,250 people
Total Alexandra population	- 2,250 + 6,700 in the remainder of the Quarter = 8,950 people
Built Out Features	- Buildings may be stand alone or mixed employment uses, as

	<ul style="list-style-type: none"> the flexibility increases likelihood of getting office built May want to restrict retail from being in standalone buildings, as this would negatively the planned character of Study Area Workers may opt to live & work in same neighbourhood Nearby amenities such as retail encourage more and better tenants
Parking	<ul style="list-style-type: none"> Moderate, mixed surface and structured parking
Visual Examples	<ul style="list-style-type: none"> See Attachment 7, the proposed urban design look will not be a suburban look and will ensure a high quality local design Retail most likely to form the ground floor of any employment use
Managing Nuisances (Noise, Odour Vibration)	<ul style="list-style-type: none"> Apply the same mitigation requirements, as in other parts of the city Focus commercial on and close to arterial roads minimizes the impact of commercial on residential Have separate accesses and apply existing industry design standards
Annual Taxes Generated	<ul style="list-style-type: none"> \$3,397,177

Pros	Cons
<ul style="list-style-type: none"> Could possibly accelerate redevelopment in the Study Area Would retain some floor space for a variety of employment uses. Affordable housing is provided 	<ul style="list-style-type: none"> Removes 70% of the commercial/office floor area compared to Option 1 Any redesignation of land from office or other employment uses may later require their replacement elsewhere in North Richmond not in the City Centre, in order to meet the City's long term 2041 employment land targets Reduces the OCP ANSD Area 1A designation Sets an undesirable land use change precedent Will likely generate similar undesirable requests May damage City relationships with YVR Not supported by YVR, the Richmond Economic Advisory Committee (REAC) and Mr. R. Wozny, the City's real estate consultant

*Jobs are calculated based on 1 job per 220ft² of commercial space plus 1 job per 4000ft² of residential space

Development Scenario 4
20% Mixed Employment:80% Residential Scenarios

General Description

The following Table summarizes the characteristics of Development Scenario 4 - 20% Mixed Employment:80% Residential:

Development Scenario 4 20% Mixed Employment:80% Residential Scenario	
Item	General Description
Study Area	<ul style="list-style-type: none"> - 16 acres: (15.9 acres) (1,212,057 ft²) - Approximately 10% of the whole Alexandra Quarter Section
Base and Density FAR	<ul style="list-style-type: none"> - Base Density= 0.25 FAR (Employ) + 1.0 FAR (Res) = 1.25 FAR - Bonus Density= 0.1 FAR (Employ) +0.40 FAR (Res) = 0.50 FAR
Maximum FAR	<ul style="list-style-type: none"> - 1.75 FAR maximum - Note while Westmark proposes 1.77 FAR, the calculations in this table use 1.75 FAR
Total Buildable Floor Area	At 1.75 FAR, Gross Total (BFA) is: 1,212,057 ft ² <ul style="list-style-type: none"> - Using 20% for Employment Use = 242,410 ft² (Gross) - Using 80% Residential Use = 969,645 ft² (Gross)
Maximum Height	Up to 6 storeys
Alexandra District Energy Utility (ADEU)	Will connect to ADEU
OCP ANSD Designations In Study Area: Replace ANSD Area 1A with an Area 2 designation to allow ANSD uses	<ul style="list-style-type: none"> - Existing ANSD Designation is: Area 1A (35 - 40 NEF) which prohibits new Aircraft Noise Sensitive Land Uses (residential, school, hospital, day care) - The existing ANSD Designation would need to be replaced with the Area 2 Designation - The 2041 OCP does not require an equivalent Area 1 replacement area to achieve a No Net Loss arrangement and no such replacement area has been found, - YVR does not wish to see the residential prohibiting policy to be removed, to ensure that there will not be any residential complaints regarding aircraft noise.
Number and Quality of Jobs*	<ul style="list-style-type: none"> - 1,220 jobs, Good, low paying retail - Annual Salaries - \$73 million
Maximum Alexandra Jobs*	- 1,220 jobs + 1,000 in the remainder of the Quarter = 2,220 jobs
Estimated Residential Units	<ul style="list-style-type: none"> - Built Affordable Residential Units = 81 units (@ 600 ft²) - Market Residential Units = 1132 units (@ 814 ft²) - Total units = 1213 units - Residential Uses = 969,645 ft² (Gross)
Additional Residents	- 2,600 people
Total Alexandra population	- 2,600 + 6,700 in the remainder of the Quarter = 9,300 people
Built Out Features	<ul style="list-style-type: none"> - Buildings may be stand alone or mixed employment uses, as the flexibility increases likelihood of getting office built - May want to restrict retail from being in standalone buildings, as this would negatively the planned character of Study Area - Workers may opt to live & work in same neighbourhood - Nearby amenities such as retail encourage more and better

Development Scenario 4 20% Mixed Employment:80% Residential Scenario	
Item	General Description
	tenants
Parking	- Moderate, underground
Visual Examples	- See Attachment 7, the proposed urban design look will not be a suburban look and will ensure a high quality local design - Retail most likely to form the ground floor of any employment use
Managing Nuisances (Noise, Odour Vibration)	- Apply the same mitigation requirements, as in other parts of the city - Focus commercial on and close to arterial roads minimizes the impact of commercial on residential - Have separate accesses and apply existing industry design standards
Annual Taxes Generated	- \$3,057,435

Pros	Cons
<ul style="list-style-type: none"> - Could possibly accelerate redevelopment in the Study Area - Would retain some floor space for a variety of employment uses. 	<ul style="list-style-type: none"> - Removes 80% of employment /office floor area compared to Option 1 - Does not conform the Area Plan (e.g., excessive density, excessive building height, unacceptable road layout, unacceptably proposes orphaned lots, avoids applicant costs while shifting them to others - Stand alone residential buildings would likely develop first and possibly still leave the office and other employment land undeveloped in the short term - Any redesignation of land from office or other employment uses will likely require them to be replaced elsewhere in North Richmond not in the City Centre, in order to meet the City's long term 2041 employment land targets - Reduces the OCP ANSD Area 1A designation - Sets an undesirable land use change precedent - Will likely generate similar undesirable requests - May damage City relationships with YVR - Not supported by YVR, the Richmond Economic Advisory Committee (REAC) and Mr. R. Wozny, the City's real estate consultant

*Jobs are calculated based on 1 job per 220ft² of commercial space plus 1 job per 4000ft² of residential space

**Example Illustrations of Development Scenarios
Alexandra Study Area**

Illustration A is a standalone Employment Building with ground floor retail and office space above, which would be appropriate in any of the proposed Development Scenarios 1-4

Illustrations B to H represents various examples of Mixed Use Employment Residential buildings that would be appropriate in Development Scenarios 2, 3 or 4 only. Some of these building forms could also be 100% Employment use.

Illustration A

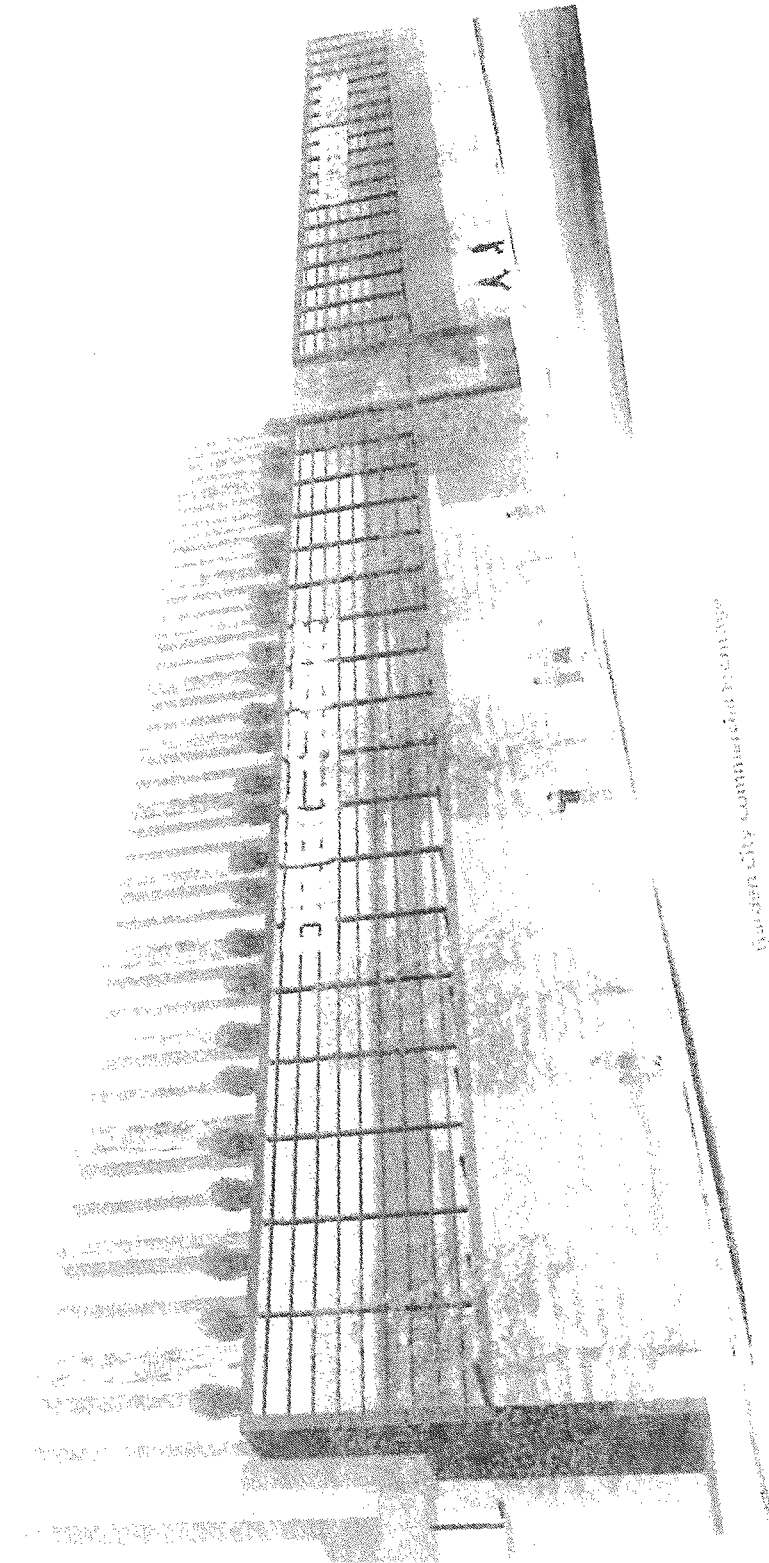
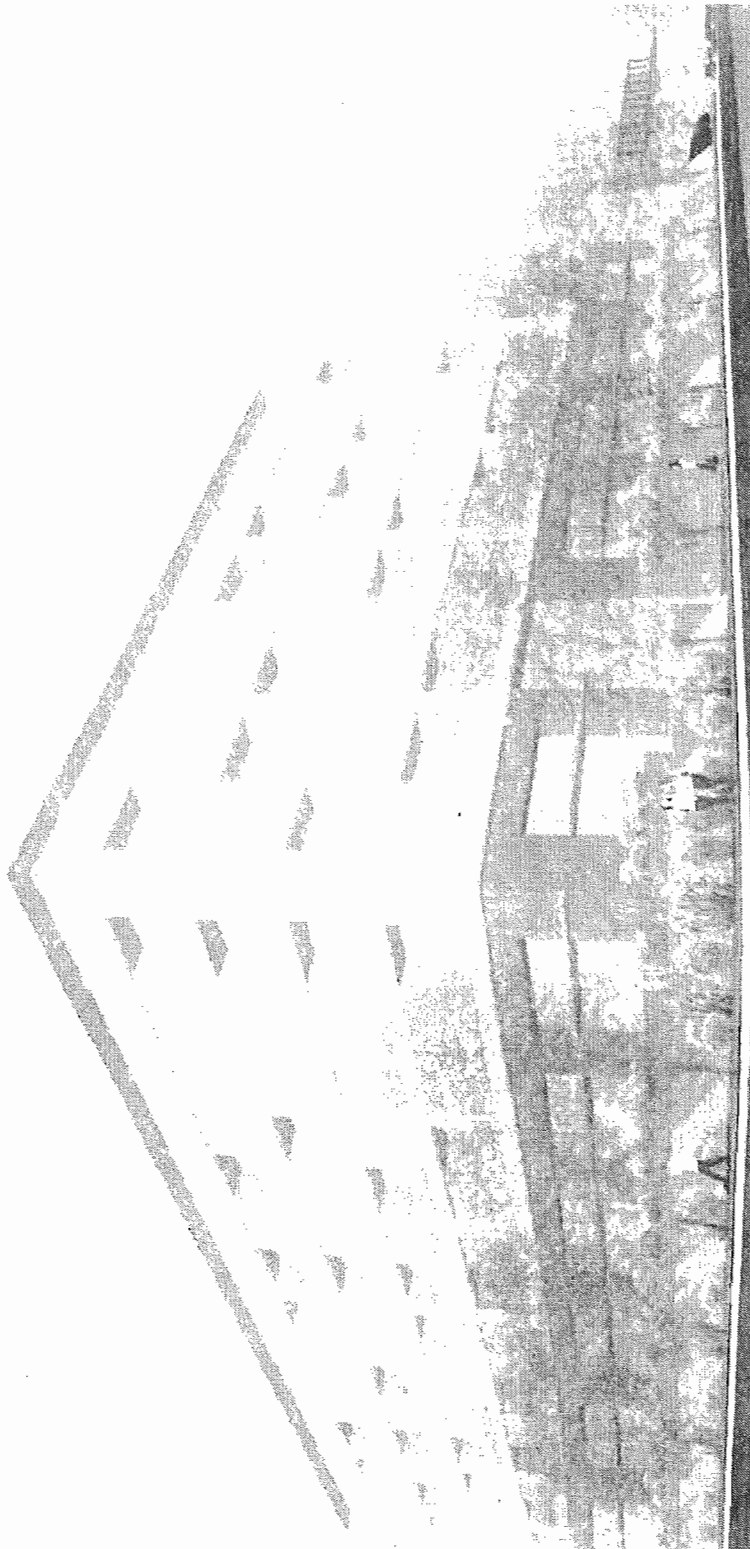
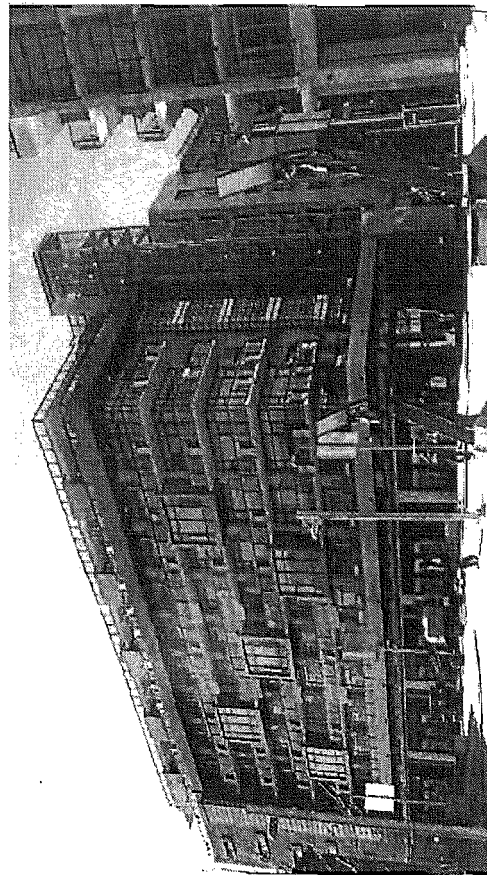


Illustration B



Corner of 10th Ave. and Duane St.

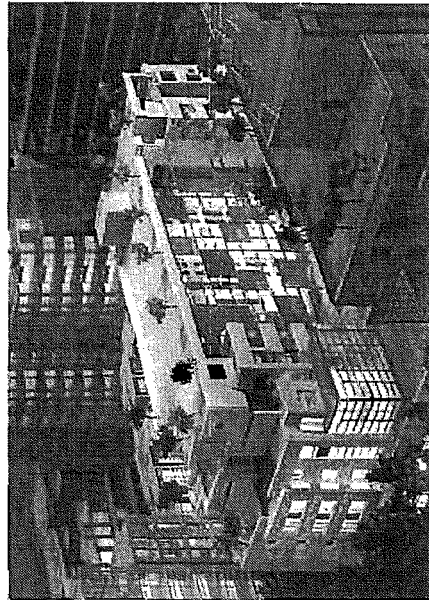


Olympic Village

*Mixed Use:
Residential/
Commercial*

Olympic Village
Vancouver

GBL Architects

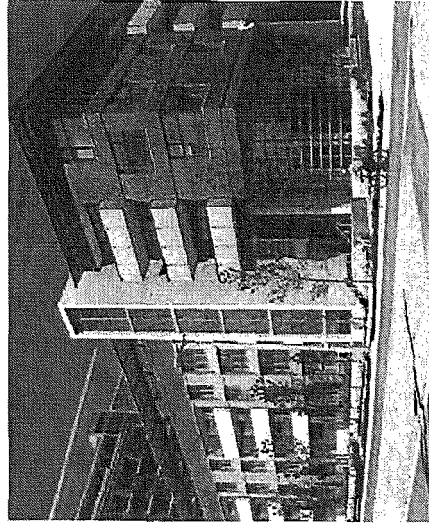


Olympic Village

*Mixed Use:
Residential/
Commercial*

Olympic Village
Vancouver

GBL Architects



Olympic Village

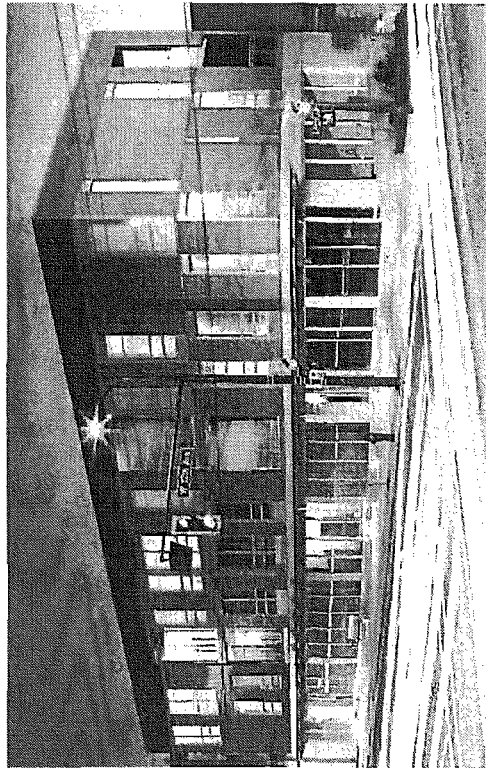
*Mixed Use:
Residential/
Commercial*

Olympic Village
Vancouver

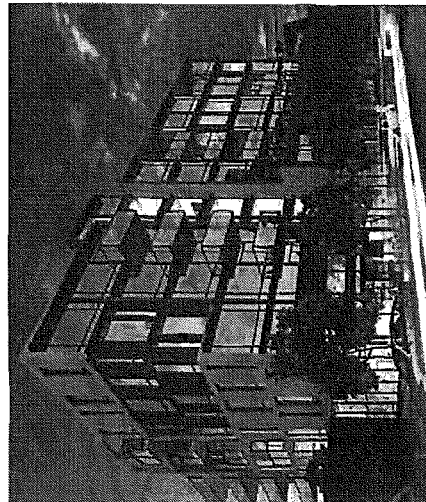
GBL Architects

Illustration C

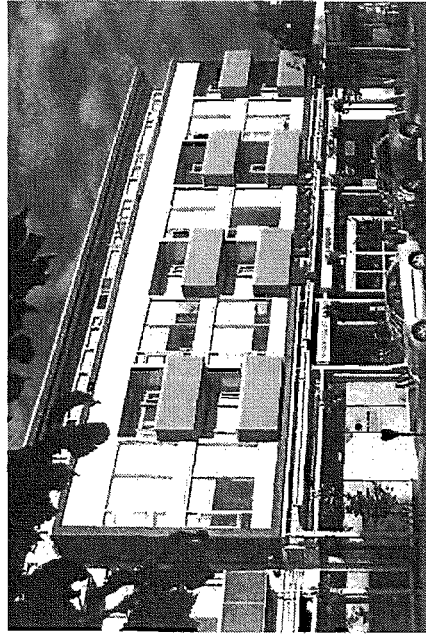
Precedent Mixed Use Developments | GBL Architects



The Luzon
*Mixed Use:
Residential
Commercial*
Arbutus & 12th
Vancouver
GBL Architects



Collection 45
*Mixed Use:
Residential
Commercial*
Main & 8th
Vancouver
GBL Architects



The District
*Mixed Use:
Residential
Commercial*
Main & 29th
Vancouver
GBL Architects

Illustration D

Precedent Mixed Use Developments | GBL Architects

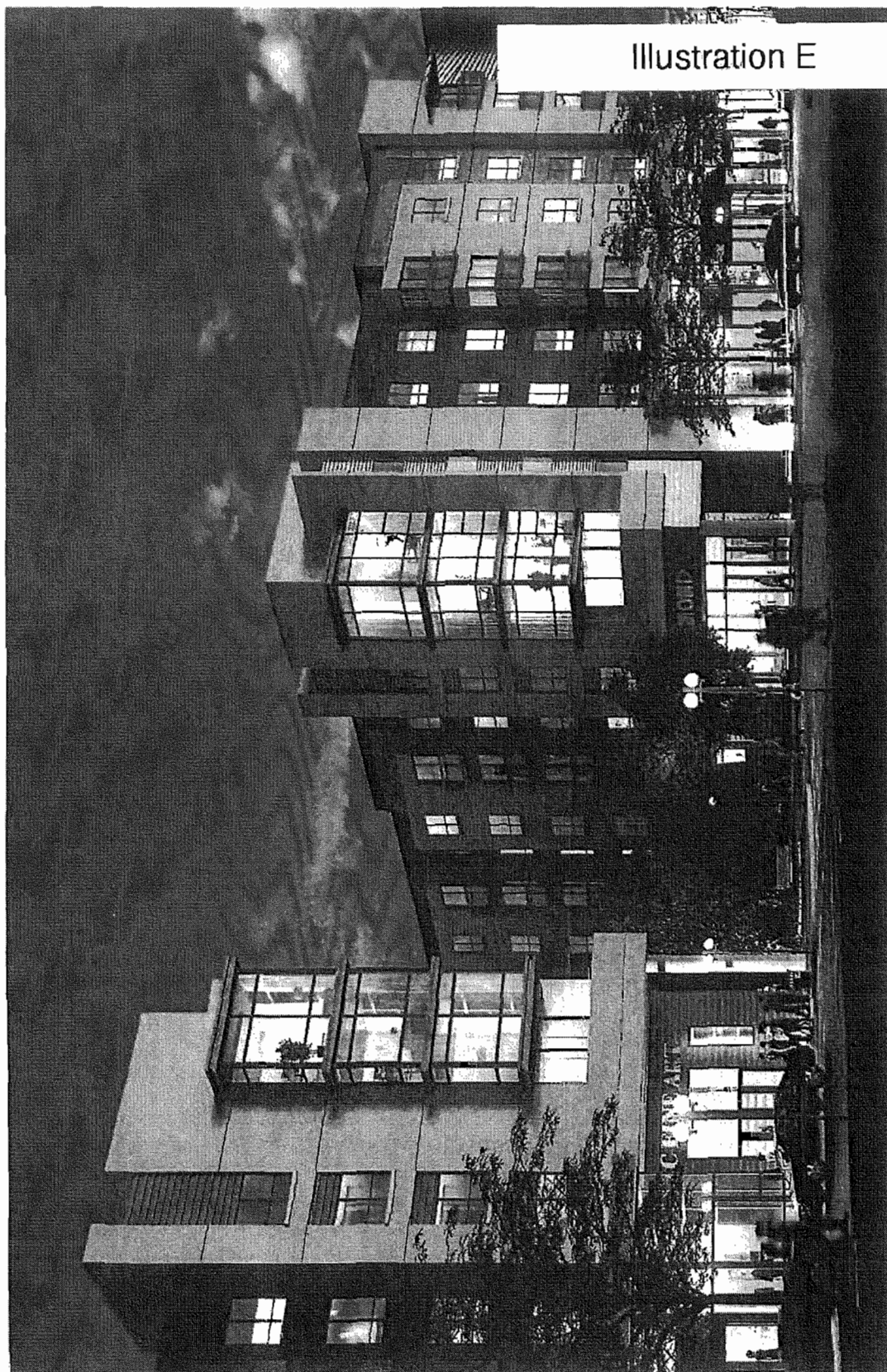


Illustration E

Recall at Washington Street P

CAPELLA MIXED-USE DEVELOPMENT

CAPELLA HOLDINGS, LLC

Sternberg Architects

Illustration F

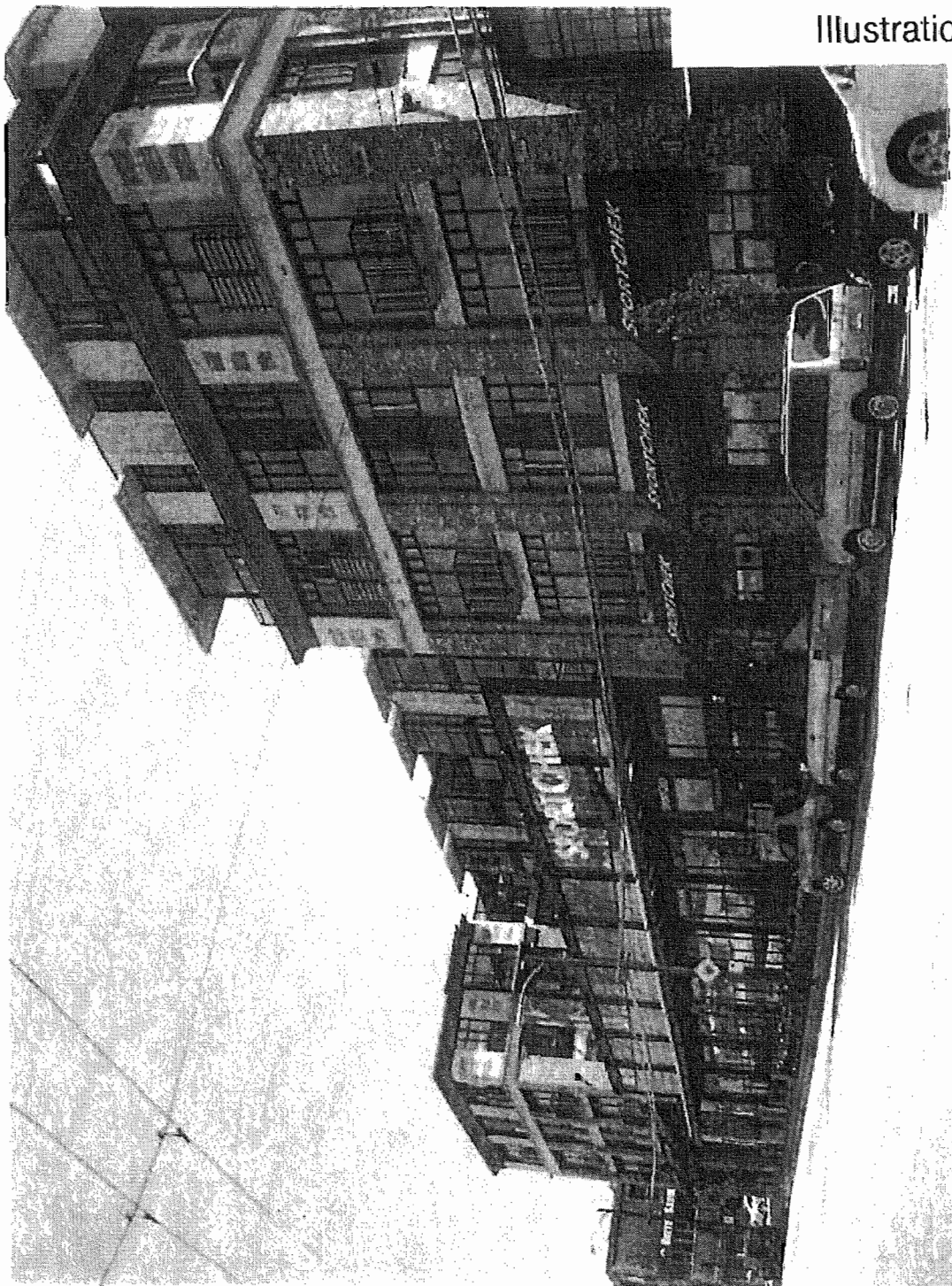
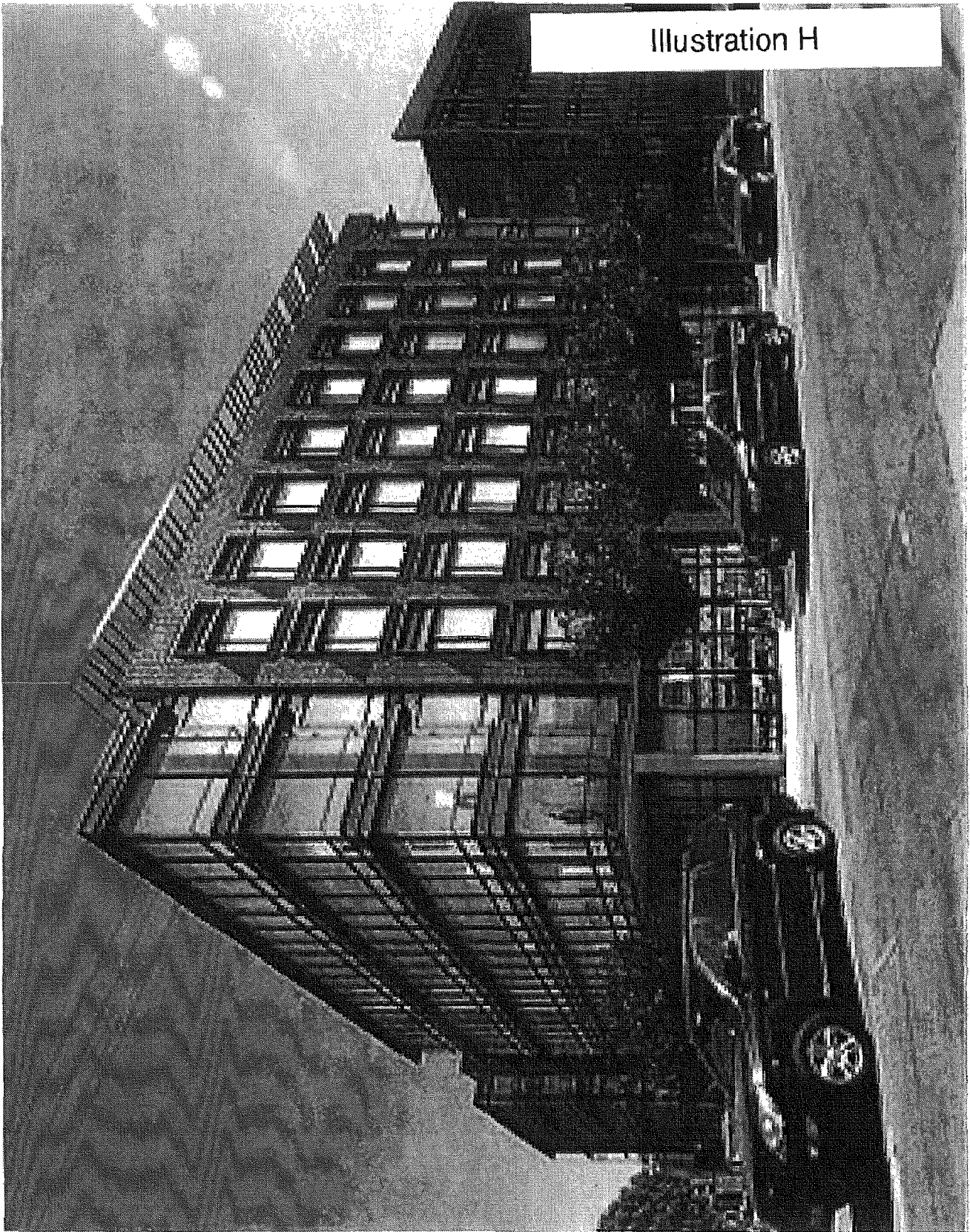


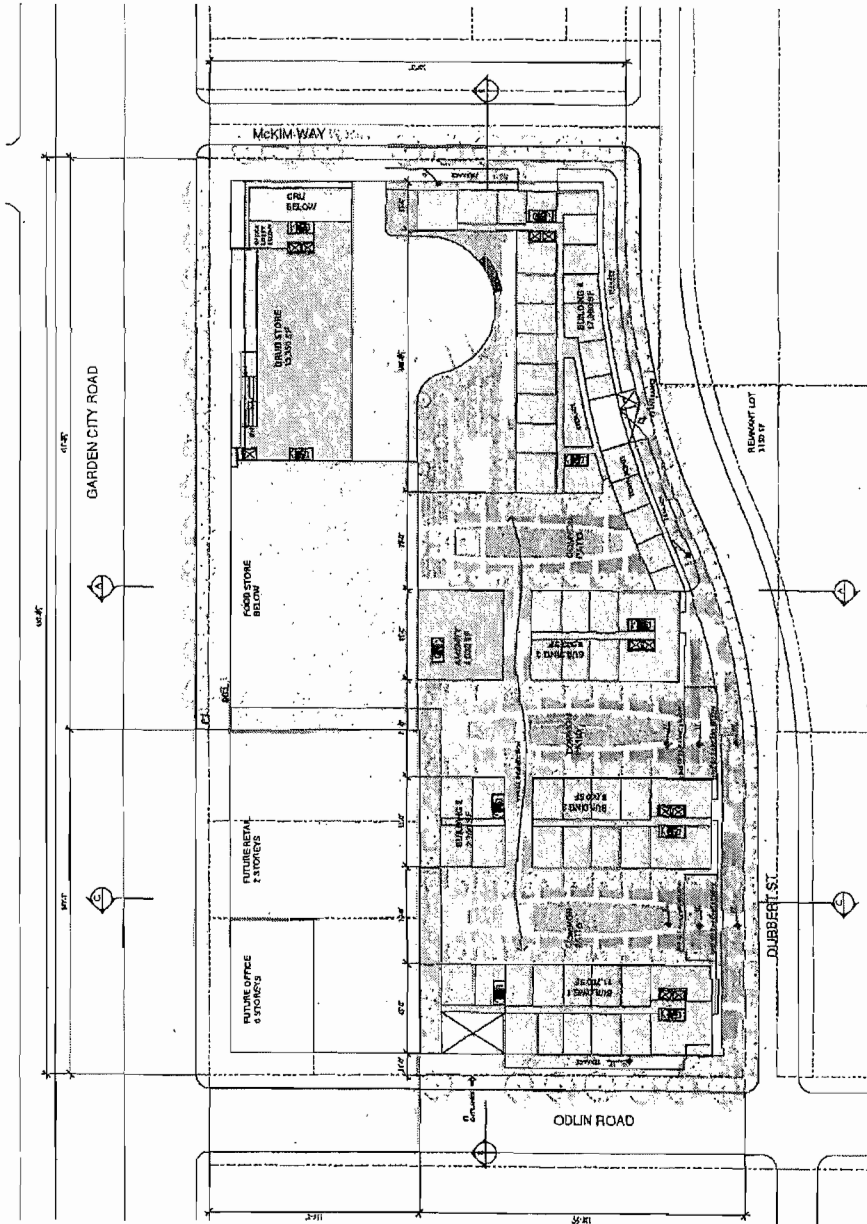
Illustration G



Illustration H



PLN - 241



Level 1

CAMBIE RD

Maximum 1.2 FAR,
Maximum 7.5 Storey/25m

GARDEN CITY RD

1

2

1.50 Base FAR,
Maximum 1.70 FAR,
Maximum 6 Storey/25m





1.25 Base FAR,
Maximum 1.75 FAR,
Maximum 6 Storey/25m

3

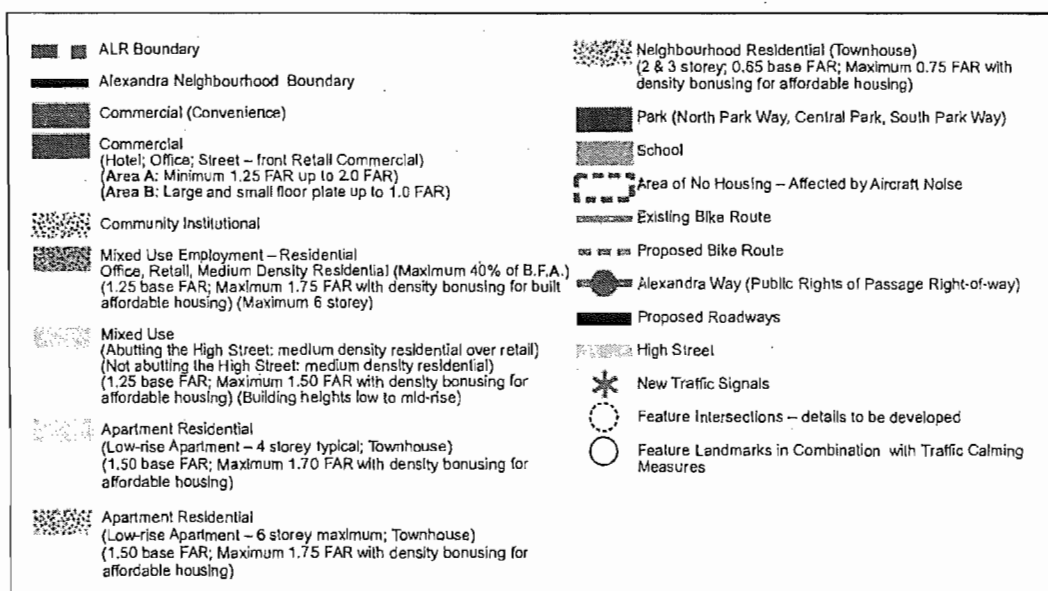
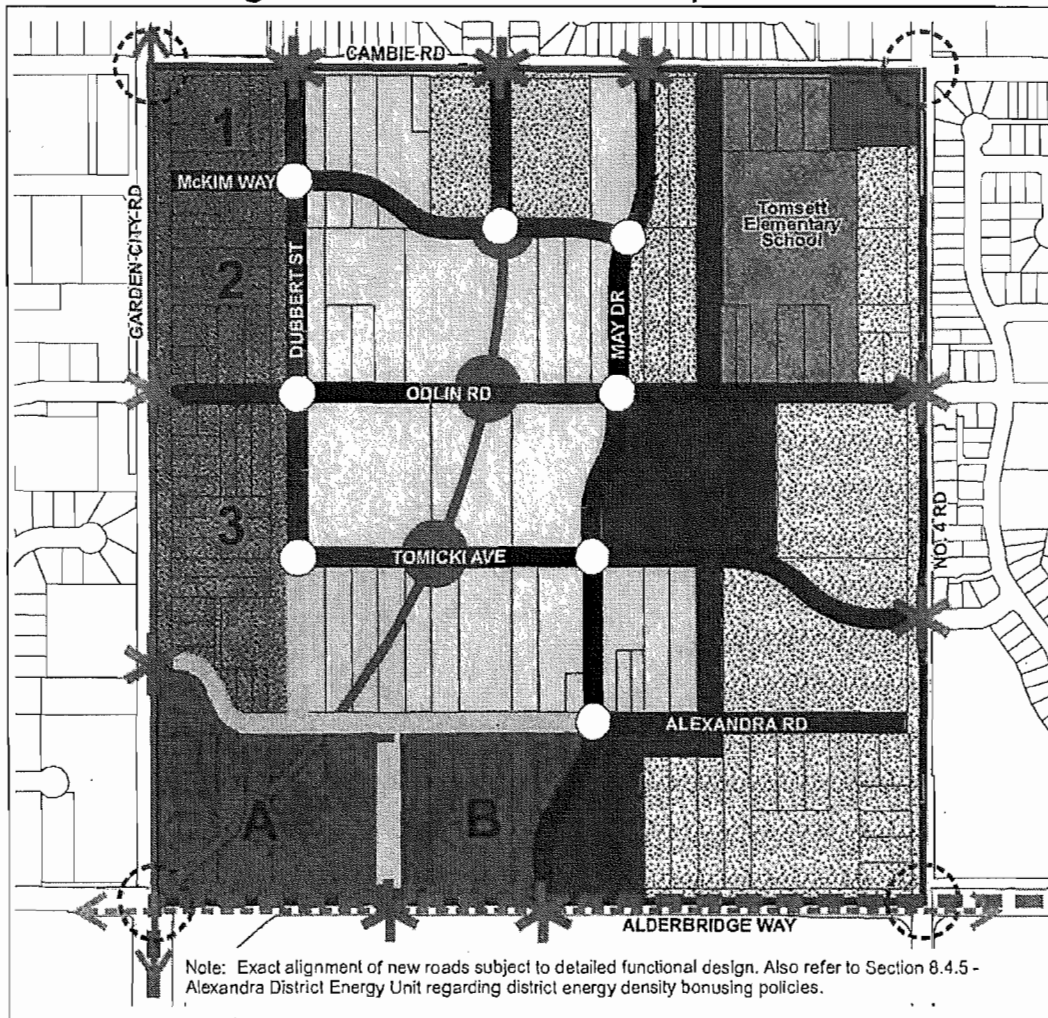
1.25 Base FAR,
Maximum 1.50 FAR,
Maximum 3.5 Storey/12m

ALEXANDRA RD

Legend

-  Aberdeen Village: General Urban T4
-  Alexandra Neighbourhood: Mixed Use Commercial - Residential
-  Alexandra Neighbourhood: Apartment Residential
-  Alexandra Neighbourhood: Mixed Use

Alexandra Neighbourhood Land Use Map



Summary of Proposed OCP Amendment Bylaw Development Requirements For Mixed Use Employment-Residential Development Scenarios

Purpose

To summarize the OCP and Area Plan amendments, if Council pursues Development Scenarios 2, 3 or 4:

- (1) Section 8.2.1 Character Area 1 – should be renamed from Business Office to Mixed-Use Employment-Residential in the West Cambie Area Plan.
- (2) Mixed-Use Employment-Residential designations and ratios should be applied to the entire 6.4 ha (15.9 ac) employment lands, not just on Westmark's 2.1 ha (5.1 ac) parcel.
- (3) The Mixed-Use Employment-Residential area should be further segmented into Development Blocks 1, 2, and 3 (**Attachment 10**) as formed by the collector and arterial road network. Each block would form its own comprehensive planning development area required to meet the target mixed-use employment-residential ratios. Development proposals would have to demonstrate how the mixed-use targets (e.g. 60:40 or 30:70) would be met within their respective Development Blocks. Development lot assemblies forming a separate application for rezoning, should be no less than the size of Block 1, or 1.0 ha (2.47 ac), unless it constitutes the completion of that Block.
- (4) Mixed-Use Employment-Residential developments should limit the percentage of residential uses to a maximum of the total floor space built within each development and its respective residential FAR identified (e.g. 40% residential and max .70 FAR) in the bylaw; this would allow greater percentages of employment to be built if market improves.
- (5) A base density of 1.25 FAR shall continue, as per the current designation. A bonus density of up to an additional 0.5 FAR may be permitted if built affordable housing is provided. The bonus FAR must be split as per the ratios provided in the Amendment Bylaw (e.g. 40% Residential use may have a base residential FAR of 0.5 and bonus residential density of 0.2 FAR if built affordable housing is provided). The additional employment floor area must also be built, if the bonus residential area is developed, to ensure compliance with the approved ratio of employment: residential use.
- (6) To prevent only residential uses being developed and no employment uses, all Rezoning, Development Permit and Building Permit applications must meet the selected Development Scenario land use ratio that restricts the maximum percentage of residential floor space.
- (7) Development fronting along Garden City Road should be restricted to Employment and Institutional (not residential) uses only.
- (8) Development fronting along Odlin Road and Dubbert Street, south of Tomicki Avenue, should continue to conform to Section 8.2.3 Character Area 3 – The High Street, in the +Area Plan.
- (9) The maximum height of 6 storeys (25 m) should be limited to westerly portions of the Development Blocks. The height is made available to accommodate the base density of 1.25 FAR + 0.5 FAR bonus density (Max1.75 FAR) within each development block. This is to provide a transition to the City Centre to the west and to stimulate development of employment generating commercial space.
- (10) Minimum lot size and orphaned properties of 0.4 ha (1.0 ac) or less, should not be permitted, in order to facilitate development as anticipated in the WCAP and not to perpetuate non-conforming uses (e.g. single detached homes).
- (11) Development of Live-Work spaces should be prohibited to protect the viability of the office and commercial developments, as they are regarded as residential uses and detract from employment spaces.
- (12) Developers should be expected to provide at time of rezoning, a voluntary Community Amenity contribution in addition to the Local DCC's to help pay for local and city-wide amenities.

- (13) Notwithstanding the amendments to allow residential uses within the existing Mixed Employment area identified in the WCAP, development shall be required to conform to the above restrictions in addition to the Area Plan policies, including the ANSD policies.
- (14) Section 9.3, Implementation Strategy the initial 2006 affordable housing requirements will be replaced by requiring that at least 5% of total maximum buildable sq. ft. of residential floor area is provided as built affordable housing units (minimum of 4 units).



City of
Richmond

30% E:70% R (NOT RECOMMENDED)

Bylaw 9122

Richmond Official Community Plan Bylaw 7100 and 9000 Amendment Bylaw 9122 (West Cambie Area Plan)

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

1. Richmond Official Community Plan Bylaw 7100 is amended in Schedule 2.11A by the following:
 - a) Section 8.1.6 - under sub-heading “Lessening the Impact of Aircraft Noise”, delete the paragraph in the second bullet, and insert:
 - “There shall be no new lots for single detached housing within the Alexandra Neighbourhood (as identified on the 2041 OCP Aircraft Noise Sensitive Development Map).”
 - b) Section 8.1.6 – under the sub-heading “Building Relationship with Streets” insert a bulleted paragraph as follows:
 - “The employment components of mixed use buildings should be oriented towards the arterial road network (Garden City Road and Cambie Road) to provide a consistent and complementary streetscape with future development on the west side of Garden City Road. Residential and ancillary uses should be inward oriented towards the collector roads (e.g. Dubbert Street).”
 - c) Section 8.2 – for the map titled “Alexandra Neighbourhood Character Areas Map” – in the Legend delete: “Business Office” and insert: “Mixed Use Employment-Residential”.
 - d) Section 8.2.1 – for the map titled “Neighbourhood Character Area 1- Business Office Map” - insert labelling as follows:
 - The development block formed by Cambie Road to the north, Garden City Road to the west, the McKim Way alignment to the south and the Dubbert Street alignment to the east shall be labelled as “Block 1”.
 - The development block formed by the McKim Way alignment to the north, Garden City Road to the west, Odlin Road to the south and the Dubbert Street alignment to the east shall be labelled as “Block 2”.
 - The development block formed by Odlin Road to the north, Garden City Road to the west, Alexandra Road to the south and the Dubbert Street alignment to the east shall be labelled as “Block 3”.

- e) Section 8.2.1 – Delete the title of this section,
“CHARACTER AREA 1 – BUSINESS OFFICE”
and insert:
“CHARACTER AREA 1 – MIXED USE EMPLOYMENT-RESIDENTIAL”
- f) Section 8.2.1 – Delete the title of the map,
“Character Area 1 – Business Office Map”
and insert:
“Character Area 1 – Mixed Use Employment-Residential Map”
- g) Section 8.2.1- Delete last sentence of paragraph 1,
“No residential uses are permitted in this area, due to the City’s OCP Aircraft Noise Sensitive Development Policy”
and insert:
“Multi-family residential uses may be permitted, subject to the applicable provisions of this Area Plan, Section 8.1.6 Architectural Elements - Lessening the Impact of Aircraft Noise, and the 2041 OCP Aircraft Noise Sensitive Development Policy.”
- h) Section 8.2.1 – under sub-heading “Land Uses”, and after the bullet “Office commercial”, insert the following,
 - “Bio-tech, research, and labs
 - Information technology (IT), media/software
 - Institutional (private and public) including medical facilities”
- i) Section 8.2.1 – under sub-heading “Land Uses” insert bullet:
 - “**Multi-family housing** with accessory uses, amenities and community facilities. Residential and associated accessory uses shall be comprised of a maximum of 70% of the total floor area within Development Blocks 1, 2 and 3, as identified in the Character Area 1 – Mixed Use Employment-Residential Map”.
- j) Section 8.2.1 – under sub-heading “Floor Area Ratio” delete the bullet and insert:
 - The total building area within each Development Block 1, 2 and 3, excluding underground parking, shall be no greater than a total of 1.25 FAR (excluding bonus density of 0.5 FAR for built affordable housing).
 - The maximum FAR for residential use, based a minimum of 30% Employment space, shall be 0.875 Base FAR with up to 0.35 Bonus FAR if at least 5% of the residential building area (minimum of 4 units) is provided as built Affordable Housing units.
- k) Section 8.2.1 – After sub-heading “Site Coverage” insert new sub-heading and text:
 - **“Phasing of Development**
 - All Rezoning, Development Permit and Building Permit applications shall ensure that a minimum of 30% employment floor area and maximum 70% residential

floor area (and associated residential accessory uses) is maintained throughout each phase within the applicable Development Block.”

- l) Section 8.2.1 – In sub-heading “Height” insert after the first bullet:
 - Minimum of two storeys (8m) and up to six storeys (25m) adjacent to the west boundary of each Development Block along Garden City Road.
 - m) Section 8.2.1 – In sub-heading “Site Coverage”, delete bullet and insert:
 - Depends on uses and configuration.
 - n) Section 8.2.1 – In sub-heading “Additional Building Design Considerations” insert bullet:
 - “Stand alone, single-use buildings and/or mixed-use buildings may be considered, provided that they form part of a comprehensive plan for each Development Block, 1, 2 and 3.”
 - o) Section 8.2.3 - **Character Area 3 - The High Street Map** - in the “Legend” delete: “Business Office”
and insert:
“Mixed Use Employment-Residential”
 - p) Section 9.3 – **Alexandra Neighbourhood Land Use Map** – in the “Legend” delete: “Business/Office - office over retail FAR up to 1.25”
and insert:
“Mixed Use Employment-Residential (Maximum 70% Residential) – base FAR of 1.25 (Max. 1.75 FAR with density bonus for built affordable housing)”.
 - q) Section 9.3.2 – **Alexandra Development Framework** – in **Objective 3, Policies**, and after “**Developer Contributions – Public Amenities**”,
insert new sub-heading and paragraph after paragraph g);
“**Affordable Housing in the Mixed Use Employment-Residential Area**”
h) At least 5% of the total residential building area (a minimum of 4 units) is required in the form of built affordable housing units. Cash-in-lieu contributions are not acceptable and the 2006 *West Cambie - Alexandra Interim Amenity Guidelines* as they relate to affordable housing contributions will not apply”.
2. Richmond Official Community Plan Schedule 1 of Bylaw 9000 is amended as follows:
- a) *Attachment 1* – revise the “City of Richmond 2041 OCP Land Use Map” for the designated lands, changing the Land Use and the light blue shading from: “Mixed Employment” to: “Mixed Use” with the corresponding orange shading.
 - b) Section 3.6.3 – Under sub-heading “Aircraft Noise Sensitive Development Management”, revise the “Aircraft Noise Sensitive Development Map” (pg 3-71) as follows:

Revise the map to repeal the designation of the "Business Office" lands, as identified in OCP Schedule 2 of Bylaw 7100, 2.11A West Cambie Area Plan, Section 8.2.1 of the Alexandra Neighbourhood Character Areas Map from: "Area 1A"

and insert:

"Area 2" designation.

3. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9122**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND

_____	APPROVED by
_____	APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER



City of
Richmond

100% EMPLOY (NOT RECOMMENDED)

Bylaw 9120

Richmond Official Community Plan Bylaw 7100

Amendment Bylaw 9120 (West Cambie Area Plan)

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

1. Richmond Official Community Plan Bylaw 7100 is amended by inserting the following text amendment to Schedule 2.11A, Section 8.2.1 – under sub-heading “Land Uses”, and after the bullet “Office commercial.”,
 - Bio-tech, research, and labs
 - Information technology (IT), media/software
 - Institutional (private and public) including medical facilities”
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9120**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100 and 9000
Amendment Bylaw 9121 (West Cambie Area Plan)**

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

1. Richmond Official Community Plan Bylaw 7100 is amended in Schedule 2.11A by the following:
 - a) Section 8.1.6 - under sub-heading “Lessening the Impact of Aircraft Noise”, delete the paragraph in the second bullet, and insert:
 - “There shall be no new lots for single detached housing within the Alexandra Neighbourhood (as identified on the 2041 OCP Aircraft Noise Sensitive Development Map).”
 - b) Section 8.1.6 – under the sub-heading “Building Relationship with Streets” insert a bulleted paragraph as follows:
 - “The employment components of mixed use buildings should be oriented towards the arterial road network (Garden City Road and Cambie Road) to provide a consistent and complementary streetscape with future development on the west side of Garden City Road. Residential and ancillary uses should be inward oriented towards the collector roads (e.g. Dubbert Street).”
 - c) Section 8.2 – for the map titled “Alexandra Neighbourhood Character Areas Map” – in the Legend delete “Business Office” and insert:
“Mixed Use Employment-Residential”.
 - d) Section 8.2.1 – for the map titled “Neighbourhood Character Area 1- Business Office Map” - insert labelling as follows:
 - The development block formed by Cambie Road to the north, Garden City Road to the west, the McKim Way alignment to the south and the Dubbert Street alignment to the east shall be labelled as “Block 1”.
 - The development block formed by the McKim Way alignment to the north, Garden City Road to the west, Odlin Road to the south and the Dubbert Street alignment to the east shall be labelled as “Block 2”.

- The development block formed by Odlin Road to the north, Garden City Road to the west, Alexandra Road to the south and the Dubbert Street alignment to the east shall be labelled as “Block 3”.
- e) Section 8.2.1 – Delete the title of this section,
“CHARACTER AREA 1- BUSINESS OFFICE ”
and insert:
“CHARACTER AREA 1 – MIXED USE EMPLOYMENT-RESIDENTIAL ”
- f) Section 8.2.1 – Delete the title of the map,
“Character Area 1- Business Office Map”
and insert:
“Character Area 1 – Mixed Use Employment-Residential Map ”
- g) Section 8.2.1- Delete last sentence of paragraph 1,
“No residential uses are permitted in this area, due to the City’s OCP Aircraft Noise Sensitive Development Policy.”
and insert:
“Multi-family residential uses may be permitted, subject to the applicable provisions of this Area Plan, Section 8.1.6 Architectural Elements - Lessening the Impact of Aircraft Noise, and the 2041 OCP Aircraft Noise Sensitive Development Policy.”
- h) Section 8.2.1 – under sub-heading “Land Uses”, and after the bullet “Office commercial”, insert the following,
- “Bio-tech, research, and labs
 - Information technology (IT), media/software
 - Institutional (private and public) including medical facilities”
- i) Section 8.2.1 – under sub-heading “Land Uses” insert bullet:
- “**Multi-family housing** with accessory uses, amenities and community facilities. Residential and associated accessory uses shall be comprised of a maximum of 40% of the total floor area within Development Blocks 1, 2 and 3, as identified in the Character Area 1 – Mixed Use Employment-Residential Map”.
- j) Section 8.2.1 – under sub-heading “Floor Area Ratio” delete the bullet
and insert:
- The total building area within each Development Block 1, 2 and 3, excluding underground parking, shall be no greater than a total of 1.25 FAR (excluding bonus density of 0.5 FAR for affordable housing).
 - The maximum FAR for residential use, based a minimum of 60% Employment space, shall be 0.5 Base FAR with up to 0.2 Bonus FAR if Affordable Housing is provided as built Affordable Housing units.
 - A minimum of 0.75 FAR of Employment Space shall be completed prior to developing residential space above the first 0.25 FAR
- k) Section 8.2.1 – After sub-heading “Site Coverage” insert new sub-heading and text:

“Phasing of Development

- All Rezoning, Development Permit and Building Permit applications shall ensure that a minimum of 60% employment floor area and maximum 40% residential floor area (and associated residential accessory uses) is maintained throughout each phase within the applicable Development Block.”
- l) Section 8.2.1 – In sub-heading “Height” insert after the first bullet:
- Minimum of two storeys (8m) and up to six storeys (25m) adjacent to the west boundary of each Development Block along Garden City Road.
- m) Section 8.2.1 – In sub-heading “Site Coverage”, delete bullet and insert:
- Depends on uses and configuration.
- n) Section 8.2.1 – In sub-heading “Additional Building Design Considerations” insert bullet:
- “Stand alone, single-use buildings and/or mixed-use buildings may be considered, provided that they form part of a comprehensive plan for each Development Block, 1, 2 and 3.”
- o) Section 8.2.3 - **Character Area 3 - The High Street Map** - in the “Legend” delete: “Business Office”
and insert:
“Mixed Use Employment-Residential”
- p) Section 9.3 – **Alexandra Neighbourhood Land Use Map** – in the “Legend” delete: “Business/Office - office over retail FAR up to 1.25”
and insert:
“Mixed Use Employment-Residential (Maximum 40% Residential) – base FAR of 1.25 (Max. 1.75 FAR with density bonus for built affordable housing)”.
- q) Section 9.3.2 – **Alexandra Development Framework** – in **Objective 3, Policies** and after “**Developer Contributions – Public Amenities**”,
insert new sub-heading and paragraph after paragraph g);
“**Affordable Housing in the Mixed Use Employment-Residential Area**”
- h) At least 5% of the total residential building area (a minimum of 4 units) is required in the form of built affordable housing units. Cash-in-lieu contributions are not acceptable and the 2006 *West Cambie - Alexandra Interim Amenity Guidelines* as they relate to affordable housing contributions will not apply”.
2. Richmond Official Community Plan Schedule 1 of Bylaw 9000 is amended as follows:
- a) *Attachment 1* – revise the “City of Richmond 2041 OCP Land Use Map” for the designated lands, changing the Land Use and the light blue shading from: “Mixed Employment” to: “Mixed Use” with the corresponding orange shading.

- b) Section 3.6.3 – Under sub-heading “Aircraft Noise Sensitive Development Management”, revise the “Aircraft Noise Sensitive Development Map” (pg 3-71) as follows:

Revise the map to repeal the designation of the “Business Office” lands, as identified in OCP Schedule 2 of Bylaw 7100, 2.11A West Cambie Area Plan, Section 8.2.1 of the Alexandra Neighbourhood Character Areas Map from: “Area 1A”

and insert:

“Area 2” designation.

3. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121**”.

FIRST READING

PUBLIC HEARING

SECOND READING

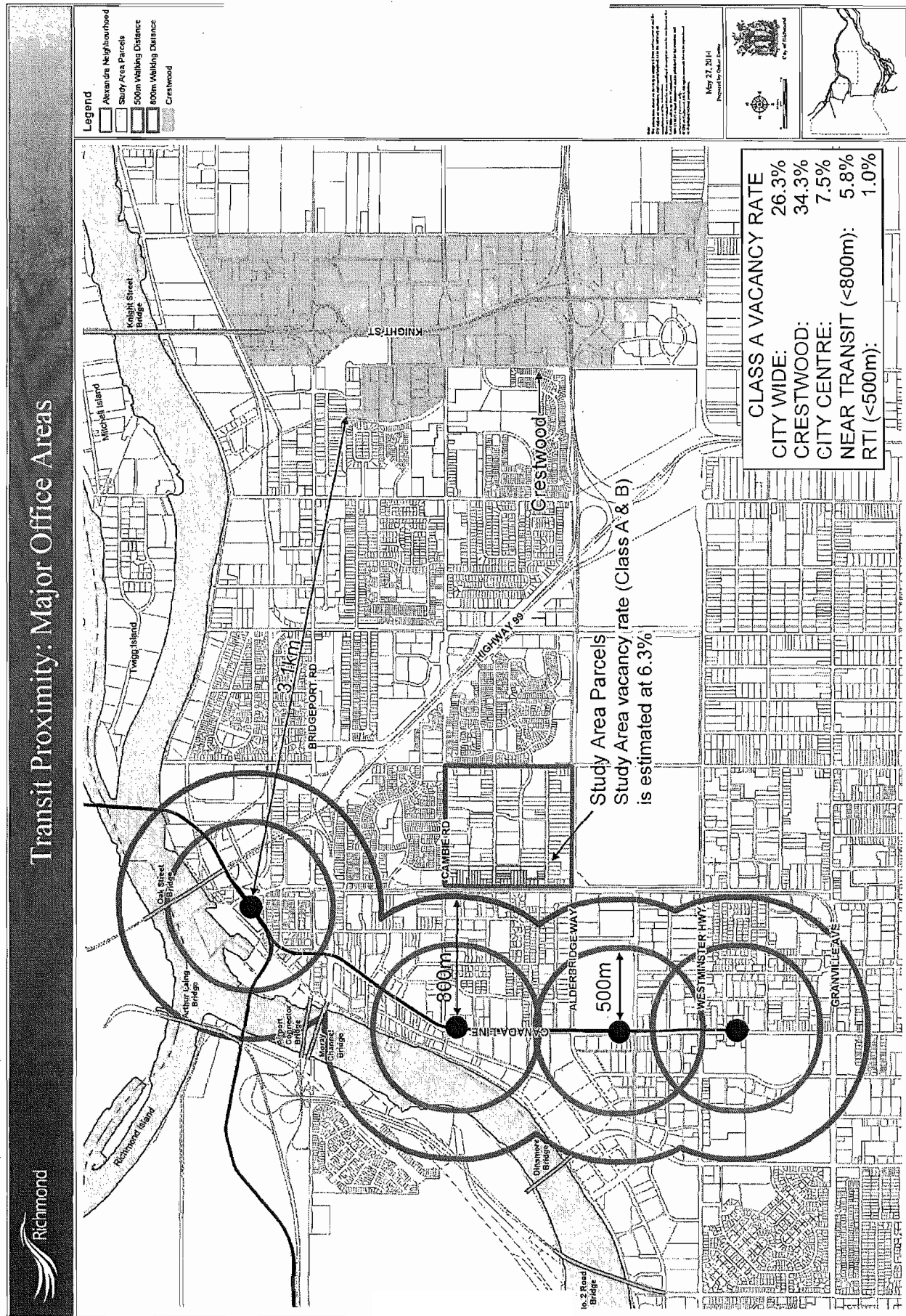
THIRD READING

ADOPTED

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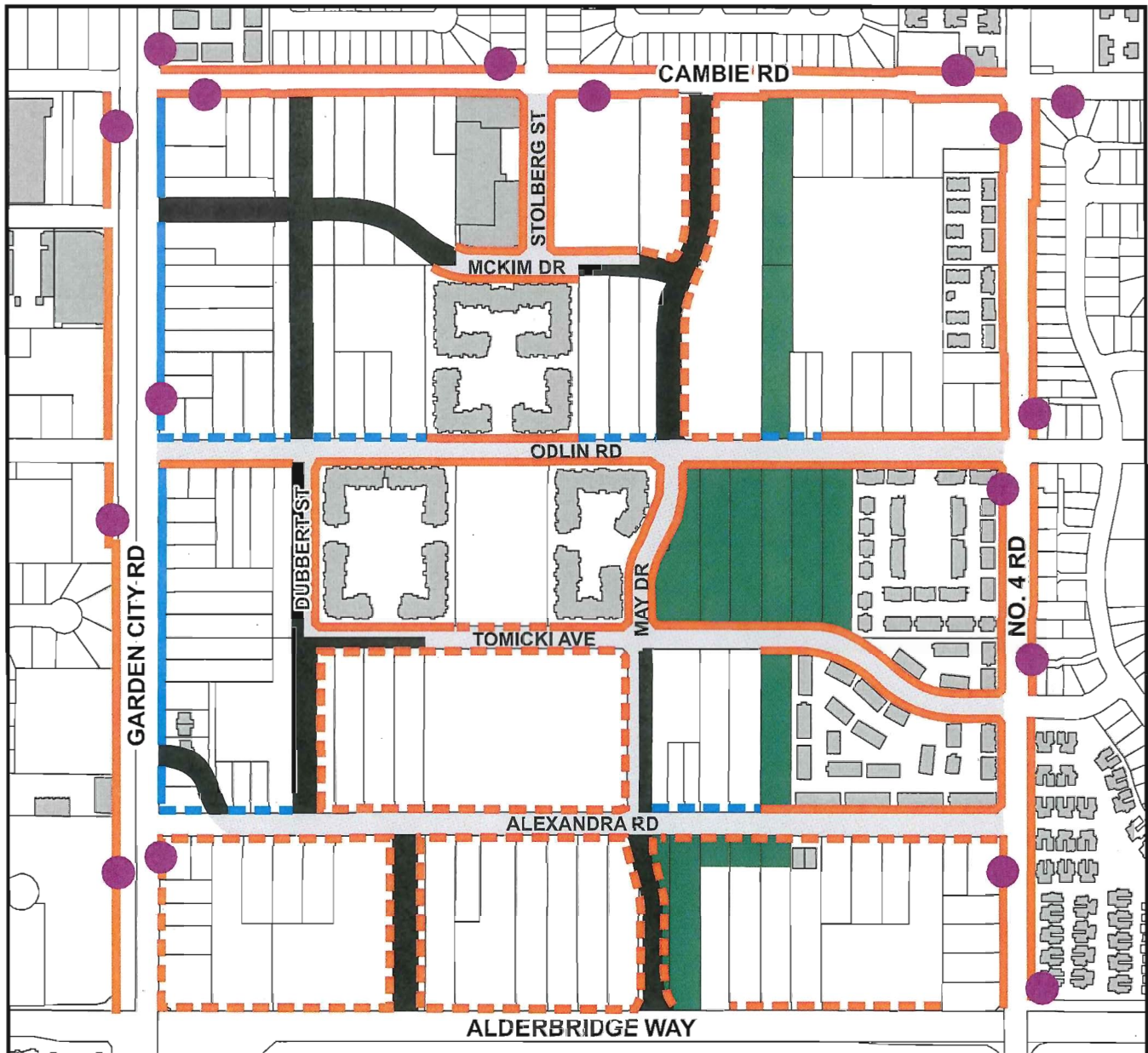
MAYOR

CORPORATE OFFICER





City of
Richmond



LEGEND

- | | | | |
|--|---------------|--|---|
| | Bus Stop | | Existing Sidewalk/Walkway |
| | Park | | Future Committed/Planned Sidewalk/Walkway via. Approved Rezoning |
| | Existing Road | | Gaps in Sidewalk Network (Interim asphalt sidewalk consideration for 2016 City Capital Project) |
| | Future Road | | Gaps in Sidewalk Network (not recommended as City Capital Project) |



Alexandra Pedestrian Circulation

PLN-256

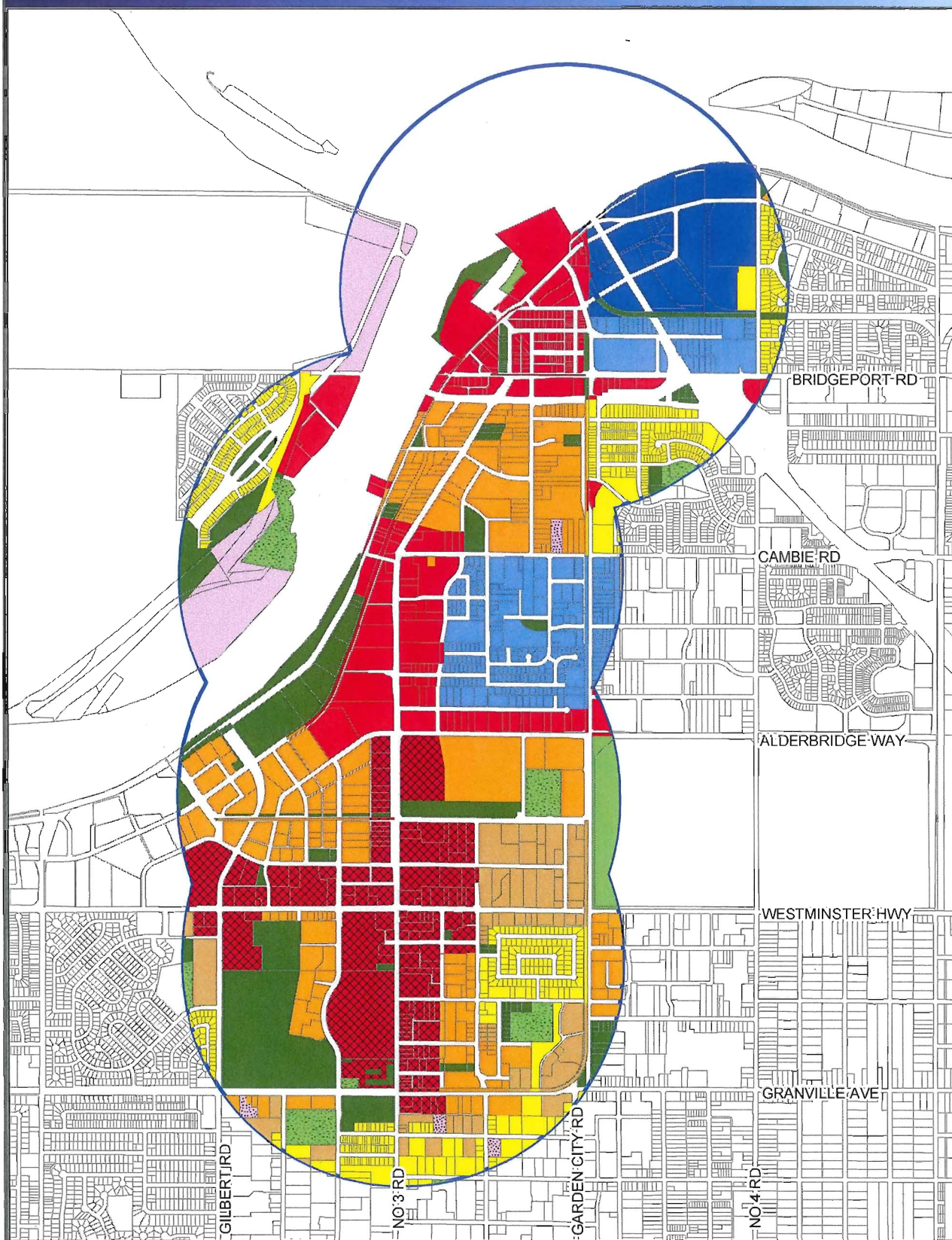
Original Date: 08/21/14

Revision Date: 04/28/15

Note: Dimensions are in METRES



OCP Schedule 1 Designation: Parcels Within 1 Kilometre of Canada Line Stations



Legend

1 Kilometre Buffer from Canada Line Stations

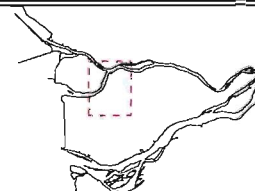
OCP Land Use Schedule 1 Designation

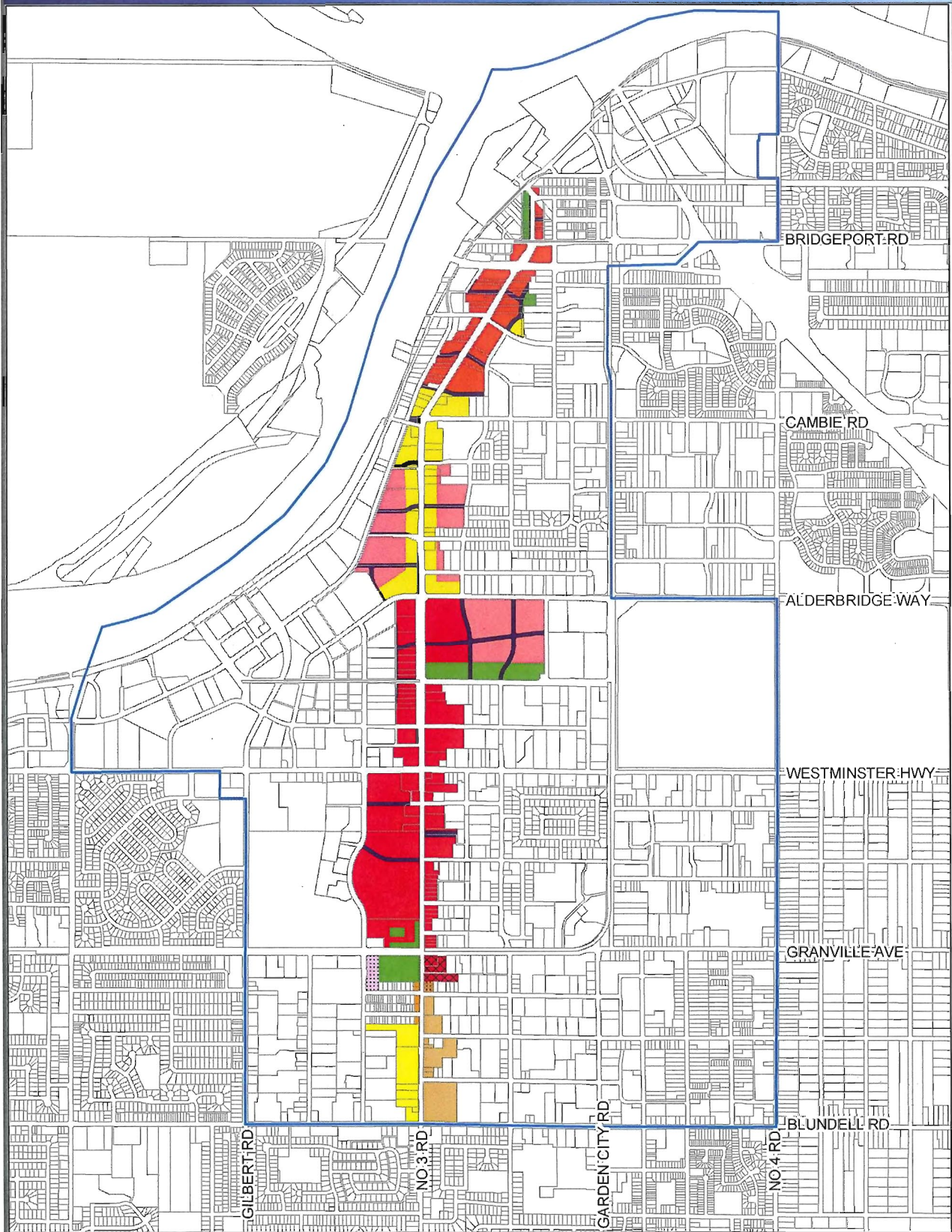
- Airport
- Apartment Residential
- Commercial
- Community Institutional
- Conservation Area
- Downtown Mixed Use
- Industrial
- Limited Mixed Use
- Mixed Employment
- Mixed Use
- Neighbourhood Residential
- Park
- School

Notes:
The information shown on this map is compiled from various sources and the City makes no warranty, expressed or implied, as to the accuracy or completeness of the information.
Users are reminded that lot sizes and legal description must be confirmed at the Land Title Office in New Westminster.
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PLN 257
Prepared By: Onkar Buttar

1:16,179





Legend

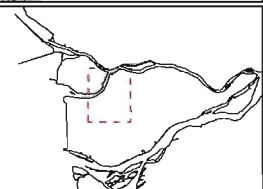
- | | |
|---|---|
| Urban Centre T5 (45m) | Multiple Family Low Rise |
| Urban Centre T5 (35m) | Residential |
| Urban Centre T5 (25m) | Residential Mixed Single-Family and Multi-Family |
| Urban Core T6 (45m) | Park |
| Mixed Use High Density | Proposed Streets |
| Mixed Use Specialty | Institutional |

PLN 258
February 7, 2015
Prepared By: Onkar Buttar

Note:
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.
Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.
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1:16,294
0 120 240 480
Metres





Page 1 of 1

Adopted by Council: <date>

Policy XXXX

File Ref: <file no>

**WEST CAMBIE ALEXANDRA NEIGHBOURHOOD MIXED USE EMPLOYMENT –
RESIDENTIAL USE DENSITY BONUS, COMMUNITY AMENITY CONTRIBUTION,
MODEST RENTAL HOUSING RATES POLICY**

POLICY XXXX:

It is Council policy that the following maximum monthly rental rates be established for Modest rental housing on land designated as Mixed Use Employment Residential in the West Cambie Area Plan of the Official Community Plan:

Unit Type	Maximum Monthly Rent (May be reviewed periodically)	Total Household Annual Income (May be reviewed periodically)
Bachelor	\$700	\$34,000 or less
One bedroom	\$750	\$38,000 or less
Two bedroom	\$1,100	\$46,500 or less
Three bedroom	\$1,400	\$57,500 or less



**Richmond Official Community Plan Bylaw 7100 and 9000
Amendment Bylaw 9121 (West Cambie Area Plan)**

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

1. Richmond Official Community Plan Schedule 1 of Bylaw 9000 is amended as follows:
 - a) Attachment 1 – revise the City of Richmond 2041 OCP Land Use Map for the designated lands, changing the Land Use and the light blue shading from “Mixed Employment” to “Mixed Use” with the corresponding orange shading.
 - b) Section 3.6.3 (Noise Management) – Under sub-heading “Aircraft Noise Sensitive Development Management”, revise the “Aircraft Noise Sensitive Development Map” (pg 3-71) as per Schedule A.
2. Richmond Official Community Plan Bylaw 7100 is amended in Schedule 2.11A as follows:
 - a) Section 8.1.6 (Architectural Elements) – under the sub-heading “Building Relationship with Streets” insert a bulleted paragraph as follows:
 - “• The employment components of mixed use buildings should be oriented towards the arterial road network (Garden City Road and Cambie Road) to provide a consistent and complementary streetscape with future development on the west side of Garden City Road. Residential and ancillary uses should be inward oriented towards the collector roads (e.g. Dubbert Street).”.
 - b) Section 8.1.6 (Architectural Elements) – under sub-heading “Lessening the Impact of Aircraft Noise”, delete the paragraph in the second bullet, and insert:
 - “• There shall be no new lots for single detached housing within the Alexandra Neighbourhood (as identified on the 2041 OCP Aircraft Noise Sensitive Development Map).”.
 - c) Section 8.2 (Alexandra’s Character Areas) – for the map titled “Alexandra Neighbourhood Character Areas Map” – in the Legend delete “Business Office” and insert:

“Mixed Use Employment-Residential”; and

replace “Business Office” in the legend with “Mixed Use Employment-Residential”.

- d) Section 8.2.1 (Character Area 1) – replace the title to this section with the following:

“Character Area 1 – Mixed Use Employment-Residential”.

- e) Section 8.2.1 (Character Area 1) – for the Character Area 1 map, replace the existing map entitled “Neighbourhood Character Area 1 –Mixed Use Employment-Residential” as per Schedule B.

- f) Section 8.2.1 (Character Area 1) – insert a new sub-heading “Development Blocks” and insert the following bullets:

- “• The development block formed by Cambie Road to the north, Garden City Road to the west, the McKim Way alignment to the south and the Dubbert Street alignment to the east shall be labelled as Block 1.
- The development block formed by the McKim Way alignment to the north, Garden City Road to the west, Odlin Road to the south and the Dubbert Street alignment to the east shall be labelled as Block 2.
- The development block formed by Odlin Road to the north, Garden City Road to the west, Alexandra Road to the south and the Dubbert Street alignment to the east shall be labelled as Block 3.”.

- g) Section 8.2.1 (Character Area 1) – Replace the first paragraph with the following:

“This character area is located along the east side of Garden City Road (see Character Area 1 – Mixed Use Employment-Residential Map). The preferred development in this area mirrors the land uses and building scale and building setbacks to the west side of Garden City Road, immediately south of Cambie Road. Multi-family residential uses may be permitted, subject to the applicable provisions of this Area Plan, Section 8.1.6 Architectural Elements – Lessening the Impact of Aircraft Noise, and the 2041 OCP Aircraft Noise Sensitive Development Policy.”.

- h) Section 8.2.1 (Character Area 1) – under sub-heading “Land Uses”, and after the bullet “Office commercial”, insert the following:

- “• Bio-tech, research, and labs.
- Information technology (IT), media/software.
- Institutional (private and public) including medical facilities.
- Employment uses shall comprise minimum of 0.52 FAR of the total floor area within Development Blocks 1, 2 and 3, as identified in the Character Area 1 – Mixed Use Employment-Residential Map.”.

- i) Section 8.2.1 (Character Area 1) – under sub-heading “Floor Area Ratio” delete the bullet “The maximum FAR is established at 1.25” and insert:

- “• The total building area within each Development Block 1, 2 and 3, excluding underground parking, shall be no greater than a total of 0.52 FAR for employment use (excluding bonus density).

- The maximum FAR for residential use, based on a minimum of 0.52 FAR of employment space, shall be 1.28 Bonus FAR if a minimum of 5% of the total residential floor space is provided as built Affordable Housing units, with a minimum of an additional 7.5% of residential space being provided in the form of purpose built modest market rental housing units, and a minimum of 2.5% residential floor space as built market rental housing and secured as rental in perpetuity, to meet the City's needs.
 - A minimum of 0.52 FAR of Employment Space shall be completed prior to or concurrent with the completion of the residential space.”.
- j) Section 8.2.1 (Character Area 1) – In sub-heading “Height” insert after the first bullet:
- “• Minimum of two storeys (8m) and up to six storeys (25m) adjacent to the west boundary of each Development Block along Garden City Road.”.
- k) Section 8.2.1 (Character Area 1) – In sub-heading “Site Coverage”, delete the bullet “In the range of 40% to 50%” and insert:
- “• Depends on uses and configuration.”.
- l) Section 8.2.1 (Character Area 1) – After sub-heading “Site Coverage” insert a new sub-heading and text:
- “Phasing of Development
- Developments proposing to be completed in one phase shall ensure that the applications include all of the following:
 - a minimum of 0.52 FAR is allocated for employment space,
 - a minimum of 5% of the total residential floor area is provided in the form of built Affordable Housing,
 - a minimum of 7.5 % of the total residential floor area is provided in the form of built modest rent controlled rental units, and
 - a minimum of 2.5% of the total residential floor area is provided in the form of built market rental units.
 - To ensure that the Employment space is built early in any project, all Rezoning, Development Permit and Building Permit applications shall ensure that a minimum of 30% of the floor area (up to 0.52 FAR) for non-residential and employment use is maintained throughout each phase within the applicable Development Block, and that a maximum of 70% of the total built form being provided is for residential floor area (and associated residential accessory uses) until the minimum 0.52 FAR of employment space is provided.
 - Subsequent to, or in conjunction with, the employment space being completed, and to ensure that the Affordable Housing, modest rent controlled housing and market rental units are completed as part of the development for the first half of the total residential floor area, for all projects with two or more phases:

- 15% of the total residential floor area (allocated for Affordable Housing, purpose built modest rent controlled units and market rental units) shall be built and completed as part of the first 50% of the total residential floor area being built within the entire project or Development Block.
 - Applications for residential development beyond the first 50% of the total residential floor area may not be processed or considered, unless all of the employment space and affordable housing, modest rental control units and market rental units are completed in their entirety and ready for occupancy.”
- m) Section 8.2.1 (Character Area 1) – In sub-heading “Additional Building Design Considerations” insert the following bullet:
- “• Stand alone, single-use buildings and/or mixed-use buildings may be considered, provided that they form part of a comprehensive plan for each Development Block, 1, 2 and 3.”.
- n) Section 8.2.3 (Character Area 3) – In the legend of the Character Area 3 - The High Street Map delete “Business Office” and insert:
- “Mixed Use Employment-Residential”.
- o) Section 9.3 (Alexandra’s Livability Guidelines) – for the Alexandra Neighbourhood Land Use Map replace as per Schedule C.
- p) Section 9.3.2 (Alexandra Development Framework) – Under Policies for Objective 3 after “Developer Contributions – Public Amenities”, insert a new sub-heading and paragraph after paragraph g):

“Affordable Housing in the Mixed Use Employment-Residential Area

- h) A minimum of 5% of the total residential building area is required in the form of built Affordable Housing units, with an additional 7.5% of the residential floor area being provided in the form of built modest market rental units, and 2.5% of the residential floor area is provided as market rental units that are secured in perpetuity as rental units, as per the West Cambie Alexandra Neighbourhood Mixed Use Employment –Residential Use Density Bonus, Community Amenity Contribution Modest Rental Housing Rates Policy.

Cash-in-lieu contributions are not acceptable and the 2006 *West Cambie - Alexandra Interim Amenity Guidelines* as they relate to affordable housing contributions will not apply to the Mixed Use Employment-Residential designated lands.”.

3. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100 and 9000, Amendment Bylaw 9121”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

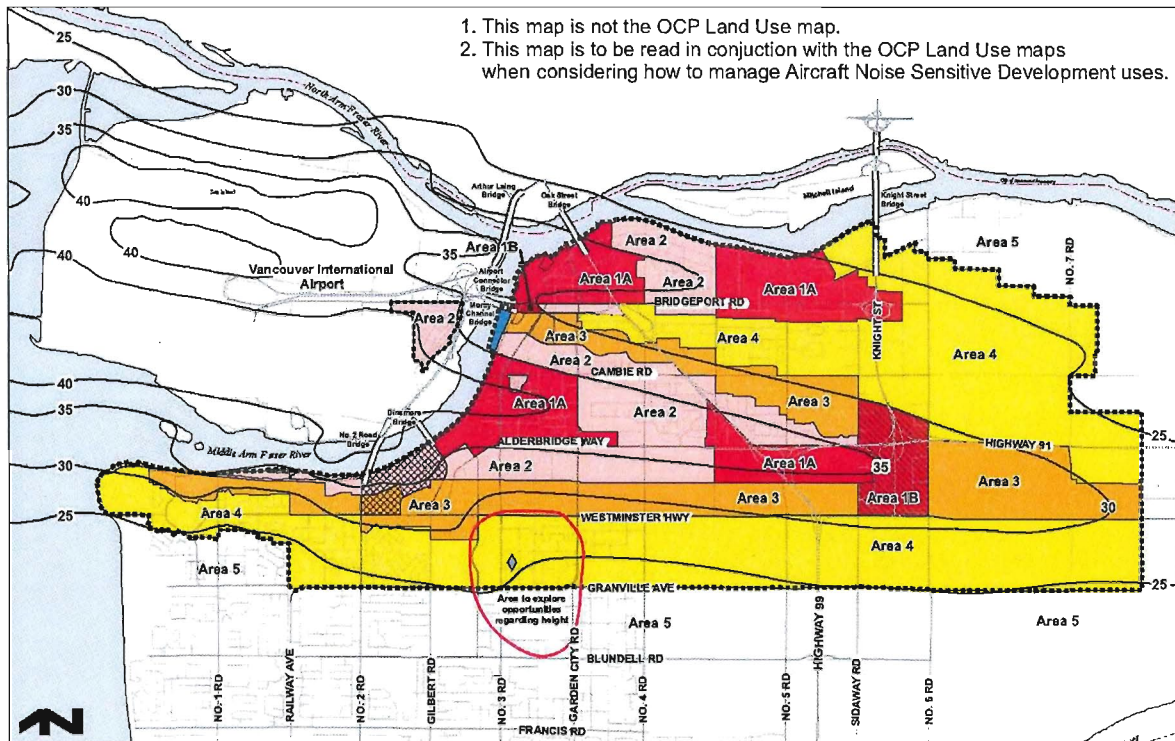
ADOPTED

MAYOR

_____ _____ _____ _____ _____	<div>CITY OF RICHMOND</div> <div>APPROVED by</div> <div>APPROVED by Manager or Solicitor</div>
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CORPORATE OFFICER

Schedule A to Bylaw 9121: Revised Aircraft Noise Sensitive Development Map



Aircraft Noise Sensitive Development (ANSD) Policy Areas (see Aircraft Noise Sensitive Development Policy Table)

No New Aircraft Noise Sensitive Land Uses:

AREA 1A

New Aircraft Noise Sensitive Land Use Prohibited

AREA 1B

New Residential Land Uses Prohibited

Areas where Aircraft Noise Sensitive Land Uses may be considered: subject to Aircraft Noise Mitigation Requirements

AREA 2

All Aircraft Noise Sensitive Land Uses (except new single family) may be considered (see Table for exceptions)

AREA 3

All Aircraft Noise Sensitive Land Use types may be considered

AREA 4

All Aircraft Noise Sensitive Land Use types may be considered

No Aircraft Noise Mitigation Requirements

AREA 5

All Aircraft Noise Sensitive Land Use types may be considered



Objective: Current rezoning may proceed prior to Area Plan updates, based on the formula:
- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)



Objective: To support the 2010 Olympic Speed Skating Oval:
- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)



On Fraser River Above 30 NEF Residential (e.g. house boats) may be considered



Area to explore opportunities regarding height. Potential would be subject to application process



2015 Noise Exposer Forecast (NEF) Contours

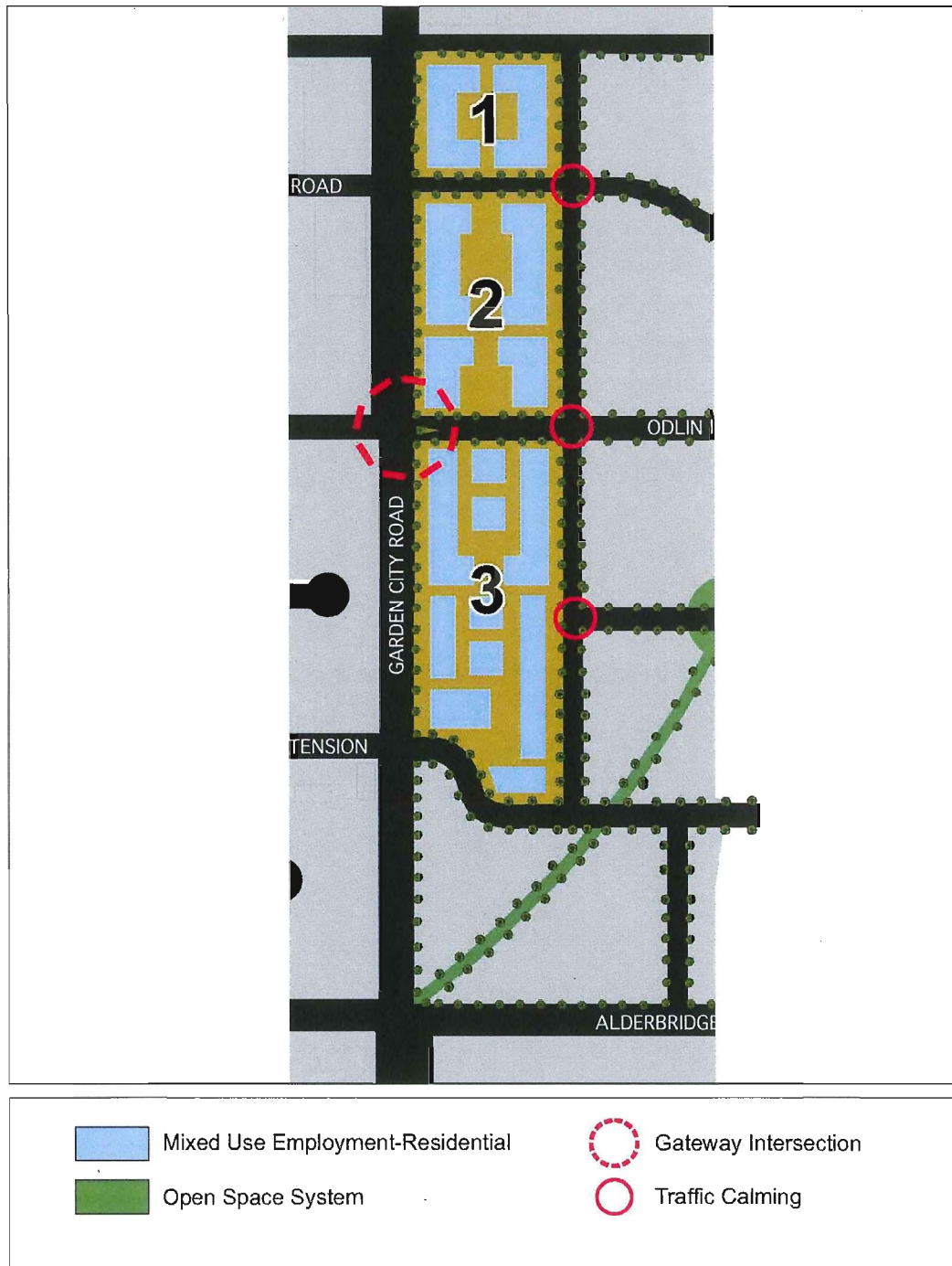


Extent of Aircraft Noise Insulation

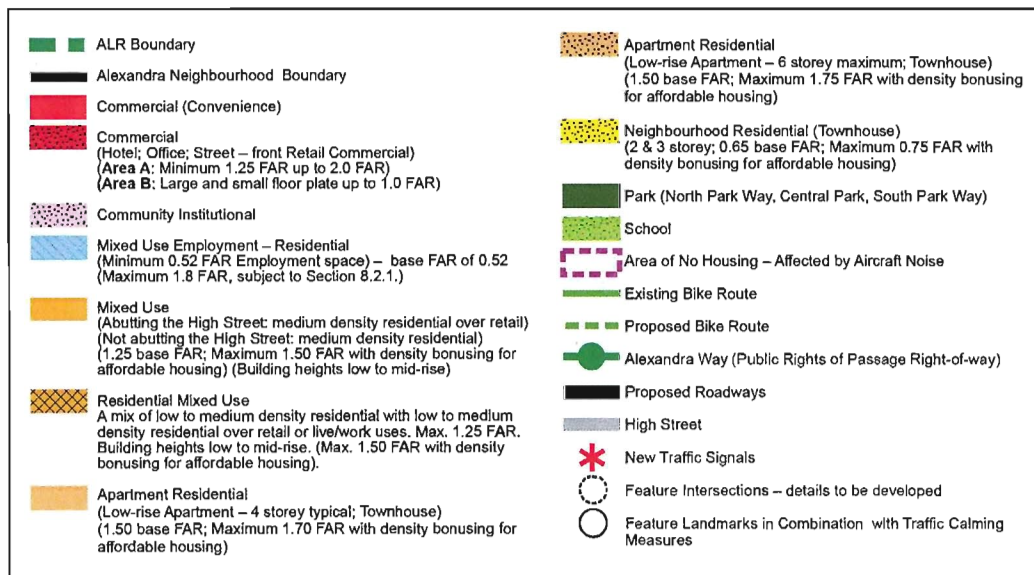


City Hall

Schedule B to Bylaw 9121: Revised Neighbourhood Character Area 1 –Mixed Use Employment-Residential

Character Area 1
Mixed Use Employment - Residential

Schedule C to Bylaw 9121: Alexandra Neighbourhood Land Use Map

Alexandra Neighbourhood Land Use Map

revised May 05, 2015