



Planning Committee

Date: Tuesday, September 20, 2011
Place: Anderson Room
Richmond City Hall
Present: Councillor Bill McNulty, Chair
Councillor Greg Halsey-Brandt, Vice-Chair
Councillor Linda Barnes
Councillor Sue Halsey-Brandt
Councillor Harold Steves
Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on Tuesday, September 7, 2011, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

Tuesday, October 4, 2011, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DEPARTMENT

1. **HOUSING AGREEMENT (ORIS DEVELOPMENTS (RIVER DRIVE) CORP.) BYLAW NO. 8815- TO SECURE AFFORDABLE HOUSING UNITS LOCATED IN 1880 NO. 4 ROAD AND 10071, 10091, 10111, 10131, 10151, 10311 RIVER DRIVE.**

(File Ref. No. 12-8060-20-8815) (REDMS No. 3352614)

A brief discussion ensued regarding the provision of affordable housing units at the subject site, and the size of the subject site, and staff advised that: (i) the full complement of 65 affordable residential apartment units will be developed during the first development phase; and (ii) the subject site, located between No. 4 Road and Shell Road, covers almost all of the west-to-east stretch between the two major roads.

It was moved and seconded

That Bylaw No. 8815 be introduced and given first, second, and third readings to permit the City, once Bylaw No. 8815 has been adopted, to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of s. 905 of the Local Government Act, to secure the Affordable Housing Units required by Rezoning Application No. 07-380169.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

2. **AM-PRI CONSTRUCTION LTD. HAS APPLIED TO THE CITY OF RICHMOND FOR PERMISSION TO AMEND THE MCLENNAN SOUTH SUB-AREA PLAN CIRCULATION MAP AND TO REZONE 7691, 7711 AND 7731 BRIDGE STREET FROM "SINGLE DETACHED (RS1/F)" TO "MEDIUM DENSITY TOWNHOUSES (RTM2)" IN ORDER TO DEVELOP A 34 UNIT TOWNHOUSE DEVELOPMENT.**
(File Ref. 8060-20-8803/8804, RZ 11-563568) (REDMS No. 3216547)

Committee and staff briefly discussed: (i) the outdoor amenity area, where the noteworthy Douglas Fir tree will be retained; (ii) vehicular and pedestrian access to the site; and (iii) sustainability measures, such as permeable paving, will be included in the Development Permit report, but the McLennan South Sub-Area does not have the population density for a district energy program.

It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw 7100 Amendment Bylaw No. 8803 proposing to repeal the Circulation Map of Schedule 2.10D (McLennan South Sub-Area Plan) and replacing it with "Schedule A attached to and forming part of Bylaw 8803", to change the road type of Keefer Avenue between Armstrong Street and Bridge Street from "Local" to "Trail/Walkway" be introduced and given First Reading;*
- (2) *That Bylaw No. 8803, having been considered in conjunction with:*
- (a) *the City's Financial Plan and Capital Program;*
 - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

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

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- (3) *That Bylaw No. 8803 having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation; and*
- (4) *That Bylaw No. 8804 to rezone 7691, 7711 and 7731 Bridge Street from "Single Detached, (RS1/F)" to "Medium Density Townhouses (RTM2)", be introduced and given first reading.*

CARRIED

3. **APPLICATION BY AJIT THALIWAL FOR REZONING AT 11531 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**
(File Ref. No. 8060-20-8806, RZ 11-585249) (REDMS No. 3309083)

It was moved and seconded

That Bylaw No.8806, for the rezoning of 11531 Williams Road from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.

CARRIED

4. **APPLICATION BY PATRICK COTTER ARCHITECT INC. FOR A ZONING TEXT AMENDMENT TO LOW RISE APARTMENT (ZLR14) – RIVERPORT TO PERMIT A MIXED-USE DEVELOPMENT WITH DEDICATED RENTAL APARTMENT HOUSING AND SHARED PARKING AT 14000 AND 14088 RIVERPORT WAY**
(File Ref. No. ZT 11-565675, 12-8060-20-8811)(REDMS No. 3315841)

In response to queries, Brian Jackson, Director of Development, provided the following information:

- the private sewage treatment plant the development uses is sufficient;
- the subject site is close to railway lands, but the City has received confirmation from the rail company that, for the foreseeable future, no shunting of train cars will take place in the area;
- a registered acoustical engineer has been consulted and the required Noise Sensitive Use Restrictive Covenant for the proposed development includes specifications for acceptable indoor noise levels;
- the applicant may, at a later date, adapt one of the two ground level meeting rooms for a different use; and
- no discussion with the applicant has taken place with regard to an aviation fuel pipeline.

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A brief discussion took place regarding the removal of a previous restrictive agreement that pertained to the required age for the dormitory facilities, previously planned for when it was originally envisioned as a mixed-use site.

Committee commended the applicant on the purpose built market rental apartment housing.

It was moved and seconded

That Bylaw No. 8811, for a zoning text amendment to “Low Rise Apartment (ZLR14) – Riverport” to permit a medium density mid-rise mixed-use development with market rental apartment housing, commercial and community amenity space, be introduced and given first reading.

CARRIED

5. 2041 OCP UPDATE: THIRD ROUND PUBLIC CONSULTATION FINDINGS

(File Ref. No.)(REDMS No. 3306517)

Terry Crowe, Manager, Policy Planning, provided background information regarding Council direction to staff to consult with City residents regarding the draft 2041 OCP concept and with (i) Burkeville, (ii) Edgemere, and (iii) Richmond Gardens residents regarding granny flats and coach houses..

He reviewed the analysis undertaken by staff following consultation, open houses, and surveys, and advised that staff recommends that:

- (i) generally the public likes the 2041 OCP concept;
- (ii) granny flats and coach houses be allowed for Burkeville and for Edgemere, on a site by site rezoning basis; and
- (iii) Richmond Gardens, and elsewhere, not allow granny flats or coach houses, except where coach houses are currently allowed under the Arterial Road Policy;

Discussion ensued between Committee and staff, and particularly regarding:

- how the presence of back lanes impact the concept of granny flats and coach houses;
- the idea of a two year period to discover if the new housing forms are successful before considering to amend the Zoning Bylaw so that property owners require only a building permit, not a rezoning;
- the benefits of an incremental and cautious approach to the introduction of granny flats and coach houses in Burkeville and Edgemere;
- the requirement that all proposed granny flats and coach houses must go through the Public Hearing process;
- the 16.5 foot maximum height for a granny flat, and the 20 foot maximum height for a coach house; and

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- costs incurred by rezoning applicants, and costs incurred building permit applicants.

A comment was made that, for Burkeville and Edgemere, no rezonings and only individual building permits could be required for coach houses and granny flats, and that, possibly for Burkeville, rezonings be required for larger houses, but not for coach houses and granny flats.

Further discussion ensued, and in response to queries, staff provided the following details:

- through the rezoning process it would be possible to ask for lane upgrades;
- the City relies upon applicants to ensure that what is built as a coach house remains a coach house, and is not later converted; and
- residents of the Monds neighbourhood had indicated that they would not accept granny flats or coach houses.

A comment was made that, due to its unique nature, the granny flat and coach house process for Burkeville could differ, and be separate from, the granny flat and coach house process for Edgemere, in recognition of Burkeville's unique character.

Discussion ensued regarding the three-part staff recommendation. The recommendation stated:

- (1) *That the following form the basis for the preparation of the 2041 OCP Update:*
 - (a) *for Burkeville, allow granny flats and coach houses on a site by site rezoning basis;*
 - (b) *for Edgemere, allow granny flats and coach houses on a site by site rezoning basis on lots backed by a lane; and*
 - (c) *for Richmond Gardens and elsewhere, do not allow granny flats or coach houses (except where currently allowed under the Arterial Road Policy);*
- (2) *That form and character guidelines for granny flats and coach houses be prepared for the 2041 OCP Update; and*
- (3) *That the 2041 OCP Update provide for a review of coach houses and granny flats in Burkeville and Edgemere in two years from adoption of the 2041 OCP Update.*

A suggestion was made that Committee consider Part (2) of the staff recommendation separately from Parts (1) and (3). It was further suggested that Parts (1) and (3) be referred back to staff.

As a result of the suggestion, and the foregoing discussion, the following motion was introduced:

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It was moved and seconded

That form and character guidelines for granny flats and coach houses be prepared for the 2041 OCP Update.

CARRIED

The following **referral** motion was then introduced:

It was moved and seconded

That staff review the feasibility of:

- (1) *the following forming the basis for the preparation of the 2041 OCP Update:*
 - (a) *for Burkeville, allow granny flats and coach houses on a site by site rezoning basis;*
 - (b) *for Edgemere, allow granny flats and coach houses on a site by site rezoning basis on lots backed by a lane; and*
 - (c) *for Richmond Gardens and elsewhere, do not allow granny flats or coach houses (except where currently allowed under the Arterial Road Policy); and*
- (2) *a review of coach houses and granny flats in Burkeville and Edgemere in two years from adoption of the 2041 OCP Update.*

The question on the motion was not called as staff responded to a query by advising that a staff review, as outlined in Parts (1) and (2) of the staff referral, would not affect the progress of the 2041 OCP, as staff would report back on their findings.

The **referral** motion was then called and it was **CARRIED**.

6. TANDEM VEHICLE PARKING IN MULTI-FAMILY RESIDENTIAL UNITS

(File Ref. No. 10-6455-00)(REDMS No. 3256854)

Victor Wei, Director of Transportation, provided information regarding staff's investigation into tandem parking arrangements in multi-family residential units, and the potential for spill over parking into surrounding neighbourhoods.

Following Mr. Wei's review of the staff report, discussion took place between staff and Committee regarding:

- the number of residents surveyed who noted that tandem parking arrangements are inconvenient;
- the developers' comments that townhouse units that feature tandem parking arrangements are priced lower, and are slower to find buyers, than those with side-by-side parking stalls; and

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- issues regarding unclear designation of visitor parking stalls at multi-family residential developments, and not being clearly demarcated.

Staff advised that illegal conversions of tandem garages to habitable areas is extremely rare, and is unlikely to occur due to vigilant monitoring done by strata corporations.

A comment was made that further consultation is unnecessary, as tandem parking arrangements are suitable if society is to decrease its reliance on cars, by using smaller cars, and fewer cars per family.

A further comment was made endorsing further consultation, especially where parking space dimensions, and visitor parking stalls are concerned.

It was moved and seconded

- (1) *That staff be directed to consult with stakeholders, including Urban Development Institute, Greater Vancouver Home Builders Association, and other small townhouse builders not part of the UDI and GVHBA, on the following parking-related topics specific to multi-family residential developments:*
 - (a) *impacts of regulating the extent of tandem parking provided;*
 - (b) *minimum dimensions of parking stalls; and*
 - (c) *measures to better define visibility of visitor parking; and*
- (2) *That staff report back as soon as possible on the results of the consultation and any proposed measures to address identified concerns.*

CARRIED

OPPOSED: Councillor Harold Steves

7. MANAGER'S REPORT

- (i) *Imperial Oil Limited Removing Pilings at the Company's Leased Waterlots at 3880 Bayview Street* (Redms No. 3351759)

Planner Terry Brunette was accompanied by Peter Nicholson, Project Manager, Imperial Oil Limited (IOL), and Lawrence Ng, Real Estate Manager, Devon Estates (a subsidiary of IOL), and advised that:

- the two waterlots on Bayview Street that are leased by IOL are under the jurisdiction of Port Metro Vancouver (PMV) and that PMV staff have confirmed that the terms of the IOL lease requires all pilings to be removed by December 31, 2011; and
- IOL's intention is to begin to remove the pilings on their leased lots in late September.

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Discussion ensued among staff, the IOL representatives and Committee on details of the IOL lease, and in particular on:

- City staff and PMV staff have been in touch to discuss the terms of the lease;
- the idea of leaving the pilings in place as their removal will devalue the waterlots; and
- if IOL re-leased the waterlots they would appear more valuable to future lessees.

In response to a suggestion from Committee that the IOC contact MVP to discuss the issue further, Mr. Ng. advised that he would act on the suggestion.

In response to a query regarding IOC's commitment to install landscape elements on Bayview Street, advice was provided that IOC will do so, after the removal of the pilings, and any contaminated soil, is accomplished.

(ii) Staff Report on the City's Environmentally Sensitive Areas (ESAs)

In response to a query regarding when Committee would receive staff's report examining Environmentally Sensitive Areas, Mr. Crowe advised that the report will be brought forward before early in 2012.

(iii) Metro Vancouver's Regional Growth Strategy (RGS)

Joe Erceg, General Manager, Planning and Development, advised that Metro Vancouver's Planning Committee has already considered the City's requested amendments to the Regional Growth Strategy, and that Metro Vancouver's Board will be reviewing them this week.

Mr. Erceg stated that staff expects the amendments will be referred to the City in October, 2011, and will be finalized by the Metro Vancouver Board before the end of 2011.

(iv) Municipal Role in Immigration Settlement

Councillor Barnes introduced a news release issued by the Federation of Canadian Municipalities (on file in the City Clerk's Office) regarding its report on the municipal role in immigration settlement, and identifying the lack of affordable housing, and access to efficient public transit and community services as significant barriers to the success of new immigrants and the Canadian economy.

Mr. Erceg suggested that the City's Affordable Housing Coordinator review the Federation's report.

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(v) Proposed Steveston Village and Cannery Row Heritage Area Policy

The Chair stated that the Steveston Heritage Conservation Strategy should be reviewed, and that such a review should be separate from the proposed community consultation for the proposed Steveston Village & Cannery Row Heritage Area Policy.

Mr. Crowe and Mr. Erceg responded and advised that: (i) a review of the Steveston Heritage Conservation Strategy is planned within the next several weeks, and would involve staff and Council; and (ii) a separate consultation process, as requested by Planning Committee at its September 7, 2011 meeting, with all concerned community groups, would be done later in 2012.

In response to a concern regarding development applications for Steveston Village and the need to review the Steveston Heritage Conservation Strategy in a timely fashion, to ensure compliance with development guidelines, Mr. Erceg noted that at present the City has few development applications for the Steveson Village area.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:33 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 Tuesday, September 20, 2011.

Councillor Bill McNulty
Chair

Sheila Johnston
Committee Clerk