



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, September 17, 2013  
4:00 p.m.

Pg. #      ITEM

### MINUTES

PLN-7      *Motion to adopt the minutes of the meeting of the Planning Committee held on Wednesday, September 4, 2013.*



### NEXT COMMITTEE MEETING DATE

Tuesday, October 8, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

### PLANNING & DEVELOPMENT DEPARTMENT

1. **APPLICATION BY FIRST RICHMOND NORTH SHOPPING CENTRES LTD. FOR REZONING AT 4660,4680,4700, 4720, 4740 GARDEN CITY ROAD AND 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 ALEXANDRA ROAD FROM "SINGLE DETACHED ((RS1/F))" TO "NEIGHBOURHOOD COMMERCIAL (ZC32) - WEST CAMBIE AREA" AND "SCHOOL & INSTITUTIONAL (SI)"**

(File Ref. No. 12-8060-20-8864/8865/8973; RZ 10-528877) (REDMS No. 3979427 v.6)

PLN-26

See Page PLN-26 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

- (1) *That Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11.A of West Cambie Area Plan (WCAP) as shown on the proposed amendment plan to:*
  - (a) *reduce the minimum density permitted from 1.25 to 0.60 FAR in Mixed Use Area A;*
  - (b) *adjust the proposed alignment of May Drive within the development lands; and*
  - (c) *reduce the “Park” designation over portions of 9440, 9480 and 9500 Alexandra Road;**be introduced and given first reading;*
- (2) *That Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan “2041 OCP ESA Map” to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading;*
- (3) *That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and Official Community Plan Bylaw 9000 Amendment Bylaw 8973, 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 deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act;*
- (4) *That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and OCP Bylaw 9000 Amendment Bylaw 8973 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation;*
- (5) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 8864 to create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)", be introduced and given first reading.*





2. **RICHMOND RESPONSE: THREE PROPOSED METRO VANCOUVER REGIONAL GROWTH STRATEGY AMENDMENTS: TOWNSHIP OF LANGLEY (NORTH MURRAYVILLE, HENDRICKS, HIGHWAY #1 / 200<sup>TH</sup> STREET)**

(File Ref. No.) (REDMS No. 3966627)

PLN-179

See Page PLN-179 for full report

*Designated Speaker: Terry Crowe*

**STAFF RECOMMENDATION**

*That, as per the report from the General Manager, Planning and Development, dated August 28, 2013, titled: Richmond Response: Three Proposed Metro Vancouver Regional Growth Strategy (RGS) Amendments: Township of Langley (Highway #1 / 200<sup>th</sup> Street, Hendricks, North Murrayville), Council advise Metro Vancouver that the City of Richmond:*

- (1) For the Highway #1 / 200th Street Area, supports proposed Regional Growth Strategy amendment, as it is consistent with the 2040 Regional Growth Strategy and will enable the Township to better meet its long term employment land and development needs;*
- (2) For the Hendricks area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation;*
- (3) For the North Murrayville area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation; and*
- (4) Requests that, to improve RGS amendment reviews, Metro Vancouver staff: (a) ensure that future RGS amendment packages are more complete and (b) provide a more comprehensive assessment and an opinion regarding the acceptability of proposed RGS amendments, before they are circulated for comment (e.g., to the MV Regional Planning Advisory Committee, MV Regional Planning and Agricultural Committee, MV Board and local governments).*



3.    **APPLICATION BY STEVESTON FLATS DEVELOPMENT CORP.  
FOR A HERITAGE ALTERATION PERMIT AT 3471 CHATHAM  
STREET**

(File Ref. No. HA 13-641865) (REDMS No. 3978507)

PLN-217

See Page PLN-217 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That a Heritage Alteration Permit be issued to authorize the demolition of structures and associated infrastructure at 3471 Chatham Street and prepare the site for a future development, on a site zoned Steveston Commercial (CS3), including:*

- (1) the removal of the existing concrete bas-relief panels on the face of the building;*
- (2) temporary on-site storage of the concrete panels;*
- (3) the securing of the site during demolition;*
- (4) the demolition and removal of the building;*
- (5) the excavation and removal of associated infrastructure; and*
- (6) deposit of a subdivision plan at the Land Title Office for a corner truncation at the south-east corner of the site.*



4.    **APPLICATION BY JACKEN INVESTMENTS INC. FOR REZONING  
AT 8131 NO. 3 ROAD FROM SINGLE DETACHED (RS1/E) TO  
COMPACT SINGLE DETACHED (RC2)**

(File Ref. No. 12-8060-20-9057; RZ 13-636814) (REDMS No. 3979722)

PLN-224

See Page PLN-224 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, for the rezoning of 8131 No. 3 Road from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, be introduced and given first reading.*



Pg. #      ITEM

5.      **APPLICATION BY AJIT THALI WAL AND AMAN DHALI WAL FOR REZONING OF A PORTION OF 5831 MONCTON STREET FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/C)**  
(File Ref. No. 12-8060-20-9010; RZ 13-629294) (REDMS No. 3819337)

PLN-236

See Page PLN-236 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9010, for the rezoning of a portion of 5831 Moncton Street from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, be introduced and given first reading.*



6.      **APPLICATION BY KENSINGTON HOMES LTD. FOR REZONING AT 5160 AND 5180 BLUNDELL ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**  
(File Ref. No. 12-8060-20-9055; RZ 13-627627) (REDMS No. 3959434)

PLN-267

See Page PLN-267 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, for the rezoning of 5160 and 5180 Blundell Road from “Single Detached (RS1/E)” to “Low Density Townhouses (RTL4)”, be introduced and given first reading.*



7.      **MANAGER’S REPORT**

ADJOURNMENT







## Planning Committee

Date: Wednesday, September 4, 2013

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Chak Au  
Councillor Linda Barnes  
Councillor Harold Steves  
Mayor Malcolm Brodie

Absent: Councillor Evelina Halsey-Brandt

Also Present: Councillor Linda McPhail

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

### MINUTES

Committee discussed the referral motion for the Steveston Area Plan Amendment noting that the two reasons why the Sakamoto report was added to the referral were (i) to review the design guidelines and (ii) to adopt the building heights in place at that time.

The discussion continued regarding preference for more heritage development as outlined in the design guidelines in the Sakamoto report, adding that Committee is not in favour of three storey buildings in Steveston.

*Mayor Malcolm Brodie entered the meeting at 4:03 p.m.*

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Tuesday, July 16, 2013, be adopted as circulated.*

**CARRIED**

**Planning Committee**  
**Wednesday, September 4, 2013**

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**NEXT COMMITTEE MEETING DATE**

Tuesday, September 17, 2013, (tentative date) at 4:00 p.m. in the Anderson Room

**COMMUNITY SERVICES DEPARTMENT**

**1. RICHMOND SOCIAL DEVELOPMENT STRATEGY**

(File Ref. No. 08-4055-20-SPST1) (REDMS No. 3864051 v.2)

John Foster, Manager, Community Social Development, with the aid of a Power Point presentation (attached to and forming part of these minutes as **Schedule 1**) highlighted the key components of the Richmond Social Development Strategy.

The Committee commented that the strategy is an excellent base document, incorporating the existing strategy with new initiatives. Discussion ensued with respect to (i) Council refining term goals with the implementation of the Strategy and (ii) the financial impact as the municipality attempts to fill the gap left by senior governments.

The Committee directed staff to forward the strategy to the Board of Directors of each of the partners, as well as to senior levels of government, for their endorsement, as Council cannot effectively implement the strategy without partners. Concern was raised that the strategy should not be impeded from moving forward with the request for endorsement. The strategy is an overall plan which can be amended at any time. Staff was advised that when forwarding the document, that the partners be encouraged to provide ongoing comments related to the strategy.

Committee discussed implementing the strategy and identifying measurements and key short term actions.

Discussion ensued related to recent racial incidents in Richmond and the recent issue of English/Chinese language on signs. The strategy provides an excellent opportunity under Action 23 to add something into the social strategy that approaches this situation without creating a bylaw or specific rules and regulations. At the conclusion of the discussion, staff were advised to include "and that any wording on business signage and/or City documentation prominently includes the English language." to Action 23.3.

It was moved and seconded

- (1) *That the Richmond Social Development Strategy, presented as Attachment 1 to the staff report dated August 1, 2013 from the General Manager, Community Services, be adopted; and*

- (2) *That the Affordable Housing Analyst and Social Development Coordinator positions, identified in the Resource Requirements section of the Social Development Strategy, be considered in the 2014 and 2015 Budget processes, respectively.*

**CARRIED**

## **PLANNING & DEVELOPMENT DEPARTMENT**

2. **APPLICATION BY SUKHVIR DOSANJH FOR REZONING AT 7311/7331 LINDSAY ROAD FROM TWO-UNIT DWELLINGS (RD1) TO SINGLE DETACHED (RS2/B)**  
(File Ref. No. 12-8060-20-9048; RZ 12-603352) (REDMS No. 3926376)

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9048, for the rezoning of 7311/7331 Lindsay Road from "Two-Unit Dwellings (RD1)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

3. **APPLICATION BY KEN JARMANA FOR REZONING AT 7671 BRIDGE STREET FROM SINGLE DETACHED (RS1/F) TO SINGLE DETACHED (ZS14) – SOUTH MCLENNAN (CITY CENTRE)**  
(File Ref. No. 12-8060-20-9049; RZ 13-631303) (REDMS No. 3934355)

Wayne Craig, Director of Development, advised that a small portion of road dedication is required off the Armstrong frontage to allow for the continuation of Armstrong Street and the connection to what will be a pedestrian walkway along the south side of the property. Once the road dedication has been provided the site will no longer meet the minimum depth requirements of the existing zoning.

In response to a query concerning road dedication in connection to a previous development application, Mr. Craig advised that there have not been any previous road dedications required for this site.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9049, for the rezoning of the western portion of 7671 Bridge Street from "Single Detached (RS1/F)" to "Single Detached (ZS14) – South McLennan (City Centre)", be introduced and given first reading.*

**CARRIED**

**Planning Committee**  
**Wednesday, September 4, 2013**

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**4. APPLICATION BY DAGNEAULT PLANNING CONSULTANTS LTD.  
FOR A STRATA TITLE CONVERSION AT 11400 TWIGG PLACE**

(File Ref. No. SC 12-617506) (REDMS No. 3922011)

Wayne Craig advised that this application is for a strata title conversion for an existing industrial building constructed a few years ago; the application allows the industrial building to be separated into four (4) strata lots.

Mr. Dagneault, Dagneault Planning consultants Ltd., raised a concern with staff recommendation 1.(c) with regard to the completion of remediation works advising that completion of the works requires the closure of a hole between the two separate units. Mr. Ankenman will be retaining ownership of the two units and uses the hole in the partition wall to transport goods and people back and forth. Mr. Dagneault asked to be relieved of the requirement to close the hole in the partition wall, and was advised to work with staff for a resolution to the matter.

It was moved and seconded

*(1) That the application for a Strata Title Conversion by Dagneault Planning Consultants Ltd. for the property located at 11400 Twigg Place, as generally shown in Attachment 1, be approved on fulfilment of the following conditions:*

- (a) payment of all City utility charges and property taxes up to and including the year 2013;*
- (b) registration of a flood plain covenant on title identifying a minimum habitable elevation of 4.35 m GSC;*
- (c) completion of the remediation works recommended in the Ankenman Marchand report;*
- (d) submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this resolution; and*

*(2) That the City, as the Approving Authority, delegate to the Approving Officer the authority to execute the strata conversion plan on behalf of the City, as the Approving Authority, on the basis that the conditions set out in Recommendation 1 have been satisfied.*

**CARRIED**



**Planning Committee**  
**Wednesday, September 4, 2013**

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**5. APPLICATION BY MIKE YOUNG FOR REZONING AT 11351 NO. 1 ROAD FROM SINGLE DETACHED (RS1/A) TO SINGLE DETACHED (ZS22) – NO. 1 ROAD**

(File Ref. No. 12-8060-20-9012; RZ 12-624849) (REDMS No. 3822069)

Wayne Craig noted that this rezoning will facilitate the creation of four (4) single family lots with rear lane access adjacent to No. 1 Road. The site specific zoning is due to an existing unopened road right-of-way along the southern edge of the property requiring an additional setback.

In response to a query whether similar applications could be expected, Mr. Craig advised that this is a unique situation and staff do not anticipate replication of this site specific zoning elsewhere. When asked whether parking will be accommodated on the narrow lots, Mr. Craig noted that each site will provide the required parking through detached or attached garages accessed by the rear lane. Transportation Department would be advised to provide comments on "No Parking" signage along No. 1 Road.

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9012, to create the "Single Detached (ZS22) – No. 1 Road" zone, and to rezone 11351 No. 1 Road from "Single Detached (RS1/A)" to "Single Detached (ZS22) – No. 1 Road", be introduced and given first reading.*

**CARRIED**

**6. APPLICATION BY RAJNI SHARMA FOR REZONING AT 11140 KING ROAD FROM SINGLE DETACHED (RS1/E) TO SINGLE DETACHED (RS2/B)**

(File Ref. No. 12-8060-20-9050; RZ 13-629950) (REDMS No. 3951325)

Wayne Craig advised that this is a rezoning to facilitate a two lot subdivision, requiring an amendment to a single family lot size policy. Staff conducted public consultation in May 2013 and there was limited opposition as a result of the mail out conducted in May. The lot size policy amendment would allow for the creation of approximately 15 additional lots in the area.

In response to queries related to current site conditions, sidewalks and proposed accesses, Mr. Craig indicated that (i) the survey submitted with the report reflects the current conditions of the property, (ii) there was not an existing sidewalk adjacent to the property, and (iii) an additional driveway to service the new lot would be required.

The Committee discussed at length the amendment to the single family lot size policy and consistency for subdivision. It was suggested that further study be undertaken to include RS1/A zoning and the subsequent impact to the existing infrastructure and the public consultation process. The RS1/A zone would provide substantially more smaller lots with affordable dwelling units.

**Planning Committee**  
**Wednesday, September 4, 2013**

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In response to a query related to a similar proposal where concerns were raised regarding the existing infrastructure, Mr. Craig advised that there were concerns over storm drainage and with the condition and quality of rear lane access. As a result, a moratorium was placed on rezoning and redevelopment along Williams Road. The issues were rectified through upgrades and cash-in-lieu for additional future upgrades.

The applicant, Rajni Sharma, stated that the two lots with smaller residential units would be more consistent with the surrounding existing residences and questioned the Committee promoting affordable housing and at the same time questioning subdivision to allow smaller lots.

The Chair noted that there did not appear to be opposition to the rezoning itself but that, in order to be consistent, there was a willingness with Committee members to open up the opportunity for subdivision to other property owners.

It was moved and seconded

- (1) *That the following recommendation be forwarded to Public Hearing:*
- (a) *That Single-Family Lot Size Policy 5409 for the area generally bounded by Shell Road, King Road, No. 5 Road, and properties fronting onto Seaton Road, in a portion of Section 25 Block 4 North Range 6 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5409 (Attachment 6); and*
- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9050, for the rezoning of 11140 King Road from "Single Detached (RS1/E)" to "Single Detached (RS2/B)", be introduced and given first reading.*

**CARRIED**

**Opposed: Cllr. Bill McNulty**  
**Cllr. Harold Steves**

The Chair requested that staff provide the number of potential RS1/A lots within the lot size policy area.

Joe Erceg, General Manager – Planning and Development, confirmed staff can provide what has been proposed and explore the subdivision potential with the RS1/A zone.

Committee noted that this would be a favourable time to undertake a review to allow smaller lots, if the area has not already been converted to the larger homes.

**Planning Committee**  
**Wednesday, September 4, 2013**

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**6A. KIRKLAND ISLAND, DUNN ISLAND, AND WILLIAMSON ISLAND**  
(File Ref. No.) (REDMS No.)

It was moved and seconded

*That the ownership of and any changes to the property on Kirkland Island, Dunn Island, and Williamson Island be referred to staff for investigation.*

Discussion ensued as the lands are either being farmed or are under the jurisdiction of Ducks Unlimited. The lands are a habitat for snow geese, mallard ducks, and other wildlife. However, there are reports that these islands may have been sold to Port Metro and the Port's intent is to remove the dykes in order to flood the land to gain marsh land destroying the habitat for the geese and ducks.

**CARRIED**

**6B. BLUNDELL EXCHANGE/STEPHENSTON HIGHWAY UPDATE**  
(File Ref. No.) (REDMS No.)

Joe Erceg, General Manager – Planning and Development, advised that the City has not received any indication of funding from the Province for the overpass.

**6C. LING YEN MOUNTAIN TEMPLE**  
(File Ref. No.) (REDMS No.)

Mr. Craig informed the Committee that staff had received a revised rezoning proposal from Ling Yen Mountain Temple on July 19, 2013. The application is in the preliminary stages of review. There are a number of outstanding technical reports related to the application (i.e. traffic impact, agricultural plan, environmental management plan, etc.).

The submitted proposal is very similar to the previous proposals. The primary difference is that the overall building height of the taller building has been reduced to approximately 98 feet.

Staff was advised that should the application proceed to Committee that the applicant provide drawings showing what is existing in comparison to what is being proposed in order to gain a better sense of the size of the building.

**Planning Committee**  
**Wednesday, September 4, 2013**

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**6D. KARTNER ROAD**

(File Ref. No.) (REDMS No.)

Mr. Craig noted that the property on Kartner Road (Legal Description: Lot 17) is a non-access road site. Staff had communicated with the inquirer advising that it is non-access property which is why it has not been assigned a street address and the road is not regularly cleared. Staff was directed to follow-up with Community Bylaws with respect to an inspection of the property.

**6E. COMPOST**

(File Ref. No.) (REDMS No.)

Councillor Steves provided information to the Committee that he will speak at the next Agricultural Advisory Committee and Public Works & Transportation Committee meetings with regard to Jeff Hill, Harvest Power, being prepared to donate compost to any interested farmer(s).

**7. MANAGER'S REPORT**

None.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (5:22 p.m.).*

**CARRIED**

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 Wednesday, September 4, 2013.

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Councillor Bill McNulty  
Chair

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Heather Howey  
Committee Clerk

# Building Our Social Future

## RICHMOND SOCIAL DEVELOPMENT STRATEGY 2013-2022

Schedule 1 to the Minutes of the  
Planning Committee Meeting of  
Wednesday, September 4, 2013.

September 2013





# WHAT'S THE CONTEXT?

- Strong, proud and effective legacy
- Considerable resources already devoted
- City faces challenges – and opportunities
- Increasing need for strategic, multi-partner approach



# WHAT'S THE PURPOSE OF THE STRATEGY?

- Identify priorities
- Clarify roles
- Provide foundation for more integrated, coordinated, and sustainable approach





# HOW DID WE CONSULT IN PREPARING THE DRAFT?

- Advisory committee and stakeholder meetings
- Let's Talk Richmond and City website
- Questionnaires
- Public forum
- Study Circles



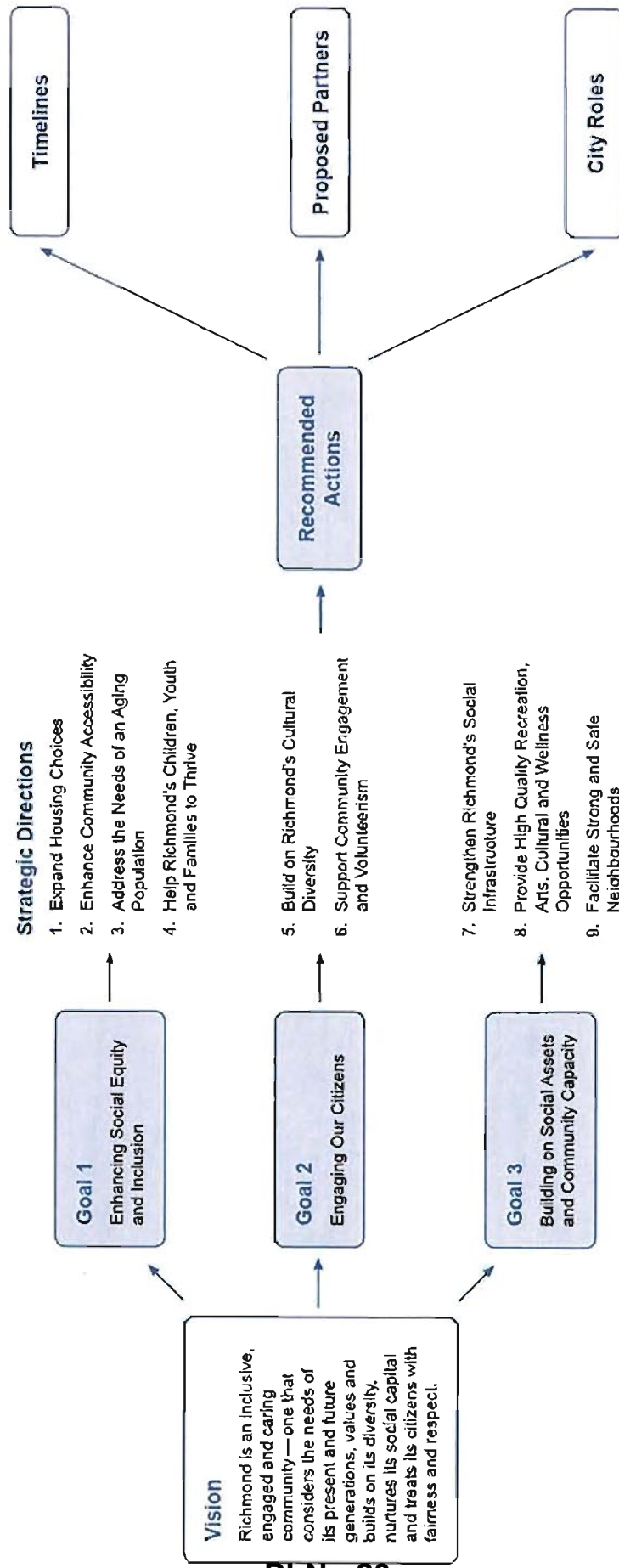


# WHAT PRIORITIES WERE IDENTIFIED?

- Cultural diversity
- Aging of the population
- Social capital and infrastructure
- Children, families & youth
- Affordable housing and affordable living



# WHAT'S THE PROPOSED FRAMEWORK?



# HOW DID WE SEEK COMMENTS ON THE DRAFT STRATEGY?

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- Distribution to Advisory Committees, community groups and networks
- Posting on City website
- Hosting Let's Talk Richmond forum
- Holding Open House





# WHAT WAS THE LEVEL OF RESPONSE?

75 submissions:

- 11 from City Advisory Committees
- 2 emails
- 11 Open House sheets
- 15 Let's Talk Richmond comments
- 36 sheets from  
**SUCCESS**



# WHAT WERE THE OVERALL CONCLUSIONS?

- People generally pleased with process
- Strong overall support for Draft Strategy
- Minor changes warranted – but not a major overhaul





# WHAT WERE THE KEY REVISIONS?

- Editing for clarity and consistency
- Generic agency references
- Enhancement of Appendices, photos and context
- Tightening of Action statements
- Add Age-Friendly Community action and remove Child Care Coordinator action



# WHAT ARE THE NEXT STEPS?

- Adoption of Strategy
- Preparation of work plan(s)
- Implementation, monitoring, and refinement





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

**Date:** September 5, 2013

**File:** RZ 10-528877

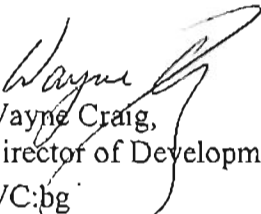
**Re:** Application by First Richmond North Shopping Centres Ltd. for Rezoning at 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road from "Single Detached ((RS1/F))" to "Neighbourhood Commercial (ZC32) - West Cambie Area" and "School & Institutional (SI)"

### Staff Recommendation

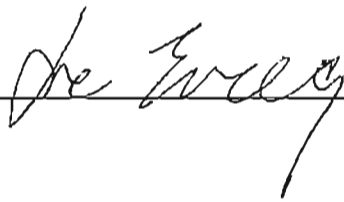
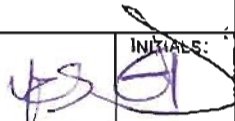
1. That Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11.A of West Cambie Area Plan (WCAP) as shown on the proposed amendment plan to:
  - a. reduce the minimum density permitted from 1.25 to 0.60 FAR in Mixed Use Area A;
  - b. adjust the proposed alignment of May Drive within the development lands; and
  - c. reduce the "Park" designation over portions of 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
2. That Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan "2041 OCP ESA Map" to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
3. That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and Official Community Plan Bylaw 9000 Amendment Bylaw 8973, 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 deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.
4. That Official Community Plan Bylaw 7100 Amendment Bylaw 8865 and OCP Bylaw 9000 Amendment Bylaw 8973 having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby deemed not to require further consultation.



5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 8864 to create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)", be introduced and given first reading.

  
 Wayne Craig,  
 Director of Development  
 WC:bg

Att. 11

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Finance Division	<input checked="" type="checkbox"/>		
Real Estate Services	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Policy Planning	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
<b>DIRECTORS</b>	INITIALS: DW	<b>REVIEWED BY CAO</b>	INITIALS: 

## Staff Report

### Origin

First Richmond North Shopping Centres Ltd., (SmartCentres) has applied to the City of Richmond to rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)" in order to develop a shopping centre with a gross floor area of 36,018 m<sup>2</sup> (387,692 ft<sup>2</sup>) and a gross leasable floor area of 34,575 m<sup>2</sup> (372,162 ft<sup>2</sup>) and a small lot to be transferred to the City for "Park" purposes. This proposed development is intended to become the urban village centre for the West Cambie Area (WCA). This proposal would consolidate 20 lots creating two (2) development parcels approximately 7¼ acres each, separated by a new north-south road (i.e., the "High Street") linking Alderbridge Way and Alexandra Road. The east development parcel includes a proposed Walmart Store consisting of approximately 14,975 m<sup>2</sup> (161,188 ft<sup>2</sup>) of floor space. The following table provides an overview statistical summary of the overall proposed development.

Category	Proposed West Parcel	Proposed East Parcel	Totals
Gross Site Area - before dedications	-	-	67,891 m <sup>2</sup> (730,772 ft <sup>2</sup> ) 16.8 ac.
Net Site Area - after dedications	29,362 m <sup>2</sup> (316,049 ft <sup>2</sup> ) 7.26 ac.	29,243 m <sup>2</sup> (314,769 ft <sup>2</sup> ) 7.22 ac.	58,605 m <sup>2</sup> (630,818 ft <sup>2</sup> ) 14.48 ac.
Gross Floor Area	18,325 m <sup>2</sup> (197,248 ft <sup>2</sup> )	17,693 m <sup>2</sup> (190,444 ft <sup>2</sup> )	36,018 m <sup>2</sup> (387,692 ft <sup>2</sup> )
Gross Leasable Area	17,173 m <sup>2</sup> (184,849 ft <sup>2</sup> )	17,402 m <sup>2</sup> (187,313 ft <sup>2</sup> )	34,575 m <sup>2</sup> (372,162 ft <sup>2</sup> )
Major Anchors	8,883 m <sup>2</sup> (95,616 ft <sup>2</sup> )	14,975 m <sup>2</sup> (161,188 ft <sup>2</sup> )	23,858 m <sup>2</sup> (256,805 ft <sup>2</sup> )
Proposed FAR	0.62 FAR	0.61 FAR	0.62 FAR (overall)
Parkade Parking	411	-	1,153 stalls
Parking Under	-	314 under structures	
Parking On-Grade	175	253 open to the sky	
Total Parking	586	567	1,153 stalls

A staff report regarding the SmartCentres rezoning application was presented to Planning Committee on December 18, 2012 and was subsequently referred back to staff in order to address the following three main issues:

1. *Review arrangement for payment of cost for immediate construction of the road and any possible distribution of cost between developments.*

**Staff can advise Committee that:**

- In response to Council direction, SmartCentres has now agreed to pay the entire estimated land costs for the Connector Road. This is a significant improvement over the proposal presented to Planning Committee on December 18, 2012.
- The City would have to acquire the remaining 2 properties (4560/62 and 4580 Garden City Road) required for the Connector Road using the funding provided by

SmartCentres, which City staff estimate is sufficient to acquire these 2 remaining properties at a reasonable purchase price.

- SmartCentres has also agreed to pay the entire construction cost for the Connector Road via a Letter of Credit (LOC) based on construction costs in 2023 to allow the construction any time between now and 2023.
  - No Connector Road costs would be deferred to other development sites in the WCA.
2. *Look at the potential arrangement to purchase residences on the road pathway and other further alternatives if any.*

Staff can advise Committee that:

- SmartCentres will acquire 3 of the 5 properties (9071, 9091 and 9111 Alexandra Road) required for the Connector Road and dedicate to the City the required right-of-way across these properties.
  - SmartCentres has agreed to provide a cash contribution to the City in order to fund the City acquisition of the remaining 2 properties (4560 4562 and 4580 Garden City Road).
3. *Review alternatives to the proposed May Drive alignment and the proposed structure with the green space.*

Staff can advise Committee that:

- The Official Community Plan (OCP) designated Environmentally Sensitive Area (ESA) on the development site has been assessed by SmartCentres environmental consultant and supported by City's environmental consultant that the size of the designated "ESA" within the proposed development site should be reduced by approximately 1 acre from 2.57 to 1.57 acres (ac) due to human disturbance and the presence of invasive species;
- The designated "Park" area on the proposed development lands is approximately 1.51 ac and SmartCentres proposes the provision of 1.08 ac compensation (0.16 ac as dedication and 0.92 ac as SRW). It is also noted that the existing designated "Park" is compromised by human disturbance, invasive species and the recently reduced size of the "Park" beyond the boundaries of the site diminishes the ecological value of the "Park" area.
- The additional development land resulting from the SmartCentres proposed realignment of May Drive would be used primarily for parking that supports the proposed retail/commercial uses.
- This proposal has been reviewed by Parks staff and the reduction in the "Park" area is acceptable as alternative publicly accessible area is being provided on-site.

The following is a report that brings forward the SmartCentres rezoning application and responds to the Planning Committee referral.

## Findings of Fact

See **Attachment 1** - Location Map and **Attachment 2** - Air Photo. See **Attachment 3** for the Development Application Data Sheet. **Attachment 4** illustrates the SmartCentres Concept Site Plan. All the Conceptual Design Drawings are attached at the end of this document (see **Drawing Sheets 1 to 60**).

A Servicing Agreement will be required for this proposed rezoning application and SmartCentres has agreed to the associated frontage improvements and site servicing requirements, which are outlined in the rezoning considerations (see **Attachment 5** for details). A signed copy of the Rezoning Considerations is located in the rezoning file.

## Surrounding Development

To the North: across Alexandra Road is an area of older single-family residential lots - some occupied and others vacant - zoned "Single Detached (RS1/F)" and "Two Unit Dwellings (RD1)" plus one mixed-use (residential/commercial) development site recently rezoned to "Residential/Limited Commercial (ZMU16)" (see rezoning file RZ 12-598503) and one property zoned "School and Institutional Use (SI)". The Alexandra Neighbourhood Land Use Map calls for 3 different land uses on the north side of Alexandra Road along the frontage of the proposed development site:

- west portion: Business/Office with office over retail at a maximum 1.25 FAR.
- central area: Mixed-Uses abutting the High Street at medium density residential over retail and for the lands not abutting the High Street, medium density residential.
- east portion: Residential Area 1 with a base 1.5 FAR (maximum 1.70 FAR with density bonusing for affordable housing) for townhouses and low-rise apartments (4-storey typical).

There are currently 3 active rezoning applications involving 11 properties on the north side of Alexandra Road (opposite the proposed development) consisting of several 4 to 6-storey mixed-use (residential/commercial) and residential buildings with approximately 950 housing units:

To the East: across the proposed extension of May Drive the adjacent lot (9540 Alexandra Road) is designated "Park" and beyond is an area of older single-family residential lots - either occupied or vacant zoned - "Single Detached (RS1/F)" and recently designated in the WCAP as Residential Area 2 for townhouse development with 0.65 base FAR at a maximum 0.75 FAR with density bonusing for affordable housing;

To the South: across Alderbridge Way is the City-owned "Garden City Lands" within the Agricultural Land Reserve (ALR) and zoned "Agriculture (AG1)"; and

To the West: across Garden City Road is an area of retail/commercial land uses zoned "Auto-Oriented Commercial (CA)" and "Gas & Service Stations (CG1)".

## Related Policies & Studies

1. West Cambie Area Plan Referral: Planning Committee made the following referral to staff on September 18, 2012

*"that staff explore the best use of the land that 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, and report back to the Planning Committee."*

A staff report regarding the West Cambie – Alexandra Neighbourhood – Business/Office Area dated June 24, 2013 was presented to Council on July 8, 2013 but this report was subsequently referred back to staff “to further consider mixed use including commercial, residential and office use and the appropriate proportion and numbers of units for each use”. Policy Planning staff are reviewing this area and a separate report to Planning Committee on the land use referral will be presented for consideration at a later date. Staff believe that this application can proceed at this time, without any impact on the referral.

2. West Cambie Park designation to Townhouse Residential: The properties on the south side of Alexandra Road and east of the proposed May Drive extension were previously designated in the WCAP as “Park” area within the West Cambie Park. However, a recent amendment to the WCAP has re-designated the majority of these properties to “Residential Area 2” for townhouse development with base 0.65 FAR (maximum 0.75 FAR with density bonus for affordable housing) similar to the properties on the north side of Alexandra Road. The “Park” designation is retained on 9540 Alexandra Way so that the north-south trail connection through the area is maintained. The proposed SmartCentres development would be compatible with these recent nearby land designations.
3. Connector Road Alignment: City staff have determined that the Connector Road as envisioned in the WCAP – Alexandra Neighbourhood is a critical component of this development since this is the single largest anticipated redevelopment within the immediate vicinity of the Connector Road. The Connector Road has been realigned to reduce the impact on nearby development sites, which has also reduced the number of properties required for the road realignment. However the road realignment still impacts 5 properties, specifically: 9071, 9091 and 9111 Alexandra Road and 4560/62 and 4580 Garden City Road. See **Attachment 6** for the Connector Road realignment land requirements.
4. Connector Road Funding Strategy: City staff previously recommended that SmartCentres acquire the necessary property for the Connector Road and pay for all construction costs. SmartCentres has now agreed to acquire 3 of the 5 properties (9071, 9091 and 9111 Alexandra Road) and dedicate the required road right-of-way (ROW) for the Connector Road and voluntarily contribute approximately \$3,450,000 to the City for the estimated acquisition of the remaining 2 properties (4560/62 and 4580 Garden City Road). The proposed contribution amount is estimated to enable the City to acquire these properties including all associated costs such as land, legal and demolition costs. The City will reimburse SmartCentres with any surplus funds from their contribution for these 2 properties if there is any residual funding for these lots after all City costs have been paid. SmartCentres has also agreed to pay for the entire construction cost of the Connector Road.
5. West Cambie Park and Environmentally Sensitive Area (ESA): The SmartCentres proposed alignment of May Drive would reduce the “Park” designated in the WCAP (see **Attachment 7**).
  - a. The existing OCP “ESA” designation consists of approximately 2.57 ac.
  - b. The Developer’s environmental consultant (Stantec Consultants Ltd.) has conducted a detailed assessment of the designated “ESA” and suggests that the designated “ESA” be reduced by approximately 1.0 ac, which is also supported by the City’s external environmental consultant.

- c. Both the OCP designated “ESA” and the suggested reduction of the designated “ESA” proposed by Stantec includes the area required for the May Drive extension as identified in the WCAP.
- d. The designated “Park” area on the development lands is approximately 1.51 ac.
- e. As a result of the Developer’s proposal the City would receive
  - 0.16 ac as “Area J” for “Park” purposes, which is also designated “ESA”; and
  - 0.92 ac in SRW’s over the proposed elevated landscaped deck and transition areas.
  - 1.08 ac total of publicly accessible open space for the loss of approximately 1.51 ac of “Park”.
  - The reduced compensation for “Park” is acceptable since the designated “Park” area, which is overlapped by “ESA” is compromised by invasive species and the relatively small size of this area diminishes the ecological value of the “Park” area.
  - Sustainability initiatives proposed by the Developer include participation in the Alexandra District Energy Utility, provision of electric vehicle stall with plug-in charging equipment, storm water management measures, additional bus stops and shelters, end-of-trip bicycle facilities with additional bike parking and storage plus the incorporation of native trees and plantings wherever possible. These initiatives in combination with the proposed land dedication and SRW’s further enhance the environmental sustainability of this proposed development.

6. Alexandra Mixed-Use Area A – Proposed Reduction of Minimum Density: The WCAP Alexandra Neighbourhood Land Use Plan, for “Mixed-Use Area A” specifies a minimum 1.25 FAR and a maximum of 2.0 FAR (i.e., the proposed west side of the development site).

The intent of the minimum 1.25 FAR for “Mixed-Use Area A” was established to require that “Development along Alderbridge must be a compact, urban form and meet high standards of site planning and urban design” and “... all development must demonstrate an appropriate site, building and landscaping response as an integral component of a ‘complete and balanced’ community.” This area is intended as a vibrant, pedestrian-friendly urban village centre for the WCA. SmartCentres proposes a 0.62 FAR, which is approximately half of the minimum 1.25 FAR in the WCAP which requires an OCP amendment. See **Attachment 8** for the existing Alexandra Neighbourhood Land Use Map and **Attachment 9** for the proposed changes to the Alexandra Neighbourhood Land Use Map. The following points are noted:

- The proposal provides for buildings along all frontages and the majority of parking areas are concealed or screened behind buildings from views along fronting streets;
- If the proposed parking structures consisting of approximately 15,938 m<sup>2</sup> (171,561 ft<sup>2</sup>) were included in the FAR calculation the proposed density would be 0.86 FAR and if the parking area under the building was included in the calculation the FAR would be even higher; and
- SmartCentres has committed to further enhance and activate the pedestrian realm along the Alexandra Way pedestrian corridor and the High Street during the Development Permit stage as indicated in the Rezoning Considerations.

In summary, an amendment to the WCAP can be supported since SmartCentres has agreed to further enhance and activate the pedestrian realm during the Development Permit process.

7. Alexandra Neighbourhood Amenity Charges: SmartCentres must contribute the following prior to final adoption of the rezoning in keeping with the West Cambie – Alexandra Interim Amenity Guidelines:
  - City beautification amenity charges of \$232,615.20 (387,692 ft<sup>2</sup> x \$0.60/ft<sup>2</sup>). Credits will be applied to the Alexandra Interim Amenity Charges City Beautification for the design and construction costs related to the Alexandra Way pedestrian corridor; and
  - Community planning and engineering planning charges of \$27,138.44 (387,692 ft<sup>2</sup> x \$0.07/ft<sup>2</sup>).
8. Alexandra Neighbourhood Development Agreement: Council, on June 25, 2007 authorized the execution of the "Alexandra Neighbourhood Development Agreement" for the provision of required off-site sanitary and storm sewer utility works. The subject development is required to provide their proportionate share of the costs associated with the execution of the "Alexandra Neighbourhood Development Agreement" prior to connecting the utility works covered by this agreement. The required payment will be calculated and collected prior to issuance of a building permit for the subject development and will include current interest charges as defined by the agreement. SmartCentres must contribute \$480,738.08 (387,692 ft<sup>2</sup> x \$1.24/ft<sup>2</sup>) indexed at the applicable rate, in accordance with the Alexandra Neighbourhood Development Agreement for previously constructed infrastructure improvements in the Alexandra Neighbourhood.
9. Local Area Development Cost Charges (Alexandra DCC's): In addition to City-wide Development Cost Charges (DCCs) applicable to the application, the applicant is required to pay the Supplementary Local Area DCC for the Alexandra Neighbourhood, to fund local north-south roads (including associated infrastructure), supplemental funding for the High Street, to achieve standards over and above the City standard and the acquisition and development of lands for the Alexandra Neighbourhood Park.
10. Aircraft Noise Policy: The proposed development is located in Area 1A of the Aircraft Noise Sensitive Development Map, which prohibits any new developments that contain aircraft noise sensitive uses such as residential, school, daycare and hospital uses. The proposed development does not include any such uses but registration of a restrictive noise indemnity covenant for non-noise sensitive development and SRW in favour of the Vancouver International Airport (YVR) is required as part of the rezoning considerations. Provision of an acoustic report will be required as part of the Development Permit process.
11. Flood Plain Management Policy: The Flood Construction Level (FCL) for the site is 2.6m GSC in the WCAP. The proposed development is designed to 2.6m GSC with the exception of the proposed Walmart lobby and Buildings M and N along Alderbridge Way. SmartCentres will be required to submit a survey of Alderbridge Way (May Drive to High Street), set these finished floor elevations as high as possible and provide a supportable rationale for the lower elevation to the satisfaction of the Senior Manager - Buildings and the Director of Engineering. A floodplain covenant will be secured as a condition of rezoning.
12. Neighbourhood Plan, Design Guidelines Compliance and Urban Design Improvements: Proposed deviations from WCAP neighbourhood structure and design guidelines can be dealt with at the Development Permit stage. Urban design improvements required at the Development Permit stage include advancing the concept design and resubmission of more detailed design drawings to ensure:

- the establishment of a compact, vibrant, pedestrian oriented, urban village centre that is integral part of the neighbourhood and will become the retail/commercial heart of the Alexandra Neighbourhood;
- an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out to the back of sidewalk including numerous small neighbourhood scale character shops plus an interesting mix and variety of retail shopping opportunities along the High Street;
- a higher quality architectural expression around the entire perimeter of the development site by extending the signature corner treatments (e.g., Alderbridge Way and Garden City Road) further along the building faces on all perimeter building facades including greater horizontal articulation and permeability of perimeter building facades to add more visual interest through enhanced architectural character and an appropriate proportion of transparent and opaque combination of surfaces for the proposed buildings that face the perimeter streets around the exterior of the proposed development;
- the strong presence and continuation of the Alexandra Way pedestrian corridor, and neighbourhood pedestrian spine, through the proposed development with high-quality pavements and contrasting colours that identify the direction of Alexandra Way to and from the neighbourhood to the urban plaza at the corner of Garden City Road and Alderbridge Way. The Alexandra Way pedestrian corridor should be punctuated with periodic pedestrian plaza areas and pedestrian amenities to activate and attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and focused on creating opportunities to encourage pedestrians to sit and linger. The plaza spaces should incorporate other features such as public art and focal elements that add interest and variety to the pedestrian experience. The ground plane paving treatment along the Alexandra Way pedestrian corridor through the proposed development site should include a distinctive and continuous decorative paving treatment extending from building face to building face (along this route through the proposed development) with significant differentiation between the Alexandra Way corridor and other the other internal streets and sidewalks within the overall development;
- a reduction in the amount of signage that is coordinated with the proposed floor plans including the better integration or elimination of redundant signage such as the proposed “Directional Signage” pylons and stronger coordination with the enhanced architectural character of proposed buildings at corner locations;
- safe and efficient pedestrian movement that reflects the direction of the pedestrian traffic toward the Walmart store within the parking area including consideration of east-west oriented parking aisles within the open parking area on the east development parcel with wider bio-swales;
- improved coordination between the landscape and architectural design, including a stronger reliance on the informal clustering of large coniferous tree planting around the perimeter of the proposed development site to enhance the massing and materials articulation/treatment of the building facades, particularly along the Alderbridge Way frontage that is visible from the Garden City Lands to the south; and
- acceptable resolution of any non-compliance with all relevant design guidelines.



## Consultation

### Public Input

Development signs have been posted as notification of the intent to rezone these 20 properties.

Prior to the initial presentation of this rezoning proposal to Planning Committee on December 18, 2012, a letter was received from Polygon Homes Ltd., dated June 2, 2011 expressing concern regarding the SmartCentres proposed frontage conditions along the south side of Alexandra Road with specific reference to the easterly service and loading area. Polygon has recently acquired several properties on the north side of Alexandra Road including 9393, 9431, 9451, 9471, 9491, 9511 and 9531 Alexandra Road and these 7 properties are on the opposite (north) side of Alexandra Road from the proposed service/loading area of the proposed Walmart store. In general, Polygon proposes 5 to 6-storey residential development on the north side of Alexandra Road. The east development parcel of the SmartCentres proposal has been modified in the following ways to address the Polygon concerns. The Walmart Store service and loading area has been blocked from the majority of views along Alexandra Road by a solid screen wall and overhead by an open trellis structure to carry a vine planting. In addition the surface parking lot has been largely screened from views by an elevated and landscaped deck for public use and enjoyment. While the design improvements will limit the impact of the loading/service area across from the residential uses, relocating the loading function within the site would represent a substantial design improvement and will be further investigated at the Development Permit stage.

Since the Planning Committee referral of December 18, 2012, the City has received 2 additional letters and 22 emails from individuals regarding the SmartCentres rezoning application. In general, these comments can be summarized as follows:

- Expressions of concern and opposition to the SmartCentres rezoning application;
- The majority of correspondence regarding this rezoning application express appreciation and support for the adjacent Garden City Land to be retained within the Agricultural Land Reserve (ALR) and designed to accommodate compatible uses such as for wildlife, farming, garden plots and recreation;
- Concerns expressed regarding the impact of the SmartCentres proposed development on the Garden City Lands and in particular the views to the north from the Garden City Lands;
- Requests for the retention of the existing native vegetation along the north side of Alderbridge Way on the south side of the SmartCentres (Walmart) site; and
- See **Attachment 10** for all public correspondence received to date since June, 2011 regarding this rezoning application.

In response it is noted that the SmartCentres proposed commercial development is located within the Alexandra area of the WCAP, which allows for substantial commercial development including large floor plate retail stores and general merchandise retailers such as the proposed Walmart store. The initial SmartCentres rezoning application in 2003 triggered the referral from Planning Committee to update the WCAP, which was formulated by staff and consultants and approved by Council in 2006 after a lengthy process that involved substantial public consultation.

The Alexandra Neighbourhood Land Use Plan establishes the vision of a complete and balanced community within for the area bounded by Garden City Road, No. 4 Rd, Alderbridge Way and Cambie Road. The proposed development site is separated from the Garden City Lands by Alderbridge Way and the proposed development would not encroach into the ALR. In order

address public concerns regarding the loss of existing native vegetation along the north side of Alderbridge Way on the development site and the anticipated visual impact of the proposed development on views to the north from the Garden City Lands, SmartCentres has proposed a planting strategy along the north side of Alderbridge Way that includes a combination of native coniferous and deciduous tree planting. SmartCentres drawings include simulated views of the proposed development from the Garden City Lands, which demonstrate that the proposed informal, native planting along Alderbridge Way, in combination with the relatively low proposed building heights would not block skyline or profile views of the north shore mountains from the south or central portions of the Garden City Lands.

## **Staff Comments**

### **Analysis**

#### **Conditions of Adjacency**

North Edge: The future Connector Road will ultimately result in 1 consolidated lot between the connector road and the SmartCentres proposed development site (west development parcel). The City has on file a schematic concept for the redevelopment of this future consolidated lot submitted by SmartCentres and they propose various screening techniques along the south side of Alexandra Road to address the buffering of the 2 proposed service/loading areas, open parking areas and the parkade. The loading/service area for the west side of the development site along Alexandra Road includes proposed architectural and landscape screening and will be set back from the road when the future Connector Road is constructed. The Walmart loading/service area incorporates more elaborate screening that includes a proposed building wall extension and overhead trellis system with vine planting together with a dense landscape planting scheme along the boulevard. The open parking area within the east development parcel is screened along Alexandra Road with a proposed elevated landscape deck. The proposed parkade screening on the west parcel includes a multi-layered, mature landscape planting treatment consisting of coniferous and deciduous trees and dense shrub planting.

East Edge: The proposed open parking area within the east parcel is screened along May Drive with dense evergreen shrub plantings on the ground plane plus an over-storey of canopy trees.

South Edge: The proposed open parking area within the east parcel would be screened with dense shrub planting and a double row of trees while buildings block views of parking areas in the west parcel. There is an off-street combined pedestrian/bicycle greenway on the boulevard. The planting strategy along the north side of Alderbridge Way would consist of a formal arrangement of native street trees together with informal groupings of native coniferous trees within the building setback zones in combination with dense native shrub plantings. The WCAP does not require any additional ALR setback requirements and none have been included in the proposed zoning district "Neighbourhood Commercial (ZC32) – West Cambie Area".

West Edge: The west edge of the development site includes the required greenway treatment on the boulevard along Garden City Road and provides an appropriate, dense, evergreen foundation planting in combination with a double row of street trees to the proposed buildings.

## Legal Agreements & Land Requirements

Land dedications are required for road purposes along Alderbridge Way, Garden City Road, May Drive, High Street and the Alexandra Road realignment. “Area J” as shown on **Attachment 4** at the northeast corner of the proposed development site is required to be transferred to the City as a fee simple lot for uses to be determined by the City and to the satisfaction of the Manager of Real Estate Services and the Director of Development. Statutory Right-of-Ways (SRW’s) are required for “Area E” and the elevated landscaped deck over a portion of the surface parking area on the east development parcel as shown on **Attachment 4** plus the proposed Alexandra Way pedestrian corridor, which would connect the Alexandra Road/High Street intersection to the southwest corner of the site, through the proposed west development parcel. In addition, various other legal agreements will be required. See **Attachment 5** - Rezoning Considerations.

## Transportation & Traffic

### 1. Connector Road Realignment:

- a) The 2003 SmartCentres rezoning application (RZ 02-235259) was one of the principal reasons to initiate the West Cambie Area Plan (WCAP) update. SmartCentres participated in the area planning process and as such they were aware of the area plan goals and objectives. The WCAP was adopted on July 24, 2006 and the Connector Road realignment was identified as a key component in the area plan. See **Attachment 6** for road realignment land requirements.
- b) In June 2011, the City adjusted the alignment of the Connector Road as part of a development application (RZ 10-534751 and DP 12-613923) for a mixed-use development consisting of 132 residential units including a small commercial-retail unit fronting the north side of Alexandra Road located at 9251 and 9291 Alexandra Road. The Connector Road realignment involved utilizing the existing Alexandra Road right-of-way as much as possible, which had the added benefit of reducing the land requirements and the construction costs for the Connector Road realignment.

### 2. Connector Road Funding Strategy:

- a) The Developer has now agreed to pay for all the estimated costs associated with the Connector Road (land and construction) and will provide:
  - the required road dedication needed to facilitate the Connector Road realignment from 9071, 9091 and 9111 Alexandra Road;
  - a cash contribution of \$3,450,000 for the future acquisition by the City of the remaining lands required (4560/62 and 4580 Garden City Road) at a reasonable cost; and
  - LOC for the estimated construction cost of the Connector Road realignment. The City will utilize the LOC to fund road construction after all required property has been acquired.
- b) The current funding strategy for the Connector Road significantly reduces the risk to the City and defers no costs to other development sites within the catchment area.

3. Summary Assessment: The following provides a summary of the current Connector Road proposed funding strategy:

a. Pros:

- Comparing with the previous proposal presented to Planning Committee, the current proposal from SmartCentres significantly reduces the risk to the City for implementing the Connector Road.
- The other road improvements proposed by SmartCentres will ensure acceptable performance of the existing road network for up to 10 years, which allows time to acquire the remaining properties and construct the Connector Road.
- This approach provides the City with the ability to acquire the 2 remaining properties and build the Connector Road realignment without seeking additional funding from other development based on the currently estimated acquisition cost.
- The City could process the construction of the Connector Road once all the property is secured since the City would have SmartCentres LOC for the full cost of construction costs based on the 2023 estimated construction value.

b. Cons:

- The City will need to negotiate the purchase of the remaining 2 properties (4560/62 and 4580 Garden City Road).
- Over time, if property values escalate at a significant rate, the contribution provided may not be sufficient. Staff would begin property negotiations shortly after the funding contribution has been provided to the City.

4. Other Improvements & Land Dedications: Since the Connector Road will not be constructed by the opening day of the proposed development, the following road improvements are required along the following streets:

- a. Alderbridge Way to ensure the required road widening and provision of a minimum 4.8 m wide shared pedestrian/cyclist path and boulevard on the north side of the road from the back of curb;
- b. Garden City Road to ensure the required road widening and the provision of a minimum 7.77 m wide shared pedestrian/cyclist greenway and boulevard on the east side of the road from the back of curb;
- c. Alexandra Road to ensure the required road widening and provision of a minimum 3.65 m wide boulevard/sidewalk on the south side of the road plus allowances for a 9 m wide driving/parking surface and 1.0 m wide shoulder within the road dedication;
- d. May Drive to ensure the provision of the full road width or a minimum 20 m wide north-south road extension connecting Alexandra Road and Alderbridge Way;
- e. High Street to ensure the provision of the full road width or a minimum 22.7 m wide new north-south road connecting Alexandra Road and Alderbridge Way;
- f. Various road improvements at the following intersections: Alderbridge Way/May Drive; Alderbridge Way/High Street; Alderbridge Way/Garden City Road and Garden City Road/Alexandra Road plus special crosswalks on the High Street at the proposed access to the site and at Alexandra Road including Alexandra Road at the High Street; and

- g. The exact width of all required road/intersection improvements and the associated land dedications are based on functional road designs, subject to the approval of the Director of Transportation and to be confirmed by survey plans.

5. Parking & Loading:

- a. The required parking rate for this proposed development is 3.0 spaces per 100 m<sup>2</sup> the first 350 m<sup>2</sup> of floor area and 4.0 spaces per 100 m<sup>2</sup> of floor area for the remaining floor area. The proposed parking is less than the Zoning Bylaw by 16% (1,382 required versus 1,153 proposed) but the WCAP includes the allowance for a 20% reduction in parking subject to a Transportation Impact Study and acceptable Transportation Demand Management (TDM) measures. SmartCentres has proposed the provision of the following TDM measures:
- Bicycle storage (25% more than the bylaw requirements);
  - Two (2) end-of-trip cycling facilities with a total three (3) water closets per gender, 2 wash basins per gender and 3 showers per gender with 1 end-of-trip cycling facility to be provided on the west development parcel and 1 on the east development parcel;
  - Three (3) bus stop upgrades (bus shelters and accessible bus landing pads for each) within the vicinity of the site; and
  - Ten percent (10%) of the total parking spaces pre-ducted for electrical vehicle (EV) plug-ins plus a minimum of 4 EV parking stalls (i.e., 2 on the west development parcel and 2 on the east development parcel) be equipped with charging stations (240V).

6. Summary:

- a. The currently proposed funding strategy for the Connector Road assumes that the Developer will pay for the entire cost of the Connector Road (land and construction) with no costs deferred to other development sites within the catchment area.
- b. Compared with the previous proposal presented to Planning Committee, SmartCentres has agreed to pay for the 41% of the Connector Road costs that would have been contributed by other development sites within the catchment area.

**Engineering & Servicing**

1. Storm Sewer: All site storm drainage must be directed to Alexandra Road except for road run-off from the south half of High Street and May Drive that may be drained to Alderbridge Way. The storm sewer along the Alexandra Road must be upgraded to a minimum 600mm diameter pipe including a new connection across Garden City Road to the existing 1200mm diameter storm drain.
2. Sanitary Sewer: Sanitary analysis is required for the Odlin West sanitary pump station. Sanitary sewer improvements are required on Alexandra Road, May Drive and High Street. A 6.0 m wide Statutory Right of Way (SRW) for utility purposes is required for the proposed sanitary sewer within the future May Drive connecting Alexandra Road and Tomicki Avenue. The required SRW is located within 9451 and 9471 Alexandra Road and is to be measured 6.0 m from the east property lines of these 2 properties.
3. Water Service: A new watermain is required on Alexandra Road, High Street and May Drive and asbestos-cement (AC) watermain replacement is required along Garden City Road.

4. Hydro/Telephone: Pre-ducting works are required on the following proposed roads subject to confirmation from BC Hydro and telecom providers:

- a) proposed May Drive (from Alderbridge Way to Alexandra Road), and
- b) proposed High Street (from Alderbridge Way to Alexandra Road).

The removal of existing power poles and installation of underground pre-ducting along the east side of Garden City Road and along the north side of Alexandra Road will be at the discretion of BC Hydro.

5. Summary: The City has defined the scope of work description for required frontage improvements and site servicing for the Servicing Agreement in the Rezoning Considerations (see **Attachment 5**). All servicing infrastructure works shall be as per City requirements and to final approval by the Director of Engineering and the Director of Transportation.

### **Site Planning & Urban Design**

1. Pedestrian-Oriented Village Centre: The WCAP envisions a compact, urban, pedestrian friendly village centre for the Alexandra Neighbourhood – Area A (proposed west parcel). There are enhanced pedestrian environments within the development that include wider sidewalks, raised pedestrian crossings, permanent and seasonal plaza areas and a moderate level of pedestrian enhancements. Further design development is required at the Development Permit stage to ensure a high quality design with an appropriate level of pedestrian amenities.
2. Streetscape Design: The proposed streetscape design responds to the various edge conditions surrounding the site including the 2 greenways (along Alderbridge Way and Garden City Road). However, further design development is required through the Development Permit stage to ensure effective screening of parking areas, adequate buffering of the parkade and loading/service areas, building façade enhancements and boulevard treatments, the elimination of stairs in the public realm and high quality streetscape design. The High Street is an important urban design component of the Alexandra neighbourhood village centre concept that should be designed to generate and attract pedestrian activity with retail uses, appealing streetfront architectural façades, variety in streetscape design and high quality pedestrian amenities. While the proposed site plan allows for adequate pedestrian circulation space, careful attention to detailed design at a larger scale is required during the Development Permit stage to ensure the WCAP vision is achieved with an appropriate level of activation for this important pedestrian retail street.
3. Design Development: Further design development of the architectural facade designs, site planning and landscape design are required at the Development Permit stage as indicated above and in the rezoning considerations (see **Attachment 5**).

### **Architectural Form & Character**

Street Fronting Building Façades: The proposed building façades include design variety and visual interest that break long retail frontages into smaller CRU's. The streetfront façade design also attempts to replicate retail storefronts, along streets with rear facing buildings however, further design development is required at the Development Permit stage to ensure there is:

- correlation between storefront façade design and proposed CRU floor areas;
- appropriately scaled building streetwalls with a visual appearance taller than 1-storey;

- sufficient architectural variety with appropriate design commonalities;
- incorporation of high quality building materials with abundant storefront transparency;
- a complementary mix of retail uses and an integrated streetscape design;
- acceptable pedestrian activation with potential for retail uses expanding onto the boulevard;
- adequate streetscape improvements with appropriate pedestrian comforts and amenities;
- creation of a vibrant, attractive and pedestrian friendly retail/commercial street; and
- a coordinated streetscape design with ample visual interest and pedestrian scaled signage.

See also Design Guidelines Compliance above and Rezoning Conditions - **Attachment 5**.

## **Landscape & Open Space Design**

### **1. Existing Trees:**

- a. SmartCentres has provided a tree survey and arborist report with an assessment of all on-site trees.
- b. Staff and the proponent investigated the retention of significant and high quality trees but tree retention could not be achieved due to road improvements, grade changes and the form of development.
- c. SmartCentres proposes the removal of all site trees but will provide 344 replacement trees as part of the landscape plan and/or cash-in-lieu if the total number of replacement trees cannot be located on-site. The Tree Preservation Coordinator agrees with the proposed tree removal. The existing site trees can be removed following the Public Hearing with the appropriate tree removal permit and bonding for replacement trees on a 2 for 1 basis.
- d. There are 3 significant trees and 1 high value tree (i.e. 1-80cm caliper Douglas Fir, 1-111cm caliper Douglas Fir, 1-100cm Linden and 1-35cm Balsam Fir), which SmartCentres proposes to remove. SmartCentres proposes to plant 4 specimen replacement coniferous trees (minimum 5 m high or 20cm caliper for deciduous trees) and this will be addressed at the Development Permit stage.
- e. Through the Development Permit process, staff will ensure the landscape plan includes native tree species diversity to provide increased bio-diversity plus year round screening and visual interest.

### **2. Landscape & Open Space Design:**

- a. Alexandra Way Pedestrian Corridor: This important neighbourhood pedestrian corridor is proposed to extend along the both sides (east and west boulevards) of the High Street north block with a connection between the east and west development parcels at the both ends of the High Street north block. This pedestrian corridor continues through the west development parcel, eventually connecting with the northeast corner of the Garden City Road and Alderbridge Way intersection. The proposed design allows for a minimum 3.5m wide pedestrian walkway including the following features, decorative paving, lighting, banners, hanging baskets, street furniture, wayfinding signage, weather-protection, tree, shrub and floral plantings, seasonal displays and public art.

- b. Further design development is required during the Servicing Agreement and Development Permit stages to ensure a high quality design with a full range of pedestrian amenities and comforts. A SRW will be required over this area to ensure public pedestrian access. Maintenance of this pedestrian corridor will be the responsibility of SmartCentres.
- c. Boulevard Design: Both Alderbridge Way and Garden City Road are designated greenways with boulevard planting strips, minimum 2 rows of street trees and off-street bike lanes. The design proposes a shared pedestrian/bike path along Alderbridge Way and a separated pedestrian sidewalk and bike lane along Garden City Road. The proposed landscape design behind the sidewalk (within the building setback) includes a zone of tree and shrub planting that varies in width along the fronting roads in order to enhance the rear building facades. Along Alexandra Road, the Building A (west parcel) loading area would be screened by a minimum 2m wide landscape strip between the sidewalk and the screen wall while the Walmart loading area (east parcel) would be screened by a minimum 4.0 m wide landscape strip between the sidewalk and the screen wall including an overhead trellis for additional screening from above. The proposed High Street design features wider sidewalks (min. 4.5m wide) for cafes and retail activities to expand onto the boulevard, with street trees and median plantings to add variety and seasonal interest to the streetscape design. May Drive is proposed as a standard City street with typical sidewalk and boulevard plantings. More design development of these street frontages is required through the Servicing Agreement and Development Permit stages to ensure high quality streetscapes.
- d. Raised Landscape Deck: The design proposal includes an elevated landscape deck at the northeast corner of the site to screen open parking areas and add usable green space for the future adjacent higher density residential projects and the general public. The grade transition from Alexandra Road onto the landscape deck has been reduced to a maximum slope of 3:1. The proposed deck design incorporates multiple pedestrian entry points including a stair connection to the parking area below. The proposed design character is informal and predominately green incorporating passive recreation opportunities with numerous seating areas adjacent to the pathway system. The pathway system includes minimum 2.0 m wide sidewalks and pedestrian scale lighting for safety. The proposed planting includes abundant tree and evergreen shrub planting complete with an automatic irrigation system. Further design development will be necessary to ensure a high quality design and appropriate crime prevention measures are incorporated. Maintenance of this SRW area will be the responsibility of SmartCentres.
- e. See also Design Guidelines Compliance above and Rezoning Conditions - **Attachment 5**.

#### **Alexandra District Energy Utility (ADEU), Sustainability & Environmental Design**

##### **1. Alexandra District Energy Utility (ADEU):**

- a. SmartCentres has agreed that 63% to 69% of the proposed floor area or approximately 70% of the total annual heating and cooling energy demand will be serviced by the ADEU but this is subject to Council approval of amendments to the ADEU bylaw to allow less than 70% participation. Furthermore, obligations to connect to the ADEU will be subject to Council's future approval of capital funding for the expansion of ADEU infrastructure necessary to service the development. Upon Council's support for this rezoning, staff will



bring forward expansion options for consideration. The participation of this development proposal in the ADEU will be limited to the large format tenants (Buildings A and the East Anchor Building – Walmart Store). More detailed energy modelling will be required to establish the extent of the energy demand represented by those tenants. SmartCentres will be required to coordinate with Engineering staff to determine this demand as part of the Servicing Agreement process.

2. Sustainability & Environmental Design: SmartCentres has agreed to provide the following environmental and sustainability features:

- LEED Silver equivalency for the project;
- Compact development with the majority of stalls in 3 covered/structured parking areas;
- Electric vehicle stalls with plug-in charging equipment;
- Improved on-site pedestrian circulation (Development Permit refinements required);
- Reduced storm water discharge through rooftop detention, permeable paving, bio-swales and the storm water discharge treatment through oil and water separators;
- Water efficient plumbing fixtures and drought tolerant planting; and
- Reduced energy consumption and attention paid to the efficiency of the building envelope and HVAC systems plus high-efficiency night-sky friendly lighting.

**Public Art & Crime Prevention Through Environmental Design (CPTED)**

1. Public Art: SmartCentres will either provide public art on-site along the Alexandra Way pedestrian corridor in accordance with the City's Public Art Policy or provide cash-in-lieu to the City Public Art fund, which is currently estimated to be approximately \$155,077 (387,692 ft<sup>2</sup> x \$0.40/ft<sup>2</sup>).
2. CPTED: The inside of the parkade (walls, columns and ceilings) will be painted with reflective white paint with lighting levels as required by the BC Building Code. The open parking areas will be well lit with fixtures providing good colour rendition. A complete and comprehensive list of CPTED enhancements will be provided during the Development Permit stage.

**Refuse & Recycling**

The proposed refuse/recycling facilities meet the City minimum requirements. Each separate building will have a designed refuse/recycling room, including grease bins for restaurants, if appropriate. Garbage rooms will be provided with 2 large containers (for garbage and cardboard) and separate carts for food scraps, paper, glass and plastics (4 carts in total). Plans will be provided at the Development Permit stage with the layout and location of all facilities.

**Richmond Advisory Design Panel (ADP)**

This rezoning application was presented to the ADP on December 8<sup>th</sup>, 2011. See **Attachment 11** for ADP comments followed by SmartCentres responses in *bold italics*. The ADP expressed concerns regarding the form and character of the SmartCentres proposal, which are summarized in the following statements:

- Project would benefit from increased density to reflect a more urban 'Village' character;
- More storefronts and retail development that front onto the surrounding perimeter roads;
- Improved architectural retail streetfront design to create an improved 'Gateway' experience;
- More intense urban design required to create a more sophisticated urban character;
- Stronger architectural expression is required to balance the size and scale of Walmart store;
- High Street requires more vertical definition and should be the retail heart of the project;
- Hierarchy of linked outdoor rooms is required on the Alexandra Way pedestrian corridor;
- Pedestrian improvements are needed at entries/crossings plus continuous rain protection;
- The elevated landscape deck should expand the variety of uses and improve linkages;
- More attention to CPTED issues is required under the elevated landscape deck; and
- Inadequate screening of the loading areas.

The Development Permit process will include a more detailed presentation to the ADP.

### **Financial Impact**

The financial implications to the City are as follows:

1. It is estimated that the SmartCentres current proposal includes sufficient funding to acquire all the land at a reasonable cost and construct the Connector Road as soon as all the land has been acquired. Effectively, SmartCentres is offering to pay for the entire cost of the Connector Road (land and construction).
2. Under the SmartCentres proposal the City would have to acquire the remaining 2 properties (4560/62 and 4580 Garden City Road). The total estimated value to acquire these 2 properties is estimated to be approximately \$3,450,000 (land, legal and demolition costs) in 2013 taking into consideration SmartCentres accepted offers for the other 3 properties. SmartCentres has agreed to a voluntarily cash contribute to the City of \$3,450,000 for the acquisition of these 2 properties. After all City costs related to the acquisition of these properties then any residual funding would be reimbursed to the Developer. This cash contribution should be sufficient funding to acquire all the land.
3. The Connector Road is not required to be constructed for 10 years based on the other transportation and traffic improvements to the surrounding road network that SmartCentres has agreed to install. SmartCentres will provide a LOC for the construction amount, which will enable the City to construct the Connector Road at any time between now and 2023.

### **Conclusion**

SmartCentres has now agreed to pay for the entire Connector Road costs (land and construction). This is a significant concession in excess of the previous proposal and would defer no Connector Road costs to other development sites within the catchment area. The proposed project design responds positively to the Area Plan urban design objectives and provides for substantial commercial development in keeping with the WCAP.

Therefore, it is recommended that the following bylaws be introduced, given first reading and forwarded to Public Hearing:

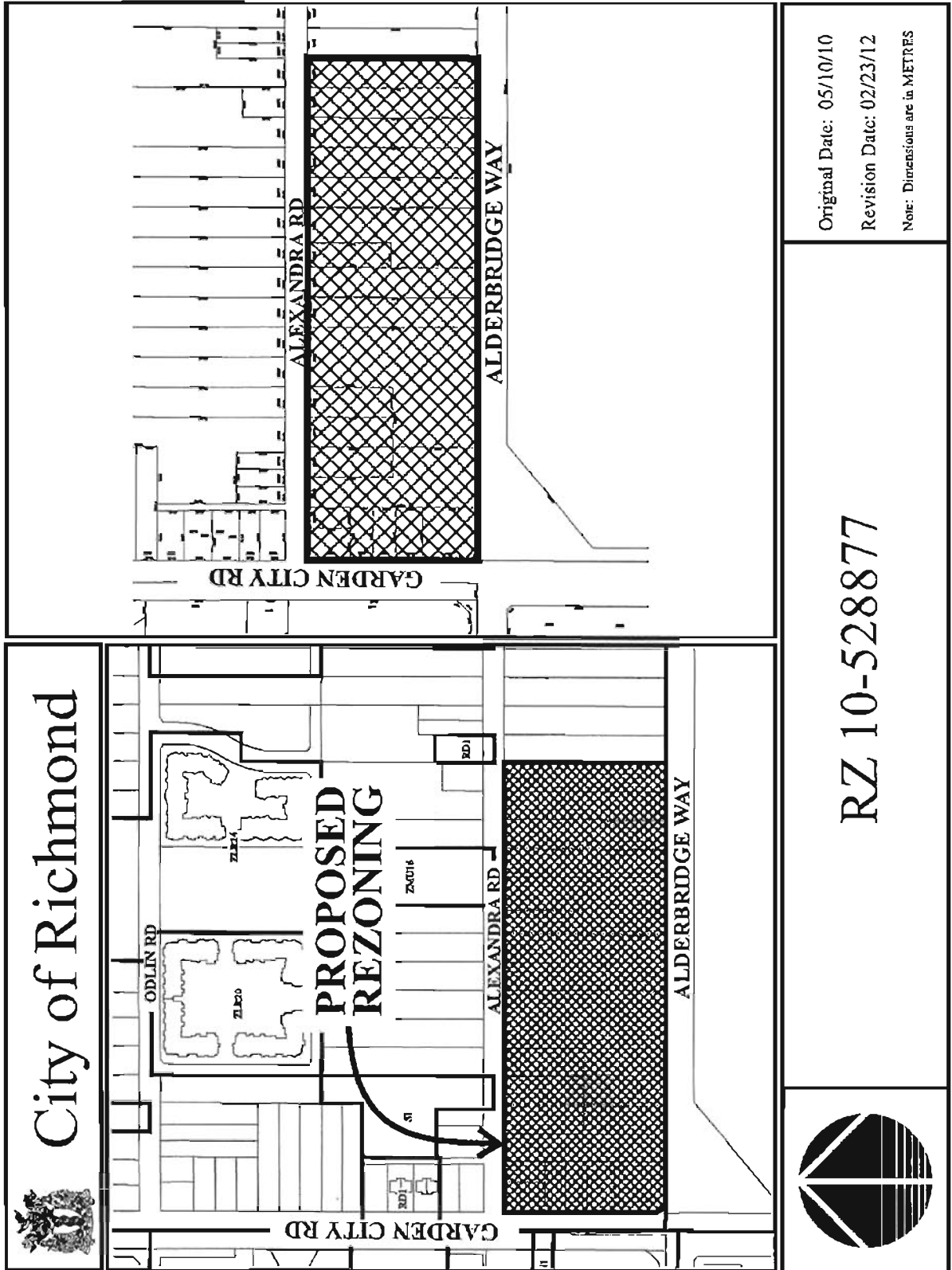
- Official Community Plan Bylaw 7100, Amendment Bylaw 8865, to amend the Alexandra Neighbourhood Land Use Map in Schedule 2.11.A of West Cambie Area Plan (WCAP);
- Official Community Plan Bylaw 9000, Amendment Bylaw 8973, to amend Attachment 2 to Schedule 1 of the Official Community Plan "2041 OCP ESA Map" to eliminate the Environmentally Sensitive Area (ESA) designation for 9440, 9480 and 9500 Alexandra Road; and
- Richmond Zoning Bylaw 8500, Amendment Bylaw 8864 to create the "Neighbourhood Commercial (ZC32) – West Cambie Area" zone and rezone 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480 and 9500 Alexandra Road from "Single Detached (RS1/F)" to "Neighbourhood Commercial (ZC32) – West Cambie Area" and "School & Institutional (SI)".



Brian Guzzi, MCIP, MCSLA  
Senior Planner - Urban Design

BG:cas

- Attachment 1: Location Plan
- Attachment 2: Aerial Photo
- Attachment 3: Development Application Data Sheet
- Attachment 4: Concept Site Plan
- Attachment 5: Rezoning Considerations
- Attachment 6: Connector Road Realignment & Land Requirements
- Attachment 7: Park & Environmental Sensitive Area (ESA) – Proposed Adjustments
- Attachment 8: Alexandra Neighbourhood Land Use Map – WCAP (existing)
- Attachment 9: Alexandra Neighbourhood Land Use Map – WCAP (proposed)
- Attachment 10: Public Input Summary
- Attachment 11: Advisory Design Panel Comments and Applicant Responses





Air Photo



RZ 10-528877

Original Date: 05/10/10

Amended Date:

Note: Dimensions are in METRES



**City of Richmond**  
6911 No. 3 Road  
Richmond, BC V6Y 2C1  
www.richmond.ca  
604-276-4000

# Development Application Data Sheet

**RZ 10-528877**

**Attachment 3**

4660, 4680, 4700, 4720, 4740 Garden City Road and  
9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480,  
Addresses: 9500 Alexandra Road

Applicant: First Richmond North Shopping Centres Ltd.

Planning Area(s): West Cambie Area – Alexandra Neighbourhood

	Existing	Proposed	Variance
<b>Owner:</b>	First Richmond North Shopping Centres Ltd.		-
<b>Site Size (m2):</b>	67,891 m <sup>2</sup> (16.8 ac.)	58,631 m <sup>2</sup> (14.5 ac.)	-
<b>Land Dedications:</b>			
<b>High Street:</b>	N/A	3,363 m <sup>2</sup> (36,200 ft <sup>2</sup> )	-
<b>May Drive:</b>	N/A	3,125 m <sup>2</sup> (33,637 ft <sup>2</sup> )	
<b>Alderbridge Way:</b>	N/A	2,144 m <sup>2</sup> (23,078 ft <sup>2</sup> )	
<b>Area J:</b>	N/A	654 m <sup>2</sup> (7,039 ft <sup>2</sup> )	
<b>Land Uses:</b>	Vacant	Mixed Use: Retail/Commercial	-
<b>OCP Designation:</b>	Commercial	Commercial	-
<b>Area Plan Designation:</b>	Mixed Use: Retail/Commercial	Mixed Use: Retail/Commercial	-
<b>Zoning:</b>	Single Detached (RS1/F)	Neighbourhood Commercial (ZC32) – West Cambie Area	
<b>Gross Floor Area:</b>	none	36,018 m <sup>2</sup> (387,692 ft <sup>2</sup> )	-
<b>Leasable Floor Area:</b>	none	34,575 m <sup>2</sup> (372,162 ft <sup>2</sup> )	-
<b>Other Designations:</b>	Partial ESA Designation	Elimination of ESA Designation	OCP amendment
<b>Floor Area Ratio:</b>	Area A - Min. 1.25 to Max. 2.0 FAR	Area A - 0.62 FAR	OCP amendment
	Area B – Max. 1.0 FAR	Area B - 0.61 FAR	none
<b>Building Lot Coverage (Max. 55%)</b>	0%	Area A - 54.8%	none
	0%	Area B - 53.2% (with deck)	none

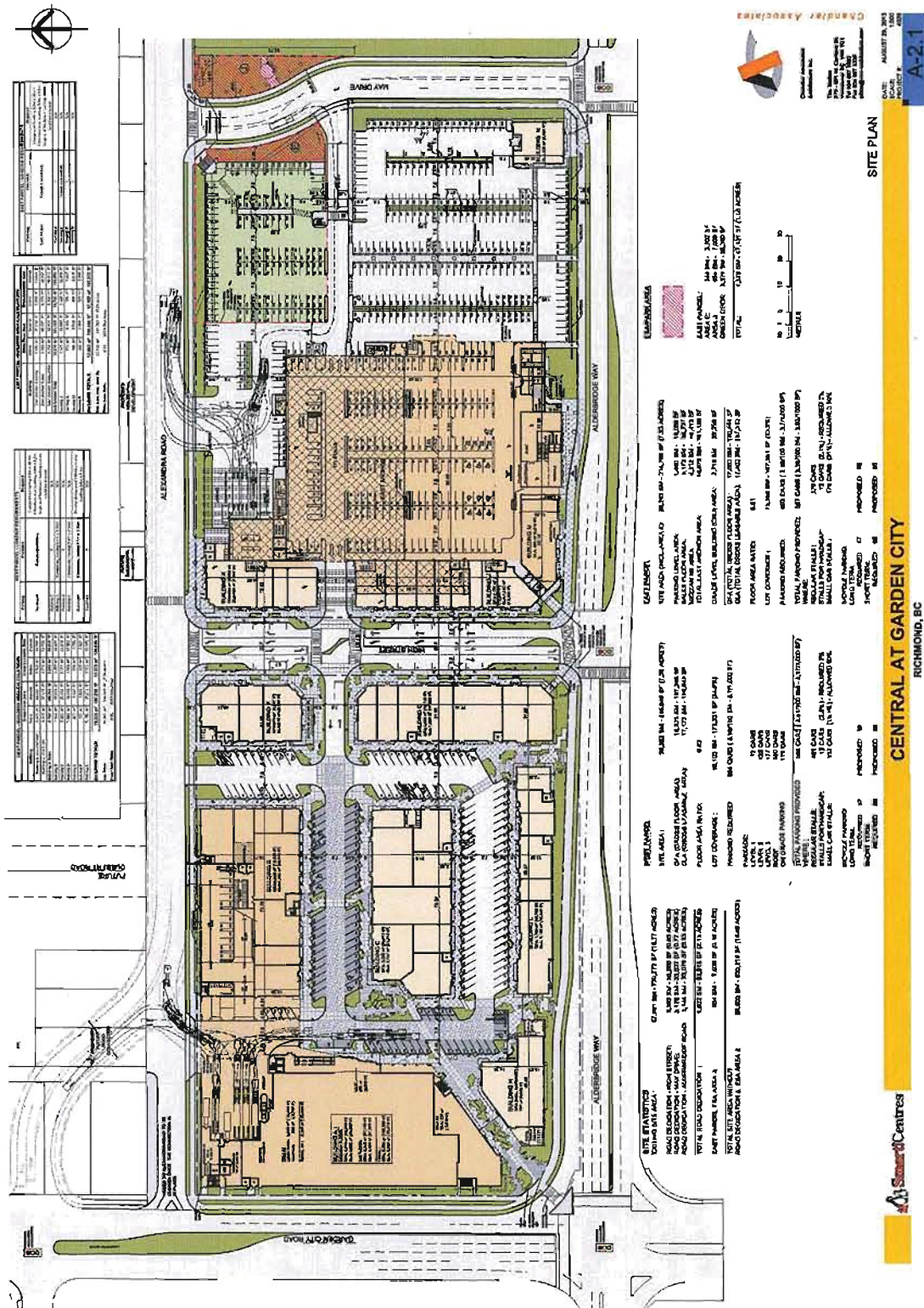
Table continued on next page

	On Future Subdivided Lots Bylaw Requirement	Proposed	Variance
<b>Lot Size (min. dimensions):</b>	2 ha (4.94 ac.)	West Parcel - 29,362 m <sup>2</sup> (316,049 ft <sup>2</sup> ) or 7.26 ac. East Parcel - 29,243 m <sup>2</sup> (314,769 ft <sup>2</sup> ) or 7.22 ac.	none
<b>Road Setbacks ~</b> Alderbridge Way: Garden City Road: Alexandra Road: High Street: May Drive:	Min. 2.0 m Min. 3.0 m Min. 1.0 m Min. 3.0 m Min. 5.0 m	Min. 2.0 m Min. 3.0 m Min. 1.0 m Min. 3.6 m Min. 5.0 m	none
<b>Height (m):</b>	Area A - Max. 20 m	Area A - 17.81 m	none
	Area B - Max. 20 m	Area B - 16.23 m	
<b>Off-street Parking: Regular (R), Small (S), Accessible (A):</b>	3 stall per 100 m <sup>2</sup> (R), Max. 50% (S) allowed, Min. 2% (A) required, Required Total = 1,382 With TDM Package = 1,153	840 (R), 288 (S), 25 (A) Total = 1,153	none
<b>Parking Rate</b>	3 stalls/100m <sup>2</sup> (first 350 m <sup>2</sup> ) 4.0 stalls/100m <sup>2</sup> (remainder)	3 stalls/100m <sup>2</sup> (first 350 m <sup>2</sup> ) 4.0 stalls/100m <sup>2</sup> (remainder)	none
<b>Loading Spaces:</b>	5 large (WB-17) spaces & 7 medium (SU9) spaces	8 large (WB-17) spaces & 6 temporary small (5.5 m x 2.65 m)	none
<b>Bicycle Parking: Class 1 (Long Term), Class 2 (Short Term)</b>	Class 1 - 94 Class 2 - 138	Class 1 - 119 Class 2 - 172	none

Other: Tree replacement compensation required for loss of 172 existing/former site trees (on 2 for 1 basis at \$500 per tree) plus 3 existing significant trees and 1 existing high value tree (on a 1 for 1 basis at \$5,000 per tree).



## Concept Site Plan





## Rezoning Considerations

**4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road**

**RZ 10-528877**

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

1. Final Adoption of OCP Amendment Bylaws 8865 and 8973.
2. Required Road/Utility Dedications:
  - a) Alexandra/Leslie (Connector Road): Road dedication is required from 9071, 9091 and 9111 Alexandra Road in accordance with **Attachment 6**. The exact dedication is to be as per an acceptable functional design approved by the Director of Transportation.
  - b) Alderbridge Way: Road dedication is required to accommodate the frontage improvements noted in Servicing Agreement Items 16 below to the back of the 3.3m wide shared pedestrian/cyclist path on the north side of the road. Exact dedication to be determined through a road functional design drawing to be prepared by the Developer and to the approval of the Director of Transportation and the Director of Engineering.
  - c) Garden City Road: Road dedication is required to accommodate the frontage improvements noted in Servicing Agreement Item 16 below to the back of the 2.0 wide sidewalk on the east side of the road. Exact dedication to be determined through a road functional design drawing to be prepared by the Developer and to the approval of the Director of Transportation and the Director of Engineering.
  - d) May Drive: A minimum 20m wide road dedication is required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the approval of the Director of Transportation and the Director of Engineering.
  - e) High Street: A minimum 22.7m wide road dedication is required between Alderbridge Way and Alexandra Road to accommodate the frontage improvements noted in Servicing Agreement Items 16 below and to the approval of the Director of Transportation and the Director of Engineering.
  - f) Provision of minimum 4m x 4m corner cuts (as dedication) required at all intersections where public roads intersect and approved by the Director of Transportation and the Director of Engineering except in locations where the proposed road geometry requires additional land dedication to ensure that the travel portion of the road and the adjacent sidewalks are within the road right of way to the approval of the Director of Development and the Director of Transportation. The corner cuts to be measured from the “new” property lines.
  - g) Final determination of the exact road dedications and construction requirements are subject to minor revisions as determined by the functional road design and to the approval of the Director of Transportation and Director of Development.

3. Required land transfers:

- a) A land transfer of proposed “Area J” consisting of approximately 654 m<sup>2</sup> is required from the Developer to the City as a fee simple lot for park purposes at a nominal cost (i.e., \$10) to the approval of the Manager of Real Estate Services, Director of Transportation and the Director of Development. “Area J” is located at the northeast corner of the development site on the east side of the proposed May Drive alignment (see **Attachment 4**). Final determination of the exact land transfer area is subject to minor revisions as determined by the functional road design, to be confirmed by survey plans and to the approval of the Director of Transportation and Director of Development. A legal agreement will be required for this land transfer.

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

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

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

including liability for the Alexandra Way public pedestrian corridor shall be the responsibility of the Developer.

- b) Granting of an approximately 344 m<sup>2</sup> Statutory Right of Way over proposed "Area E" for the purposes of establishing a passive recreation, public open space as a transition to the proposed elevated landscape deck (see item c. below). "Area E" is located at the northeast corner of the development site on the west side of May Drive (see **Attachment 4**). The design of this transition area requires further design development through the Development Permit process. The construction and maintenance costs including the on-going liability for this landscape transition area to the elevated landscape deck shall be the responsibility of the Developer.
  - c) Granting of an approximately 3,378 m<sup>2</sup> (52 m x 64.9 m) Statutory Right of Way (SRW) over the proposed elevated landscape deck for the purposes of establishing a passive recreation, public open space including the transition areas to the fronting streets (Alexandra Road and May Drive). The elevated landscape deck is located along Alexandra Road at the northeast corner of the proposed development site excluding "Area E" (see **Attachment 4**). A reference plan is required with the appropriate area shaded to identify this proposed SRW to be confirmed by survey plan and a volumetric legal plan to the approval of the Director of Development prior to registration in the land title office. The design of this elevated landscape deck and transition areas requires further design development through the Development Permit process but is intended to be an important feature of the site design including barrier free pedestrian access, multiple entry points including a stair connection to the surface parking lot below, decorative pedestrian paving, lighting, street furniture, numerous seating opportunities with abundant trees, shrub, groundcover and sodded grass planting, an all to the approval of the Director of Development. The construction and maintenance cost including the on-going liability for the elevated landscape deck shall be the responsibility of the Developer.
  - d) Final determination of the exact PROP-SRW's and construction requirements are subject to minor revisions as determined by the functional road design and to the approval of the Director of Transportation, Director of Engineering and Director of Development.
5. Consolidation of the following 20 lots (the table below) in order to create two (2) development parcels (east development parcel and west development parcel) plus "Area J" as identified in **Attachment 4**. The existing dwellings have already been demolished.

Address	PID	Legal Address	Zoning	Owner
4660 Garden City Road	003-491-986	Lot 53 Section 34 Block 5 North Range 6 West New Westminster District Plan 41957	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4680 Garden City Road	003-522-725	Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4700 Garden City Road	001-985-281	Lot 2 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

Address	PID	Legal Address	Zoning	Owner
4720 Garden City Road	003-640-043	Lot 3 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
4740 Garden City Road	008-141-525	Lot 4 Except: Firstly, Parcel A (Bylaw Plan 73626), Secondly, Part on Plan LMP41468 Section 34 Block 5 North Range 6 West New Westminster District Plan 15498	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9040 Alexandra Road	003-514-889	Lot 54 Section 34 Block 5 North Range 6 West New Westminster District Plan 41957	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9060 Alexandra Road	007-133-138	Lot 37 Section 34 Block 5 North Range 6 West New Westminster District Plan 34867	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9080 Alexandra Road	004-192-141	Lot 38 Section 34 Block 5 North Range 6 West New Westminster District Plan 34867	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9180 Alexandra Road	012-032-476	North 240.3 Feet Lot 3 Except: Parcel "A" (Explanatory Plan 8738), Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9200 Alexandra Road	003-498-433	Parcel "A" (Explanatory Plan 8738), Lot 3 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9260 Alexandra Road	012-032-522	Parcel "One" (Explanatory Plan 9711) Lots 3 and 4 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9280 Alexandra Road	012-032-557	West Half Lot 5 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9320 Alexandra Road	004-079-124	East Half Lot 5 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9340 Alexandra Road	000-868-655	Lot "B" Section 34 Block 5 North Range 6 West New Westminster District Plan 11945	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9360 Alexandra Road	000-556-939	Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan 11945	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9400 Alexandra Road	012-032-573	West Half Lot 7 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9420 Alexandra Road	004-204-662	East Half Lot 7 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9440 Alexandra Road	012-032-581	West Half Lot 8 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.
9480 Alexandra Road	001-084-372	East Half Lot 8 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

Address	PID	Legal Address	Zoning	Owner
9500 Alexandra Road	008-130-990	West Half Lot 9 Block "C" Section 34 Block 5 North Range 6 West New Westminster District Plan 1224	Single Detached (RS1/F)	First Richmond North Shopping Centres Ltd.

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

2023. The LOC is to be accompanied with a legal agreement enabling the City to use the LOC for road construction.

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

Estimated 2012 Construction Cost =	\$ 2,083,059
Forecasted Annual Inflation =	4%
Forecasted 2013 Construction Cost =	\$ 2,166,381
Forecasted 2023 Construction Cost =	\$ 3,206,774

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

12. The Developer has voluntarily agreed to incorporate on-site public art installation(s) along the Alexandra Way public pedestrian corridor in accordance with the City's Public Art Policy with an approximate value of \$155,077 ( $387,692 \text{ ft}^2 \times \$0.40/\text{ft}^2$ ) and to the approval of the Director of Development. A letter of credit in the amount of \$155,077 ( $387,692 \text{ ft}^2 \times \$0.40/\text{ft}^2$ ) is a requirement as security for public art to be installed on-site. If the Developer elects not to install on-site public art, then the Developer must agree to voluntarily contribute \$0.40 per buildable square foot or \$155,077 ( $387,692 \text{ ft}^2 \times \$0.40/\text{ft}^2$ ) to the City's public art fund.
13. City acceptance of the Developer's offer to voluntarily contribute \$0.60 per buildable square foot for City Beautification or \$232,615 (i.e.  $387,692 \text{ ft}^2 \times \$0.60/\text{ft}^2$ ) as part of the City's West Cambie Area – Alexandra Interim Amenity Charges. A reduction to this contribution for the design and construction costs related to the Alexandra Way pedestrian corridor if any is to be determined by the Director of Development.
14. City acceptance of the Developer's offer to voluntarily contribute \$0.07 per buildable square foot for Community and Engineering Planning or \$27,138.44 (i.e.  $387,692 \text{ ft}^2 \times \$0.07/\text{ft}^2$ ) as part of the City's West Cambie – Alexandra Interim Amenity Charges.
15. City acceptance of the Developer's offer to voluntarily contribute \$90,000 for 3 bus shelters (\$25,000 each for the bus shelter plus \$5,000 each for the bus landing pad) proposed at each of the following locations, if the Developer does not upgrade these bus stop locations through the Servicing Agreement and to the approval of the Director of Transportation:
  - a) north of Alexandra Road on the west side of Garden City Road,
  - b) south of Alderbridge Way on the west side of Garden City Road, and



- c) south of Odlin Road on the west side of Garden City Road or along Alderbridge Way if TransLink and Coast Mountain Bus Company agree to the necessary bus route revisions. In the event that the necessary bus route revisions are not made by Translink and Coast Mountain Bus company, the location for the bus shelter and landing pad will be pursued elsewhere near the vicinity of the subject site
16. Registration of a legal agreement(s) regarding the Developer's commitment to connect to the Alexandra District Energy Utility (ADEU), including the operation of and use of the ADEU and all associated obligations and agreement as determined by the Director of Engineering. The Developer has committed that between 63-69% of the proposed floor area or approximately 70% of the total annual heating and cooling energy demand will be serviced by the ADEU but this is subject to Council approval of amendments to the ADEU bylaw to allow less than 70% participation. However, participation in the ADEU will be limited to the large format tenants (Buildings A and the East Anchor Building – Walmart Store). More detailed energy modeling will be required to establish the extent of the energy demand represented by those tenants. The Developer will coordinate with Engineering staff to determine this demand as part of the Servicing Agreement process.
17. Processing of a Development Permit advanced to a sufficient level of detailed design and to the approval of the Director of Development.
18. Enter into a Servicing Agreement\* for the design and construction of road improvements and site servicing. Works include, but may not be limited to the following:

**A. Transportation & Traffic Requirements**

1. Applicant responsible for the design and construction of the following frontage improvements and transition between those improvements and the existing condition outside the development site frontage (at a minimum 30:1 taper rate for Alderbridge Way and Garden City Road, and a minimum 20:1 taper rate for all internal roads) to the approval of the City. Please refer to Item 2 for additional frontage improvements at intersections. Note that while Servicing Agreement Items A1 and A2 provide a general description of the minimum frontage work requirements, the exact details and scope of the frontage works to be completed by the Developer would be confirmed via a functional road design to be prepared by the Developer and to the approval of the Director of Development, the Director of Transportation and the Director of Engineering.
  - a) Alderbridge Way, from Garden City Road to May Drive (from south to north):
    - enhance existing medians with decorative/gateway treatments, including but not limited to banners, landscaping, trees, hard landscaping, street lighting, etc.;
    - maintain two existing westbound traffic lanes;
    - maintain existing curb/gutter on the north side;
    - 1.5 m wide treed boulevard; and
    - 3.3 m wide shared pedestrian/cyclist path.
  - b) Garden City Road, from Alderbridge Way to Alexandra Road (from west to east):
    - enhance existing medians with decorative/gateway treatments, including but not limited to banners, landscaping, trees, hard landscaping, street lighting, etc.;
    - maintain two existing northbound traffic lanes;

- shift the existing northbound bicycle lane allowance onto the east boulevard;
  - 0.15 m wide curb/gutter;
  - 1.85 m wide treed boulevard;
  - 2.0 m wide bike lane;
  - 1.77 m wide grass buffer strip to separate sidewalk and bike lane;
  - 2.0 m wide sidewalk at property line; and
  - minimum 3.0 m wide building setback from property line (west to east) sloped and landscaped with dense plant material to the proposed building wall with perpendicular walkway connections to the public sidewalk including stairs or ramps from the required emergency exit doors along the back of the building as required by code; and
- c) Alexandra Road, from Garden City Road to eastern limit of the development site (from south to north):
- 2.0 m wide sidewalk;
  - 1.5 m wide boulevard;
  - 0.15 m wide curb;
  - minimum 9 m wide vehicular driving/parking surface (this pavement may be reduced to min. 6.2 m at mid-block locations where feasible); and
  - minimum 1.0 m wide shoulder.
- d) May Drive, from Alderbridge Way to Alexandra Road (from west to east):
- 2.0 m wide sidewalk;
  - 1.5 m wide boulevard;
  - 0.15 m wide curb;
  - 12.7 m wide vehicular driving/parking surface;
  - 0.15 m wide curb,
  - 1.5 m wide boulevard; and
  - 2.0 m wide sidewalk.
- e) High Street, from Alderbridge Way to Alexandra Road (from west to east):
- 2.0 m wide sidewalk;
  - 0.15 m wide curb;
  - 18.4 m wide vehicular driving/parking surface (i.e., 2 x 2.5 m wide parking lane or landscaped boulevard near intersections, 4 x 3.35 m wide traffic lanes);
  - 0.15 m wide curb; and
  - 2.0m wide sidewalk.
2. In addition to the frontage improvements noted in Item 1, the Developer is responsible for the design and construction of the following intersection improvements and to the approval of the Director of Transportation and the Director of Engineering.
- a) Alderbridge Way / May Drive
- Installation of a new traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service

conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).

- Installation of an eastbound to northbound left-turn lane, with a minimum storage length of 60 m. Please note that while a portion of the left-turn lane may be accommodated within existing median, a minimum 1.2m wide median should be maintained.

b) Alderbridge Way / High Street

- Installation of a new traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
- Installation of an eastbound to northbound left-turn lane, with a minimum storage length of 60 m. Please note that while a portion of the left-turn lane may be accommodated within the existing median, a minimum 1.2 m wide median should be maintained.
- Installation of a westbound to northbound right-turn lane, with a minimum storage length of 50 m, while maintaining the two westbound through lanes as noted in Item A1a) above.

c) Alderbridge Way / Garden City Road

- Upgrade of the existing traffic signal to include but not limited to the followings: signal pole, controller, base, hardware, pole base (City Centre decorative pole and street light fixture), detection, conduits (electrical and communications), signal indications, communications cable, electrical wiring and service conductors, APS (Accessible Pedestrian Signals) and illuminated street name sign(s).
- Installation of dual left-turn lanes on the southbound (a minimum total storage length of 200 m), northbound (a minimum total storage length of 200 m) and westbound approaches (a minimum total storage length of 190 m), while maintaining all other existing traffic lanes. Please note that while a portion of the left-turn lanes may be accommodated within existing medians, a minimum 1.2 m wide median should be maintained on all intersection approaches.
- Installation of a westbound to northbound right-turn lane, with a minimum storage length of 50 m, while maintaining the two westbound through lanes as noted in Item A1a) above.
- Provision of an acceptable transition between the above noted intersection improvements, the proposed boulevard treatment and the building setback landscape design (at a minimum 30:1 taper rate for Alderbridge Way and Garden City Road) to the approval of the Director of Development and the Director of Transportation.
- Installation of an accessible bus shelter and landing pad (9 m x 3 m) on the east side of Garden City Road, just north of Alderbridge Way.

- d) Garden City Road / Alexandra Road
    - Closure of existing median opening with curb/gutter and decorative median treatments.
  - e) Installation of special crosswalks with downward lighting and associated equipments at the following locations:
    - High Street, at the proposed access to the development site;
    - High Street, at Alexandra Road; and
    - Alexandra Road, at High Street.
  - f) Construction Timing: all frontage improvements should be completed prior to opening of development.
3. All Transportation requirements shall be as per City requirements and approved by the Director of Transportation.

#### **B. Site Servicing & Connection Requirements**

- 1. Storm: Required storm sewer improvements include the following:
  - a) All storm drainage must be directed to Alexandra Road and west to Garden City Road except for road run-off from the south half of High Street and May Drive that may be drained to Alderbridge Way;
  - b) Provide a 600mm diameter storm sewer from existing manhole (manhole D26 in the analysis) located at the intersection of Alderbridge Way and future May Drive to proposed manhole D4 located at the intersection of Alexandra Road and future May Drive with an approximate length of 170m;
  - c) Provide a 600mm diameter storm sewer from existing manhole (manhole D29 in the analysis) located at the intersection of Alderbridge Way and future High Street to proposed manhole D6+ located at the intersection of Alexandra Road and future High Street with an approximate length of 170m;
  - d) Upgrade the existing ditch at Alexandra Road to a 600mm diameter storm main from intersection of Alexandra Road and future May Drive (manhole D4 in the analysis) west to manhole D5 with an approximate length of 100m;
  - e) Upgrade the existing ditch at Alexandra Road to a 900mm diameter storm main from manhole D5 west to manhole D6 with an approximate length of 100m;
  - f) Upgrade the existing ditch at Alexandra Road to a 900mm diameter storm main from manhole D6 west to manhole D8 with an approximate length of 50m;
  - g) Upgrade the existing ditch at Alexandra Road to a 1050mm diameter storm main from manhole D8 west to manhole D15 with an approximate length of 95m;
  - h) Upgrade the existing ditch at Alexandra Road to a 1050mm diameter storm main from manhole D15 west to manhole D16 with an approximate length of 80m; and
  - i) A new tie-in will be required to convey flow from the proposed drainage system in Alexandra Road to the existing 1200mm diameter storm sewer located at the west side of Garden City. Details and location of the new crossing/tie-in will be determined via the Servicing Agreement and to the approval of the Director of Engineering.

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

The removal of existing power poles and installation of underground pre-duct along the east side of Garden City Road and along the north side of Alexandra Road will be at the discretion of BC Hydro.

5. All servicing infrastructure works shall be as per City requirements and to the approval of the Director of Engineering.
6. The Developer is required to contact private utility companies to learn of their requirements; the developer must provide rights-of-ways to accommodate their equipment (kiosks, vista, transformers, etc.) on the development site (i.e. not within City road dedication or right-of-way), subject to concurrence from the private utility companies.

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

1. Prior to issuance of a tree cutting permit after Public Hearing, the developer is required to submit a letter of credit acceptable to the City in the amount of \$192,000 (i.e., 344 replacement trees x \$500 each plus 3 significant trees and 1 high value tree x \$5,000 each) as security for replacement trees.
2. Further design development of the architectural facade designs, site planning and landscape design are required at the Development Permit stage. Advance the concept design and submit more detailed design drawings to ensure the establishment of a compact, vibrant, pedestrian oriented, urban village centre that will become the retail/commercial heart of the Alexandra Neighbourhood and to the approval of the Director of Development.
3. Expand the design concept and submit more detailed design drawings to ensure the creation of an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out toward the back of sidewalk including numerous small shops plus an interesting mix and variety of retail shopping opportunities along the High Street and to the approval of the Director of Development.
4. Improve the concept design and submit more detailed design drawings to ensure the continuation of the Alexandra Way pedestrian corridor through the proposed development with high-quality pedestrian enhancements, punctuated with periodic pedestrian plaza areas, activated to attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and opportunities to encourage pedestrians to sit/linger and incorporating other features such as public art and focal elements that add interest and variety to the pedestrian experience and to the approval of the Director of Development.
5. Neighbourhood Plan, Design Guidelines Compliance and Urban Design Improvements: Proposed deviations from WCAP neighbourhood structure and design guidelines can be dealt with at the Development Permit stage. Urban design improvements required at the Development Permit stage include advancing the concept design and resubmission of more detailed design drawings to ensure:
  - the establishment of a compact, vibrant, pedestrian oriented, urban village centre that is integral part of the neighbourhood and will become the retail/commercial heart of the Alexandra Neighbourhood;
  - an attractive, accessible, activated, comfortable, pedestrian-friendly retail/commercial environment with strong pedestrian scale streetwall definition, the possibility for restaurants/shops to extend out to the back of sidewalk including numerous small



neighbourhood scale character shops plus an interesting mix and variety of retail shopping opportunities along the High Street;

- a higher quality architectural expression around the entire perimeter of the development site by extending the signature corner treatments (e.g. Alderbridge Way and Garden City Road) further along the building faces on all perimeter building facades including greater horizontal articulation and permeability of perimeter building facades to add more visual interest through enhanced architectural character and an appropriate proportion of transparent and opaque combination of surfaces for the proposed buildings that face the perimeter streets around the exterior of the proposed development;
  - the strong presence and continuation of the Alexandra Way pedestrian corridor, and neighbourhood pedestrian spine, through the proposed development with high-quality pavements and contrasting colours that identify the direction of Alexandra Way to and from the neighbourhood to the urban plaza at the corner of Garden City Road and Alderbridge Way. The Alexandra Way pedestrian corridor should be punctuated with periodic pedestrian plaza areas and pedestrian amenities to activate and attract pedestrian traffic and facilitate seasonal events, designed with ample pedestrian space and focused on creating opportunities to encourage pedestrians to sit and linger. The plaza spaces should incorporate other features such as public art and focal elements that add interest and variety to the pedestrian experience. The ground plane paving treatment along the Alexandra Way pedestrian corridor through the proposed development site should include a distinctive and continuous decorative paving treatment extending from building face to building face (along this route through the proposed development) with significant differentiation between the Alexandra Way corridor and other the other internal streets and sidewalks within the overall development;
  - a reduction in the amount of signage that is coordinated with the proposed floor plans including the better integration or elimination of redundant signage such as the proposed “Directional Signage” pylons and stronger coordination with the enhanced architectural character of proposed buildings at corner locations;
  - safe and efficient pedestrian movement that reflects the direction of the pedestrian traffic toward the Walmart store within the parking area including consideration of east-west oriented parking aisles within the open parking area on the east development parcel with wider bio-swales;
  - better coordination between the landscape and architectural design, including a stronger reliance on the informal clustering of large coniferous tree planting around the perimeter of the proposed development site to enhance the massing and materials articulation/treatment of the building facades, particularly along the Alderbridge Way frontage that is visible from the Garden City Lands to the south; and
  - acceptable resolution of any non-compliance with all relevant design guidelines.
6. Provision of adequate and appropriate refuse and recycling facilities for each building to and to the approval of the Director of Development and the Director of Public Works.
  7. CPTED: All parkade areas (walls, columns and ceiling) to be painted with reflective white paint and come with lighting levels as required by the BC Building Code. The open parking areas will be well lit with fixtures providing good colour rendition. A complete and

comprehensive CPTED review of the development will be provided with the Development Permit submission.

8. Submission of a landscape plan prepared by a BCSLA registered landscape architect to the approval of the Director of Development including the deposit of a landscape security based on 100% of the cost estimate provided by the landscape architect. The Landscape Plan should:
  - comply with the OCP guidelines regarding Lane Establishment and Arterial Road Redevelopment Policies and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees;
  - provide 4 large specimen trees on the planting plan to replace the existing 3 significant trees plus 1 high value tree proposed for removal; and
  - include the 344 (172 x 2) required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
344	10 cm caliper		3.5 m height

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

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570 and approved by of the Director of Transportation.
2. Payment of the Supplementary Local Area DCC for the Alexandra Neighbourhood.
3. Payment of the \$480,738.08 (387,692 ft<sup>2</sup> x \$1.24/ft<sup>2</sup>) indexed at the applicable rate, in accordance with the Alexandra Neighbourhood Development Agreement.
4. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Division at 604-276-4285.

**Notes:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.
- All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.
- The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the approval of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

[Signed original on file]

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Signed

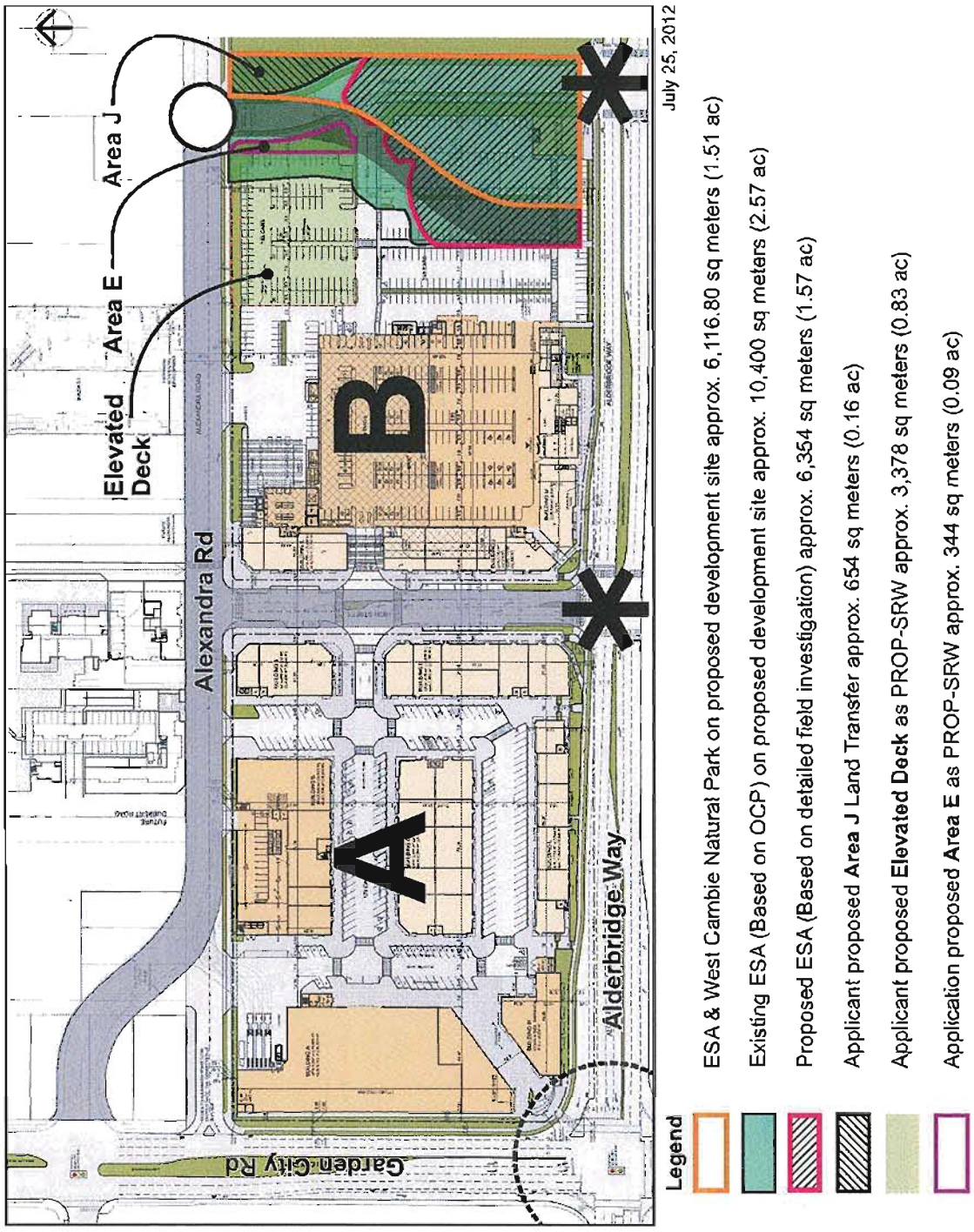
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Date





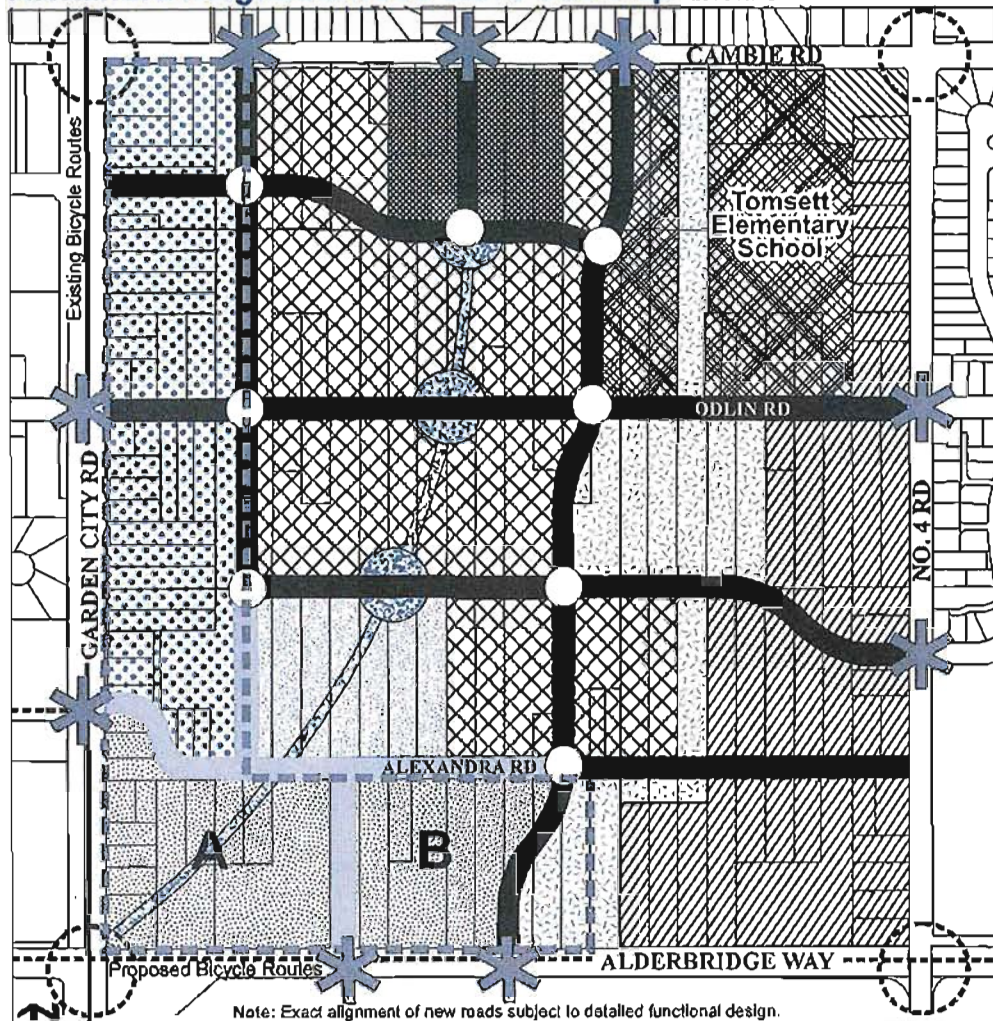
West Cambie Park & Environmentally Sensitive Area – Proposed Adjustments



## West Cambie Alexandra Neighbourhood Land Use Map (existing)

City of Richmond

## Alexandra Neighbourhood Land Use Map

Bylaw 8945  
2012/10/15

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

Original Adoption: September 12, 1988 / Plan Adoption: July 24, 2006  
3186783

West Cambie Area Plan 50

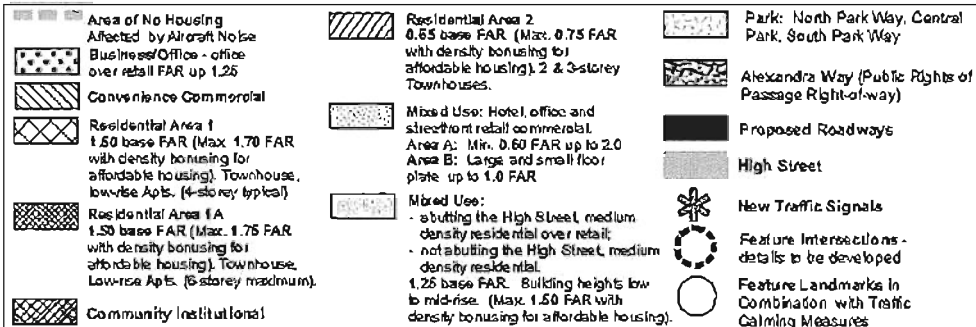
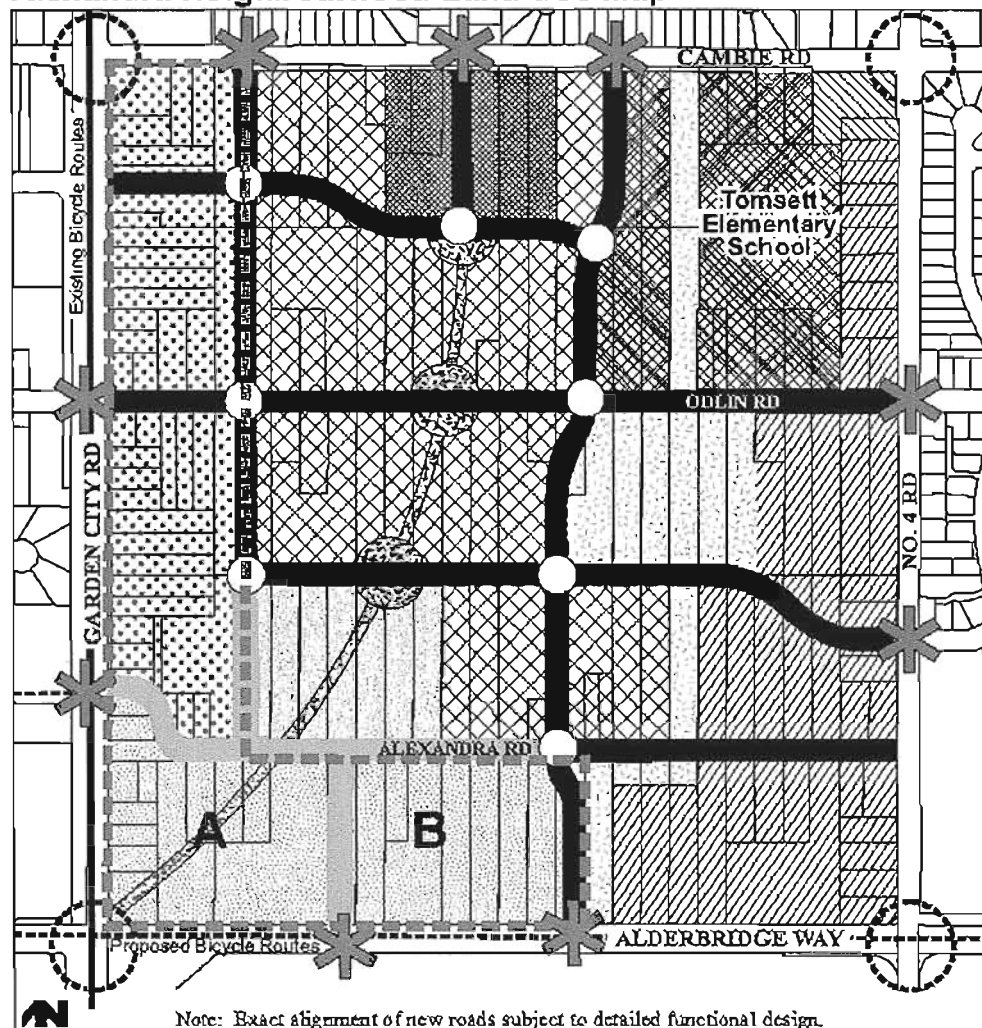


## West Cambie Alexandra Neighbourhood Land Use Map (Proposed)

City of Richmond

Schedule A attached to and forming part of Bylaw 8865

## Alexandra Neighbourhood Land Use Map



West Cambie Area Plan

### Summary of Public Comments & Correspondence

The following is a chronological listing of public correspondence received by the City regarding this rezoning application since June 2011

Date	Sender	Type
June 2, 2011	Polygon	Letter
Dec. 19, 2012	S. Sangha	Email
Dec. 24, 2012	M. Woodward	Email
Dec. 26, 2012	L. Jones	Email
Dec. 28, 2012	A. Gauld	Email
Dec. 29, 2012	J. Cross	Email
Jan. 2, 2013	R. Mathias	Email
Jan. 5, 2013	D. Burgess	Email
Jan. 21, 2013	D. Loveland	Email
Jan. 21, 2013	R. Vetter	Email
Feb. 25, 2013	C. May	Email
Mar. 8, 2013	D. Whalen	Letter
Mar. 17, 2013	O. Tkatcheva	Email
Mar. 17, 2013	B. Mathias	Email
Mar. 17, 2013	R. Mathias	Email
Mar. 18/22, 2013	K. Eliot	Email
Mar. 18, 2013	W. So	Email
Mar. 18, 2013	P. Price	Email
Mar. 18, 2013	A. May	Email
Mar. 18/22, 2013	B. & N. Houle	Email
Mar. 18, 2013	J. Terborg	Email
Mar. 18, 2013	R. Xavier	Email
Mar. 19, 2013	R. MacCallion	Email
Mar. 20, 2013	D. Whalen	Email
April 9, 2013	C. Day	Letter

Note: There were articles or letters to the editor in the local newspapers on the following dates January 11 and 23, 2013, March 15 and 27, 2013 that appear to coincide with the timing of the majority of correspondence from the general public on this rezoning application.

The follow pages of this attachment contain copies of the actual public correspondence.



June 2, 2011

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

Attention: Brian Jackson  
Director of Development,  
Development Applications Division

Dear Brian,

Re: Proposed SmartCentres West Cambie Project

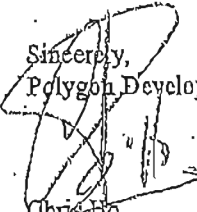
This letter is to confirm our concern regarding the current design of the proposed SmartCentres project located between Garden City and May Drive and, Alderbridge Way and Alexandra Road.

As neighbors on Alexandra Road, we have appreciated the effort that SmartCentres has put into the current design to create internally pedestrian friendly neighborhood streetscapes, resulting in a vast improvement over the typical suburban big box power centre. Unfortunately, this responsible and pedestrian friendly planning has not been applied externally to their frontage along Alexandra Road.

Alexandra Road is an important neighborhood street that has existing and future residential front doors and living areas. Design detailing and care is required to create a friendly streetscape that allows for the transition between retail and residential. Alexandra Road is not and can not become a service alley. Commercial 24 hour loading docks simply can not front directly on neighborhood streets such as Alexandra Road. We have raised this legitimate planning concern to SmartCentres. However, no proposed resolution to this has been presented to us.

In the spirit of cooperation, we are willing to work and contribute our time in developing an acceptable and proper design solution with both SmartCentres and the City of Richmond. Our goal is to create a vibrant and pedestrian friendly neighborhood for the existing and future residents of the West Cambie neighborhood.

Sincerely,  
Polygon Development 269 Ltd.

  
Chris Ho  
Vice President, Development  
/ch

From: steve sangha [mailto:stevesangha@shaw.ca]  
Sent: Wednesday, 19 December 2012 7:23 PM  
To: Mayor and Councillors  
Subject: Re Walmart development: Attn Bill McNulty  
Importance: High

Our family has owned properties 4560/4562 Garden City Road for over 40 years. It is directly across from Leslie Road. Over the past few years realtors (which I believe act on behalf of smart centres) have offered real estate contracts which we have signed over the past 3 years. The contract expires then they want us to sign again for another period of time – never actually following through with the purchase. After being tirelessly fed on with these real estate contracts that never get fulfilled or expire without purchaser fulfilling their commitment, my family is sick of being used as a pawn to extract money or use us as a leverage to get money from the city. Smart centres should buy the property and build the road it was intended from the beginning. There is huge traffic congestion already having Alexandra/ Garden City Road intersection so close to Alderbridge Way/Garden City Road – throw in a new development without figuring the road accessibility would be ludicrous.

The worst thing about this is that Smart Centres has totally ruined a neighbourhood I grew up as a child. Many houses are boarded up. Vagrants and homeless people wander and search for things to sell or pawn. Our tenants (one which lived there for 14 years) moved because of theft and break ins. We had nice families leave because the children no longer felt safe. It has been especially bad since last two years. A house actually exploded after a homeless person tried to make a fire or steal metal from a gas line. It has been over ten years and smart Centres bought house for \$200,000 and now they want City to pay for land acquisition costs for a road. Another disturbing aspect is how the City of Richmond planners agreed to even consider the proposal of splitting the costs of land acquisition. Smart Centres has already leased out the entire commercial project to other tenants at a substantial profit.

If they have made their final offer then let it be. Don't hold the neighborhood hostage for another 5 years. Let them sell it to another developer or scrap the entire project and bring back single family homes. But the idea that the properties are not obtainable is totally false. We have real estate contracts and correspondence to prove otherwise.

S. Sangha

778-228-6872

From: Meredith Woodward [mailto:mlbw09@gmail.com]  
Sent: Monday, 24 December 2012 8:23 AM  
To: MayorandCouncillors  
Subject: Re: Walmart Proposal

Dear Mayor and Councillors

I am writing to voice opposition to the proposal to build a Walmart in Richmond. We do not need another big box store. We have enough. Walmart's profits are derived from cheap goods being manufactured offshore in unacceptable working conditions. Ultimately this model is bad news for Canadian manufacturing and retail businesses. Let's draw the line here.

Council has a good track record for making responsible decisions around controversial issues, decisions that have a rational human basis, rather than a solely economic one. Taking a stand against a Walmart invasion would be courageous, forward-thinking and supportive of the local and Canadian economy.

With this in mind, I would also support the retaining and restoration of the lands along the north side of Alderbridge Way from Garden City to No. 4 Road. The events of the last few years underlines that we need to take better care of our environment. This would be one small step in that direction.

Thank you all for your service to this community.

Sincerely,  
Meredith Woodward



422-4500 Westwater Drive, Richmond, BC V7E 6S1  
604-274-7601  
[www.mytripjournal.com/rmsw](http://www.mytripjournal.com/rmsw)

From: [lv.jones@telus.net](mailto:lv.jones@telus.net) [mailto:[lv.jones@telus.net](mailto:lv.jones@telus.net)]

Sent: Wednesday, 26 December 2012 1:17 PM

To: Mayor and Councillors

Subject: walmart land use

to whom it may concern, the use of the walmart land must include taking care of the wooded area left. The digging and earth movement has disturbed the ground and drainage, causing flooding of trees, flora and fauna and destruction. There are coyotes, owls, hawks and many other smaller species that call this place home.

A few weeks ago I watched as the last two beautiful mature trees in all their fall colour, on the construction site on Minoru blvd. across from the mall, as they were torn down branch by branch with a digger. They stood for at least 30 to 40 years with many others keeping our air clean providing shade for us, and home to many song birds and squirrels. I stood alone in the cool morning sunshine, helpless to stop it not a tree or a blade of grass was left just waste and barren. My heart still aches to have witness that total disregard to living earth. What we are doing to this once lovely quiet healthy city? Please do something to save what little is left at walmart land where the coyote, owls and hawks live, and garden city land where they hunt. We are soon going to need more than higher dykes to save us from ourselves. We are caretakers of this earth not owners. What are we leaving for our children and grandchildren? thank you for your help, caring resident Linda Jones.





From: Angela Gauld [mailto:angelag@shaw.ca]  
Sent: Friday, 28 December 2012 11:08 AM  
To: Mayor and Councillors  
Subject: Proposed Walmart Mall

Dear Mr. Brodie and Councillors

It now seems that Richmond residents are to have another Walmart, in spite of that company's well-known dubious business practices, and their tolerance of dangerous working conditions in third world countries. And, what is to happen to Lansdowne when we will have yet another mall selling cheap imported goods? Shall we have a giant white elephant on our hands?

If this new mall is a *fait accompli*, then please at least ensure that the mixed urban forest along the north side of Alderbridge Way from Garden City Road to No. 4 Road is retained and restored. This is an important wildlife corridor and provides a natural viewscape, a commodity fast disappearing in our city. Please also insist upon retaining as much natural park as possible in the Alexandra area around the proposed Walmart Mall. Part of the fast-diminishing pleasure of being a Richmond resident is the enjoyment of what little wildlife is left to us. Natural viewsapes and abundant green spaces and wildlife are a major part of what makes any city "appealing and liveable".

Finally, because I live close to Garden City Road, the effect of another major mall on local traffic greatly concerns me, and if this project must go ahead, I hope that it will not be built until appropriate measures are already well-established to cope with the inevitable increase in traffic, such measures being a crucial element of "well-managed community".

Respectfully  
Angela Gauld



on: Joseph Cross [mailto:josephcrossart@me.com]  
Sent: Saturday, 29 December 2012 3:40 PM  
To: Mayor and Councillors  
Subject: Walmart Mall

Dear Mayor & members of Council,

At a time of shifts and changes to municipal landscapes due to extreme weather conditions and climate weirding, it puzzles me as to why Richmond Council would even consider building a huge box store (one with a dubious corporate reputation at that), near the Garden City Lands.

Parks and green spaces are necessary for the health and wellbeing of residents, for diversity of wildlife, for the mitigation of flooding, recharging aquifers, and for cooling and cleansing the air in summer. Priceless.

The Garden City Lands serve an important ecological balance to the commercial landscape that has swallowed up valuable green spaces, and impacted our infrastructure. Municipalities are rethinking the amount of green space versus hard surfaces in their boundaries, and I would encourage you to reconsider this plan.

Looking forward to a forward thinking approach to land use.



Regards,

Joseph & Sharon Cross

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

From: Mathias, Richard [<mailto:richard.mathias@ubc.ca>]

Sent: Sunday, 23 December 2012 9:48 PM

To: Mayor and Councillors

Subject: Walmart Site

We need to do much better in order to live up to our motto than to destroy the wild (undeveloped) lands proposed for the Walmart site.

Please reconsider this unnecessary project and protect our City by Nature.

Richard Mathias  
6280 Doulton Ave  
Richmond



From: DON BURGESS [mailto:[dondoc13@hotmail.com](mailto:dondoc13@hotmail.com)]  
Sent: Saturday, 05 January 2013 10:19 AM  
To: Mayor and Councillors; [gardencitylands@shaw.ca](mailto:gardencitylands@shaw.ca)  
Subject: Garden City lands and Walmart proposal

Dear Mayor and Councillors,

I have been following the proposals for the Wal-mart development. I would like to request that the Council ask that Wal-mart create as much green space and trees as possible if it builds, and that the council be resolute to enforce this condition. Richmond is already becoming a high-rise asphalt jungle, and this is a tragedy in a new city with the possibility of a good living environment.

I would also propose that the City retain a green corridor in the area north of Alderbridge Way from Garden City Rd across to Number 4 road.

Minoru Park remains the only good parkland area in central Richmond, and we need more.

I thank you for your attention,

Yours sincerely,

Donald Burgess  
10857 Canso Crescent  
Richmond BC  
V7E 5B6

PHOTOCOPIED

JAN 8/2013

& DISTRIBUTED



From: Damien Loveland [mailto:[dee10101@yahoo.ca](mailto:dee10101@yahoo.ca)]  
Sent: Monday, 21 January 2013 11:54 AM  
To: Mayor and Councillors  
Subject: Walmart - Garden City

Dear Mayor and Councillors:

With respect to the Walmart proposal, I'd like to put in a request for Richmond to retain and restore the mixed urban forest along the north side of Alderbridge Way from Garden City Rd to No. 4 Rd (as a wildlife corridor and an important part of the natural viewscape as seen from Garden City Rd, the Garden City Lands, Westminster Hwy, etc.) and retain as much natural park as possible in the Alexandra Area around the Walmart mall (if it is built).

Best Regards,

Damien Loveland

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J. 23/2013

REBUTED



**From:** Richard Vetter [mailto:Richard.Vetter@manulifesecurities.ca]  
**Sent:** Monday, 21 January 2013 9:17 PM  
**To:** Mayor and Councillors  
**Subject:** FW: Wildlife corridor / mixed urban forest

JAN 23/2013

& DISTRIBUTED

Dear mayor and councillors:

First off, I have to admit, my involvement in our community isn't a shadow of what you and many others have and I am very grateful for what you do. I also know that you make decisions guided by the people who elect you into office and I'm going to give you my feelings on the Walmart shopping centre development and surrounding areas.

Long story short, you have the ability to mandate development guidance that could help preserve something human and peaceful in this corridor.

There's a page on Facebook called "You know you're from Richmond when..." Unfortunately, most of the posters are people who are glad they left. I'm one of the smaller group of people who are glad they stayed. I love living in and doing business in Richmond and rarely obsess about the past. My only desire is to see a sustainable and more human future.

Whatever happens to the Garden City Lands is still unknown at this stage. Whatever form it takes will either be beautifully framed or debauched by your decision on the wildlife corridor.

I would ask you to choose wisely and support those who are recommending a more sensitive solution than the path that unimpeded development will invariably take.

Thanks once again,

Richard Vetter

Richard Vetter, BA, CFP, CLU | WealthSmart Financial Group | Manulife Securities Incorporated | 3251 Chatham Street,  
Richmond, BC V7E 6B8  
Phone 604.241.4357 | Fax 604.676.2288 | [www.wealthsmart.ca](http://www.wealthsmart.ca)

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

From: Curtis May [mailto:[c.\\_may@shaw.ca](mailto:c._may@shaw.ca)]

Sent: Friday, 22 February 2013 4:38 PM

To: Mayor and Councillors

Subject: Walmart Development on Garden City

To whom it may concern of the Richmond Municipality,

It has come to my attention that a likely deal with Walmart developers to build a Walmart and other shops at Garden City and Alderbridge will happen in the near future.

I'd just like to know what you think are the benefits of allowing a Walmart to be placed in West Richmond? Are there any other options? Are we considering the consequences of allowing the development of a super centre that has been known to shut down small businesses, care little of the environment, and contribute to the population poor quality food, among other things?

I apologize if my question is open and I know little of the decision making process at this time or of potential public involvement,

I'd appreciate a response,  
Thank you,

Curtis, Richmond Resident.

Mayor and Councillors

From: De Whalen [de\_whelen@hotmail.com]  
Sent: Friday, 08 March 2013 10:12 PM  
To: Mayor and Councillors; Carlile, Cathryn; Semple, Dave  
Cc: Margaret Hewlett; John Roeder; Alex Nixon RFB; Lynda Brummitt  
Subject: Richmond Poverty Response Committee Letter re: Garden City Lands  
Attachments: Mar 2013 PRC Letter on GCL to Mayor & Council.doc; City of Richmond Plan Committee Mins Feb 6 07.doc

Categories: 06-2280-20-142 - Garden City Lands - Management

March 8, 2013

Greetings:  
Mayor and Council,  
Cathy Carlile,  
Dave Semple

Please see attached, a letter and request from the Richmond Poverty Response Committee regarding the Garden City Lands Study. I will hand deliver a hard-copy to City Hall c/o Mayor and Council on March 11, 2013.

I look forward to your response.

Sincerely,

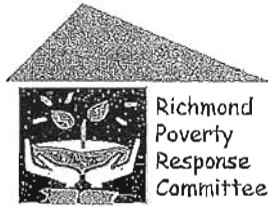
De Whalen  
Chair, Richmond PRC  
co. PRC Exec Committee

C 604.230.3158

*"Food is the moral right of all who are born into this world." Norman Borlaug, Agronomist, Nobel Laureate...*

*"Anyone who has ever struggled with poverty knows how extremely expensive it is to be poor." James Baldwin*

*"Once you see it, you can't un-see it. And once you've seen it, keeping quiet, saying nothing, becomes as political an act as speaking out. There's no innocence. Either way, you're accountable." Arundhati Roy*



TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

March 8, 2013

Mayor & Councillors  
City of Richmond  
6911 No. 3 Road  
Richmond, BC  
V6Y 2C1

*Lo*

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MAR 11 2013

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Dear Mayor & Councillors:

Re: Garden City Lands  
Richmond Poverty Response Committee's Report on Sustainable Food Systems

On behalf of the Richmond Poverty Response Committee (PRC) I am writing to request the City of Richmond and the Parks & Recreation Department review a 2006 report on Urban Agriculture from the Richmond Food Security Task Force (a subcommittee of the Richmond PRC).

This request is in light of the 2041 Official Community Plan which requires the City to consult with stakeholders in areas such as "Park and Open Space Strategy" and "Agriculture and Food." We are particularly interested in the city's future plans for the Garden City Lands.

Entitled "*Richmond Food System Assessment*," our report and recommendations introduced a vision for a local food system initiative that would see an increase in community gardens/farms and sustainable economic enterprises on the Garden City Lands. A link to the report is at:  
[http://www.vch.ca/media/CPAI\\_Full\\_Richmond.pdf](http://www.vch.ca/media/CPAI_Full_Richmond.pdf).

In the minutes of a Feb 6, 2007 City Planning Committee meeting (enclosed), the following motion was passed: "That the Richmond Poverty Response Committee and the Richmond Food Security Task Force be included on any stakeholders list for the Garden City Lands Study."

The Richmond PRC has a solid track record of work in food security. We established the Food Security Task Force (which has since become the Richmond Food Security Society) "to promote the understanding of food security, which means: when all people in the community, at all times, have access to nutritious, safe, personally acceptable and culturally appropriate foods, produced in ways that are environmentally sound and socially just."

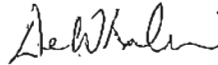
We completed the Richmond Food Security Assessment in 2006, sponsored the Garden City Lands Town Hall in 2007, and held the Food for All Conference in 2008, producing a dialogue report of the conference. A pocket market was also launched in 2008 as well a Local Food Guide to make locally grown produce more accessible.

c/o Richmond Food Bank Society, #100-5800 Cedarbridge Way, Richmond, BC V6X 2A7  
Tel 604-205-4700 [www.richmondprc.ca](http://www.richmondprc.ca)

We ask that the City honour its resolution to include the Richmond PRC in any community consultations related to the Garden City Lands Study.

Thank you for your attention to this matter. Should you have questions or comments, please do not hesitate to contact the undersigned at [da\\_whalen@hotmail.com](mailto:da_whalen@hotmail.com) or at 604.230.3158.

Yours Truly,



De Whalen  
Chair, Richmond PRC

Enclosed: City of Richmond Planning Committee minutes Feb 6, 07

Cc PRC Executive Committee  
Cathy Carlile, Manager Community Services (by email)  
Dave Scmple, Manager Parks & Recreation (by email)

2007 AGENDAS & MINUTES  
February 6, 2007 - Minutes



City of Richmond  
6911 No. 3 Road  
Richmond, BC V6V 2C1

Minutes

Planning Committee

Date: Tuesday, February 6, 2007  
Place: Anderson Room  
Richmond City Hall  
Present: Councillor Harold Steves, Chair  
Councillor Bill McNulty, Vice-Chair  
Councillor Linda Barnes  
Councillor Sue Halsey-Brandt  
Councillor Rob Howard  
Mayor Malcolm Brodie  
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

Error!  
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defined.. It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Tuesday, January 16, 2007, be adopted as circulated.*

CARRIED

The Chair advised that the Food Security Task Force delegation would be removed from item 7 and would be heard before Committee addressed item 3.

#### NEXT COMMITTEE MEETING DATE

2. The next meeting of the Committee will be held on Tuesday, February 20<sup>th</sup>, 2007, at 4:00 p.m. in the Anderson Room.

#### DELEGATION

Ms. Arzeena Hamir spoke on behalf of The Richmond Food Security Task Force (RFSTF) and was accompanied by Mary Gazetas, Jason O'Brien and David Reay.

Ms. Hamir advised that the RFSTF was introducing a vision for a local food system initiative, and she distributed a Proposal for a Sustainable Food Systems Centre/Park, Garden City Lands, Richmond, B.C. and a Richmond Food System Assessment Report. (A copy of the proposal and a copy of the report are on file in the City Clerk's Office.)

The RFSTF defines food security as: "Being assured when all people in the community, at all times, have access to nutritious, safe, personally acceptable and culturally appropriate foods, produced in ways that are environmentally sound and socially just."

Ms. Hamir made the point that in order to ensure that Richmond has food security, the RFSTF supports food production locally.

To ensure local food production, the RFSTF proposed a Sustainable Food Systems Centre on the Garden City Lands. The Centre would promote sustainable agriculture, would include space for growing native edible plants on land reserved for organic farming; a restaurant featuring locally grown food; and a teaching kitchen, and would have Community Supported Agriculture. In addition, the Centre would house a new Food Bank with garden plots accessible to clients, and would also provide space for cooking clubs, and other activities that support food access and security, while fostering self-reliance and a sense of belonging and community.



Ms. Hamir concluded the presentation by stating that the plan is an innovative use of space and that a Food Systems Centre of the kind proposed would encourage young people to go into farming.

In response to inquiries the RFSTF representatives advised:

- the proposal for the Food Systems Centre does not include a formula for economic benefit, but the commercial production of food at the Centre would create some economic benefit;
  - the Garden City lands are desirable for the proposed Centre because the concept is to practise urban agriculture in an urban area, not agriculture in a rural area; bearing in mind that the City does not own the Garden City Lands, the RFSTF would work with City staff if other arable lands were available;
  - the Farmers' Institute and local farmers were consulted during research for the Richmond Food System Assessment Report;
  - the Richmond Food System Assessment Report, funded by a grant from the Province of BC's "Act Now - Smart Fund", and administered through the Vancouver Coastal Health Authority, was completed in 2003, and in 2007 the RFSTF will work on a 10-month action plan;
  - the RFSTF envisions the Centre as fully accessible by both the general public and by those in the farming business.
- Joe Erceg, General Manager, Planning and Development, advised that the Garden City Lands Memorandum of Understanding was issued to the City of Richmond and its two partners, the Canada Lands Company and the Musqueam First Nation. Any discussion of uses of the Garden City Lands in terms of the Richmond Food Security Task Force, would be problematic without consultation with other interested parties. Mr. Erceg advised that the Garden City Lands Master Plan process would be an open public process.

It was moved and seconded

*That the urban agriculture proposal be received for information.*

CARRIED

It was moved and seconded

*That the Richmond Poverty Response Committee and the Richmond Food Security Task Force be included on any stakeholders list for the Garden City Lands Study.*

CARRIED  
Opposed: Cllr. Howard

It was moved and seconded

*That both the Richmond Food System Assessment report and the Proposal for a Sustainable Food Systems Centre/Perit be received for information, and that staff be directed to review and gather comments, including possible locations and community partners, and that City staff report to a future Planning Committee meeting on the outcome.*

CARRIED

Mayor and Councillors

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

From: Olga [olga.tkatcheva@gmail.com]  
Sent: Sunday, 17 March 2013 11:58 PM  
To: Mayor and Councillors  
Cc: gardencitylands@shaw.ca  
Subject: Walmart site planning in connection with Garden City Lands  
Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Dear Council members,

I am respectfully asking you to disapprove of the plan that destroys the views from the Garden City Lands and allow the Walmart mall to be built exposed to the GCI side with a row of stores. Leaving a green belt between the Walmart complex and the Garden City Lands would make it more delicate and less intrusive.

Please make a conscious effort to keep in harmony the future site of the community parks and gardens with the commercial and residential areas surrounding it. The Garden City Lands has an enormous potential to become a jewel, a focal point of our town, an envy for all municipalities that did not pay attention and failed to preserve the natural areas of the same significance in its center, but it needs a bit of special attitude in planning to realize its potential in a best possible way. Right now the view from the Garden City Lands to the mountains is the best one in the city, please, keep it!

with best regards,

Proud member of the Garden City Lands coalition, Olga Tkatcheva Richmond, BC.

PHOTOCOPIED

MAR 18 2013

& DISTRIBUTED



Mayor and Councillors

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

From: Barbara Mathias [barbmathias@telus.net]  
Sent: Sunday, 17 March 2013 7:50 PM  
To: Mayor and Councillors  
Subject: Views in Richmond

Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

Precious. Special. Let's preserve them. I'm writing about the views to the north.  
Specifically from West Hwy across the open lands.  
The plan for the shopping centre looks reasonable. If we give them that, we can insist that  
the trees and corridor remain as a natural and existing blind.  
So they lose some square footage. Really, we can look at what they get.  
And, what we preserve. That is your job, and our mindfulness as this city grows.  
I ask this of you, my representatives for my home.  
Thank you.  
Barbara Mathias  
Richmond.

PHOTOCOPIED *L*

MAR 18 2013

& DISTRIBUTED



TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: Richard Mathias [richard.mathias@ubc.ca]  
nt: Sunday, 17 March 2013 7:34 PM  
o: Mayor and Councillors  
Subject: Alderbridge Corridor

Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

Mayor Brodie and Councillors

Although I do not believe that Richmond needs another big box store for any reason, this message is more about the sustainability of a healthy community through conservation. The Alderbridge corridor is another unique Richmond feature that could be preserved or sacrificed depending on your responses to Walmart's blandishments. Their position is one of profit not liveability. I urge you to consider our generation who have already seen much of what was Richmond sacrificed to profit and our future generations who will never be able to see what we did. Sustaining our community is in your hands. I understand that resistance is difficult and under very persuasive threat from those who see only their own motives. I also understand that resistance must be maintained, as once a decision is made to allow this corridor to be removed, it can never be reconstituted. As one developer said, the regulatory authority can refuse many times; but once agreement to develop is given, it cannot be revoked as development is not reversible. Please resist another degradation of our environment through unwise and unnecessary development.

Thank you

Richard Mathias  
Professor of Public Health, UBC  
Richmond Resident since 1980

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MAR 18 2013

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TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: Katie Elliot [kellot@langara.bc.ca]  
Sent: Monday, 18 March 2013 11:14 AM  
To: Mayor and Councillors  
Cc: gardencitylands@shaw.ca  
Subject: Garden City Lands Preservation  
Categories: 06-2280-20-142 - Garden City Lands - Management

Dear Mayor and Councillors,

You have acted steadfastly in the past to protect the integrity of the Garden City Lands. This area has so much potential and value to its citizens, mainly as an accessible natural landscape.

The bog drains so much rain which is particularly important, vital- in Richmond. All over Richmond, so many yards and fields keep being cemented over -- to have a large area with good drainage, especially around the concrete jungle city centre, is obviously necessary!

Planners and developers may wave around cash and say they can fix any problems they create. (But they won't want to talk about all those tidal-wash wet parking garages in Steveston, for example.)

We know that nothing can replace the no-charge, free and efficient action of nature at work.

Please keep this area for urban gardens, a wildlife corridor, and other priceless assets that enhance civic wellbeing.

This will be a legacy to be proud of.

Thank you,  
Katie Elliot

--  
Katie Elliot  
Division Assistant  
Creative Arts & Humanities  
(604) 323-5005

Langara College  
100 West 49th Avenue, Vancouver, BC, V5Y 2Z6

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Guzzi, Brian

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From: Katie Eliot [kellot@langara.bc.ca]  
Sent: Friday, 22 March 2013 10:12  
To: Guzzi, Brian  
Subject: Re: RZ 10-528877 - Katie Eliot email re Proposed SmartCentres/Walmart Rezoning Application

Thanks, Brian.

I think the main point is not encroachment on the ALR but (1) the unnecessary and potentially harmful increase of traffic, (2) additional unnecessary stores, and (3) paving of natural drainage areas.

Thank you for emphasizing these points.

Sincerely,

Katie

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

Langara College  
100 West 49th Avenue, Vancouver, BC, V5Y 2Z6

Mayor and Councillors

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

From: Winnie [so.winnie@gmail.com]  
nt: Monday, 18 March 2013 10:43 AM  
To: Mayor and Councillors  
Cc: Garden City News  
Subject: Large plan on the north side of Garden City Lands

Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Dear Mayor and Councillors,

I recently read about and saw the video of the presentation video of "Garden City Smart Centres". It was shocking to see this destruction.

[http://www.youtube.com/watch?v=R\\_UoH-lwdfk](http://www.youtube.com/watch?v=R_UoH-lwdfk)

I can't describe how upset I am with this plan to destroy our beautiful neighbourhood. Does Richmond need such a large big box ugly outlet style mall so close to our city centre? Why would the developers be allowed to cut down so many trees and destroy the habitat of wildlife in Richmond. This will also change the viewscape of the Lands and worsen the already bad traffic along Gardencity road. It may be alright to have a Walmart store in Richmond (which I am not really happy with) but we DO NOT need an extension of box stores for the cost of destroying the important wildlife corridor along Alderbridge way.

As a resident of Richmond for more than 10 years, I would urge all councillors and the mayor to stop and reconsider this development and protect the viewscape and this important wildlife corridor.

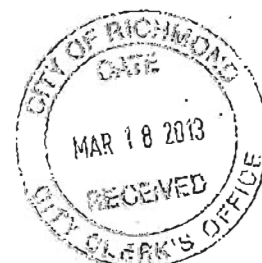
If this ever will happen, I would have left no choice but to move out of this city.

Sincerely,  
Resident of Richmond  
Winnie W. Y. So  
1105 - 6233 Katsura Street,  
Richmond, BC

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Mayor and Councillors

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

From: Pam Price [pamofgwent@shaw.ca]  
Sent: Monday, 18 March 2013 10:00 AM  
To: Mayor and Councillors  
Cc: gardencitylands@shaw  
Subject: garden city lands

Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

To the Mayor and Council:

Please think twice about "boxing" in the area around the Garden City Lands and ruining the view from that area. It seems like it is a constant fight to keep green space in Richmond.

It started years ago with the attempt by developers to build on Garry Park. Another was the big fight over Terra Nova, and yet another over building right to the dyke on Bayview in Steveston.

That is just on the West side of Richmond!

Now that Richmond is building skywards with all the architecturally-devoid glass towers, (and god knows what is going to be built on the Russ-Baker Way property,) it is time to call a halt and start doing something to make this city one with which we can be proud.

I fear that once the Garden City Lands get boxed in it will be an excuse to build on the Lands themselves.

Sincerely,

Pam Price

Steveston

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Mayor and Councillors

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

From: Andrea May [ajmay2003@hotmail.com]  
Sent: Monday, 18 March 2013 3:08 AM  
To: Mayor and Councillors  
Cc: GardenCityLands@shaw.ca; audrey hall  
Subject: Protecting the Integrity of the Garden City Lands Park

Categories: 08-4100-02-01 - Development - Inquiries and Complaints - General

Honourable Leaders,

A majority of citizens want to keep spectacular views from the city centre to the North Shore Mountains. Certainly, we do NOT want a row of hundreds of metres of boxy stores with big signs ruining that view for everyone, on, or near, the Garden City Lands park.

Many, many people have kept up the efforts to safeguard the Garden City Lands in the ALR to conserve, not waste. We would appreciate a confident stand in this matter, in your present directions to respect our perspective for the future enjoyment of all.

Thank you,  
Andrea May

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TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

Mayor and Councillors

From: normah@telus.net  
Sent: Monday, 18 March 2013 12:04 PM  
To: Mayor and Councillors  
Cc: GardenCityLands@shaw.ca  
Subject: Proposed development encroaching Garden City Lands

Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

To Richmond Mayor and Councillors:

We were dismayed to hear of the proposed Walmart development to go along the perimeter of the Garden City Lands. We have fought to keep this parcel in the ALR and, as such, thought it was a protected corridor. The Garden City Lands area is a small space and the idea of a development of the magnitude of the one including Walmart would be an encroachment that would not only dwarf the site but might also be the 'leading edge of the wedge' that would determine, disqualify or limit plans for future use. We do not have a scarcity of land set aside for mall use. Number 3 Road has several malls to choose from and the Costco development is only a short distance away. In addition, East Richmond already has a huge Walmart Mall along with the congestion of traffic that goes along with it. However, we do have a very limited amount of land within the ALR. That land is always under pressure of development and, while the development proposed at the present time is not actually using the land site known as the Garden City Lands it will affect it and the future use of it. We do not have the power to stop this development but we can appeal to our elected representatives, which we are doing. Please remember that you are the custodians for this land and act accordingly.

A  
Norma & Norma Houle  
1/291 Westminster Hwy.  
Richmond, B.C.  
V6V 1A9

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MAR 18 2013

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Guzzi, Brian

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From: normah@telus.net  
Sent: Friday, 22 March 2013 11:16  
To: Guzzi, Brian  
Subject: Re: RZ 12-528877 - SmartCentres/Walmart Proposed Rezoning

With respect Mr Guzzi, I'm sure we have both seen, over the years, developments which were legal and within zoning development by-laws but which were not well thought out in terms of the future. An example of this is when residential development is allowed to locate right up to farm use land and "all of a sudden" harvesters at night are too noisy and over-head spraying is unthinkable, not to mention the difficulty of moving farm equipment around: or a small Church in East Richmond which is quietly allowed to become a school and "all of a sudden" council wakes up and wonders "when did that happen?" There cannot be a school of children surrounded by farm land and, consequently, land is removed from the ALR and a corridor - now occupied by commercial interests, is established. Perhaps you can understand a citizen wondering if there is someone at the helm or even someone who understands what long-term planning means.

I am not questioning the present zoning of the land in question and I realize it is not within the ALR. I worry that the proposed development will affect or limit the proposals for the Garden City Lands. Once this development is established, there is nothing stopping any one of the retailers from going to council to ask for permission to add extra stories onto their buildings. Increased height of buildings is happening all over Richmond. If traffic congestion became an issue, it is not too hard to imagine needing to widen some roads.

Where might that land come from? The worries are real.

Thank you for your considerate response.

Norma and Bernie Houle



**Mayor and Councillors**

TO: MAYOR & EACH  
COUNCILLOR  
CITY CLERK'S OFFICE

From: John terborg ([john\_terborg@hotmail.com])  
Sent: Monday, 18 March 2013 7:53 PM  
To: Mayor and Councillors  
Subject: Alderbridge Way - Conserve Viewscapes

Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Richmond City Council Members,

Please conserve the legacy views when you are making decisions regarding the Walmart proposal.

Development is currently buffered by the environmentally sensitive areas along Alderbridge Way which have been described for decades by the City's ESA maps. Prior to the Walmart proposal and prior to the land being purchased.

The Garden City Lands have the opportunity to be a destination for community health and wellness and this potential will be impacted by large box stores and commercial development that will take away from the natural scenes.

The community's experience of the natural, farming, and recreational uses on the Garden City park lands will be impacted by the neighbouring viewscapes.

Please retain the natural views.

Thank you,

John ter Borg

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Mayor and Councillors

TO: MAYOR & EACH  
COUNCILLOR

FROM: CITY CLERK'S OFFICE

From: Rick Xavier [whisper@xworks.ca]  
Sent: Monday, 18 March 2013 6:23 PM  
To: Mayor and Councillors  
Subject: Garden City Lands

Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

Dear Councillors,

So I hear city council is debating whether to approve development of a Walmart store, and possibly a strip mall, along Alderbridge across from the Garden City lands. We have plenty of opportunity to admire large scale urban architecture in Richmond, must we have a large view-dominating eyesore next to this natural space? My opinion as a Richmond resident, for what it's worth, is no. Big box stores so close to central Richmond seem a little out of place - in fact a waste of opportunity for urban coolness. Please use the Lands for more natural purposes on a more natural scale.

Rick Xavier

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MAR 19 2013

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**From:** rick [<mailto:rick@resist.ca>]  
**Sent:** Tuesday, 19 March 2013 04:11 PM  
**To:** DevApps  
**Subject:** smartcentres development application "12 627046 000 00 SA"

Hi

I live at 9420 Alexandra Road. After being issued an eviction notice by SmartCentres for development purposes, i phoned Rob Campbell at their offices in Edmonton and was told the permit had been denied and that i should continue bringing rent cheques.

Would you please tell me the reason for withholding the permit and anything you can tell me about steps they will need to follow to get approval. Also what might be the time window for the approval.

Thanks very much.

Rick McCallion

9420 alexandra road, richmond

Mayor and Councillors

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

From: De Whalen [de\_whelen@hotmail.com]  
Sent: Wednesday, 20 March 2013 10:41 PM  
To: Bhreandain Clugston; Mayor and Councillors  
Subject: Letter to the Editor  
Categories: 06-2280-20-142 - Garden City Lands - Management

March 20, 2013

Bhreandain Clugston  
Richmond Review

Letter to the Editor

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MAR 21 2013

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Re: "Respect the people, nature and legacies"

I enjoyed reading Jim Wright's column on March 15<sup>th</sup> about the Garden City Lands. As a member of the Richmond Poverty Response Committee I can confirm the group discussed the future viewscape and some even toured the land one weekend in the rain.

I consider it an absolute disgrace for the City to propose building a Walmart right next door to this pristine environment. They have already allowed the developer to dump fill on the so-called "environmentally sensitive area" parallel to Alderbridge and kill all the trees that would have hidden the concrete backside of Walmart-to-be.

What would I rather see? I'd like to see the City invite all Richmondites to participate in the planning of the Garden City Lands and the Alderbridge corridor.

I can envision hundreds of community garden plots as well as incubator farms for new young farmers and larger test plots for established farmers to grow organic produce. The Garden City Lands could be a centre for neighbouring Kwantlen Polytechnic University's Urban Agriculture program. Young urban farmers could rent land and employ new practices that produce more per acre than traditional practices as well as supply some of Richmond's food needs.

It could also be a tourist attraction. The land already has the catchy title of the "Garden City." Visitors wouldn't need much convincing to come and experience the view, natural environment and food production methods. Local restaurants would be a market for fresh organic produce, especially considering we are next to the third largest city in Canada with the most food conscious residents and the best restaurants in the land.

And let's not forget that the land includes delta bog with rare bog plant species and unique animals. Raised walkways, seating and educational signposts similar to the Nature Park could meander through the area and allow families to relax, reinvigorate and learn to respect this land.

Come on Mayor and Council, Richmondites deserve to be involved in planning the future of the Garden City Lands and environs. Don't leave us out of the viewscape!

De Whalen

C 604.230.3158

*"Food is the moral right of all who are born into this world." Norman Borlaug, Agronomist, Nobel Laureate*

*"Anyone who has ever struggled with poverty knows how extremely expensive it is to be poor." James Baldwin*

*"Once you see it, you can't un-see it. And once you've seen it, keeping quiet, saying nothing, becomes as political an act as speaking out. There's no innocence. Either way, you're accountable." Arundhati Roy*

Mayor and Councillors

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

From: Carol Day (carol@catsigns.ca)  
Sent: Tuesday, 09 April 2013 2:30 PM  
To: Mayor and Councillors  
Subject: Walmart proposal  
Attachments: Walmart To City Council April 8, 2013.docx  
Categories: 12-8060-20-8864 - Walmart/Smart Centre - Garden City & Alderbridge

To Mayor and Council

Please see my letter attached.

Thanks

Carol Day

T 604.240.1986  
F 604.271.5535  
carol@catsigns.ca  
www.catsigns.ca

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APR 9 2013

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To Mayor and Council City of Richmond

April 9th, 2013

Re : Walmart application

As a founding member of the Garden City Lands Coalition I am very proud of the hard work we all put in to save the Garden City lands from the proposed high-density residential development. It is with great sadness I view the plans for a massive shopping center to include Walmart on the north side of the Garden City Lands. Today you can look north and see the pristine snow-capped Coast Mountains, but if the proposed plan is approved by Richmond City Council then that will be changed forever.

The green space and trees could be saved if the development was scaled back. The views of the mountains could be completely saved too. The neighborhood could be improved if city council would listen to our concerns.

We have very little open green space left in the concrete jungle we call Richmond City Centre. We do however have a massive amount of shopping and a massive amount of concrete towers. Today's council will determine forever how that changes for future generations.

We can do better than this. Please direct the developer and the planning staff to try a little harder and come up with a less imposing plan for the land north of the Garden City Lands.

Carol Day

## Advisory Design Panel (ADP) Comments

(Excerpted from ADP Minutes of December 8<sup>th</sup>, 2011)

- Item 3. RZ 10-528877 – Major low-rise commercial development approximately 30,569 m<sup>2</sup> (330,000 ft<sup>2</sup>) with 10 one-storey buildings, 1 two-storey building, and 1 three-level parking structure including a Walmart Store.

Architect: Chandler Associates Architecture Inc.

Property Location: 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500 Alexandra Road

### Panel Discussion

Advisory Design Panel comments are followed by SmartCentres response in ***bold italics***:

- very large and challenging project; has many interior and perimeter edges; ***Agreed.***
- screening of loading bays along Alexandra Road is inadequate; needs more work as loading bays remain exposed and trucks would still be visible but the western loading/service area is more successful; applicant also needs to address overlook issues; ***The eastern loading bay is screened by a 14' high screen wall, with dense planting which includes numerous mature trees. The loading bay is further screened from above by the incorporation of a metal trellis structure, which will be covered with vines, thus addressing the overlook issues. The western loading bay is entirely encapsulated by solid walls on three sides, limiting any views into the loading bay except for only west bound traffic along Alexandra Road (at less than a 30 degree cone of vision). Overlook at the west loading bay is not an issue.***
- higher density two-storey buildings are more appropriate to achieve streetscape continuity; one-storey buildings on the perimeter of the site are far less successful; sameness of expression and slight height variations do not interrupt or establish strong punctuations; ***Two storey spaces will be integrated where feasible.***
- replicating retail streetfronts is complicated and more work is required such as changes in materiality; simplify and use high quality materials; increase the amount of vision glass around the perimeter of the site; this applies to a large proportion of the proposed design; ***Changes in materials, simplification of design and integration of more vision glass will be expressed in our Development Permit submission.***
- internal elevations appear flat and box-like; design development is needed to reflect a village character; massing needs to be broken down and further articulated to provide visual interest to pedestrians; introduce structures to draw pedestrians to the site; using high quality materials is appropriate for a new shopping center; ***Increased articulation to the internal facades will be introduced in our Development Permit submission.***
- one-storey buildings need substantial design development; consider layering of design elements to achieve a more pedestrian-friendly environment; ***As noted in previous items, further design development of the facades will be pursued with our Development Permit submission.***
- transition in the architectural character from the outside to the inside of the site should be significant and shocking; the design quality of the interior should be sensational and dramatically different from the exterior; ***As per panel notes above, the exterior facades will be further developed to create larger areas of quality materials to relate better to the automobile oriented traffic along the***

*perimeter, and the internal facades will be further articulated to add visual interest, creating a striking difference in expression between "inside" and "outside".*

- landscaped deck works well when viewed from the outside; however, it looks disconnected from the rest of the project when viewed from the inside; appears like a floating mass; poses a CPTED challenge underneath; connect the landscaped deck into the project; *The deck will receive a stair on the south side, connecting the podium to the pedestrian walkway in the at grade parking area. The north-east corner will be opened up to the street to allow visual connection and surveillance from Alexandra Road/May Drive into the covered parking area. The covered parkade area walls, ceiling and columns will be painted white and will include bright lighting levels.*
- Garden City Road and Alderbridge Way portal is weak; Building H is small and low in relation to the other buildings; portal should be more powerful at this important gateway to the City Centre; *The entry way will be further developed, with a more powerful expression of Building H.*
- Building N appears lost and disconnected from the rest of the project; does not provide continuity to what is happening along the street; *Building N will be integrated into the development through creating a connection with the remainder of the development with architectural screening landscape elements (similar to Alexandra Road).*
- project has a lot of challenges; relationship between the outside and inside edges needs to be improved; project is intended to create the 'Village' centre for the West Cambie Area and should reflect a more urban and commercial character; *As noted in previous items, the outside facades will be treated differently from the inside facades (larger areas of materials with a reduced material palette versus more finer articulation). A "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements along the Alexandra Way through the site.*
- a challenging commercial project; project needs a more consistent and intense urban design response to fit with the emerging more sophisticated urban character of Richmond; *This will be achieved through the changes to the building facades and massing as noted previously, and through the enhancement of Alexandra Way through the development.*
- landscape needs to have a sense of hierarchy and one dominant theme to unify spaces; needs anchor points or nodes that attract pedestrians and encourage them to linger, e.g. water elements or public art; *Public nodes are being integrated along Alexandra Way to encourage people to linger along the way. The nodes will be connected through the use of consistent elements and materials and will be further highlighted as "special" areas through the integration of public art elements.*
- the project's high street does not read as a retail/commercial heart of the project; built form on the west side of high street (1-storey buildings) is weak; high street should have a stronger sense of enclosure and a more intense urban design response, continuous streetfront retail with high quality paving including furnishings and appointments that increase visual interest and enhance pedestrian comfort; should serve as the principal organizing spine; *High Street will be further developed with the enhancement of the landscape treatment including special paving, planting and furnishings. The building along the west side of High Street will be designed with two-storey loft-style elements along the street façade in order to increase its visual and physical presence.*
- a model would be helpful in future assessment of this design proposal; *We will present a series of large scale models to demonstrate the detailing and articulation of architectural and landscape elements that have been integrated into our design. A 3-d "fly-thru" of the overall project has also been produced to further explain the overall project.*
- Alexandra Way as the primary pedestrian linkage through the site should encompass more than just decorative paving but a series of outdoor pedestrian-scaled rooms with a hierarchy and a central 'Village Green'; *As noted in previous items, we will present a detailed investigation of*

***Alexandra Way with our Development Permit submission that will include a series of pedestrian nodes through the length of Alexandra Way***

- landscaped roof deck needs programming (is it ESA compensation or active use area); roof deck elements should be carried through the development (linked in some way with the design of other on-site pedestrian open space areas); should have linkage with Walmart; needs a more urban response; can introduce native plantings and stormwater elements; seating and amenities should be located adjacent to paved areas; consider the landscape deck as the 'Garden Centre'; ***We are awaiting direction from the City to determine the character of the landscaped deck. We will provide a stair access from the deck to the at grade parking to the south.***
- consider May Drive as a 'sustainable' street, particularly adjacent to the designated park and ESA area on the east site of May Drive; ***City engineering requirements won't allow for sustainable street design.***
- consider stronger pedestrian crossing elements at intersections with the vehicle circulation system throughout the site, not just painted stripes; ***All pedestrian crossings within the site are raised platforms to meet the adjacent sidewalk grades.***
- grade differences should be handled with ramps (rather than stairs) at the entrances to the site; integrate with other elements; ***Ramped sidewalks will be the primary accesses to the site. Any stairs used to access the site will be secondary to the ramped sidewalks.***
- pedestrian scale signage is all right but pylon type signs need further design development; integrate signage with public art; ***The pylon sign designs will receive additional design development. Their design will work in conjunction to the public art rather than being integrated with it.***
- architecture is too busy; suggest one linking and dominant material, preferably brick that is carried through the entire project and combined with other elements; ***As noted in previous items, the exterior façade design will be refined with larger areas of materials used.***
- rain protection needs to be continuous through the project along pedestrian routes; could be at different levels; could be a combination of awnings and canopies; ***Agreed. Rain protection is applied along Alexandra Way and along the sidewalks adjacent to the retail buildings. We will use a combination of awnings and canopies as suggested.***
- a very complex project; intent of creating an urban village is more successful internally; ***Agreed***
- life-style center concept is not achieved in the project; landscape elements, e.g. art elements, seating opportunities, and plazas are missing; consider recessing some of the street fronting buildings to create space for seating areas; ***As noted in previous items, the landscape design will be further developed in our Development Permit submission, integrating plazas, pedestrian nodes, furnishings, public art etc.***
- urban village character is not achieved on the Alderbridge Way, Garden City Road and Alexandra Road elevations; broken-down mass is not appropriate externally as these streets are vehicle and not pedestrian-oriented; street elevations do not achieve the objective of becoming a landmark; external elevations need more work; ***As noted in previous items, the exterior elevations will be refined to suit the vehicular oriented nature of the facades.***
- character of external and internal elevations should be different; internal elevations are like a suburban mall but should be more organized and urban; need to be consistent in order to achieve an urban village character; ***As per panel notes above, the exterior facades will be redeveloped to reflect a more urbane nature through the use of larger areas of materials with the internal facades being further articulated to add visual interest, creating a striking difference in expression between "inside" and "outside". A "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements along the Alexandra Way through the site.***
- a very challenging project; one of the most complex projects considered by the Panel; ***Agreed***

- project does not look like a village; appears like a shopping centre precinct; does not have the tactility and texture of a village; *The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.*
- consider a diagonal cut-thru for pedestrians at the corner of Alderbridge Way and Garden City Road; could become the high street; will link Alexandra neighbourhood to downtown Richmond neighbourhood; *We have created a diagonal "cut-thru" at the south-west corner of the site which will connect Alexandra Way from the residential area to the north of our site, down and through the site to connect with the Richmond downtown neighbourhood.*
- project is pedestrian in nature; heavy pedestrian movement is expected in the neighbourhood; design narrative is needed for the project to achieve a pedestrian and village character; proposed project needs to be defined; does not have the feel of quality; signage works well but disappears in other parts of the development; *The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.*
- introduce glazing at the backs of buildings adjacent to pedestrian walkways; look at Aberdeen Center as precedent; *All buildings will have vision glass oriented to the pedestrian walkways within the site. Vision glass will be integrated into the external facades, adjacent to sidewalks where feasible. Much of the vision glass in the above noted project is obscured by tenant posters etc., or is open to inactive exit stair corridors. Our intent is to locate vision glass where it will have a positive contribution to interact with adjacent sidewalks.*
- link landscaped deck to Walmart; *We will link the landscaped deck to the at-grade parking area. Linking it to the store will create security issues.*
- articulation of buildings looks flat; needs visual clarity defined by the project's design narrative; look at Park Royal as precedent for a pedestrian-friendly project; *As noted in previous items, the internal facades will be further articulated to add visual interest and be integrated with landscaping elements such as seating, planting, paving etc.*
- proposed development is a huge project in Richmond; Planning is requested to assist applicant in defining Richmond character; project has to serve pedestrians; *We have been working closely with the Planning Department to define the development's character and create a richer pedestrian experience through articulation of the building facades and integration of landscape elements throughout the site.*
- with the exception of various stair locations, grade changes are handled well; introduce nodes in the project; further design development of the landscaped deck will encourage pedestrians to pause; benches and picnic tables need to be connected to impermeable surface; *Grade changes are being redesigned to be accessible primarily by ramped sidewalks with stairs being used secondarily. Pedestrian nodes and plazas are being integrated throughout the site, and primarily along Alexandra Way.*
- continuous rain protection will encourage pedestrians to stay on the site; *As noted in previous items, continuous rain protection is provided through a combination of awnings and canopies.*
- project has the potential and should become a major gateway to Richmond's city center; project as presented is not successful as major entry point or gateway to the city centre; *The design development of the project as described in the items above will establish this project as a major and successful gateway to the City Centre.*
- project design needs to evolve and not just mirror Lansdowne (suburban shopping centre design approach is no longer appropriate particularly adjacent to the city centre); *The design development*

*of the project as described in the items above will create a project that does not mirror the above cited development.*

- project needs to have an iconic element; should stand out to differentiate it from other Walmart projects; *We will work to find an acceptable solution.*
- project is a different interpretation of the village character for the Alexandra Neighbourhood as described in the Alexandra Neighbourhood design guidelines for this area; scale of the project should set the tone for the neighbourhood; *The design development and integration of the architectural and landscape treatments and elements listed in the responses above will create a development that is more in keeping with the Alexandra Neighbourhood guidelines.*
- project should accommodate the inclusion of Walmart but not let Walmart dictate the design character; *The design of the Walmart store has strayed substantially from the prototypical design. The store has been integrated into the retail store designs along High Street and Alderbridge Way, and where exposed along the north and east facades, have been enriched with articulation of the facades and have incorporated material used throughout the rest of the development.*
- ESA area in the project could be spread out rather than concentrated on the corner; *In order for the ESA to have any significance for the integration of natural habitat, the area must be consolidated into one single area, rather than being diluted and lessen its value by spreading the area throughout the site.*
- the 'Village' character unifying design narrative is missing in the project; needed to anchor the design concept of the project; *The "village" centre experience will be expressed through greater detailing and layering of landscape and architectural elements and be further enhanced through the creation of a central plaza area, along with a number of pedestrian nodes established through the length of Alexandra Way.*



A-0



CONTEXT PLAN - AERIAL VIEW  
SCALE 1:3000



CONTEXT PLAN  
SCALE 1:3000

Sheet No. 2  
September 5, 2013  
RZ 10-528877



CENTRAL AT GARDEN CITY

RICHMOND, BC

CONTEXT PLAN





SITE ALONG ALDERBRIDGE WAY



SITE ALONG GARDEN CITY ROAD



GARDEN CITY ROAD & ALEXANDRA ROAD  
LOOKING SOUTH - EAST

PLN - 113



SITE ALONG ALEXANDRA ROAD



GARDEN CITY ROAD & ALDERBRIDGE ROAD  
LOOKING NORTH - EAST



GARDEN CITY ROAD  
LOOKING NORTH - WEST



ALDERBRIDGE ROAD  
LOOKING EAST



ALEXANDRA STREET  
LOOKING EAST

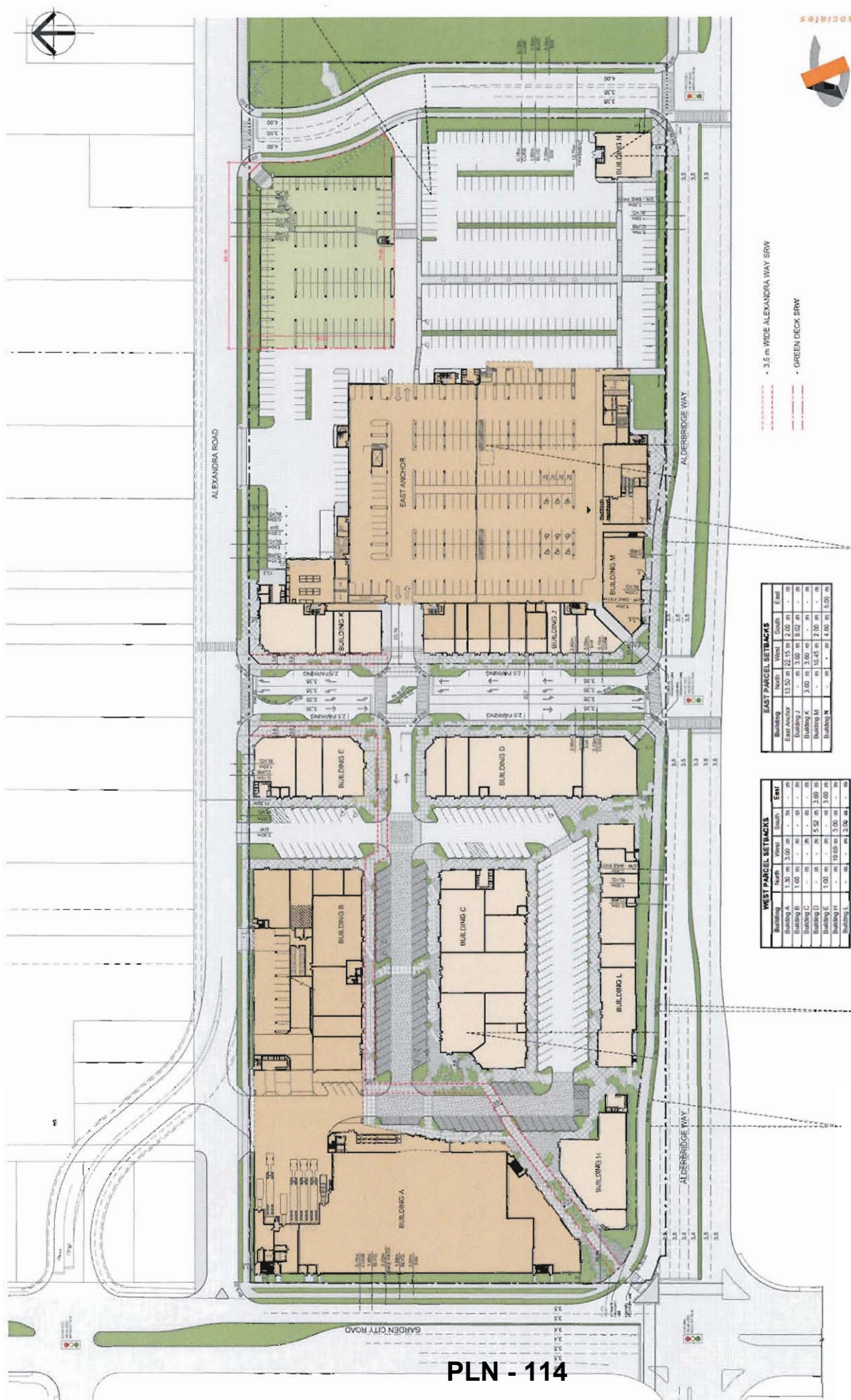
Sheet No. 3  
September 5, 2013  
RZ 10-528877



CENTRAL AT GARDEN CITY

RICHMOND, BC





**EAST PARCEL SETBACKS**

Building	North	West	South	East
East Anchor	13.50 m	22.15 m	2.00 m	- m
Building J	- m	3.00 m	8.02 m	- m
Building K	3.00 m	3.00 m	- m	- m
Building M	- m	10.45 m	2.00 m	- m
Building N	- m	- m	1.00 m	5.00 m

**WEST PARCEL SETBACKS**

Building	North	West	South	East
Building A	1.30 m	3.00 m	2.00 m	- m
Building B	1.00 m	- m	- m	- m
Building C	- m	- m	5.29 m	1.00 m
Building D	1.00 m	- m	5.00 m	2.00 m
Building E	- m	19.65 m	5.00 m	- m
Building F	- m	- m	2.00 m	- m

- 3.5 m WIDE ALEXANDRA WAY SRW
- GREEN DECK SRW

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DATE: AUGUST 29, 2013  
 SCALE: 1:500  
 PROJECT #

SETBACK PLAN

**CENTRAL AT GARDEN CITY**  
 RICHMOND, BC

Sheet No. 4  
 September 5, 2013  
 RZ 10-S28877



**A-1.3**

PLN - 114









**EAST ELEVATION**  
SCALE: 1/150



**NORTH ELEVATION**  
SCALE: 1/150

**FINISH LEGEND AND COLOUR SCHEDULE:**

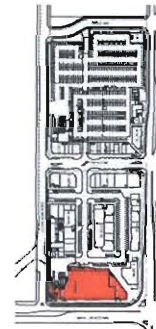
- |                      |                                       |                                     |
|----------------------|---------------------------------------|-------------------------------------|
| 1 - EPS              | 6 - METAL CANOPY                      | 9 - SHIMMER GLASS IN ALUMINUM FRAME |
| 2 - BRICK VENEER     | 7 - CANVAS AWNING                     | 10 - METAL DOOR                     |
| 3 - CORRUGATED METAL | 8 - METAL & GLASS CANOPY              | 11 - CONCRETE UPSTAND               |
| 4 - METAL PANELS     | 9 - GLAZING IN BRUSHED ALUMINUM FRAME | 12 - PREFINISHED WOOD PANELS        |

**PRELIMINARY SIGNAGE ANALYSIS**

EAST ELEVATION		
REQUIRED	PERMITTED	TOTAL SIGN AREA / PERMITTED
ELEV. LENGTH	LINEAR SIGNAGE	PERMITTED
52.28 m	1 m	52.28 m

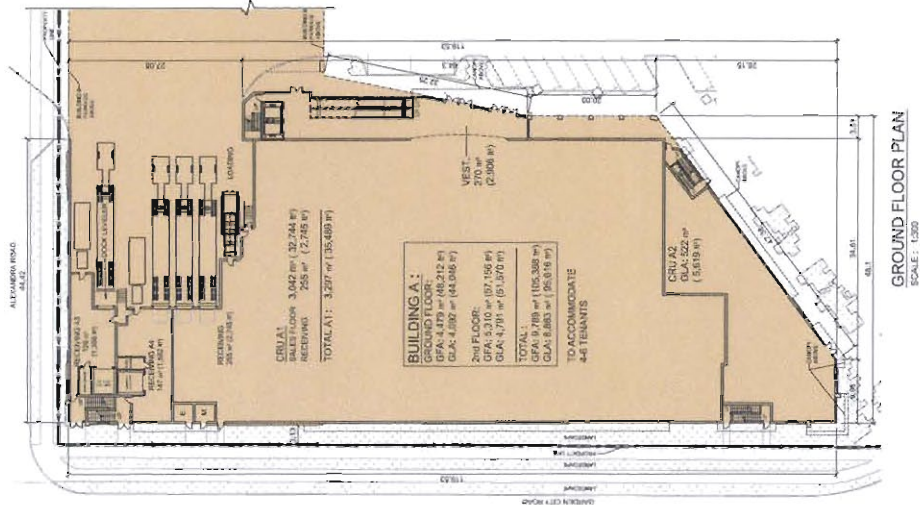
NORTH ELEVATION		
REQUIRED	PERMITTED	TOTAL SIGN AREA / PERMITTED
BUILD. WIDTH	LINEAR SIGNAGE	PERMITTED
44.72 m	1 m	44.72 m



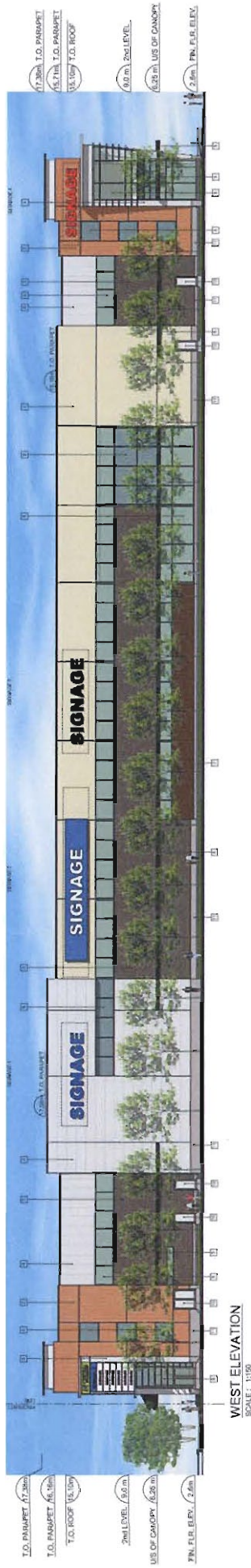
Sheet No. 6  
September 5, 2013  
RZ 10-528877



**BUILDING A PLANS AND ELEVATIONS**  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC



**GROUND FLOOR PLAN**  
SCALE: 1/300



### FINISH LEGEND AND COLOUR SCHEDULE:

1	EIFS	5	METAL CANOPY	9	SPANDREL GLASS IN ALUMINUM FRAME
2	BRICK VENEER	6	CHALKBOARD	10	METAL DOOR
3	CORRUGATED METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPSTAND
4	METAL PANELS	8	GLAZING IN BRUSHED ALUMINUM FRAME	12	PREFINISHED WOOD PANELS

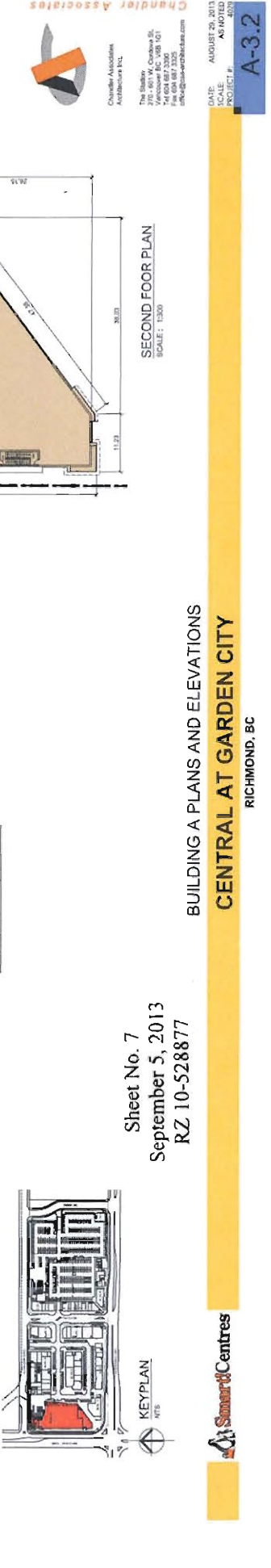
  

### PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION		SOUTH ELEVATION	
REQUIRED	PROPOSED	REQUIRED	PROPOSED
BLDG. LENGTH	110.53 m	BLDG. WIDTH	47.38 m
PERMITTED SIGN AREA / LINEAR SIGNAGE	110.53 m	PERMITTED SIGN AREA / LINEAR SIGNAGE	47.38 m
TOTAL SIGN AREA	110.53 m²	TOTAL SIGN AREA	47.38 m²

WEST ELEVATION		SOUTH ELEVATION	
REQUIRED	PROPOSED	REQUIRED	PROPOSED
SIGNAGE 1	2.5 x 15	SIGNAGE 1	1.5 x 10
SIGNAGE 2	2.5 x 15	SIGNAGE 2	1.5 x 10
SIGNAGE 3	2.5 x 10	SIGNAGE 3	1.5 x 10
SIGNAGE 4	1.5 x 10	SIGNAGE 4	1.5 x 10
TOTAL	108 m²	TOTAL	13.5 m²



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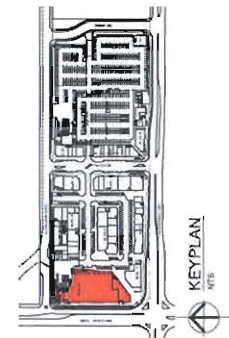
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DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT # 4209

**A-3.2**

BUILDING A PLANS AND ELEVATIONS  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC

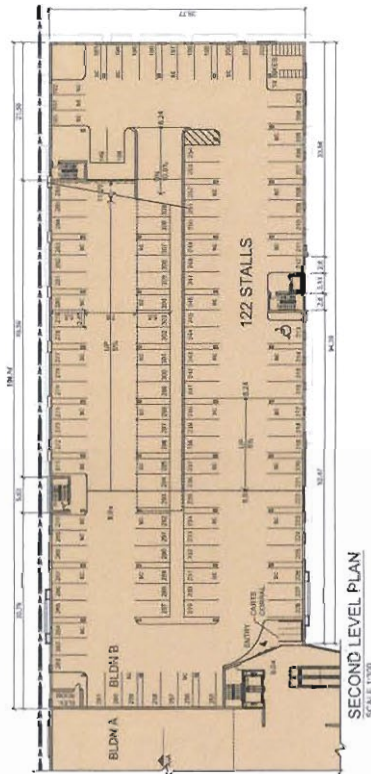
Sheet No. 7  
September 5, 2013  
RZ 10-528877



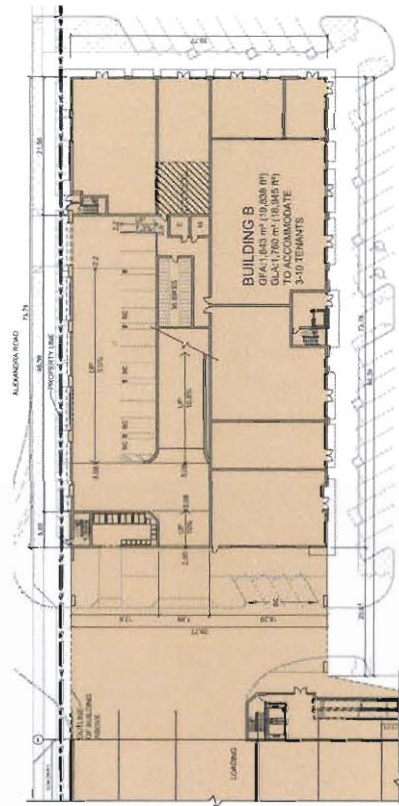




**SOUTH ELEVATION**  
SCALE 1:150



**SECOND LEVEL PLAN**  
SCALE 1:300



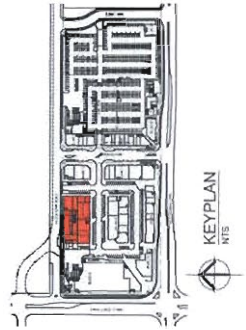
**GROUND LEVEL PLAN**  
SCALE 1:300

**FINISH LEGEND AND COLOUR SCHEDULE:**

- |                      |  |                                      |                       |
|----------------------|--|--------------------------------------|-----------------------|
| 1 - EIFS             | 5 - METAL CANOPY                       | 9 - SPANDREL GLASS IN ALUMINUM FRAME | 13 - PAINTED CONCRETE |
| 2 - BRICK VENEER     | 6 - CANVAS AWNING                      | 10 - METAL DOOR                      | 14 - METAL SCREEN     |
| 3 - CORRUGATED METAL | 7 - METAL & GLASS CANOPY               | 11 - CONCRETE UPSTAND                | 15 - METAL PLANTER    |
| 4 - METAL PANELS     | 8 - GLAZING IN FINISHED ALUMINUM FRAME | 12 - PRESFINISHED WOOD PANELS        |                       |

**PRELIMINARY SIGNAGE ANALYSIS**

REQUIRED		PROPOSED	
BLDG.	PERMITTED SIGN AREA / LENGTH	BLDG.	PERMITTED SIGN AREA / LENGTH
1	1 m <sup>2</sup>	SIGNAGE 1	1.0 x 3.0
2	1 m <sup>2</sup>	SIGNAGE 2	1.0 x 3.0
3	1 m <sup>2</sup>	SIGNAGE 3	1.0 x 3.0
4	1 m <sup>2</sup>	SIGNAGE 4	1.0 x 3.0
5	1 m <sup>2</sup>	SIGNAGE 5	1.0 x 3.0
6	1 m <sup>2</sup>	SIGNAGE 6	1.0 x 3.0
7	1 m <sup>2</sup>	SIGNAGE 7	1.0 x 3.0
8	1 m <sup>2</sup>	SIGNAGE 8	1.0 x 3.0
9	1 m <sup>2</sup>	SIGNAGE 9	1.0 x 3.0
10	1 m <sup>2</sup>	SIGNAGE 10	1.0 x 3.0
11	1 m <sup>2</sup>	SIGNAGE 11	1.0 x 3.0
12	1 m <sup>2</sup>	SIGNAGE 12	1.0 x 3.0
13	1 m <sup>2</sup>	SIGNAGE 13	1.0 x 3.0
14	1 m <sup>2</sup>	SIGNAGE 14	1.0 x 3.0
15	1 m <sup>2</sup>	SIGNAGE 15	1.0 x 3.0
16	1 m <sup>2</sup>	SIGNAGE 16	1.0 x 3.0
TOTAL	16 m <sup>2</sup>	TOTAL	16 m <sup>2</sup>



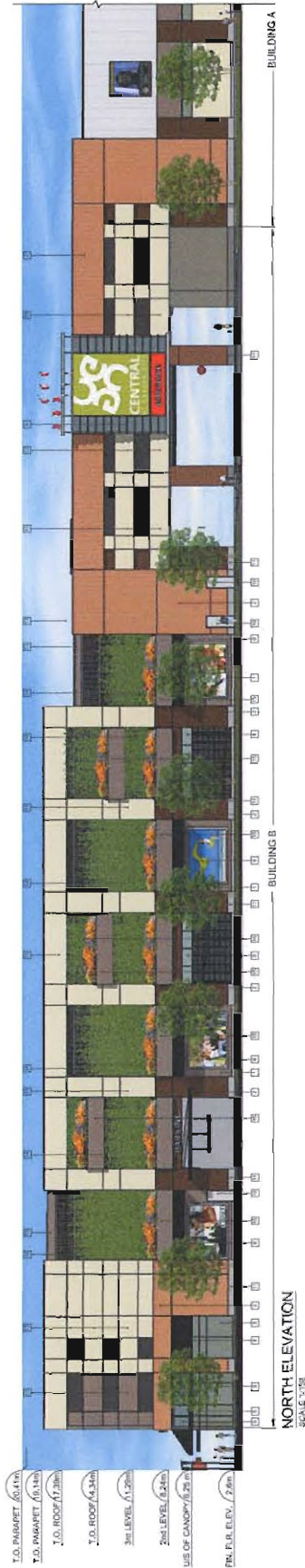
**Chandler Associates**  
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DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT: F  
A-3.3

Sheet No. 8  
September 5, 2013  
RZ 10-528877

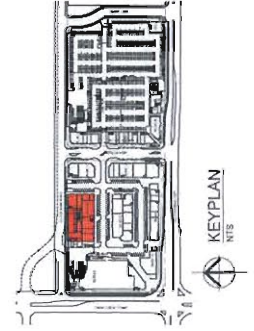
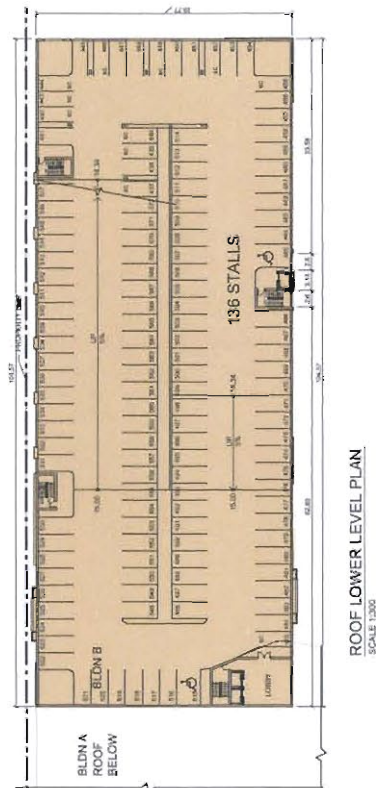
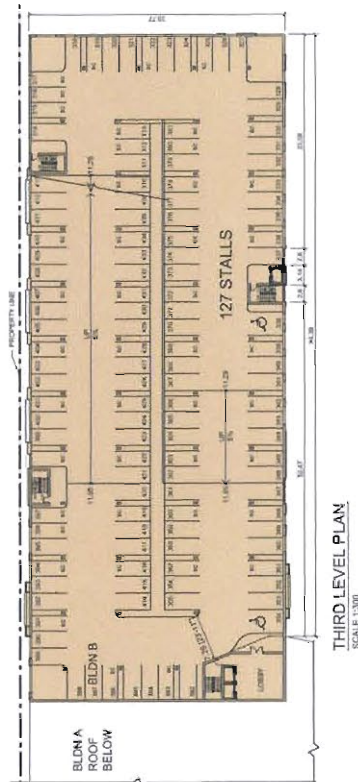
BUILDING B PLANS AND ELEVATIONS  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC





# FINISH LEGEND AND COLOUR SCHEDULE:

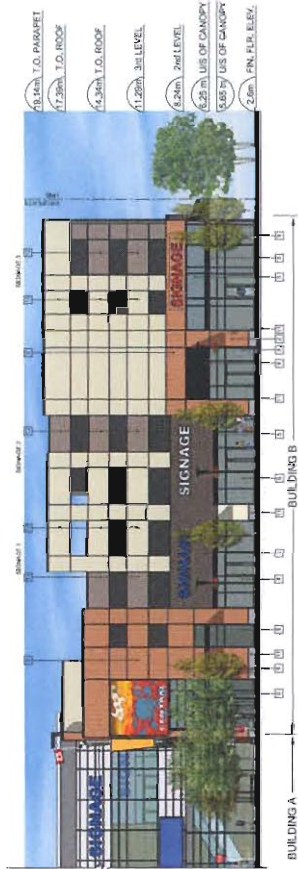
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2	BRICK VENEER	8	CANVAS AWNING	10	METAL DOOR	18	METAL SCREEN
3	CORRUGATED METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPS AND PANELS	19	METAL PLANTER
4	METAL PANELS	8	GLAZING IN BRUSHED ALUMINUM FRAME	12	PREFINISHED WOOD		



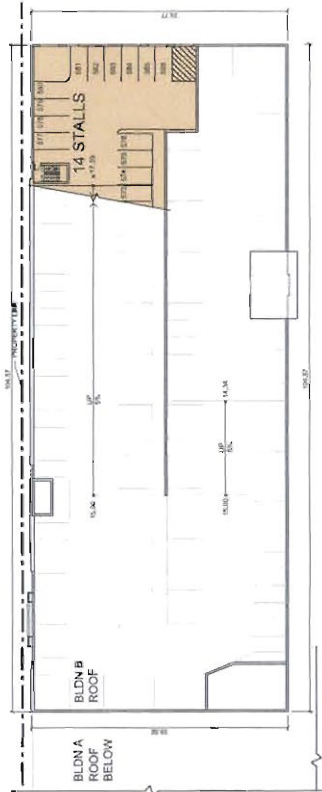
Sheet No. 9  
September 5, 2013  
RZ 10-528877

BUILDING B PLANS AND ELEVATIONS  
CENTRAL AT GARDEN CITY  
RICHMOND, BC





EAST ELEVATION  
SCALE 1:150



ROOF UPPER LEVEL PLAN  
SCALE 1:300

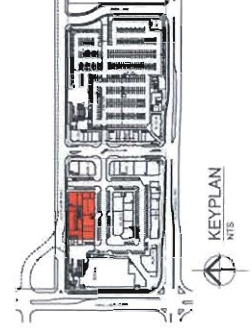
#### PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION				WEST ELEVATION			
REQUIRED		PROPOSED		REQUIRED		PROPOSED	
BLDG. WIDTH	SIGN AREA / PERMITTED FRONTAGE	SIGNAGE 1	SIGNAGE 2	BLDG. LENGTH	SIGN AREA / PERMITTED FRONTAGE	SIGNAGE 1	SIGNAGE 2
38.77 m	1 m <sup>2</sup>	1.0 x 6.0	6.0 m <sup>2</sup>	38.77 m	1 m <sup>2</sup>	1 x 4.5	4.5 m <sup>2</sup>
		1.0 x 6.0	6.0 m <sup>2</sup>				
		1.0 x 6.0	6.0 m <sup>2</sup>				
		TOTAL	18.0 m <sup>2</sup>			TOTAL	4.5 m <sup>2</sup>

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September 5, 2013  
RZ 10-528877

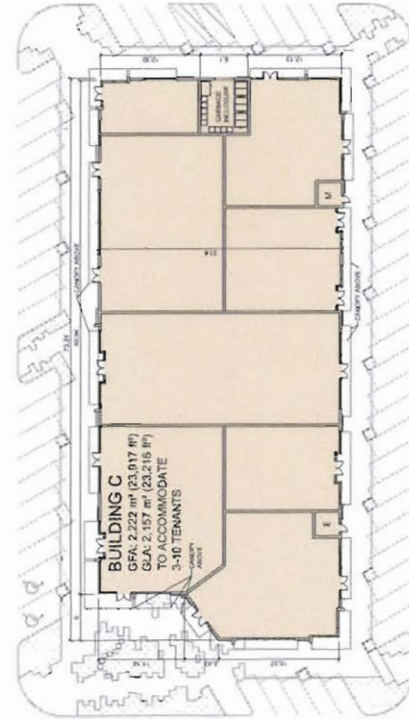
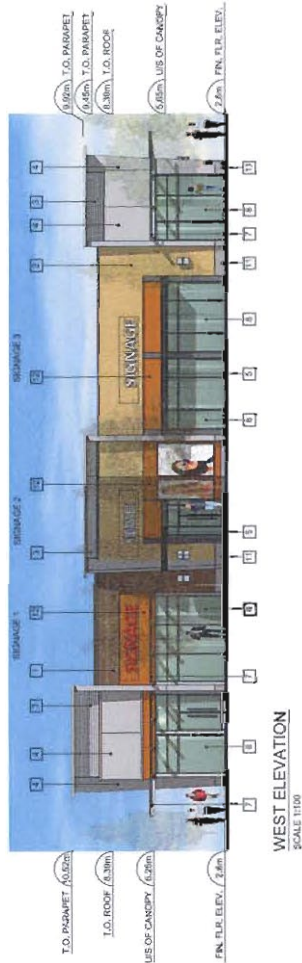


### BUILDING B PLANS AND ELEVATIONS CENTRAL AT GARDEN CITY RICHMOND, BC



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DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT #: 4029  
**A-3.5**



#### FINISH LEGEND AND COLOUR SCHEDULE:

1	- EPS	5	- METAL CANOPY	9	- SPANDREL GLASS IN ALUMINUM FRAME
2	- BRICK VENEER	6	- CANVAS AWNING	10	- METAL DOOR
3	- CORRUGATED METAL	7	- METAL & GLASS CANOPY	11	- CONCRETE UPSTAND
4	- METAL PANELS	8	- GLAZING IN UNFINISHED ALUMINUM FRAME	12	- PREFINISHED WOOD PANELS

#### PRELIMINARY SIGNAGE ANALYSIS

NORTH ELEVATION				WEST ELEVATION			
REQUIRED:		PROPOSED:		REQUIRED:		PROPOSED:	
BUILDING	AREA	BUILDING	AREA	BUILDING	AREA	BUILDING	AREA
73.24 m	1.1 m²	73.24 m	1.1 m²	73.24 m	1.1 m²	73.24 m	1.1 m²
TOTAL		TOTAL		TOTAL		TOTAL	
73.24 m		73.24 m		73.24 m		73.24 m	

Sheet No. 11  
September 5, 2013  
RZ 10-528877

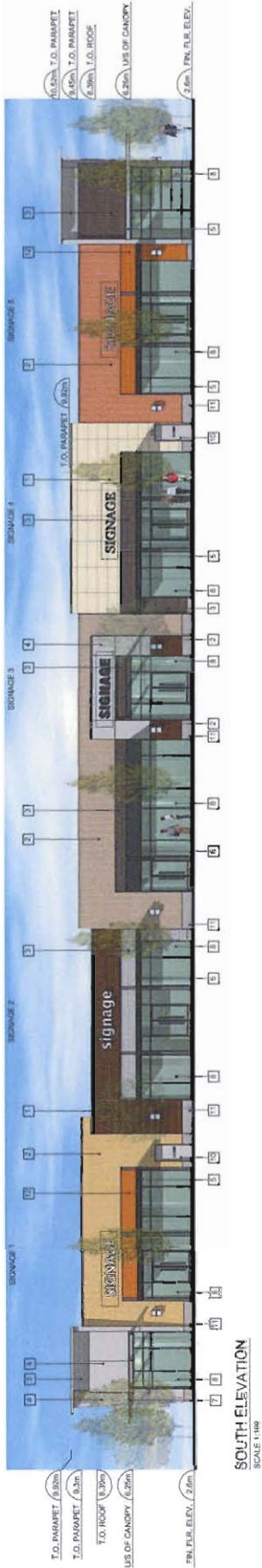


BUILDING C PLANS AND ELEVATIONS  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC

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DATE: AUGUST 20, 2013  
SCALE: AS NOTED  
PROJECT: A-3.6





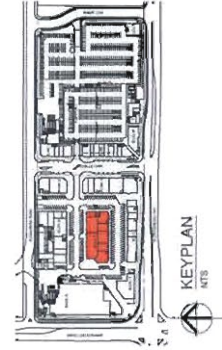
### PRELIMINARY SIGNAGE ANALYSIS

SOUTH ELEVATION			EAST ELEVATION		
REQUIRED			REQUIRED		
PERMITTED TOTAL SIGN	73.24 m	1 m²	PERMITTED TOTAL SIGN	31.75 m	1 m²
BLDG. SQUARE AREA /			BLDG. SQUARE AREA /		
LINEAR PERMITTED	73.24 m		LINEAR PERMITTED	31.75 m	
FRONTAGE			FRONTAGE		
PROPOSED			PROPOSED		
SIGNAGE 1	1 x 4.5	4.5 m²	SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²	SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²			
SIGNAGE 4	1 x 4.5	4.5 m²			
SIGNAGE 5	1 x 4.5	4.5 m²			
TOTAL		22.5 m²	TOTAL		9.0 m²

### FINISH LEGEND AND COLOUR SCHEDULE:

1	- EPS	5	- METAL CANOPY	9	- SPANDREL GLASS IN ALUMINUM FRAME
2	- BRICK VENEER	6	- CANOPY AWNING	10	- METAL DOOR
3	- CORRUGATED METAL	7	- METAL & GLASS CANOPY	11	- CONCRETE UPSTAND
4	- METAL PANELS	8	- GLAZING IN BRUSHED ALUMINUM FRAME	12	- PREPARED WOOD PANELS

Sheet No. 12  
September 5, 2013  
RZ 10-S28877



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DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT #: 4279  
**A-3.7**

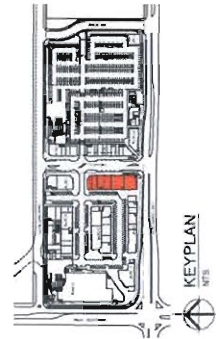
## BUILDING C PLANS AND ELEVATIONS CENTRAL AT GARDEN CITY RICHMOND, BC





#### FINISH LEGEND AND COLOUR SCHEDULE:

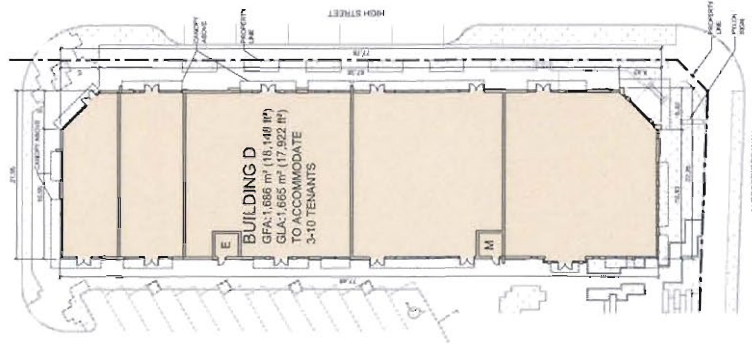
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|----------------------|---|--------------------------------------|
| 1 - EPS              | 5 - METAL CANOPY                        | 9 - SPANDREL GLASS IN ALUMINUM FRAME |
| 2 - BRICK VENEER     | 6 - CANVAS AWNING                       | 10 - METAL DOOR                      |
| 3 - CORRUGATED METAL | 7 - METAL & GLASS CANOPY                | 11 - CONCRETE UPSTAND                |
| 4 - METAL PANELS     | 8 - GLAZING IN UNPAINTED ALUMINUM FRAME | 12 - PREFINISHED WOOD PANELS         |



Sheet No. 13  
September 5, 2013  
RZ 10-528877

#### PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION			SOUTH ELEVATION		
REQUIREZ	PERMITTED	TOTAL SIGN AREA	REQUIREZ	PERMITTED	TOTAL SIGN AREA
BLDG. LENGTH	77.48 m	1 m²	BLDG. WIDTH	22.25 m	1 m²
PERMITTED SIGNAGE	17.48 m²		PERMITTED SIGNAGE	22.25 m²	
PROPOSED:			PROPOSED:		
SIGNAGE 1	1 x 4.5	4.5 m²	SIGNAGE 1	1 x 4.5	4.5 m²
SIGNAGE 2	1 x 4.5	4.5 m²	SIGNAGE 2	1 x 4.5	4.5 m²
SIGNAGE 3	1 x 4.5	4.5 m²	TOTAL	7.4 m²	
SIGNAGE 4	1 x 4.5	4.5 m²			
SIGNAGE 5	1 x 4.5	4.5 m²			
TOTAL	5 x 4.5	22.5 m²			



GROUND FLOOR PLAN  
SCALE 1:250





STORAGE 1

STORAGE 2

15.0m TO PARAPET

9.0m TO PARAPET

8.0m TO PARAPET

8.25m USE OF CANOPY

2.0m FPN FLOOR ELEV.

[illegible]

NORTH ELEVATION

### FINISH LEGEND AND COLOUR SCHEDULE:

1	EPS	5	METAL CHANGPY	9	STRANDED GLASS IN ALUMINUM PANEL
2	BRICK VENEER	6	CANVAS WINING	10	METAL DOOR
3	CORRUGATED METAL	7	METAL & GLASS CHANGPY	11	CONCRETE UPSTAND
4	METAL PANELS	8	GLASS IN AN ALUMINUM FRAME	12	PREFABRICATED WOOD PANELS

Sheet No. 14  
September 5, 2013  
RZ 10-528877



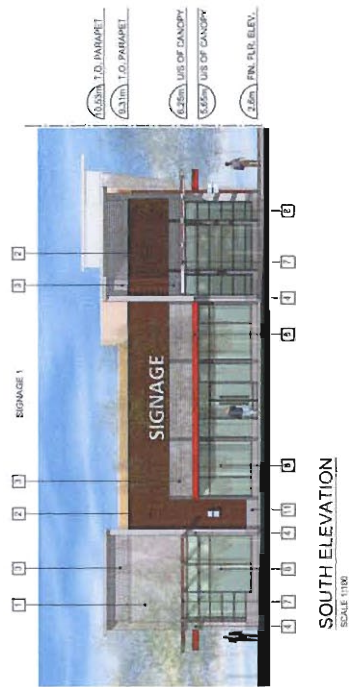
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**At SmartCentres**

**BUILDING D PLANS AND ELEVATIONS**  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC

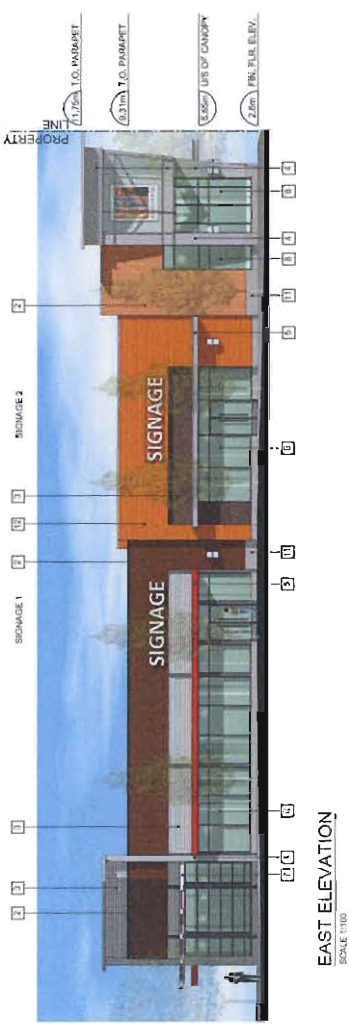
DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT #: 4029  
A-3.9



**SOUTH ELEVATION**  
SCALE 1:100



**NORTH ELEVATION**  
SCALE 1:100



**EAST ELEVATION**  
SCALE 1:100

**FINISH LEGEND AND COLOUR SCHEDULE:**

1	• EPS	3	• METAL CANOPY	9	• SPANDREL GLASS IN ALUMINUM FRAME
2	• BRICK VENEER	8	• CANVAS AWNING	10	• METAL DOOR
3	• CORRUGATED METAL	7	• METAL & GLASS CANOPY	11	• CONCRETE UPRIGHT
4	• METAL PANELS	6	• CLADDING IN BRUSHED ALUMINUM PANELS	12	• PREFINISHED WOOD PANELS

**PRELIMINARY SIGNAGE ANALYSIS**

**SOUTH ELEVATION**

REQUIRED:	PROPOSED:
BLDG. LENGTH	27.56m
BLDG. WIDTH	1.1m
PERMITTED SIGN AREA / LINEAR FRONTAGE	21.56 m²
TOTAL SIGN AREA / PERMITTED FRONTAGE	1 x 4.5
BLDG. LENGTH	27.56m
BLDG. WIDTH	1.1m
PERMITTED SIGN AREA / LINEAR FRONTAGE	21.56 m²
TOTAL SIGN AREA / PERMITTED FRONTAGE	1 x 4.5

**EAST ELEVATION**

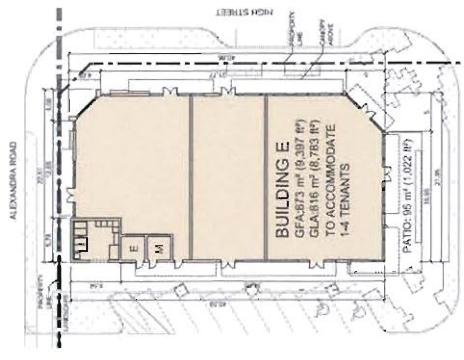
REQUIRED:	PROPOSED:
BLDG. LENGTH	27.56m
BLDG. WIDTH	1.1m
PERMITTED SIGN AREA / LINEAR FRONTAGE	21.56 m²
TOTAL SIGN AREA / PERMITTED FRONTAGE	1 x 4.5
BLDG. LENGTH	27.56m
BLDG. WIDTH	1.1m
PERMITTED SIGN AREA / LINEAR FRONTAGE	21.56 m²
TOTAL SIGN AREA / PERMITTED FRONTAGE	1 x 4.5

**NORTH ELEVATION**

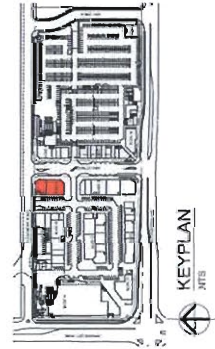
REQUIRED:	PROPOSED:
BLDG. LENGTH	27.56m
BLDG. WIDTH	1.1m
PERMITTED SIGN AREA / LINEAR FRONTAGE	21.56 m²
TOTAL SIGN AREA / PERMITTED FRONTAGE	1 x 4.5
BLDG. LENGTH	27.56m
BLDG. WIDTH	1.1m
PERMITTED SIGN AREA / LINEAR FRONTAGE	21.56 m²
TOTAL SIGN AREA / PERMITTED FRONTAGE	1 x 4.5

**WEST ELEVATION**

REQUIRED:	PROPOSED:
BLDG. LENGTH	27.56m
BLDG. WIDTH	1.1m
PERMITTED SIGN AREA / LINEAR FRONTAGE	21.56 m²
TOTAL SIGN AREA / PERMITTED FRONTAGE	1 x 4.5
BLDG. LENGTH	27.56m
BLDG. WIDTH	1.1m
PERMITTED SIGN AREA / LINEAR FRONTAGE	21.56 m²
TOTAL SIGN AREA / PERMITTED FRONTAGE	1 x 4.5



**GROUND FLOOR PLAN**  
SCALE 1:200



**KEY PLAN**  
SCALE 1:200

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DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT: RZ 10-528877

**A-3.10**

**BUILDING E PLANS AND ELEVATIONS**  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC

Sheet No. 15  
September 5, 2013  
RZ 10-528877

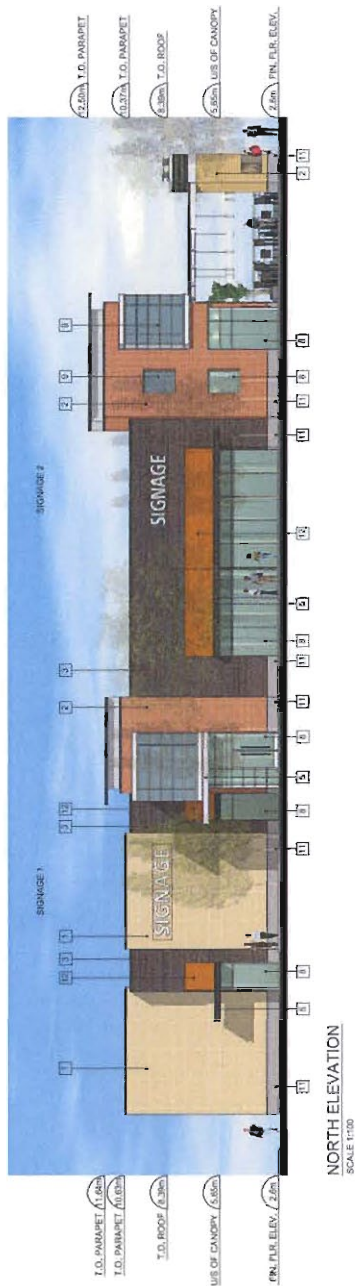




PROPOSED:		
SIGNAGE 1	1 x 5	5 m²
SIGNAGE 2	1 x 5	5 m²
TOTAL:		10 m²

BLDG. LENGTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
54.85 m	1 m <sup>2</sup>	54.86 m <sup>2</sup>

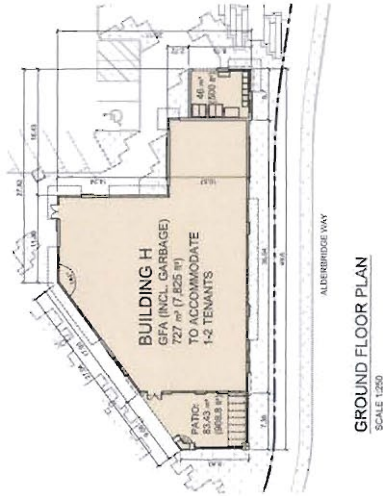
PROPOSED:		
SIGNAGE 1	1 x 5	5 m²
SIGNAGE 2	1 x 5	5 m²
TOTAL		10 m²



NORTH ELEVATION  
SCALE 1"=100'



WESTH ELEVATION  
SCALE 1:100



**GROUND FLOOR PLAN**  
SCALE 1:250



## KEYPLAN

## PRELIMINARY SIGNAGE ANALYSIS

PROPOSED:	
SIGNAGE 1	1 x 6
TOTAL	5 m²

REQUIRED:	BLDG. WIDTH	PERMITTED SIGN AREA / LINEAR FRONTAGE	TOTAL SIGN AREA PERMITTED
	8.83 m	1 m <sup>2</sup>	8.83 m <sup>2</sup>

### FINISH LEGEND AND COLOUR SCHEDULE:

1	• EPS	5	• METAL CANOPY	9	• SPANDREL GLASS IN ALUMINIUM FRAME
2	• BRICK VENEER	6	• CANVAS AWNING	10	• METAL DOOR
3	• CORRUGATED METAL	7	• METAL GLASS CANOPY	11	• CONCRETE UPSTAND
4	• METAL PANELS	8	• GLAZING IN BRUSHED	12	• FINISHED WOOD PANELS

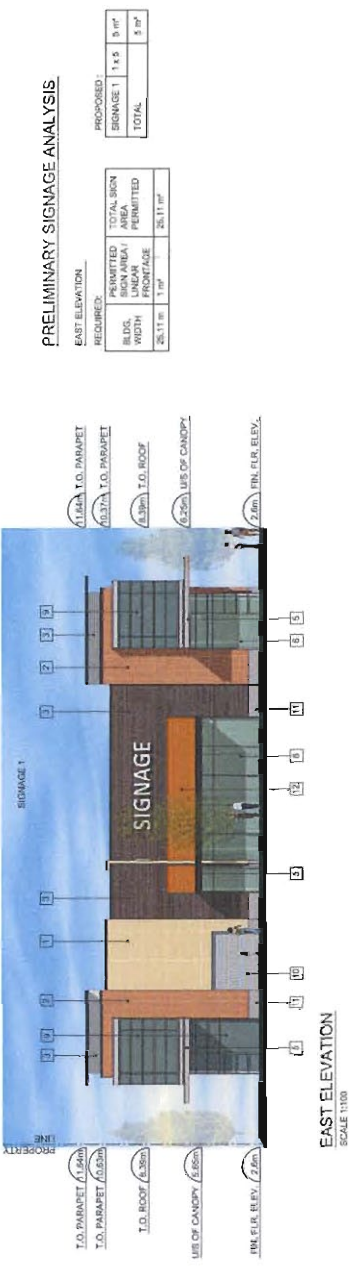
Sheet No. 16  
September 5, 2013  
RZ 10-528877





**SIGNAGE ANALYSIS**

SOUTH ELEVATION		
REQUIRED:		
BUILDING LENGTH	PERMITTED SIGN AREA	TOTAL SIGN AREA
49.5 m	1.7 m <sup>2</sup>	48.8 m <sup>2</sup>
PROPOSED:		
SIGNAGE 1	1 x 5	5 m <sup>2</sup>
TOTAL		5 m <sup>2</sup>



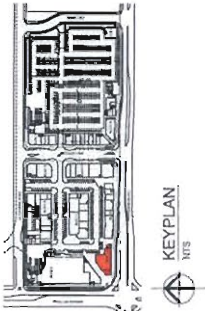
**PRELIMINARY SIGNAGE ANALYSIS**

EAST ELEVATION		
REQUIRED:		
BUILDING WIDTH	PERMITTED SIGN AREA	TOTAL SIGN AREA
26.11 m	1 m <sup>2</sup>	26.11 m <sup>2</sup>
PROPOSED:		
SIGNAGE 1	1 x 5	5 m <sup>2</sup>
TOTAL		5 m <sup>2</sup>

**FINISH LEGEND AND COLOUR SCHEDULE:**

1	EIFS	5	METAL CANOPY	9	SPANDREL GLASS IN ALUMINUM FRAME
2	BRICK VENEER	6	CANVAS AWNING	10	METAL DOOR
3	CORRUGATED METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPSTAND
4	METAL PANELS	8	GLAZING IN BRUSHED ALUMINUM FRAME	12	PRE-FINISHED WOOD PANELS

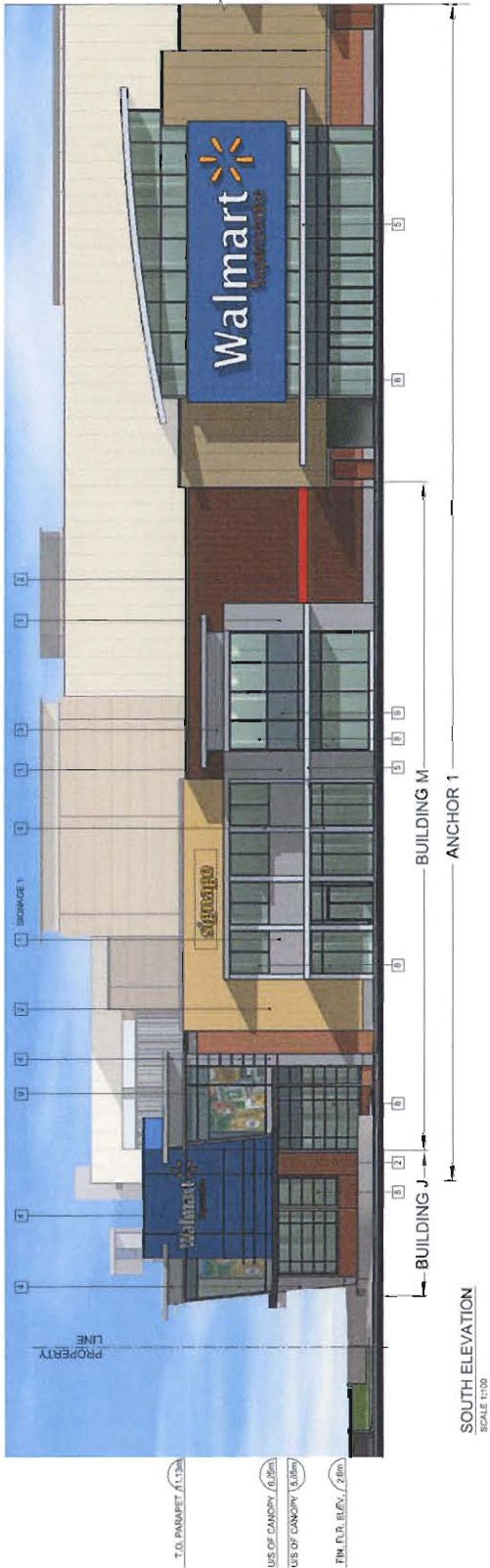
Sheet No. 17  
September 5, 2013  
RZ 10-528877



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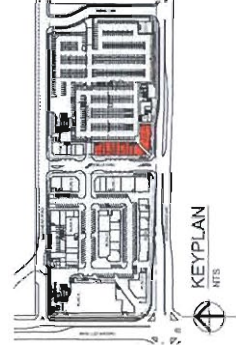


**FINISH LEGEND AND COLOUR SCHEDULE:**

1 - EPS	5 - METAL CANOPY	9 - SPANDREL GLASS IN ALUMINUM FRAME
2 - BRICK VENEER	6 - CANVAS AWNING	10 - METAL DOOR
3 - CORRUGATED METAL	7 - METAL & GLASS CANOPY	11 - CONCRETE UPSTAIR
4 - METAL PANELS	8 - GLAZING IN BRUSHED ALUMINUM FRAME	12 - PREFINISHED WOOD PANELS

**PRELIMINARY SIGNAGE ANALYSIS**

REQUIRED:		PROPOSED:	
BUILD. LENGTH	32.15 m	STORAGE 1	6.5 x 1.2
PERMITTED SIGN AREA / PACKAGE	1 m <sup>2</sup>	TOTAL	6.6 m <sup>2</sup>
PERMITTED SIGN AREA / PACKAGE	32.15 m <sup>2</sup>		



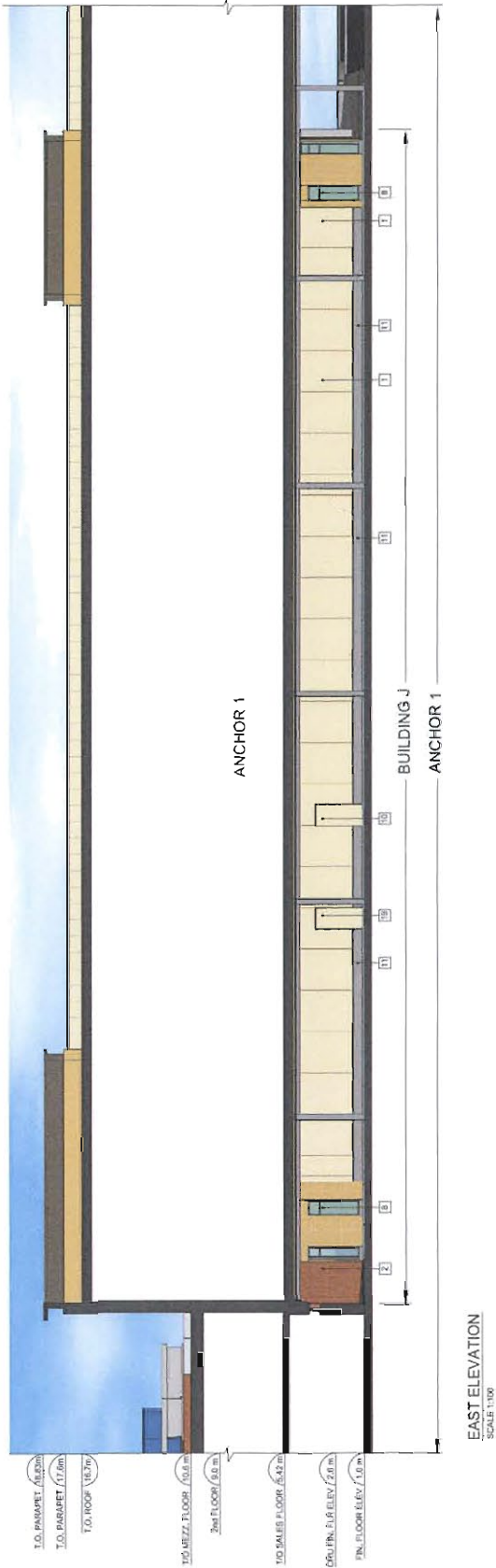
Sheet No. 19  
September 5, 2013  
RZ 10-528877

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DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT: 4078  
**A-3.14**

BUILDING J & M PLANS AND ELEVATIONS  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC





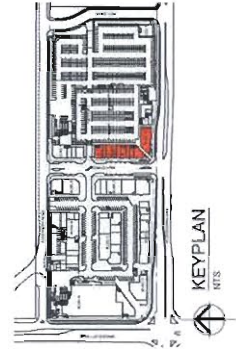
# FINISH LEGEND AND COLOUR SCHEDULE:

1	EPS	5	METAL CANOPY	9	SPANDREL GLASS IN ALUMINUM FRAME
2	BRICK VENEER	6	CANVAS AWNING	10	METAL DOOR
3	CORRUGATED METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPSTAND
4	METAL PANELS	8	GLAZING IN BRUSHED ALUMINUM FRAME	12	PREFINISHED WOOD PANELS

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September 5, 2013  
RZ 10-528877



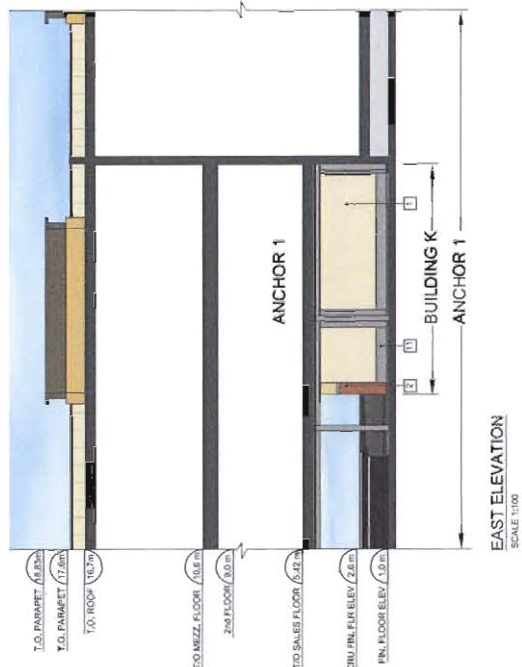
## BUILDING J & M PLANS AND ELEVATIONS CENTRAL AT GARDEN CITY RICHMOND, BC



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DATE: AUGUST 26, 2013  
SCALE: AS NOTED  
PROJECT # 1029

A-3.15

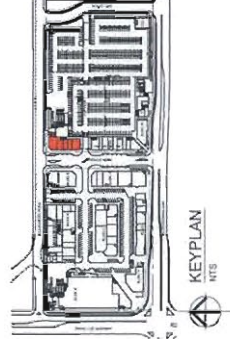
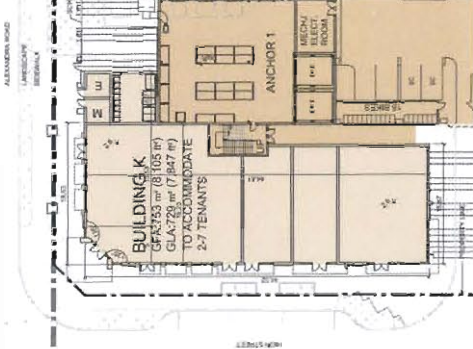


**FINISH LEGEND AND COLOUR SCHEDULE:**

1	- EPS	5	- METAL CANOPY	9	- SPANBRED GLASS IN ALUMINUM FRAME
2	- BRICK VENEER	6	- CANVAS AWNING	10	- METAL DOOR
3	- CORRUGATED METAL	7	- METAL & GLASS CANOPY	11	- CONCRETE UPSTAND
4	- METAL PANELS	8	- GLAZING IN BRUSHED ALUMINUM FRAME	12	- PREFINISHED WOOD PANELS

**PRELIMINARY SIGNAGE ANALYSIS**

REQUIRED:		TOTAL SIGN AREA:	
BUILD. LENGTH	44.5 m	PERMITTED FRONTAGE	44.5 m
BUILD. HEIGHT	1 m	PERMITTED AREA	44.5 m <sup>2</sup>
		PERMITTED SIGNAGE 1	5.0 x 1.2 = 6.0 m <sup>2</sup>
		PERMITTED SIGNAGE 2	5.0 x 1.2 = 6.0 m <sup>2</sup>
		PERMITTED SIGNAGE 3	5.0 x 1.2 = 6.0 m <sup>2</sup>
		TOTAL	18.0 m <sup>2</sup>



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DATE: AUGUST 29, 2013  
 SCALE: AS NOTED  
 PROJECT # 4779  
**A-3.16**

**BUILDING K PLANS AND ELEVATIONS**  
**CENTRAL AT GARDEN CITY**  
 RICHMOND, BC

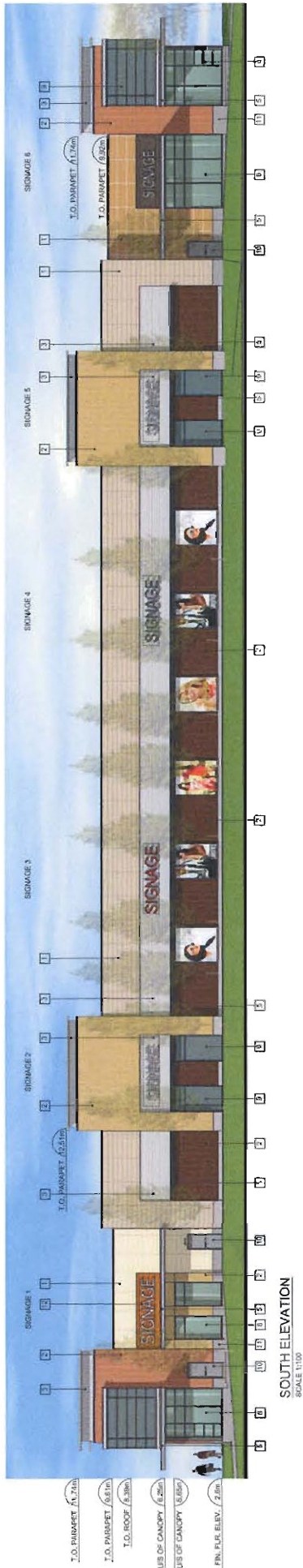












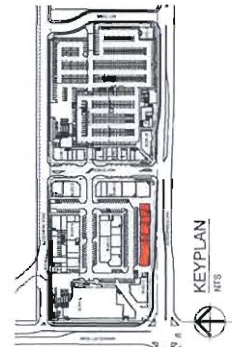
# FINISH LEGEND AND COLOUR SCHEDULE:

- |   |                    |   |                                     |    |                                    |
|---|--------------------|---|-------------------------------------|----|------------------------------------|
| 1 | • EPS              | 5 | • METAL CANOPY                      | 9  | • SPANDREL GLASS IN ALUMINUM FRAME |
| 2 | • BRICK VENEER     | 6 | • CANVAS AWNING                     | 10 | • METAL DOOR                       |
| 3 | • CORRUGATED METAL | 7 | • METAL & GLASS CANOPY              | 11 | • CONCRETE UPSTAND                 |
| 4 | • METAL PANELS     | 8 | • GLAZING IN BRUSHED ALUMINUM FRAME | 12 | • PREFINISHED WOOD PANELS          |

Sheet No. 24  
September 5, 2013  
RZ 10-528877



## BUILDING L PLANS AND ELEVATIONS CENTRAL AT GARDEN CITY RICHMOND, BC



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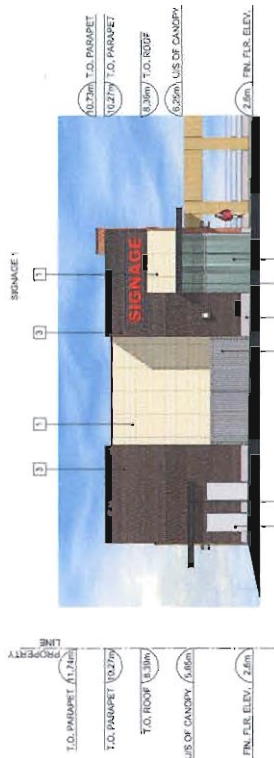
DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT #: 4029  
**A-3.19**



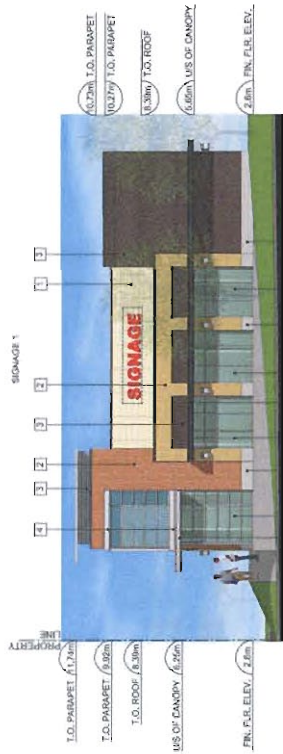


WEST ELEVATION  
SCALE 1:100

SOUTH ELEVATION  
SCALE 1:100



NORTH ELEVATION  
SCALE 1:100



EAST ELEVATION  
SCALE 1:100

FINISH LEGEND AND COLOUR SCHEDULE:

1	EPS	5	METAL CANOPY	9	SPANDREL GLASS IN ALUMINUM FRAME
2	BRICK VENEER	6	CANVAS AWNING	10	METAL DOOR
3	CORRUGATED METAL	7	METAL & GLASS CANOPY	11	CONCRETE UPSTAND
4	METAL PANELS	8	GLAZING IN BRUSHED ALUMINUM FRAME	12	PREFINISHED WOOD PANELS

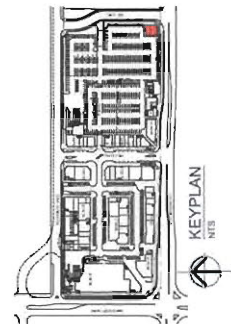
PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION			
REQUIRED		PROPOSED	
BLDG. LENGTH	PERMITTED SIGN AREA / FRONTAGE	SIGNAGE 1	TOTAL
20.45 m	1 m <sup>2</sup>	1 x 6	5 m <sup>2</sup>

SOUTH ELEVATION			
REQUIRED		PROPOSED	
BLDG. LENGTH	PERMITTED SIGN AREA / FRONTAGE	SIGNAGE 1	TOTAL
16.58 m	1 m <sup>2</sup>	1 x 6	5 m <sup>2</sup>

NORTH ELEVATION			
REQUIRED		PROPOSED	
BLDG. LENGTH	PERMITTED SIGN AREA / FRONTAGE	SIGNAGE 1	TOTAL
16.58 m	1 m <sup>2</sup>	1 x 6	5 m <sup>2</sup>

EAST ELEVATION			
REQUIRED		PROPOSED	
BLDG. LENGTH	PERMITTED SIGN AREA / FRONTAGE	SIGNAGE 1	TOTAL
20.45 m	1 m <sup>2</sup>	1 x 6	5 m <sup>2</sup>



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September 5, 2013  
RZ 10-528877

BUILDING N PLANS AND ELEVATIONS  
CENTRAL AT GARDEN CITY  
RICHMOND, BC



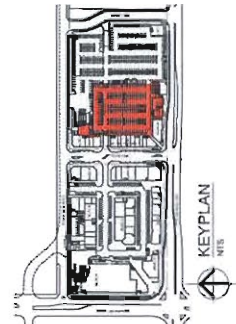
WEST ELEVATION  
SCALE 1:150



SOUTH ELEVATION  
SCALE 1:150

FINISH LEGEND AND COLOUR SCHEDULE:

- |                      |  |                                      |                      |
|----------------------|--|--------------------------------------|----------------------|
| 1 - BRICK            | 2 - METAL CANOPY                           | 3 - SPANDREL GLASS IN ALUMINUM FRAME | 4 - PAINTED CONCRETE |
| 5 - BRICK VENEER     | 6 - CANVAS AWNING                          | 7 - METAL DOOR                       | 8 - METAL SCREEN     |
| 9 - CORRUGATED METAL | 10 - METAL & GLASS CANOPY                  | 11 - CONCRETE UPSTAND                | 12 - METAL PLANTER   |
| 13 - METAL PANELS    | 14 - GLASSING IN REINFORCED ALUMINUM FRAME | 15 - FINISHED WOOD PANELS            |                      |



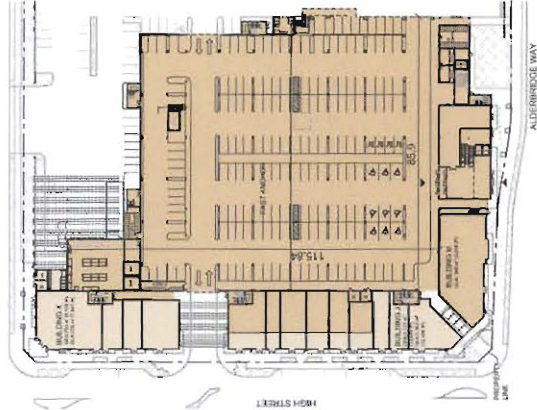
KEYPLAN  
NTS

PRELIMINARY SIGNAGE ANALYSIS

WEST ELEVATION		SOUTH ELEVATION	
REQUIRED:	PROPOSED:	REQUIRED:	PROPOSED:
PERMITTED TOTAL SIGN AREA: 115.8 m <sup>2</sup>	SIGNAGE 1: 11.0 x 3.7 = 40.7 m <sup>2</sup>	PERMITTED TOTAL SIGN AREA: 115.8 m <sup>2</sup>	SIGNAGE 1: 12.0 x 4.0 = 48.0 m <sup>2</sup>
PERMITTED LINEAR FRONTAGE: 115.8 m	SIGNAGE 2: 8.0 x 1.2 = 9.6 m <sup>2</sup>	PERMITTED TOTAL SIGN AREA: 115.8 m <sup>2</sup>	SIGNAGE 2: 5.0 x 1.5 = 7.5 m <sup>2</sup>
	TOTAL: 50.3 m <sup>2</sup>	PERMITTED TOTAL SIGN AREA: 115.8 m <sup>2</sup>	SIGNAGE 3: 5.0 x 1.5 = 7.5 m <sup>2</sup>
		TOTAL: 65.3 m <sup>2</sup>	

Sheet No. 26  
September 5, 2013  
RZ 10-528877

PARKING LEVEL PLAN  
SCALE 1:500



EAST ANCHOR PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC







**EAST ELEVATION**  
SCALE 1"=50'



## NORTH ELEVATION

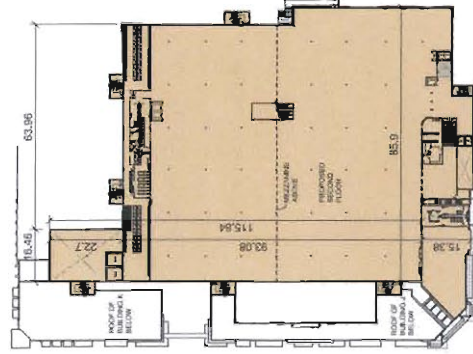
SCALE 1:150

**FINISH LEGEND AND COLOUR SCHEDULE:**

- |   |                                    |    |                                 |    |                  |
|---|------------------------------------|----|---------------------------------|----|------------------|
| 5 | METAL CANOPY                       | 9  | SANDRE, GLASS IN ALUMINUM FRAME | 13 | PAINTED CONCRETE |
| 6 | CANVAS AWNING                      | 10 | METAL DOOR                      | 14 | METAL SCREEN     |
| 7 | METAL & GLASS CANOPY               | 11 | CONCRETE UPSTAND                | 15 | METAL PLANTER    |
| 8 | GLASS IN REINFORCED ALUMINUM FRAME | 12 | REINFORCED WOOD PANEL           |    |                  |

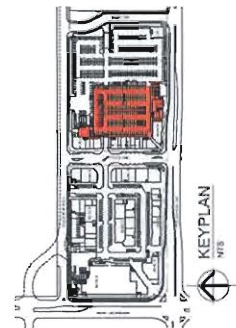
## PRELIMINARY SIGNAGE ANALYSIS

EAST ELEVATION		REQUIRED:		PROPOSED:	
BLDG. HEIGHT	PERMITTED SIGN AREA / LENGTH	PERMITTED SIGN AREA / LENGTH	PERMITTED SIGN AREA / LENGTH	SIGNAGE 1	SIGNAGE 2
18.8 m	18.8 m <sup>2</sup>	18.8 m <sup>2</sup>	18.8 m <sup>2</sup>	7.5 x 2.5	18.8 m <sup>2</sup>
37.6 m	37.6 m <sup>2</sup>	37.6 m <sup>2</sup>	37.6 m <sup>2</sup>	7.5 x 2.5	18.8 m <sup>2</sup>
				TOTAL	



**SALES LEVEL PLAN**  
SCALE 1:500

Sheet No. 27  
September 5, 2013  
RZ 10-528877









NORTH ELEVATION  
SCALE 1:150



WEST ELEVATION  
SCALE 1:150

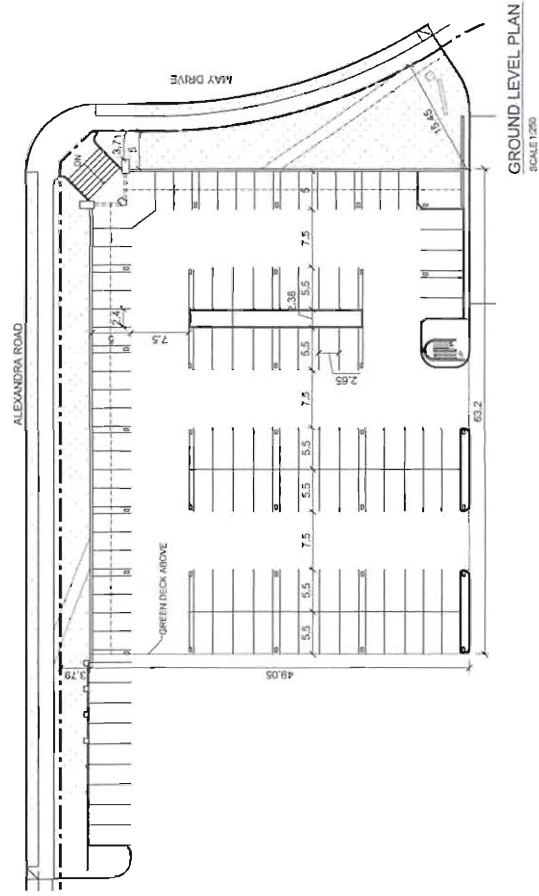
#### FINISH LEGEND AND COLOUR SCHEDULE:

- |   |                        |   |                  |
|---|------------------------|---|------------------|
| 1 | PAINTED CONCRETE       | 4 | METAL QUADRANGLE |
| 2 | BRICK VENER            | 4 | METAL TRIELUS    |
| 3 | PAINTED CONCRETE WHITE |   |                  |



KEY PLAN  
N.T.S.

Sheet No. 29  
September 5, 2013  
RZ 10-528877



GROUND LEVEL PLAN  
SCALE 1:250

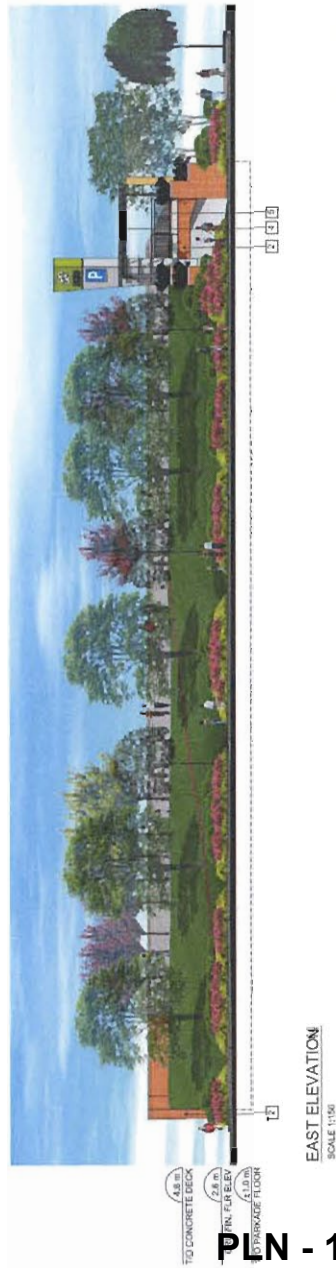
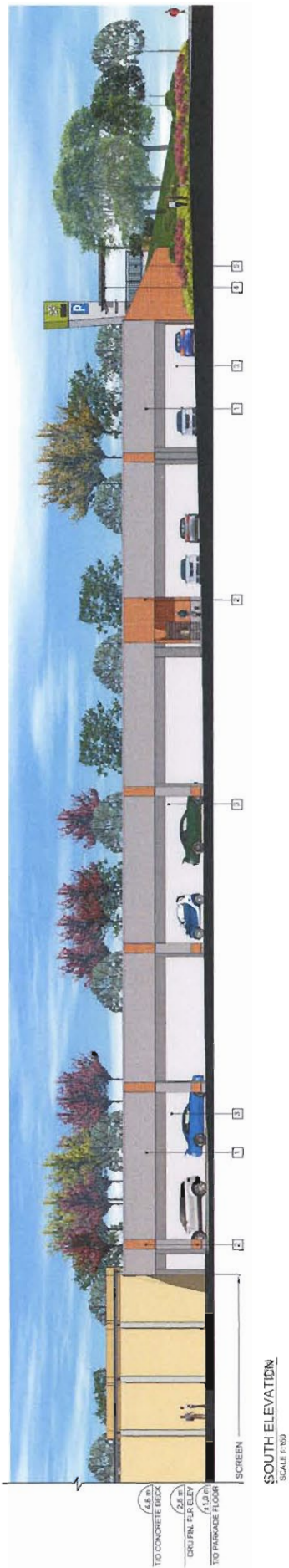
EAST ANCHOR PLANS AND ELEVATIONS

CENTRAL AT GARDEN CITY

RICHMOND, BC

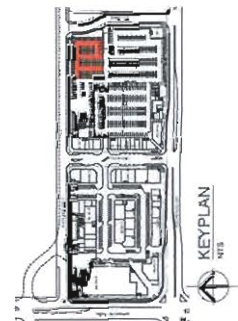






# FINISH LEGEND AND COLOUR SCHEDULE:

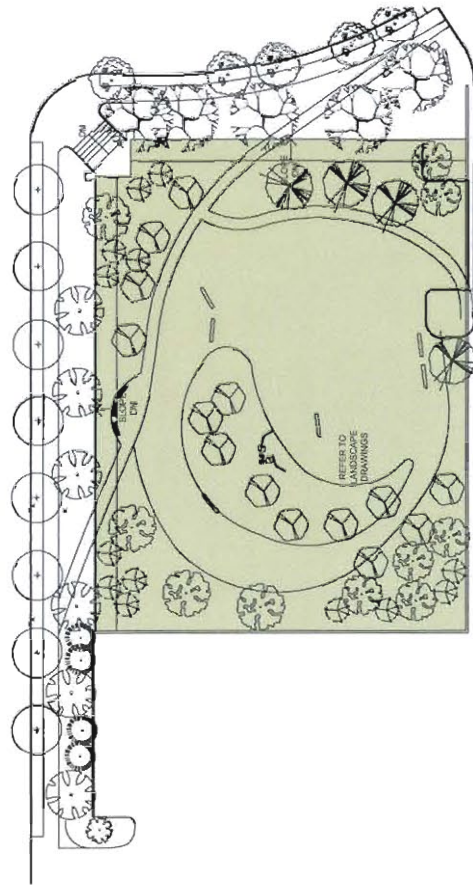
- 1 - PAINTED CONCRETE
- 2 - BRICK VENEER
- 3 - PAINTED CONCRETE WHITE
- 4 - METAL TRELLIS
- 5 - METAL QUADRANT



Sheet No. 30  
September 5, 2013  
RZ 10-528877



## EAST ANCHOR PLANS AND ELEVATIONS CENTRAL AT GARDEN CITY RICHMOND, BC



DECK PLAN  
SCALE 1/250



1 - STREET ELEVATIONS ALONG ALEXANDRA ROAD LOOKING SOUTH

PLN - 141



2 - STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



KEY PLAN  
SCALE: NTS

Sheet No. 31  
September 5, 2013  
RZ 10-528877



CENTRAL AT GARDEN CITY

RICHMOND, BC

STREET ELEVATIONS WITHOUT LANDSCAPE





VIEW 1 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 1 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 2 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 2 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 3 - EXISTING STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



VIEW 3 - PROPOSED STREET ELEVATIONS ALONG ALDERBRIDGE WAY LOOKING NORTH



Sheet No. 32  
September 5, 2013  
RZ 10-528877

GARDEN CITY AND ALDERBRIDGE WAY  
INTERSECTION LOOKING NORTH

ALDERBRIDGE STREET ELEVATIONS



CENTRAL AT GARDEN CITY

RICHMOND, BC

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DATE: SEPTEMBER 5, 2013  
SCALE: NTS  
PROJECT #

A-3.27





BUILDING A WEST ELEVATION ALONG GARDEN CITY ROAD  
SCALE: 1:150

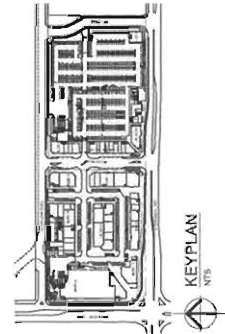


BUILDING H AND L SOUTH ELEVATIONS ALONG ALDERBRIDGE ROAD  
SCALE: 1:150

PLN 143



ANCHOR 1 SOUTH ELEVATION ALONG ALDERBRIDGE ROAD  
SCALE: 1:150



KEYPLAN  
NTS



BUILDING N NORTH ELEVATION  
SCALE: 1:150

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Fax: 604.681.2005  
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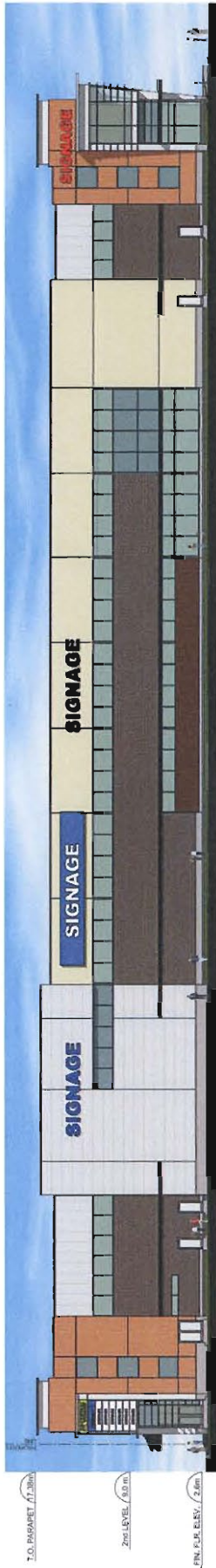
DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT # 2013-002  
**A-3.28**

Sheet No. 33  
September 5, 2013  
RZ 10-528877

LANDSCAPE GROWTH WITHIN 10 YEARS  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC







BUILDING A WEST ELEVATION  
SCALE: 1:150

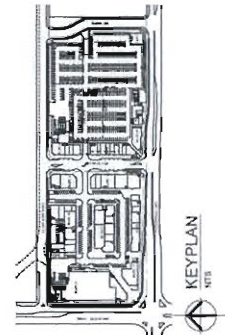


BUILDING H AND L SOUTH ELEVATIONS  
SCALE: 1:150

PLN 144



ANCHOR 1 SOUTH ELEVATION  
SCALE: 1:150



Sheet No. 34  
September 5, 2013  
RZ 10-528877

STREET ELEVATIONS WITHOUT LANDSCAPE  
**CENTRAL AT GARDEN CITY**  
RICHMOND, BC

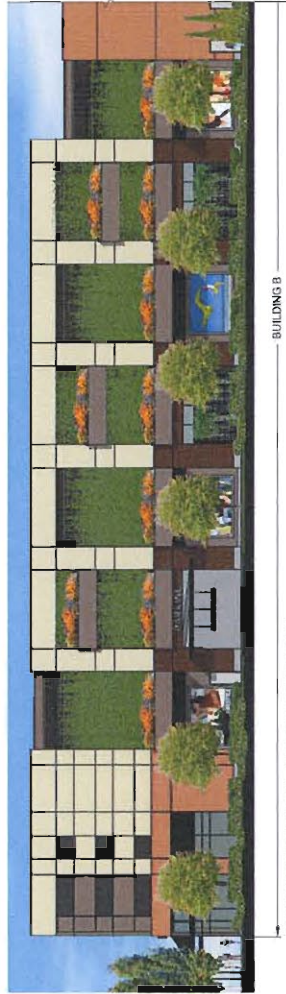


BUILDING N SOUTH ELEVATION  
SCALE: 1:150





EAST ANCHOR NORTH ELEVATION  
SCALE: 1/150



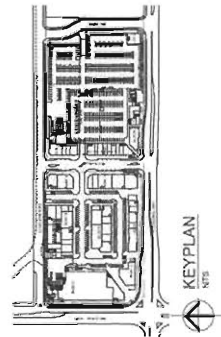
BUILDING B PARTIAL NORTH ELEVATION  
SCALE: 1/150



BUILDING E NORTH ELEVATION  
SCALE: 1/150



BUILDING B PARTIAL NORTH ELEVATION AND BUILDING A NORTH ELEVATION  
SCALE: 1/150



Sheet No. 35  
September 5, 2013  
RZ 10-528877

LANDSCAPE GROWTH WITHIN 10 YEARS ALONG ALEXANDRA ROAD

**CENTRAL AT GARDEN CITY**

RICHMOND, BC





EAST ANCHOR NORTH ELEVATION  
SCALE: 1/150



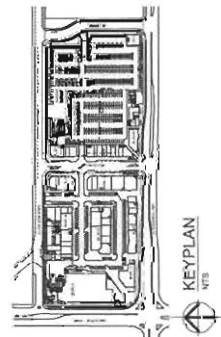
BUILDING B PARTIAL NORTH ELEVATION  
SCALE: 1/150



BUILDING E NORTH ELEVATION  
SCALE: 1/150



BUILDING B PARTIAL NORTH ELEVATION AND BUILDING A NORTH ELEVATION  
SCALE: 1/150



KEY PLAN  
NTS

Sheet No. 36  
September 5, 2013  
RZ 10-528877

ELEVATIONS WITHOUT LANDSCAPE ALONG ALEXANDRA ROAD

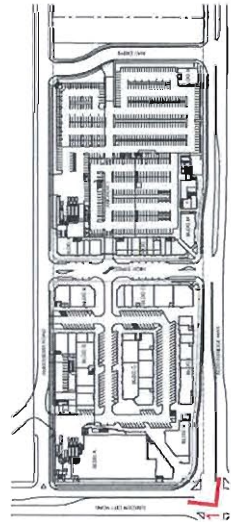
**CENTRAL AT GARDEN CITY**

RICHMOND, BC



PERSPECTIVE 1 - VIEW FROM GARDEN CITY ROAD @ ALDERBRIDGE WAY LOOKING NORTH-EAST

PLN - 147



KEY PLAN  
SCALE: NTS

Sheet No. 37  
September 5, 2013  
RZ 10-528877



# CENTRAL AT GARDEN CITY

RICHMOND, BC



Chandler Associates  
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1000 West 10th Ave.  
Vancouver BC V6H 1G1  
Tel: 604.681.3333  
Fax: 604.681.3305  
office@chandlerassociates.com

## PERSPECTIVES

DATE: AUGUST 29, 2013  
SCALE: NTS  
PROJECT # 4029

A-4.1



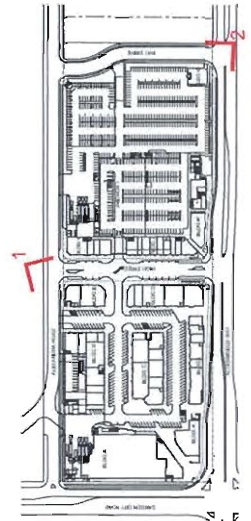


PERSPECTIVE 1 - ALEXANDRA ROAD @ HIGH STREET LOOKING SOUTH - WEST

PLN - 148



PERSPECTIVE 2 - ALDERBRIDGE WAY @ MAY DRIVE LOOKING NORTH - WEST



KEY PLAN  
SCALE: NTS

Sheet No. 38  
September 5, 2013  
RZ 10-528877

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC

**Chandler Associates**  
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1000 West 10th Avenue  
Vancouver, BC V6H 1G1  
Tel: 604 681 7100  
Fax: 604 681 7105  
info@chandler-associates.com

DATE: AUGUST 26, 2013  
SCALE: 1/150  
PROJECT #:  
4079

A-4.2





PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING WEST-NORTH

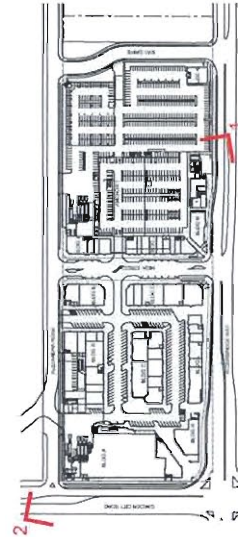
PLN - 149



PERSPECTIVE 2 - GARDEN CITY ROAD @ ALEXANDRA ROAD LOOKING SOUTH - EAST

Sheet No. 39  
September 5, 2013  
RZ 10-528877

SITE PERSPECTIVES



KEY PLAN  
SCALE 1:5

**Chandler Associates**  
Architects Inc.  
The Studio  
1000 West 10th Avenue  
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Tel: 604 687-2300  
Fax: 604 687-2301  
www.chandler-associates.com

DATE: AUGUST 28, 2013  
SCALE: 1:150  
PROJECT #:  
4029  
**A-4.3**

**CENTRAL AT GARDEN CITY**  
RICHMOND, BC





PERSPECTIVE 1 - BUILDING D LOOKING NORTH-WEST

PLN - 150



PERSPECTIVE 2 - LOOKING NORTH

Sheet No. 40  
September 5, 2013  
RZ 10-528877



CENTRAL AT GARDEN CITY

RICHMOND, BC





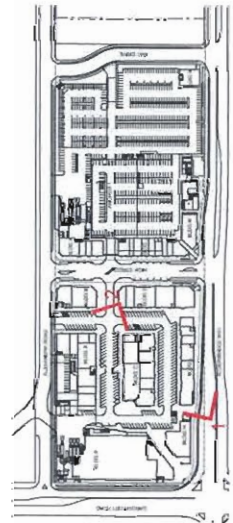
PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING NORTH-EAST

PLN - 151



PERSPECTIVE 2 - BUILDING B - HIGH STREET LOOKING NORTH - WEST

Sheet No. 41  
September 5, 2013  
RZ 10-52887



KEY PLAN  
SCALE: MTS

**Chandler Associates**  
Architecture Inc.  
The Studio  
2000-1000-1000  
Vancouver, B.C. V6B 1G1  
Tel: 604 687-7300  
Fax: 604 687-7301  
info@chandlerassoc.com

**Sumner & Centres**

**CENTRAL AT GARDEN CITY**

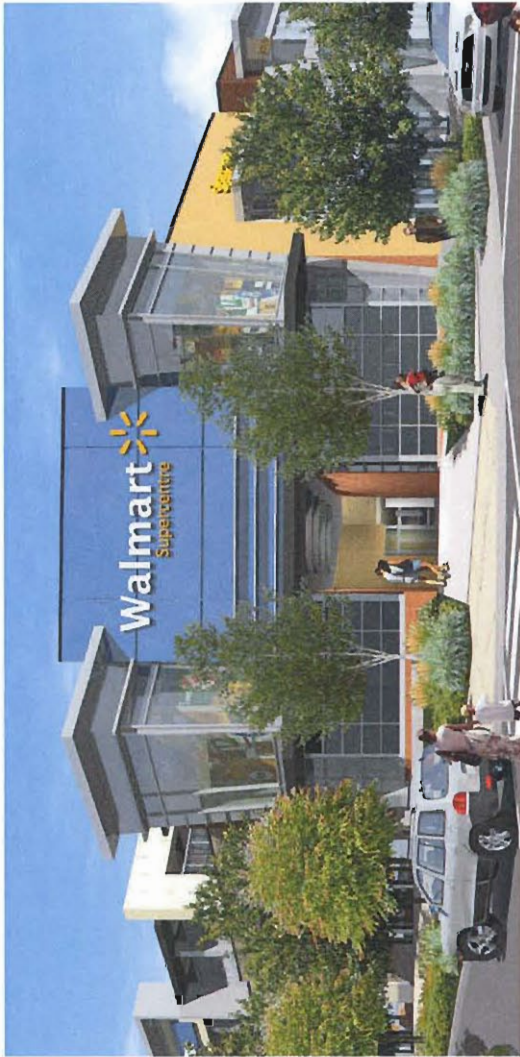
RICHMOND, BC

SITE PERSPECTIVES

DATE: AUGUST 26, 2013  
SCALE: 1/150  
PROJECT: 4029

**A-4.5**





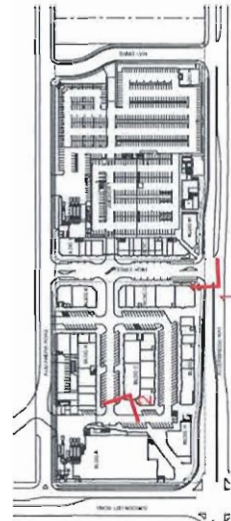
PERSPECTIVE 1 - ALDERBRIDGE WAY LOOKING NORTH -EAST

PLN - 152



PERSPECTIVE 2 - BUILDING A - LOOKING WEST-NORTH

Sheet No. 42  
September 5, 2013  
RZ 10-528877



KEY PLAN  
SCALE: NTS

SITE PERSPECTIVES

CENTRAL AT GARDEN CITY

RICHMOND, BC





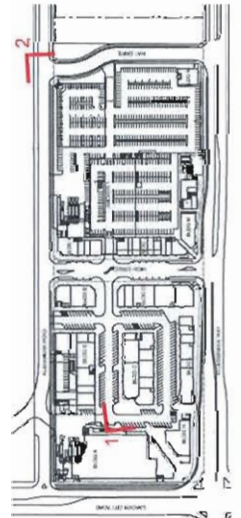
PERSPECTIVE 1 - BUILDING C - LOOKING SOUTH-EAST

PLN - 153



PERSPECTIVE 2 - ALEXANDRA ROAD @ MAY DRIVE LOOKING SOUTH-WEST

Sheet No. 43  
September 5, 2013  
RZ 10-528877



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Fax: 604.681.7305  
info@chandler-associates.com



**CENTRAL AT GARDEN CITY**

RICHMOND, BC

**SITE PERSPECTIVES**

DATE: AUGUST 28, 2013  
SCALE: 1/1500  
PROJECT #:  
A-4.7





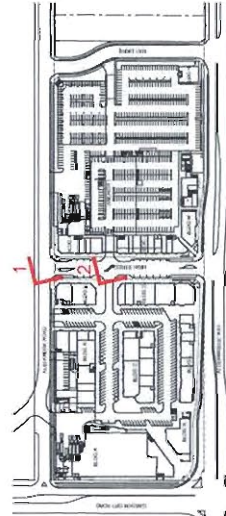
PERSPECTIVE 1 - ALEXANDRA ROAD @ HIGH STREET LOOKING EAST-SOUTH

PLN - 154



PERSPECTIVE 2 - HIGH STREET LOOKING SOUTH-EAST

Sheet No. 44  
September 5, 2013  
RZ. 10-528877



KEY PLAN  
SCALE: 1/8" = 1'-0"

**Chandler Associates**  
Architects  
The Studio  
1000 West 10th Avenue  
Vancouver, BC V6B 1G1  
Tel: 604.681.3300  
Fax: 604.681.3305  
info@chandler-associates.com

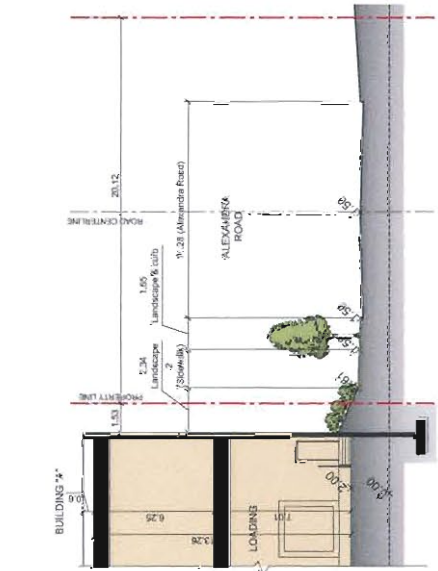
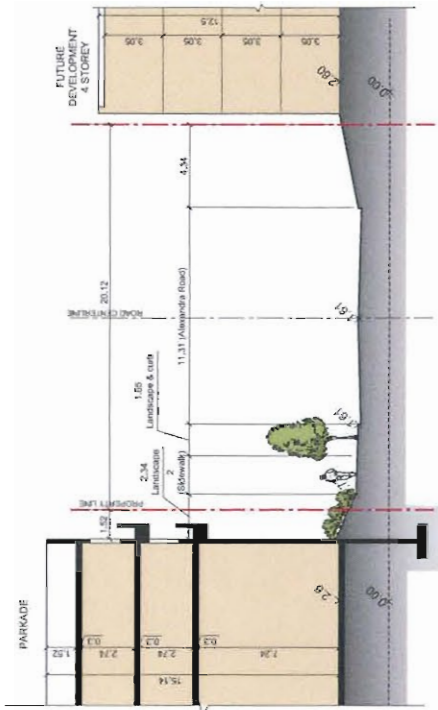


CENTRAL AT GARDEN CITY

RICHMOND, BC

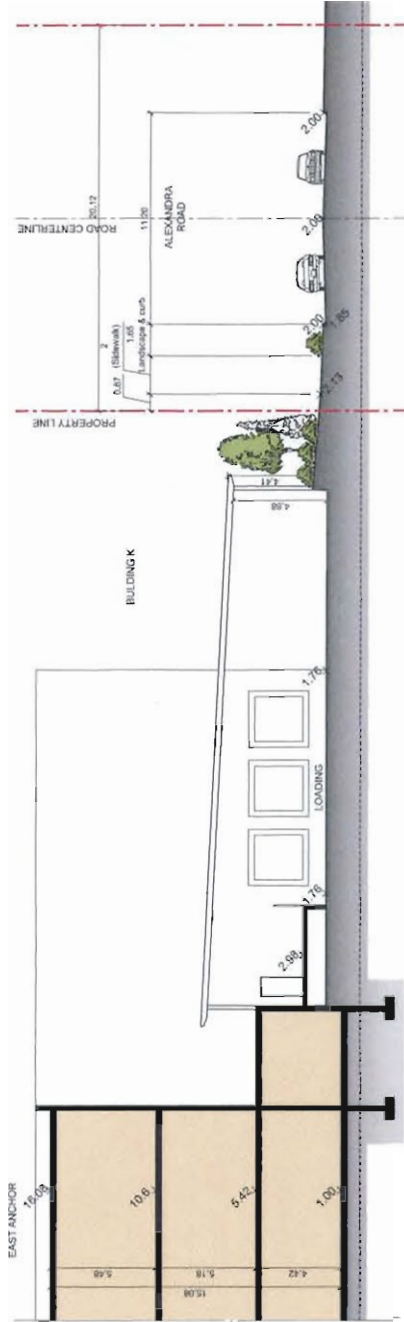
SITE PERSPECTIVES

DATE: AUGUST 26, 2013  
SCALE: 1/16" = 1'-0"  
PROJECT #: 4029  
**A-4.8**

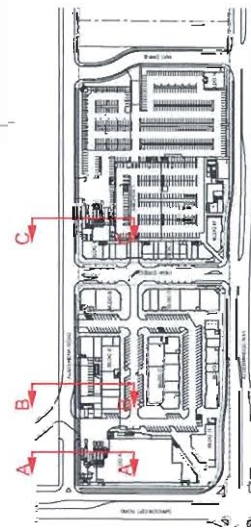


SECTION B-B  
SCALE 1:100

SECTION A-A  
SCALE 1:100



SECTION C-C  
SCALE 1:100



KEY PLAN  
SCALE 1:500

Sheet No. 45  
September 5, 2013  
RZ 10-528877

SITE SECTIONS

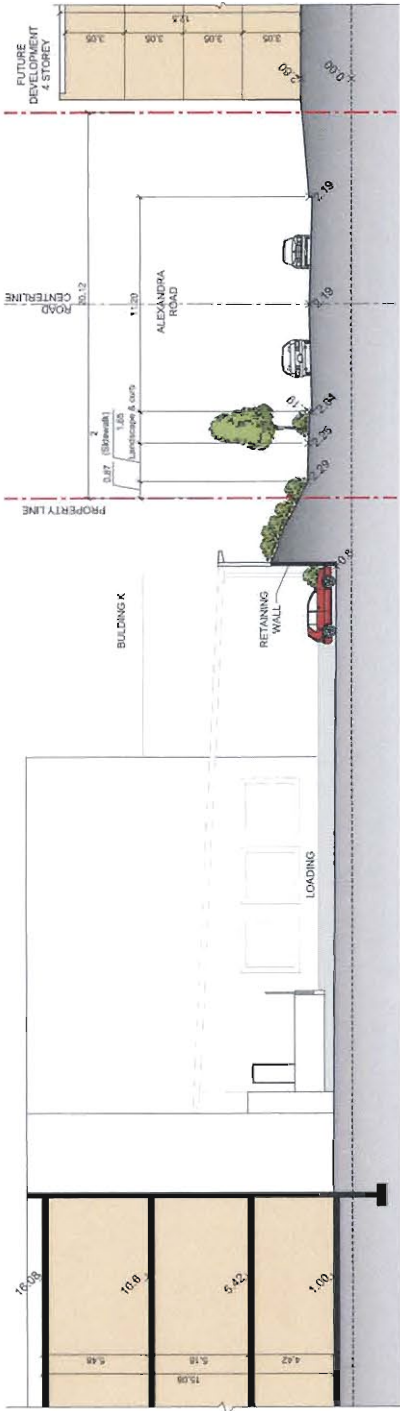
CENTRAL AT GARDEN CITY  
RICHMOND, BC



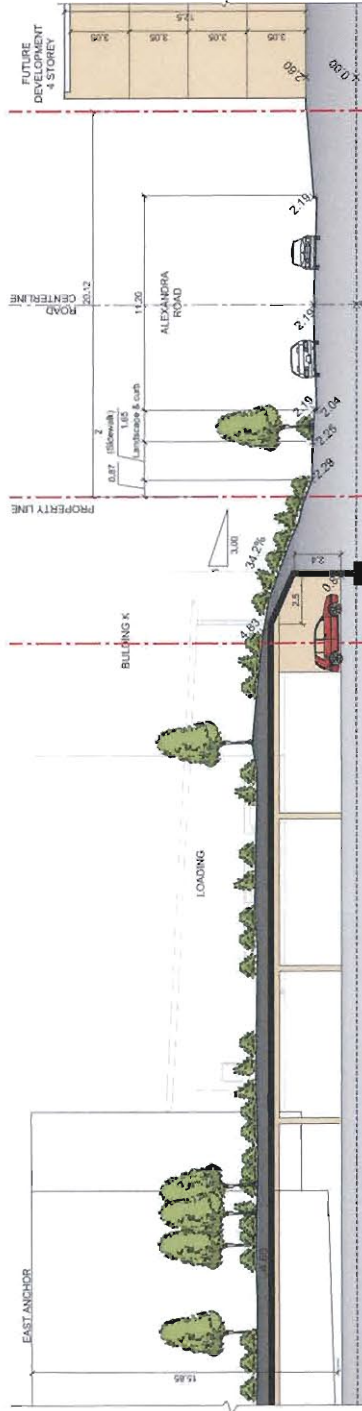
Chandler Associates  
Architects  
700-601-9400  
Tel: 604-687-3300  
Fax: 604-687-3301  
info@chandlerassociates.com

DATE: AUGUST 29, 2013  
SCALE: 1:100  
PROJECT #: 4079  
A-5.1

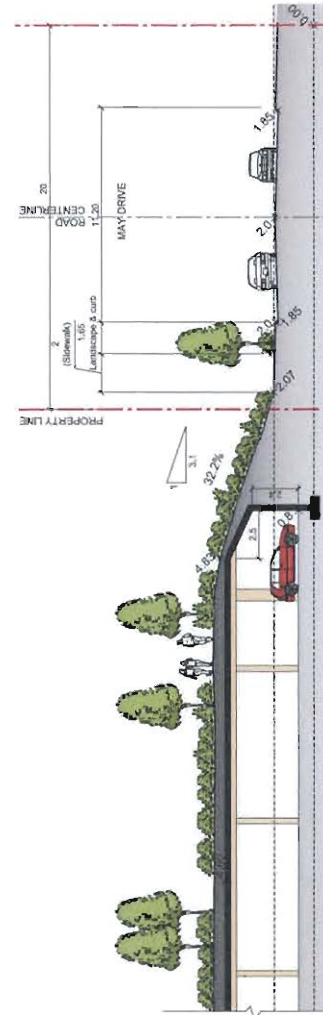




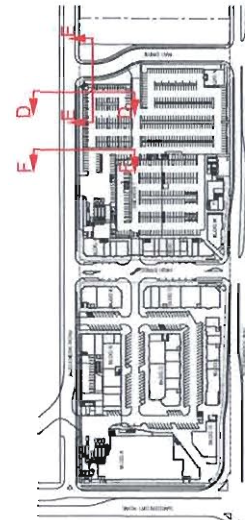
SECTION F-F  
SCALE 1:100



SECTION D-D  
SCALE 1:100



SECTION E-E  
SCALE 1:100



Sheet No. 46  
September 5, 2013  
RZ 10-528877



**CENTRAL AT GARDEN CITY**  
**RICHMOND, BC**

## SITE SECTIONS



KEY PLAN  
SCALE 1/80

Sheet No. 47  
September 5, 2013  
RZ 10-528877



CENTRAL AT GARDEN CITY  
RICHMOND, BC

SITE SECTIONS

Chandler Associates  
The Station  
7000  
Vancouver, BC V6P 1G1  
Tel: 604.271.1234  
Fax: 604.271.1235  
info@chandlerassociates.com

DATE: AUGUST 29, 2013  
SCALE: AS NOTED  
PROJECT #: 4029

A-5.3



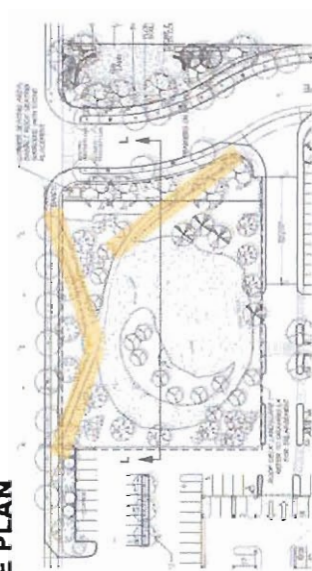


PLN - 158

# CENTRAL AT GARDEN CITY - ACCESSIBLE DESIGN SITE PLAN

**ACCESSIBLE DESIGN LEGEND**

- CURB LETDOWN AT CROSSWALKS
- RAISED "TABLE" CROSSWALKS
- RAMPS
- CONTINUOUS SIDEWALK WITH VEHICLE LETDOWN ACCESS
- H/C STALLS
- ELEVATORS



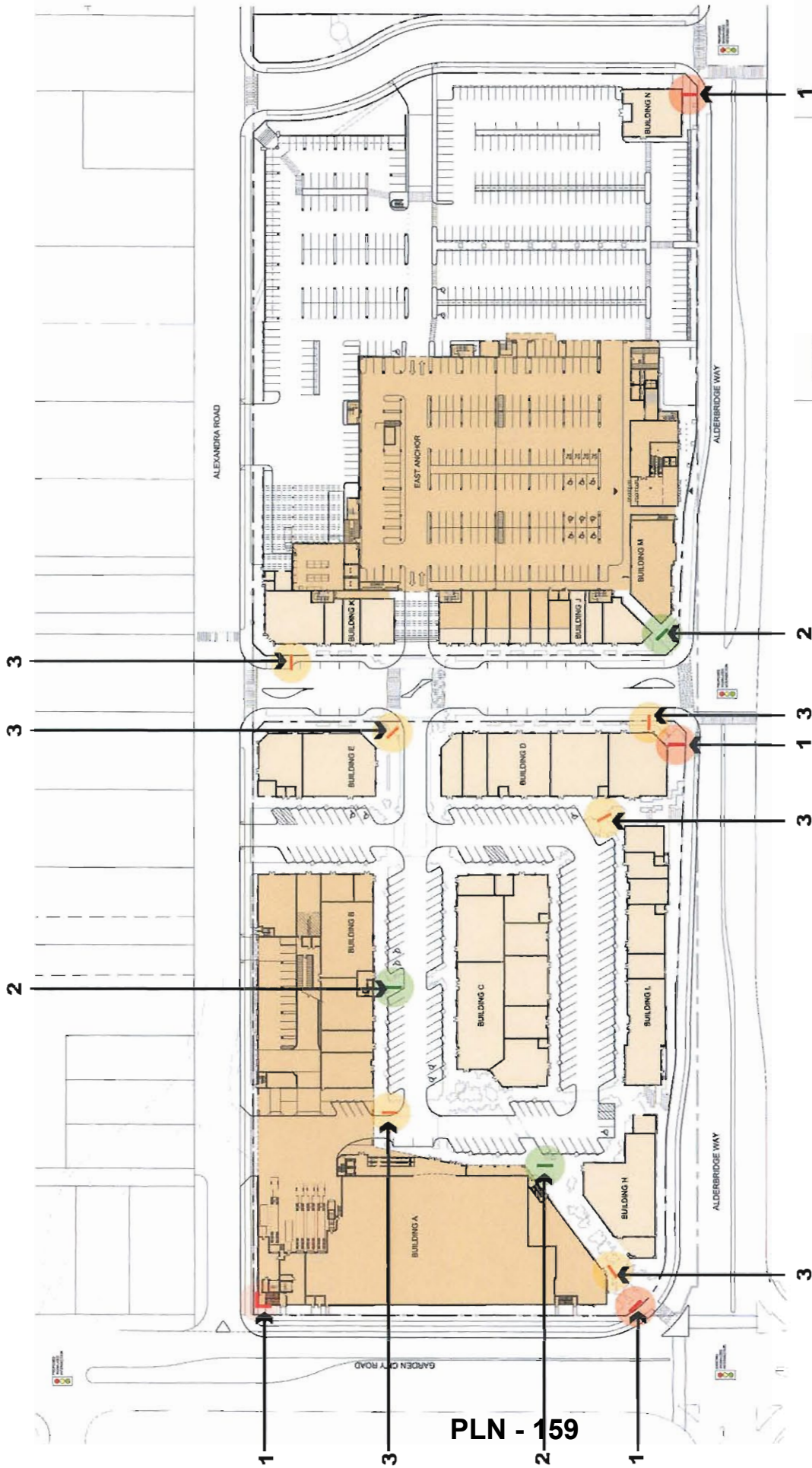
Sheet No. 48  
September 5, 2013  
RZ 10-528877

CENTRAL AT GARDEN CITY

RICHMOND, BC

ACCESSIBLE DESIGN SITE PLAN

LANDSCAPED DECK AREA



PLN - 159

# WAYFINDING LEGEND

- 1. PYLON SIGN
- 2. DIRECTORY PANEL
- 3. DIRECTIONAL SIGN

Chandler Associates  
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1000 West 10th Avenue  
Vancouver BC V6B 1G1  
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office@chandlerassociates.com

Sheet No. 49  
September 5, 2013  
RZ 10-528877

## CENTRAL AT GARDEN CITY

RICHMOND, BC

## WAYFINDING SITE PLAN



A-6.2

DATE: NOVEMBER 2012  
SCALE: 1/8" = 1'-0"  
PROJECT # 4076





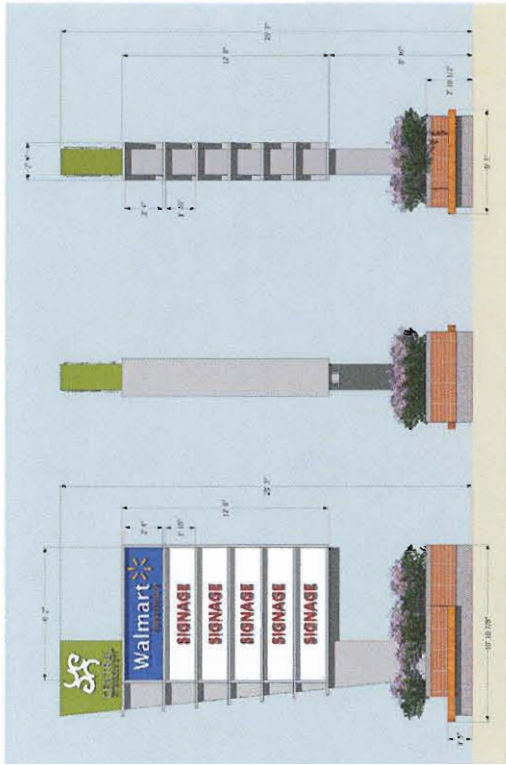
PERSPECTIVE VIEW - WAYFINDING SIGNAGE: PYLON, DIRECTORY AND DIRECTIONAL

Sheet No. 50  
September 5, 2013  
RZ 10-528877



CENTRAL AT GARDEN CITY

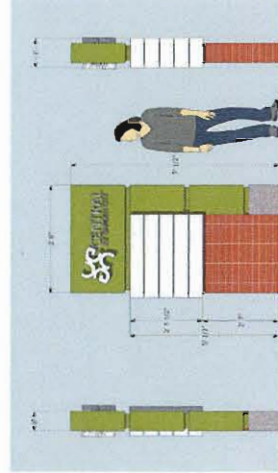
RICHMOND, BC



ELEVATIONS - WAYFINDING SIGNAGE: PYLON



ELEVATIONS - WAYFINDING SIGNAGE: DIRECTORY



ELEVATIONS - WAYFINDING SIGNAGE: DIRECTIONAL

TYPICAL WAYFINDING SIGNAGE



PLANT SCHEDULE - TREES

CONTRACTOR

PLANT SPECIES

PLANT SIZE

PLANT TYPE

PLANT COMMENTS

1

ACACIA

10-12"

SHRUB

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2

ACACIA

10-12"

SHRUB

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3

ACACIA

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ACACIA

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SHRUB

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PLANT SCHEDULE - SHRUBS

CONTRACTOR

PLANT SPECIES

PLANT SIZE

PLANT TYPE

PLANT COMMENTS

1

ACACIA

10-12"

SHRUB

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2

ACACIA

10-12"

SHRUB

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50

ACACIA

10-12"

SHRUB

...

PLANT SCHEDULE - VINES, GRASSES, PERENNIALS

CONTRACTOR

PLANT SPECIES

PLANT SIZE

PLANT TYPE

PLANT COMMENTS

1

ACACIA

10-12"

SHRUB

...

2

ACACIA

10-12"

SHRUB

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3

ACACIA

10-12"

SHRUB

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ACACIA

10-12"

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PLANT SCHEDULE - GROUNDCOVERS

CONTRACTOR

PLANT SPECIES

PLANT SIZE

PLANT TYPE

PLANT COMMENTS

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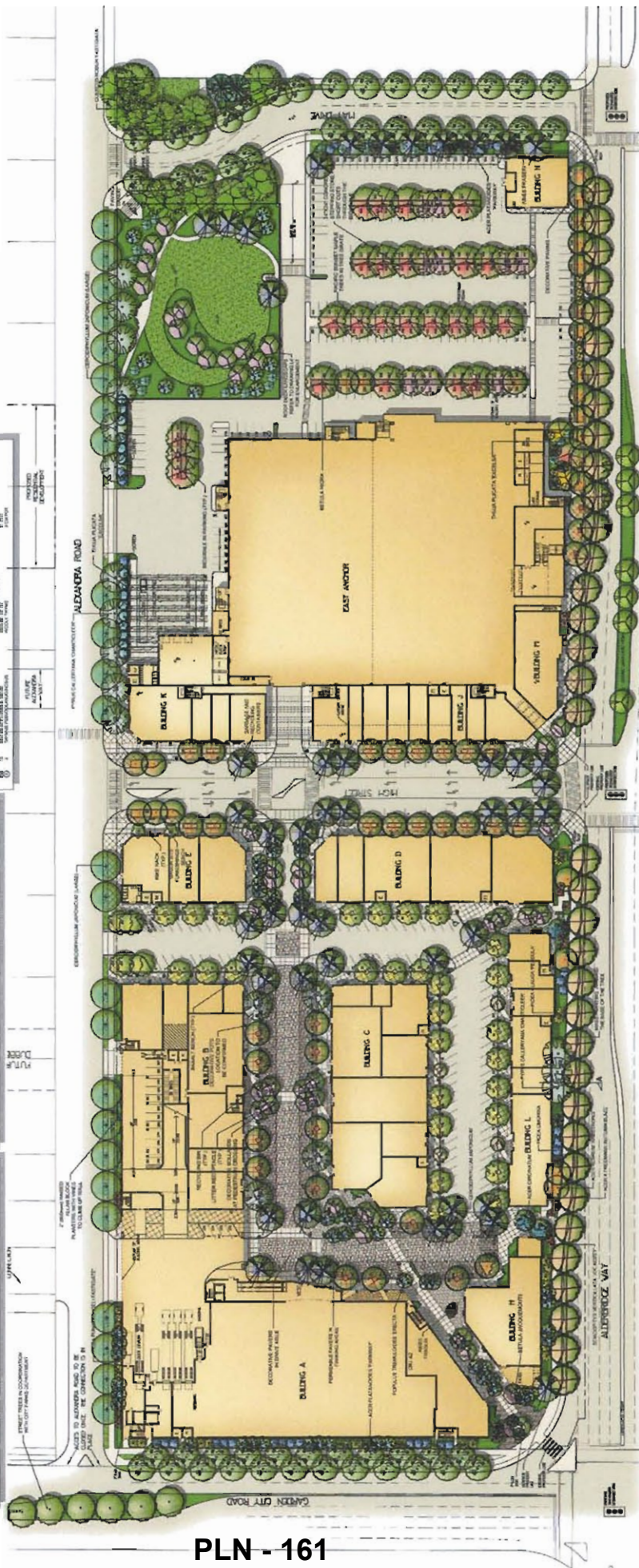
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Sheet No. 51

September 5, 2013

RZ 10-528877

NOTES: 1. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 2. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 3. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 4. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 5. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 6. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 7. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 8. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 9. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 10. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 11. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 12. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 13. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 14. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 15. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 16. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 17. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 18. ALL PLANTS ARE TO BE PROVIDED BY THE CONTRACTOR. 19. 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Overall Landscape theme is to merge the contemporary architecture with Richmond's natural surroundings, the River's edge, Shoreline grasses, indigenous trees and shrubs found along the River's edge along with wood/dolphin piles, driftwood logs and boulders have been implemented to soften building edges and recognize Richmond's natural landscape.





SHORELINE PLANTING



BIRCH AND POPLAR TREES ANCHOR THE SITE TO THE REGION



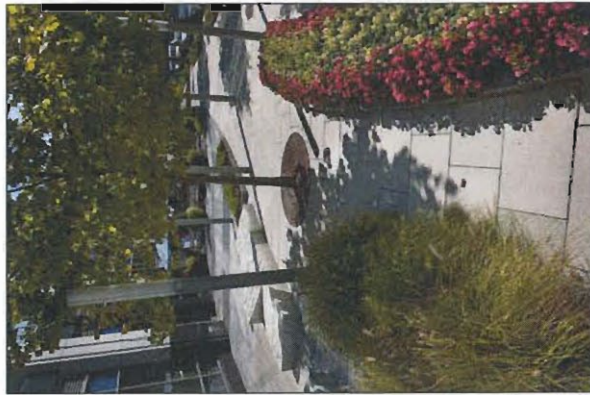
BIRCH AND POPLAR TREES ANCHOR THE SITE TO THE REGION



SHORELINE GRASSES PLANTINGS



SHORELINE GRASSES PLANTINGS



PROVIDES A PLANTING AREA AND CONNECTION TO THE PAVED AREA



PEELLED LOGS AND LOG PILINGS SERVE AS SEATING ELEMENTS AND ARE EMBEDDED IN PLANTING AREAS

Sheet No. 52  
September 5, 2013  
RZ 10-528877



SITE LOCATION



RENDERING LOOKING AT SW CORNER

The pedestrian arrival plaza anchors the site while offering a sense of arrival. People are drawn inward by the openness of this space along with the native shoreline landscaping, and commencement of the Alexandra Wayfinding element. Traveling through the Village, one begins to experience the hierarchy of plaza spaces along the frontages of the shops, restaurants and services.



'CENTRAL' AT GARDEN CITY  
GARDEN CITY ROAD AND ALDERBRIDGE WAY  
RICHMOND, BC

SW ENTRY PLAZA

L2

DATE: 09/05/13  
SCALE: 1/8"=1'-0"  
PROJECT NUMBER: 10-528877

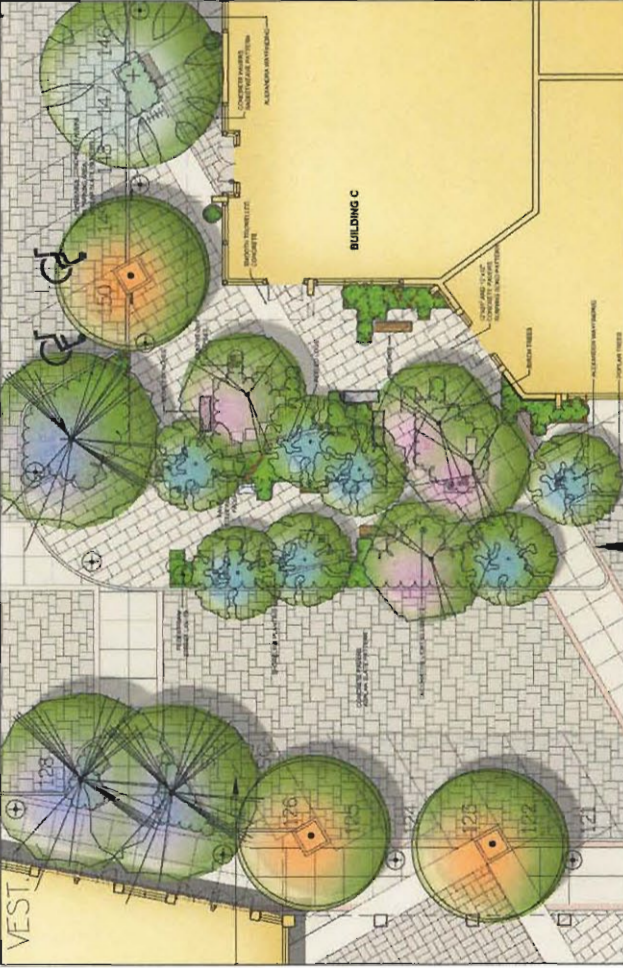
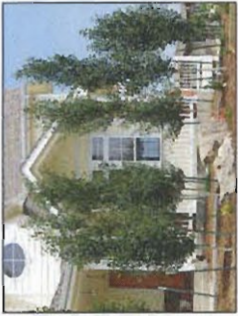




PLAZA AREA WITH SEATING AREAS FOR GATHERING; CANOPY SHADE TREES AND SITE FURNITURE



CANOPY TREES FOR SHADE



BASALT BENCHES EMBEDDED IN PLANTING AREA



BENCHES FOR SEATING



BENCH RACK



LOGS FOR CLIMBING, BALANCING OR SITTING



CHILDREN'S PLAY AREA

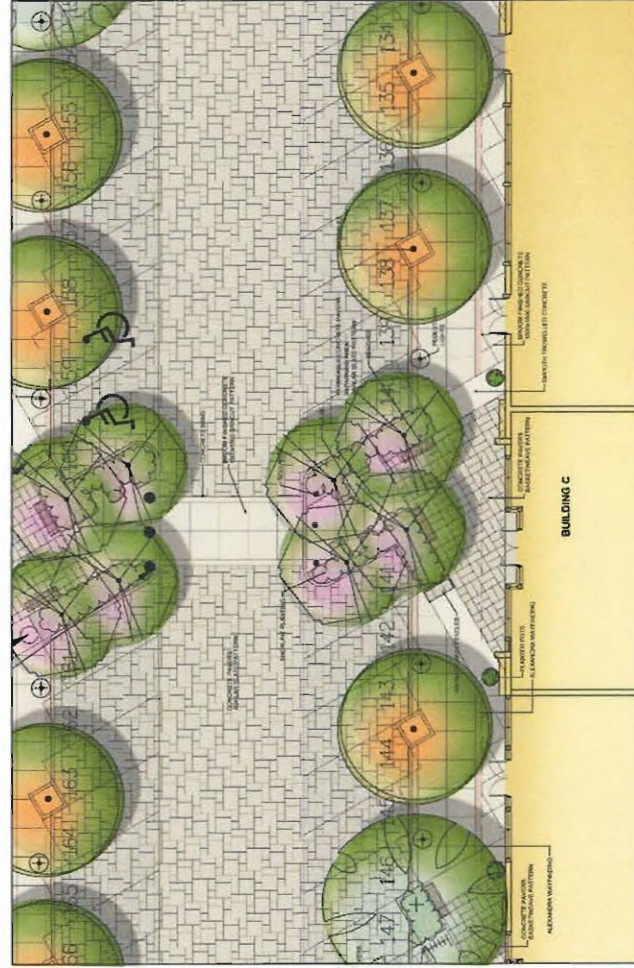


SITE LOCATION

A large central gathering area is created for pedestrians to socialize in a meeting place. Large tree groupings are introduced for shade. Seating areas including modern furniture or basalt benches allow for social interaction. Logs and boulders provide opportunities of play for children.

Sheet No. 53  
September 5, 2013  
RZ 10-528877



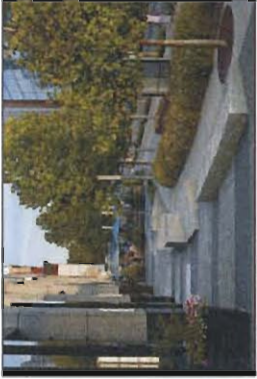
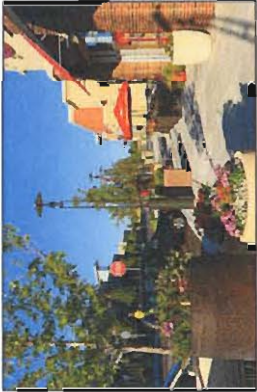


Safe pedestrian crossings are located at "mid block" and intersections. The crossing are raised to establish priority for pedestrian circulation and sidewalks. Throughout the development, secondary plazas are generated to break up the long sidewalks offer nodes of greenery and seating areas. The incorporation of the Alexandra Way signature paving pattern and wayfinding signage along with the special paving in the vehicular plaza areas create an identifiable link through the site along Alexandra Way to the West Cambie area.

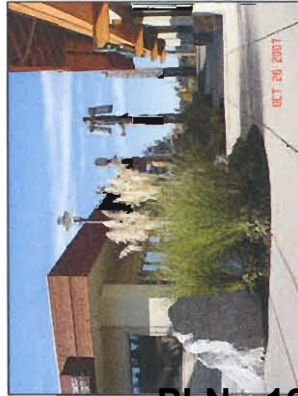


SITE LOCATOR





OUTDOOR AMENITY AREAS FOR SEATING AND SOCIALIZING



PLANTING AREAS TO SOFTEN OUTDOOR SPACES

Sheet No. 55  
September 5, 2013  
RZ 10-528877

PLN - 165



TRASH RECEPTACLE



PLANTER POTS



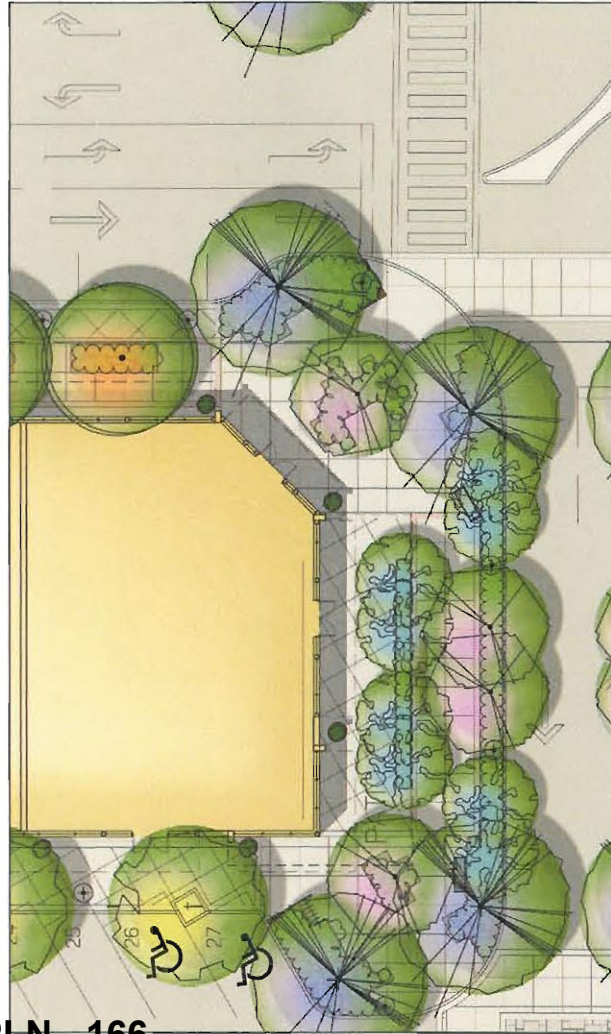
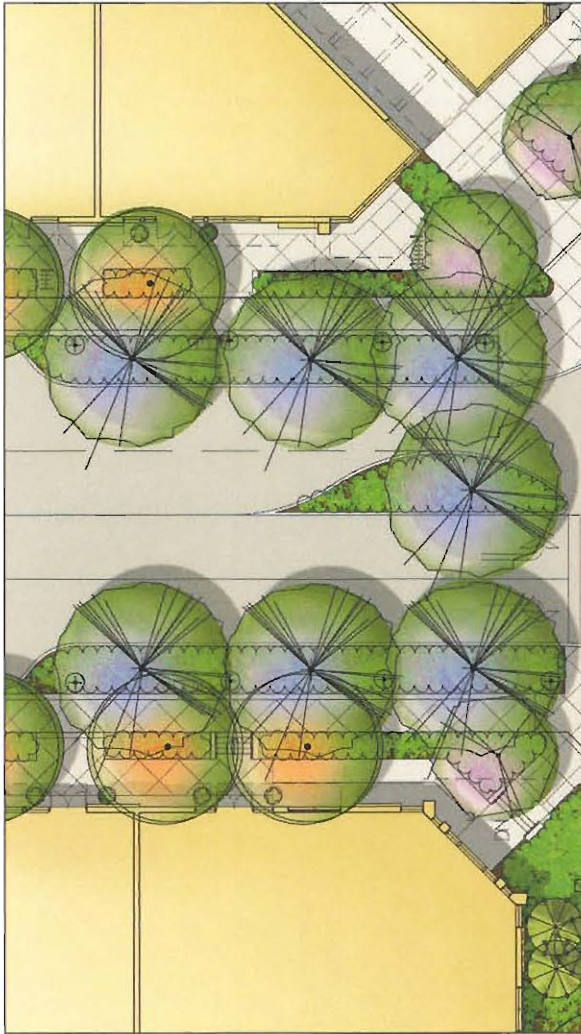
BIKE RACK



SITE LOCATION

Secondary entrances are offered into the development from Alderbridge Way connecting the street edge into the site. The site is opened up in these locations with wide, shallow, generous steps or ramps that are used to ease entry into the Village. The site edges are layered with a tight spacing of street trees transitioning into an more natural planting of native trees, shrubs and ornamental grasses to soften the perspective from the street.





PLN - 166



TWO LAYERS OF OUTDOOR SPACES



PEDESTRIAN AREAS PULLED BACK FROM PARKING



PEDESTRIAN AREAS PULLED BACK FROM STREETS



OUTDOOR PATIO

High Street lined with large scale canopy trees to create a pedestrian friendly environment. Pedestrians are brought away from the street edge to allow for more intimate interaction with the CRU's allowing for seating and outdoor patio areas for coffee shops and restaurants.

Sheet No. 56  
September 5, 2013  
RZ 10-528877



SITE LOCATION



'CENTRAL' AT GARDEN CITY  
GARDEN CITY ROAD AND ALDERBRIDGE WAY  
RICHMOND, BC

STREETSCAPES

L6

DATE: 09/05/13  
SCALE: 1:100  
PROJECT NUMBER: 10-528877  
DRAWN BY: JLP

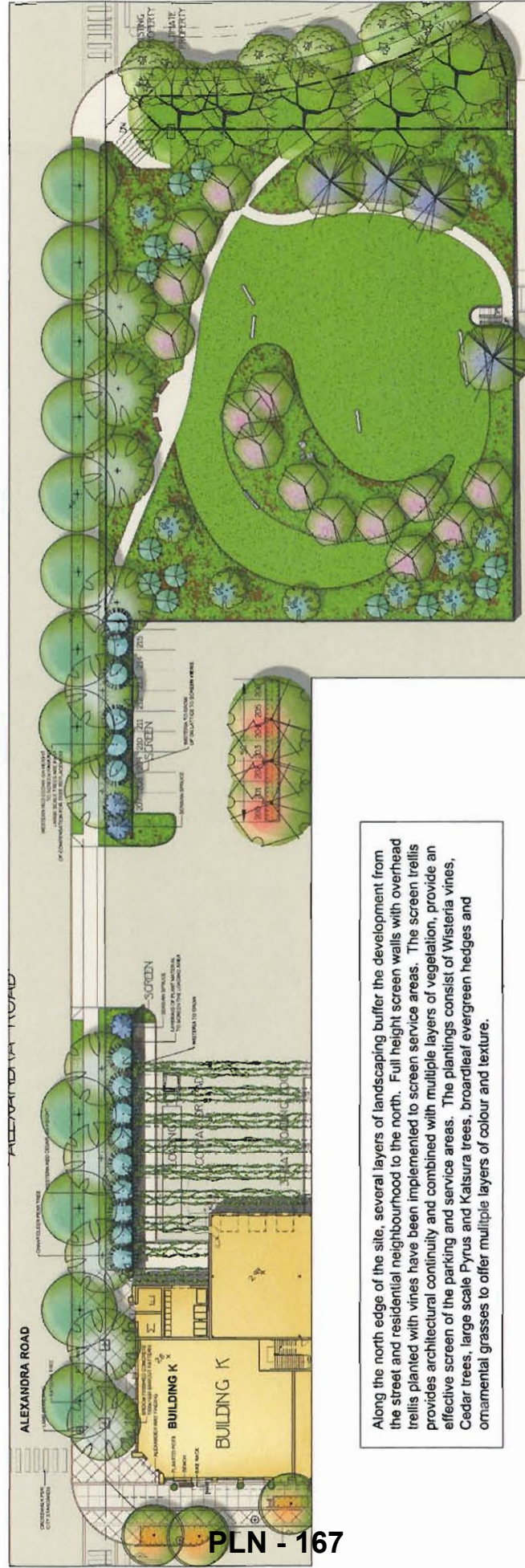




WISTERIA VINES OVER TRELLIS STRUCTURE



LARGE SCALE TREES AND SHRUBS TO SCREEN LOADING AREA AND PROVIDE A GREEN STREET EDGE ENVIRONMENT TO THE WALL AND PEDESTRIAN TREES TO BE PLANTING AT RETAIL PLANTING



Along the north edge of the site, several layers of landscaping buffer the development from the street and residential neighbourhood to the north. Full height screen walls with overhead trellis planted with vines have been implemented to screen service areas. The screen trellis provides architectural continuity and combined with multiple layers of vegetation, provide an effective screen of the parking and service areas. The plantings consist of Wisteria vines, Cedar trees, large scale Pynus and Katsura trees, broadleaf evergreen hedges and ornamental grasses to offer multiple layers of colour and texture.

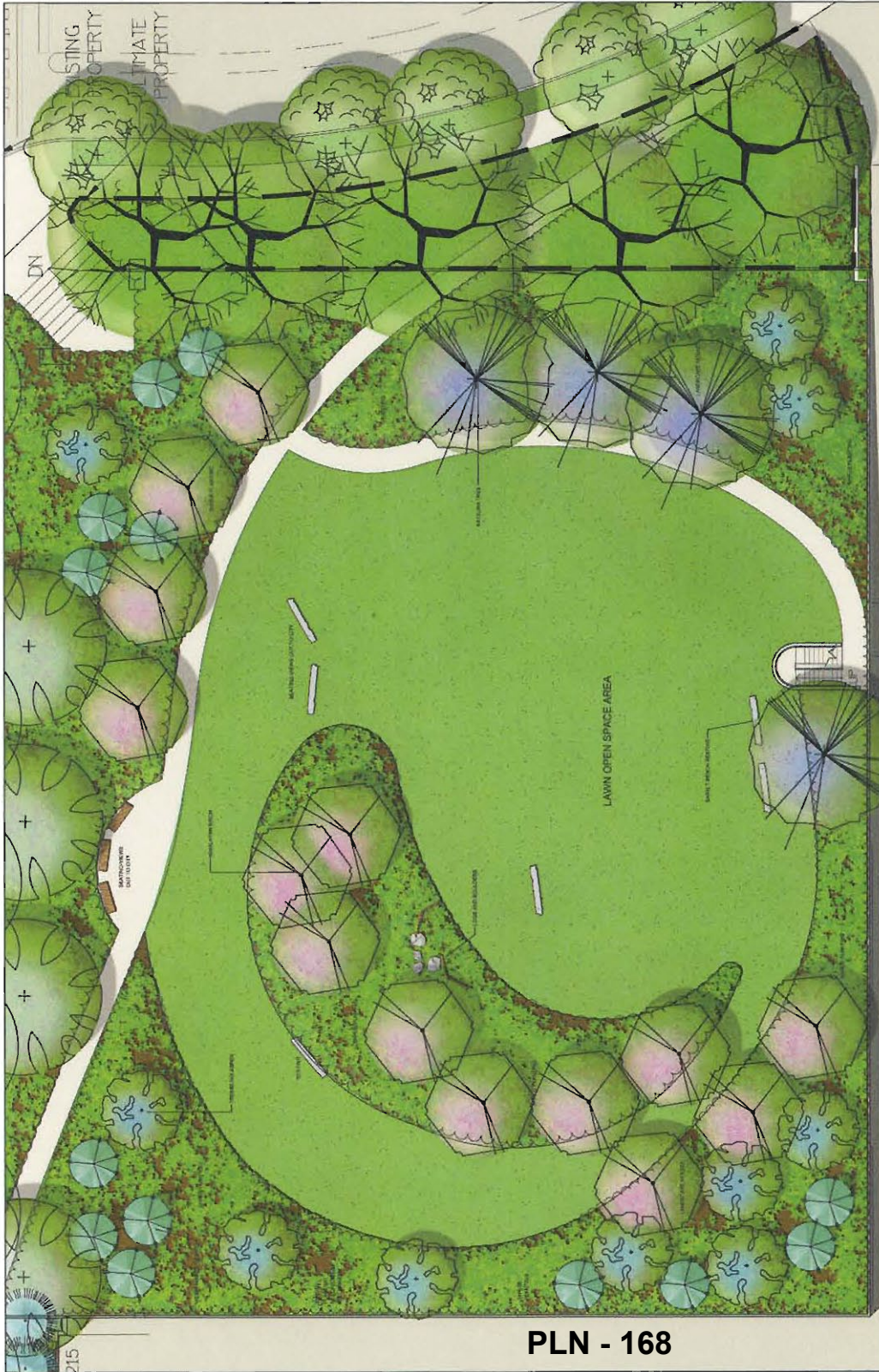
A 36,360 sq. ft. public green space has been created on top of a portion of the eastern parking area to provide public recreation opportunities as well as a green buffer from the future residential neighbours to the north. This deck covers 103 parking spaces while offering a publicly accessible Green Park space. Currently, the design consists of pedestrian paths and seating areas to provide passive recreation use. The planting would be integrated with the native palette within the retail village. Final programming of the green deck space will be completed in conjunction with the City of Richmond Parks Dept.



SITE LOCATOR

Sheet No. 57  
September 5, 2013  
RZ 10-528877





SHRUBS AND GROUNDCOVER



NATIVE TREES

Sheet No. 58  
September 5, 2013  
RZ 10-528877



GREEN ROOF DECK

A 36,360 sq. ft. public green space has been created on top of a portion of the eastern parking area to provide public recreation opportunities as well as a green buffer from the future residential neighbours to the north. This deck covers 103 parking spaces while offering a publicly accessible Green Park space. Currently, the design consists of pedestrian paths and seating areas to provide passive recreation use. The planting would be integrated with the native palette within the retail village. Final programming of the green deck space will be completed in conjunction with the City of Richmond Parks Dept.



SITE LOCATION



'CENTRAL' AT GARDEN CITY  
GARDEN CITY ROAD AND ALDERBRIDGE WAY  
RICHMOND, BC

GREEN DECK

L8

DATE: 09/05/13  
SCALE: 1"=40'-0"  
DRAWN: J. HARRIS  
CHECKED: J. HARRIS  
PROJECT NUMBER: 10-528877





Surface parking areas have been minimized and is buffered from adjacent streets with a setback of several layers of planting consisting of an outer row of street trees, an inner row of deciduous and coniferous trees, planting beds of shrubs and ornamental grasses and perennials to provide seasonal interest. The parking areas are finished with bioswales to mitigate the stormwater prior to reaching the storm system. The plantings within the bioswales consists of canopy trees for moisture transpiration and shade to reduce heat island effect, shrubs and ornamental grasses to help clean and reduce the water charging into the storm system.









**Richmond Zoning Bylaw 8500  
Amendment Bylaw No. 8864 (RZ 10-528877)  
4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080,  
9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500  
Alexandra Road**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting Section 32.0 thereof the following:

**“32.0 Neighbourhood Commercial (ZC32) – West Cambie Area**

**32.1 Purpose**

The zone provides for a mix of commercial and related uses oriented to vehicular access.

**32.2 Permitted Uses**

- amusement centre
- animal grooming
- building or garden supply
- broadcasting studio
- child care
- education, commercial
- education, university
- entertainment, spectator
- government service
- greenhouse & plant nursery
- health service, minor
- manufacturing, custom indoor
- office
- parking, non-accessory
- recreation, indoor
- recycling depot
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio

**32.3 Secondary Uses**

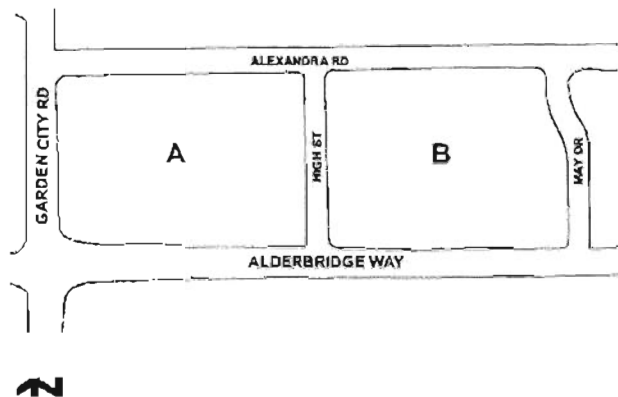
- amenity space, community



### 32.2 Permitted Uses

- **veterinary service**
- **vehicle repair**

Diagram 1



### 32.3 Secondary Uses

### 32.4 Permitted Density

1. The maximum **floor area ratio** is 2.0 FAR for the area identified as "A" in Diagram 1, Section 32.2.
2. The minimum **floor area ratio** is 0.60 for the area identified as "A" in Diagram 1, Section 32.2.
3. The maximum **floor area ratio** is 1.0 FAR for the area identified as "B" in Diagram 1, Section 32.2.

### 32.5 Permitted Lot Coverage

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

### 32.6 Yards & Setbacks

1. The minimum **setbacks** to a public road shall be:
  - a. 2.0 m for Alderbridge Way;
  - b. 3.0 m for Garden City Road;
  - c. 1.0 m for Alexandra Road;
  - d. 5.0 m for May Drive; and
  - e. 3.0 m for High Street.

### 32.7 Permitted Heights

1. The maximum **height** for all **buildings** is 22.0 m.
2. The maximum **height** for **accessory structures** is 12.0 m.

### 32.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 2 ha (4.94 ac.).

### 32.9 Landscaping & Screening

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

### 32.10 On-Site Parking and Loading

1. On-site **vehicle** loading and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
  - a. On-site **vehicle** parking shall be provided at a minimum rate of 3.0 parking stalls per 100 m<sup>2</sup> of **gross leasable floor area** of a building in the areas identified as "A" and "B" separately, in Diagram 1, Section 32.2.

### 32.11 Other Regulations

1. The maximum **gross leasable floor area** for each individual **business** shall not exceed:
    - a. 9,900 m<sup>2</sup> for the area identified as "A" in Diagram 1, Section 32.2; and
    - b. 15,100 m<sup>2</sup> for the area identified as "B" in Diagram 1, Section 32.2.
  2. **Telecommunication antenna** must be located a minimum of 20.0 m above the ground (i.e. on a roof of a building).
  3. The overnight parking of **recreational vehicles** is prohibited.
  4. 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. 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 and by designating it "**Neighbourhood Commercial (ZC32) - West Cambie Area**":  
That area shown as Area 'A' on "Schedule A attached to and forming Part of Bylaw 8864"
  3. 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 and by designating it "**School & Institutional (SI)**":  
That area shown as Area 'B' on "Schedule A attached to and forming Part of Bylaw 8864"

4. This Bylaw is cited as “**Richmond Zoning Bylaw 8500 Amendment Bylaw 8864**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

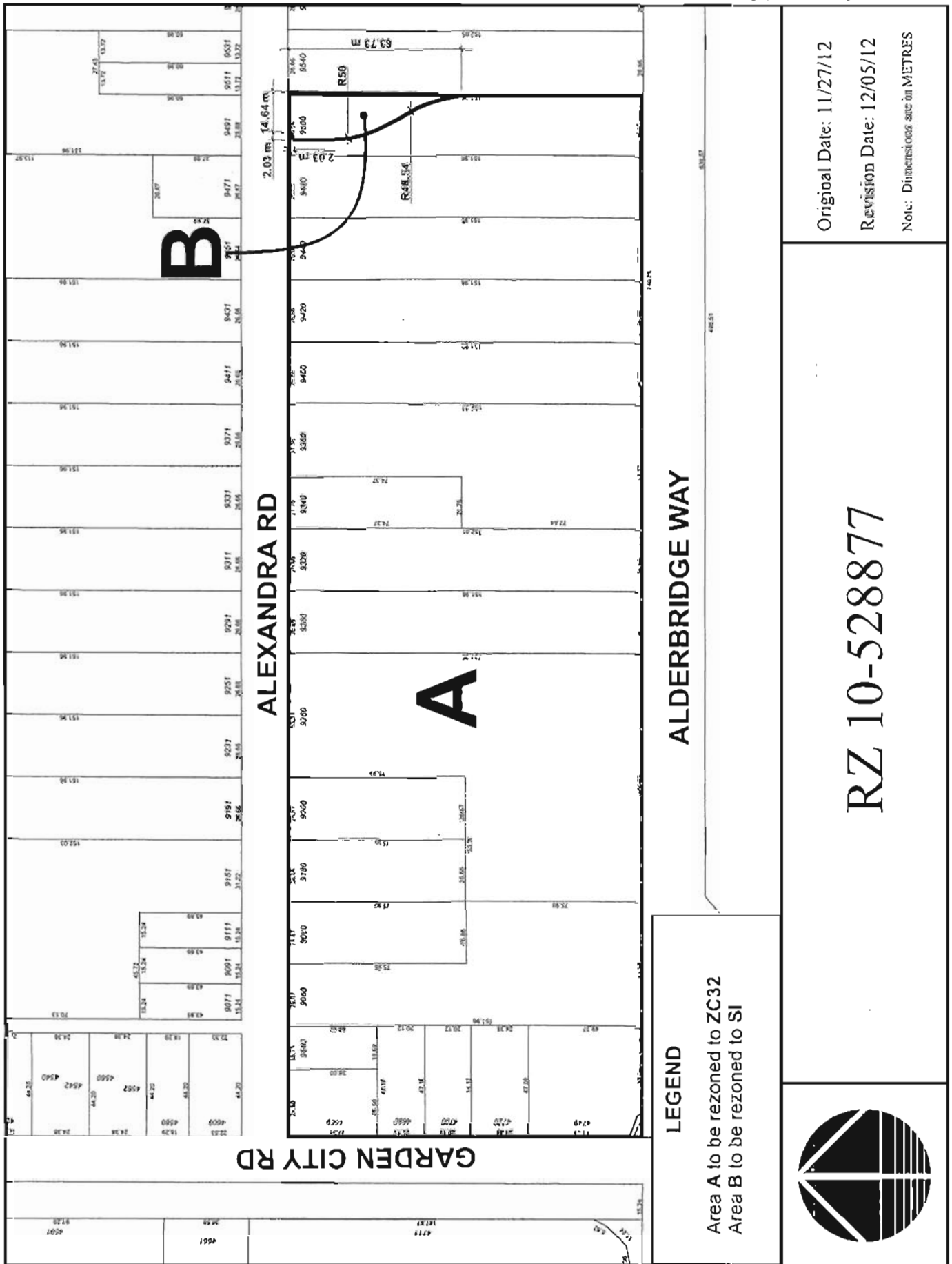
ADOPTED

\_\_\_\_\_  
MAYOR

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

CITY OF RICHMOND
APPROVED for content by originating dept. <i>HL</i>
APPROVED for legality by Solicitor <i>HL</i>







**Richmond Official Community Plan Bylaw 7100**

**Amendment Bylaw 8865 (RZ 10-528877)**

**4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080,  
9180, 9200, 9260, 9280, 9320, 9340, 9360, 9400, 9420, 9440, 9480, 9500  
Alexandra Road**

The Council of the City of Richmond enacts as follows:

1. That Richmond Official Community Plan Bylaw 7100 is amended by repealing the area bounded by Alderbridge Road, Garden City Road, Alexandra Road and the proposed May Drive Extension on the existing Alexandra Neighbourhood Land Use Map in the Richmond Official Plan Bylaw 7100, Schedule 2.11A - West Cambie Area Plan and replacing it with the attached Schedule A to Amendment Bylaw 8865, in order to:
  - a) reduce the minimum density permitted from 1.25 to 0.60 FAR in the Mixed Use Area A on 4660, 4680, 4700, 4720, 4740 Garden City Road and 9040, 9060, 9080, 9180, 9200, 9260, 9280, 9320 Alexandra Road;
  - b) adjust the alignment of May Drive within the development lands over portions of 9440, 9480 and 9500 Alexandra Road; and
  - c) reduce the "Park" designation over portions of 9440, 9480 and 9500 Alexandra Road, be introduced and given first reading.
2. This Bylaw is cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8865"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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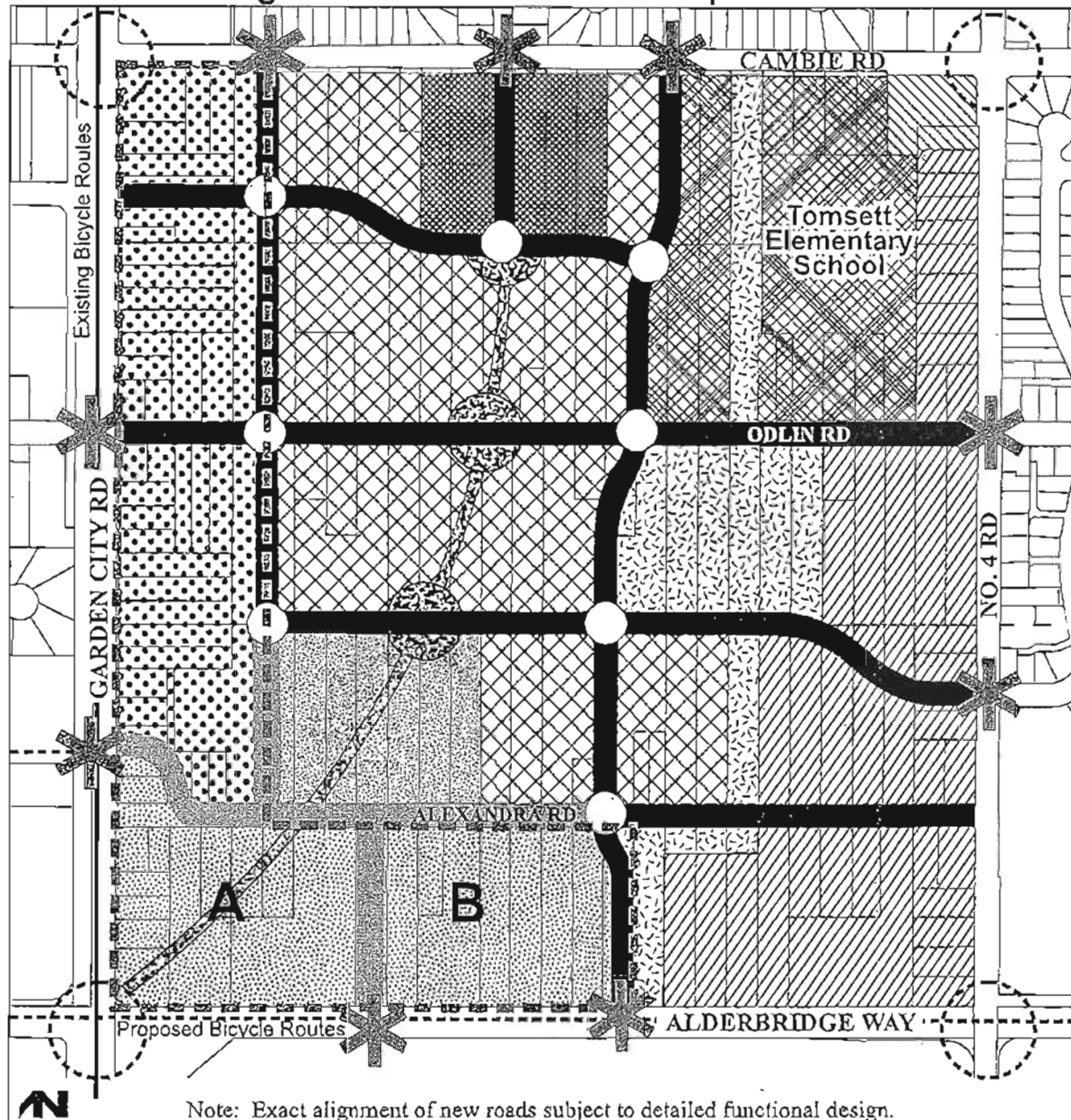
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CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

\_\_\_\_\_  
MAYOR

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

# Alexandra Neighbourhood Land Use Map



Note: Exact alignment of new roads subject to detailed functional design.

	Area of No Housing Affected by Aircraft Noise		Residential Area 2 0.65 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		Convenience Commercial		Alexandra Way (Public Rights of Passage Right-of-way)
	Residential Area 1 1.50 base FAR (Max. 1.70 FAR with density bonusing for affordable housing). Townhouse, low-rise Apts. (4-storey typical)		Mixed Use: Hotel, office and streetfront retail commercial. Area A: Min. 0.60 FAR up to 2.0 Area B: Large and small floor plate up to 1.0 FAR		Proposed Roadways
	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. 1.25 base FAR. Building heights low to mid-rise. (Max. 1.50 FAR with density bonusing for affordable housing).		High Street
	Community Institutional		New Traffic Signals		Feature Intersections - details to be developed
			Feature Landmarks In Combination with Traffic Calming Measures		



**Richmond Official Community Plan Bylaw 9000  
Amendment Bylaw 8973 (10-528877)  
9440, 9480 and 9500 Alexandra Road**

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 “**Environmentally Sensitive Area (ESA)**” designation in Attachment 2 to Schedule 1 from 9440, 9480 and 9500 Alexandra Road with the following legal addresses:

P.I.D. 012-032-581

West Half Lot 8 Block “C” Section 34 Block 5 North Range 6 West New Westminster  
District Plan 1224

P.I.D. 001-084-372

East Half of Lot 8 Block “C” Section 34 Block 5 North Range 6 West New Westminster  
District Plan 1224

P.I.D. 008-130-990

West Half Lot 9 Block “C” Section 34 Block 5 North Range 6 West New Westminster  
District Plan 1224

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 8973**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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\_\_\_\_\_  
MAYOR

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



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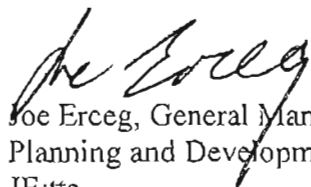
To: Planning Committee Date: August 28, 2013  
From: Joe Erceg File:  
General Manager, Planning and Development  
Re: Richmond Response: Three Proposed Metro Vancouver Regional Growth Strategy  
Amendments: Township of Langley (North Murrayville, Hendricks, Highway #1 /  
200<sup>th</sup> Street)

---

**Staff Recommendation**




That, as per the report from the General Manager, Planning and Development, dated August 28, 2013, titled: Richmond Response: Three Proposed Metro Vancouver Regional Growth Strategy (RGS) Amendments: Township of Langley (Highway #1 / 200<sup>th</sup> Street, Hendricks, North Murrayville), Council advise Metro Vancouver that the City of Richmond:

- (1) For the Highway #1 / 200th Street Area, supports proposed Regional Growth Strategy amendment, as it is consistent with the 2040 Regional Growth Strategy and will enable the Township to better meet its long term employment land and development needs;
- (2) For the Hendricks area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation;
- (3) For the North Murrayville area, notes that the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation; and
- (4) Requests that, to improve RGS amendment reviews, Metro Vancouver staff: (a) ensure that future RGS amendment packages are more complete and (b) provide a more comprehensive assessment and an opinion regarding the acceptability of proposed RGS amendments, before they are circulated for comment (e.g., to the MV Regional Planning Advisory Committee, MV Regional Planning and Agricultural Committee, MV Board and local governments).



Joe Erceg, General Manager,  
Planning and Development  
JE:ttc  
Att. 4



REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY DIRECTORS	INITIALS: 
REVIEWED BY CAO	INITIALS: 

## Staff Report

### Origin

On May 22, 2013, Metro Vancouver (MV) Board (Board) invited the affected local governments, including Richmond, to comment on three proposed Regional Growth Strategy (RGS) amendments requested by the Township of Langley, in the North Murrayville, Hendricks and Highway 1 / 200 Street areas (**Attachments 1 and 2**). This report responds to Metro Vancouver's invitation. The MV deadline for a response was September 20, 2013, but Metro Vancouver has extended this to September 27, 2013 to accommodate several municipalities meeting schedules. (Note: MV staff also advise that if necessary, after September 27, they will present late local government responses "on table" at Metro Vancouver Board and Committee meetings, but they would not be included in MV staff's analysis).

### 2011 – 2014 Council Term goals

This addresses the following 2011 -2014 Council Term Goal:

- 7. Managing Growth and Development

### Analysis

Below, each proposed RGS amendment is described, along with the required type of RGS amendments and a staff recommendation:

#### **1. The Highway #1 / 200th Street Area**

<b>Type of RGS Amendment</b>	The proposal is for a Type 3 RGS amendment requiring a 50 + 1 MV Board vote.
<b>Description of Area</b>	The parcel is approximately 23 hectares (57 acres) and includes an 8.3 hectare (20.5 acre) mobile home park.
<b>Inside the Urban Containment Boundary?</b>	Yes, it is in the UCB.
<b>Part of the Agricultural Land Reserve?</b>	No, it is not in the ALR.
<b>Existing Regional Growth Strategy Designation</b>	Mixed Employment
<b>Township of Langley's Requests</b>	To re-designate the area from RGS Mixed Employment (office and industrial) to RGS General Urban.
<b>Township of Langley's Reason</b>	To accommodate a mixed use (includes residential) development.

### Discussion

In response to a concern that the proposed RGS amendment appears to cause a loss of 23 hectares (57 acres) of Mixed Employment lands, Township staff advise this will not be the case, as the area is not all comprised of mixed employment uses (e.g., the 8.3 hectare mobile home park which will continue). Also the Township's 2010 Employment Lands Study indicates that to 2035, it is estimated that the Township will have a surplus of 49 hectares (120 acres) of employment lands and, as well, there is additional flexibility to designate further employment lands within the Township.

### Staff Recommendation

City staff recommend that the proposed RGS amendment be supported as it is consistent with the 2040 RGS and will enable the Township to better meet long term employment land and develop needs.

## **2. The Hendricks Area**

<b>Type of RGS Amendment</b>	The proposal is for a Type 2 RGS amendment requiring a MV public hearing and a two-thirds weighted Metro Vancouver Board vote.
<b>Description of Area</b>	The parcel is approximately 4 ha (10 acres), long, narrow and partially treed.
<b>Inside the Urban Containment Boundary?</b>	No, it is outside the UCB.
<b>Part of the Agricultural Land Reserve?</b>	Yes, it is in the ALR.
<b>Existing Regional Growth Strategy Designation</b>	Agricultural
<b>Township of Langley's Requests</b>	(1) To move the Urban Containment Boundary so as to include the area. (2) To re-designate the area from RGS Agricultural to RGS General Urban.
<b>Township of Langley's Reason</b>	To allow for 21 single family lots (e.g., +/- 0.5 acres each).

### Discussion

Similar to the North Murrayville Area below, two relevant 2040 RGS Policies are: (1) Policy 2.3.4 which states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation", and (2) Policy 6.11.2 states "In accordance with the Agricultural Land Commission Act, in the event that there is an inconsistency between the regional land use designations or policies set out in the Regional Growth Strategy and the requirements of the Agricultural Land Commission Act or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail". These two RGS policies are some of the strongest in the RGS.

The ALC refused to exclude this area in 1993, 2003 and 2009 for the following reasons: partially to avoid conflict with the RGS, partially to avoid ALR non-farm use speculation (e.g., country residential), the site has some very limited suitability for agriculture, and within the ALR the area, can be subdivided for residential uses on the understanding that there will be edge planting and possibly an agricultural land trust established to benefit agriculture (TBD). **Attachment 4** presents the ALC's April 23, 2010 letter to Alan Hendricks in the Township of Langley which denies the ALR exclusion.

On August 28, 2013, MV staff and ALC staff both verified that this area is still in the ALR. However, the ALC advises that, even though this area is in the ALR, they support the proposed RGS amendment. In effect, this would allow a non excluded ALR area to be located in the Urban Containment Boundary and re-designated from RGS Agriculture to RGS General Urban. As indicated above according to RGS Policy 2.3.4 which states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the

region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation", the ALC's advice is not acceptable. Currently in the Metro Vancouver Region, the ALR boundary and Urban Containment Boundary are not coterminous and there are some ALR areas within the Urban Containment Boundary; RGS Policy 2.34 indicates that lands in the ALR can no longer be included in the Urban Containment Boundary or re-designated non RGS Agriculture.

#### Staff recommendation

Staff recommend not supporting the proposed RGS amendment as the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation.

### **3. North Murraville Area**

<b>Type of RGS Amendment</b>	The proposal is for a Type 2 RGS amendment requiring a Metro Vancouver public hearing and a two-thirds weighted Metro Vancouver Board vote.
<b>Description of Area</b>	The area is approximately 8 ha (20 acres) and the Agricultural Land Commission regards it as suitable for agriculture.
<b>Inside the Urban Containment Boundary?</b>	No, it is outside the UCB.
<b>Part of the Agricultural Land Reserve?</b>	Yes, it is in the ALR.
<b>Existing Regional Growth Strategy Designation</b>	Agricultural
<b>Township of Langley's Requests</b>	(1) To move the Urban Containment Boundary so as to include the area. (2) To re-designate the area from RGS Agricultural to RGS General Urban.
<b>Township of Langley's Reason</b>	To make a more consistent land use pattern along the north side of 52 Avenue (Richmond staff note: The area is partially green field and partially used by a nursery. There is no development proposal. If the proposed RGS amendment were approved, Township of Langley staff suggest that the area may become mostly residential with better edge planning).

#### Discussion

Two relevant 2040 RGS Policies are: (1) Policy 2.3.4 which states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation", and (2) Policy 6.11.2 which states: "In accordance with the Agricultural Land Commission Act, in the event that there is an inconsistency between the regional land use designations or policies set out in the Regional Growth Strategy and the requirements of the Agricultural Land Commission Act or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail". These two RGS policies are some of the strongest in the 2040 RGS.



The affected area was reviewed by the Agricultural Land Commission in 1980 and in 2013. The proposed amendment is not supported by the Agricultural Land Commission as it is suitable for agriculture and not excluded from the ALR (**Attachment 3:** the ALC's June 7, 2013 letter to the Township of Langley, Item 10). On August 28, 2013, MV staff and ALC staff both verified that this area is still in the ALR. The ALC does not support the proposed RGS amendment, as the area is in the ALR.

#### Staff Recommendation

Staff recommend not supporting the proposed RGS amendment as the area is in the Agricultural Land Reserve and, in such situations, 2040 RGS Policy 2.3.4 does not enable the MV Board to move the Urban Containment Boundary to locate the area within it, or to re-designate the affected area from RGS Agricultural to another RGS designation.

#### **Recommendations To Improve The Metro Vancouver RGS Amendment Packages**

While Metro Vancouver is to be commended for the quality of their reports, this RGS amendment package was found to be lacking in clarity and detail which made reviewing the proposal more difficult than it should have been. Specifically, the report lacked: (1) accurate mapping and details of the affected sites, street names and ALR boundary, (2) details and reasons why the local government was making the RGS amendment request, (3) the history of relevant Agricultural Land Commission (ALC) exclusion decisions and a rationale for their recommendation, and (4) an analysis and preliminary opinion by MV staff regarding the proposed RGS amendment (It is acknowledged that the MV staff opinion may change, as the review process evolves).

In the absence of the above, Richmond City staff had to take significant time to contact the Township of Langley, ALC and Metro Vancouver staff several times, to clarify mapping, details, chronologies and facts.

To improve RGS amendment reviews, it is recommended that Metro Vancouver staff: (a) ensure that future RGS amendment packages are more complete and (b) provide a more comprehensive assessment and an opinion regarding the acceptability of proposed RGS amendments before they are circulated for comment (e.g., to the MV Regional Planning Advisory Committee, MV Regional Planning and Agricultural Committee, MV Board and local governments).

#### **Next Steps**


MV staff will present their report with all local government comments to the October 4, 2013, MV Regional Planning and Agricultural Committee meeting and on October 25, 2013, the MV Board will review the matter. If an MV Public Hearing is necessary, it will likely be held in November 2013, with the final MV Board decision before December 31, 2013.

#### **Financial Impact**

None.

## Conclusion

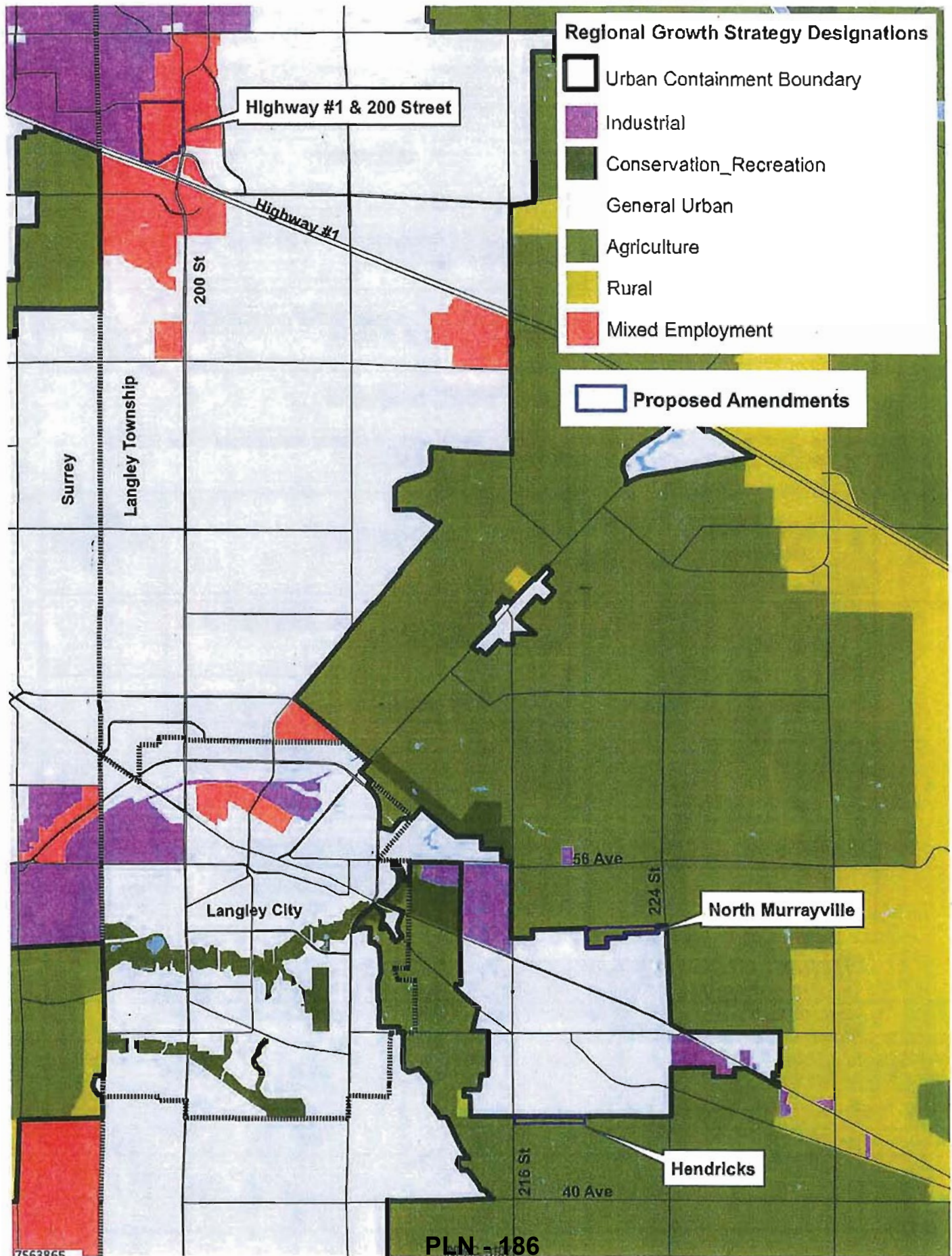
City staff have reviewed three proposed Metro Vancouver Regional Growth Strategy amendments initiated by the Township of Langley and recommend that one be accepted and two not be accepted as they are in the Agricultural Land reserve.



Terry Crowe,  
Manager Policy Planning (4139)

TTC:cas

	Attachment Description
Attachment 1	<b>Maps of The Three (3) Proposed MV RGS Amendments For The Township of Langley:</b> <ul style="list-style-type: none"> <li>- A map showing the (1) North Murrayville Area, (2) Hendricks Area and (3) Highway # 1 / 200 Street Area, and</li> <li>- A detailed North Murrayville Map, for clarity.</li> <li>- A detailed Hendricks Area Map, for clarity.</li> </ul>
Attachment 2	<b>July 29, 2013 - Notification Letter From Metro Vancouver To Richmond</b> Inviting Comment Regarding Three Proposed MV RGS Amendments for the Township of Langley (North Murrayville, Hendricks, Highway #1 / 200 <sup>th</sup> Street): includes: <ul style="list-style-type: none"> <li>- 5.2 - A July 5, 2013, MV staff report to the July 19, 2013 MV Regional Planning Advisory Committee (RPAC)</li> <li>- 5.2 Attachment 1 – A June 25, 2013 MV staff report to the July 5, 2013 MV Regional Planning and Agriculture Committee (RPAAC)</li> <li>- June 24, 2013 – A Letter From the Township of Langley to the MV Board requesting the three RGS Amendments</li> <li>- Note the last two documents are duplicated in Attachment 1</li> </ul>
Attachment 3	<b>June 7, 2013 - ALC Letter to The Township of Langley</b> refusing the North Murrayville Area ALR exclusion
Attachment 4	<b>April 23, 2010 – ALC letter to Alan Hendricks</b> refusing the Hendricks Area ALR exclusion





Map of the North Murrayville Area

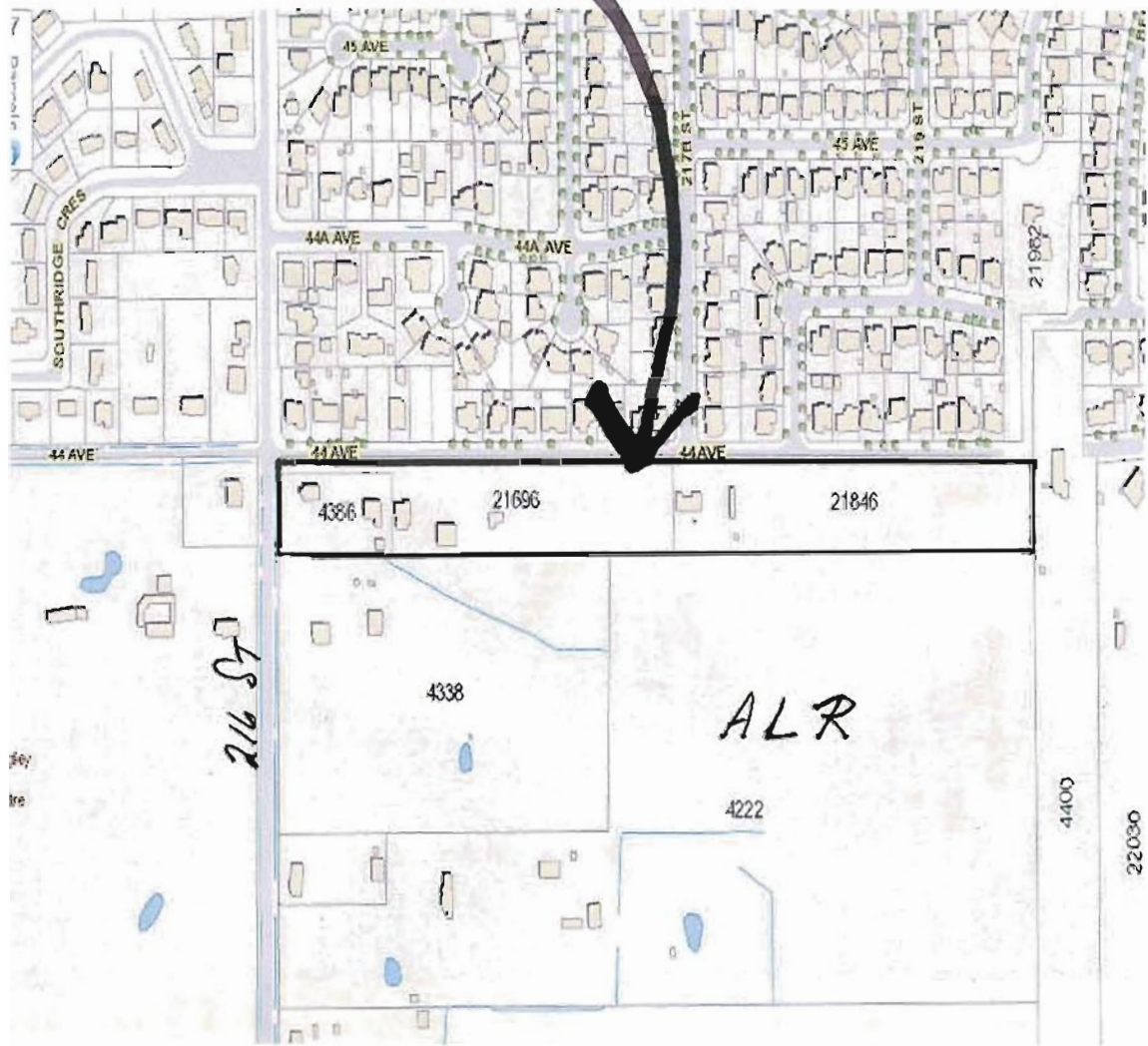
Proposed RGS Amendment Area





Map of the Hendricks Area

Proposed RGS Amendment Area





metrovanancouver

Greater Vancouver Regional District • Greater Vancouver Water District

Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovanancouver.org

TO: **M ATTACHMENT 2**  
CC  
FROM: **CITY CLERK'S OFFICE**

PC: Terry Crowe - for appropriate action

Board and Information Services, Corporate Services  
Tel. 604-432-6250 Fax 604-451-6686

PC: Joe Erceg - FYI

File: CR-04-01-RD

JUL 29 2013

Mayor Malcolm Brodie  
and Members of Council  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

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JUL 31 2013

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0157-30-26571

Dear Mayor Brodie and Members of Council:

**Re: Notification of Three Proposed Amendments to the Metro Vancouver Regional Growth Strategy Land Use Designation Map - Township of Langley**

This letter provides notification to affected local governments and other agencies, in accordance with section 857.1(2) of the *Local Government Act*, and sections 6.4.2, 6.4.4 and 6.4.5 of the Regional Growth Strategy. Metro Vancouver<sup>1</sup> received a Council resolution from the Township of Langley requesting three amendments to the Regional Growth Strategy Land Use Designation Map:

1. Type 2 Amendment (Hendricks) to extend the Urban Containment Boundary and amend the land use designation map from Agricultural to General Urban.
2. Type 2 Amendment (North Murrayville) to extend the Urban Containment Boundary and amend the land use designation map from Agricultural to General Urban.
3. Type 3 Amendment (200 Street and Highway #1) to amend the land use designation map from Mixed Employment to General Urban.

Please refer to the attached reports for a description of the requested amendments.

A Type 2 amendment to the Regional Growth Strategy requires an amendment bylaw passed by an affirmative two-thirds weighted vote of the Metro Vancouver Board and a regional public hearing. A Type 3 amendment requires an amendment bylaw passed by an affirmative 50%+1 weighted vote of the Board.

On July 26, 2013, the Metro Vancouver Board initiated the Regional Growth Strategy amendment process for the three requested amendments. Regional Growth Strategy Section 6.4.2 *Notification and Request for Comments*, states that for all proposed amendments to the Regional Growth Strategy the Metro Vancouver Board will:

- a) provide written notice of the proposed amendment to all affected local governments;

<sup>1</sup> Greater Vancouver Regional District



- b) provide a minimum of 30 days for affected local governments, and the appropriate agencies, to respond to the proposed amendment;
- c) post notification of the proposed amendment on the Metro Vancouver website, for a minimum of 30 days;
- d) if the proposed amendment is to change a site from Industrial or Mixed Employment to General Urban land use designation, provide written notice and a minimum of 30 days for Port Metro Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure and/or the Agricultural Land Commission, as appropriate, to respond to the proposed amendment.

You are invited to provide written comments on the requested amendments to the Regional Growth Strategy. Please provide comments in the form of a Council/Board resolution, as applicable, and submit to [paulette.vetleson@metrovancover.org](mailto:paulette.vetleson@metrovancover.org) by **Friday, September 20, 2013**. Following the comment period, the Metro Vancouver Board will consider initial readings of a Regional Growth Strategy Bylaw amendment for each of the requested amendments.

If you have any questions with respect to the proposed amendment, please contact Terry Hoff, Senior Regional Planner, at 604-436-6703 or [terry.hoff@metrovancover.org](mailto:terry.hoff@metrovancover.org). More information and a copy of the Regional Growth Strategy can be found on our website at [www.metrovancover.org](http://www.metrovancover.org).

Sincerely,



Paulette Vetleson  
Director/Corporate Officer, Board and Information Services

PV/HM/th

**Attachments:**

1. Report to the Metro Vancouver Board meeting on July 26, 2013, titled 'Township of Langley Request to Amend the Regional Growth Strategy', dated June 21, 2013.
2. Report to the Metro Vancouver Regional Planning Advisory Committee meeting on July 19, 2013, titled 'Township of Langley Request to Amend Regional Growth Strategy Land Use Designations', dated July 5, 2013.


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Greater Vancouver Regional District • Greater Vancouver Water District • Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

To: Regional Planning Advisory Committee

From: Terry Hoff, Senior Regional Planner, Policy, Planning and Environment Department

Date: July 5, 2013 Meeting Date: July 19, 2013

Subject: Township of Langley Request to Amend Regional Growth Strategy Land Use Designations

#### RECOMMENDATION

That the Regional Planning Advisory Committee provide comments on the proposed Regional Growth Strategy amendments requested by the Township of Langley.

#### PURPOSE

The purpose of this report is to provide the opportunity for the Regional Planning Advisory Committee (RPAC) to comment on requested Regional Growth Strategy (RGS) land use designation amendments submitted by the Township of Langley.

#### DISCUSSION

On June 17, 2013 the Township of Langley Council passed a motion "That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000". Reference to Bylaw No. 5000 is the Township's proposed new Official Community Plan, and Schedule A is the new Regional Context Statement contained within the new OCP. This bylaw received 1<sup>st</sup> and 2<sup>nd</sup> readings on June 17, 2013. Schedule A (draft RCS) identifies three "significant changes to the Regional Land Use Designations" that "will require amendment to the RGS in conformity with Metro Vancouver RGS Amendment procedures". In a letter dated June 24, 2013 to Metro Vancouver Board Chair Moore, the Township notified Metro Vancouver of the requested amendments.

Following a RGS amendment request by resolution of a member municipal Council, RGS Section 6.4.1 states that the process to initiate the amendment is by resolution of the Metro Vancouver Board. Metro staff submitted a RGS Amendment report to the July 5, 2013 meeting of Metro Vancouver's Regional Planning and Agriculture Committee, with the following recommendations:

That the Board:

- a) Initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
- b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.

The Metro Vancouver report titled "Township of Langley Request to Amend the Regional Growth Strategy" is included as Attachment 1. The purpose of this report is only to identify the amendments being requested by the Township, and to request the Board initiate RGS amendment procedures. A very brief summary of each requested amendment is provided in that report, but the report does not include an analysis of RGS implications or recommendations regarding the support



or non-support of the requested amendments. The Metro Vancouver Board will consider initiating the requested amendments at the July 26, 2013 Board meeting. Below is an excerpt from the Metro staff report providing a brief summary and overview map of the requested amendments (See Map in Attachment 1).

#### North Murrayville

The request to redesignate approximately 8 hectares from RGS Agricultural to RGS General Urban and move the Urban Containment Boundary with an aim to making a more consistent urban land use pattern along the north side of 52 Avenue. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. The parcel is within the Agricultural Land Reserve. The proposed amendment is not supported by the Agricultural Land Commission (as indicated in a June 7, 2013 letter to the Township of Langley). RGS Section 2.3.4 states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation".

#### Hendricks

The request is to redesignate approximately 4 hectares of land from RCS Agricultural to RGS General Urban, and to extend the Urban Containment Boundary, to allow for 21 single family residential lots. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. This application is also located within the Agricultural Land Reserve; however, the land use and proposed RGS amendment is supported by the Agricultural Land Commission as an acceptable non-farm use that benefits agriculture (as stated in a June 7, 2013 letter from the ALC to the Township).

#### Highway #1/200th Street

The third proposed amendment would redesignate approximately 23 hectares of land from RGS Mixed Employment to RGS General Urban to accommodate residential development. This is a Type 3 amendment requiring a 50%+1 weighted vote of the Metro Vancouver Board.

#### **Township of Langley Description of Proposed RGS Amendments**

The Township's RGS amendment request refers to OCP amendment Bylaw No. 5000, Schedule A (draft Regional Context Statement). Within the draft RCS is a brief rationale and map for each of the three requested RGS amendments. The relevant excerpt from the draft RCS is included as Attachment 2, with #4 Highway 1 / 200 Street, #11 North Murrayville and #13 Hendricks. Note that other locations seen on the excerpt table and maps refer to 17 additional RGS land designation amendments the Township is proposing within the RCS as 'generally consistent' under RGS Section 6.2.6.

#### **RGS Amendments Procedures Bylaw – RPAC Comment**

While RGS amendment procedures are established in the RGS, the Regional Growth Strategy Procedures Bylaw No 1148, 2011 established additional procedures for Regional Growth Strategy amendment requests. The Procedures Bylaw requires that, within four weeks of receiving the amendment request, Metro Vancouver staff refer the requested amendments to the Regional Planning Advisory Committee for comment. The Regional Planning Advisory Committee then must, within four weeks of receiving the Metro Vancouver staff report, provide comments to Metro

Vancouver in the form of a resolution. The Regional Planning Advisory Committee comments will then be considered by Metro Vancouver staff in preparing recommendations to the Regional Planning and Agriculture Committee and Metro Vancouver Board on the proposed amendment. The Regional Planning Advisory Committee's resolution /comments will be attached to the Metro Vancouver Board report.

It is anticipated that Metro staff will submit a report and recommendations on RGS amendment bylaw introduction to the Regional Planning and Agriculture Committee and the Board in October. A Public Hearing is anticipated for mid November, with a Board decision anticipated in late November.

#### **ALTERNATIVES**

1. That the Regional Planning Advisory Committee provide comments on the proposed Regional Growth Strategy amendments as requested by the Township of Langley.
2. That the Regional Planning Advisory Committee receive for information the report dated July 5, 2013 and titled Township of Langley Request to Amend Regional Growth Strategy Land Use Designations.

#### **SUMMARY / CONCLUSION**

The Regional Planning Advisory Committee is requested to provide comments on the Regional Growth Strategy amendments as submitted by the Township of Langley. Any comments provided will be considered in a Metro Vancouver staff report and recommendations to the Regional Planning and Agriculture Committee and the Metro Vancouver Board.

#### **Attachments and References:**

1. Metro Vancouver staff report to the July 5, 2013 meeting of the Regional Planning and Agriculture Committee (Doc. #7580711)
2. Excerpt from Township of Langley OCP Amendment Bylaw No. 5000 – Schedule A Regional Context Statement (Doc. #7581291).

7574862


**metrovanancouver**

SERVICES AND SOLUTIONS FOR A LIVABLE REGION 4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovanancouver.org

Greater Vancouver Regional District • Greater Vancouver Water District • Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

To: Regional Planning and Agriculture Committee

From: Heather McNell, Regional Planning Division Manager  
Planning, Policy and Environment

Date: June 25, 2013 Meeting Date: July 5, 2013

Subject: Township of Langley Request to Amend the Regional Growth Strategy

#### RECOMMENDATION

That the Board:

- a) initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
- b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.

#### PURPOSE

To provide the Board with the opportunity to initiate Regional Growth Strategy procedures for three proposed amendments submitted by the Township of Langley.

#### BACKGROUND

Section 6.4.1 of the Regional Growth Strategy (RGS) establishes that the process to initiate amendments to the RGS is by resolution of the Metro Vancouver Board. On June 17, 2013 Township of Langley Council passed a resolution, "That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000". The Township of Langley Council resolution is included as Attachment 1 to this report, and a map showing the location of the three proposed amendments is included as Attachment 2.

#### DISCUSSION

##### The Proposed Amendments

The Township of Langley Council resolution refers to three proposed Regional Growth Strategy Land Use Designation amendments.

##### North Murrayville

The first of the three (Attachment 2) is a proposal to re-designate RGS Agricultural to RGS General Urban and move the Urban Containment Boundary with an aim to making a more consistent land use pattern along the north side of 52 Avenue. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. The parcel is within the Agricultural Land Reserve. The proposed amendment is not supported by the Agricultural Land Commission (as indicated in a June 7, 2013 letter to the Township of Langley). RGS Section 2.3.4 states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation".

#### Hendricks

The second proposed amendment (Attachment 2) is to re-designate approximately 4 hectares of land from RCS Agricultural to RGS General Urban, and to extend the Urban Containment Boundary, to allow for 21 single family residential lots. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. This application is also located within the Agricultural Land Reserve, however, the land use and proposed RGS amendment is supported by the Agricultural Land Commission as an acceptable non-farm use that benefits agriculture (as stated in a June 7, 2013 letter to the Township).

#### Highway #1/200th Street

The third proposed amendment (Attachment 2) would re-designate approximately 23 hectares of land from RGS Mixed Employment to RGS General Urban for residential use. This is a Type 3 amendment, requiring adoption of a by-law to amend the RGS by a 50%+1 weighted vote of the Metro Vancouver Board.

#### Considering the Request

Once an RGS amendment process is initiated by the Board, staff will initiate a notification period (minimum 30 days) and prepare the necessary reports. "Regional Growth Strategy Procedures Bylaw No 1148, 2011" requires that Metro Vancouver first prepare a draft report for the Regional Planning Advisory Committee (RPAC) (planning directors from each member municipality). The report will include a description of RGS provisions applicable to each amendment, and is anticipated for the July 19, 2013 meeting of RPAC. The Regional Planning Advisory Committee then must, within four weeks, provide their comments as a resolution to Metro Vancouver staff. The Regional Planning Advisory Committee comments will then be considered by Metro Vancouver staff in preparing a report and recommendations to the Board.

A staff report providing a detailed analysis and recommendations to the Board regarding each of the proposed amendments is anticipated for the Regional Planning and Agriculture Committee and Board in October 2013. It will be accompanied by any comments received from the Regional Planning Advisory Committee and affected local governments and agencies. Recommendations will include:

- whether to proceed or not to proceed with bylaw introduction for each of the proposed amendments; and
- for each of those amendments recommended to proceed, a draft RGS amendment bylaw, a recommendation that the Board give 1<sup>st</sup> and 2<sup>nd</sup> Readings to the amendment bylaw and direct staff to set a date for Public Hearing.

#### **RGS Amendment Process**

Table 1 outlines the process envisioned for this proposed amendment and is based on the requirements of the RGS for minor amendments and the RGS Implementation Guideline #2 – Amendments to the Regional Growth Strategy.



Township of Langley Request to Amend the Regional Growth Strategy  
Regional Planning and Agriculture Committee Meeting Date: July 5, 2013  
Page 3 of 3

**Table 1: Timeline of RGS Amendment Process**

Date	Meeting
July 5, 2013	Regional Planning and Agriculture Committee
July 19, 2013	Report to Regional Planning Advisory Committee for consideration
July 26, 2013	Metro Vancouver Board initiates RGS amendment process and refers it to affected local governments and agencies for comment.
October 4, 2013	Regional Planning and Agriculture Committee
October 25, 2013	Metro Vancouver Board receive Metro Vancouver staff report, potentially give initial readings to the RGS Amendment bylaw and set a date for a public hearing.
Early to Mid-November	Public Hearing on proposed RGS Amendment Bylaw.
Late November	Board consideration of 3 <sup>rd</sup> reading and refer back to the Township of Langley for approval.

#### ALTERNATIVES

1. That the Board:
  - a) initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
  - b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.
2. That the Board provide further guidance on Initiating the Regional Growth Strategy amendment procedures for any or all of the three amendments requested by the Township of Langley.

#### FINANCIAL IMPLICATIONS

If the RGS amendment process is initiated there may be costs associated with the holding of a public hearing, relating primarily to advertising in a regional newspaper.

#### SUMMARY / CONCLUSION

The Township of Langley has submitted proposed amendments to the Regional Growth Strategy for Board consideration. The Board has the authority to initiate the proposed amendment as per RGS 6.4 and "Regional Growth Strategy Procedures Bylaw 1148, 2011". Staff recommends Alternative 1 to initiate the RGS amendment process to facilitate a fair process and fulsome regional dialogue on the proposed amendments and to notify affected local governments.

#### Attachments:

1. Township of Langley Council resolution (Doc. # 7563567).
2. Location of proposed RGS Land Use Designation Amendments (Doc. # 7563865).

7558014

Township of  
Langley



Est. 1873

June 24, 2013

File No. 0400-60; 6410-01

Metro Vancouver  
4330 Kingsway  
Burnaby, BC V5H 4G8

Attention: Chair Greg Moore, Board of Directors

Dear Chair Moore:

**Re: Official Community Plan, Bylaws No. 5000, 5010, 5011, and 5012**

At the June 17, 2013 Regular Evening Council meeting, Township of Langley Council passed the following motion:

*That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000";*

*That Council consider that "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000" is consistent with the Township of Langley Financial Plan;*

*That Council consider that "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000" is consistent with the Metro Vancouver Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan;*

*That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willowbrook Community Plan) Bylaw 1991 No. 3008 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5010";*

*That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5011";*

*That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5012";*

Metro Vancouver – Board of Directors  
Page 2...

*That Council authorize staff to schedule the required public hearing for Bylaw Nos. 5000, 5010, 5011 and 5012; and further*

*That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000.*

**CARRIED**

A copy of Report 13-75 is attached for reference purposes. You will note that Council has requested amendments to the Regional Growth Strategy land use designations as set out in Schedule A to the Official Community Plan Bylaw.

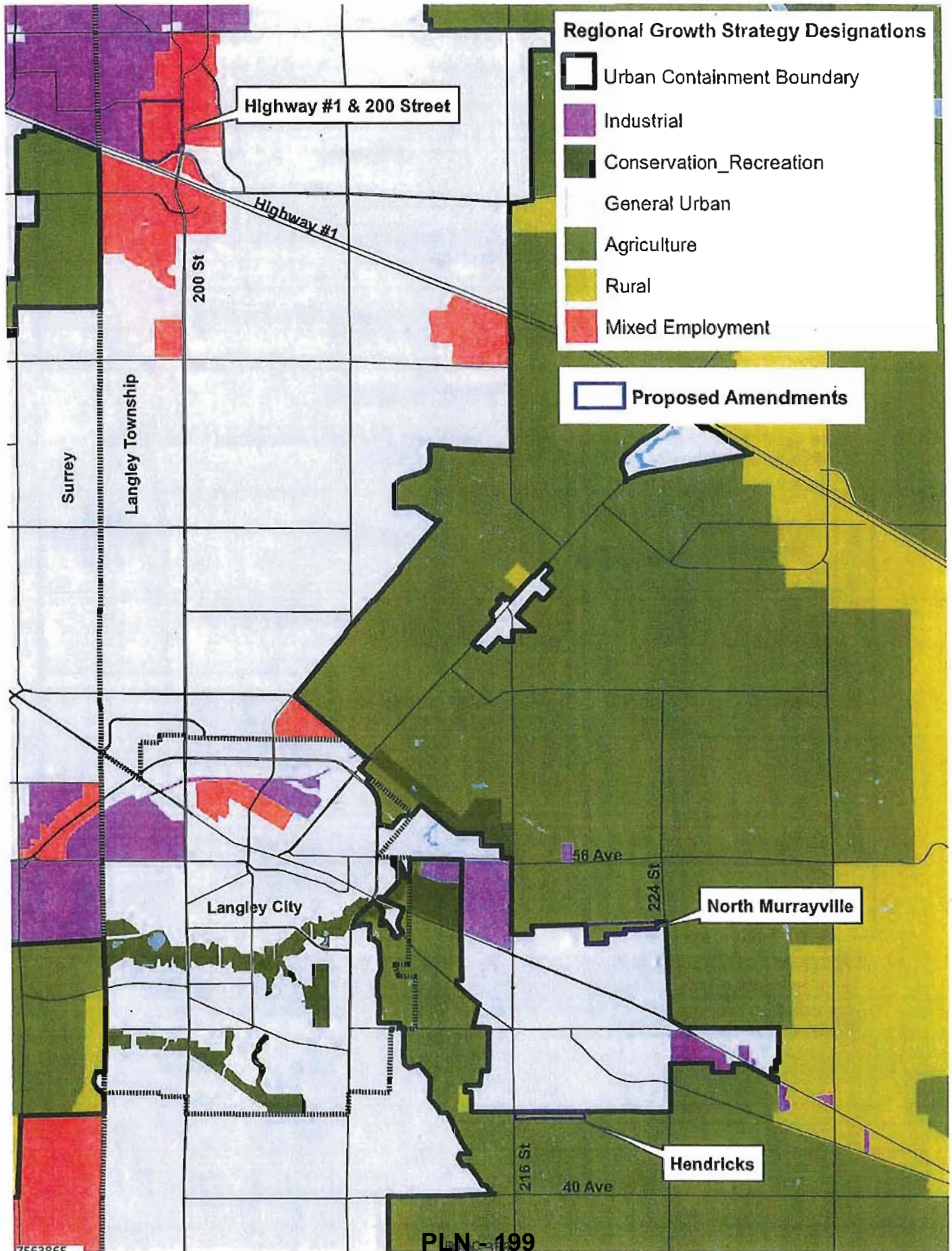
Yours truly,



Paul Crawford  
Manager, Long Range Planning

Enclosure: Report 13-75

copy: T. Hoff, Metro Vancouver, Senior Regional Planner  
P. Vetleson, Corporate Secretary, Metro Vancouver  
Mayor and Council  
R. Seifi, General Manager, Engineering and Community Development





#	Current RGS Designation	Proposed RGS Designation	Description	RGS Amendment Type
21	General Urban	Mixed Employment	to recognize existing commercial centre without permitting residential use	3
22	Agriculture and Rural	Rural and Agriculture	to accurately show properties that are in and out of the ALR at 8 Ave. & 272 St.	2

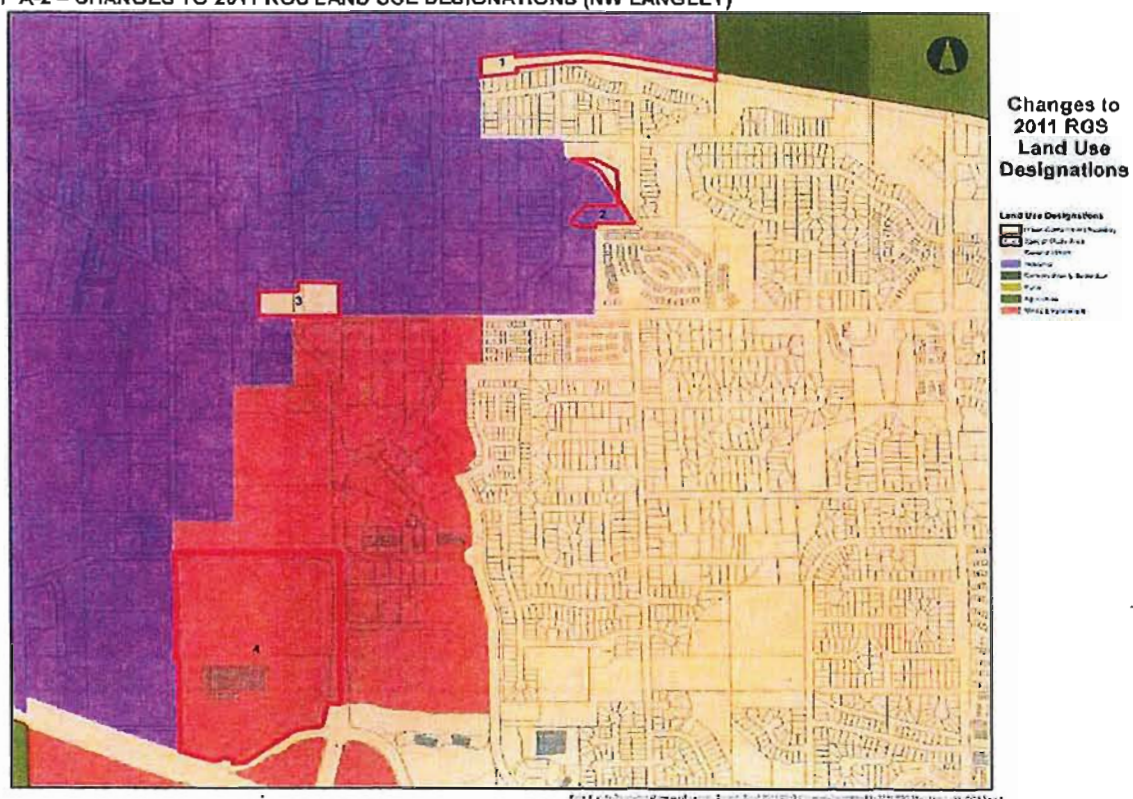
### 1.3.2. Significant Changes to the Regional Land Use Designations

More significant changes are listed in the table below and will require amendment to the RGS in conformity with Metro Vancouver RGS Amendment procedures.

#	Current RGS Designation	Proposed RGS Designation	Description	RGS Amendment Type
			<i>HWY 1 / 200 ST</i>	
4	Mixed Employment	General Urban	to accommodate mixed use proposal (north of freeway west of 200 St.)	3
11	Agriculture	General Urban	<i>NORTH MURRAYVILLE</i> to make a more consistent land use pattern along the north side of 52 Avenue by moving the Urban Containment Boundary north and designating the land General Urban north Murrayville, subject to approval of the ALC	2
13	Agriculture	General Urban	<i>HENDRICKS</i> To incorporate a development approved by the Agricultural Land Commission into the Urban Containment Boundary and designate it as General Urban	2

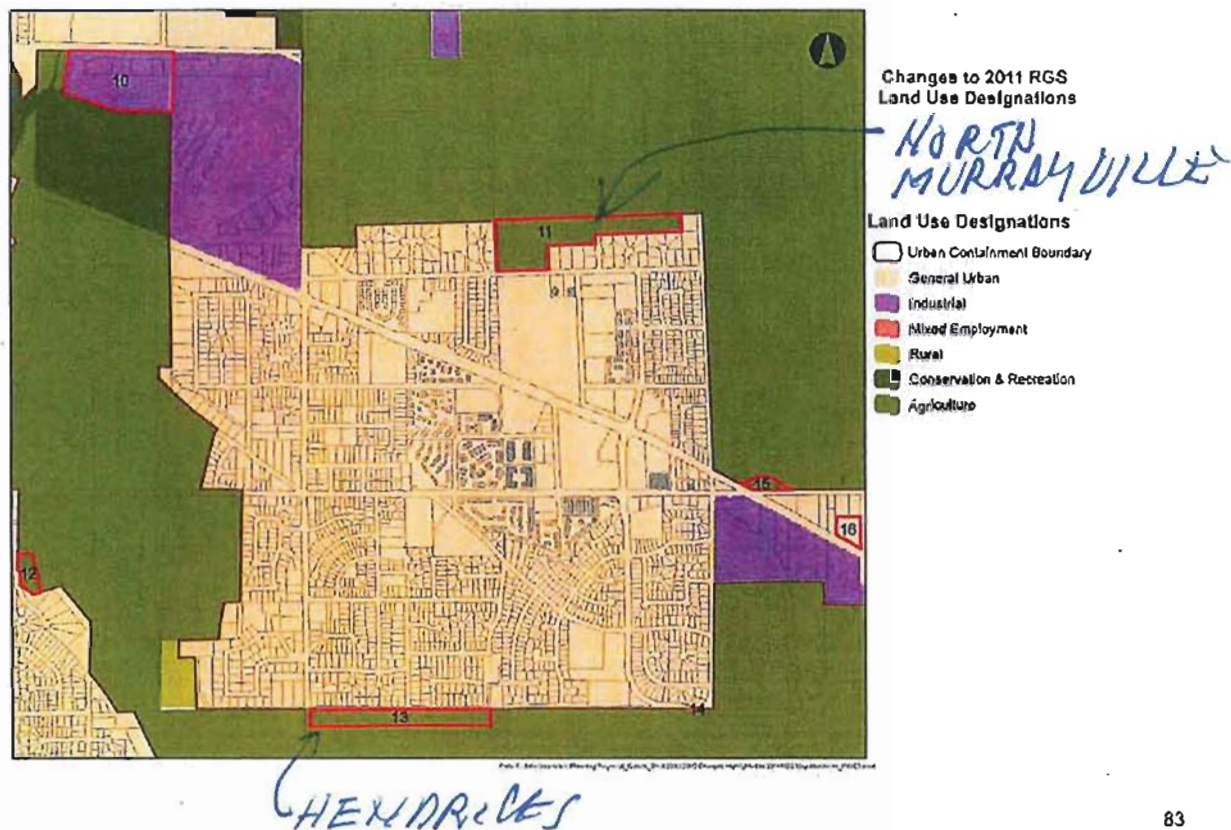
The University District areas shown as areas 7 and 8 on Map A4 were included in the OCP on June 10, 2013 under the Regional Context Statement that applied at the time, in reliance on representations by the Greater Vancouver Regional District arising from the prior ongoing historical development process.

MAP A-2 – CHANGES TO 2011 RGS LAND USE DESIGNATIONS (NW LANGLEY)



RPAC - 108 -

MAP A-5 – CHANGES TO 2011 RGS LAND USE DESIGNATIONS (MURRAYVILLE)



83

7581291

RPAC - 110 -


**metrovancover**

SERVICES AND SOLUTIONS FOR A LIVABLE REGION 4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 www.metrovancover.org

Greater Vancouver Regional District • Greater Vancouver Water District • Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

To: Regional Planning and Agriculture Committee

 From: Heather McNell, Regional Planning Division Manager  
Planning, Policy and Environment

Date: June 25, 2013

Meeting Date: July 5, 2013

Subject: Township of Langley Request to Amend the Regional Growth Strategy

#### RECOMMENDATION

That the Board:

- a) Initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
- b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.

#### PURPOSE

To provide the Board with the opportunity to initiate Regional Growth Strategy procedures for three proposed amendments submitted by the Township of Langley.

#### BACKGROUND

Section 6.4.1 of the Regional Growth Strategy (RGS) establishes that the process to initiate amendments to the RGS is by resolution of the Metro Vancouver Board. On June 17, 2013 Township of Langley Council passed a resolution, "That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000". The Township of Langley Council resolution is included as Attachment 1 to this report, and a map showing the location of the three proposed amendments is included as Attachment 2.

#### DISCUSSION

##### The Proposed Amendments

The Township of Langley Council resolution refers to three proposed Regional Growth Strategy Land Use Designation amendments.

##### North Murrayville

The first of the three (Attachment 2) is a proposal to re-designate RGS Agricultural to RGS General Urban and move the Urban Containment Boundary with an aim to making a more consistent land use pattern along the north side of 52 Avenue. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. The parcel is within the Agricultural Land Reserve. The proposed amendment is not supported by the Agricultural Land Commission (as indicated in a June 7, 2013 letter to the Township of Langley). RGS Section 2.3.4 states that Metro Vancouver's role is to "work with the Agricultural Land Commission to protect the region's agricultural land base and not amend the Agricultural or Rural land use designation of a site if it is still part of the Agricultural Land Reserve, except to change it to an Agricultural land use designation".



#### Hendricks

The second proposed amendment (Attachment 2) is to re-designate approximately 4 hectares of land from RCS Agricultural to RGS General Urban, and to extend the Urban Containment Boundary, to allow for 21 single family residential lots. This is a Type 2 RGS amendment, requiring a public hearing and adoption of a by-law to amend the RGS by a two-thirds weighted Metro Vancouver Board vote. This application is also located within the Agricultural Land Reserve, however, the land use and proposed RGS amendment is supported by the Agricultural Land Commission as an acceptable non-farm use that benefits agriculture (as stated in a June 7, 2013 letter to the Township).

#### Highway #1/200th Street

The third proposed amendment (Attachment 2) would re-designate approximately 23 hectares of land from RGS Mixed Employment to RGS General Urban for residential use. This is a Type 3 amendment, requiring adoption of a by-law to amend the RGS by a 50%+1 weighted vote of the Metro Vancouver Board.

#### Considering the Request

Once an RGS amendment process is initiated by the Board, staff will initiate a notification period (minimum 30 days) and prepare the necessary reports. "Regional Growth Strategy Procedures Bylaw No 1148, 2011" requires that Metro Vancouver first prepare a draft report for the Regional Planning Advisory Committee (RPAC) (planning directors from each member municipality). The report will include a description of RGS provisions applicable to each amendment, and is anticipated for the July 19, 2013 meeting of RPAC. The Regional Planning Advisory Committee then must, within four weeks, provide their comments as a resolution to Metro Vancouver staff. The Regional Planning Advisory Committee comments will then be considered by Metro Vancouver staff in preparing a report and recommendations to the Board.

A staff report providing a detailed analysis and recommendations to the Board regarding each of the proposed amendments is anticipated for the Regional Planning and Agriculture Committee and Board in October 2013. It will be accompanied by any comments received from the Regional Planning Advisory Committee and affected local governments and agencies. Recommendations will include:

- whether to proceed or not to proceed with bylaw introduction for each of the proposed amendments; and
- for each of those amendments recommended to proceed, a draft RGS amendment bylaw, a recommendation that the Board give 1<sup>st</sup> and 2<sup>nd</sup> Readings to the amendment bylaw and direct staff to set a date for Public Hearing.

#### RGS Amendment Process

Table 1 outlines the process envisioned for this proposed amendment and is based on the requirements of the RGS for minor amendments and the RGS Implementation Guideline #2 – Amendments to the Regional Growth Strategy.

Township of Langley Request to Amend the Regional Growth Strategy  
Regional Planning and Agriculture Committee Meeting Date: July 5, 2013  
Page 3 of 3

**Table 1: Timeline of RGS Amendment Process**

Date	Meeting
July 5, 2013	Regional Planning and Agriculture Committee
July 19, 2013	Report to Regional Planning Advisory Committee for consideration
July 26, 2013	Metro Vancouver Board initiates RGS amendment process and refers it to affected local governments and agencies for comment.
October 4, 2013	Regional Planning and Agriculture Committee
October 25, 2013	Metro Vancouver Board receive Metro Vancouver staff report, potentially give initial readings to the RGS Amendment bylaw and set a date for a public hearing.
Early to Mid-November	Public Hearing on proposed RGS Amendment Bylaw.
Late November	Board consideration of 3 <sup>rd</sup> reading and refer back to the Township of Langley for approval.

#### ALTERNATIVES

1. That the Board:
  - a) Initiate Regional Growth Strategy amendment procedures for three amendments requested by the Township of Langley; and
  - b) direct staff to provide written notice of the proposed amendments to all affected local governments and appropriate agencies.
2. That the Board provide further guidance on initiating the Regional Growth Strategy amendment procedures for any or all of the three amendments requested by the Township of Langley.

#### FINANCIAL IMPLICATIONS

If the RGS amendment process is initiated there may be costs associated with the holding of a public hearing, relating primarily to advertising in a regional newspaper.

#### SUMMARY / CONCLUSION

The Township of Langley has submitted proposed amendments to the Regional Growth Strategy for Board consideration. The Board has the authority to initiate the proposed amendment as per RGS 6.4 and "Regional Growth Strategy Procedures Bylaw 1148, 2011". Staff recommends Alternative 1 to initiate the RGS amendment process to facilitate a fair process and fulsome regional dialogue on the proposed amendments and to notify affected local governments.

#### Attachments:

1. Township of Langley Council resolution (Doc. # 7563567).
2. Location of proposed RGS Land Use Designation Amendments (Doc. # 7563865).

7558014

Township of  
Langley



Est. 1873

June 24, 2013

File No. 0400-60; 6410-01

Metro Vancouver  
4330 Kingsway  
Burnaby, BC V5H 4G8

Attention: Chair Greg Moore, Board of Directors

Dear Chair Moore:

**Re: Official Community Plan, Bylaws No. 5000, 5010, 5011, and 5012**

At the June 17, 2013 Regular Evening Council meeting, Township of Langley Council passed the following motion:

*That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000";*

*That Council consider that "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000" is consistent with the Township of Langley Financial Plan;*

*That Council consider that "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2013 Official Community Plan) Bylaw 2013 No. 5000" is consistent with the Metro Vancouver Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan;*

*That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willowbrook Community Plan) Bylaw 1991 No. 3008 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5010";*

*That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5011";*

*That Council give first and second reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Updated Official Community Plan) Bylaw 2013 No. 5012";*

Metro Vancouver – Board of Directors  
Page 2...

*That Council authorize staff to schedule the required public hearing for Bylaw Nos. 5000, 5010, 5011 and 5012; and further*

*That Council submit a request to the Board of the Greater Vancouver Regional District for amendments to the Regional Growth Strategy land use designations as set out in Schedule A of Bylaw No. 5000.*

**CARRIED**

A copy of Report 13-75 is attached for reference purposes. You will note that Council has requested amendments to the Regional Growth Strategy land use designations as set out in Schedule A to the Official Community Plan Bylaw.

Yours truly,



Paul Crawford  
Manager, Long Range Planning








Enclosure: Report 13-75

copy: T. Hoff, Metro Vancouver, Senior Regional Planner  
P. Vetleson, Corporate Secretary, Metro Vancouver  
Mayor and Council  
R. Seifl, General Manager, Engineering and Community Development

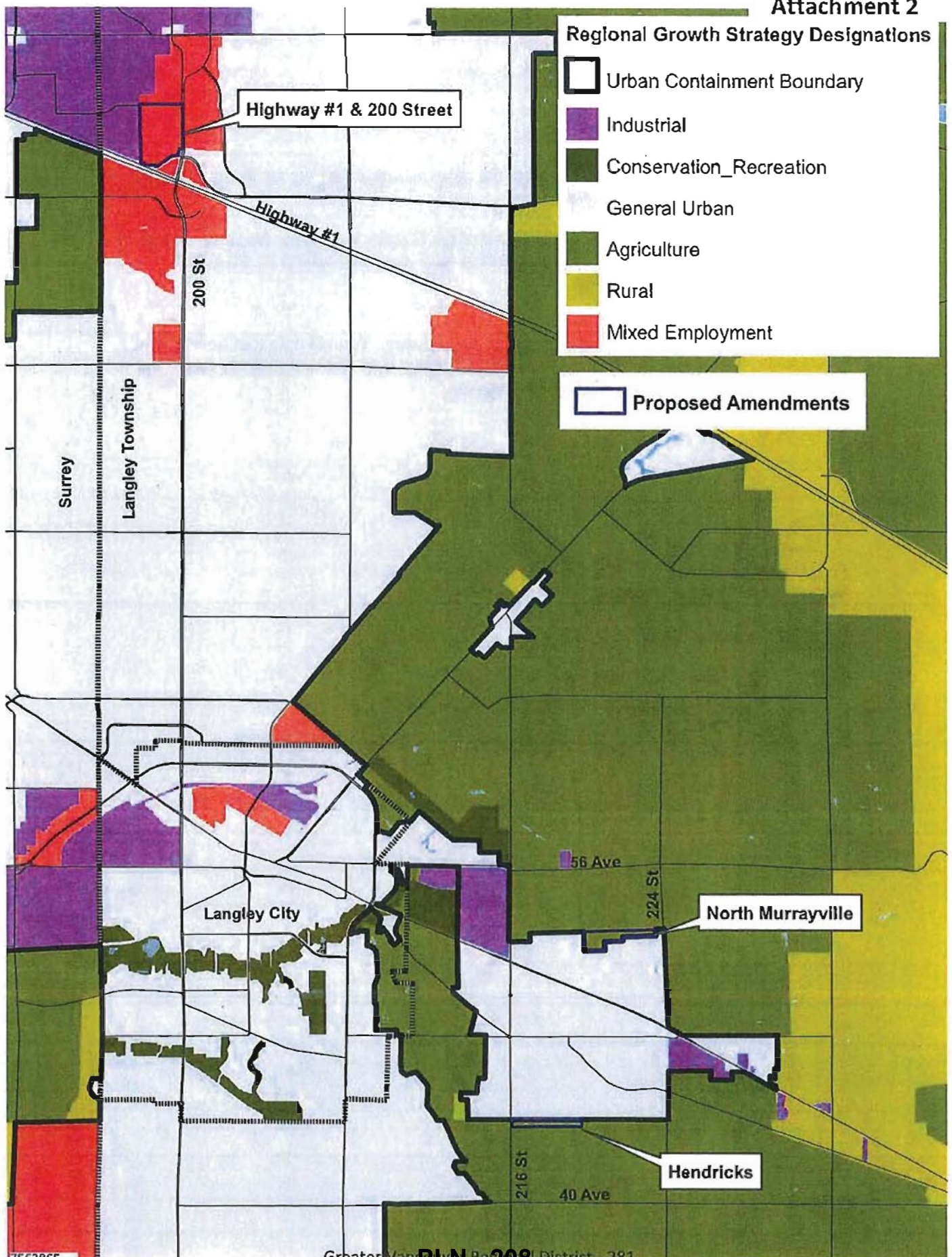


## Attachment 2

### Regional Growth Strategy Designations

-  Urban Containment Boundary
-  Industrial
-  Conservation\_Recreation
-  General Urban
-  Agriculture
-  Rural
-  Mixed Employment

 Proposed Amendments





June 7, 2013

Township of Langley  
20338 65 Avenue  
LANGLEY BC V2Y 3J1

Attention Paul Crawford, Manager, Long Range Planning

**Agricultural Land Commission**

133 – 4940 Canada Way  
Burnaby, British Columbia V5G 4K6  
Tel: 604 660-7000  
Fax: 604 660-7033  
www.alc.gov.bc.ca

Planning Review 46511  
Reply to the attention of Tony Pellett

**Re: Township of Langley Draft Official Community Plan (OCP) Update**

Thank you for allowing us and the Ministry of Agriculture until this afternoon to submit our comments in time for the plan being provided for Council consideration of first and second reading. We have seen a draft of the Ministry's comments and endorse their intent.

It is worth noting that in the draft OCP's statement of historical context, the very first of the growth challenges noted is "protecting agricultural land...." That is a very good start!

In this letter, comments are given first on the OCP itself, in order by relevant section, then comments are given on Langley's proposed changes to the 2011 RGS land use designations.

1.3 At the end of the first paragraph, the statement is made, "Land for development is limited." In view of the context the Commission would prefer that it read, "Land for **urban** development is limited."

1.6 Section 6.11 of the Regional Growth Strategy (RGS) states, "In accordance with the *Agricultural Land Commission Act*, in the event that there is an inconsistency between the regional land use designations or policies set out in the Regional Growth Strategy and the requirements of the *Agricultural Land Commission Act* or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail."

Sections 46(2), 46(4) and 46(5)(b) of the *Agricultural Land Commission Act* (the "Act") state, (2) "A local government in respect of its bylaws...must ensure consistency with this Act, the regulations and the orders of the Commission." (4) "A local government bylaw ...that is inconsistent with the Act, the regulations or an order of the commission has, to the extent of the inconsistency, no force or effect." (5)(b) "Without limiting subsection (4), a local government bylaw...is deemed to be inconsistent with this Act if it contemplates a use of land that would impair or impede the intent of this Act, the regulations or and order of the Commission, whether or not that use requires the adoption of any further bylaw...."

The Commission has observed six areas of inconsistency:

In the Aldergrove Community Plan there are five discrete areas (four major and one very small) which were the subject of a Langley block exclusion application (Commission File 30232) and which have not subsequently been approved or conditionally approved for exclusion from the ALR.

In the Rural Community Plan, no part of the area between 264 and 268 Streets, from 33 Avenue north to the south boundary of the Aldergrove federally owned lands, has been approved or conditionally approved for exclusion from the ALR.

One of these areas is shown designated Industrial and the other five are shown designated for Urban Use, all within an Urban Growth Boundary and in all, the OCP is of no force or effect. These inconsistencies cannot be remedied through the Regional Context Statement but the Regional Context Statement should acknowledge them and Map 1 should relocate the Urban Growth Boundary, in both cases identifying the six designations as being of no force or effect unless and until approved by the Provincial Agricultural Land Commission.



**2.2.15** The first sentence should read, "In accordance with the intent of the RGS and subject to the necessary Agricultural Land Commission approval if granted, agriculture in areas designated as Conservation and Recreation may be limited to primarily soil-based agriculture."

**2.4.18 and 2.4.19** The Commission concurs with the text, but in its review of proposed changes to 2011 RGS Land Use Designations [item 7] has identified the need for map changes to achieve consistency (similar to the comments under 1.6).

**2.5.16** As written, the first bullet point calls for creating greenbelts between [new] urban areas and the ALR boundary. The Commission concurs. Referring back to 2.1.4, the Arbour Ribbon should extend into the ALR only where no other option is possible or where it does not take land out of agricultural production.

**3.3.1** Add, "Consult with the Agricultural Land Commission where any trails or parks are being contemplated within or adjacent to the ALR."

**3.5.22** Explore opportunities for linking Langley's historic sites and areas with the parks and open space networks of the Township and Metro Vancouver, consulting with the Agricultural Land Commission and obtaining approval as necessary, where such links or networks affect the ALR.

**3.6.9** A third bullet point is needed: restricting subdivision of land in agricultural areas.

**3.7** Protecting employment lands is an important function for the Township. While recognizing that the agricultural industry and its land base provide a major source of employment, the focus of this section is to ensure that Ensuring land is available for a range of other industrial uses, thus providing provides stability and reassurance to existing and potential business owners and industries, and offering a more enticing environment to secure long-term business investment in the community.

**3.8.15** The Commission has not formally responded to the Master Transportation Plan but has expressed concern over the long term use of 8 Avenue as a truck route. In the spirit of 3.8.19, the Commission has been in contact with the City of Abbotsford with a view to achieving a link from 18 Avenue (King Road) to 8 Avenue (Huntingdon Road) as part of the end use of land currently used by gravel extraction operations east of Bradner Road. The Commission believes that if and when that link is in place there may be no further need to identify 8 Avenue as a truck route. The Commission has no objection to 8 Avenue being illustrated on Map 8 of this OCP, but it is possible that the Commission may limit the extent to which any 8 Avenue road widening application is approved under section 6(a) of the Regulation.

**3.14.4 through 3.14.7** The OCP needs to contain a reference to the need for obtaining Commission approval [Regulation sections 6(c)(ii) and 6(d)] for recreational trails including greenways and greenbelt walkways/bikeways.

**3.16.18** The Commission defers to the Ministry of Agriculture for comment on this subject.

**4.1.3** Please ensure that the Commission has a timely rôle in reviewing or assisting with the review of community plans having a significant ALR component.

**Map 14** The Commission has reviewed the proposed amendments to the RGS land use designations and has the following comments:

1 to 4 are non-ALR

**5** Add to General Urban parts of small lots that are in the ALR

A—Four lots fronting Glover Road, all owned by the Township of Langley. The ALR portions of Lots 59 and 60 fronting Glover Road are not excepted under section 23(1) of the ALC Act because on 21 December 1972 they were on the same certificate of title issued under the Land Registry Act, R.S.B.C. 1960, c.208.

NORTH MURRAYVILLE  
AREA

- 10 Extend General Urban and Urban Containment Boundary north of 52 Avenue  
This area is part of a farm. In 1979 the Commission in conjunction with the Township of Langley conducted a review of ALR boundaries and excluded the north side of 52 Avenue immediately to the east of the subject land. In 1980 the Commission refused an application to exclude an area on the southern frontage of the subject land, which is more suitable for agriculture than the land immediately to the east. The Commission does not endorse the proposal to extend the General Urban designation and the Urban Containment boundary.
- 11 Include ALR parcel associated with a residential area into the Urban Containment Boundary  
In 1980 the Commission allowed an application to exclude the parcel immediately to the south because of its unsuitability for agriculture. It and the subject property are situated on a slope above an area which is clearly suitable for agriculture. Given Langley's commitment to edge planning, the Commission has no objection to the inclusion of this parcel within the Urban Containment Boundary.
- 12 Incorporate a development into General Urban and the Urban Containment Boundary  
The Commission has approved this development and endorses its inclusion within the Urban Containment Boundary and its designation as General Urban.
- 13 Recognize a minor urban extension into the ALR  
The Commission endorses the inclusion of this parcel within the Urban Containment Boundary and its designation as General Urban.
- 14 Recognize an area isolated by an approved road relocation  
The Commission endorses the inclusion of this area within the Urban Containment Boundary.
- 15 to 18 are non-ALR
- 19 Recognize approved riverside industrial operations in two locations  
Of the three sites, only the one on the east side of 256 Street is excluded from the ALR. The Commission has approved non-farm use of the one on the west side of 256 Street. The Commission conditionally approved the one on the east side of 264 Street but the site is being operated without fulfillment of all conditions. The Commission endorses Industrial designation of the western part of 19 but questions whether the proposal to designate the eastern part of 19 as Industrial should be deferred until all conditions have been met.
- 20 Non-ALR
- 21 Correct the mapped location of an ALR boundary  
The Commission endorses the proposed map correction. The two 8 ha parcels directly west of the regional district boundary have been included into the ALR. The two 2 ha parcels to the west of those parcels have never been in the ALR.

Yours truly

PROVINCIAL AGRICULTURAL LAND COMMISSION



Tony Pellett, Regional Planner

cc: Terry Hoff, Senior Regional Planner, Metro Vancouver  
Bert van Dalzen, Strengthening Farming Program, Ministry of Agriculture, Abbotsford  
Kathleen Zimmerman, Regional Agrologist, Ministry of Agriculture, Abbotsford

TP/48511m1





**Agricultural Land Commission**  
133-4940 Canada Way  
Burnaby, British Columbia V5G 4K6  
Tel: 604 660-7000  
Fax: 604 660-7033  
www.alc.gov.bc.ca

April 23, 2010

Reply to the attention of Ron Wallace  
ALC File: 50333

Alan Hendricks  
21846 44 Avenue  
LANGLEY BC V3A 3E8

*HENDRICKS AREA*

**Re: Application to Exclude land from the Agricultural Land Reserve**

Please find attached the Minutes of Resolution # 2420/2010 outlining the Commission's preliminary decision as it relates to the above noted application. As agent, it is your responsibility to notify your fellow applicants accordingly. A copy of the minutes must be provided to each landowner.

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION

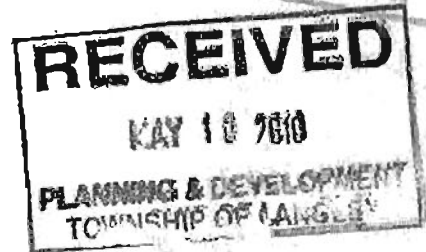
Per:

  
Erik Karlsen, Chair

Enclosure: Minutes

cc: Township of Langley (10-31-0151)

TP/  
50333d1





## MINUTES OF THE PROVINCIAL AGRICULTURAL LAND COMMISSION

A meeting was held by the Provincial Agricultural Land Commission on March 25, 2010 at Langley, B.C.

<b>PRESENT:</b>	Sylvia Pranger	Chair, South Coast Panel
	Michael Bose	Commissioner
	John Tomlinson	Commissioner
	Tony Pellett	Staff

### For Consideration

Application: 50333  
 Applicants: Alan Hendricks, Elizabeth Hendricks, Chin-Chu Hou, Mei-Yu Yeh, Robert James Frain, Shawn Robert Frain, Cheryl Lynne Frain  
 Agent: Alan Hendricks  
 Proposal: Exclude three parcels from the ALR for urban development in conjunction with edge planning and establishment of an agricultural trust fund.  
 Legal: PID: 001-017-926 Lot 1, Sec.31 Twp.10 NWD, Plan 68899  
 PID: 001-017-934 Lot 2, Sec.31 Twp.10 NWD, Plan 68899  
 PID: 002-382-393 Pcl."ONE" (Ref. Plan 17269) of Pcl."A" (Ref. Plan 4268) of the SW¼ Sec.31 Twp.10 NWD  
 Location: South side of 44 Avenue between 216 and 219A Streets, Langley

### Site Inspection

A site inspection was conducted on December 8, 2009. Those in attendance were:

- Sylvia Pranger Chair, South Coast Panel
- Michael Bose Commissioner
- John Tomlinson Commissioner
- Ron Wallace Staff
- Tony Pellett Staff
- Alan Hendricks Applicant/Agent
- Dave Melnychuk Agrologist for the applicants

The Commissioners and staff met with the proponent and his agrologist to view the site and discuss the application. It was observed that portions of the subject lands in the treed areas and the adjoining farmland to the south are subject to dumping of garden waste material from the adjacent residential areas. It was also observed that the subject lands being long and narrow have limited potential for agricultural development, but could serve as a good transitional area or buffer between the residential development to the north and the agricultural lands to the south.

### Exclusion Meeting

An exclusion meeting was conducted on December 8, 2009 at Abbotsford B.C. Those in attendance were:

- Erik Karlsen Commission Chair
- Sylvia Pranger Chair, South Coast Panel
- Michael Bose Commissioner
- John Tomlinson Commissioner
- Ron Wallace Staff

Page 2 of 4 Resolution # 2420/2010  
Application # 50333

- Tony Pellett                      Staff
- Alan Hendricks                Applicant/Agent
- Dave Melnychuk              Agrologist for the applicants

Applicant Alan Hendricks initiated the discussion with an overview of his lengthy involvement with the objective of creating single family lots from the subject properties. The consulting agrologist, Dave Melnychuk, discussed his involvement with establishing an agricultural land trust fund in another community and how a similar fund could be a useful tool with this application. Commission Chair Erik Karlsen concurred that an agricultural land trust fund with a set of guidelines for agricultural planning initiatives could be beneficial to this application but advised that the Commission should not be directly involved with the establishment of this fund. The Commissioners encouraged the proponents to contact the Township of Langley towards this goal and also stressed the importance of finding a Council member to take a leadership role with this matter. Lastly, the Commissioners asked to be kept informed of their progress.

#### **Commissioner Eligible to Vote**

Commissioner Karlsen was not present at the site inspection. It was confirmed that a summary of the site inspection was provided thus establishing the Commissioner's eligibility to vote on the application.

#### **Context**

The proposal was weighed against the purposes of the Commission as stipulated in section 6 of the *Agricultural Land Commission Act* (the "Act"). They are:

1. to preserve agricultural land
2. to encourage farming on agricultural land in collaboration with other communities of interest, and
3. to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, bylaws and policies.

#### **Discussion**

##### **Assessment of Agricultural Capability**

In assessing agricultural capability, the Commission refers in part to agricultural capability mapping and ratings. The ratings are interpreted using the Canada Land Inventory (CLI), 'Soil Capability Classification for Agriculture' system, or the BC Land Inventory (BCLI), 'Land Capability Classification for Agriculture in B.C.' system.

The application included a report from Eveline Wolterson, P.Ag. Using the BCLI system, she identified the following agricultural capability ratings on the properties:

- Class 3 – Land in this class has limitations that require moderately intensive management practices or moderately restrict the range of crops, or both.
- Class 4 – Land in this class has limitations that require special management practices or severely restrict the range of crops, or both.
- Class 5 – Land in this class has limitations that restrict its capability to producing perennial forage crops or other specially adapted crops.
- Class 6 – Land in this class is non-arable but is capable of producing native and or uncultivated perennial forage crops.
- Class 7 – Land in this class has no capability for arable or sustained natural grazing.

Page 3 of 4 Resolution # 2420/2010  
Application # 50333

#### Subclasses

D undesirable soil structure      P stoniness      W excess water

#### Assessment of Agricultural Suitability

The Commission assessed whether external factors have caused or will cause the land to become unsuitable for agriculture. The Commission believes there are external factors that render the land of very limited suitability for agricultural use. They are encroaching non-farm development and the extremely shallow depth of the properties.

#### Assessment of Impact on Agriculture

The Commission also assessed the impact of the proposal against the long term goal of preserving agricultural land. At present, the subject lands and the adjoining farmland to the south are subject to dumping from the residential area through the treed areas along the length of the shallow subject lands. The proposal would eliminate the potential for dumping on the farmlands to south, thus the Commission believes the proposal could have a positive impact on existing or potential agricultural use of adjoining lands.

#### Assessment of Other Factors

The proposal to initiate edge planning on this site would not normally be of benefit if it formed part of a proposal to eliminate agriculture from part of the ALR. In this case, the parcels (after road widening) have a ratio of 6:1 breadth to depth and are in an area which the Langley Rural Plan designated as Small Farms/Country Estates without Commission endorsement. When this proposal was first discussed with the Township, its staff were preparing to advance a Rural Plan amendment to eliminate the Small Farms/Country Estates designation from areas where it is of no force and effect because of the lack of Commission endorsement. At this time there is no evidence that Langley intends to follow through with that initiative.

The applicants' proposal to establish a Township of Langley agricultural land trust with initial funds coming from this subdivision is of interest, the first considerations being whether Council will agree and whether the criteria for disposition of funds will be as acceptable to the Commission as for the equivalent fund in Abbotsford.

#### Conclusions

1. That the land under application has agricultural capability and is appropriately designated as ALR.
2. That the land under application is not very suitable for agricultural use.
3. That the proposal will not impact agriculture.
4. That the proposal can be rendered consistent with the objective of the *Agricultural Land Commission Act* to preserve agricultural land.

#### IT WAS

**MOVED BY:** Commissioner Pranger

**SECONDED BY:** Commissioner Tomlinson

**THAT** under paragraph 30(2)(c) of the *ALC Act*

1. the Commission refuse exclusion, in part to avoid conflict with the regional growth strategy now in the final stages of preparation and in part to avoid creating expectations in the rest of the area designated Small Farms/Country Estates without Commission endorsement,



Page 4 of 4 Resolution # 2420/2010  
Application # 50333

2. the Commission approve in principle the subdivision of the subject lands on the understanding that the Township of Langley is in favour of the type of edge planning proposed for this application and has recently resolved to proceed with study of an agricultural land trust as proposed by the applicant, and
3. without prejudice to more detailed conditions which may be set in the event of the Township's agreement to proceed with edge planning and an agricultural land trust, the Commission advise that it believes the proposed subdivision leaves scant space for residential improvements thus potentially tempting owners to compromise the buffer, and for that reason the Commission believes that the proposed lots should be at least half again as large as proposed.

**CARRIED**  
**Resolution # 2420/2010**



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**To:** Planning Committee  
**From:** Wayne Craig  
Director of Development  
**Date:** September 3, 2013  
**File:** HA 13-641865  
**Re:** Application by Steveston Flats Development Corp. for a Heritage Alteration  
Permit at 3471 Chatham Street

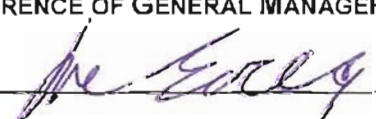
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**Staff Recommendation:**

That a Heritage Alteration Permit be issued to authorize the demolition of structures and associated infrastructure at 3471 Chatham Street and prepare the site for a future development, on a site zoned Steveston Commercial (CS3), including:

- a) The removal of the existing concrete bas-relief panels on the face of the building;
- b) Temporary on-site storage of the concrete panels;
- c) The securing of the site during demolition;
- d) The demolition and removal of the building;
- e) The excavation and removal of associated infrastructure; and
- f) Deposit of a subdivision plan at the Land Title Office for a corner truncation at the south-east corner of the site.

  
Wayne Craig  
Director of Development  
BK:kt  
Att.

<b>REPORT CONCURRENCE</b>
CONCURRENCE OF GENERAL MANAGER 

## **Staff Report**

### **Origin**

Steveston Flats Development Corp. has applied to the City for permission to demolish the existing building and associated infrastructure, and to secure the site at 3471 Chatham Street (Attachment 1), on a site zoned Steveston Commercial (CS3). The subject property is located within the Steveston Village Heritage Conservation Area, but the existing bank building is not an identified heritage resource.

The owners of the property are requesting permission for demolition in order to prepare the site for a rezoning and development permit application, and to remove and salvage the existing concrete mural panels depicting scenes of the fishing industry on the face of the building. The owners have applied for a Demolition Permit (D8 13 – 641863).

Staff are aware that there is community interest in the retention of these panels in some fashion. The developer has voluntarily agreed to carefully remove the panels from the building prior to demolition, and proposes that the panels be integrated into the design of the new building on the site. If there are any surplus panels following construction, staff will discuss alternative uses of the panels with other City departments, community groups, and the Richmond Heritage Commission.

As the site is located within the OCP-Steveston Area Plan and within the Steveston Heritage Conservation Area, a Heritage Alteration Permit must be approved by Council prior to any work occurring on the site.

### **Findings of Fact**

The OCP-Steveston Area Plan requires a Heritage Alteration Permit (HAP) in the designated Steveston Village Heritage Conservation Area be issued prior to:

- Altering a building or structure (including building demolition) or land (including landscape features).

Approval of a Heritage Alteration Permit by Council does not require a Public Hearing.

### **Surrounding Development**

The subject property is located at the north-west corner of the intersection of 3<sup>rd</sup> Avenue and Chatham Street in Steveston Village, within the Steveston Village Heritage Conservation Area. The OCP-Steveston Area Plan designates the site as “Heritage Mixed-Use (Commercial-Industrial with Residential & Office Above)”.

Surrounding land uses are:

To the North: Across a dedicated city lane, single family residential lots fronting Broadway Street and 3<sup>rd</sup> Avenue, zoned “Single Detached (RS1/A)”.

To the East: Across 3<sup>rd</sup> Avenue, a 3-storey mixed use building zoned “Steveston Commercial (CS3)”.

To the South: Across Chatham Street, parking lot for the Steveston Hotel, and a designated heritage building (former Steveston Courthouse) occupied by Penta Builders and the Adorabelle Tea Room, zoned “Steveston Commercial (CS2)”.

To the West: Across a dedicated (but un-constructed) city lane, single family residential lots fronting 4<sup>th</sup> Avenue zoned “Single Detached (RS1/A)”.

The Steveston Courthouse building was designated and protected by Richmond City Council under Bylaw No. 4362, adopted by Council on September 24, 1984.

### **Staff Comments**

Staff support the demolition of the existing building as it is unoccupied and the owners wish to redevelop the site. The building is not an identified heritage resource, and the Heritage Alteration Permit would allow the dedication of a small corner truncation for roads purposes, and would facilitate the removal and salvage of the concrete mural panels on the building.

### **Analysis**

#### Heritage Alteration Permit

The requested Heritage Alteration Permit would be for the following activities only:

- Removal and temporary storage on-site of the existing concrete mural panels on the building. The concrete panels are intended to be re-used as a portion of the cladding on a future building on the site.
- Demolition and removal of the existing building.
- Securing the site during demolition and clearing.
- Excavation and removal of infrastructure associated with the building. The works are not permitted to impact the sanitary sewer in the dedicated lane at the north of the site. The works are also not permitted to impact the storm sewer located on the 3<sup>rd</sup> Avenue frontage of the site.
- Deposit of a subdivision plan at the Land Title Office for a small corner truncation from the south-east corner of the site for road dedication purposes, at the intersection of 3<sup>rd</sup> Avenue and Chatham Street.

It is appropriate to secure the road dedication at this time, as part of the site preparation for the next phase of development under the recently submitted rezoning application (RZ 13 – 643346). Details of the road requirements and configuration of the corner truncation will be determined through the rezoning application, to the satisfaction of the Transportation Division.

Registration of the subdivision plan to dedicate the road will be a condition of final adoption of the rezoning bylaw.



**Financial Impact or Economic Impact**

None.

**Conclusion**

Staff recommends that the Heritage Alteration Permit be issued to authorize the demolition of the building, removal of associated infrastructure, temporary storage of the concrete mural panels on site, and registration of a subdivision plan to secure road dedication for the property at 3471 Chatham Street in Steveston Village.

A handwritten signature in black ink, appearing to read 'Bj - Konkin'.

Barry Konkin,  
Program Coordinator, Development

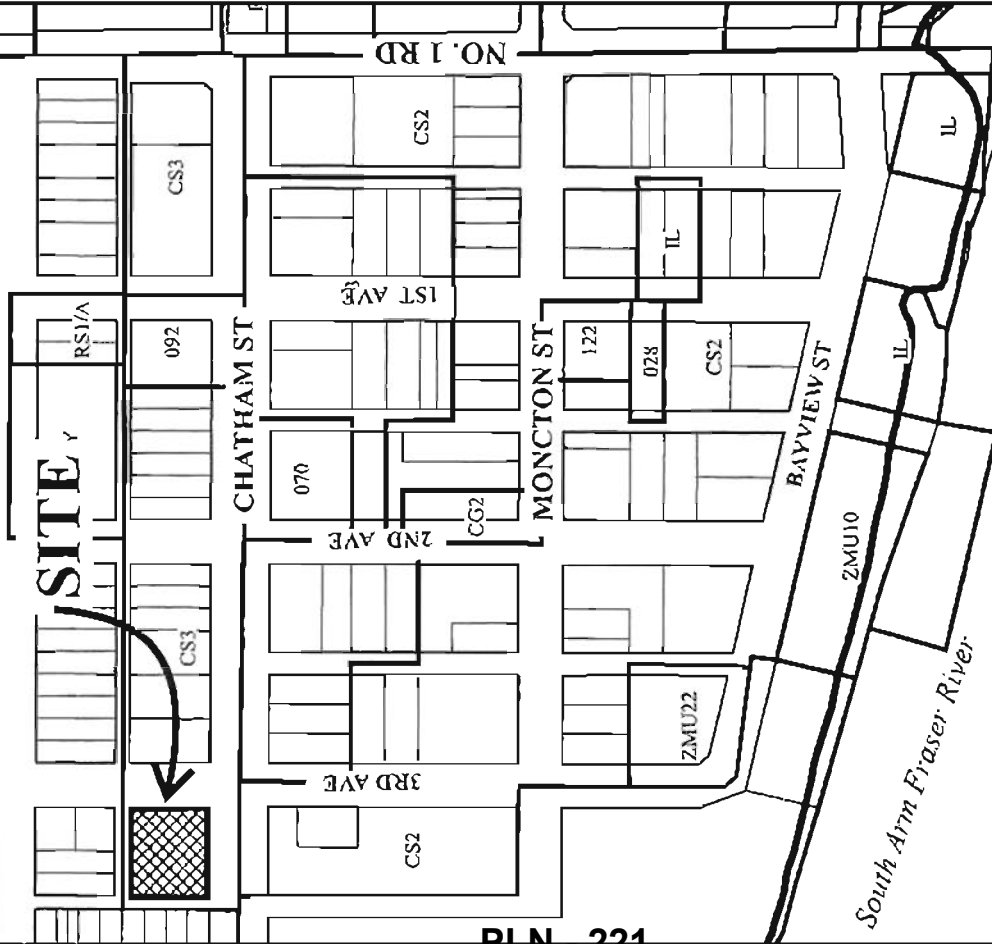
BK:kt

Attachment 1: Location Map and GIS Aerial Photo



# City of Richmond

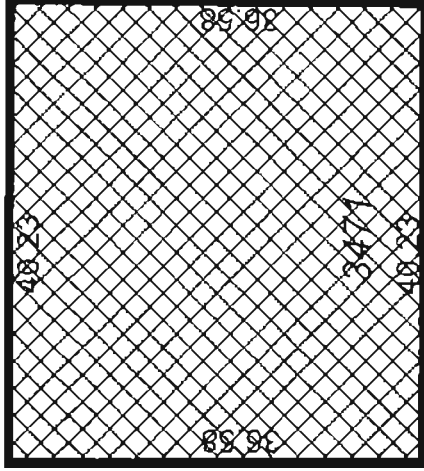
**SITE**



PLN - 221

**CHATHAM ST**

**3RD AVE**



49	13.11	18.28
35	40.27	
13		

3	18.29	20.13	11937	18.30	36
2					
3					
2					



**HA 13-641865**

Original Date: 08/13/13

Revision Date:

Note: Dimensions are in METRES





HA 13-641865

PLN - 222

Original Date: 08/13/13

Amended Date:

Note: Dimensions are in METRES





# City of Richmond

## Heritage Alteration Permit

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

File No.: HA 13 - 641865

To the Holder: Steveston Flats Development Corp.

Property Address: 3471 Chatham Street

Legal Description: PID: 003-647-340  
LOT "A" (RD65195) BLOCK 20 SECTION 3 BLOCK 3 NORTH RANGE 7 WEST  
NEW WESTMINSTER DISTRICT PLAN 249

(s.972, *Local Government Act*)

1. (Reason for Permit)
  - ☐ Designated Heritage Property (s.967)
  - ☐ Property Subject to Temporary Protection (s.965)
  - ☐ Property Subject to Heritage Revitalization Agreement (s.972)
  - ☒ Property in Heritage Conservation Area (s.971)
  - ☐ Property Subject to s.219 Heritage Covenant
2. The purpose of the Heritage Alteration Permit is to permit the following activities on the subject site:
  - a. Removal of the concrete mural panels attached to the building.
  - b. Temporary on-site storage of the concrete mural panels.
  - c. Demolition and removal of the building in accordance with Demolition Permit DB 13 – 641863.
  - d. Securing the site during demolition and clearing.
  - e. Excavation and removal of infrastructure associated with the building. The works are not permitted to impact the storm sewer connection in the south portion of the site.
  - f. Deposit of a subdivision plan at the Land Title Office for road dedication (corner truncation) at the south-east corner of the site.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF ,

\_\_\_\_\_  
MAYOR

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

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.

**PLN - 223**





# City of Richmond

## Report to Committee Fast Track Application Planning and Development Department

**To:** Planning Committee

**Date:** September 4, 2013

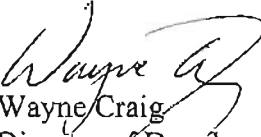
**From:** Wayne Craig  
Director of Development

**File:** RZ 13-636814


**Re:** Application by Jacken Investments Inc. for Rezoning at 8131 No. 3 Road from  
Single Detached (RS1/E) to Compact Single Detached (RC2)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, for the rezoning of  
8131 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be  
introduced and given first reading.

  
Wayne Craig  
Director of Development

CL:blg  
Att.

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

**Staff Report**

Item	Details	
Applicant	Jacken Investments Inc.	
Location	8131 No. 3 Road - See Attachment 1	
Development Data Sheet	See Attachment 2	
Zoning	Existing: "Single Detached (RS1/E)"	
	Proposed: "Compact Single Detached (RC2)"	
OCP Designation	Neighbourhood Residential	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Other Designations	The Arterial Road Policy in the 2041 Official Community Plan identifies the subject site for redevelopment to compact lots with rear lane access.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Affordable Housing Strategy Response	The applicant proposes to provide a legal secondary suite in the principal dwelling on one (1) of the two (2) future lots at the subject site.	Complies <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
Flood Management	Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw. The required minimum flood construction level is 0.3 m above highest elevation of the crown of the fronting road.	
Surrounding Development	To the north, is a dwelling on a large lot zoned "Single Detached (RS1/E)".	
	To the south, are two (2) dwellings on smaller lots zoned "Compact Single Detached (RC1)" created through subdivision in 2008.	
	To the east, there is a frontage road separated from No. 3 Road by a large coniferous hedge, and beyond that, on the east side of No. 3 Road, there are dwellings on large lots zoned "Single Detached (RS1/E)".	
	To the west, across the existing rear lane, is a newer dwelling on a large lot zoned "Single Detached (RS1/E)" fronting Sunnymede Crescent.	
Rezoning Considerations	See Attachment 3	

**Staff Comments**Background

This proposal is to rezone the subject property to enable the creation of two (2) smaller lots from an existing large lot on the west side of No. 3 Road, south of Blundell Road. Each new lot proposed would be approximately 12 m wide and 424 m<sup>2</sup> in area. The west side of No. 3 Road, between Francis Road and Blundell Road, has seen some redevelopment through rezoning and subdivision in recent years, consistent with the Arterial Road Policy. This redevelopment proposal complies with the Arterial Road Policy, which identifies the subject site for redevelopment to compact lots with access from the existing operational rear lane. Potential exists for other lots in this block of No. 3 Road to redevelop in the same manner.

Trees & Landscaping

A Tree Survey and a Certified Arborist's Report were submitted by the applicant in support of the application. There are no trees on the subject property, however, the following off-site trees were identified and assessed:

- One (1) bylaw-sized Maple tree on the adjacent property to the south at 8151 No. 3 Road whose canopy and Critical Root Zone encroach into the subject site (identified as Tree # 1 on the Tree Management Plan – see **Attachment 4**).
- Two (2) bylaw-sized Maple trees within the boulevard on City-owned property (identified as Trees # 2 and 3 on the Tree Management Plan).

The Maple tree on the adjacent property to the south (Tree # 1) is to be protected to ensure its survival during the proposed redevelopment of the subject property. The City's Tree Preservation Coordinator reviewed the Arborist's Report, conducted a Visual Tree Assessment, and concurs with the recommendation to protect the Maple tree (Tree # 1), which is in fair condition.

The City's Parks Department staff conducted a Visual Tree Assessment of the two (2) Maple trees on City-owned property in front of the subject site (Trees # 2 and 3), and indicated that these are not good specimen trees worthy of retention, and are not viable due to their current location within a hedge. It is recommended that these trees be removed and that a cash-in-lieu contribution be provided by the applicant to the City's Tree Compensation Fund prior to rezoning adoption in the amount of \$2,600 for the planting of four (4) replacement trees on public property elsewhere in the City (e.g. street trees in boulevards, parks etc.).

Tree protection fencing must be installed on-site to City standard around the Maple tree (Tree # 1) at a minimum of 3.0 m from the base of the tree to the north and west, and adjacent to the sidewalk on the east side.

Since the buildings have already been demolished on-site, tree protection fencing must be installed at Building Permit stage and must remain in place until construction and landscaping on the future lots is completed.

The Tree Retention Plan is reflected in **Attachment 4**.

Prior to final adoption of the rezoning bylaw, the applicant is required to submit a contract with a Certified Arborist to supervise any on-site works within the Tree Protection Zone of the off-site Maple tree (Tree # 1). The contract must include the scope of work to be supervised, the proposed number of monitoring inspections at specified stages of construction, and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.

Consistent with "Council Policy 5032 – Tree Planting" and with Richmond Zoning Bylaw 8500, the applicant has agreed to plant and maintain a total of four (4) trees (two [2] per future lot), with a minimum size of 6 cm deciduous calliper or 3 m high conifer. Two (2) of the required trees must be located within the front yard of the proposed lots.

To ensure that the trees are planted on-site, and that the front yards of the future lots are enhanced, the applicant must submit a Landscape Plan, prepared by a Registered Landscape

Architect, along with a Landscaping Security (based on 100% of the cost estimate provided by the Landscape Architect, including fencing, paving, and installation costs). The Landscape Plan must be submitted prior to rezoning adoption. A variety of suitable native and non-native trees must be incorporated into the required Landscape Plan for the site, ensuring a visually rich urban environment and diverse habitat for urban wildlife.

#### Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Vehicle access to the proposed future lots must be from the existing operational rear lane. A restrictive covenant is required on to be registered on Title prior to rezoning adoption, to ensure vehicular access to the site at proposed development stage is from the rear lane only, with no access permitted to or from No. 3 Road.

#### Subdivision

At the proposed subdivision stage, the developer will be required to pay Development Cost Charges, (City and GVS&DD), Engineering Improvement Charge (for future lane improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

#### **Conclusion**

This rezoning application to enable subdivision of an existing large lot into two (2) smaller lots complies with applicable policies and land use designations contained within the Official Community Plan (OCP), and is consistent with the pattern of redevelopment in the block. Potential exists for other lots on the west side of this block of No. 3 Road to redevelop in the same manner.

The list of rezoning considerations is included in **Attachment 5**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application.

It is also recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, to rezone the property at 8131 No. 3 Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.



Cynthia Lussier  
Planning Technician  
(604-276-4108)  
CL:blg



**Attachments:**

Attachment 1: Location Map/Aerial Photo

Attachment 2: Development Application Data Sheet

Attachment 3: Rezoning Considerations

Attachment 4: Tree Management Plan



# City of Richmond

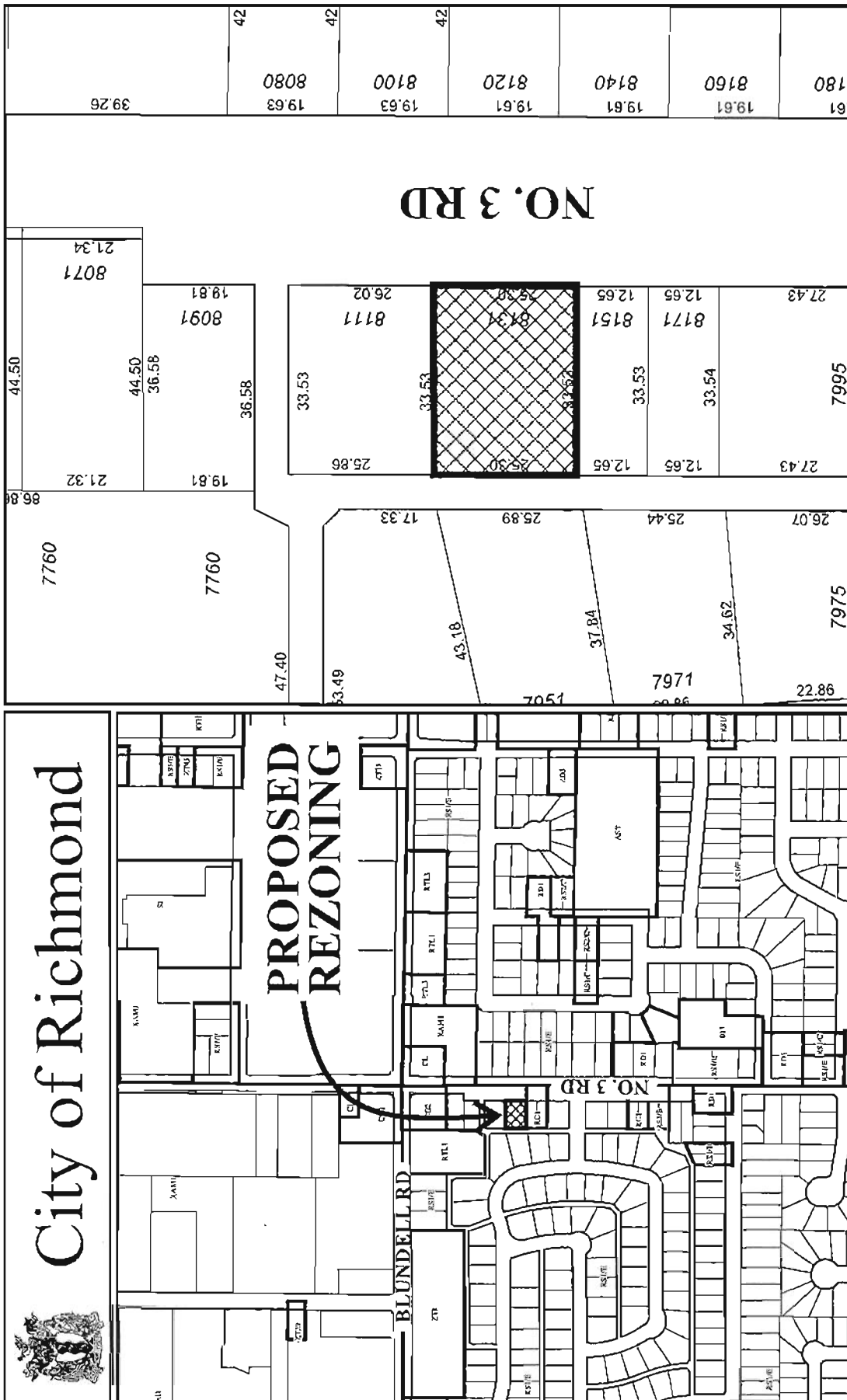


RZ 13-636814

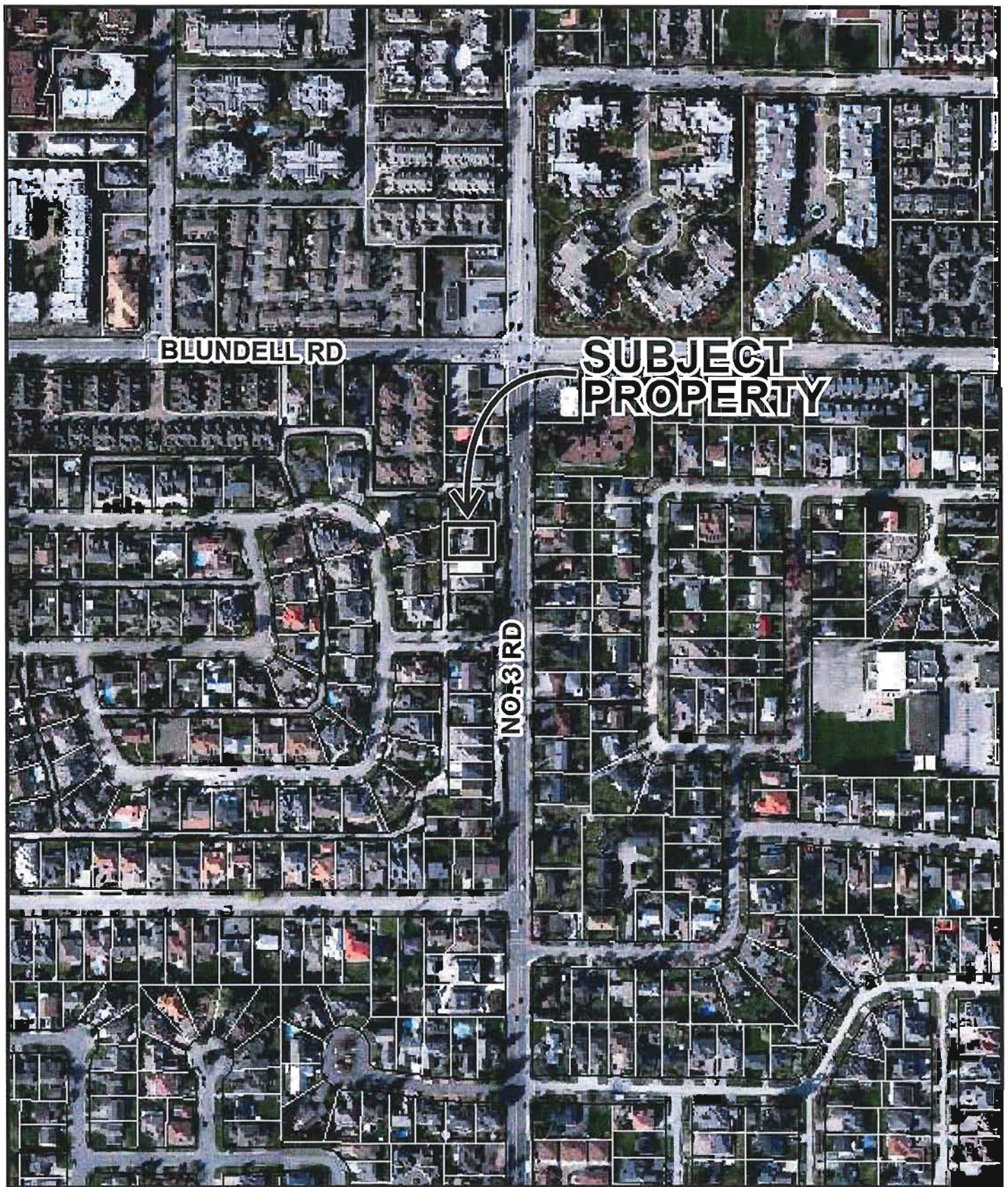
Original Date: 05/17/13

Revision Date:

**Note:** Dimensions are in METRES







RZ 13-636814

PLN - 230

Original Date: 05/17/13

Amended Date:

Note: Dimensions are in METRES





# City of Richmond

## Development Application Data Sheet Fast Track Application Development Applications Division

**RZ 13-636814****Attachment 2**Address: 8131 No. 3 RoadApplicant: Jacken Investments Inc.Date Received: May 10, 2013Fast Track Compliance: June 19, 2013

	Existing	Proposed
Owner	Jacken Investments Inc.	To be determined
Site Size (m <sup>2</sup> )	848 m <sup>2</sup> (9,128 ft <sup>2</sup> )	Two (2) lots, each approximately 424 m <sup>2</sup> (4,564 ft <sup>2</sup> )
Land Uses	Vacant lot	Two (2) single-family lots
Zoning	Single Detached (RS1/E)	Compact Single Detached (RC2)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Building	Max. 50%	Max. 50%	none
Lot Coverage – Building, structures, and non-porous	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 20%	Min. 20%	none
Setback – Front & Rear Yards (m)	Min. 6.0 m	Min. 6.0 m	none
Setback – Side Yards (m)	Min. 1.2 m	Min. 1.2 m	none
Height (m)	2 ½ storeys	2 ½ storeys	none
Lot Size	Min. 270 m <sup>2</sup>	Min. 270 m <sup>2</sup>	none
Lot Width	Min. 9.0 m	Approx. 12.64 m	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.





## City of Richmond

### Rezoning Considerations

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

**Address:** 8131 No. 3 Road

**File No.:** RZ 13-636814

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9057, the developer is required to complete the following:**

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including fencing, paving, and installation costs). The Landscape Plan should:
  - Comply with the Compact Lot Development Requirements of the 2041 OCP's Arterial Road Policy.
  - Include a mix of suitable deciduous and coniferous native and non-native trees, which ensure a visually rich urban environment and diverse habitat for urban wildlife.
  - Include the dimensions of tree protection fencing as discussed in this report.
  - Include four (4) trees (two [2] per future lot), with the minimum size of 6 cm deciduous caliper or 3 m high conifer. Two (2) of the trees must be located within the front yard of the proposed lots.
2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the Maple tree to be retained at 8151 No. 3 Road (Tree # 1). The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections (at specified stages of construction), and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. The City's acceptance of the developer's voluntary contribution to the City's Tree Compensation Fund in the amount of \$2,600 for the planting of four (4) replacement trees on public property elsewhere in the City (e.g. street trees in boulevards, parks etc.).
4. Registration of a flood indemnity covenant on Title.
5. Registration of a restrictive covenant to ensure vehicular access to the site at proposed development stage is from the rear lane only, with no access permitted to or from No. 3 Road.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the dwelling on one (1) of the two (2) proposed lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
 

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the Rezoning Bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e., \$5,477) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

**At Subdivision\* stage, the developer must complete the following requirements:**

- Pay Development Cost Charges, (City and GVS&DD), Engineering Improvement Charge (for future lane improvements), School Site Acquisition Charge, Address Assignment Fee, and Servicing Costs.

**At Building Permit\* stage, the developer must complete the following requirements:**

- Tree protection fencing must be installed to City standard around the off-site Maple tree (Tree # 1) at a minimum of 3.0 m from the base of the tree to the north and west, and adjacent to the sidewalk on the east side. Tree protection fencing must remain in place until construction and landscaping on the future lots is completed.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. The 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.

**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 original on file]

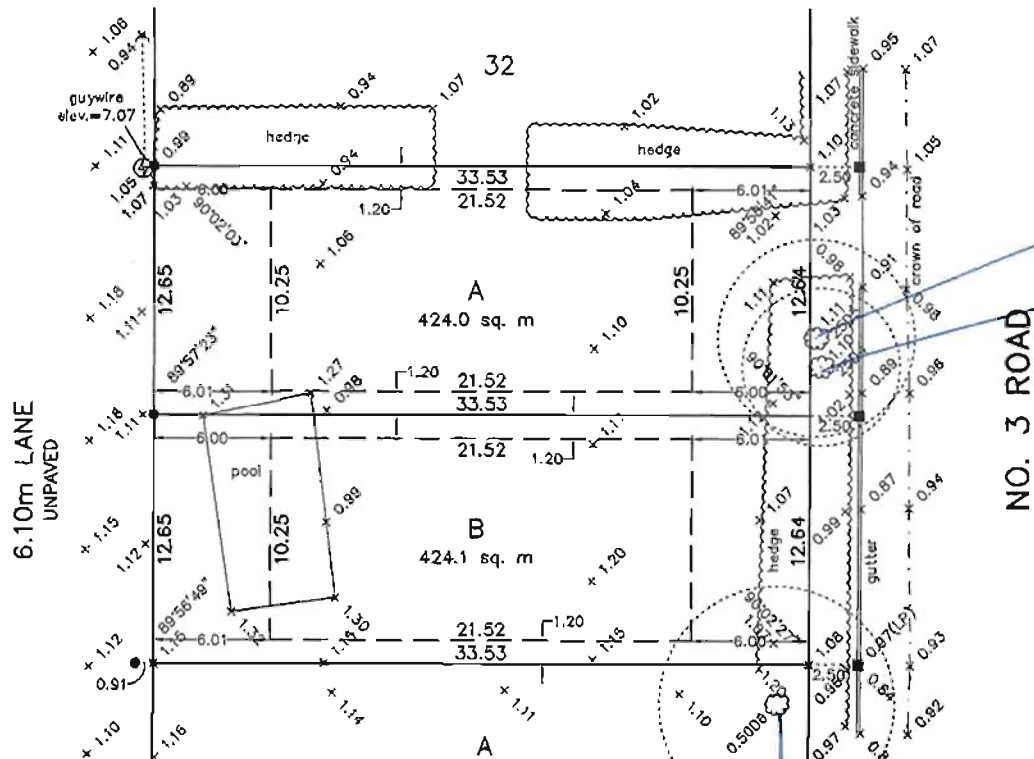
Signed \_\_\_\_\_

Date \_\_\_\_\_

**SURVEY PLAN OF LOTS A AND B  
SECTION 20, BLOCK 4 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN EPP30919**

SCALE 1 : 250  
5 2.5 0 5 10  
All distances are in metres.

*Tree  
Management  
Plan*



**NOTES:**

- Lot dimensions are derived from field survey.
- Elevations are based on the Geodetic Datum of Richmond and are derived from HPN#202 (77H4623) situated at the intersection of No. 3 Road and Bennett Road. Elevation = 1.452 metres.
- All trees and stumps have been plotted as required.
- All elevations along curb lines are gutter levels.

- ⊕ denotes hydro pole.
- ⊙ denotes tree.
- Ⓜ denotes manhole.
- ⊙ denotes anchor.
- ⊙ denotes tree stump.
- 20-10 height (centimetres)
- ⊙ diameter (centimetres)
- 2004 drip line radius (metres)
- C=coniferous
- D=deciduous
- ⊙ diameter (centimetres)

**CIVIC ADDRESS**

8111 NO. 3 ROAD  
RICHMOND, B.C.

**ZONING:** RS1/E

CERTIFIED CORRECT.  
DATED THIS 28TH DAY OF JUNE, 2013

LOUIS NGAN

B.C.L.S.

**LOUIS NGAN LAND SURVEYING**

234 938 VICTORIA DRIVE  
VANCOUVER, B.C., V5P 3T6  
(804) 327-1535



*NTS*



Richmond Zoning Bylaw 8500  
Amendment Bylaw 9057 (RZ 13-636814)  
8131 No. 3 Road

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

1. 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 "**COMPACT SINGLE DETACHED (RC2)**".

P.I.D. 010-407-553

Lot 31 Section 20 Block 4 North Range 6 West New Westminster District Plan 21352

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9057**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by <i>DK</i>
APPROVED by Director or Solicitor <i>il</i>

\_\_\_\_\_  
MAYOR

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





# City of Richmond

## Report to Committee Planning and Development Department

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


**Date:** September 3, 2013

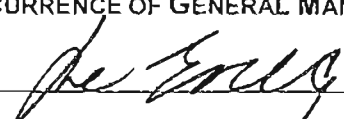
**File:** RZ 13-629294

**Re:** Application by Ajit Thaliwal and Aman Dhaliwal for Rezoning of a portion of  
5831 Moncton Street from Single Detached (RS1/E) to Single Detached (RS2/C)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9010, for the rezoning of a portion of 5831 Moncton Street from "Single Detached (RS1/E)" to "Single Detached (RS2/C)", be introduced and given first reading.

  
Wayne Craig  
Director of Development  
CL:blg  
Att.

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

## Staff Report

### Origin

Ajit Thaliwal and Aman Dhaliwal have applied to the City of Richmond for permission to rezone a portion of 5831 Moncton Street from “Single Detached (RS1/E)” to “Single Detached (RS2/C)”, to permit a subdivision to create three (3) lots fronting Moncton Street and one (1) lot zoned “Single Detached (RS1/E)” fronting No. 2 Road. (see **Attachment 1 and Schedule A to Bylaw 9010**).

### Findings of Fact

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

### Surrounding Development

The subject property is located on the northwest corner of the intersection of Moncton Street and No. 2 Road on the urban-rural edge of the Steveston Planning Area, with single-family development to the west and the Agricultural Land Reserve (ALR) to the east.

To the north, fronting No. 2 Road, are single-family dwellings on large lots zoned “Single Detached (RS1/E)”.

To the east, across No. 2 Road, are dwellings and accessory buildings on very large lots zoned “Agriculture (AG1)”, all located within the Agricultural Land Reserve.

To the south, across Moncton Street, are single-family dwellings on large lots zoned “Single Detached (RS1/E)”.

To the west, along Moncton Street, is an older character dwelling on a large lot zoned “Single Detached (RS1/E)”, followed by newer homes on medium-sized lots zoned “Single Detached (RS1/C)”.

### Related Policies & Studies

#### 2041 Official Community Plan (OCP) Designation

The 2041 Official Community Plan’s (OCP) Land Use Map designation for this property is “Neighbourhood Residential” (NRES). The Steveston Area Plan’s Land Use Map designation for this property is “Single-Family”. This redevelopment proposal is consistent with these designations.

#### Lot Size Policy 5429

The subject property is located within the area covered by Lot Size Policy 5429 (adopted by Council in 1990), which permits rezoning and subdivision of the subject site in accordance with the “Single Detached (RS2/C)” zone fronting Moncton Street, and the Single Detached (RS2/E)” zone fronting No. 2 Road (**Attachment 3**). The development proposal is for the creation of three

(3) lots to be zoned “Single Detached (RS2/C)” fronting Moncton Street, and for the creation of one (1) lot on the remaining portion of the lot fronting No. 2 Road that would remain zoned “Single Detached (RS1/E)”. The lots to be created would meet the minimum dimensions and area of the “Single Detached (RS2/C)” and “Single Detached (RS1/E)” zones (i.e. minimum 13.5 m wide and 360 m<sup>2</sup> in area for the three (3) lots proposed to front Moncton Street; and minimum 18 m wide and 550 m<sup>2</sup> in area for the one (1) lot proposed to front No. 2 Road).

#### Affordable Housing

Richmond’s Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of 1.00/ft<sup>2</sup> of total building area towards the City’s Affordable Housing Reserve Fund for single-family rezoning applications.

The applicants propose to provide a legal secondary suite in the dwelling on two (2) of the four (4) future lots at the subject site. To ensure that the secondary suites are built to the satisfaction of the City in accordance with the City’s Affordable Housing Strategy, the applicants are required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suites are constructed to the satisfaction of the City in accordance with the BC Building Code and the City’s Zoning Bylaw. This legal agreement is required prior to rezoning adoption. This agreement will be discharged from Title (at the initiation of the applicants) on the lots where the secondary suites are not required by the Affordable Housing Strategy after the requirements are satisfied.

Should the applicants change their minds prior to rezoning adoption about the affordable housing option selected, a voluntary contribution to the City’s Affordable Housing Reserve Fund in-lieu of providing the secondary suites will be accepted. In this case, the voluntary contribution would be required to be submitted prior to final adoption of the rezoning bylaw, and would be based on \$1.00/ft<sup>2</sup> of total building area of the single detached dwellings (i.e., \$11,520).

#### Flood Management

Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

#### **Public Input**

In response to the placement of the rezoning sign on the subject site, staff received some feedback from concerned residents.

Two (2) phone calls were received from nearby residents expressing a number of concerns. The nature of concerns included:

- On-site tree retention associated with the development proposal.
- That the existing large treed lot at this corner provides a soft transition between the single-family homes on Moncton Street and the Agricultural Land Reserve east of No. 2 Road.
- That the creation of the four (4) smaller lots and the design of the new dwellings proposed at this corner is out of character with the immediate surrounding area.

- The potential for increased traffic conflicts resulting from the proposed additional lots at this corner, which is controlled by a three-way stop.

One (1) letter was received from a nearby resident who expressed a number of concerns (**Attachment 4**). The nature of concerns included:

- The number of lots to be created with the development proposal.
- On-site tree retention.
- The value of the security associated with ensuring survival of protected trees.

In response to the specific concerns raised, staff have the following comments:

- A detailed discussion of the applicants' proposed tree retention and removal strategy is discussed in the next section of this report. In general, the applicants' response to tree retention at the site is supportable on the basis of the assessments provided by the project Arborist and the City's Tree Preservation Coordinator.
- Preliminary building elevations and a landscape plan has been provided by the applicants to provide an idea of how the corner lot (Lot 3) is proposed be treated. These preliminary plans are discussed further in the next section. In general, the applicants' proposed treatment of the corner lot is supportable based on the attempt made to animate the streetfront elevations through the use of window openings, projections, gables, secondary roof elements, a variety of building materials, and a variety of soft and hard landscape materials.
- Lot Size Policy 5429 (adopted by Council in 1990) provides direction for staff on the creation of new lots in this neighbourhood. The Lot Size Policy permits rezoning and subdivision of the subject site in accordance with the "Single Detached (RS2/C)" zone fronting Moncton Street and the "Single Detached (RS1/E)" zone fronting No. 2 Road, as proposed by the applicants.
- The development proposal has been reviewed by the City's Transportation division, and comments regarding the location of driveway crossings to the proposed new lots have been addressed as follows:
  - The driveway crossing for Lot 1 fronting Moncton Street is proposed to be located on the west side of the lot to enable tree retention.
  - The driveway crossing for Lots 2 and 3 fronting Moncton Street is proposed to be shared and centered on the proposed common property line to enable tree retention and to enable the existing bus stop location to be retained.
  - The driveway crossing for Lot 4 fronting No. 2 Road is proposed to be located as on the north side of the lot, as far north as possible from the Moncton Street intersection.
- Staff provided a written response to the concerns expressed in the letter submitted, clarifying the development proposal, the status of proposed tree retention and removal, and the process involved with the collection and return of a tree survival security (**Attachment 5**).



## Staff Comments

### Background

The applicants' proposal is to enable the creation of three (3) medium-sized lots and one (1) larger lot from an existing half-acre lot. The proposed four (4) lots range from a minimum of 13.5 m wide and 360 m<sup>2</sup> in area to a minimum of 18 m wide and 550 m<sup>2</sup> in area. The applicants' proposal is consistent with Lot Size Policy 5429 and with the established pattern of redevelopment on Moncton Street.

### Tree Retention and Removal

A Certified Arborist's Report for the site was submitted by the applicant, which identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the development proposal. The report identifies and assesses:

- 14 bylaw-sized trees located on the subject property.
- Four (4) bylaw-sized trees located on the neighbouring property to the west (5771 Moncton Street).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and conducted a Visual Tree Assessment (VTA). Special attention has been given to opportunities for tree retention at this site, with the aim to protect trees that can provide the greatest long-term amenity to the neighbourhood.

The City's Tree Preservation Coordinator recommends that:

- The Western Red Cedar (Tree # 809) located in the front yard of proposed Lot 1 should be retained and protected as it is a significant and highly visible tree in good condition. Tree protection barriers must be installed a minimum of 3.9 m out from the base of the tree to the west, 5.2 m to the south, and 5.6 m to the north and east, as specified in the Arborist's Report. The future driveways on proposed Lot 1 and 2 are to be constructed of unit pavers over an aeration layer and under the Project Arborist's supervision, as recommended in the Arborist's Report.
- The Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D) on the neighbouring property to the west at 5771 Moncton Street be retained, as they are all in good condition and provide critical landscape screening between the two (2) properties, as well as the neighbourhood property owner wishes to retain all four (4) trees. Tree protection barriers must be installed a minimum of 2.3 m into the subject site from the west property line, as specified in the Arborist's Report. Special measures along with trench excavation for utilities will be required on-site to protect these off-site trees. Perimeter drainage and fencing on-site to be installed under the Project Arborist's supervision.

Tree protection fencing must be installed to City standard around trees to be retained prior to demolition of the existing dwelling on-site and must remain in place until construction and landscaping on the future lots is completed.

The City's Tree Preservation Coordinator concurs with the Arborist's recommendation to:

- Remove seven (7) bylaw-sized Cypress, Western Red Cedar, and Cherry trees (Trees # 810, 811, 812, 813, 814, 820 and 821) located on the subject property which are either dying (sparse canopy foliage) or are in poor condition due to being previously topped with significant decay at the topping sites or are infected with Fungal Blight.
- Remove one (1) bylaw-sized Western Red Cedar (Tree # 822) which has been previously topped, has large co-dominant leaders, and is in conflict with the proposed building envelope of proposed Lot #1.
- Remove two (2) bylaw-sized Ash and Maple trees (Trees # 815 and 816), which are in good condition, but are located in conflict with the building envelope of proposed Lot # 3 and the proposed shared driveway crossing providing vehicle access to Lots # 2 and 3.
- Remove three (3) bylaw-sized Grand Fir trees located at the corner of Moncton Street and No. 2 Road (Trees # 817, 818, and 819). The Arborist's Report indicates that the trees are in marginal condition due to the following defects:
  - "The trees are growing as a cluster with co-dominant class structure and co-reliance row. There is crown suppression where the trees merge.
  - There are multiple leaders high in the crowns that are likely caused by previous topping, and these stems are weakly formed and prone to failure. Failure risk will increase as the leaders grow larger. While pruning and other treatments could reduce risk of failure, such treatments are not practical. The long-term viability is very poor due to the pre-existing condition of the trees."

The City's Tree Preservation Coordinator and the applicants met on-site to discuss options for retention of the three (3) mature Grand Firs. The project Arborist and the City's Tree Preservation Coordinator also discussed the options. The following options were considered:

- Modification of the building envelope for the new dwelling on the proposed lot (Lot 3) to enable the construction of a tree well and drainage system around the trees to maintain existing grade within a portion of the required tree protection zone. Modification to the City's standard design for frontage improvements along portions of No. 2 Road and Moncton Street would also be required to enable existing grade to be maintained. However, due to the large proportion of the root systems occupying the southeast corner of the site, and the unavoidable disturbance to roots occupying the frontage in the existing and future boulevard, encroachment into the required tree protection zone would still occur with a modified building envelope. In addition to the pre-existing poor condition of the trees, the trees would be further destabilized from the root loss that would result from partial encroachment into the required tree protection zone.
- Revision to the development proposal to reduce the number of lots created to enable a larger tree protection zone at existing grade around the trees. While a larger tree protection zone would increase the short-term viability of the trees, the

long-term viability remains poor due to the pre-existing poor condition of the trees. Also, maintaining the existing grade within a tree well created through a raise in grade on the surrounding lot area with any form of development on this site will cause soil hydrology changes that will likely cause tree health decline.

Despite the options considered and the unresolvable challenges in implementing a suitable tree protection strategy, the pre-existing poor condition of these trees formed the basis for the recommendation to remove the trees. Regardless of the redevelopment proposal on this site, it is likely that these trees would require removal for risk management mitigation within approximately 5 years.

The applicants' proposed Tree Retention Plan, which reflects the final outcome of tree protection and removal, is included as **Attachment 6**.

Prior to final adoption of the rezoning bylaw, the applicants must submit:

- A contract with a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zones of the Western Red Cedar (Tree # 809) and the Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D). The contract must include the scope of supervision required, the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review.
- A Tree Survival Security to the City in the amount of \$5,000 to ensure the Western Red Cedar (Tree # 809) will be protected. The City will release 50% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post construction impact assessment report is received. The remaining 50% of the security would be released one year later, subject to inspection confirming that the tree has survived.

Based on the 2:1 replacement ratio established in the 2041 OCP, and the size requirements for replacement trees in the City's Tree Protection Bylaw, a total of 26 replacement trees are required. Considering the effort to be taken by the applicants to retain Tree # 809 and off-site Trees A, B, C, D, as well as the limited space in the future yards due to:

- Tree protection zones,
- The required sanitary sewer extension,
- The required on-site vehicle turnarounds,

staff recommends a reduction of six (6) trees from the total number of replacement trees, bringing the number of required replacement trees to 20, and suggests that:

- 10 large-sized replacement trees be planted and maintained on-site as highlighted in the table below.
- The applicants provide a voluntary contribution to the City's Tree Compensation Fund in the amount of \$5,000 in-lieu of planting the remaining 10 replacement trees on-site (\$500/tree).

Replacement trees must meet the following minimum height/size requirements:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	10 cm		5.5 m
6	11 cm		6 m

#### Preliminary Architectural Elevation Plans & Landscape Plan

To illustrate how the future corner lot interface will be treated; the applicants have submitted preliminary architectural elevation plans (**Attachment 8**). The plans indicate that although the main entrance to the future dwelling on the corner lot is oriented towards Moncton Street, the No. 2 Road facade remains animated through the provision of secondary roof treatments, window openings, and a variety of cladding materials that are consistent with the main facade (e.g. hardi plank siding, cedar shakes, and wood window trims). At future development stage, Building Permit plans must comply with all City regulations, including zoning.

To illustrate how the front yard and flanking side yard of the proposed corner lot will be treated (on the northwest corner of Moncton Street and No. 2 Road), the applicants have submitted a preliminary Landscape Plan prepared by a Registered Landscape Architect (**Attachment 7**). The plan shows that the yards along both frontages will be landscaped with a mixture of coniferous and deciduous replacement trees, shrubs, ground cover, wood fencing, paving stones, and would be generally consistent with the landscaping guidelines in the 2041 OCP.

Prior to rezoning adoption, the applicants must submit a final Landscape Plan, prepared by a Registered Landscape Architect, for the four (4) proposed lots. To ensure that the required replacement trees are planted and the front yards will be enhanced consistent with the Landscape Plan, the applicants must submit a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including fencing, paving, and installation costs).

#### Site Servicing

Prior to final adoption of the rezoning bylaw, the applicants are required to:

- Dedicate property as road in order to achieve a 4 m x 4 m corner cut at the southeast corner of the site, and dedicate 0.5 m of property as road along the entire east property line of the site to enable frontage improvements, as per the Servicing Agreement design.
- Grant a 1.0 m wide utility right-of-way (ROW) along the entire frontage on Moncton Street for water meter boxes and storm sewer inspection chambers, and a 1.5 m Right-Of-Way for Utilities along the entire frontage on No. 2 Road for water meter boxes and storm inspection chambers, as per the Servicing Agreement design.
- Grant a 1.5 m by 9.0 m Right-Of-Way for Public Rights of Passage along a portion of Moncton Street for a concrete bus stop pad and future bus stop shelter location, as per the Servicing Agreement design.



- Enter into a standard Servicing Agreement for the design and construction of frontage improvements along the entire frontages on Moncton Street and No 2 Road.

Improvements along Moncton Street are to include, but are not limited to:

- Upgrading the existing storm sewer to a minimum 600 mm diameter pipe, from the west property line of the site to the existing manhole STMH 3036 (near the south-east corner of the site).
- Upgrading the existing storm sewer from existing STMH 3036 to STMH 1199 (near the north-east corner of 5760 Moncton Street).
- Removing the existing concrete sidewalk and lighting strip, constructing a new 1.5 m wide concrete sidewalk at the south property line of the site, and creating a treed and grass boulevard between the existing curb and new sidewalk.

Improvements along No. 2 Road are to include, but are not limited to:

- Removing the existing concrete sidewalk, constructing a new 1.5 m wide concrete sidewalk at the new east property line of the site, and creating a 1.5 m treed and grass boulevard between the existing curb and new sidewalk. No storm sewer analysis or upgrading is required.

Note: The design is to include water, storm and sanitary connections for all four (4) lots. The applicant will be required to provide underground hydro, telephone and Cable for all four (4) lots. Additional right-of-ways may be required.

#### Vehicle access

Vehicle access to the four (4) future lots at the site is proposed as follows:

- A sole access at the west end of proposed Lot 1, off Moncton Street.
- A single shared access off Moncton Street for proposed Lots 2 and 3, centered on the proposed shared property line.
- A sole access at the north end of proposed Lot 4, off No. 2 Road.

Prior to final adoption of the rezoning bylaw, the applicants are required to:

- Register a restrictive covenant on Title to ensure that, upon subdivision of the property, vehicular access to proposed Lots 2 and 3 is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb), centered on the proposed shared property line.
- Register a restrictive covenant on Title to ensure that, upon subdivision of the property, the buildings and driveways on proposed Lots 1, 2, and 3 be designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Moncton Street.

### Subdivision

At subdivision stage, the developer will be required to:

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition Charges, and Address Assignment Fees. Service connections and costs are to be determined via the Servicing Agreement.
- Register a cross-access easement on Title for the area of the shared driveway on proposed Lots 2 and 3 (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

### **Financial Impact**

None.

### **Analysis**

The subject property is located in an established residential neighbourhood that has seen redevelopment to smaller lot sizes through rezoning and subdivision in recent years, consistent with Lot Size Policy 5429. This redevelopment proposal is consistent with the Lot Size Policy and would allow for the creation of:

- Three (3) lots zoned “Single Detached (RS2/C)” fronting Moncton Street, each with a minimum width of 13.5 m and area of 360 m<sup>2</sup>, and
- One (1) lot to remain under the existing “Single Detached (RS1/E)” zone, with a minimum width of 18 m and area of 550 m<sup>2</sup>, fronting No. 2 Road.

### **Conclusion**

This rezoning application to permit subdivision of an existing large lot into four (4) smaller lots complies with applicable policies and land use designations contained within the 2041 OCP, and is consistent with the direction of redevelopment established in the neighbourhood.

The list of rezoning considerations is included in **Attachment 9**, which has been agreed to by the applicant (signed concurrence on file).

On this basis, staff recommends support for the application. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9010 be introduced and given first reading.



Cynthia Lussier  
Planning Technician  
(604-276-4108)

CL:blg

**Attachments:**

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Lot Size Policy 5429
- Attachment 4: Letter from concerned resident
- Attachment 5: Response to letter from concerned resident
- Attachment 6: Tree Retention Plan
- Attachment 7: Preliminary Landscape Plan for Lot 3
- Attachment 8: Preliminary Building Elevation Plans for Lot 3
- Attachment 9: Rezoning Considerations



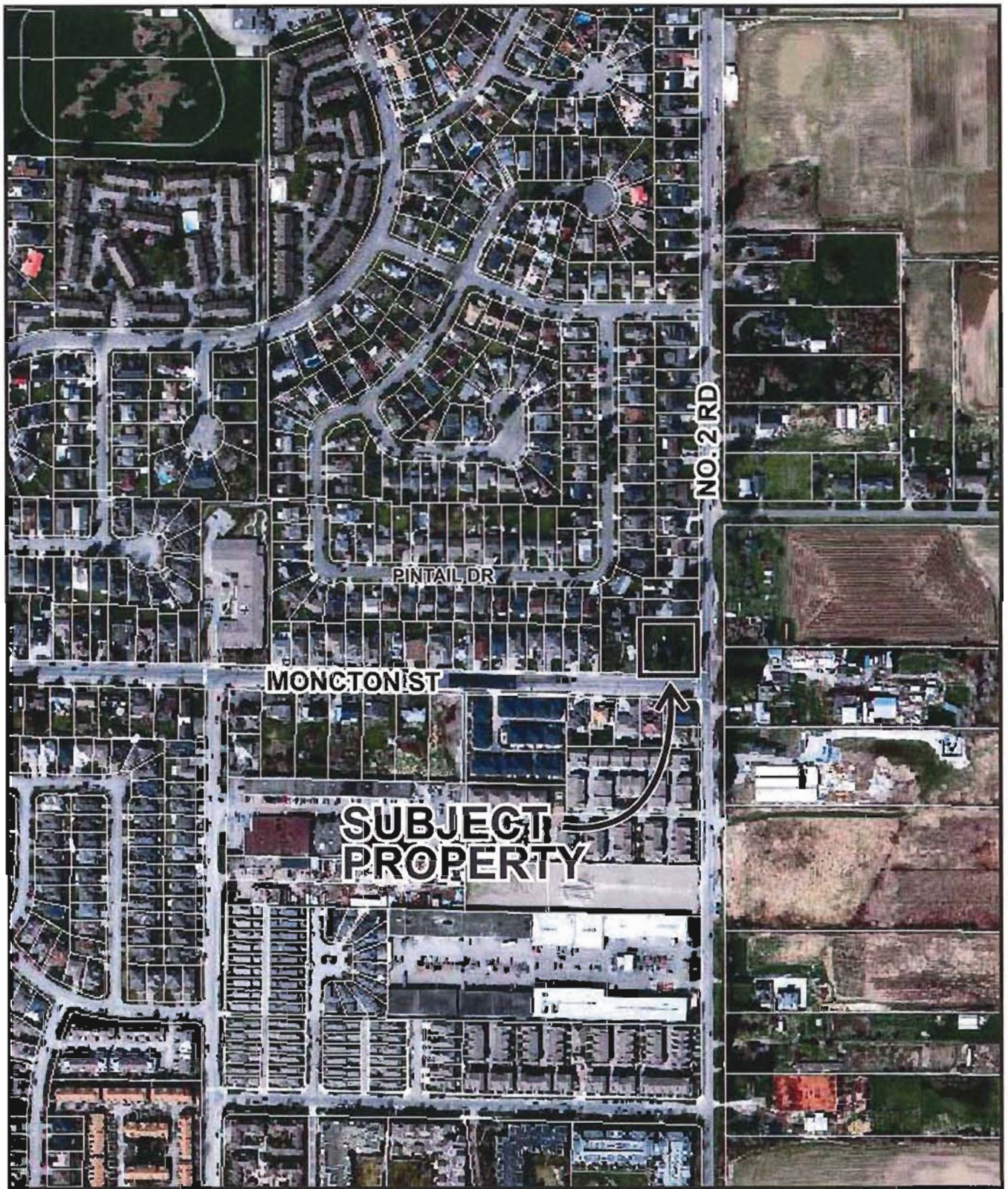
RZ 13-629294

Original Date: 02/07/13

Revision Date:

Note: Dimensions are in METRES





RZ 13-629294

Original Date: 02/07/13

Amended Date:

Note: Dimensions are in METRES



**RZ 13-629294**

**Attachment 2**

Address: 5831 Moncton Street

Applicant: Ajit Thaliwal and Aman Dhaliwal

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Jhujar Construction Ltd.	To be determined
Site Size (m <sup>2</sup> ):	2,112 m <sup>2</sup> (22,734.12 ft <sup>2</sup> )	Lot 1 – approx 652 m <sup>2</sup> (7,018 ft <sup>2</sup> ) Lot 2 – approx 455 m <sup>2</sup> (4,897 ft <sup>2</sup> ) Lot 3 – approx 395 m <sup>2</sup> (4,251 ft <sup>2</sup> ) Lot 4 – approx 583 m <sup>2</sup> (6,275 ft <sup>2</sup> ) (After required road dedication)
Land Uses:	One (1) single detached dwelling	Four (4) single detached dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
Lot Size Policy:	Lot Size Policy 5429 permits rezoning of the subject site to create three (3) lots zoned "Single Detached (RS2/C)" fronting Moncton Street and one (1) lot zoned "Single Detached (RS1/E)" fronting No. 2 Road	No change
Zoning:	Single Detached (RS1/E)	<ul style="list-style-type: none"> <li>Three (3) lots zoned "Single Detached (RS2/C)" fronting Moncton Street</li> <li>One (1) lot zoned "Single Detached (RS1/E)" fronting No. 2 Road</li> </ul>

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio	Max. 0.55	Max. 0.55	none permitted
Lot Coverage – Building	Max. 45%	Max. 45%	none
Lot Coverage – Building, structures, and non-porous surfaces	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	<ul style="list-style-type: none"> <li>Min. 25% on lots zoned "Single Detached (RS2/C)"</li> <li>Min. 30% on the lot zoned "Single Detached (RS2/E)"</li> </ul>	<ul style="list-style-type: none"> <li>Min. 25% on lots zoned "Single Detached (RS2/C)"</li> <li>Min. 30% on the lot zoned "Single Detached (RS2/E)"</li> </ul>	none



On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setback – Front Yard (m):	<ul style="list-style-type: none"> <li>Min. 9 m on lots zoned "Single Detached (RS2/C)"</li> <li>Min. 6 m on the lot zoned "Single Detached (RS2/E)"</li> </ul>	<ul style="list-style-type: none"> <li>Min. 9 m on lots zoned "Single Detached (RS2/C)"</li> <li>Min. 6 m on the lot zoned "Single Detached (RS2/E)"</li> </ul>	none
Setback – Rear Yard (m):	Min. 6 m	Min. 6 m	none
Setback – Interior Side Yard (m):	<ul style="list-style-type: none"> <li>Min. 1.2. m on lots zoned "Single Detached (RS2/C)"</li> <li>Min. 1.8 m on the lot zoned "Single Detached (RS2/E)"</li> </ul>	<ul style="list-style-type: none"> <li>Min. 1.2. m on lots zoned "Single Detached (RS2/C)"</li> <li>Min. 1.8 m on the lot zoned "Single Detached (RS2/E)"</li> </ul>	none
Setback – Exterior Side Yard (m):	Min. 3 m	Min. 3 m	none
Height (m):	2.5 storeys	2.5 storeys	none
Minimum Lot Size	Min. 360 m <sup>2</sup>	Lot 1 – approx 652 m <sup>2</sup> Lot 2 – approx 455 m <sup>2</sup> Lot 3 – approx 395 m <sup>2</sup> Lot 4 – approx 583 m <sup>2</sup>	none
Minimum Lot Width	Min. 13.5 m	Lot 1 – 14.65 m Lot 2 – 17.18 m Lot 3 – 15.20 m Lot 4 – 18.00 m	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.



# City of Richmond

# Policy Manual

Page 1 of 2

Adopted by Council: January 15, 1990

**POLICY 5429**Area Boundary Amended: January 17<sup>th</sup>, 2005

File Ref: 4045-00

**SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 11-3-7/12-3-7****POLICY 5429:**

The following policy establishes lot sizes in a portion of Sections 11-3-7/12-3-7 located on **Moncton Street generally bounded by No. 2 Road and Hayashi Court:**

That properties within the area bounded by Moncton Street and Hayashi Court, in a portion of Sections 11-3-7/12-3-7, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300 with the following provisions:

- a) if there is no lane or internal road access then properties along Moncton Street will be restricted to Single-Housing District (R1/C); and
- b) if there is no lane or internal road access then properties along Railway Avenue and No. 2 Road will be restricted to Single-Family Housing District (R1/E); and

that this policy, as shown on the accompanying plan, be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subject site



Subdivision permitted as per **R1/B** Except

1. Moncton St.: **R1/C** unless there is a lane or internal road access, then **R1/B**.
2. Railway Ave. and No. 2 Rd.: **R1/E** unless there is a lane or internal road access, then **R1/B**.



## Policy 5429

### Section 11 & 12, 3-7

Adopted Date: 01/15/90

Amended Date: 01/17/05

22 20, 2013

CITY OF RICHMOND

JUN 20 2013

ATTACHMENT 4

RE: RZ 13 - 62 92 94

RECEIVED

\* The property was said indicating the potential for 3 lots.  
- what changed that allowed 4 lots?

2. TREES: The communication in the folder shows several instances of misinterpretation & questioning of the arborists (Jaggs, Linden) decision. This appears to give an excuse to the developer to remove extra tree(s) & claim a misunderstanding. (April 22 letter - Jaggs - ~~staples~~ retention of trees 809 & A+B)

- Initial <sup>(Feb. 7)</sup> arborists reports directed retention of trees 809, 822, A, B, C, D.

- By April 22, the developer had received approval to remove C+D. & was still planning removal of 809. (an April 29 email from JAGGS to SVUCRAS confirmed again retention of 809.

- Please keep careful oversight to confirm this tree is not 'inadvertently' removed.

3. Tree Survival Security Fees: These appear laughable related to current property/development values. The dollar amount in this instance can just be tagged onto the sales price of each project. It is not a penalty to the developer. These values should be greatly increased to be effective.

PLN - 253

A. Lerner  
418 - 12633 NO. 2 Road 604.448-8705



# City of Richmond

ATTACHMENT 5

6911 No. 3 Road  
Richmond, BC V6Y 2C1  
www.richmond.ca

August 1, 2013  
File: RZ 13-629294

Planning and Development Department  
Development Applications  
Fax: 604-276-4052

A. Lerner  
418-12633 No. 2 Road  
Richmond BC V7E 6N5

Dear A. Lerner:

**Re: Rezoning Application at 5831 Moncton Street (RZ 13-629294)**

Thank you for taking the time to express your concerns regarding the rezoning application at 5831 Moncton Street in a letter dated June 20, 2013 (attached). This letter serves to provide answers to the questions posed in your letter.

#### The development proposal

The application involves rezoning an L-shaped portion of land along the south end of 5831 Moncton Street to "Single Detached (RS2/C)" to enable a subdivision to create 3 new lots fronting Moncton Street. A linear portion of land along the north end of 5831 Moncton Street will remain under the existing zoning of "Single Detached (RS1/E)" to enable construction of a single-family house fronting No. 2 Road. The application has not changed since it was submitted in January 2013. The application is consistent with the Council-adopted Lot Size Policy for the neighbourhood, which allows rezoning and subdivision of this property (attached).

#### Tree Protection

Recommendations for tree retention on-site have been clarified since your review of the rezoning application folder. The applicant is required to submit a revised report and tree management plan, which includes a modified site plan and outlines tree protection requirements for the following trees:

- A Western Red Cedar tree in the southwestern corner of the subject site along Moncton Street (Tree 809); and,
- One Maple, two Cedar, and one Hemlock tree (Trees A, B, C, D) located on the adjacent property at 5771 Moncton Street.

The revised report and tree management plan are required to be submitted before the rezoning application will be considered by City Council.

The applicant is required to submit a Tree Survival Security for the Western Red Cedar on-site in the amount of \$5,000, and to submit a contract with a Certified Arborist for site monitoring at development stage to ensure protected trees are not impacted by construction. The Arborist must submit a post-construction impact assessment report to the City that confirms no impacts occurred to protected trees prior to the release of the security.

To compensate for trees agreed for removal from the site, the applicant is required to provide either 20 replacement trees on-site or a cash-in-lieu contribution to the City's Tree Compensation Fund, or a combination of both. For this application, staff are recommending that 10 replacement trees be planted and maintained on the future lots and that a contribution of \$5,000 to the City's Tree Compensation Fund is submitted for the balance of replacement trees not planted (\$500 x 10 trees). These funds go towards the planting and maintenance of new trees on public property city-wide (e.g. on boulevards, in parks etc.).

In addition, a Landscaping Security in the amount of \$5,000 (\$500/tree) is required to be submitted by the applicant to ensure the recommended 10 replacement trees are planted on-site. The Security will not be released in-full until City inspections confirm that the replacement trees have been planted and have survived one year.

The applicant is also required to plant additional trees in a new boulevard along the Moncton Street and No. 2 Road frontages, as part of site servicing requirements.

If you have any further questions about this development proposal, please contact me directly at 604-276-4108.

Sincerely,

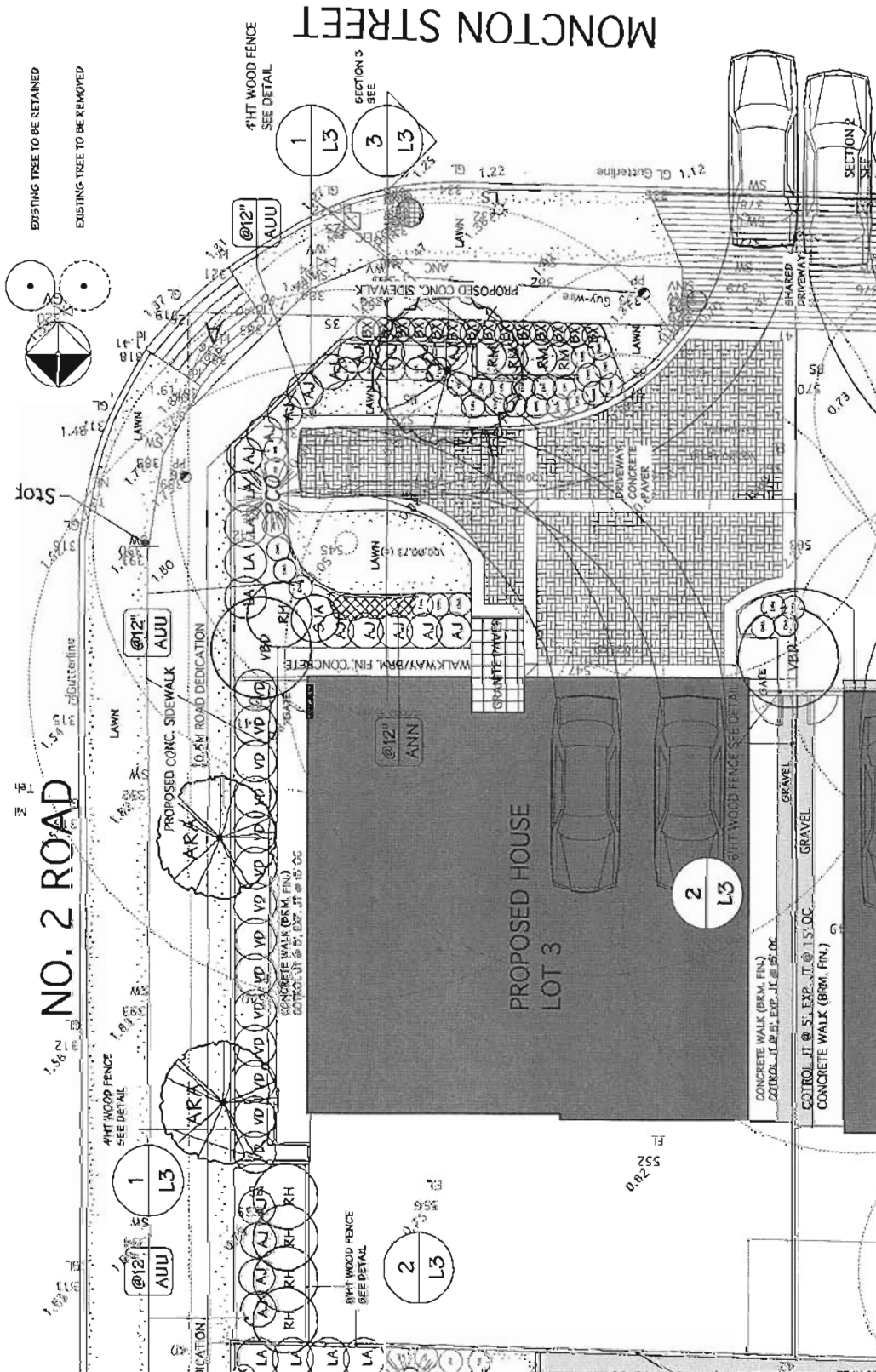


Cynthia Lussier  
*Planning Technician*

CL:cl







**NOTE:**  
REFER TO CIVIL ENGINEER'S  
DRAWING FOR ALL OFF SITE WORK  
INCLUDING SIDEWALK AND GRASS  
BLULEVARD

DESIGNED	MI	REVISIONS				REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE	REVISIONS	REV	DATE
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Preliminary  
Landscape Plan  
- Proposed Corner Lot -

**PLN - 257**

# PLANT LIST

PROJECT ADDRESS: 5831 MONCTON ST./No.2 Rd. RICHMOND B.C. (R213-629294) /LOT 3

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TRA	2	ACER RUBRUM 'ARMSTRONG'	ARMSTRONG MAPLE	1".0cm CAL. B&B 1.8m STD.
PCO	1	PICEA OMORICA	SERBIAN SPRUCE	3.3m HT. B&B
PR	1	PRUNUS YEDENSIS 'AKEBONO'	DAYBREAK CHERRY	10.0cm CAL. B&B 1.8m STD.

## SHRUBS

AJ	18	AZALEA JAPONICA **	JAPANESE AZALEA	#2 POT
BX	14	EXULUS SEMPERVIRENS	COMMON BOXWOOD	#2 POT
LA	4	LEUCO THOE AXILLARIS	COAST LILAC	#2 POT
RH	5	RHODODENDRON **	RHODODENDRON	#5 POT
RM	4	ROSA MEIDLAND	MEIDLAND ROSE	#1 POT
SJA	1	SPIRAEA JAPONICA 'ANTHONY WATNER'	ANTHONY WATNER SPIRAEA	#2 POT
VD	14	VIBURNUM DAVIDI	DAVID'S VIBURNUM	#2 POT
VBD	2	VIBURNUM X BODNANTENSE 'DA' DAVID'	DAVID'S VIBURNUM	#5 POT

## GROUND COVERS

AUU	125	ARCTOSTAPHYLOS UVA URSI	KINKINNICK	#5P3 POT
-----	-----	-------------------------	------------	----------

## PERENNIALS/ANNUALS/FERNS/GRASSES/AQUATIC PLANTS

CNA	22	CAREX MORROWII 'AUREO-VAREICAREX'	AUREO-VAREICAREX	#1 POT
HS	3	HELIOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
LVA	11	LAVANDULA ANGSTROFOLIA	ENGLISH LAVENDER	#1 POT
ANN	20	ANNUALS **	ANNUALS	#5P3 POT

## NOTES

\*\* DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT

PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CNFA STANDARDS FOR NURSERY STOCK AND THE BCNA STANDARDS FOR CONTAINER GROWN PLANTS.

ALL PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS.

ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER THE DATE OF SUBSTANTIAL PERFORMANCE. SUBSTANTIAL PERFORMANCE SHALL OCCUR WHEN 95% OF THE CONTRACT HAS BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.

THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER.

# EXISTING TREE REPLACEMENT RATIONAL

5831 MONCTON ST. NO.2 RD. RICHMOND / R213-629294/LOT 3

EXISTING TREE TO BE REMOVED	QTY	SIZE	REPLACEMENT TREES REQUIRED BY CITY	PROPOSED TREES	BALANCE
Ø20-30CM	1	Ø6CM CAL./3.5M HT.	-	2(C)	-
Ø30-40CM	3	Ø8CM CAL./4.0M HT.	-	-	-
Ø40-50CM	1	Ø9CM CAL./5.0M HT.	-	2(D)	-
Ø50-60CM	2	Ø10CM CAL./5.5M HT.	4	2(D)	-2
Ø60-~	5	Ø11CM CAL./6.0M HT.	6	2(D)	-4

D-DECIDUOUS TREE, C-CONIFEROUS TREE

REMAINDER REPLACEMENT TREE WILL BE PLANTED ON LOT 1, 2 AND 4.

DESIGNED	DATE	REV	DESCRIPTION	DATE	REV	DESCRIPTION
MAY 10, 2013			ISSUED FOR REVISIONS			
AUG 10, 2013			REVISED FOR REVISIONS			
SEP 10, 2013			REVISED FOR REVISIONS			

SCALE: 1"=10'	DATE: 10/10/13
PROJECT: 5831 MONCTON ST. RICHMOND B.C. R213-629294	SHEET: L2 OF 3

ITC ASSOCIATES INC. 1100 11TH AVE. S.W. VANCOUVER, B.C. V6Z 1Y6	5831 MONCTON ST. RICHMOND B.C. R213-629294
---	--







REVISÉ Aug 15

Note: Preliminary Plans.  
(Final plans to  
Comply with  
all City regulations  
at Building Permit stage)





# City of Richmond

## Rezoning Considerations

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

**Address:** 5831 Moncton Street

**File No.:** RZ 13-629294

**Prior to final adoption of Zoning Amendment Bylaw 9010 , the following items are required to be completed:**

- Submission of a Landscape Plan for the proposed four (4) lots, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the development requirements of the 2041 OCP's Arterial Road Policy;
  - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
  - include the required ten (10) large-sized replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
4	10 cm		5.5 m
6	11 cm		6 m

- The City's acceptance of the applicant's voluntary contribution in the amount of \$5,000 (\$500/tree) to the City's Tree Compensation Fund in-lieu of planting the remaining ten (10) replacement trees on-site.
- Submission of a Tree Survival Security in the amount of \$5,000 to ensure The Western Red Cedar (Tree # 809) will be protected. The City will release 50% of the security after construction and landscaping on the future lots are completed, inspections are approved, and an acceptable post-construction impact assessment report is received. The remaining 50% of the security would be released one year later subject to inspection confirming that the tree has survived.
- Submission of a Contract with a Certified Arborist for supervision of any works to be conducted within the Tree Protection Zones of the Western Red Cedar (Tree # 809) on-site and the Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D) off-site on the neighbouring property to the west (5771 Moncton Street). The Contract must include the scope of work to be undertaken, including the proposed number of site monitoring inspections (including stages of development), and a provision for the Arborist to submit a post-construction impact assessment report to the City for review. The Contract must include supervision of the future driveways on proposed Lots 1 and 2, which are to be constructed of unit pavers over an aeration layer, as recommended in the Arborist's Report to mitigate against impacts to the Western Red Cedar (Tree # 809). The Contract must include supervision of special measures to be taken along with trench excavation for utilities which will be required on proposed Lot 1 to protect the Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D) off-site. The Contract must also include supervision of perimeter drainage and fencing within all tree protection zones.

5. Dedication of property as road in order to achieve a 4 m x 4 m corner cut at the southeast corner of the site, and dedication of 0.5 m of property as road along the entire east property line of the site to enable frontage improvements along No. 2 Road, as per the Servicing Agreement design.
6. Registration of a 1.0 m wide Right-Of-Way for utilities along the entire frontage on Moncton Street for water meter boxes and storm sewer inspection chambers, as per the Servicing Agreement design.
7. Registration of a 1.5 m by 9.0 m Right-Of-Way along a portion of Moncton Street for a concrete bus stop pad and future bus stop shelter location, as per the Servicing Agreement design.
8. Registration of a 1.5 m Right-Of-Way for utilities along the entire frontage on No 2 Road for water meter boxes and storm sewer inspection chambers, as per the Servicing Agreement design.
9. Registration of a flood indemnity covenant on Title.
10. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on two (2) of the four (4) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Note:** Should the applicant change their mind about the Affordable Housing option selected prior to final adoption of the rezoning bylaw, the City will accept a voluntary contribution of \$1.00 per buildable square foot of the single-family developments (i.e., \$11,520) to the City's Affordable Housing Reserve Fund in-lieu of registering the legal agreement on Title to secure a secondary suite.

11. Registration of a legal agreement on Title to ensure that, upon subdivision of the property, vehicular access to proposed Lots 2 and 3 is via a single shared driveway crossing (6 m wide at the back of the sidewalk and 9 m wide at the curb), centered on the proposed shared property line;
12. Registration of a legal agreement on title to ensure that, upon subdivision of the property, the buildings and driveways on proposed Lots 1, 2, and 3 be designed to accommodate on-site vehicle turnaround capability to prevent vehicles from reversing onto Moncton Street.
13. Entrance into a standard Servicing Agreement for the design and construction of frontage improvements along the entire frontages on Moncton Street and No. 2 Road.

Improvements along Moncton Street are to include, but are not limited to:

- Upgrading the existing storm sewer to a minimum 600 mm diameter pipe, from the west property line of the site to the existing manhole STMH 3036 (near the southeast corner of the site).
- Upgrading the existing storm sewer from existing STMH 3036 to STMH 1199 (near the northeast corner of 5760 Moncton Street).
- Removing the existing concrete sidewalk and lighting strip, constructing a new 1.5 m wide concrete sidewalk at the south property line of the site, and creating a treed and grass boulevard between the existing curb and new sidewalk.

Improvements along No. 2 Road are to include, but are not limited to:

- Removing the existing concrete sidewalk, constructing a new 1.5 m wide concrete sidewalk at the new east property line of the site, and creating a 1.5 m treed and grass boulevard between the existing curb and new sidewalk. No storm sewer analysis or upgrading is required.



Note: The design is to include water, storm and sanitary connections for all four (4) lots. The applicant will be required to provide underground Hydro, Telus and Cable for all four (4) lots. Additional right-of-ways may be required.

**At Demolition\* stage, the applicant will be required to:**

- Install tree protection fencing to City standard around The Western Red Cedar (Tree # 809) on-site and around the Western Hemlock, Cedar, and Maple trees (Trees A, B, C, D) at 5771 Moncton Street prior to demolition of the existing dwelling on-site. Tree protection fencing must remain in place until construction and landscaping on the future lots is completed. Tree protection fencing must be installed around Tree # 809 at a minimum of 3.9 m out from the base of the tree to the west, 5.2 m to the south, and 5.6 m to the north and east, as specified in the Arborist's Report. Tree protection fencing must be installed around Trees A, B, C, D at a minimum of 2.3 m into the subject site from the west property line, as specified in the Arborist's Report.

**At Subdivision\* stage, the applicant will be required to:**

- Pay Development Cost Charges (City and GVS&DD), School Site Acquisition charges, and Address Assignment Fees. Service connections and costs are to be determined via the Servicing Agreement.
- Register a cross-access easement on Title for the area of the shared driveway on proposed Lots 2 and 3 (6 m wide at the front lot line and 9 m long, centered on the proposed shared property line).

**At Building Permit\* stage, the developer must complete the following requirements:**

- 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.
- Obtain a Building Permit (BP) for any construction boarding. If construction boarding 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 concurrence on file)

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9010 (RZ 13-629294)  
5831 Moncton Street**

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

1. 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 "**SINGLE DETACHED (RS2/C)**".

That area shown cross-hatched on "Schedule A" attached to and forming part of Bylaw No. 9010.

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9010**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

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

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Department

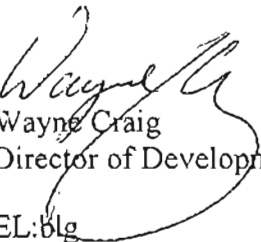
To: Planning Committee  
From: Wayne Craig  
Director of Development

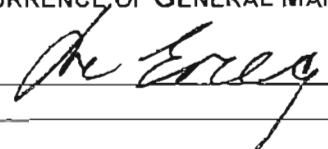
Date: August 27, 2013  
File: RZ 13-627627

Re: Application by Kensington Homes Ltd. for Rezoning at 5160 and  
5180 Blundell Road from Single Detached (RS1/E) to Low Density  
Townhouses (RTL4)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, for the rezoning of 5160 and 5180 Blundell Road from "Single Detached (RS1/E)" to "Low Density Townhouses (RTL4)", be introduced and given first reading.

  
Wayne Craig  
Director of Development  
EL:blg  
Att.

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



## Staff Report

### Origin

Kensington Homes Ltd. has applied to the City of Richmond for permission to rezone 5160 and 5180 Blundell Road (**Attachment 1**) from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone in order to permit the development of 15 townhouse units. A preliminary site plan, building elevations, and landscape plan are contained in **Attachment 2**.

### Findings of Fact

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

### Surrounding Development

To the North: Across Blundell Road, a mix of newer and older, larger single-family dwellings on lots zoned “Single Detached (RS1/E)”.

To the South: Existing single-family dwellings on lots zoned “Single-Detached (RS1/E)” fronting onto Chetwynd Avenue.

To the East: Three (3) lots zone “Single Detached (RS1/E)” with a mix of newer and older homes and then two (2) lots zoned “Single Detached (RS1/K)” with a temporary shared access.

To the West: A Montessori school on a large lot zoned “Single Detached (RS1/E)” and a mix of newer and older homes on lots zoned “Single Detached (RS1/E)”.

### Related Policies & Studies

#### Arterial Road Policy

The Arterial Road Policy in the 2041 OCP, Bylaw 9000, directs appropriate townhouse development onto certain arterial roads outside the City Centre. Although the subject site is not specifically identified on the Arterial Road Development Map for townhouse development, it meets the location criteria set out in the Arterial Road Policy for additional new townhouse areas; e.g. the site is within 800 m of a Neighbourhood Centre (Blundell Shopping Centre) and within 400 m of a Commercial Service use - the neighbourhood commercial uses at Railway Avenue and Blundell Road.

#### Floodplain Management Implementation Strategy

The applicant is required to comply with the requirement of Richmond Flood Plain Designation and Protection Bylaw 8204. In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level of 2.9 m GSC, or at least 0.3 m above the highest elevation of the crown of any road that is adjacent to the parcel, is required prior to rezoning bylaw adoption.

### Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$2.00 per buildable square foot as per the Strategy, for a contribution of \$43,921.00.

### Public Art

The applicant has agreed to provide a voluntary contribution in the amount of \$0.77 per square foot of developable area for the development to the City's Public Art fund. The amount of the contribution would be \$16,909.59.

### **Public Input**

The applicant has forwarded confirmation that a development sign was posted on the site on February 25, 2013. As this is the first townhouse development proposal on this block of Blundell Road, the applicant has undertaken a public consultation process as per the Townhouse Development Requirements in the Arterial Road Policy. The developer hand delivered an information package to the immediate neighbourhood (**Attachment 4**) on June 8, 2013. The information package includes a letter (**Attachment 5**) and a set of the development plans (**Attachment 2**). No response was received by the developer by the deadline identified on the consultation letter. However, staff subsequently received an email from the property owner of 5131 Blundell Road (**Attachment 6**); a list of concerns raised by Mr. Mahal is provided below, along with developer's responses in *italics*:

1. Property value of the surrounding homes will be negatively impacted.  
*(High quality exterior finishes such as hardi-plank and hardi-panel are to be used. The proposed development will improve the appearance of the streetscape.)*
2. Property value of 5131 Blundell Road will be negatively impacted, as the driveway to the townhouse development would be placed directly across from 5131 Blundell Road.  
*(Driveway is proposed along the east property line of 5160 Blundell Road, opposite 5151 and 5171 Blundell Road.)*
3. The proposed townhouse development will generate safety impacts to the intersection at Blundell/ Railway.  
*(According to the traffic engineering consultant, the proposed development is approximately 150 m east of the Blundell/Railway signalized intersection and it is not expected that the traffic operation at the proposed development driveway will generate any safety impacts to the intersection. In addition, based on a recently completed traffic analysis by the traffic engineering consultant, the development traffic is less than 1% of total intersection volumes through the signal (Blundell/Railway).  
Using the estimated 2015 peak hour traffic volumes, the signal will operate at excellent levels of service according to the traffic engineering consultant and all individual movements will operate at an acceptable level, even with the development traffic. Therefore, it is not*

*expected the proposed development will generate any traffic and safety impacts to the intersection of Blundell Road and Railway Avenue.*

*The City's Transportation Division has reviewed the above and agreed with the findings. )*

4. The proposed townhouse development is adjacent to a Montessori school which brings in major vehicle traffic during peak hours and clogs traffic due to left turn into the driveway. The proposed townhouse development will exasperate the situation

*(The developer's traffic engineering consultant confirms that the future driveway of the proposed development will be located at the similar location of the existing driveway to 5160 Blundell Road, approximately 40 m east of the existing driveway to the True Light Montessori Pre-school. It was estimated that about 5-6 vehicles can be allowed for westbound left-turn queue at Blundell Road without conflicting with vehicles making left-out/left-in turning movement to the proposed development.*

*Based on traffic analysis, it was estimated that the pre-school will generate higher inbound vehicles in the morning peak hour; about 50 vehicles per hour or one (1) vehicle per minute.*

*For a residential use of the proposed townhouse development, the inbound trips (entering the site) will be very low in the morning peak; only 1-2 vehicles. During the afternoon peak, the proposed development will generate about 3-4 westbound left-turn vehicles; however, the pick-up period for pre-school students usually covers a long period of time (from 2:00 pm to 7:00 pm).*

*Therefore, it is not expected that the westbound vehicles left-turn movement to the proposed development site will create any significant impacts to the existing traffic operation at the pre-school in both peak hours. With significant low traffic volumes generated by the proposed development, it is not expected that the proposed townhouse driveway will impact the existing operation at the pre-school driveway.*

*The City's Transportation Division has reviewed the above and agreed with the findings.)*

## **Staff Comments**

### **Trees Retention and Replacement**

A Tree Survey and a Certified Arborist's Report were submitted in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and provided the following comments:

- Six (6) Douglas Fir trees, specifically tag# 788 – 793, under joint ownership located on the east property line, are in good condition and are recommended to be retained and protected. as per the Tree Management Plan (**Attachment 7**)
- One (1) English Holly tree, specifically tag# 787, is dying (exhibits symptoms of leaf blight) and should be removed and replaced.
- Three (3) Lombardy Poplar trees, specifically tag# 777, 778, 779, under joint ownership located on the west property line have been previously topped. The historic topping sites are weakened by decay and are prone to failure. These trees should be removed and replaced. A consent letter for the removal of these trees from the property owners of 5120 Blundell Road is on file.

- Two (2) Douglas Fir hedges identified as tags# 773 and 774 have been previously topped, have no landscape value, and should be removed.
- 13 existing trees on site (including 3xWestern Red Cedar, 1xCherry, 3xApple, 1xSitka Spruce, and 5xDouglas Fir trees, tag# 769-772, 775-776, and 780-786) are either dead, dying (sparse canopy foliage), have been previously topped and have significant decay at the topping sites, or are infected with Fungal Blight. These trees are not good candidates for retention and should be replaced.

While the three (3) Western Red Cedar trees (tag# 769-772) located at the southwest corner of the site are identified for removal, the developer would make an effort to retain them on site. Tree protection fencing around these trees will be installed at demolish and construction stage; a re-assessment of these trees will be undertaken during the course of construction. Replacement trees will be provided despite of future retention potential of these trees.

### *Tree Replacement*

Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), 34 replacement trees are required for the removal of 17 trees. According to the Preliminary Landscape Plan (**Attachment 2**), the developer is proposing to plant 35 new trees on-site. The size and species of replacement trees and an overall site landscape design will be reviewed in detail at the Development Permit stage.

### *Tree Protection*

Tree protection fencing is required to be installed to City standards prior to any construction activities occurring on-site. In addition, proof that the owner has entered into a contract with a Certified Arborist to monitor all works to be done near or within the tree protection zone will be required prior to final adoption of the rezoning bylaw.

In order to ensure that the six (6) protected trees will not be damaged during construction, a Tree Survival Security will be required as part of the Landscape Letter of Credit at Development Permit stage to ensure that these trees will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report, prepared by the Arborist, confirming the protected trees survived the construction, is reviewed by staff.

Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit, install tree protection around trees to be retained, and submit a landscape security in the amount of \$46,000.00 to ensure the replacement planting will be provided.

### Site Servicing and Frontage Improvements

No capacity analysis and service upgrades are required, but site analysis for storm sewer and sanitary sewer will be required on the Servicing Agreement drawings (see notes under Servicing Agreement Requirements in **Attachment 8**).



Prior to final rezoning bylaw adoption, the developer is required to consolidate the two (2) lots into one (1) development parcel, register on Title a restrictive covenant to prohibit the conversion of the garage area into habitable space, and enter into the City's standard Servicing Agreement for the design and construction of frontage improvements and service connections. Works to include, but not limited to: removal of the existing sidewalk behind the existing curb and gutter (which remains), construction of a new 1.5 m concrete sidewalk along the front property line, and installation of a 1.41 m grass and treed boulevard between the sidewalk and the curb.

#### Vehicle Access

One (1) driveway from Blundell Road is proposed. The long-term objective is for the driveway access established on Blundell Road to be utilized by adjacent properties to the east and west if they ultimately apply to redevelop. A Public Right-of-Passage (PROP) Statutory Right-of-Way (SRW) over the entire area of the proposed driveway and the internal manoeuvring aisle will be secured as a condition of rezoning to facilitate this vision.

#### Indoor Amenity Space

The applicant is proposing a contribution in-lieu of on-site indoor amenity space in the amount of \$15,000 as per the Official Community Plan (OCP) and Council Policy.

#### Outdoor Amenity Space

Outdoor amenity space will be provided on-site. Staff will work with the applicant at the Development Permit stage to ensure the size, configuration, and design of the outdoor amenity space meets the Development Permit Guidelines in the Official Community Plan (OCP).

### **Analysis**

#### Official Community Plan (OCP) Compliance

The proposed development is generally consistent with the Neighbourhood Residential land use designation in the 2041 OCP Land Use Map, and with the location criteria and development requirements for arterial road townhouse developments contained in the 2041 OCP. The proposed height, siting and orientation of the buildings respect the massing of the existing developments to the south, east and west:

- The end units of the three-storey buildings along Blundell Road are stepped down to two-storeys along the side yards;
- Duplex units and detached units with a two-storey massing are proposed along the rear property line;
- Increased rear yard setback (minimum 6.0 m on the ground floor and 6.9 m on the second floor, compared to 3.0 m as required under the Low Density Townhouse zones) will be provided; and
- the existing 6.0 m front yard setback will be maintained.

The building height, massing and setbacks will be controlled through the Development Permit process.

#### Development Potential of Adjacent Properties

This block of Blundell Road between Railway Avenue and Clifton Road is within 800 m of a Neighbourhood Centre and within 400 m of a Commercial Service use; therefore, the majority of lots on this block of Blundell Road have a similar development potential as the subject site.

It should be noted that two (2) coach house lots on this block (5220 and 5222 Blundell Road) were created under the original Lane Establishment and Arterial Road Redevelopment Policies (2001) (RZ 04-270504). Given the existing lot geometries along this block the long-term viability of establishing a functional rear lane is limited, which is why staff are recommending townhouse development at this time. Vehicle access to potential future townhouse sites on this block will be reviewed on a case-by-case analysis with the objective of limiting driveway access locations to Blundell Road. Future redevelopments of these two (2) coach house lots into multiple-family uses must include the lane right-of-way at the back (purchase of the land from the City is required).

#### Design Review and Future Development Permit Considerations

A Development Permit will be required to ensure that the proposed development is sensitively integrated with adjacent developments. The rezoning conditions will not be considered satisfied until a Development Permit application is processed to a satisfactory level. In association with the Development Permit, the following issues are to be further examined in relation to the site:

- Compliance with Development Permit Guidelines for multiple-family projects contained in Section 14 of the 2041 OCP Bylaw 9000.
- Building form and architectural character;
- Provision of a convertible unit and design of other accessibility/aging-in-place features;
- Site grading requirements to ensure the survival of protected trees;
- Landscaping design and enhancement of the outdoor amenity area to maximize use; and
- Opportunities to maximize permeable surface areas and better articulate hard surface treatment.

Additional issues may be identified as part of the Development Permit application review process.

#### **Financial Impact or Economic Impact**

None.

**Conclusion**

The proposed 15-unit townhouse development is consistent with the Official Community Plan (OCP) regarding developments within the Arterial Road Policy area. Overall, the proposed land use, site plan, and building massing will complement the surrounding neighbourhood. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as **Attachment 8**, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500 Amendment Bylaw 9055 be introduced and given first reading.



Edwin Lee  
Planning Technician – Design

EL:blg

**Attachments:**

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Developer's Consultation Area
- Attachment 5: Developer's Consultation Letter
- Attachment 6: Correspondence Received
- Attachment 7: Tree Management Plan
- Attachment 8: Rezoning Considerations Concurrence



Original Date: 01/17/13

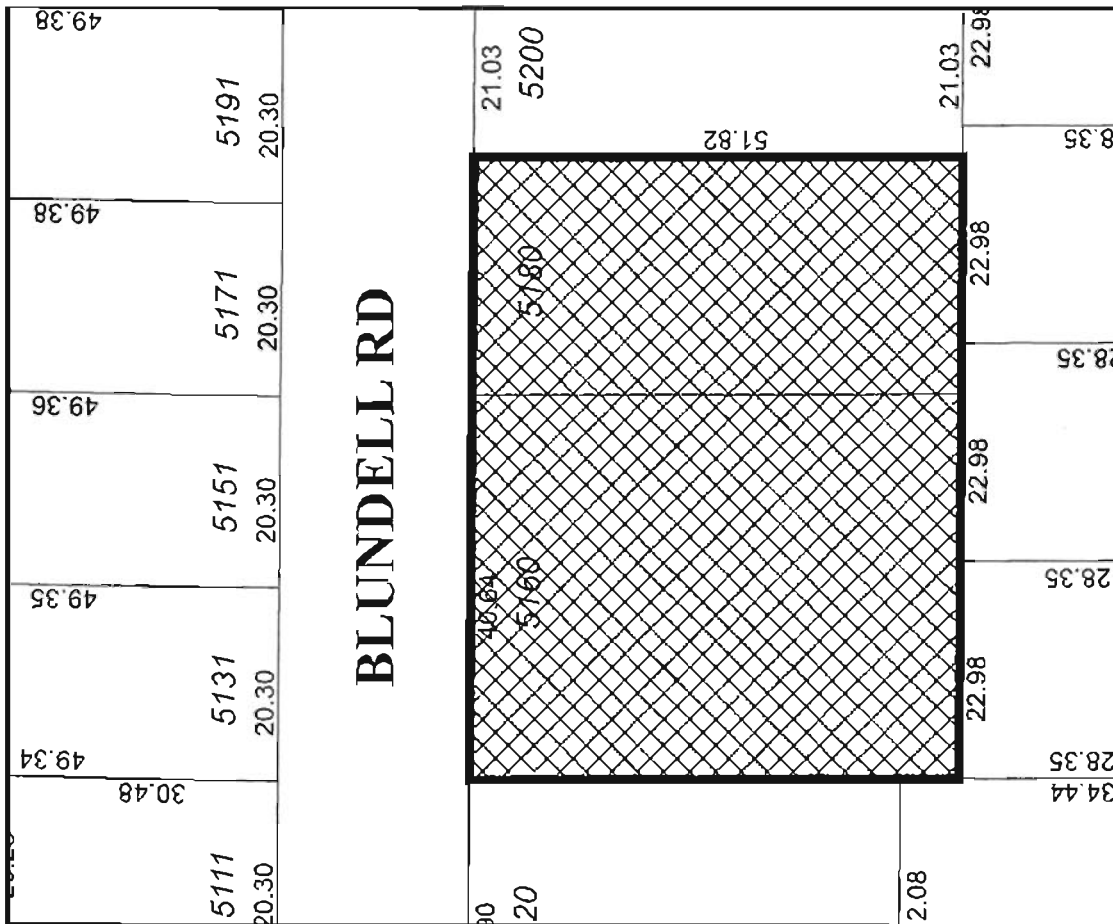
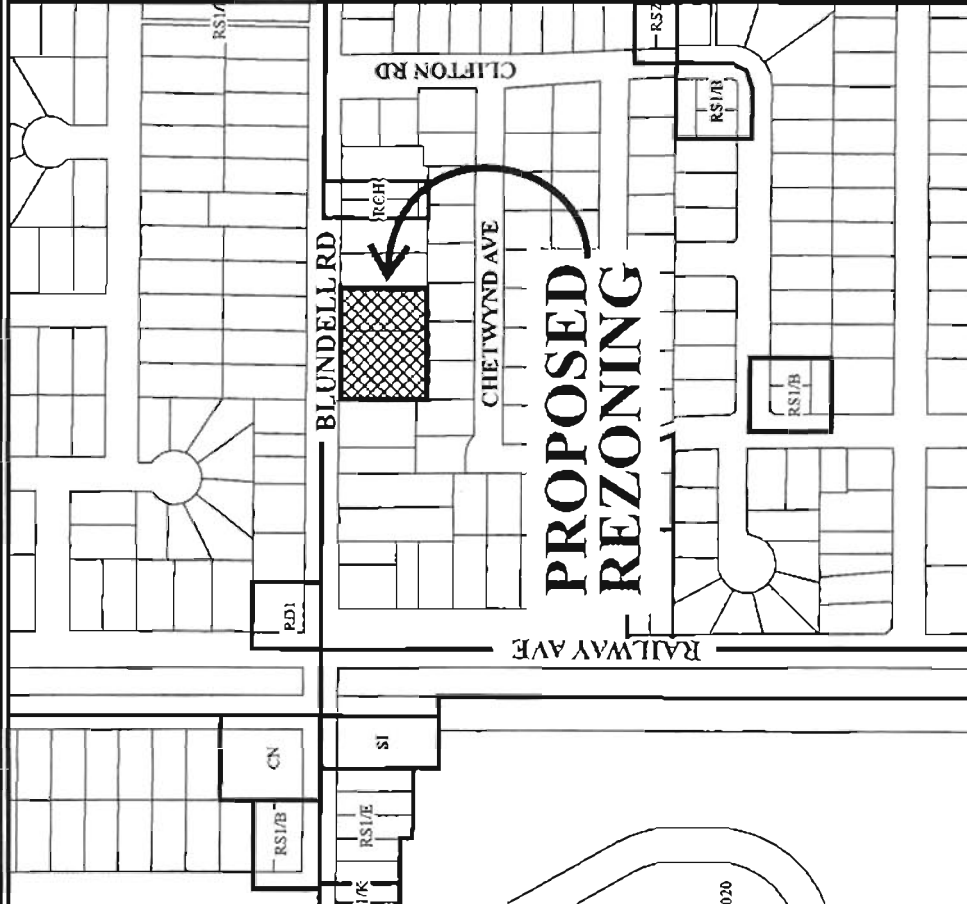
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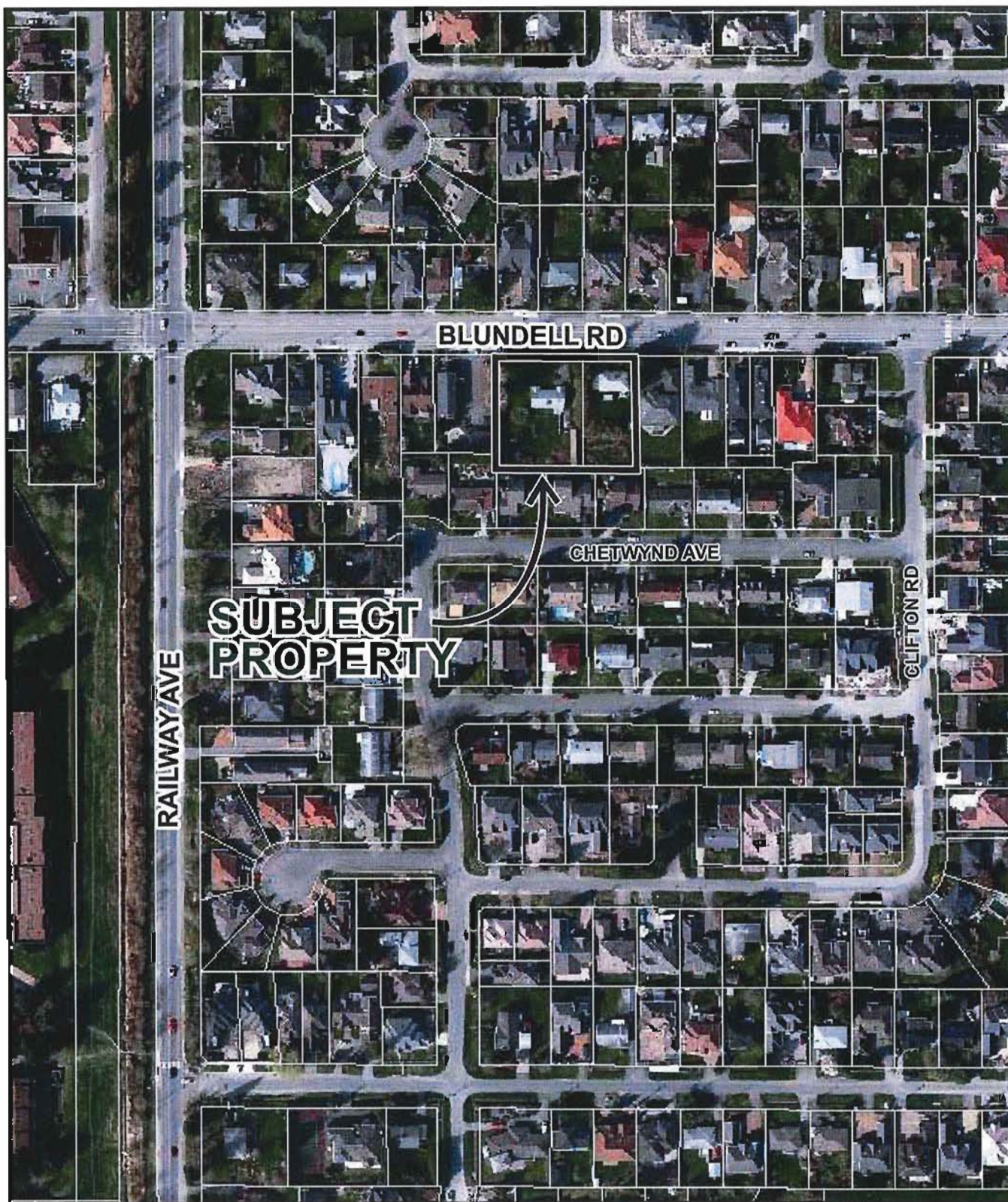
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# City of Richmond







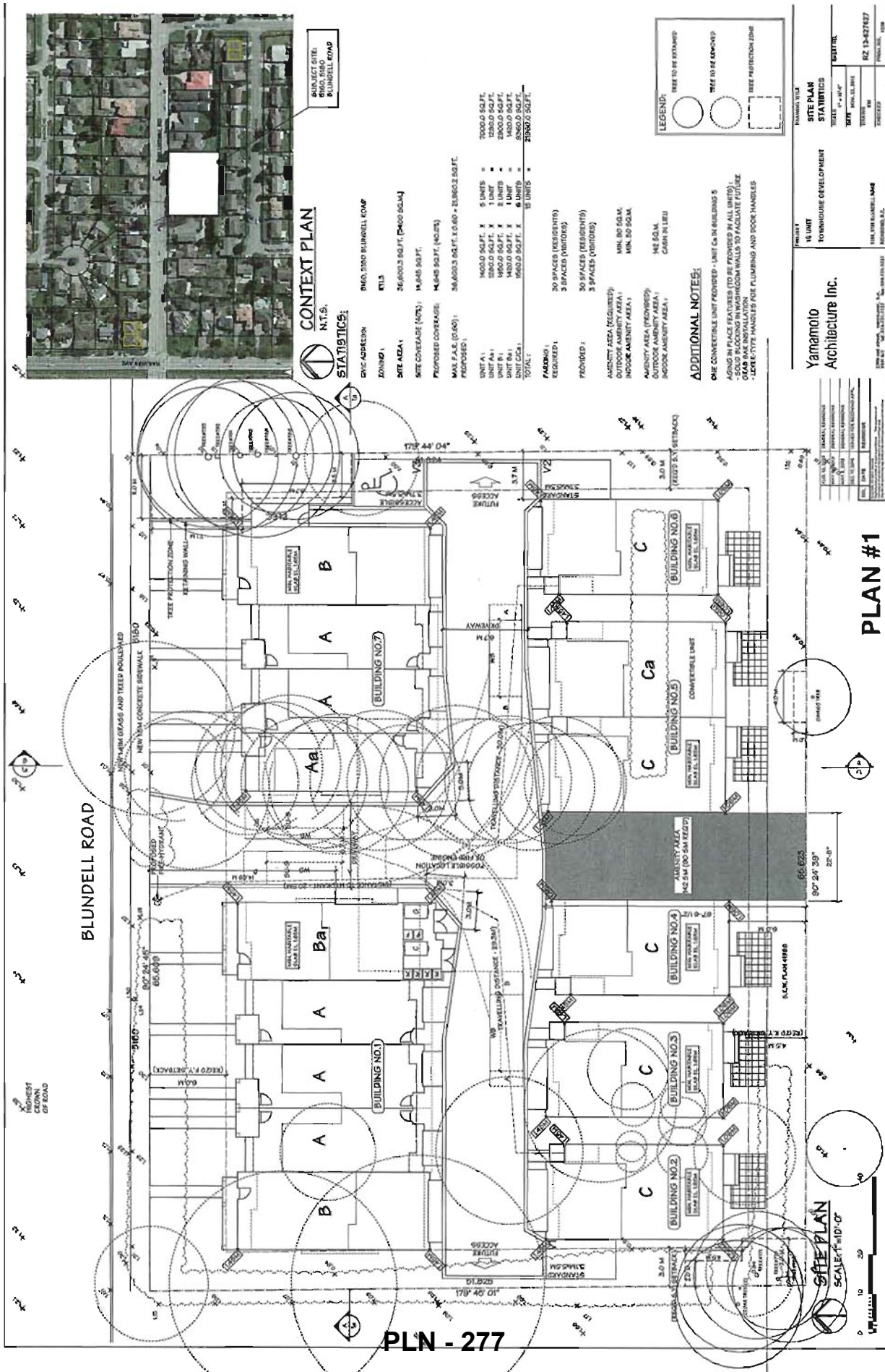
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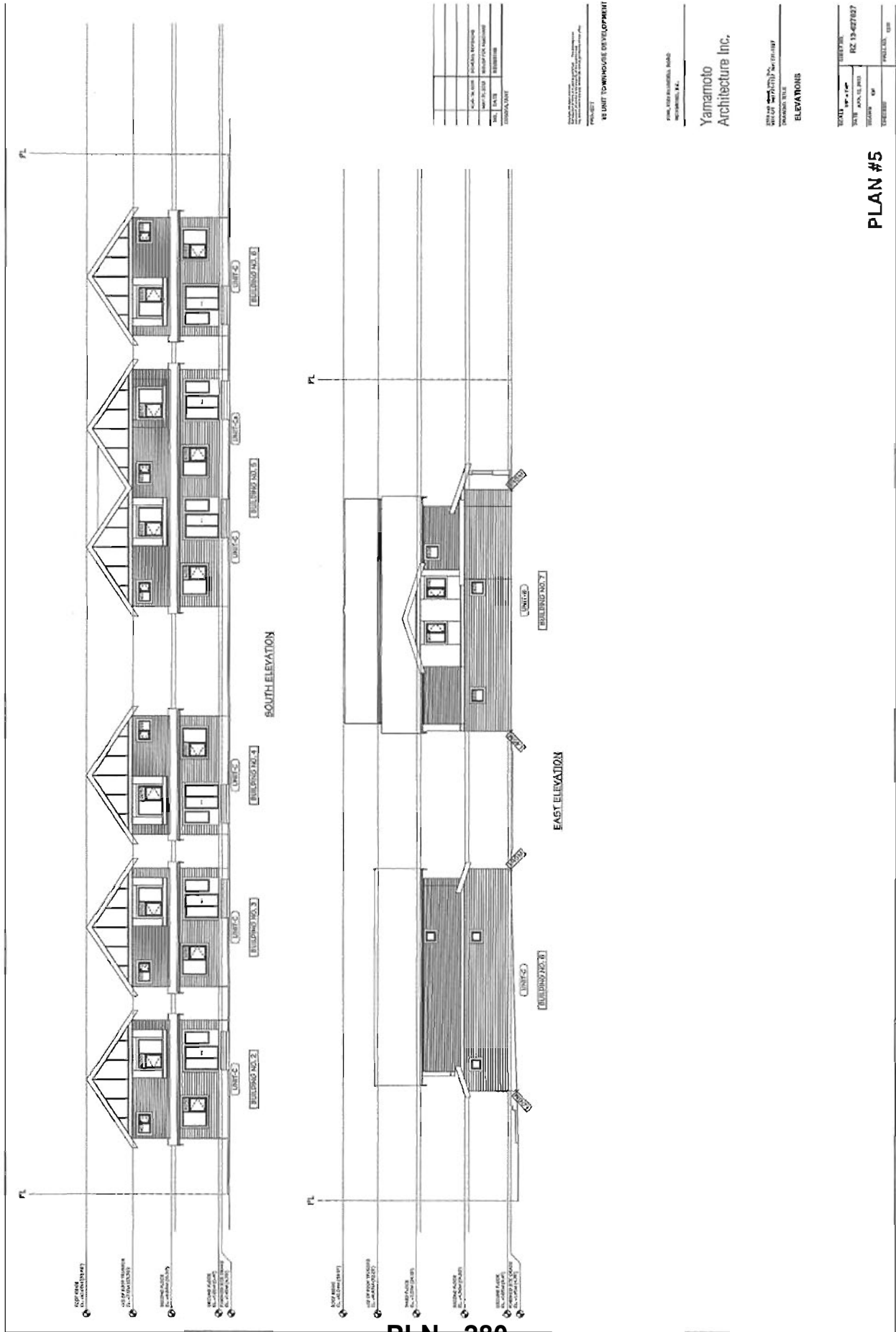












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**pmg**  
LANDSCAPE  
ARCHITECTS  
10000  
Boulevard, Suite 100, Richmond, BC V6X 1A1  
Tel: 604-271-1111 Fax: 604-271-1112

DATE:



1. PROJECT NAME	15 UNIT TOWNHOUSE DEVELOPMENT
2. PROJECT ADDRESS	5140 AND 1100 BLUNDILL ROAD, RICHMOND
3. PROJECT NO.	15-001
4. PROJECT DESIGNER	PMG LANDSCAPE ARCHITECTS
5. PROJECT DATE	2019
6. PROJECT SCALE	1:100
7. PROJECT STATUS	PRELIMINARY
8. PROJECT CLIENT	KENSINGTON HOMES

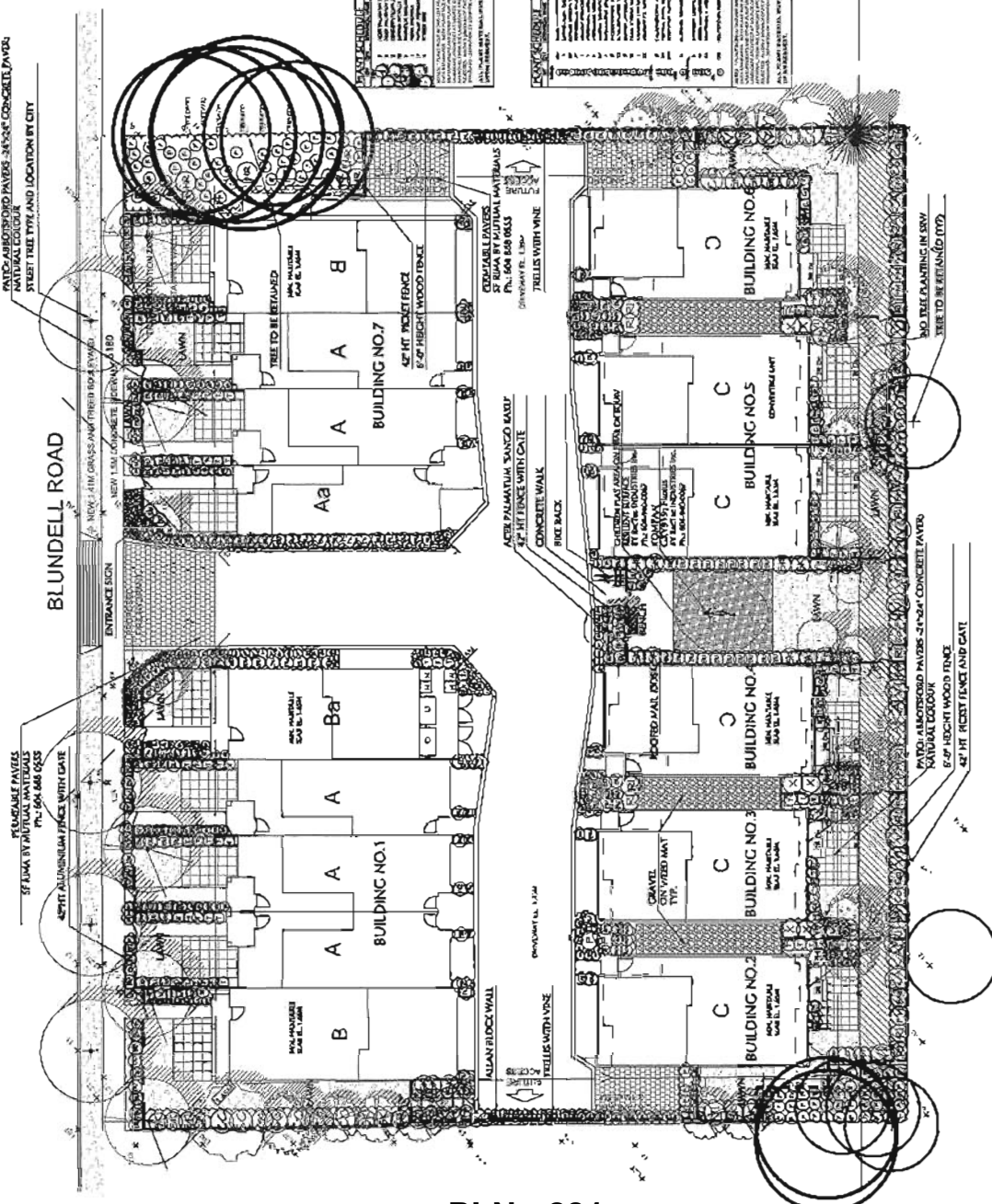
KENSINGTON HOMES

PROJECT:  
15 UNIT TOWNHOUSE  
DEVELOPMENT  
5140 AND 1100 BLUNDILL ROAD  
RICHMOND  
V6X 1A1  
YAMAMOTO ARCHITECTURE INC.  
10000  
Boulevard, Suite 100, Richmond, BC V6X 1A1  
Tel: 604-271-1111 Fax: 604-271-1112  
LANDSCAPE  
PLAN

DATE: 04/04/2019  
SCALE: 1/8" = 1'-0"  
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INTER-ASPHOTOPAVED PAVES - 30"x30" CONCRETE PAVES  
STREET TREE TYPE AND LOCATION BY CITY

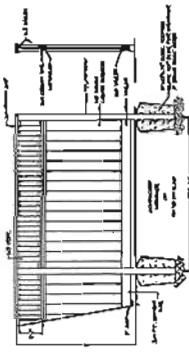
BLUNDILL ROAD



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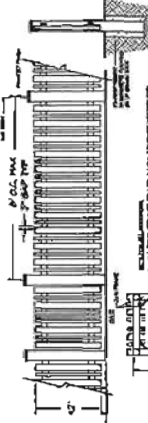
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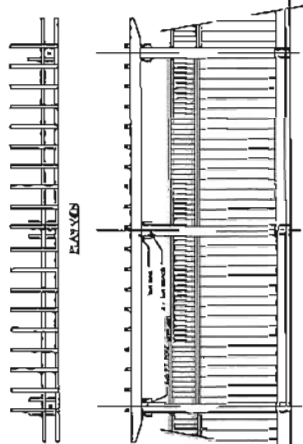
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1 6'0" NARROW WOOD FENCE 3'0" x 6'0"



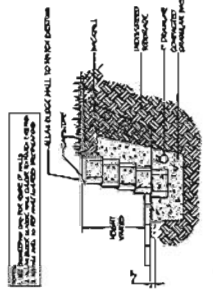
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2 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"

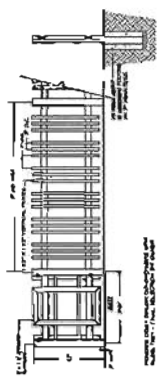


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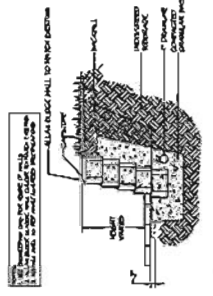
3 TRELLIS STRUCTURE 3'0" x 6'0"



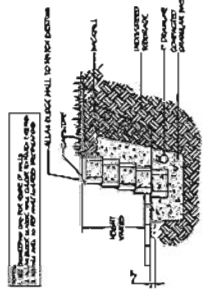
4 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



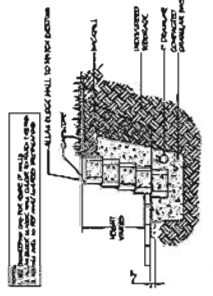
5 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



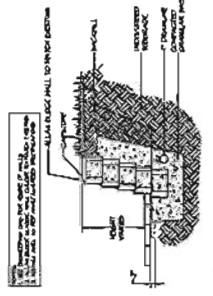
6 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



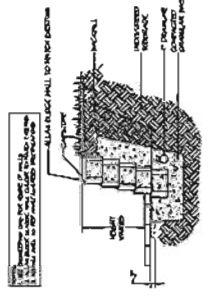
7 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



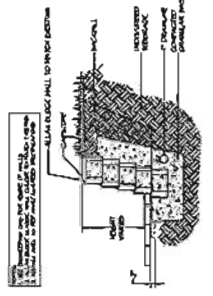
8 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



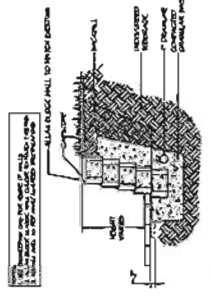
9 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



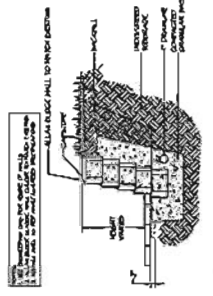
10 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



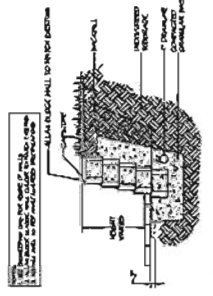
11 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



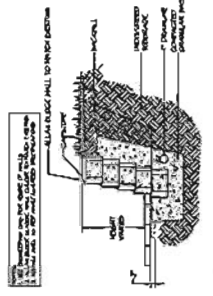
12 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



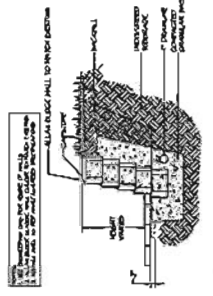
13 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



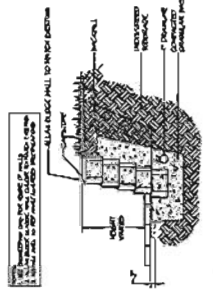
14 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



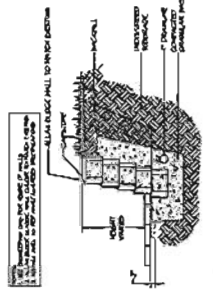
15 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



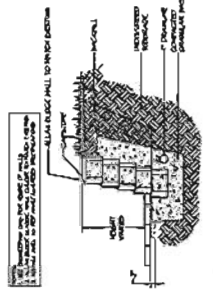
16 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



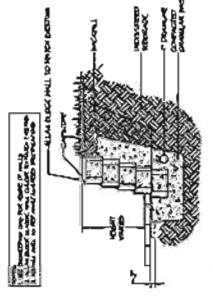
17 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



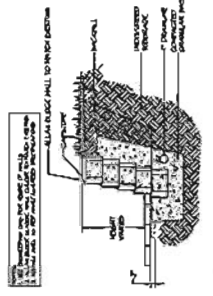
18 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



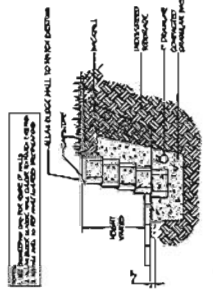
19 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



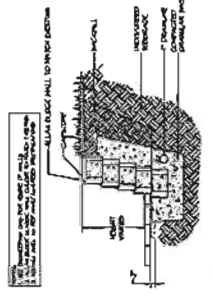
20 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



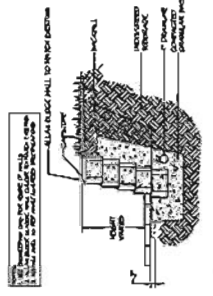
21 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



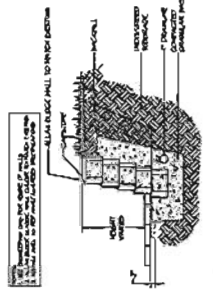
22 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



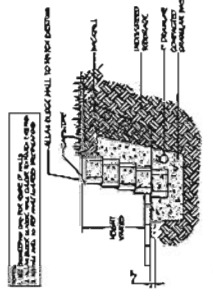
23 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



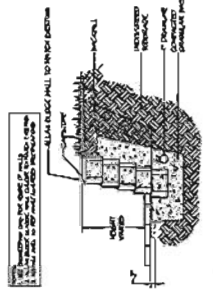
24 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



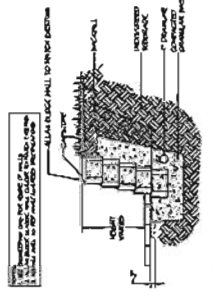
25 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



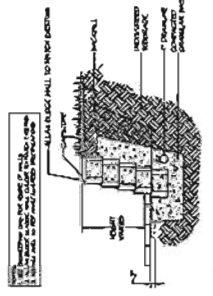
26 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



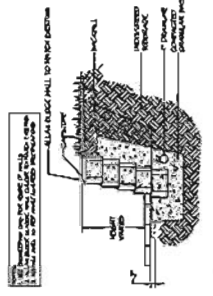
27 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



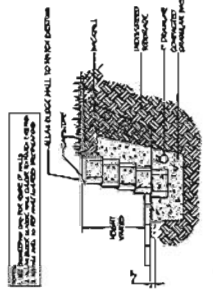
28 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



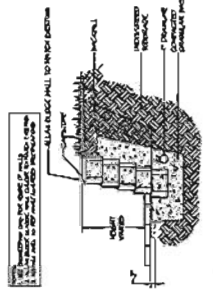
29 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



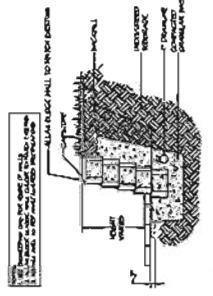
30 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



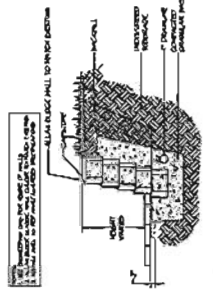
31 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



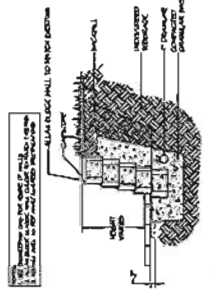
32 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



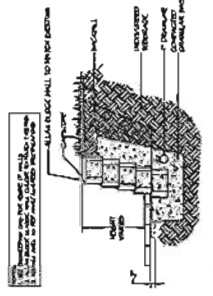
33 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



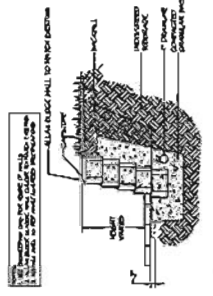
34 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



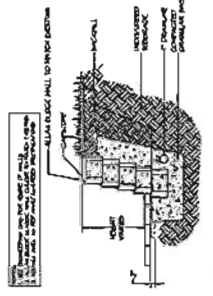
35 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



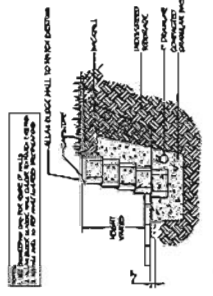
36 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



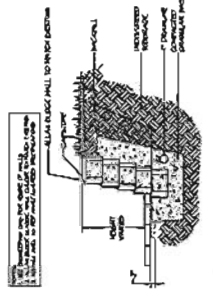
37 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



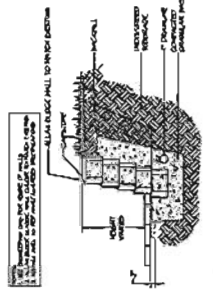
38 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



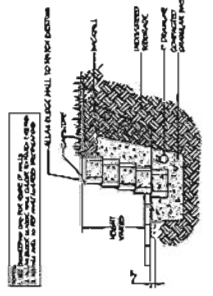
39 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



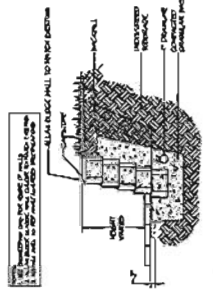
40 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



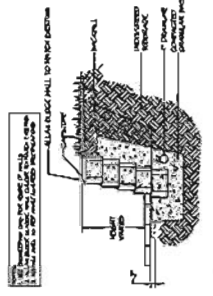
41 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



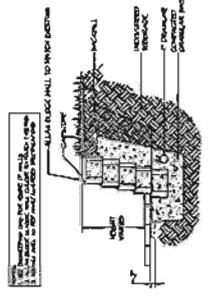
42 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



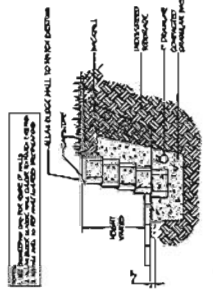
43 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



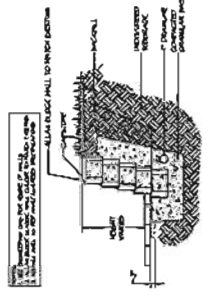
44 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



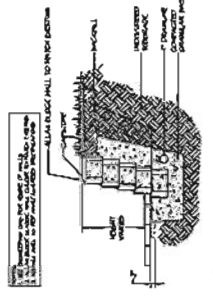
45 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



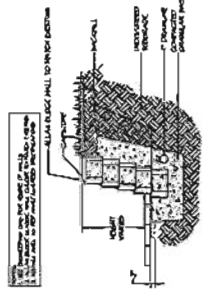
46 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



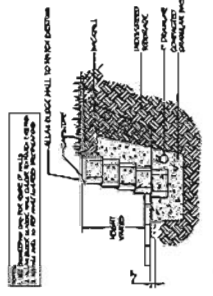
47 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



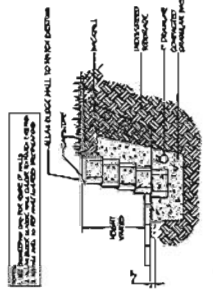
48 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



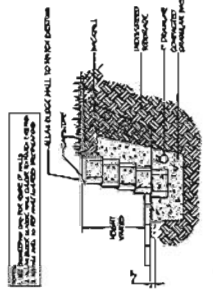
49 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



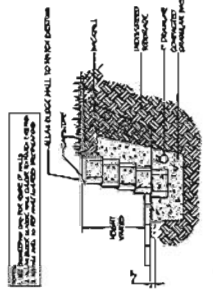
50 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



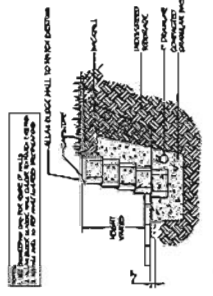
51 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



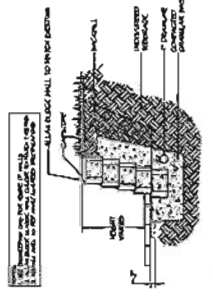
52 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



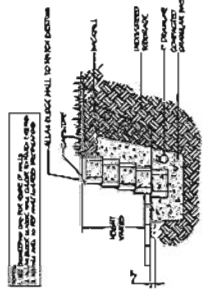
53 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



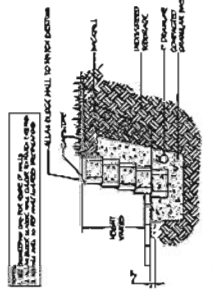
54 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



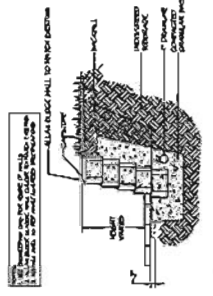
55 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



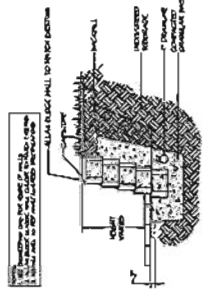
56 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



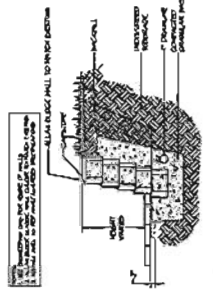
57 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



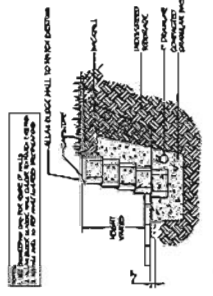
58 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



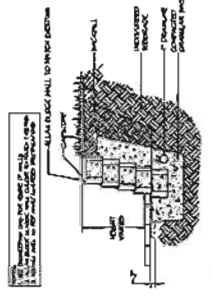
59 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



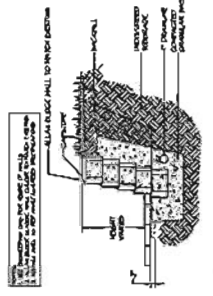
60 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



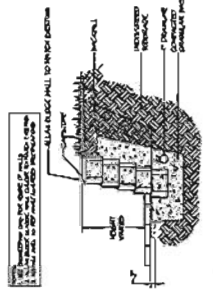
61 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



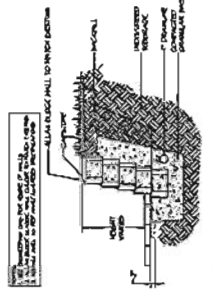
62 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



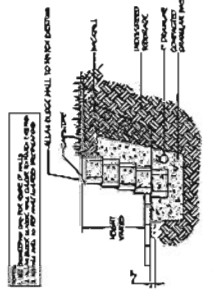
63 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



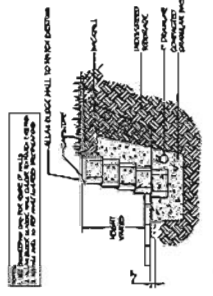
64 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



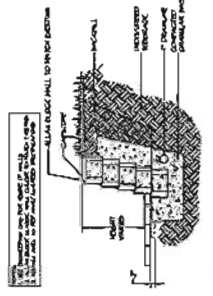
65 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



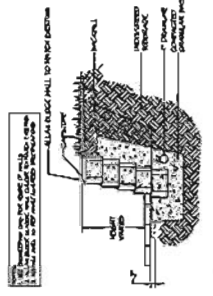
66 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



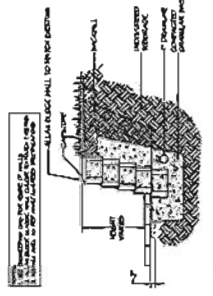
67 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



68 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"



69 6'0" WIDE POCKET FENCE AND GATE 3'0" x 6'0"





**RZ 13-627627**

**Attachment 3**

Address: 5160 and 5180 Blundell Road

Applicant: Kensington Homes Ltd.

Planning Area(s): Blundell

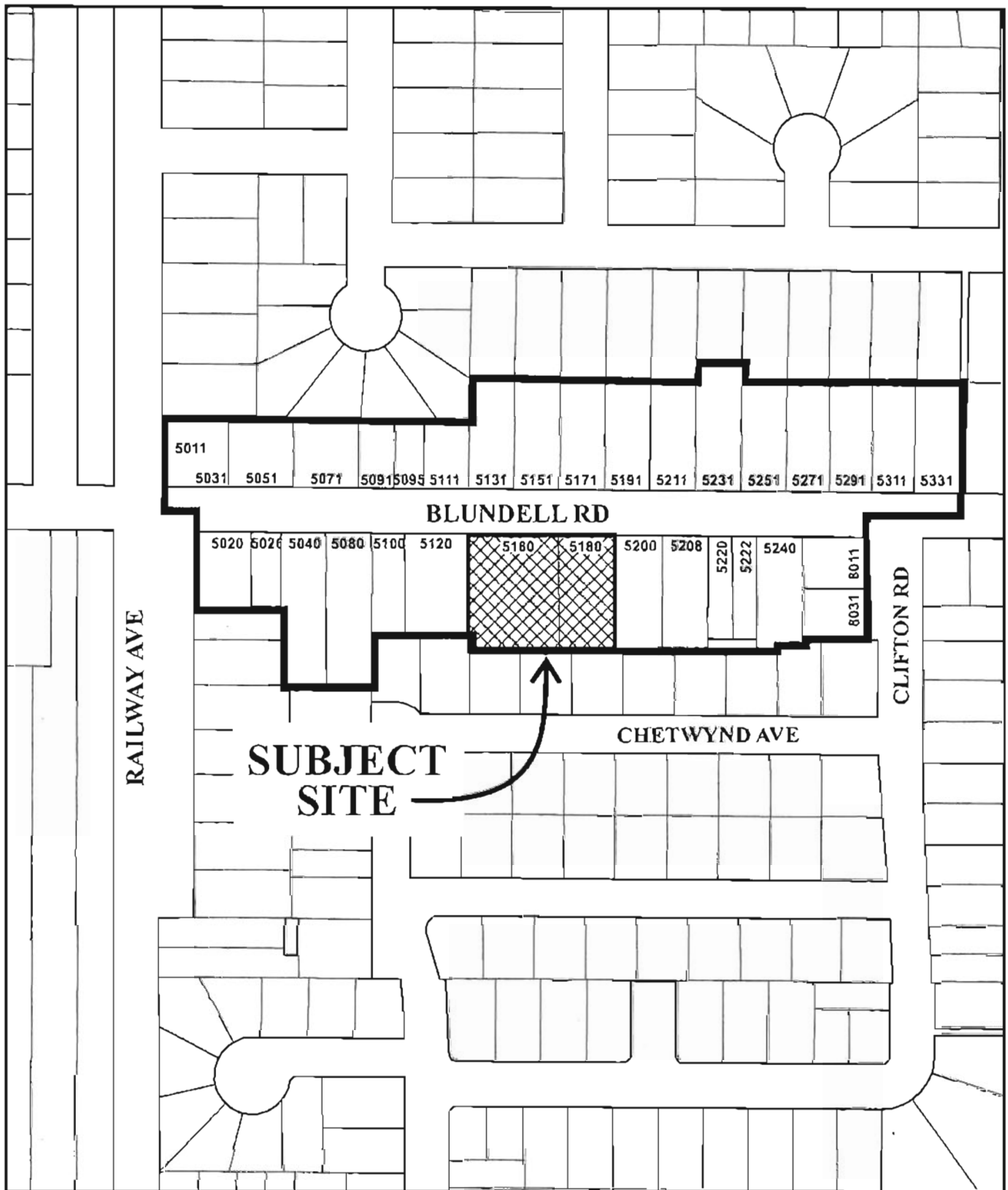
	Existing	Proposed
Owner:	955335 B.C. Ltd.	To be determined.
Site Size (m <sup>2</sup> ):	3,400 m <sup>2</sup>	No Change
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Neighbourhood Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	N/A	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	2	15
Other Designations:	N/A	No Change

On Future Development Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	6.0 m Min.	none
Setback – East Side Yard (m):	Min. 3.0 m	3.7 m Min.	none
Setback – West Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – Rear Yard (m):	Min. 3.0 m	6.0 Min.	none
Height (m):	Max. 12.0 m (3 storeys)	10.55 m (3 storeys Max.)	none
Lot Width:	Min. 50.0 m	65.6 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.21 (V) per unit	none
Off-street Parking Spaces – Total:	33	33	none



On Future Development Site	Bylaw Requirement	Proposed	Variance
Tandem Parking Spaces:	Max. 50% of proposed residential spaces (30 x Max. 50% = 15)	12	none
Small Car Parking Spaces	Max. 50% when 31 or more spaces are provided on site (33 x Max. 50% = 16)	0	none
Handicap Parking Spaces:	Min. 2% when 3 or more visitor parking spaces are required (3 x Min. 2% = 1)	1	none
Amenity Space – Indoor:	Min. 70 m <sup>2</sup> or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m <sup>2</sup> x 15 units = 90 m <sup>2</sup>	142 m <sup>2</sup>	none

Other: Tree replacement compensation required for removal of bylaw-sized trees.



Consultation Area  
RZ 13-627627

Original Date: 08/27/13

Revision Date:

Note: Dimensions are in METRES

## BLUNDELL VENTURES LIMITED PARTNERSHIP

2200 Shell Road, Richmond, V6X 2P1

May 30th, 2013

Dear Neighbour,

We would like to inform you that we have applied to City of Richmond to rezone the properties at 5160 & 5180 Blundell Road from RS1/E to RTL3 in order to construct 15 townhouse units.

The proposed development is as follows:

The consolidated lot size for the project is 36,613 square feet. The proposed total living space floor area is 21,600 square feet (FAR = 60%), with a site coverage of 14,645 square feet (40%).

15 two and three storey multi-family units are proposed in the form of five single units, one duplex, one 4-unit building and one 5-unit building. Five single units and one duplex are located along the rear property line to minimize the impact on single family houses to the south. Two 2 & 3 storey (one 4-unit and one 5-unit) building fronts Blundell Road. Along Blundell Road, 2 storey units are proposed adjacent to single family properties to the east and west. Vehicle access is provided from a 7.5m wide drive aisle located approximately in the middle of the site frontage.

Our proposal follows the Blundell Official Community Plan (OCP) policies and provides ground oriented family units in form and character which fit into the existing neighbourhood.

At this time, we are soliciting input from the neighbourhood. If you have any queries or concerns about the proposed development, please contact one of the following on or before 15th June, 2013:

City of Richmond  
Edwin Lee, Planner  
elee@richmond.ca

or

Blundell Ventures LP  
Nick Poon, Project Manager  
info@kensingtonhomes.ca

We thank you for your kind attention.

Yours truly,

Blundell Ventures LP

Lee, Edwin

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From: Rick Mahal [rickandmona@gmail.com]  
 Sent: Friday, 26 July 2013 12:49  
 To: Lee, Edwin  
 Subject: Re: Rezoning of 5160 & 5180 Blundell

Hi Edwin in response to our conversation, here are a few general concerns on the development directly across the street from my house..

1. Property value will be negatively impacted to my new home. Usually in these developments they are across older homes/schools and or other townhome developments.

Examples would be developments on 8000 block of Williams rd and other townhome developments on Blundell.

Maybe a higher level of exterior finishing would greatly improve street appeal.

2. Driveway placement is also a concern as a driveway directly facing my property would greatly devalue my property

3. The proximity to the Intersection of Blundell/ Railway is also a concern as it is a well known problematic intersection involving many accidents.

Maybe keeping to one lane during peak hours might help?

4. Development is next door to a Montessori which already brings in major car traffic during peak times which clogs traffic in front of house because of left turn into said driveway. The close proximity of townhouse driveway will just exasperate the situation

I understand the city's community plan but this development would be the farthest west on Blundell where all large single family homes exist.

Hopefully we can resolve some of these problems. Thanks in advance

On Tue, Jul 16, 2013 at 10:03 AM, Lee, Edwin <ELee@richmond.ca> wrote:

Rick,

According to our telephone conversion on July 4, 2013, you were going to provide us with a written submission on your concerns with the proposed development. I would like to advise you that I have not yet received such submission and it would be great if you could provide us with this submission by July 23, 2013. The applicant would like to address your concerns and proceed to the next stage of the application. Should you have any questions, please feel free to contact me at 604-276-4121.

Regards,  
 Edwin







## Rezoning Considerations

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

**Address:** 5160 and 5180 Blundell Road

**File No.:** RZ 13-627627

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9055, the developer is required to complete the following:**

1. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
2. Registration of a Public Rights-of-Passage (PROP) statutory rights-of-way (ROW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future townhouse developments to the east and west. Language should be included in the ROW document that the City will not be responsible for maintenance or liability within this ROW.
3. Registration of a flood indemnity covenant on title.
4. Registration of a legal agreement on Title prohibiting the conversion of the tandem parking area/garage into habitable space.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted near/within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. City acceptance of the developer's offer to voluntarily contribute \$0.77 per buildable square foot (e.g. \$16,909.59) to the City's Public Art fund.
7. Contribution of \$1,000.00 per dwelling unit (e.g. \$15,000.00) in-lieu of on-site indoor amenity space.
8. City acceptance of the developer's offer to voluntarily contribute \$2.00 per buildable square foot (e.g. \$43,921.00) to the City's affordable housing fund.
9. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
10. Enter into a Servicing Agreement\* for the design and construction of frontage improvements and service connections. Works include, but may not be limited to: removal of the existing sidewalk, construction of a new 1.5 m concrete sidewalk at the north property line of the site, and a 1.41 m grass and treed boulevard (between curb & sidewalk).

Notes: Engineering Department has confirmed that Water, Storm, and Sanitary analysis and upgrades are not required. A site analysis will be required on the Servicing Agreement drawings, for Storm and Sanitary site connections only. Design to also include water, storm and sanitary service connections for the proposed townhouse development.

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

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a Landscaping Cost Estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
  - comply with the Development Permit Guidelines and the Arterial Road Policy in the OCP and should not include hedges along the front property line.
  - include a mix of coniferous and deciduous trees.
  - include the 34 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree
14	6 cm
8	8 cm
2	9 cm
10	11 cm

or	Minimum Height of Coniferous Tree
	3.5 m
	4.0 m
	5.0 m
	6.0 m

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Initial: \_\_\_\_\_

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

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

1. Submission of a Tree Survival Security to the City as part of the Landscape Letter of Credit to ensure that the trees to be retained on-site will be protected. No Landscape Letter of Credit will be returned until the post-construction assessment report confirming the protected trees survived the construction, prepared by the Arborist, is reviewed by staff.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Submission of fire flow calculations signed and sealed by a professional engineer, based on the Fire Underwriters Survey to confirm that there is adequate available water flow.
3. Submission of DCC's (City & GVS&DD), School site acquisition charges, and Utility charges etc.
4. 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.
5. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
6. 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 \_\_\_\_\_  
**PLN - 290**



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9055 (RZ 13-627627)  
5160 and 5180 Blundell Road**

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

1. 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 "**LOW DENSITY TOWNHOUSES (RTL4)**".

P.I.D. 003-590-640

Lot 2 Except Part Subdivided by Plan 41965 Section 24 Block 4 North Range 7 West New Westminster District Plan 11067

and

P.I.D. 009-452-567

West 82 Feet Lot 3 Except: Part Subdivided by Plan 41965; Section 24 Block 4 North Range 7 West New Westminster District Plan 11067

2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9055**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

\_\_\_\_\_  
MAYOR

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