



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, January 29, 2018
7:00 p.m.

Pg. # ITEM

MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on January 15, 2018* (distributed previously);
- CNCL-11 (2) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on January 22, 2018; and*
- CNCL-17 (3) *receive for information the Metro Vancouver **'Board in Brief'** dated January 26, 2018.*



AGENDA ADDITIONS & DELETIONS

PRESENTATION

- (1) John Watson, Chair, Gateway Theatre Board, and Camilla Tibbs, Executive Director, Gateway Theatre, to present on 2017 activities.
- (2) Emily Toda, Coordinator - Parks Programs, Parks Programs, to present the 2018 Street Banners.

COMMITTEE OF THE WHOLE

2. *Motion to resolve into Committee of the Whole to hear delegations on agenda items.*

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3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED OR ON DEVELOPMENT PERMITS/DEVELOPMENT VARIANCE PERMITS – ITEM NO. 18.

4. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

PLEASE NOTE THAT ITEMS APPEARING ON THE CONSENT AGENDA WHICH PRESENT A CONFLICT OF INTEREST FOR COUNCIL MEMBERS MUST BE REMOVED FROM THE CONSENT AGENDA AND CONSIDERED SEPARATELY.

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Fire-Rescue Community Outreach and Public Education Plan: 2018-2023
- Child Care Development Advisory Committee 2017 Annual Report and 2018 Work Program
- Land use applications for first reading (to be further considered at the Public Hearing on February 19, 2018):
 - 5400 Granville Avenue – Rezone from RS1/E to RS2/B (Westmark Developments Ltd. – applicant)
 - Updating Amenity and Planning Contribution Rates Within the Official Community Plan and Area Plans
- Road Safety along S-Curve Section of Highway 91
- Provincial 2018/2019 BikeBC Program Submission

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ITEM

- Termination and Renewal of Outdated Telecomm Municipal Access Agreements
- Emily Carr University Agreement – Terra Nova Pollinator Meadow
- Amendment to Boulevard and Roadway Protection and Regulation Bylaw No. 6366

5. *Motion to adopt Items No. 6 through No. 15 by general consent.*

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Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-21 (1) the **Special General Purposes Committee** meeting held on January 15, 2018;
- CNCL-25 (2) the **Community Safety Committee** meeting held on January 16, 2018;
- CNCL-31 (3) the **Planning Committee** meeting held on January 23, 2018; and
- CNCL-37 (4) the **Public Works and Transportation Committee** meeting held on January 24, 2018;

be received for information.

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Consent
Agenda
Item

7. FIRE-RESCUE COMMUNITY OUTREACH AND PUBLIC EDUCATION PLAN: 2018-2023

(File Ref. No. 99-Fire Rescue) (REDMS No. 5643939 v. 4)

CNCL-44

See Page CNCL-44 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That the staff report titled “Fire-Rescue Community Outreach and Public Education Plan: 2018-2023”, dated December 12, 2017 from the Acting Fire Chief, Richmond Fire-Rescue be endorsed; and*
- (2) *That upon endorsement the Fire-Rescue Community Outreach and Public Education Plan: 2018-2023 be distributed to key stakeholders and posted on the City of Richmond website.*

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Consent
Agenda
Item

8. **CHILD CARE DEVELOPMENT ADVISORY COMMITTEE 2017 ANNUAL REPORT AND 2018 WORK PROGRAM**

(File Ref. No. 07-3070-01) (REDMS No. 5663554 v. 5)

CNCL-74

See Page CNCL-74 for full report

PLANNING COMMITTEE RECOMMENDATION

That the Child Care Development Advisory Committee's 2017 Annual Report and 2018 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2017 Annual Report and 2018 Work Program," dated January 2, 2018, from the Manager of Community Social Development, be approved.



Consent
Agenda
Item

9. **APPLICATION BY WESTMARK DEVELOPMENTS LTD. FOR REZONING AT 5400 GRANVILLE AVENUE FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE**

(File Ref. No. 12-8060-20-009818; RZ 13-644678) (REDMS No. 5695502 v. 2)

CNCL-86

See Page CNCL-86 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9818, for the rezoning of 5400 Granville Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.



Consent
Agenda
Item

10. **UPDATING AMENITY AND PLANNING CONTRIBUTION RATES WITHIN THE OFFICIAL COMMUNITY PLAN AND AREA PLANS**

(File Ref. No. 08-4000-01) (REDMS No. 5646409 v. 4)

CNCL-115

See Page CNCL-115 for full report

PLANNING COMMITTEE RECOMMENDATION

(1) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9792, to amend:*

(a) *Section 3.6.2 to adjust for past inflation and include a future inflation provision for the existing amenity and community planning contribution rates, and remove the local public art contribution rate within the Broadmoor Area Plan; and*

- (b) *Section 14.4.5D of the Development Permit Guidelines to adjust for past inflation and include a future inflation provision for the existing cash-in-lieu of indoor amenity contribution rates;*
be introduced and given first reading;
- (2) *That Official Community Plan Bylaw 7100, Amendment Bylaw 9793, to amend:*
 - (a) *Section 4.0 of Schedule 2.4 - Steveston Area Plan to adjust for past inflation and include a future inflation provision for the existing Steveston Village Conservation Strategy and Implementation Program density bonus contribution rates;*
 - (b) *Section 4.1 of Schedule 2.10 - City Centre Area Plan to adjust for past inflation and include a future inflation provision for the existing community planning contribution rates; and*
 - (c) *Section 9.3.2 of Schedule 2.11A - West Cambie Area Plan to adjust for past inflation and include a future inflation provision for the existing affordable housing, childcare, city beautification and community planning contribution rates;*
be introduced and given first reading;
- (3) *That Bylaw 9792 and Bylaw 9793, 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;**are hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (4) *That Bylaw 9792 and Bylaw 9793, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation;*
- (5) *That, prior to consideration of Bylaw 9792 and Bylaw 9793 at a Public Hearing, the Urban Development Institute (UDI), Small Home Builders Group, and Greater Vancouver Home Builders' Association, be sent letters, with the proposed bylaws, inviting comments to be received up until the date of the Public Hearing; and*
- (6) *That at such time that Bylaw 9792 and Bylaw 9793 may be adopted by Council, in-stream rezoning applications be grandfathered as follows:*

- (a) *Rezoning bylaws that have received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 would be subject to the former contribution rates; and*
- (b) *In-stream rezoning applications that have not received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 will be subject to the former contribution rates if the rezoning bylaw is granted first reading by Council within one year of Council adoption of Bylaws 9792 and 9793.*



Consent
Agenda
Item

11. **ROAD SAFETY ALONG S-CURVE SECTION OF HIGHWAY 91**

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 5647980 v.3)

CNCL-129

See Page CNCL-129 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That the City send a letter to the Ministry of Transportation and Infrastructure requesting consideration of the potential road safety measures to mitigate crashes and improve public safety along the S-Curve section of Highway 91 as described in the report titled “Road Safety along S-Curve Section of Highway 91” dated December 15, 2017 from the Director, Transportation.



Consent
Agenda
Item

12. **PROVINCIAL 2018/2019 BIKEBC PROGRAM SUBMISSION**

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 5702465)

CNCL-133

See Page CNCL-133 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

- (1) *That the submission for cost-sharing to the Province’s 2018/2019 BikeBC Program for the Alderbridge Way multi-use pathway, as described in the report, titled “Provincial 2018/2019 BikeBC Program Submission” dated January 2, 2018, from the Director, Transportation, be endorsed;*

- (2) *That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement; and*
- (3) *That the 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) be updated accordingly.*



Consent
Agenda
Item

13. **TERMINATION AND RENEWAL OF OUTDATED TELECOMM MUNICIPAL ACCESS AGREEMENTS**

(File Ref. No. 10-6000-01) (REDMS No. 5690501)

CNCL-138

See Page CNCL-138 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to terminate and execute Municipal Access Agreements between the City and Allstream Corp and between the City and Bell Canada on behalf of the City, containing the material terms and conditions set out in the staff report titled, “Termination and Renewal of Outdated Telecomm Municipal Access Agreements”, dated December 13, 2017 from the Director, Engineering.



Consent
Agenda
Item

14. **EMILY CARR UNIVERSITY AGREEMENT – TERRA NOVA POLLINATOR MEADOW**

(File Ref. No. 10-6125-11-03) (REDMS No. 5670527)

CNCL-142

See Page CNCL-142 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to enter into an agreement with Emily Carr University of Art + Design to complete the Terra Nova Pollinator Meadow project.



Consent
Agenda
Item

15. **AMENDMENT TO BOULEVARD AND ROADWAY PROTECTION
AND REGULATION BYLAW NO. 6366**

(File Ref. No. 10-6000-01) (REDMS No. 5694413)

CNCL-146

See Page CNCL-146 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

*That Boulevard and Roadway Protection and Regulation Bylaw No. 6366,
Amendment Bylaw No. 9817 be introduced and given first, second and third
readings.*



CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEMS

PUBLIC DELEGATIONS ON NON-AGENDA ITEMS

16. *Motion to resolve into Committee of the Whole to hear delegations on
non-agenda items.*



CNCL-150 (1) Joanne Fisher, Richmond resident, to speak on the installation of speed
humps along River Road.

CNCL-151 (2) Lynda Parsons, River Road resident, to speak on River Road safety
enhancements and the installation of speed humps.

(3) Paraskevi Lagaditis, River Road resident, to speak on the installation of
speed bumps on River Road.

(4) Arline Trividic and Yves Trividic, River Road residents, to speak on
River Road safety enhancements and the installation of speed humps.

CNCL-178 (5) Chris Back, Richmond resident, to speak on a proposal for the laneway
between Richmond Street and Broadway Street.

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17. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

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PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- CNCL-193** Development Cost Charges Reserve Fund Establishment **Bylaw No. 9779**
Opposed at 1st/2nd/3rd Readings – None.

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- CNCL-195** Housing Agreement (6840, 6860 No. 3 Road and 8051 Anderson Road)
Bylaw No. 9794
Opposed at 1st/2nd/3rd Readings – None.

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DEVELOPMENT PERMIT PANEL

18. RECOMMENDATION

See DPP Plan Package (distributed separately) for full hardcopy plans

- CNCL-216** (1) *That the **minutes** of the Development Permit Panel meeting held on January 17, 2018 and the **Chair's report** for the Development Permit Panel meetings held on June 29, 2016, July 26, 2017, and January 17, 2018, be received for information; and*

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- CNCL-224 (2) *That the recommendations of the Panel to authorize the issuance of:*
- (a) *a Development Permit (DP 15-716268) for the property at 23241, 23281 and part of 23301 Gilley Road, and part of 23060 and 23000 Westminster Highway (Parcel 2, Hamilton Village);*
 - (b) *a Development Permit (DP 15-716274) for the property at parts of 23241 and 23281 Gilley Road, and part of 23060, 23066, 23080, and part of 23100 Westminster Highway (Parcel 3, Hamilton Village);*
 - (c) *a Development Variance Permit (DV 17-790824) for the property at 7611 No. 9 Road; and*
 - (d) *a **Heritage Alteration Permit** (HA 16-744661) for the property at 3755 Chatham Street;*
- be endorsed, and the Permits so issued.*



ADJOURNMENT





**Regular Council meeting for Public Hearings
Monday, January 22, 2018**

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Claudia Jesson, Acting Corporate Officer

Absent: Councillor Chak Au

Call to Order: Mayor Brodie opened the proceedings at 7:00 p.m.

**1. OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT
BYLAW 9215 AND RICHMOND ZONING BYLAW 8500,
AMENDMENT BYLAW 9216**

(Location: 4700 No. 3 Road; Applicant: Bene (No. 3) Road Development Ltd.)

Applicant's Comments:

In response to queries from Council, the Applicant advised that the inclusion of solar panels and other energy saving alternatives can be examined for the proposed development.

Written Submissions:

None.

Submissions from the floor:

None.



**Regular Council meeting for Public Hearings
Monday, January 22, 2018**

PH18/1-1 It was moved and seconded
*That Official Community Plan Bylaw 7100, Amendment Bylaw 9215 be
given second and third readings.*

CARRIED

PH18/1-2 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9216 be given
second and third readings.*

CARRIED

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9755**
(Location: 9211, 9251, 9271, 9291 Odlin Road; Applicant: Polygon Development 302 Ltd.)

Applicant's Comments:

In response to queries from Council, the Applicant advised that the proposed development will be largely made up of two-bedroom or more units.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/1-3 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9755 be given
second and third readings.*

CARRIED

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9760**
(Location: City Wide; Applicant: City of Richmond)

Applicant's Comments:

In response to queries from Council, Wayne Craig, Director, Development, advised that staff will liaise with Affordable Housing and Corporate Communications staff to convey all pertinent information to the community.

Written Submissions:

None.



**Regular Council meeting for Public Hearings
Monday, January 22, 2018**

Submissions from the floor:

None.

PH18/1-4

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9760 be given second and third readings.

CARRIED

PH18/1-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9760 be adopted.

CARRIED

4. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9780

(Location: 8511 Capstan Way, 3280 and 3360 No. 3 Road, and 3131 Sexsmith Road;
Applicant: Concord Pacific)

Applicant's Comments:

In response to queries from Council, the Applicant advised that the inclusion of solar panels on the proposed developments rooftop can be examined and that staff are examining increasing the percentage of three-bedroom units in the complex. Also, the Applicant highlighted that the proposed new arts facility will be a great addition to the City and be beneficial for the community.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/1-6

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9780 be given second and third readings.

CARRIED



**Regular Council meeting for Public Hearings
Monday, January 22, 2018**

5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9790**
(Location: 9071 Dayton Avenue; Applicant: Rav Bains)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH18/1-7

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9790 be given
second and third readings.*

CARRIED

6. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9812**
(Location: 9980 Westminster Highway; Applicant: Bene No 4 Development Ltd.)

Applicant's Comments:

In response to queries from Council, Mr. Craig advised that the development is consistent with the Area Plan and that following review of the proposed development site the Transportation Department noted that traffic impacts would be minor. Also, he advised that a road dedication on Westminster Highway and No. 4 Road will be provided for future road widening.

In reply to queries from Council, the Applicant advised that inclusion of solar panels on the proposed development can be examined. Also, he commented on access to the proposed development, noting that access through the adjacent complex was not feasible as it would interfere with existing structures.

Discussion took place on the potential safety concerns along No. 4 Road and Mr. Craig advised that staff would liaise with the Transportation Department on the potential to install additional traffic management signs.

Written Submissions:

Lillian Ho, Council Chair for the Artisan Complex, 9811 Ferndale Road (Schedule 1).



**Regular Council meeting for Public Hearings
Monday, January 22, 2018**

Submissions from the floor:

None.

PH18/1-8

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9812 be given
second and third readings.*

CARRIED

ADJOURNMENT

PH18/1-9

It was moved and seconded

That the meeting adjourn (7:22 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular meeting for Public
Hearings of the City of Richmond held on
Monday, January 22, 2018.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer (Claudia Jesson)

Schedule 1 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, January 22, 2018.

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

ON TABLE ITEM

Date: January 22, 2018
Meeting: PUBLIC HEARING
Item: 6 - BY-LAW 9812

From: Lillian - <nutri305@hotmail.com>
Sent: Sunday, 21 January 2018 14:40
To: CityClerk
Cc: Lillian -; Nikolic, Diana
Subject: File No: (RZ 16-741722) 9980 Westminster Highway rezone

To David Weber and Diana Nikolic

Re: 9980 Westminster Highway rezone

I'm writing on behalf of our complex, Artisan (9811 Ferndale Road). We are concerned about the impact on the traffic at the southwestern corner of Westminster highway and No. 4 road with the proposed development.

With the proposed 17 townhouse project, it will inevitably increase the traffic flow substantially at the aforementioned area, thus adding congestion, travel time, and risk of accidents at this already busy junction. In particular, we are worried about the foreseeable significant amount of traffic going in and out of the proposed project impacting on the overall traffic flow along No. 4 road and Westminster highway. Due to the recent rapid development of central Richmond, traffic has been diverging onto outer roads such as Garden City and No. 4 road, thus there has been noticeable increase in traffic on No. 4 road. At the same time, Westminster highway has always been a main thoroughfare in and out of Richmond. With the above in mind, this project will very likely further deteriorate the traffic flow at this major junction.

We ask the City planning to keep in mind the overall safety of the neighbor traffic. If there is no alternate solution, the lanes for the residents to go into the 9980 Westminster complex have to be wide enough not to disrupt the flow of #4 Road (both north and south bound) to minimize potential car accidents.

Thank you.
Lillian Ho Council Chair for the Artisan

PHOTOCOPIED

MV

JAN 22 2018

& DISTRIBUTED



For Metro Vancouver meetings on Friday, January 26, 2018

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact Greg.Valou@metrovancover.org or Kelly.Sinowski@metrovancover.org

Metro Vancouver Regional District

Metro Vancouver's Climate Action Strategy: Draft Climate 2050 Discussion Paper

APPROVED

Metro Vancouver staff are developing Climate 2050, which is proposed as an overarching climate action strategy for Metro Vancouver. Climate 2050 will describe Metro Vancouver's vision and goals to both reduce greenhouse gas emissions and adapt to climate impacts. It will describe Metro Vancouver's role in taking action on climate change, and provide strategic direction on how to integrate climate change considerations into all decisions and policies. The Climate 2050 strategy will establish a framework to develop and implement dynamic roadmaps for future climate action by Metro Vancouver, and will facilitate learning and sharing of best practices with member jurisdictions and others.

The Board directed staff to finalize the Climate 2050 Discussion Paper, and to report back to the MVRD Board with a revised Climate 2050 Discussion Paper and with a stakeholder engagement process for endorsement.

Update on Metro Vancouver Air Quality Regulation Development

RECEIVED

The Board received for information a report with an update on the current status of projects to develop new or amended air quality regulations. These include the GVRD Non-Road Diesel Engine Emission Regulation, and the GVRD Automotive Refinishing Emission Regulation in the first and second quarters of 2018, respectively. Following the completion of consultation in the first quarter of 2018, staff intend to present a new bylaw regarding indoor residential wood burning for Committee and Board consideration in the second quarter of 2018. Finally, consultation on an expanded regulatory approach to managing emissions of odorous air contaminants in Metro Vancouver will be conducted in the first quarter of 2018, with a consultation summary expected to be presented to the Committee and Board in the third quarter of 2018.

Metro Vancouver 2018 Appointments to External Agencies

APPROVED

Every year the MVRD Board appoints representatives to various external agencies to comply with requirements of those agencies, and to establish and sustain inter-agency relations.

The Board made the following appointments to external agencies:

- Harold Steves, Richmond, to the Agriculture Advisory Committee
- Darrell Penner, Port Coquitlam, to the Board of Trustees of the Sasamat Volunteer Fire Department
- Lois Jackson, Delta, to the Delta Heritage Airpark Management Committee
- Raymond Louie, Vancouver, as the nominee to the E-Comm Board of Directors (to take effect at the time of its Annual General Meeting)
- Barbara Steele, Surrey, and Bob Long, Langley Township, to the Experience the Fraser Lower Fraser River Corridor Project Steering Committee
- Lois Jackson, Delta, John Becker, Pitt Meadows and Mae Reid, Coquitlam, to the Flood Control and River Management Committee of the Lower Mainland Local Government Association
- Heather Deal, Vancouver, and Richard Walton, North Vancouver District (as Alternate), to the Fraser Basin Council
- Raymond Louie, Vancouver, to the Lower Mainland Local Government Association
- Malcolm Brodie, Richmond, and Bob Long, Langley Township (as Alternate), to the National Zero Waste Council
- Heather Deal, Vancouver, and Craig Hodge, Coquitlam, to the Pacific Parklands Foundation
- Greg Moore, Port Coquitlam, and Raymond Louie, Vancouver (as Alternate), to the Western Transportation Advisory Council

The following representatives and alternates were appointed to the Municipal Finance Authority for 2018, with 5 votes each, for a total of 50 votes

- Malcolm Brodie, Richmond / Harold Steves, Richmond
- Derek Corrigan, Burnaby / Colleen Jordan, Burnaby
- Greg Moore, Port Coquitlam / Michael Smith, West Vancouver
- Richard Walton, North / Vancouver District Sav Dhaliwal, Burnaby
- Mike Clay, Port Moody / Ralph Drew, Belcarra
- Raymond Louie, Vancouver / Tim Stevenson, Vancouver
- Darrell Mussatto, North Vancouver / City Lois Jackson, Delta
- Judy Villeneuve, Surrey / Tom Gill, Surrey
- Jonathan Côté, New Westminster / Wayne Baldwin, White Rock
- Richard Stewart, Coquitlam / Linda Hepner, Surrey

Appointment of Election Officials for the 2018 General Local Election

APPROVED

The Board appointed Chris Plagnol as Chief Election Officer and Klara Kutakova as Deputy Chief Election Officer for the 2018 general local election of the Regional Director for MVRD Electoral Area A.

MVRD Procedure Amending Bylaw No. 1257

APPROVED

The Procedure Bylaw establishes the general proceedings to be followed by the Boards and the Committees in conducting their business. Recently, Metro Vancouver relocated its head office and also officially renamed the regional district to Metro Vancouver Regional District. The relocation and the rename have prompted the proposed amendments to the Bylaw for the Board's consideration. The Board approved the amended bylaw.

Metro Vancouver Regional District - Parks

Regional Parks Service Amendment Bylaw No. 1255

APPROVED

The Board approved the terms for the withdrawal of the City of Abbotsford as a participant in the MVRD Regional Parks Service. This change to the service area required an amendment to the Greater Vancouver Regional District Regional Parks Service Conversion and Amendment Bylaw No. 2014, 2005 to amend service area participants. This report brings forward the associated Amending Bylaw to facilitate this service withdrawal for consideration by the Board. Staff recommend Alternative One.

The Board gave second and third reading to the bylaw, and directed staff to seek consent of at least two-thirds of the participants to amend the service area to remove Abbotsford as a participant in the regional park function, and following that, to forward the bylaw to the Inspector of Municipalities for approval.

Metro Vancouver Regional District Disposition of Parkland within the Boundaries of the City of Abbotsford Bylaw No. 1256, 2018

APPROVED

This Bylaw authorizes the disposition of all MVRD interests in regional parkland within the municipal boundaries of Abbotsford to the City of Abbotsford, with the exception of the eastern portion of Aldergrove Regional Park. MVRD will continue to own and operate the Aldergrove Regional Park as part of its regional parks service without the City of Abbotsford as a participant, subject to the approval of the Board:

- Gave first, second and third reading to Metro Vancouver Regional District Disposition of Parkland within the Boundaries of the City of Abbotsford Bylaw No. 1256, 2018;

- Directed staff to carry out an alternative approval process to obtain elector approval for the Bylaw pursuant to section 269 of the Local Government Act;
- Established the deadline for receiving elector responses as March 12, 2018;
- Established elector response forms in the form attached to the report dated January 12, 2018 titled "Metro Vancouver Regional District Disposition of Parkland within the Boundaries of the City of Abbotsford Bylaw No. 1256, 2018";
- Determined that the total number of electors of the area to which the approval process applies is 1,715,196; and
- Directed staff to report the results of the alternative elector approval process to the Board and if approval has been obtained, bring the Bylaw forward for adoption by the Board.

Metro Vancouver Housing Corporation

Award of Contract Resulting from Tender No. 17-170: Construction of Heather Place – Phase 1

APPROVED

The Board authorized the award of a contract in the amount up to \$22,028,225.00 (exclusive of taxes) to Turner Construction Company resulting from Tender No. 17-170 for construction of Phase 1 Redevelopment of Heather Place.

Mortgage Renewal for Cedarwood Place

APPROVED

The Board passed the following resolutions as required by the British Columbia Housing Management Commission to renew the mortgage for Cedarwood Place located at 7260 Granville Avenue, Richmond B.C.:

- That the Metro Vancouver Housing Corporation hereby irrevocably authorizes British Columbia Housing Management Commission (BCHMC) to act on its behalf to renew the mortgage presently held by Canada Mortgage Housing Corporation for the Cedarwood Place project
- That any two officers or directors, or any one director together with any one officer of the Metro Vancouver Housing Corporation (MVHC); for and on behalf of the MVHC be and are hereby authorized to execute and deliver under the seal of the MVHC or otherwise, all such deeds, documents and other writings and to do such acts and things in connection with the Mortgage assignment, renewal and amendment as they, in their discretion, may consider to be necessary or desirable for giving effect to this resolution and for the purpose of fulfilling the requirements of the lender of the monies.



Special General Purposes Committee

Date: Monday, January 15, 2018

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Call to Order: The Chair called the meeting to order at 4:02 p.m.

AGENDA ADDITION

It was moved and seconded

That Consultation on Lane Standards be added to the agenda as Item No. 2.

CARRIED

COMMUNITY SERVICES DIVISION

1. PROPOSED PLAN FOR MAJOR EVENTS IN 2018

(File Ref. No. 11-7400-01) (REDMS No. 5689731 v. 7)

The Chair noted that this item had been deferred from the previous meeting and that an additional staff report has been provided for further background information.

In response to questions from Committee, Jane Fernyhough, Director, Arts, Culture and Heritage Services and Bryan Tasaka, Manager, Major Events and Film noted the following:

Special General Purposes Committee

Monday, January 15, 2018

- the \$75,000 budget for the 2018 Children's Arts Festival includes expanded programming, similar to last year's event, to celebrate the 10th anniversary of the Festival;
- if the Children's Arts Festival's budget is reduced by \$5000 as recommended by the Canada 150 Steering Committee (Steering Committee), staff would need to find alternative resources to make up for the reduction;
- staff estimate that approximately 100,000 people attended the Canada Day festivities in 2017 over all sites over the three days of the event;
- the 2016 budget for the Canada Day event was \$180,000 plus sponsorship of approximately \$20-30,000 and the scope of the event in 2017 shifted to become more of a street festival with more focus on landside activities;
- the proposed 2018 street festival portion of the Canada Day event would require a high level of security and traffic management, which would require a base level of funding, and therefore any budget reduction would have to come from programming and activities;
- production costs for the proposed events listed in the staff report would include production requirements such as power, toilet facilities, fencing, waste management, audio and staging requirements, and required festival crew; and
- the Steering Committee's recommended reduction in budget to \$200,000 would revert the scale of the Maritime Festival to the same level as 2016 and the staff proposed budget of \$400,000 would allow for an expansion in venue to Imperial Landing and make the event more significant.

Discussion took place on the Harvest Festival event including (i) the possibility of reducing the budget and scale of the event, (ii) not running the event in 2018 and the possibility of holding it in 2019 for Richmond's 140th anniversary since incorporation, (iii) making the event a community organized initiative, and (iv) combining the event with the World Festival.

Discussion further ensued on the recommendation of the Steering Committee to fund the Cherry Blossom Festival in 2018 and Committee noted interest in exploring other events such as a Chinese New Year event and continuing the High School Concert Series.

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

It was moved and seconded

- (1) *That the 2018 Major Events Plan, including the Cherry Blossom Festival, as recommended by staff be approved; and*

Special General Purposes Committee
Monday, January 15, 2018

- (2) *That the Harvest Festival be referred back to staff to work with the Major Events Advisory Group on a plan and also to consider other events such as a Chinese New Year event and the High School Concert Series.*

The question on the motion was not called as the following **amendment** was introduced:

It was moved and seconded

That Part (1) be amended to read as follows:

That the 2018 Major Events Plan, including the Cherry Blossom Festival, as recommended by the Canada 150 Steering Committee be approved.

The question on the amendment was not called as discussion took place on providing the additional funding for the Children's Arts Festival as originally recommended by staff.

The question on the amendment was then called and it was **CARRIED** with Mayor Brodie and Cllr. Loo opposed.

Following further discussion, the main motion, as amended, was **WITHDRAWN** and the following **motions** were introduced:

It was moved and seconded

That the 2018 Major Events Plan, including the Cherry Blossom Festival, be approved for a total of \$1,095,000, as recommended by the Canada 150 Steering Committee

CARRIED

It was moved and seconded

That the Harvest Festival be referred back to staff to work with the Major Events Advisory Group on a plan and for further discussion of the possibilities for a Chinese New Year event and a High School Concert Series.

CARRIED

It was moved and seconded

That an additional \$5000 be allotted to the 2018 Children's Arts Festival from the Rate Stabilization Account.

CARRIED

2. CONSULTATION ON LANE STANDARDS

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

Discussion ensued with regards to the current public consultation on lane standards and proposed greenway options for the lane dedication between Richmond Street and Broadway Street, from No. 1 Road to 2nd Avenue.

3.

Special General Purposes Committee

Monday, January 15, 2018

The Chair remarked that any further discussion should be discussed in a closed session. As a result, the meeting was recessed at 5:17 p.m. to reconvene the Regular (Closed) Council meeting to continue discussion on the matter.

The meeting reconvened at 5:34 p.m., following the Regular (Closed) Council meeting with all members of Committee present.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:35 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, January 15, 2018.

Mayor Malcolm D. Brodie
Chair

Amanda Welby
Legislative Services Coordinator



Community Safety Committee

Date: Tuesday, January 16, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Derek Dang
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Linda McPhail

Also Present: Councillor Carol Day

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 Community Safety Committee held on December 12, 2017, be adopted.

CARRIED

NEXT COMMITTEE MEETING DATE

February 14, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SAFETY DIVISION

1. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT - NOVEMBER 2017**

(File Ref. No. 12-8060-01) (REDMS No. 5677665 v. 2)

In reply to queries from Committee, Susan Lloyd, Manager, Parking Enforcement, Animal Control and Administration, advised that Community Bylaws has sufficient Bylaw Officers to perform all duties required.

Community Safety Committee

Tuesday, January 16, 2018

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report - November 2017", dated December 11, 2017, from the General Manager, Community Safety, be received for information.

The question on the motion was not called as the Chair requested the graphs, which were previously included in the reports be reincorporated.

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

2. **FIRE-RESCUE COMMUNITY OUTREACH AND PUBLIC EDUCATION PLAN: 2018-2023**

(File Ref. No. 99-Fire Rescue) (REDMS No. 5643939 v. 4)

The Chair congratulated Tim Wilkinson on his new role as Fire Chief for Richmond Fire-Rescue.

Chief Wilkinson provided background information on the Fire-Rescue Community Outreach And Public Education Plan: 2018-2023 and thanked Kim Knight, Maria Salzl, Talia Ahmad, and Brian MacLeod for their invaluable support drafting the report.

In reply to queries from Committee, Chief Wilkinson advised that the public generally wants to be educated on protocol for calling 911, and to understand what is required of them with regard to emergency response. He remarked that Richmond Fire-Rescue (RFR) will be collaborating with various stakeholders, including the Richmond RCMP. He noted that RFR's goal is to help people understand their role in an emergency and RFR's capabilities with regard to fire services. He then noted that goals that do not require additional resources will be underway as soon as possible and those that do will be brought forward for Council consideration.

It was moved and seconded

- (1) *That the staff report titled "Fire-Rescue Community Outreach and Public Education Plan: 2018-2023", dated December 12, 2017 from the Acting Fire Chief, Richmond Fire-Rescue be endorsed; and*
- (2) *That upon endorsement the Fire-Rescue Community Outreach and Public Education Plan: 2018-2023 be distributed to key stakeholders and posted on the City of Richmond website.*

CARRIED

Community Safety Committee
Tuesday, January 16, 2018

3. RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – NOVEMBER 2017

(File Ref. No. 09-5000-01) (REDMS No. 5664550)

In reply to queries from Committee, Chief Wilkinson advised that the increase in calls for service for HazMat related calls is cyclical and there is no particular reason attributed to the increase; however, he noted that the increase in calls has allowed the HazMat team to become more proficient. Chief Wilkinson then stated that any natural gas calls are handled by any responding units in the area. Moreover, Chief Wilkinson spoke to discussions underway with Dr. Meena Dawar, Medical Health Officer regarding the drug overdoses in Richmond. He then advised that a comparison of RFR's statistics to those of other municipalities can be provided for information.

It was moved and seconded

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report – November 2017", dated December 21, 2017 from the Acting Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

4. FIRE CHIEF BRIEFING

(Verbal Report)

Items for discussion:

Tree Chip Update

Chief Wilkinson thanked the Richmond Firefighters' Association on their hard work at the tree chip event. He highlighted that the event raised over \$5,600 for their Charitable Society.

The Chair expressed gratitude to the Richmond Firefighters' Association for their efforts at the tree chip event.

Optimal Deployment Study for Richmond Fire-Rescue

Chief Wilkinson provided an update on the Optimal Deployment Study for Richmond Fire-Rescue report, noting that it will be presented to Council in February.

In reply to queries from Committee, Chief Wilkinson advised that the raw data of the study can be provided to Committee for information and the consultant will be invited to attend the Committee meeting to answer any questions.

Chief Wilkinson provided information on calls received regarding incidents at addresses on McCallum Road and Westminster Highway.

Community Safety Committee

Tuesday, January 16, 2018

5. RCMP MONTHLY ACTIVITY REPORT - NOVEMBER 2017

(File Ref. No. 09-5000-01) (REDMS No. 5689824 v. 4)

Superintendent Will Ng, OIC, Richmond RCMP, noted that the increase in sexual offences in November can be attributed to a known sexual offender that recently relocated from North Vancouver to Richmond. Superintendent Ng advised that this individual suffers from various mental health illnesses and that the Vulnerable Persons Unit is working with this individual.

In reply to queries from Committee, Superintendent Ng noted that a request for additional officers has been submitted to the Federal Government and a reply is anticipated in the spring. In keeping with last year's timeline, Superintendent Ng advised that he believes the vacancies will be filled by end of year.

Discussion took place on the Integrated Teams and in response to queries from Committee, Superintendent Ng advised that the majority of calls for service for the Dog Squad Integrated Team are for break and enters, and alarms ringing. He noted that the RCMP is working with alarm companies to address false alarms in order to reduce the number of incidents.

In reply to further queries from Committee, Superintendent Ng noted that calls for service for people who suffer from dementia, are categorized as mental health calls; therefore, a call for service for seniors suffering from dementia, who have wandered away from a facility or their home, will increase statistics on mental health. He advised that the Vulnerable Persons Unit is trying to build cases to apprehend people under the *Mental Health Act* and commit them in an effort to prevent these individuals from harming themselves or others. Superintendent Ng then noted that the Assertive Community Treatment Team has begun working with Richmond Mental Health and will be opening a community health access centre soon. He then advised that the RCMP will be meeting with a mental health nurse to discuss the potential for an RCMP patroller car to be joined by the nurse.

Superintendent Ng advised that a comparison of RCMP's statistics to those of other municipalities can be provided for information.

Discussion took place on upcoming changes to legislation regarding Cannabis. Superintendent Ng advised that the legalization of cannabis will certainly pose a challenge to the Richmond RCMP and in particular with regard to impaired driving and adequate training for members. He then remarked that a device that detects the main drug in cannabis may be on the market.

Community Safety Committee

Tuesday, January 16, 2018

Cecilia Achiam, General Manager, Community Safety, advised that at the next Chief Administrative Officer/Principal Policing Contact meeting, Lisa Anderson, Executive Director, Cannabis Legalization and Regulation Secretariat, will be presenting the latest information from the Province with regard to cannabis legalization and that more information is forthcoming.

It was moved and seconded

That the report titled "RCMP Monthly Activity Report – November 2017," dated December 13, 2017, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

6. RCMP/OIC BRIEFING

(Verbal Report)

Items for discussion:

Strategic Plan Public Consultation

Superintendent Ng advised that in keeping with past practice, public consultations were not conducted for the 2018-2020 Strategic Plan; however, it can be examined for future plans.

Emergency and Non-Emergency lines

Superintendent Ng noted that the time of day when a call is placed to the RCMP non-emergency line determines whether it is directed to the RCMP detachment or to E-Comm. Superintendent Ng advised that discussions are underway with E-Comm with regard to resolving long wait times and busy signals.

7. COMMITTEE STANDING ITEM

(i) Emergency Programs

None.

(ii) E-Comm

The Chair advised that the Strategic Planning Session with Oliver Grüter-Andrew, President and CEO, E-Comm, will take place on February 1, 2018, and more information will be provided at the next meeting.

Community Safety Committee
Tuesday, January 16, 2018

8. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (4:38 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Tuesday, January 16, 2018.

Councillor Bill McNulty
Chair

Sarah Kurian
Legislative Services Coordinator



Planning Committee

Date: Tuesday, January 23, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Linda McPhail, Chair
Councillor Bill McNulty
Councillor Alexa Loo
Councillor Harold Steves

Absent: Councillor Chak Au

Also Present: Councillor Carol Day

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 January 9, 2018, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

February 6, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

Planning Committee
Tuesday, January 23, 2018

COMMUNITY SERVICES DIVISION

1. CHILD CARE DEVELOPMENT ADVISORY COMMITTEE 2017 ANNUAL REPORT AND 2018 WORK PROGRAM

(File Ref. No. 07-3070-01) (REDMS No. 5663554 v. 5)

In reply to queries from Committee, Kim Somerville, Manager, Community Social Development, noted that a map with information on current and in-stream child care facilities is available. It was requested that staff provide a chart of child care facilities and available child care spaces to Council.

Committee commended the Child Care Development Advisory Committee for their work in the community.

It was moved and seconded

That the Child Care Development Advisory Committee's 2017 Annual Report and 2018 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2017 Annual Report and 2018 Work Program," dated January 2, 2018, from the Manager of Community Social Development, be approved.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

2. APPLICATION BY WESTMARK DEVELOPMENTS LTD. FOR REZONING AT 5400 GRANVILLE AVENUE FROM THE "SINGLE DETACHED (RS1/E)" ZONE TO THE "SINGLE DETACHED (RS2/B)" ZONE

(File Ref. No. 12-8060-20-009818; RZ 13-644678) (REDMS No. 5695502 v. 2)

Wayne Craig, Director, Development, and Sara Badyal, Planner 2, reviewed the application, noting that one of the new lots will have a secondary suite and the applicant will provide a cash-in-lieu contribution towards the City's Affordable Housing Reserve Fund.

In reply to queries from Committee, staff noted that (i) the neighbouring townhouse complex to the east was notified of the proposed new road fronting the subject site, as part of the Public Hearing for the townhouse project on the west side of the new road (ii) the City is addressing resident concerns regarding truck traffic during the construction of the proposed new road, and (iii) the applicant has not expressed interest to install solar panels.

Planning Committee
Tuesday, January 23, 2018

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9818, for the rezoning of 5400 Granville Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, be introduced and given first reading.

CARRIED

**3. UPDATING AMENITY AND PLANNING CONTRIBUTION RATES
WITHIN THE OFFICIAL COMMUNITY PLAN AND AREA PLANS**

(File Ref. No. 08-4000-01) (REDMS No. 5646409 v. 4)

Mr. Craig reviewed the staff report on Amenity and Planning Contribution Rates, noting that the amenity increases will be based on the Consumer Price Index or the Construction Cost Index at 2016 standards and that there will be a two year adjustment period as new rates are adopted.

It was moved and seconded

(1) *That Official Community Plan Bylaw 9000, Amendment Bylaw 9792, to amend:*

- (a) *Section 3.6.2 to adjust for past inflation and include a future inflation provision for the existing amenity and community planning contribution rates, and remove the local public art contribution rate within the Broadmoor Area Plan; and***
- (b) *Section 14.4.5D of the Development Permit Guidelines to adjust for past inflation and include a future inflation provision for the existing cash-in-lieu of indoor amenity contribution rates;***

be introduced and given first reading;

(2) *That Official Community Plan Bylaw 7100, Amendment Bylaw 9793, to amend:*

- (a) *Section 4.0 of Schedule 2.4 - Steveston Area Plan to adjust for past inflation and include a future inflation provision for the existing Steveston Village Conservation Strategy and Implementation Program density bonus contribution rates;***
- (b) *Section 4.1 of Schedule 2.10 - City Centre Area Plan to adjust for past inflation and include a future inflation provision for the existing community planning contribution rates; and***
- (c) *Section 9.3.2 of Schedule 2.11A - West Cambie Area Plan to adjust for past inflation and include a future inflation provision for the existing affordable housing, childcare, city beautification and community planning contribution rates;***

be introduced and given first reading;

Planning Committee
Tuesday, January 23, 2018

- (3) *That Bylaw 9792 and Bylaw 9793, 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;*
- are hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act;*
- (4) *That Bylaw 9792 and Bylaw 9793, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation;*
- (5) *That, prior to consideration of Bylaw 9792 and Bylaw 9793 at a Public Hearing, the Urban Development Institute (UDI), Small Home Builders Group, and Greater Vancouver Home Builders' Association, be sent letters, with the proposed bylaws, inviting comments to be received up until the date of the Public Hearing; and*
- (6) *That at such time that Bylaw 9792 and Bylaw 9793 may be adopted by Council, in-stream rezoning applications be grandfathered as follows:*
- (a) *Rezoning bylaws that have received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 would be subject to the former contribution rates; and*
 - (b) *In-stream rezoning applications that have not received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 will be subject to the former contribution rates if the rezoning bylaw is granted first reading by Council within one year of Council adoption of Bylaws 9792 and 9793.*

CARRIED

4. RECENT DECISION BY THE SOUTH COAST PANEL OF THE AGRICULTURAL LAND COMMISSION ON AGRICULTURAL LAND RESERVE APPLICATION BY SANSTOR FARMS LTD. FOR NON-FARM USE AT 14671 WILLIAMS ROAD

(File Ref. No. AG 16-734186) (REDMS No. 5723640)

Mr. Craig noted that the South Coast Panel of the Agricultural Land Commission (ALC) approved the Agricultural Land Reserve Application by Sandstor Farms Ltd. on January 16, 2018. He added that the ALC Chair has 60 days to reconsider the decision and staff will advise Council if reconsideration occurs.

Planning Committee
Tuesday, January 23, 2018

It was moved and seconded

That the memorandum titled "Recent Decision by the South Coast Panel of the Agricultural Land Commission on Agricultural Land Reserve Application by Sanstor Farms Ltd. for Non-Farm Use at 14671 Williams Road," dated January 18, 2018, from the Director, Development, be received for information.

CARRIED

5. MANAGER'S REPORT

(i) Draft Affordable Housing Strategy Consultation

Ms. Somerville noted that the consultation for the draft Affordable Housing Strategy has commenced and that a survey is available on Let's Talk Richmond until February 4, 2018. She added that there are two public information sessions scheduled on January 30, 2018 at the City Centre Community Centre and January 31, 2018 at the Cambie Community Centre.

(ii) Consultation on Regulations on House Size on Agricultural Land

Mr. Craig and John Hopkins, Planner 3, spoke on the upcoming consultation noting that (i) open house sessions will feature display boards and a video presentation and staff will be available to answer questions, (ii) a third open house session is proposed for the afternoon of February 14, 2018 in City Hall, (iii) the survey is available on Let's Talk Richmond, and (iv) newspaper notices will be published in the *Richmond News* and the *Richmond Sentinel*.

Discussion ensued with regard to including additional newspaper notices and securing alternative dates for the proposed third open house. Mr. Craig noted that is possible to reschedule the proposed afternoon open house to February 7, 2018.

(iii) Manager of Policy Planning

Joe Erceg, General Manager, Planning and Development, announced the appointment of Barry Konkin as the new Manager of Policy Planning.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:19 p.m.).

CARRIED

Planning Committee
Tuesday, January 23, 2018

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, January 23, 2018.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



Public Works and Transportation Committee

Date: Wednesday, January 24, 2018

Place: Anderson Room
Richmond City Hall

Present: Councillor Harold Steves, Vice-Chair
Councillor Derek Dang
Councillor Carol Day
Councillor Alexa Loo

Absent: Councillor Chak Au

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

NEXT COMMITTEE MEETING DATE

February 21, 2018, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **ROAD SAFETY ALONG S-CURVE SECTION OF HIGHWAY 91**
(File Ref. No. 01-0150-20-THIG1) (REDMS No. 5647980 v.3)

In reply to queries from Committee, Fred Lin, Senior Transportation Engineer, advised that rear-end collisions are the predominate type of reported collisions along this route and the suggested safety measures are to mitigate the majority of collisions which occur in the westbound direction. He noted that the proposed safety mitigations that have been identified will be forwarded to Ministry of Transportation staff for their consideration. Mr. Lin then stated that statistics on collisions were received from the RCMP as well as ICBC claims data.

Public Works & Transportation Committee
Wednesday, January 24, 2018

Victor Wei, Director, Transportation, noted that staff will liaise with Richmond Fire-Rescue prior to supporting any installation of safety measures to ensure there are no restrictions for emergency services access. He then advised that the safety measures will only affect the S-curve portion of the highway and should not impede any emergency services from attending to incidents along the highway.

Mr. Lin noted that contributing factors for collisions along this portion of the highway are largely due to drivers not paying attention to the road.

Mr. Wei noted that frequency of accidents along this section of the highway is low when compared to the high volume of traffic that utilizes this highway on a daily basis.

It was moved and seconded

That the City send a letter to the Ministry of Transportation and Infrastructure requesting consideration of the potential road safety measures to mitigate crashes and improve public safety along the S-Curve section of Highway 91 as described in the report titled "Road Safety along S-Curve Section of Highway 91" dated December 15, 2017 from the Director, Transportation.

CARRIED

2. PROVINCIAL 2018/2019 BIKEBC PROGRAM SUBMISSION

(File Ref. No. 01-0150-20-THIG1) (REDMS No. 5702465)

In reply to queries from Committee, Mr. Wei advised that the purpose of this report is to seek Council endorsement to send the submission to the Province for additional funds and noted that the pathway along Alderbridge Way would be a multi-use pathway for pedestrians and cyclists.

It was moved and seconded

- (1) *That the submission for cost-sharing to the Province's 2018/2019 BikeBC Program for the Alderbridge Way multi-use pathway, as described in the report, titled "Provincial 2018/2019 BikeBC Program Submission" dated January 2, 2018, from the Director, Transportation, be endorsed;*
- (2) *That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement; and*
- (3) *That the 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) be updated accordingly.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

3. **TERMINATION AND RENEWAL OF OUTDATED TELECOMM MUNICIPAL ACCESS AGREEMENTS**

(File Ref. No. 10-6000-01) (REDMS No. 5690501)

It was moved and seconded

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to terminate and execute Municipal Access Agreements between the City and Allstream Corp and between the City and Bell Canada on behalf of the City, containing the material terms and conditions set out in the staff report titled, "Termination and Renewal of Outdated Telecomm Municipal Access Agreements", dated December 13, 2017 from the Director, Engineering.

CARRIED

4. **EMILY CARR UNIVERSITY AGREEMENT – TERRA NOVA POLLINATOR MEADOW**

(File Ref. No. 10-6125-11-03) (REDMS No. 5670527)

In reply to queries from Committee, Chad Paulin, Manager, Environment, advised that there is a combination of species in the area and that some of the blackberry plants will be ratified. He noted that there will be a public education component to the project and that staff will be working with Emily Carr to update some of the programming and consulting with the public for input into various educational initiatives.

It was moved and seconded

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to enter into an agreement with Emily Carr University of Art + Design to complete the Terra Nova Pollinator Meadow project.

CARRIED

5. **LULU ISLAND ENERGY COMPANY – 2017 DISTRICT ENERGY OPERATIONAL UPDATE**

(File Ref. No. 10-6600-10-02) (REDMS No. 5693017)

In reply to queries from Committee, Kevin Roberts, Acting Senior Project Manager, Lulu Island Energy Company, and Alen Postolka, Manager, District Energy, advised that (i) rates for residential and commercial customers are different; however both sources of energy come from the Alexandra District Energy, (ii) district energy financials are based on a cost-recovery model; therefore any profits are allocated towards future implementation plans, and (iii) the City's district energy utilities function on an N+1 redundancy, which is a form of resilience that ensures the systems are available in the event of component failure.

3.

Public Works & Transportation Committee
Wednesday, January 24, 2018

Discussion took place on hydroelectricity and in response to queries from Committee, John Irving, Director, Engineering, commented on the cost of hydroelectricity infrastructure, including maintenance costs and the installation of new infrastructure and provided a brief financial comparison between hydroelectricity costs and that of district energy utilities.

The Vice-Chair directed staff to review and update information on the City's website regarding district energy utilities.

It was moved and seconded

That the Lulu Island Energy Company report titled "Lulu Island Energy Company – 2017 District Energy Operational Update" dated December 15, 2017 from the Director, Engineering be received for information.

CARRIED

6. AMENDMENT TO BOULEVARD AND ROADWAY PROTECTION AND REGULATION BYLAW NO. 6366

(File Ref. No. 10-6000-01) (REDMS No. 5694413)

Discussion took place and it was suggested that the City's Damage Deposit / Security Program Application (attached to and forming part of these minutes as Schedule 1) be revised to reflect the proposed changes to Boulevard and Roadway Protection and Regulation Bylaw No. 6366.

In response, staff advised that the introduction of an annual Administrative Fee on securities collected for single and two-family demolitions and construction activities that remain unclaimed for extended lengths of time is the only manner in which the City can retain said monies.

It was moved and seconded

That Boulevard and Roadway Protection and Regulation Bylaw No. 6366, Amendment Bylaw No. 9817 be introduced and given first, second and third readings.

CARRIED

7. MANAGER'S REPORT

2018 Capital Construction Projects

Mr. Irving advised that the 2018 Capital Construction Projects Open House will take place in April.

Public Works & Transportation Committee
Wednesday, January 24, 2018

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:35 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works and Transportation Committee of the Council of the City of Richmond held on Wednesday, January 24, 2018.

Councillor Harold Steves
Vice-Chair

Sarah Kurian
Legislative Services Coordinator



Schedule 1 to the Minutes of the
Public Works & Transportation
Committee meeting of Richmond
City Council held on Wednesday,
January 24, 2018.

Damage Deposit/ Security Program Application

Engineering & Public Works Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

www.richmond.ca

Site Contact Person: _____ Tel. No.: _____

Email: _____ Cell No.: _____

Property Address: _____

✓	Type of Construction Activity	Refundable Deposit Amount	Non-Refundable Inspection Fee	Total Payable
<input type="checkbox"/>	Additions and Accessory Buildings over 10 sq. m.	\$500	\$179	\$679
<input type="checkbox"/>	In-ground Swimming Pools	\$500	\$179	\$679
<input type="checkbox"/>	Demolitions	\$500	\$179	\$679
<input type="checkbox"/>	Move-Off	\$1,500	\$179	\$1,679
<input type="checkbox"/>	Single or Two Family Dwelling Construction	\$1,500	\$179	\$1,679
<input type="checkbox"/>	Combined Demolition and Single or Two Family Dwelling Construction	\$2,000	\$179	\$2,179
<input type="checkbox"/>	Commercial; Industrial; Multi-Family; Institutional; or Government Construction	\$5,000	\$237	\$5,237
<input type="checkbox"/>	Combined Demolition and Commercial; Industrial, Multi-Family; Institutional or Government Construction	\$5,500	\$237	\$5,737
<input type="checkbox"/>	Site Preparation Preload	\$5,000	n/a	\$5,000
<input type="checkbox"/>	Soil Materials Infill or Removal from a Single Parcel	\$5,000	n/a	\$5,000
<input type="checkbox"/>	Commercial/Industrial Landscaping	\$2,500	n/a	\$2,500
	TOTALS	\$	\$	\$
	Enter Hansen Proj ID (WO#) noted below: RC. _____		4330	Total

I, _____ hereby make application and agree to abide by the guidelines
(Print name)
and specifications issued by the City Public Works Department.

Signed: _____ Date: _____

Name of Person to Receive Damage Deposit Refund: _____

Refund Mailing Address: _____ Phone: _____

City

Postal Code

For Damage Deposit Refund Purposes – Please call 604-244-1263

Only the damage deposit applicant may request or inquire about a refund.

Damage Deposit refunded on REQUEST only please provide accurate contact information

For Office Use

Receipt No.:

Hansen SR #:

Hansen Project ID (W.O. #):

Permit #:

Change suggested by Carol Day



City of
Richmond

**Damage Deposit/
Security Program Application**
Engineering & Public Works Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

www.richmond.ca

Site Contact Person: _____ Tel. No.: _____

Email: _____ Cell No.: _____

Property Address: _____

✓	Type of Construction Activity	Refundable Deposit Amount	Non-Refundable Inspection Fee	Total Payable
<input type="checkbox"/>	Additions and Accessory Buildings over 10 sq. m.	\$500	\$179	\$679
<input type="checkbox"/>	In-ground Swimming Pools	\$500	\$179	\$679
<input type="checkbox"/>	Demolitions	\$500	\$179	\$679
<input type="checkbox"/>	Move-Off	\$1,500	\$179	\$1,679
<input type="checkbox"/>	Single or Two Family Dwelling Construction	\$1,500	\$179	\$1,679
<input type="checkbox"/>	Combined Demolition and Single or Two Family Dwelling Construction	\$2,000	\$179	\$2,179
<input type="checkbox"/>	Commercial; Industrial; Multi-Family; Institutional; or Government Construction	\$5,000	\$237	\$5,237
<input type="checkbox"/>	Combined Demolition and Commercial; Industrial, Multi-Family; Institutional or Government Construction	\$5,500	\$237	\$5,737
<input type="checkbox"/>	Site Preparation Preload	\$5,000	n/a	\$5,000
<input type="checkbox"/>	Soil Materials Infill or Removal from a Single Parcel	\$5,000	n/a	\$5,000
<input type="checkbox"/>	Commercial/Industrial Landscaping	\$2,500	n/a	\$2,500
	TOTALS	\$	\$	\$
	Enter Hansen Proj ID (WO#) noted below:	RC. _____	4330	Total

I, _____ hereby make application and agree to abide by the guidelines
(Print name)
and specifications issued by the City Public Works Department.

Signed: _____ Date: _____

Name of Person to Receive Damage Deposit Refund: _____

Refund Mailing Address: _____ Phone: _____

City

Postal Code

For Damage Deposit Refund Purposes – Please call 604-244-1263
Only the damage deposit applicant may request or inquire about a refund.

For Office Use

Receipt No.:	Hansen SR #:
Hansen Project ID (W.O. #):	Permit #:



City of Richmond

Report to Committee

To: Community Safety Committee

Date: December 12, 2017


From: Tim Wilkinson
Acting Fire Chief

File: 99-Fire Rescue/2017-
Vol 01

Re: Fire-Rescue Community Outreach and Public Education Plan: 2018-2023



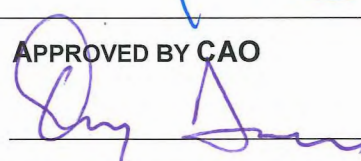
Staff Recommendation

1. That the staff report titled "Fire-Rescue Community Outreach and Public Education Plan: 2018-2023", dated December 12, 2017 from the Acting Fire Chief, Richmond Fire-Rescue be endorsed.
2. That upon endorsement the Fire-Rescue Community Outreach and Public Education Plan: 2018-2023 be distributed to key stakeholders and posted on the City of Richmond website.



Tim Wilkinson
Acting Fire Chief
(604-303-2701)

Att. 1

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

Staff Report

Origin

In 2016, Richmond Fire-Rescue (RFR) conducted the Community Outreach Research Project in order to better understand the community's needs, perceptions, and expectations of fire service. In the August 16, 2016 memo "Richmond Fire-Rescue Community Outreach Research Project", RFR advised Council of the project and the intention to use its findings to develop a well-informed and comprehensive outreach plan.

In November 2016, Council adopted the Fire-Rescue Plan: 2016-2018. One of the key initiatives in the Plan was the creation of a "comprehensive public education plan".

This report introduces the Fire-Rescue Community Outreach and Public Education Plan: 2018-2023 (COPEP) which supports RFR's mission:

To protect and enhance the City's livability through service excellence in prevention, education and emergency response.

This report supports the Social Development Strategy for Richmond 2013-2022, endorsed by Council in September 2013:

Action 52- Collaborate with Police Services and community partners to promote Richmond as a safe and livable community

This report supports Council's 2014-2018 Term Goal #1 A Safe Community:

Maintain emphasis on community safety to ensure Richmond continues to be a safe community.

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

This report supports Council's 2014-2018 Term Goal #9 A Well-Informed Citizenry:

Continue to develop and provide programs and services that ensure the Richmond community is well-informed and engaged on City business and decision making.

Analysis

RFR protects and enhances the City's livability through delivering service excellence in prevention, education and emergency response. The diversity in Richmond offers unique opportunities for learning and also poses challenges for RFR service delivery. Through community and key stakeholder consultation, the Outreach Research Project 2016 identifies areas of concern, as well as areas of strength and opportunity to enhance community safety through outreach and public education.

The key areas of concern, highlighted by the research, are a lack of knowledge of the services provided by RFR within the community, as well as varied perceptions of what constitutes an emergency situation. Additionally, the research found that some community members are hesitant to call 9-1-1 in an emergency and reluctant to engage with RFR staff during informal interactions.

The research also identified some community strengths and opportunities which will help RFR to fulfill its mission. These strengths and opportunities include the community's high regard for the fire service, as well as a willingness by some community members to share safety information within their strong social networks. Some community groups also indicate a willingness to host events for community engagement and public education purposes.

The Outreach Research Project's final report contains numerous recommendations, based on best practice research from around the world. These recommendations were used to develop the Community Outreach and Public Education Plan (COPEP).

The COPEP provides strategic directions to address the key areas of concern and build on the strengths and opportunities. These strategic directions and their supporting actions/initiatives are divided among three pillars of excellence: Public Education, Community Relations and Customer Service.

Initiatives in the COPEP are designed to boost the community's knowledge of RFR's services and increase the understanding of appropriate emergency response in order to ensure Richmond is a safe and well informed community. The COPEP initiatives created to enhance RFR's community relations will boost RFR's public profile in diverse community groups and create interest in fire services among Richmond community members. Customer service initiatives will help to build strong community relationships, which will enhance RFR's understanding of the community to further improve customer service.

Outlined in the COPEP are strategic directions and actions that will require increased resources in order to be successful. The resources required will incur costs for items ranging from translation services and printing to additional staff. RFR will take a measured approach and will explore ways to reach desired results in a fiscally responsible and practical manner given budgetary realities and approvals. Business cases to support additional resources, including staffing, will be brought forward for the 2019 budget cycle.

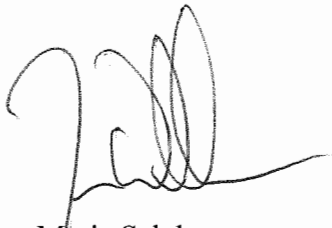
Financial Impact

None.

Conclusion

The COPEP addresses concerns in today's community context, while planning for a growing and diverse community. The COPEP will serve as a planning framework to help RFR achieve its mandate of service excellence in prevention, education and emergency response. The successful implementation of the COPEP depends on appropriate resources to ensure RFR's capacity to provide important public safety education, establish strong community relations and improve customer service to enhance Richmond's livability and safety.

Annual work plans will be created to address the outlined strategic directions, their actions and ensure the COPEP is implemented according to timelines set out in its goals. In addition to providing Council with yearly reports on its overall implementation, RFR will provide updates on an ongoing basis as the COPEP's significant goals are achieved.



for Maria Salzl
Manager, Program Administration
(604-303-2723)

Att. 1: Fire-Rescue Community Outreach and Public Education Plan: 2018 – 2023

Fire-Rescue

Community Outreach and Public Education Plan

2018-2023



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ABOUT US

**Richmond Fire-Rescue(RFR) is an emergency response agency for the City of Richmond.
RFR responds to multiple emergency and non-emergency calls every day.**

Each day offers new challenges and opportunities for RFR to provide service excellence to the community. RFR personnel respond to calls of various nature from fires to medical emergencies, motor vehicle incidents and public service calls. RFR is staffed by a team of over 200 dedicated men and women who respond from seven firehalls on a 24 hour, seven day a week basis.

Apart from emergency response, RFR personnel also deliver a wide range of public education and prevention services to further the department's commitment to RFR's mission to protect and enhance the City's livability through service excellence in prevention, education and emergency response.



Public Education

- School Education
- Community Education
- Fire Extinguisher Education
- Awareness Campaigns
- Community Events
- Media Releases
- Public Speaking



Prevention

- General Fire Inspections
- Building Development Code Enforcement and Inspections
- Operating and Special Use Permitting
- Complaint Investigations
- Fire Safety Plan Review
- Abandoned Property Checks
- Electrical Fire Safety Investigation Team



Emergency Response

- Fire Emergencies
- Medical Emergencies
- Public Service Calls
- Water, Confined Space, Crane and Tower Rescues
- Hazardous Materials
- Motor Vehicle Incidents
- Airport Emergencies

Connect with us



<https://www.facebook.com/richmondfirerescue/>

CNCL - 50

EXECUTIVE SUMMARY

Richmond Fire-Rescue is a leading community safety organization, committed to enhancing Richmond's livability and safety through strategic outreach and public education to the community.

As RFR serves an increasingly diverse community, it is necessary to ensure service delivery is reflective of the community's needs. In Richmond, multiple languages are being spoken at home, an aging population is raising the average age, and housing demand is increasing urban densification. These factors create opportunities and challenges for RFR service delivery and increase the need for greater community engagement and awareness of services to continue making Richmond a safe community.



EXECUTIVE SUMMARY

SCOPE

Richmond's Fire-Rescue Plan 2016–2018 directs the use of an evidence-based approach to deliver services and programs that balance prevention, education and emergency response. Hence RFR conducted a research study to identify the community's needs, perceptions and expectations of the fire service in Richmond. The findings from the Outreach Research Project 2016 led the development of the Fire-Rescue Community Outreach and Public Education Plan (COPEP).

KEY FINDINGS and RECOMMENDATIONS

The research identified key findings of concerns for community safety as well as opportunities to improve community engagement.

The areas of concern are:

- (1) the community lacks knowledge of RFR services,
- (2) some community members may hold varied perceptions of urgency in emergency situations,
- (3) some community members hesitate to call 9-1-1,
- (4) some community members hesitate to engage with RFR staff.

The community strengths and opportunities are:

- (1) the community has a strong regard for the fire service,
- (2) some community members have a willingness to share information on community safety,
- (3) some community groups have a willingness to host events for community engagement and public education purposes.

In order to address the key findings the research report contains 22 strategic recommendations to enhance RFR outreach and public education in Richmond.



The COPEP provides a framework with strategic directions and actions to ensure fire prevention and public education programs reflect the needs of the community. The COPEP enhances City of Richmond priorities by further contributing to create a safe community, a vibrant, active and connected City, well planned community partnerships and a well-informed citizenry.

FIRE CHIEF'S MESSAGE



Richmond Fire-Rescue's mission is "to protect and enhance the City's livability through service excellence in prevention, education and emergency response."

Richmond is a diverse and dynamic community. Although this brings challenges, for us as a fire department, more importantly it presents incredible opportunities for innovation and leadership.

I believe this Community Outreach and Public Education Plan will help us to leverage these opportunities. Following its framework will result in stronger relationships and more meaningful community engagement which I believe are essential to fulfilling our mission.

Tim Wilkinson
Acting Fire Chief, Richmond

INTRODUCTION

Richmond is a unique island city, nestled on Canada's Pacific Coast; it is home to approximately 218,307 people of diverse ethnicities, a bustling economy and the Vancouver International Airport. The city offers an attractive community to work and live in and each year thousands of new immigrants from around the world come to Richmond to make it their home.

Newcomers to Richmond continue to strengthen Richmond's economy and enhance the city's vibrancy. With increased immigration over the years, Richmond has become an extremely diverse community as almost 76% of the city's population identifies as a visible minority [1]. The city's diversity creates an opportunity for community learning through sharing the diverse experiences and vast knowledge held by Richmond's residents.



The unique features of Richmond also produce significant challenges for Richmond Fire-Rescue in terms of service delivery. More and more Richmond residents speak a language other than English at home and newcomers emigrate from societies where the fire service does not function as it does in North America. Hence it becomes critical for the department to proactively engage with community members to ensure they are aware of the services available to them and know the appropriate response in an emergency.



[1] City of Richmond 2017. City Profile.

INTRODUCTION

Respecting the vast diversity in the City, RFR carried out the Outreach Research Project 2016 to identify the community's specific needs, perceptions and expectations of the fire service. The findings from the Project were consolidated in a comprehensive report outlining the vast socio-cultural factors impacting or having the potential to impact service delivery. The report provides 22 recommendations to increase the effectiveness of RFR's outreach and increase the community's awareness of public safety, with respect to the fire service and 9-1-1.



The Fire-Rescue Community Outreach and Public Education Plan (COPEP) is a strategic document developed from the recommendations of the Outreach Research Project 2016 report and provides a collective vision and framework to guide the department's future directions for enhancing community safety and establishing community relations through outreach and public education.

The COPEP will:

- increase community knowledge of personal and public safety.
- continue to recognize community safety as fundamental to Richmond's livability.
- foster community engagement by establishing strategic partnerships with key community stakeholders.
- build awareness of RFR's array of emergency and non-emergency services.
- boost interest in the fire service as a viable career option among diverse groups.

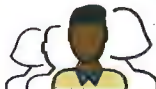
Implementation of the COPEP requires establishing collaborative partnerships with strategic community partners and stakeholders. While community partnerships serve as valuable resources, the successful implementation of the extensive strategic directions outlined in the COPEP requires appropriate resource allocation within RFR.

RICHMOND COMMUNITY TODAY

**estimated population
of 218, 307**



**expected to increase
by 80,000 by 2041**



**118,305
immigrants**



**Median Age
42.2 Years**



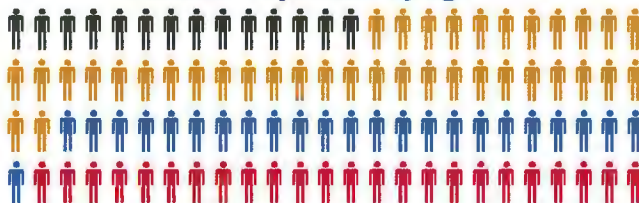
**1,534.1 population density
per square kilometer**



**73,457 private dwellings
occupied by usual residents**



Richmond Population by Age



**2.9 average
family size**



**14, 062 business
licenses***



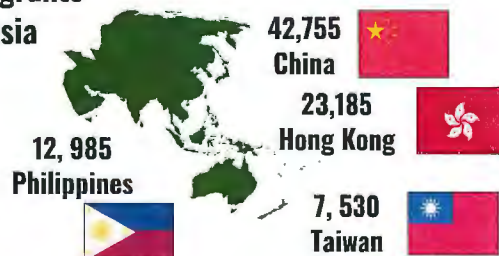
**150, 015 people
identify as visible
minorities**



**60 % of immigrants are
over the age of 25 at time
of immigration**



**102, 475 immigrants
are from Asia**



**70,375 people speak
Chinese languages at
home**



**86,640 speak a
language other than
English or French at
home**



**22,110 people have no
knowledge of either
English or French**



Source: Statistics Canada. 2016 Census Program

* City of Richmond. Business Richmond October 2017.

PLANNING PROCESS



Based on the findings from the Outreach Research Project 2016, the recommendations put forth in the research report provide strategic directions for RFR to increase public awareness of fire safety and boost the profile of the fire service through an effective allocation of limited resources.

The COPEP development involved a strategic planning process to gain community input to identify areas of priority for public education and outreach.

The Project relied significantly on community input gained through multiple focus groups and interviews with key community stakeholders.

The Project team also engaged with community services providers, City of Richmond staff, including RFR staff, to understand all aspects of service delivery and identify opportunities for enhancing outreach and public education. Best practice research provided supporting analysis for identifying the practices from around the world that could help to mitigate the concerns highlighted through the research.

KEY FINDINGS

AREAS OF CONCERN

The Outreach Research Project 2016 report provides an in depth inquiry into the perceptions and expectations the community has of the fire service. For the purpose of developing the COPEP, RFR has focused on some of the most prevalent areas of concern identified through community input.

Lack of Knowledge of Services

Given Richmond's significant newcomer population, many community members are unaware of the array of services RFR provides. This in turn, compromises the safety of RFR staff and community members.



Varied Perception of Emergency

Since many newcomers to Richmond may come from societies where the fire service does not function in the same way as it does in North America, such community members are not able to fully recognize the extent of public safety services available to them. They may be unaware there is a public agency to help them in a personal emergency, such as a child's injury or kitchen fire.



Hesitation to Call 9-1-1

Some individuals may be hesitant to contact 911 either due to a fear of being reprimanded, a possible fee for a service or a language barrier. This hesitation has significant implications for the safety of the community member who may not have the skills to mitigate the emergency. This also increases risk for RFR crews as a delayed call to 9-1-1 may allow the emergency to escalate.

Hesitation to Engage with RFR Staff

Globally, uniformed personnel hold varied connotations. Some community members have come from societies where uniformed personnel are widely feared. Individuals who hold such perceptions would be highly uncomfortable to approach uniformed personnel. This can limit opportunities for RFR to establish meaningful community relations.

Through identifying the areas of concern RFR is able to strategically develop appropriate curriculum for public education to spread awareness and establish strong and trusting community relations through strategic outreach.

KEY FINDINGS

COMMUNITY STRENGTHS and OPPORTUNITIES

Richmond is a well-connected community where vast forums for enriching public engagement exist. This provides opportunities for RFR to leverage the pre-existing, strong social networks within the community to enhance outreach and public education in Richmond.

Strong Regard for Fire Service

Despite the limited understanding community members hold of the fire service, fire fighters are held in high regard and considered as public heroes. This elevated prestige awarded to fire fighters provides an opportunity to RFR to strategically engage and socialize community members to build interest and trust in the fire service.

Willingness to Share Information

There is a strong desire among community members in Richmond to partake in knowledge sharing. This provides a great opportunity for the department to leverage community networks as conduits for sharing public safety messaging with marginalized community groups who are inaccessible through formal public education programs.



Willingness to Host Events

Community service agencies and associations are proactively engaging with the community to ensure services are accessible and inclusive. Numerous community building and awareness raising events take place throughout the year in Richmond. These community events provide excellent opportunities for RFR to increase outreach and establish relations with diverse community groups.



Establishing strong community relations with strategic community partners will increase the ability of RFR to reach diverse and marginalized groups to ensure the community builds a clear and consistent understanding of public safety services and protocols.

VISION and PRIORITIES

Guiding Vision

The Community Outreach and Public Education Plan (COPEP) is guided by Richmond Fire-Rescue's mission to protect and enhance the City's livability through service excellence in prevention, education and emergency response.

Council Priority

The COPEP fulfills the priorities set forth by Council in the 2014-2018 Term Goals by maintaining an emphasis on community safety, ensuring services are accessible and reflective of Richmond's demographics, developing collaborative partnerships with relevant stakeholders and ensuring Richmond's community is well informed.

The Council Term Goals 2014-2018 supported through the COPEP are:

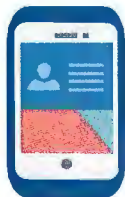
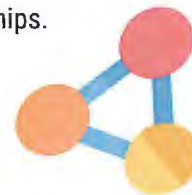
Term Goal # 1 A Safe Community



- 1.1** Policy and service models that reflect Richmond-specific needs.
- 1.2** Program and service enhancements that improve community safety services in the City.
- 1.3** Improved perception of Richmond as a safe community.
- 1.4** Effective interagency relationships and partnerships.

Term Goal # 5 Partnerships and Collaboration

- 5.2** Strengthened strategic partnerships that help advance City priorities.



Term Goal # 9 A Well Informed Citizenry

- 9.1** Understandable, timely, easily accessible public communication.
- 9.2** Effective engagement strategies and tools.

VISION and PRIORITIES

2041 Official Community Plan

By following the COPEP, RFR will focus on the key issues in planning for the future identified in the 2041 Official Community Plan (OCP) by addressing the concerns of a growing population, increased housing demand along with an aging population and changing demographics.

Given the diversity in Richmond, the OCP steers away from a “one size fits all approach.” Community engagement must employ a variety of strategies to recognize the unique characteristics, interests, and needs of the community, and provide welcoming and inviting opportunities for all to participate.

The Social Inclusion and Accessibility objectives set in the 2041 Official Community Plan are reflected in the intended actions of the COPEP. The COPEP is designed to fulfill the OCP directives of social equity and inclusion, engagement with Richmond citizens and leveraging social assets and community capacity.

The OCP recognizes and supports the objectives set forth by RFR to ensure Richmond continues to be a safe city. As Richmond continues to grow, RFR remains committed to service excellence in prevention, education and emergency response.

The objectives set forth by RFR in the OCP mandate that RFR is capable of:

- responding to 9-1-1 fire and rescue calls in urban and rural environments;
- prevention focused; public educators through community partnerships;
- being integrated with community safety providers;
- being agile; responsive to customer needs;
- operating at an optimum level in the event of a significant major emergency;
- and delivering services in a financially sustainable manner. [2]



The COPEP provides strategic directions to ensure RFR achieves its objectives to fulfill the goal of the OCP, to make Richmond a safe city through building community resilience and knowledge of emergency services and protocols.

[2] City of Richmond. 2041 Official Community Plan. (5-2).

VISION and PRIORITIES

Richmond Fire-Rescue remains committed to the City of Richmond's vision "to be the most appealing, livable, and well-managed community in Canada."

The Fire-Rescue Plan 2016-2018

RFR continues to ensure its services are reflective of community needs as an evidence based approach is taken to develop programs. The Fire-Rescue Plan 2016-2018 leads the transition towards a prevention focused service delivery model, which enhances prevention and education services. A prevention focused approach ensures RFR programs meet Richmond community needs, contribute to community safety and harm reduction.



The COPEP provides a plan of action for RFR to mobilize its resources to deliver on its mandate of balancing prevention, education and emergency response. The individual actions intend to increase the community's knowledge of harm reduction and boost RFR's profile in Richmond.

Social Development Strategy 2013-2022

Social planning initiatives undertaken by the City of Richmond are central to the development of the COPEP. Adoption of the COPEP will further ensure RFR continues to fulfill the City's vision.



The 2013 – 2022 Social Development Strategy guides the City's decisions on social matters and envisions "Richmond is an inclusive, engaged and caring community – one that considers the needs of its present and future generations, values and builds on its diversity, nurtures its social capital and treats its citizens with fairness and respect." [3]

The COPEP provides strategic directions for RFR to ensure service delivery is reflective of the city's diversity and enhances RFR's social capital in the city.

[3] City of Richmond. Social Development Strategy 2013-2022. (2).

VISION and PRIORITIES

International Association of Fire Fighters

The International Association of Fire Fighters encourages all IAFF affiliates to maintain strategic public relations strategies building strong relationships with the community apart from regular service delivery.

"As our communities become more diverse so does the fire service. Interpersonal skills are emerging as the most important skills a first responder can bring to the job. As public safety and public service organizations, our fire departments need to better understand, and communicate with and enlist the cooperation of the multi-cultural communities we serve. Equally important is a similar attitude brought to every shift and every fire house." [4]

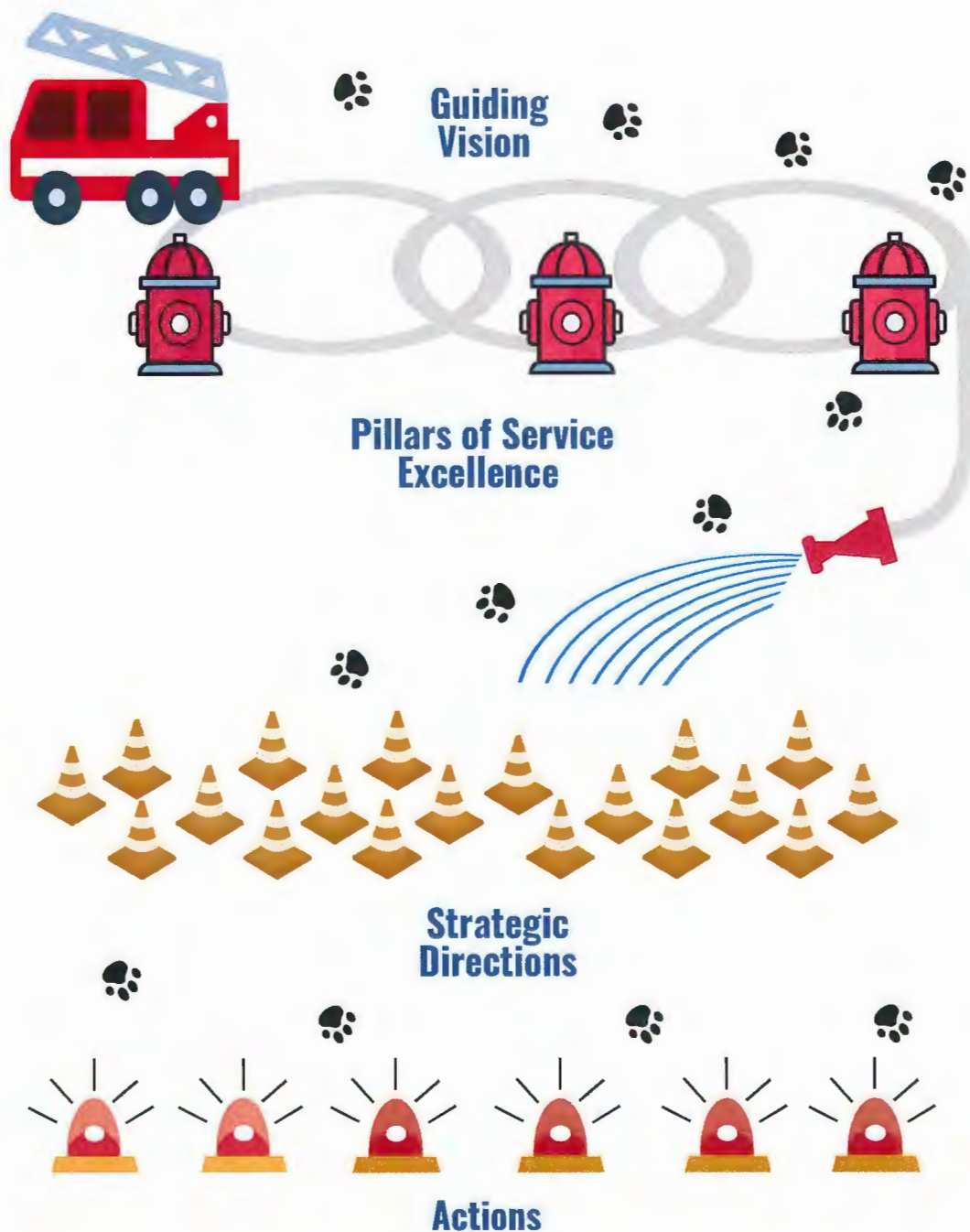


A strong commitment to establishing meaningful relationships with community groups increases the community's connection with the department and creates desire to serve the community through the fire service.

The COPEP provides strategic directions to administer a consistent public relations strategy to establish valuable relationships with the community in Richmond.

[4] IAFF. 2016. Human Relations Manual. (8).

FRAMEWORK



FRAMEWORK

The COPEP framework is led by RFR's vision to provide service excellence in prevention, education and emergency response.

Following the vision are three pillars of service excellence that are further divided into strategic directions and then action items.

The strategic directions are adopted from the 22 recommendations in the Outreach Research Project 2016 report. They serve as tools to establish strong community partnerships and increase the community's awareness of public safety protocols. The action items are specific tasks to fulfill the strategic directions and enhance each pillar of service excellence.

Pillars of Service Excellence: Public Education | Community Relations | Customer Service



Public Education provides the community with current and valid public safety information that can build community resilience by increasing public knowledge of how to respond in an emergency, to ensure the safety of community members and RFR staff. Through public education RFR also seeks to increase community understanding of appropriate service acquisition from RFR to ensure safety resources are effectively utilized.



Community Relations builds social capital for RFR to efficiently deliver its services by increasing interest in and support for the fire service. Given the diversity in Richmond, strong community relations with all community groups creates positive perceptions of the fire service based on lived experiences. A strong network of community partners can facilitate the smooth delivery of public education and quality customer service.



Customer Service drives the success of RFR operations and ensures services are delivered in a timely, efficient and effective manner. Through providing staff with the tools to reduce challenges in service delivery, RFR seeks to further build community trust. Positive experiences between staff and the community can greatly enhance RFR's image in the community.

COMMUNITY OUTREACH & PUBLIC EDUCATION PLAN

PUBLIC EDUCATION

Strategic Direction	Actions	Goals
SD 1-1 Establish a public education strategy	Action 1-1-1 Develop public safety education curriculum for student audiences in three target groups: elementary, secondary and English Language Learners (ELL).	By 2023, 75% of students receiving the RFR public education program will demonstrate knowledge of curriculum objectives.
	Action 1-1-2 Develop a business plan to increase the resource capacity in RFR Public Education. Introduce the business plan in 2019 budget cycle.	By 2020, the public education division will have sufficient resources to implement the actions outlined in the Public Education pillar.
	Action 1-1-3 Continue to provide strategic public safety information to public interest and seniors groups.	By 2023, given sufficient resources, RFR will increase delivery of public education curriculum by 100%.
	Action 1-1-4 Form strategic partnerships with Richmond School District and English Language Learning Centres in Richmond to ensure program delivery to target audiences.	By 2023, all RFR public education material will be available in the main languages spoken in Richmond.
	Action 1-1-5 Develop translated informational material to support class curriculum.	

COMMUNITY OUTREACH & PUBLIC EDUCATION PLAN

PUBLIC EDUCATION

Strategic Direction	Actions	Goals
<p>SD 1-2 Increase RFR's presence by enhancing its public profile through consistent safety messaging and public relations (PR) materials</p>	<p>Action 1-2-1 Strategically design, allocate and leverage RFR resources to increase opportunities for community learning.</p> <p>Action 1-2-2 Design RFR PR material to ensure key messaging is integrated and durable e.g. static wall stickers.</p> <p>Action 1-2-3 Distribute promotional material through educational programs and events to deliver key messaging to target audiences.</p>	<p>By 2019, all RFR promotional and educational material will maintain its value and reflect key messaging.</p> <p>By 2020, RFR PR content on all RFR affiliated digital and print resources, fleet, and promotional material will be consistent.</p>
<p>SD 1-3 Reduce barriers to calling 911</p>	<p>Action 1-3-1 Develop and distribute an awareness campaign, partnering with relevant stakeholders, to share information on when and how to call 911. This action will support Action 1-1-1. *911 information would also be incorporated into all curriculum taught through the public education program.</p>	<p>By 2023, all participants in RFR public education programs will demonstrate an understanding of 9-1-1 services and how to access them.</p>
<p>SD 1-4 Establish a strong RFR online presence</p>	<p>Action 1-4-1 Provide the community with an accessible and interactive web platform to access current and accurate public safety information which is aligned with the City of Richmond's Digital Strategy.</p> <p>Action 1-4-2 Develop digital content for RFR's social media to provide the community with an accessible, current and interactive channel to engage with RFR.</p>	<p>By 2023, RFR has a functioning web platform which complements the curriculum delivered in class.</p>

COMMUNITY OUTREACH & PUBLIC EDUCATION PLAN

PUBLIC EDUCATION

Strategic Direction	Actions	Goals
SD 1-5 Conduct relevant fire safety awareness campaigns	Action 1-5-1 Review RFR's response data quarterly to identify emerging risk profiles and develop public safety messaging focused on emerging risk.	By 2023, RFR will deliver two campaigns annually, to reduce impacts of identified risks.
	Action 1-5-2 Identify and liaise with relevant stakeholders to launch campaigns to ensure optimal outreach impact.	By 2023, identified risk profiles will be reduced by 40%.
SD 1-6 Increase awareness of emergency and non-emergency services	Action 1-6-1 Liaise with appropriate student groups to design informational content for the public to increase the community's knowledge of the services provided by RFR.	By 2023, all participants in RFR public education programs will demonstrate a strong understanding of RFR services and how to access them.
	Action 1-6-2 Incorporate information on RFR services in public education curriculum to support Action 1-1-1.	
SD 1-7 Develop a fire safety awareness program for commercial businesses	Action 1-7-1 Review relevant data to identify fire risks in commercial businesses.	By 2021, the fire safety public education curriculum for businesses will be developed.
	Action 1-7-2 Deliver information sessions to businesses through liaising with licensing, insurance and/or business associations to encourage participation.	By mid 2021, two information sessions will be held for businesses annually.
	Action 1-7-3 Develop informal illustrative self-inspection booklets and a reward program to encourage businesses to carry out fire risk assessments for their business facility.	By 2023, 60% of information sessions participants will carry out fire risk assessments

COMMUNITY OUTREACH & PUBLIC EDUCATION PLAN

PUBLIC EDUCATION

Strategic Direction	Actions	Goals
SD 1-8 Extend use of Public Education Trailer	Action 1-8-1 Form a planning committee to evaluate the future use of the trailer.	By 2018, RFR will have developed a plan for optimum use of the trailer.
	Action 1-8-2 Ensure trailer undergoes appropriate renovations to optimize its usage and learning opportunity for target audiences.	By 2019, the trailer plan will be implemented.

COMMUNITY RELATIONS

Strategic Direction	Actions	Goals
SD 2-1 Build the resource capacity in RFR Community Relations to ensure successful implementation of COPEP initiatives	Action 2-1-1 Develop a business case for 2019 budget cycle to increase community relations capacity; such as for additional staff i.e. Program Coordinator, educational material and translation services. This action enhances Action 1-1-2.	By 2018, a business case will be developed for consideration in the 2019 budget cycle.
	Action 2-2-1 Leverage strong community planning networks to highlight RFR's objective to enhance community partnerships.	By 2023, RFR will establish strong working relationships with key community partners.
SD 2-2 Develop strategic partnerships with community groups to ensure successful implementation of COPEP initiatives	Action 2-2-2 Engage community partners by participating at their events, accessing their networks to disseminate public safety messaging and providing them with informational material to share.	

COMMUNITY OUTREACH & PUBLIC EDUCATION PLAN

COMMUNITY RELATIONS

Strategic Direction	Actions	Goals
SD 2-3 Create a Fire Chief's community advisory committee	Action 2-3-1 Outline purpose and develop Terms of References for the committee.	By 2023, the advisory committee will have met for two annual meetings to share key information.
	Action 2-3-2 Identify and invite strategic community leaders to join the committee to ensure the committee maintains expert and diverse community knowledge.	
SD 2-4 Develop programs for youth to engage with the department to raise public safety awareness	Action 2-4-1 Engage youth groups through relevant stakeholders to support RFR public safety campaigns i.e. develop posters, infomercials, video messaging.	By 2022, Richmond youth will be engaged in annual RFR awareness campaigns.
	Action 2-4-2 Develop a community garden program for youth at RFR facilities.	By 2023, Richmond Fire-Rescue will have established two annual youth programs.
	Action 2-4-3 Develop a fire cadet program for youth to gain insight into and engage with the fire service.	
SD 2-5 Increase community visits to firehalls	Action 2-5-1 Identify available spaces at firehalls that can be utilized to serve community needs.	By 2023, two firehalls will provide space to strengthen community connections.
	Action 2-5-2 Create a process for community groups to request access to RFR spaces.	

COMMUNITY OUTREACH & PUBLIC EDUCATION PLAN

COMMUNITY RELATIONS

Strategic Direction	Actions	Goals
SD 2-6 Increase RFR's participation in more diverse community events	Action 2-6-1 Identify local events, held by diverse groups, where RFR's presence would add value and enhance community relations for the department.	By 2020, the event calendar will be distributed to fire staff on a weekly basis.
	Action 2-6-2 Design public safety messaging to spread during most prevalent public holidays and festivals celebrated in Richmond. This action enhances Action 1-5-2.	By 2020, each firehall will attend one diverse community-run event in their district per year.
	Action 2-6-3 Develop a community-run events calendar for suppression staff to use to schedule crew attendance during shifts.	

CUSTOMER SERVICE

Strategic Direction	Actions	Goals
SD 3-1 Develop appropriate communication tools to assist RFR staff	Action 3-1-1 Identify a standardized mobile application for translation use on calls.	
	Action 3-1-2 Develop visual aids to assist staff when on calls and inspections where language barriers may be encountered.	By 2020, three communication support resources will be available for staff use.
	Action 3-1-3 Create informational pamphlets for the public, that will be distributed by RFR staff, in order to increase community knowledge of RFR service delivery.	

COMMUNITY OUTREACH & PUBLIC EDUCATION PLAN

CUSTOMER SERVICE

Strategic Direction	Actions	Goals
SD 3-2 Develop procedures for informal interactions between RFR staff and public	Action 3-2-1 Develop a standard operating procedure (SOP) that identifies expectations for the conduct of RFR staff during informal public interactions.	By 2018, a SOP will be developed and communicated to staff.
SD 3-3 Provide opportunities for RFR staff to gain innovative cultural competency training	Action 3-3-1 Identify appropriate cultural competency training programs to incorporate in ongoing staff training. Action 3-3-2 Leverage opportunities available in Richmond, such as the Sister City Program, the City's Inclusion Coordinator and the Intercultural Advisory Committee for intercultural learning.	By 2023, all staff will undergo one cultural competency program annually.
SD 3-4 Provide training for RFR staff who may come into contact with clients with developmental and/or mental health issues	Action 3-4-1 Establish a relationship with relevant stakeholders for staff training purposes.	By 2020, RFR will establish a working relationship with key wellness agencies in Richmond.
SD 3-5 Develop visually engaging online annual RFR activity reports	Action 3-5-1 Collect publicly informative data on RFR operations and service. Action 3-5-2 Format RFR data into visual, accessible and interactive formats for public review.	By 2023, RFR annual activity reports will be informative, engaging and user-friendly.

CONCLUDING COMMENTS



The Community Outreach and Public Education Plan (COPEP) is a reflection of RFR's commitment to use an evidence-based approach to develop programs and services that are specific to the needs of Richmond community members.

The COPEP is led by RFR's mission to provide service excellence in prevention, education and emergency response. The dynamic growth to take place in Richmond in the coming years will further enhance the vibrancy of the city and create opportunities for greater community learning. However these changes also pose challenges for service delivery in regards to emergency response. The strategic directions in the COPEP provide the necessary strategies to leverage the potential for community collaboration in Richmond to increase RFR's outreach and public education.

IMPLEMENTATION - WORK PLANS

To ensure the implementation of the COPEP, RFR will create annual work plans at the beginning of each year. These work plans will identify the strategic directions being undertaken for the year and provide a timeline for the actions required to ensure the identified goals are met. RFR will provide regular updates to Council throughout the COPEP's implementation.

Richmond is a well managed city with effective plans and strategies in place that emphasize a collective effort to ensure community safety. To remain at pace with community growth, RFR will use the COPEP to ensure the continuance of a safe and well-informed city. The COPEP further enhances community safety by leading the development of inclusive and accessible emergency and non-emergency services and public safety information for all community members.



City of Richmond

Report to Committee

To: Planning Committee **Date:** January 2, 2018
From: Kim Somerville
Manager, Community Social Development **File:** 07-3070-01/2017-Vol
01
Re: **Child Care Development Advisory Committee 2017 Annual Report and 2018
Work Program**

Staff Recommendation

That the Child Care Development Advisory Committee's 2017 Annual Report and 2018 Work Program, as outlined in the staff report titled, "Child Care Development Advisory Committee 2017 Annual Report and 2018 Work Program," dated January 2, 2018, from the Manager of Community Social Development, be approved.

Kim Somerville
Manager, Community Social Development
(604-247-4671)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
REVIEWED BY STAFF REPORT AGENDA REVIEW SUBCOMMITTEE	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

The Child Care Development Advisory Committee (CCDAC) was established to provide City Council with advice (e.g. information, options, analysis, and recommendations) regarding the planning, development, support and promotion of a range of quality, affordable and accessible child care in Richmond. In addition, the CCDAC responds to Council requests as they arise.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

2.2. Effective social service networks.

This report supports the City's Social Development Strategy's Strategic Direction 4:

Help Richmond's Children, Youth and Families Thrive.

This report also supports the 2017-2022 Richmond Child Care Needs Assessment and Strategy:

Strategic Direction - Collaboration and Partnership: Action 22. Continue to support the work of the Child Care Development Advisory Committee with the view of building the capacity of the child care sector and parents understanding of child care options (e.g. host events to celebrate child care month, hold information sessions for parents on finding child care, organize networking events for child care providers, and support professional development opportunities for early childhood educators.

Strategic Direction – Policy and Planning: Action 6. Review and update the Terms of Reference for the Child Care Development Advisory Committee (CCDAC) to ensure the committee is fulfilling its role and mandate.

Analysis

The mandate of the CCDAC is to provide Council with advice regarding the development of quality, affordable and accessible child care in Richmond. The City supports the CCDAC by providing an annual operating budget, a Council liaison and a staff liaison.

2017 Annual Report

Below are activities undertaken by the CCDAC and described in the 2017 Annual Report (Attachment 1). Highlights of their accomplishments are as follows:

- Provided feedback throughout the year on new child care development proposals for future City-owned child care facilities;

- Met with the Implementation Manager for Richmond Children First, to receive an update on the work of the Richmond based early childhood planning table, which is comprised of community agencies and public partners;
- Participated in the annual May Child Care dinner, which several committee members attended along with the Mayor and some members of Council;
- Planned and hosted the Richmond Educator's Swap and Shop Sale which provided an opportunity for Richmond child care programs to exchange educational materials between their programs. Parents with children in child care programs were also invited to take home free educational toys and materials recycled by child care providers;
- Received an update from a representative from the Child Care Advocates of BC, on the \$10 a Day Child Care Plan which lead to the CCDAC recommending to Council that the City support this as a framework for a publically funded child care program to be implemented by the Province of BC over the next 10 years;
- Reviewed and made recommendations to Council on grant allocations for the 2017 Child Care Grants including a second intake of the Child Care Capital Grants. CCDAC's comments were included in the staff reports to the City's General Purposes Committee;
- Provided input on the content and recommendations to be included in the 2017-2022 Richmond Child Care Needs Assessment and Strategy; and
- Reviewed and offered comments on the draft summary booklet on key findings from the 2017-2022 Richmond Child Care Needs Assessment and Strategy.

2018 Work Program

On December 6, 2017, the CCDAC approved the proposed 2018 work program (Attachment 2). This year the CCDAC will give priority to:

- Making recommendations to Council regarding advocacy to senior levels of government about the implementation of a proposed Provincial child care plan, funding, changing policies and licensing issues for child care providers;
- Liaising with the Child Care Coordinator regarding child care issues that need further attention, action or clarification;
- Providing advice to the City regarding the development of new child care centres and early childhood development hubs;
- Reviewing and providing advice to Council on Child Care Grant allocations; and
- Proposing activities for Child Care Month in May 2018.

Financial Impact

The CCDAC operating budget of \$5,000 reflects the existing funding plan, as budgeted.

Conclusion

The Child Care Development Advisory Committee's 2017 Annual Report provides information on the activities undertaken by the Committee in the previous year. The 2018 Work Program outlines activities regarding the Committee's intention to monitor and address emerging issues affecting child care services in Richmond. Staff are recommending that the Child Care Development Advisory Committee 2017 Annual Report and 2018 Work Program be approved.



Coralys Cuthbert
Child Care Coordinator
(604-204-8621)

- Att. 1: Child Care Development Advisory Committee 2017 Annual Report
2: Child Care Development Advisory Committee 2018 Work Program

**CITY OF RICHMOND CHILD CARE DEVELOPMENT ADVISORY
COMMITTEE 2017 ANNUAL REPORT**

Highlights of the Child Care Development Advisory Committee (CCDAC) meetings and events are outlined below:

1. Reported to the City's Planning Committee about the 2016 CCDAC Annual Report and 2017 Work Program.
2. Selected members for three subcommittees: Advocacy, Child Care Month Event and Child Care Grants.
3. Provided feedback throughout the year on new child care development proposals for future City-owned child care facilities.
4. Met with the Implementation Manager for Richmond Children First, to receive an update on the work of the Richmond-based early childhood planning table, which is comprised of community agencies and public partners;
5. Participated in the annual May Child Care Dinner, which several committee members attended along with the Mayor and some members of City Council.
6. Planned the Richmond Educator's Swap and Shop Sale on June 11, 2017. This event was held at the Jewish Day School and provided an opportunity for Richmond child care programs to exchange educational materials between their programs. Parents with children in child care programs were also invited to take home free educational toys and materials recycled by child care providers. Approximately 10 child care providers participated and 100 guests attended the event.
7. Monitored senior levels of government announcements regarding child care initiatives such as the Provincial major capital grants for child care spaces, Federal funding to Provinces and Territories for the creation of child care spaces and Provincial announcements about implementing a new child care plan.
8. Received an update from a representative of the Child Care Advocates of BC on the \$10 a Day Child Care Plan, which led to the CCDAC approving a motion that: City Council support this plan as a framework for a publically funded child care program to be implemented by the Province of BC over the next 10 years.
9. Offered input on the recommendations to be included in the 2017-2022 Richmond Child Care Needs Assessment and Strategy and the document content.
10. Reviewed and offered comments on the draft summary booklet on key findings from the 2017-2022 Richmond Child Care Needs Assessment and Strategy.

11. Reviewed and made recommendations on the 2017 Child Care Grants including a second intake of Child Care Capital Grants. CCDAC comments were included in the staff reports to the City's General Purposes Committee.
12. Asked the Child Care Coordinator to contact the Supervisor of the Vancouver Coastal Health (VCH) Child Care Licensing Officers to obtain information on how they handle complaints concerning unregulated children's programs. Some CCDAC members had been approached by parents with concerns about their children's safety when attending programs being provided by private businesses (e.g. inadequate supervision of their children and unsafe outdoor play areas). As a result CCDAC members wanted information on: who provides oversight for private businesses delivering children's programs; who in the Province handles complaints about children's safety in such programs, and who can parents contact if they have a complaint.

MEMBERS OF THE 2017 CHILD CARE DEVELOPMENT ADVISORY COMMITTEE

VOTING:

1. Linda Shirley (Chair)
2. Lori Mountain (Vice Chair for January – June*)
3. Maryam Bawa
4. Jarrod Connolly
5. Kevin Cromie
6. Olha Fedorenko
7. Diana Ma
8. Heather Logan
9. Kathy Moncalieri
10. Shyrose Nurmohamed (Vice-Chair for October – December)
11. Ofra Sixto
12. Gordon Surgeson

**Ms. Mountain resigned from the CCDAC in August 2017 in order to focus on a new employment position. A new Vice Chair was elected at the September 2017 CCDAC meeting.*

NON-VOTING: Marcia MacKenzie (Richmond Child Care Resource and Referral)

COUNCIL REPRESENTATIVE: Councillor Alexa Loo

SCHOOL BOARD LIAISON: Trustee Jonathan Ho (School Board)

STAFF LIAISON: Coralys Cuthbert

RECORDING SECRETARY: Jodi Allesia

2017 CCDAC BUDGET

CCDAC received an operating budget of \$5,000 for 2017. The funds were spent as follows:

Item	Cost
Recording Secretary Salary	\$2,400.00
Meeting and Miscellaneous Expenses	\$2,000.00
Child Care Month Event*	\$ 0.00
Child Care Month Dinner	\$450.00
TOTAL	\$4,850.00

**Note: \$500 was originally budgeted; however, due to revenue from table rentals, in-kind contributions for the venue and flyer preparation, the Richmond Educators' Swap and Shop costs were covered.*

CLOSING COMMENTS:

The Committee enjoyed the support of Councillor Alexa Loo and Trustee Jonathan Ho as the Council and School Board liaisons. Councillor Loo has regularly shared highlights about topical matters being dealt with by Council and she has contributed valuable insight to discussions on child care issues, both from a professional perspective and as a parent of young children. It has been a great benefit to the Committee to have regular updates from Trustee Ho particularly on the School District's efforts to retain child care programs in schools while balancing educational needs to meet new class size requirements.

The Committee has benefitted from a good cross section of members including parents, private and non-profit child care operators, teachers and community agency members. This has created opportunities for rich discussions and lively debate on how best to support the development of a comprehensive child care system in Richmond.

Coralys Cuthbert, Staff Liaison, has been a valuable resource for all committee members. As a very busy business owner, music teacher and volunteer, I truly appreciate the support she has provided for me over the past few years, but this year in particular as I dealt with some serious health concerns with my husband. She is always so helpful and supportive...it is greatly appreciated.

A special thanks as well to Jodi Allesia for her excellent recording of our meetings...I often wonder, when we get into those "rich discussion and lively debates" how she manages to capture it all! Truly amazing!

Prepared by:

Linda Shirley. Chair, Child Care Development Advisory Committee, December 2017

CHILD CARE DEVELOPMENT ADVISORY COMMITTEE'S 2018 WORK PROGRAM

The proposed 2018 work program is consistent with the Child Care Development Advisory Committee's mandate to provide Council with advice (e.g. information, options, analysis, and recommendations), regarding the planning, development, support and promotion of a range of quality, affordable and accessible child care in Richmond.

It supports the following Council Term Goals (2014-2018):

Goal 2: A Vibrant, Active and Connected City – 2.2 Effective social service networks

- *CCDAC will assist where appropriate with the implementation of the Social Development Strategy. In particular, those actions related to Strategic Direction 4: Help children, youth and families thrive.*

2018 CCDAC Budget

CCDAC annually receives an operating budget of \$5,000. In 2018, funds will be used for the following:

Item	Cost
Recording Secretary Salary	\$2,400.00
Meeting and Miscellaneous Expenses	\$1,600.00
Child Care Month Event	\$500.00
Child Care Month Dinner	\$500.00
TOTAL	\$5,000.00

2017 Work Program

Initiative	CCDAC Action/Steps	Expected Outcome	Indicator of Success	Partners
Advocacy				
Make recommendations to City Council regarding advocacy that could be undertaken with senior levels of government about the implementation of a proposed Provincial child care plan, funding, changing policies,	<ul style="list-style-type: none"> • Monitor child care issues and emerging trends • Monitor senior government announcements and changes re: child care policy and funds for creating new child care spaces • Discuss, consider roles, and summarize issues that come to the CCDAC's attention • Pass motions or resolutions • Prepare letters and briefs • Submit advice to Council through the Staff Liaison 	<ul style="list-style-type: none"> • Council will be informed about child care issues they may wish to address with senior levels of government 	Improved funding, implementation of a new Provincial child care plan and child care licensing	<ul style="list-style-type: none"> • City Council • Child Care Licensing (VCH) • Federal Govt. • Provincial Govt.

Initiative	CCDAC Action/Steps	Expected Outcome	Indicator of Success	Partners
and licensing issues for child care providers				
Liaise with the Child Care Coordinator regarding issues that need further attention, action or clarification	<ul style="list-style-type: none"> At monthly meetings, provide the Child Care Coordinator with information and CCDAC's perspective on key child care issues Participate in actions noted in the 2017-2022 Richmond Child Care Needs Assessment and Strategy that are identified as needing CCDAC involvement Provide advice on future City of Richmond child care initiatives Provide ideas for communication materials that will assist child care operators and parents Respond to Council referrals through the Staff Liaison 	<ul style="list-style-type: none"> The Child Care Coordinator, as the staff liaison to CCDAC, will be informed regarding CCDAC's perspective on key child care issues and potential approaches to address them 	The Child Care Coordinator working with CCDAC's advice and under Council's direction addresses priority child care issues for Richmond	<ul style="list-style-type: none"> City Council Stakeholders Caregivers Operators
Participate in City consultations	<ul style="list-style-type: none"> Continue to participate in discussions about the implementation of the City's Social Development Strategy and the 2017-2022 Richmond Child Care Needs Assessment and Strategy Provide input into other City consultation processes as they relate to the CCDAC's mandate (e.g. City Budget, Affordable Housing Update) 	<ul style="list-style-type: none"> The implementation of the City's Social Development Strategy and the 2017-2022 Richmond Child Care Needs Assessment and Strategy incorporates CCDAC's perspective CCDAC's advice is provided to City consultation processes that are relevant to its mandate 	Plans for future growth will address the need for quality, affordable childcare	<ul style="list-style-type: none"> City Council Stakeholders Caregivers Operators
Advise the City regarding the development of new child care centres and early childhood development hubs	<ul style="list-style-type: none"> CCDAC to be consulted at the earliest point possible in the development process Review proposals for City-owned child care facilities and early childhood development hubs, (e.g. minimum size, location, when to prioritize) 	<ul style="list-style-type: none"> CCDAC is consulted regarding the planning and development of new City child care facilities secured through 	Child care facilities and early childhood development hubs are well designed and meet community	<ul style="list-style-type: none"> City Council City Staff Developers Stakeholders Caregivers Operators

Initiative	CCDAC Action/Steps	Expected Outcome	Indicator of Success	Partners
	monetary contributions)	rezoning processes	needs regarding size, location, and programs offered	
Child Care Grants				
Recommend Child Care Grant Allocations	<ul style="list-style-type: none"> • Review child care grant applications • Make grant recommendations to Council • Provide advice regarding the enhancement of the web-based, on-line application system • Assist with any review of the Child Care Grant Guidelines 	<ul style="list-style-type: none"> • Council endorses CCDAC's recommendations and allocates grants to non-profit societies so they will be able to undertake capital projects to improve the quality of their furnishings, equipment and physical space • Richmond's early childhood educators will receive training opportunities as a result of initiatives funded from Council's allocation of Professional and Program Development Grants • Grant applications will be facilitated by ongoing improvements to the on-line, web-based application system and grant guidelines will align with City Council's latest priorities. 	The quality and capacity of child care programs will be enhanced as a result of the City's Child Care Grants Program	<ul style="list-style-type: none"> • City Council • Stakeholders • Caregivers • Operators

Initiative	CCDAC Action/Steps	Expected Outcome	Indicator of Success	Partners
Child Care Month				
Propose activities for Child Care Month in May	<ul style="list-style-type: none"> Plan for an annual event to occur in Richmond during May Child Care Month (e.g. professional development opportunities for Richmond child care providers and/or exhibitions to showcase the work of Richmond's child care providers) Participate in the Annual Child Care Month Dinner held in May 	<ul style="list-style-type: none"> Richmond residents will learn about child care services in their community Richmond child care providers will have an opportunity to receive useful information for professional development Richmond child care providers will be supported and celebrated for their work 	May Child Care Month activities enhance the work of child care professionals in Richmond	<ul style="list-style-type: none"> Stakeholders Caregivers Operators
2017 – 2022 Richmond Child Care Needs Assessment and Strategy - Implementation Actions				
Assist with the implementation of actions noted in the Child Care Strategy	<ul style="list-style-type: none"> Action 3 – participate in the review of the Child Care Grants program to ensure it is meeting non-profit child care operators' needs (e.g. timing, number of grant cycles per year, budget). Review the child care program grant guidelines eligibility criteria for organizations and types of projects) Action 6 – review and update the Terms of Reference for the CCDAC to ensure the Committee is fulfilling its role and mandate Action 19 – with input from other organizations such as VCH, SD 38, Richmond CCRR, Richmond Children First etc. collaborate to improve availability of information to Richmond families on child care and family-related resources Action 22 – continue to support the CCDAC in building the capacity of the child care sector and parents understanding of child care 	<ul style="list-style-type: none"> Short and long-term actions noted in the Strategy are completed, particularly those identified as involving the CCDAC 	<p>The Child Care Grant Program is enhanced and better meets needs of applicants with clear eligibility criteria</p> <p>CCDAC has an updated Terms of Reference that clearly reflects its role and mandate</p> <p>Richmond families have better access to information on child care and other family-related resources</p> <p>Richmond early childhood educators have more</p>	<ul style="list-style-type: none"> Council Stakeholders Caregivers Operators

Initiative	CCDAC Action/Steps	Expected Outcome	Indicator of Success	Partners
	<p>options (e.g. host events to celebrate child care month, hold information sessions for parent on finding child care, organize networking events for child care providers, and support professional development opportunities for early childhood educators)</p> <ul style="list-style-type: none"> • Action 23 – facilitate and promote the delivery of professional development training for those employed in the delivery of licensed child care programs with the goal of maintaining and enhancing the quality of programs offered in Richmond • Provide advice on other actions related to the Strategy as requested by the Child Care Coordinator 		professional development opportunities and the quality of child care programs in Richmond is enhanced	



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: January 9, 2018

File: RZ 13-644678

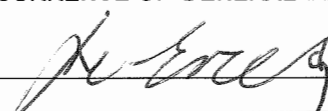
Re: Application by Westmark Developments Ltd. for Rezoning at
5400 Granville Avenue from the "Single Detached (RS1/E)" Zone to the "Single
Detached (RS2/B)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9818, for the rezoning of
5400 Granville Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached
(RS2/B)" zone, be introduced and given first reading.


Wayne Craig
Director, Development
(604-247-4625)

SB:blg
Att. 7

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

Staff Report

Origin

Westmark Developments Ltd. has applied to the City of Richmond for permission to rezone the property at 5400 Granville Avenue from the “Single Detached (RS1/E)” zone to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided into nine lots, with vehicle access from the new road under construction (Attachment 1).

The subject site is currently occupied by a single-family dwelling, which will be demolished. The applicant advises that the single-family dwelling currently contains a one-bedroom secondary suite. No Building Permits have been issued by the City in relation to the secondary suite.

The proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

Development immediately surrounding the subject site is as follows:

To the North: Across Granville Avenue, a 9-unit townhouse complex on a lot zoned “Low Density Townhouses (RTL1)”.

To the South: Single-family dwellings on lots zoned “Single Detached (RS1/B)” and across Lynwood Drive, McKay Neighbourhood Park, on a City-owned lot zoned “School & Institutional Use (SI)”.

To the East: Single-family dwellings on lots zoned “Single Detached (RS1/B)”.

To the West: Across the new road under construction, a 43-unit townhouse complex under construction (RZ 12-610630 approved April 24, 2017 and DP 15-708644, approved May 8, 2017) on lots zoned “Medium Density Townhouses (RTM3)”.

Related Policies & Studies

Official Community Plan/Laurelwood Sub-Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential (NRES)”. The Laurelwood Sub-Area Plan land use designation for the subject site is “Residential (Single-Family)” (Attachment 4). The proposed rezoning and subdivision would comply with these designations.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing; where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

Analysis**Existing Legal Encumbrances**

There is an existing Statutory Right-of-Way (SRW) registered on Title for sanitary sewer utilities located along a portion of the east property line, which will not be impacted by the proposed development. The applicant is aware that encroachment into the SRW is not permitted.

Tree Retention and Replacement

A Certified Arborist's Report was submitted by the applicant, which identifies tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses four bylaw-sized trees on the subject site; one tree on neighbouring properties to the east, and five trees in the north-south aligned new road.

The Arborist's recommendations include protecting the one tree (tag #5) located on adjacent neighbouring properties (30/30 cm dbh pyramid Cedar) and removing four trees (tag# 1 to 4) located on the subject site (two 30 cm DBH Plum trees, 20 cm and 12/12 cm DBH Apple trees) due to their poor condition. Tree Preservation staff have reviewed the Arborist's Report, conducted an on-site visual tree assessment, and concur with the Arborist's recommendations.

There are five trees (tag#10 through 14) located on the north-south aligned new road and McKay Neighbourhood Park expansion being developed along the west edge of the subject site. The four trees (tag#10 through 13) were approved for removal through the neighbouring townhouse rezoning (RZ 12-610630) to accommodate the north-south aligned new road. The one tree (tag #14) located on McKay Neighbourhood Park is being reviewed as part of the required park improvements associated with the servicing agreement for the neighbouring townhouse rezoning (SA 15-699302).

Tree Protection

One tree (tag #5) on neighbouring properties is to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the tree identified for retention is protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to the tree protection zone. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around the tree to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

Tree Replacement

For the removal of the four trees on-site (tag# 1 through 4), the OCP tree replacement ratio goal of 2:1 requires eight replacement trees. Consistent with Council Policy No. 5032 for Tree Planting (Universal), the applicant has proposed to plant and maintain two trees on each of the nine proposed lots; for a total of 18 trees, including the eight required replacement trees.

As per Tree Protection Bylaw No. 8057, based on the size of on-site trees being proposed for removal, required replacement trees shall be of the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
8	6 cm	3.5 m

To ensure the eight replacement trees are planted on-site at development stage, and the front yard of the proposed Lot A is enhanced consistent with the landscape guidelines of the Arterial Road Land Use Policy, the applicant will provide a Landscape Plan and a Landscape Security based on 100% of the cost estimate provided by the Landscape Architect (which includes \$4,000 for the eight replacement trees and \$5,000 for the additional ten trees to provide two trees on each of the nine lots), prior to final adoption of the rezoning bylaw.

Securities will not be released until a landscaping inspection has been passed by City staff after construction and landscaping has been completed. The City may retain a portion of the security for a one year maintenance period from the date of the landscape inspection.

Architectural Character and Landscaping for Corner Lot

The applicant has submitted preliminary conceptual plans showing the proposed architectural elevations of the corner lot dwelling (proposed Lot A) at the intersection of Granville Avenue and the north-south aligned new road (Attachment 6).

Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure that the Building Permit application and ensuing development of the corner lot is generally consistent with the submitted conceptual plans, to the satisfaction of the Director of Development. Building Permit plans must comply with all City regulations and staff will ensure that the plans are generally consistent with the registered legal agreement.

The applicant is also required to submit a Landscape Plan prepared by a Registered Landscape Architect for the front yard of the proposed Lot A. As stated above, the applicant is required to provide a landscape security based on 100% of the cost estimate provided by the Landscape Architect, prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

The City's Affordable Housing Strategy for single-family rezoning applications received prior to July 24, 2017, requires a secondary suite on 100% of new lots, or a secondary suite on 50% of new lots, plus a cash-in-lieu contribution of \$2.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund for the remaining 50% of new lots, or a 100% cash-in-lieu contribution if secondary suites cannot be accommodated.

The applicant proposes to provide a secondary suite on the larger southern proposed lot (Lot I). Staff have discussed opportunities to provide additional secondary suites in the proposal, but the developer advises that this is not feasible given the requirement to provide additional parking on the proposed arterial road corner lot (Lot A) and the modest 2,137 square feet size of the homes which could be constructed on the other seven proposed lots (Lots B to H).

The applicant proposes to provide one legal secondary suite on one of the nine lots (Lot I) proposed at the subject site and a cash-in-lieu contribution at the rate of \$2.00/ft² of the total buildable area of the remaining proposed eight lots (\$35,897.54 calculated using the maximum permitted floor area [17,948.77 ft² x \$2.00/ ft²]).

To ensure the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and Richmond Zoning Bylaw 8500. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw.

Transportation and Site Access

The design and construction of the north-south aligned new road fronting the subject site, Granville Avenue and Lynas Lane intersection improvements, east-west aligned new road and engineering infrastructure was secured to an interim standard through the neighbouring townhouse development to the west (via RZ 12-610630 and SA 15-699302). The works are

secured, but not yet constructed. Should the applicant wish to proceed with development of the subject site prior to the completion of the adjacent works, the required Servicing Agreement shall include design and construction of the fronting north-south aligned new road, intersection improvements and engineering infrastructure as described in Attachment 7.

The north-south aligned new road fronting the proposed nine single-family lots was dedicated and Servicing Agreement secured to an interim standard. Prior to final adoption of the rezoning bylaw, the applicant is required to provide road dedication on the northwest corner of the subject site to complete the south leg of the Granville Avenue and Lynas Lane intersection.

The applicant is required to enter into a Servicing Agreement to complete frontage improvements along Granville Avenue and to complete the north-south aligned new road to the ultimate design (as per SA 15-699302), as described in Attachment 7.

Vehicle access to all of the proposed lots, including the proposed corner lot, is required to be from the north-south aligned new road as per Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. Registration of a legal agreement on Title is required prior to rezoning adoption, ensuring that the north-south aligned new road construction be completed prior to occupancy of any buildings on the subject site.

Site Servicing and Frontage Improvements

The proposed nine lot subdivision is anticipated to be serviced through the fronting north-south aligned new road as noted above. Prior to rezoning approval, the applicant is required to provide utilities SRWs along the west edge of the subject site for service connections to the proposed lots and connection of the sanitary sewer to the existing sanitary sewer in Lynnwood Drive to the southwest of the subject site. Also prior to rezoning approval, the applicant is required to enter into a Servicing Agreement for the design and construction of required engineering infrastructure improvements, as described in Attachment 7.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) (i.e., \$6,000.00) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees).

Conclusion

The purpose of this application is to rezone the property at 5400 Granville Avenue from the "Single Detached (RS1/E)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided into nine single-family lots.

This rezoning application complies with the land use designation and applicable policies contained within the OCP for the subject site.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9818 be introduced and given first reading.

A handwritten signature in cursive script that reads "Sara Badyal".

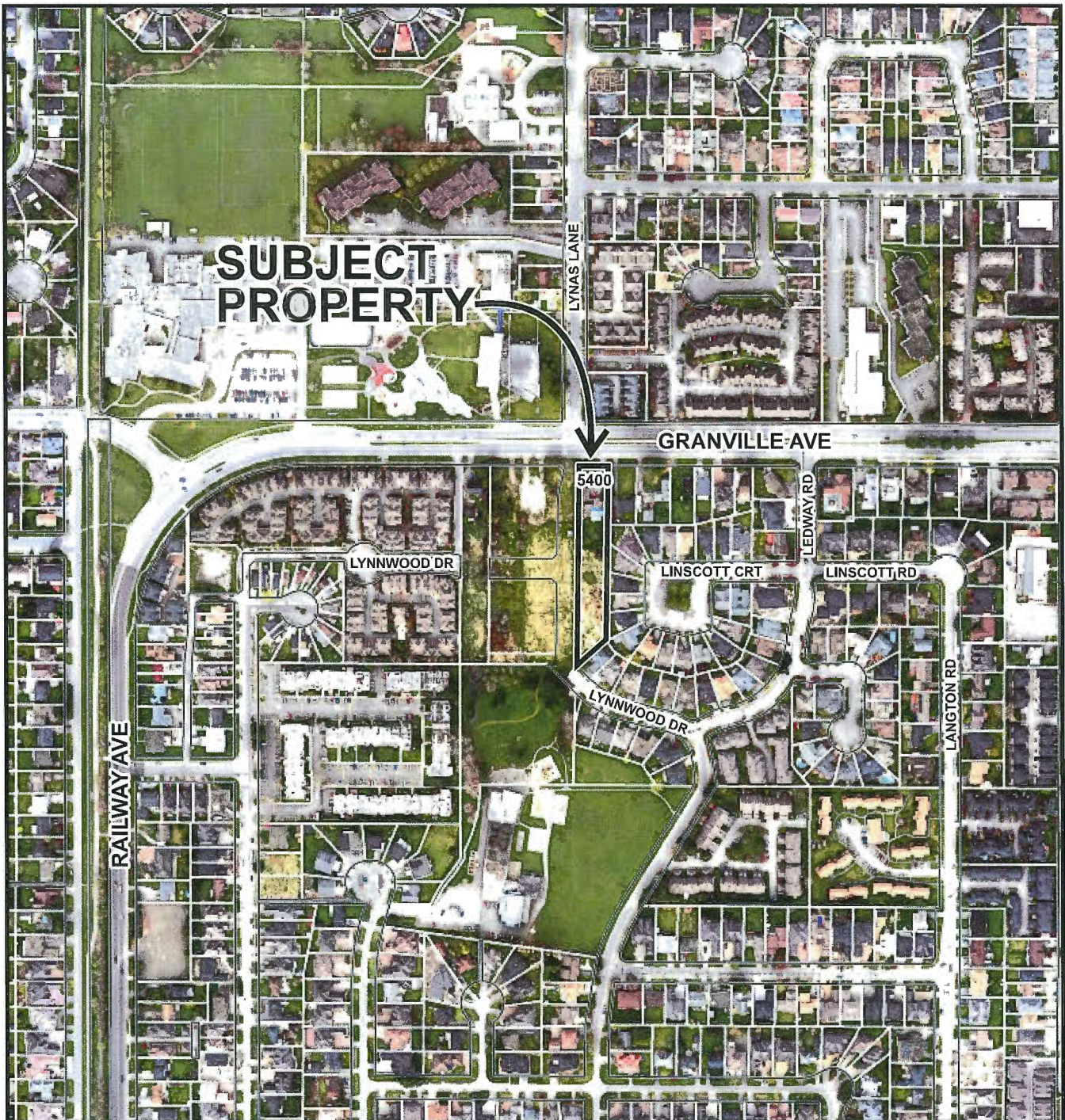
Sara Badyal, M. Arch, MCIP, RPP
Planner 2
(604-276-4282)

SB:blg

Attachment 1: Location Map and Aerial Photo
Attachment 2: Proposed Subdivision Plan
Attachment 3: Development Application Data Sheet
Attachment 4: Laurelwood Sub-Area Plan Location Map
Attachment 5: Tree Management Diagram
Attachment 6: Conceptual Building Elevations
Attachment 7: Rezoning Considerations



City of
Richmond



RZ 13-644678

Original Date: 09/04/13

Revision Date: 01/02/18

Note: Dimensions are in METRES

**SKETCH PLAN OF WEST HALF LOT 8 EXCEPT:
PART SUBDIVIDED BY PLAN 78346;
Sec 13 Bk4N R7W NWD PLAN 2863**

ATTACHMENT 2

BCGS 92G.015

DRAFT PLAN



LEGEND

SCALE 1:500

10 5 0 10 20

ALL DISTANCES ARE IN METRES

1
PLAN EPP56049

**Sec 13
Bk4N R7W**

ROAD

2
PLAN EPP56049

LOT DIMENSIONS ARE DERIVED FROM
THE LAND TITLE OFFICE RECORDS
AND ARE SUBJECT TO LEGAL FIELD SURVEYS.

ROAD LOTS
TOTAL AREA=115.5 + 3651.0=3766.5m²

PARK
PLAN EPP56049

MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137
CADFILE: 17355-002-PRO SUB-000.DWG

R-17-17355-PRO SUB

ROAD

ROAD

ROAD

LYNNWOOD
DRIVE

GRANVILLE AVENUE

← **SITE
BOUNDARY**

332
PLAN 55725

← **PROPOSED
LOT (TYP.)**

SRW PLAN 69655
SRW PLAN 7000

7

(OVERALL)
165.16

143.43
(OVERALL)

9

10

11

12

PLAN 72868

REISSUED: APRIL 17, 2017
MAY 24, 2013

CNCL - 95



RZ 13-644678

Attachment 3

Address: 5400 Granville Avenue

Applicant: Westmark Developments Ltd.

Planning Area(s): Laurelwood Sub-Area (Blundell)

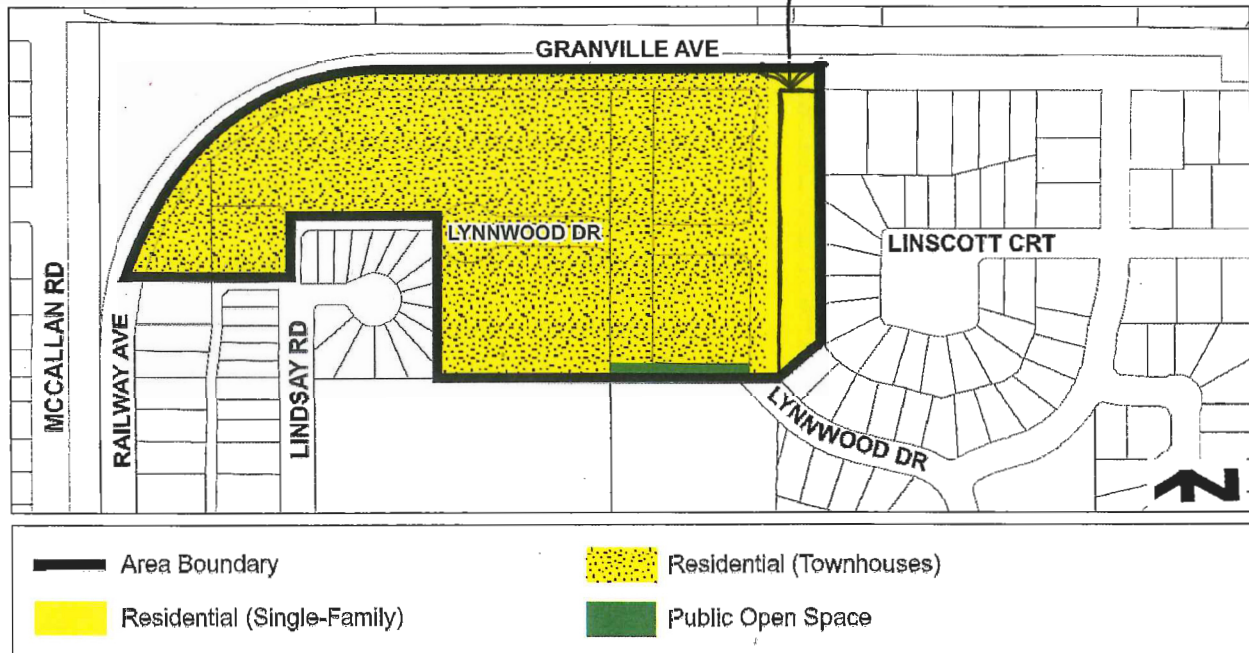
	Existing	Proposed
Owner:	S-8132 Holdings Ltd., Inc. No. 0689976	
Site Size (m ²):	3,766.5 m ²	Road Dedication 115.5 m ² Lot A 538.4 m ² Lot B 361.0 m ² Lot C 361.0 m ² Lot D 361.0 m ² Lot E 361.0 m ² Lot F 361.0 m ² Lot G 361.0 m ² Lot H 361.0 m ² Lot I 585.6 m ² Total 3,766.5 m ²
Land Uses:	Residential	Residential
OCP Designation:	Neighbourhood Residential	Complies
Area Plan Designation:	Residential (Single-Family)	Complies
702 Policy Designation:	N/A	N/A
Zoning:	Single Detached (RS1/E)	Single Detached (RS2/B)
Number of Units:	1 single detached house	10 dwelling units (9 single detached houses, including 1 secondary suite)

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	0.55	None permitted
Buildable Floor Area*:	Lot A: Max. 277.6 m ² (2,988.5 ft ²) Lot B: Max. 198.5 m ² (2,137.1 ft ²) Lot B: Max. 198.5 m ² (2,137.1 ft ²) Lot D: Max. 198.5 m ² (2,137.1 ft ²) Lot E: Max. 198.5 m ² (2,137.1 ft ²) Lot F: Max. 198.5 m ² (2,137.1 ft ²) Lot G: Max. 198.5 m ² (2,137.1 ft ²) Lot H: Max. 198.5 m ² (2,137.1 ft ²) Lot I: Max. 291.8 m ² (3,140.9 ft ²)	Lot A: Max. 277.6 m ² (2,988.5 ft ²) Lot B: Max. 198.5 m ² (2,137.1 ft ²) Lot B: Max. 198.5 m ² (2,137.1 ft ²) Lot D: Max. 198.5 m ² (2,137.1 ft ²) Lot E: Max. 198.5 m ² (2,137.1 ft ²) Lot F: Max. 198.5 m ² (2,137.1 ft ²) Lot G: Max. 198.5 m ² (2,137.1 ft ²) Lot H: Max. 198.5 m ² (2,137.1 ft ²) Lot I: Max. 291.8 m ² (3,140.9 ft ²)	None permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70% Total: Max. 70%	None

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Lot Size:	Min. 360 m ²	Lot A: 538.4 m ² Lot B: 361 m ² Lot C: 361 m ² Lot D: 361 m ² Lot E: 361 m ² Lot F: 361 m ² Lot G: 361 m ² Lot H: 361 m ² Lot I: 585.6 m ²	None
Lot Dimensions:	Width: Min. 12 m Depth: Min. 24 m	Width: 14.79 m to 23.99 m Depth: 24.41 m to 26.75 m	None
Setbacks:	Corner Lot A Front: Min. 6 m Rear: Min. 1.2 m Exterior Side: Min. 6 m Interior Side: Min. 1.8 m Interior Lots B - I Front: Min. 6 m Interior Side: Min. 1.2 m Rear: Min. 6 m	Corner Lot A Front: 6 m Rear: 1.2 m Exterior Side: 6 m Interior Side: 1.8 m (with allowable projections) Interior Lots B - I Front: will comply Interior Side: will comply Rear: will comply	None
Height:	Residential Vertical Envelope (Max 9 m)	Residential Vertical Envelope (Max 9 m)	None
Off-street Parking Spaces:	2 per lot	2 per lot	None

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

City of Richmond

Land Use MapBylaws 9114 & 9230
2017/04/24

APPENDIX 3 TREE PROTECTION PLAN

TREE INVENTORY

#	Type	DBH	MPZ
1	Fruiting Plum	30cm	2cm
2	Fruiting Plum	30cm	2cm
3	Apple	20cm	1cm
4	Apple	12/12cm	1cm
5	Pyramid Cedar	30/30cm	2cm
10	Horse Chestnut	55cm	3cm
11	Sycamore Maple	60/60/60	5cm
12	Excelsa Cedar	30cm	2cm
13	Tulip Tree	30/25/25	3cm
14	Scot Pine	45cm	3cm

DBH- trunk diameter, MPZ- protection zone

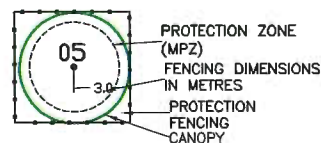
TREE PROTECTION FENCING

Minimum Radial Distance from trunk

#	Type	DBH	Metres	Feet
5	Pyramid Cedar	30/30cm	2.4m	7.9ft

LEGEND

TREE PROPOSED FOR RETENTION



TREE PROPOSED FOR REMOVAL



NOTES:
1. SITE LAYOUT INFORMATION AND TREE SURVEY DATA PER SUPPLIED DRAWING

2. REFER TO ATTACHED TREE PROTECTION REPORT FOR INFORMATION CONCERNING TREE SPECIES, STEM DIAMETER, HEIGHT, CANOPY SPREAD AND CONDITION.

3. ALL MEASUREMENTS ARE METRIC

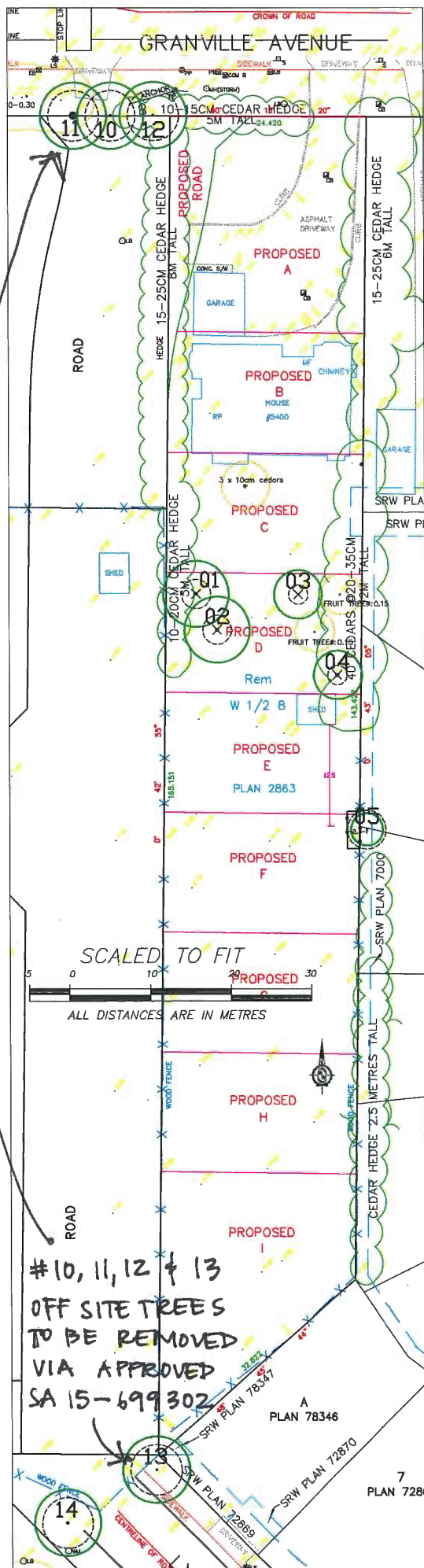
Froggers Creek
Tree Consultants Ltd

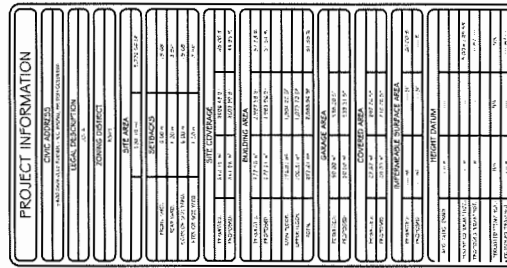
7763 McGregor Avenue Burnaby BC V5J 4H4
Telephone: 604-721-6002 Fax: 604-437-0970

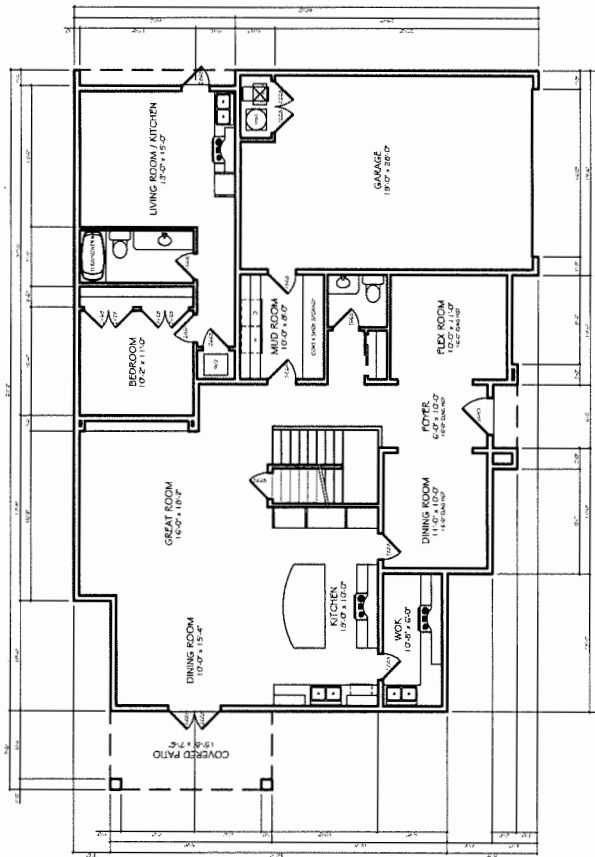
5400 Granville Avenue Richmond BC

TREE PROTECTION DRAWING
THE DRAWING PLOTS ALL TREES, PROPOSED FOR RETENTION, REMOVAL, THEIR CANOPIES PROTECTION ZONES AND PROTECTION FENCING IN RELATION TO PROPOSED LAYOUT

May 8, 2017

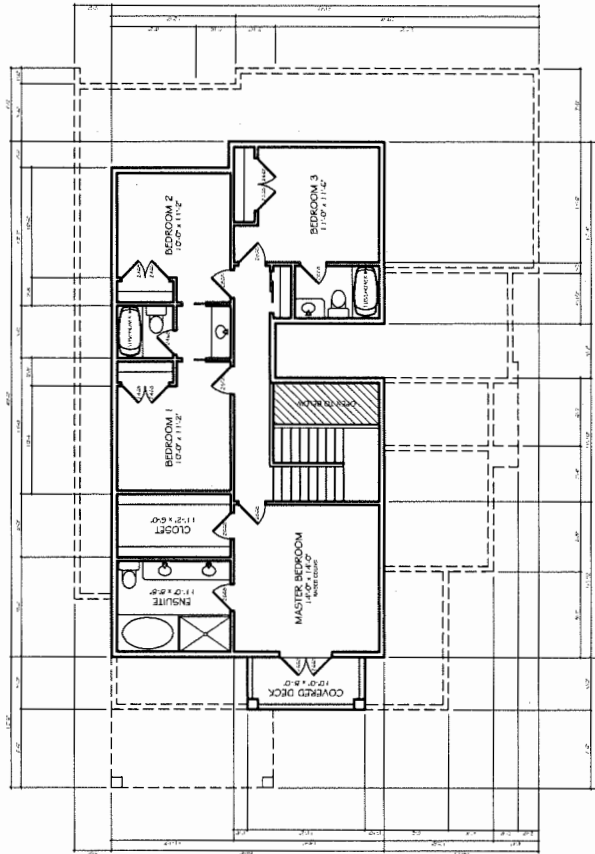






MAIN FLOOR PLAN

FLOOR AREA: 1704.26 SF
 FRONT PORCH AREA: 15.67 SF
 REAR PORCH AREA: 117.50 SF
 SCREENED PORCH: 25.25 SF
 TOTAL AREA: 2062.59 SF



UPPER FLOOR PLAN

FLOOR AREA: 1079.70 SF
 FRONT PORCH AREA: 15.67 SF
 REAR PORCH AREA: 117.50 SF
 SCREENED PORCH: 25.25 SF
 TOTAL AREA: 1338.72 SF

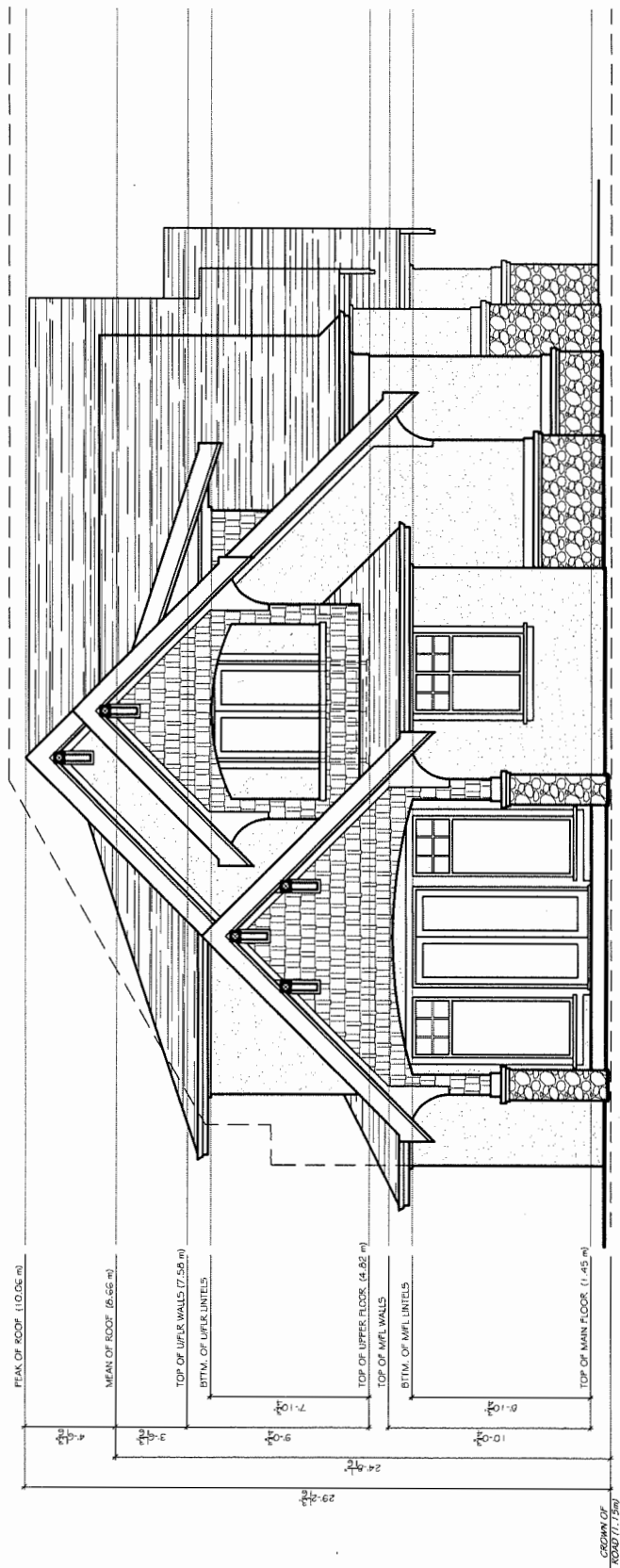
KAM DAHIA DESIGN LTD

TEL: 604.805.5263

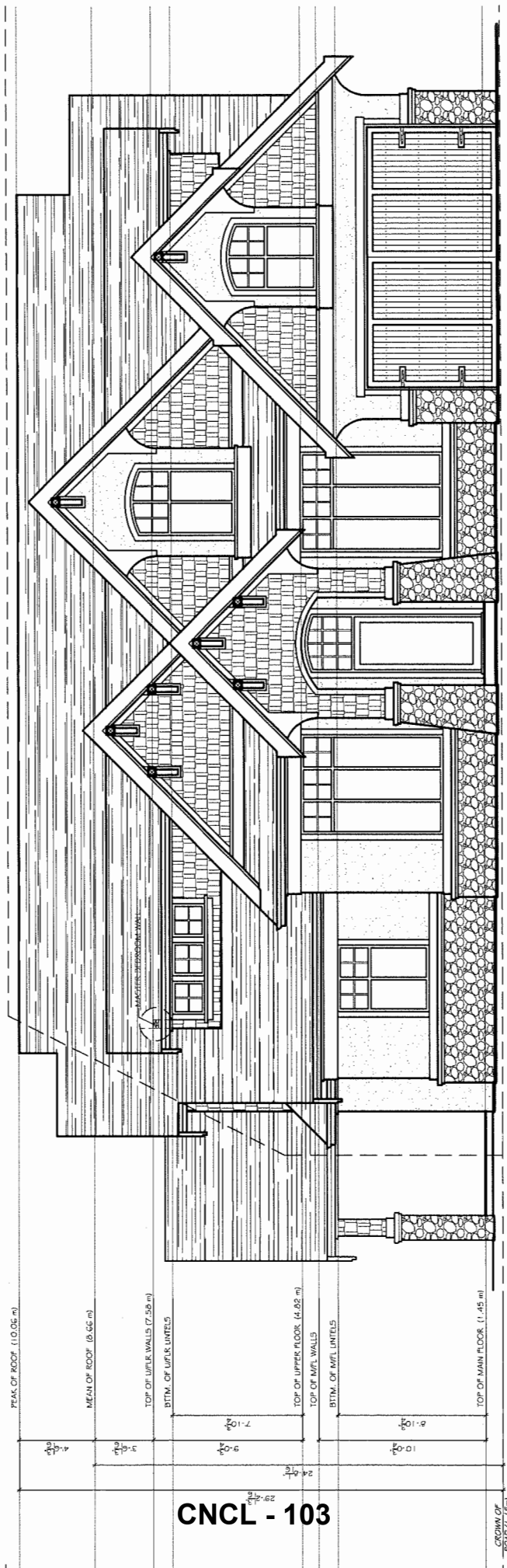
FAX: 604.909.4832

EMAIL: KAM@KAMDAHIA.COM

WEB: WWW.KAMDAHIA.COM



GRANVILLE AVENUE ELEVATION



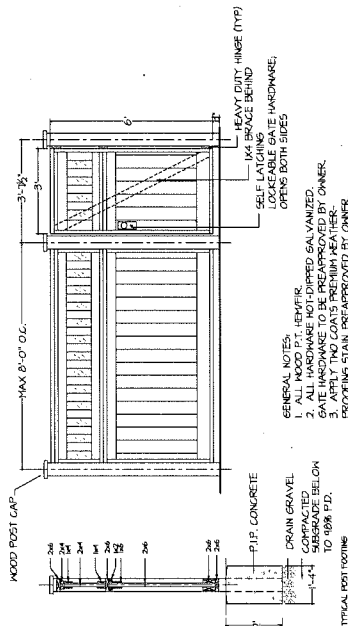
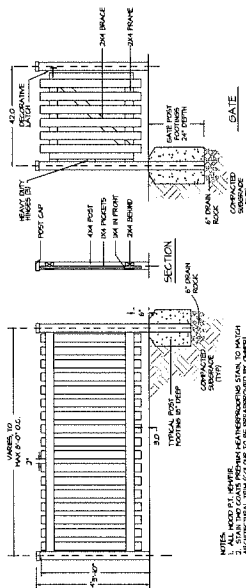
CNCL - 103

PAINTING PATTERNS A
 EDGE, DOUBLE SOLIDER, COARSE
 SET 45 DEG. STACED, 100% OR
 ALL PATTERNS CANCER, 100% OR
 AS PRESENTED BY OWNER



PAINTING PATTERNS B
 EDGE, SINGLE SOLIDER, COARSE
 SET 45 DEG. STACED, 100% OR
 ALL PATTERNS CANCER, 100% OR
 AS PRESENTED BY OWNER

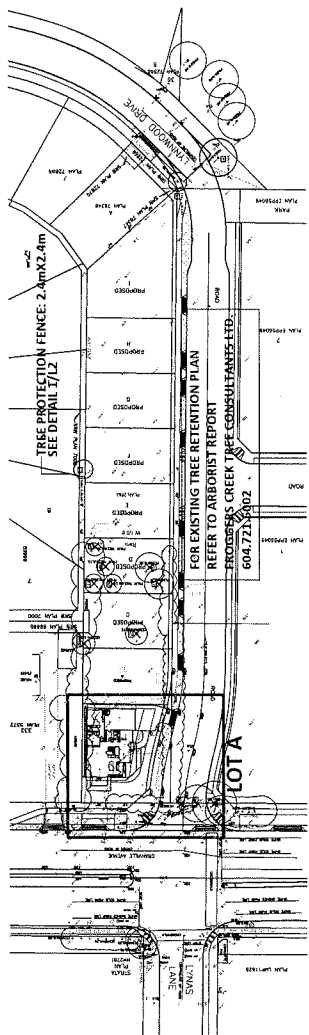


PERIMETER FENCE & GATE
 12" x 1'-0"

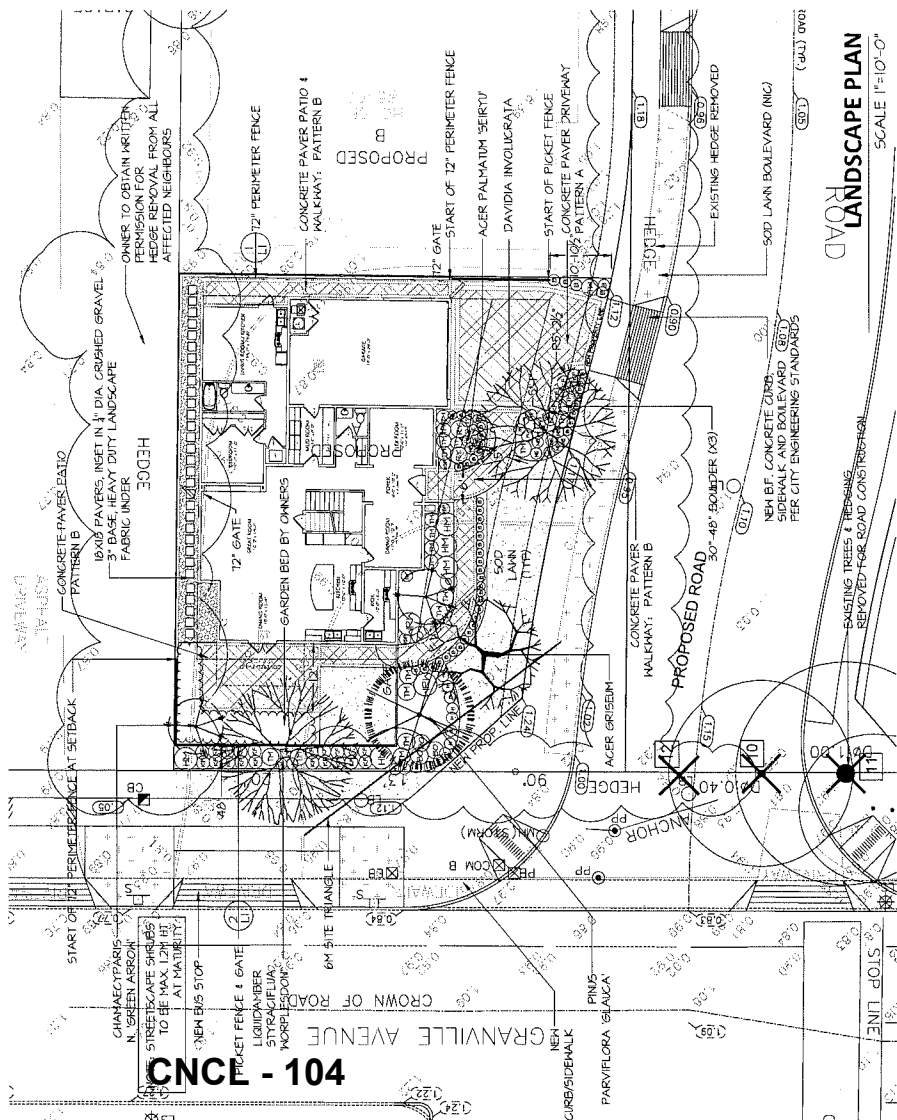
ITEMS

- ALL WOOD P.T. HEAVYIR.
- STAIN TWO COATS PREMIUM HEATING/DOORING STAIN.
- ALL METAL PARTS TO BE GALVANIZED.
- ALL METAL SURFACES TO BE PREAPPROVED BY
- ALL WAREHOUSE NOT DIMED GALVANIZED. PRICES
- TO BE ATTACHED USING COUNTERSINK SCREWS.
- 1. GATE HARDWARE TO BE PREAPPROVED BY OTHER.
- 2. GATE HARDWARE TO BE MEDIUM GAUGE.
- 3. WAREHOUSE TO BE SCREENED OFF PLACE.
- 4. WAREHOUSE TO BE SCREENED OFF PLACE.

2 PICKET FENCE & GATE
SCALE 1/2"=1'-0"



SUBDIVISION KEY PLAN





Address: 5400 Granville Avenue

File No.: RZ 13-644678

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9818, the developer is required to complete the following:

1. Road dedication of approximately 115.5 m² (1,243 ft²) at the northwest corner of the subject site as shown in the preliminary road functional plan (Appendix A) for the ultimate design on the southeast corner of the Granville Avenue and Lynas Lane intersection via neighbouring SA 15-699302. The road dedication amounts will be finalized through the final road functional plan required as part of the Servicing Agreement.
2. Granting of a 1.5 m wide statutory right-of-way (SRW) for the purposes of utilities along the entire west property line (after road dedication) of the subject site. The SRW is being secured to facilitate service connections, inspection chambers, water meters, etc. Any City utilities works within the required SRW are to be included in the required SA and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. Works to be secured via SA.
3. Granting of an approximately 3 m wide statutory right-of-way (SRW) for the purposes of utilities that is aligned north-south at the southwest corner of the subject site. The SRW is being secured to facilitate a straight connection from the existing sanitary sewer stub that is located near the southwest corner of the subject site to the new sanitary main at the south end of the north-south aligned new road. Details of the required 3 m wide SRW shall be finalized via the required Servicing Agreement (SA) design. Any City utilities works within the required SRW are to be included in the required SA and the maintenance & liability responsibility is to be clearly noted. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. Works to be secured via SA.
4. Registration of a flood indemnity covenant on Title (Area A).
5. Registration of a legal agreement on Title ensuring the north-south aligned new road construction is completed (e.g., as per SA 15-699302) prior to any occupancy of any buildings on the subject site.
6. Registration of a legal agreement on Title ensuring that the Building Permit application and ensuing development of the corner lot (proposed Lot A) is generally consistent with the submitted conceptual plans, to the satisfaction of the Director of Development.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one of the nine future lots (Lot I), to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
8. The City's acceptance of the applicant's voluntary contribution of \$2.00 per buildable square foot of the single-family development (i.e. \$35,897.54, calculated against the allowable 17,949 ft² floor area on proposed Lots A to H) to the City's Affordable Housing Reserve Fund.
9. Submission of a Tree Landscape Security in the amount of \$500 per tree to ensure that a total of two trees are planted and maintained on each lot proposed (i.e. \$9,000.00 for a total of 18 trees); minimum 6 cm deciduous caliper or 3.5 m high conifers. **NOTE: minimum replacement size to be as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**
10. Submission of a Landscape Plan for Lot A, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of an arterial lot Landscape Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees; and
 - include two of the eight required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
8	6 cm		3.5 m

11. 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 off-site trees to be protected. 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.
12. Installation of appropriate tree protection fencing around all trees to be protected as part of the development prior to any construction activities, including building demolition, occurring on-site.
13. Enter into a Servicing Agreement* for the design and construction of transportation and services works. Works include, but may not be limited to:
 - a) Works secured through SA 15-699302 for north-south aligned new road, intersection and servicing:

The design and construction of the north-south aligned new road fronting the subject site, intersection improvements, east-west aligned new road and servicing infrastructure was secured via Servicing Agreement SA 15-699302. Should the developer wish to proceed with development of the subject site prior to the fronting road construction completion, the developer of the subject site is required to design, to the satisfaction of the Director of Transportation, and construct the fronting north-south aligned new road and intersection of Granville Avenue and Lynas Lane, complete with traffic signals, street lighting and services as follows.

 - i. Road works:
 - At the developer's costs, the developer is required to:
 - North-South aligned new road: Provide 17.5m wide cross-section (including 0.5m wide SRW PROP along west edge of road). New road works to include but not limited to: 11.2 m wide asphalt pavement, curb and gutter, Min. 1.5 m grass boulevard with street trees and 1.5 m wide concrete sidewalk. Road extension narrows as it approaches Granville Avenue to align the ultimate curbs with the north leg of the intersection.
 - Decorative paving treatments, alignment of sidewalks, and traffic calming measures such as curb extensions and boulevards will be reviewed and included if deemed necessary through the Servicing Agreement process.
 - Intersection improvements: Installation of a new traffic signal at the intersection of Granville Avenue and Lynas Lane. Existing special crosswalk to be upgraded to a full traffic signal. The work shall include, but not be limited to:
 - Type "P" controller cabinet.
 - UPS (Uninterrupted Power Supply) & service panel cabinet/base
 - Video detection
 - Illuminated street name signs
 - Type "S" and/or type "L" poles/bases to suit site conditions
 - APS (Accessible Pedestrian Signals)
 - Fibre optic communications cable and associated equipment
 - In-ground vehicle detection
 - Removal of existing signal poles, bases, etc to be returned to City Works Yard
 - All associated costs to upgrade this system to be borne by the Developer.
 - The design of the intersection is to be to TAC standard for intersection design, including barrier curbs at the corners. As well, signage and pavement markings, are required.
 - ii. Storm Sewer works:
 - At the developer's costs, the developer is required to:
 - Provide a 600 mm diameter storm sewer (complete with manholes) in the north-south aligned new road from the existing 600 mm diameter storm sewer (tie-in will be through a new manhole) located at the proposed site's Granville Avenue frontage to approximately 185 m south (i.e., tie-in through a new manhole to the existing storm sewer in Lynnwood Drive southwest of the proposed site).
 - At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing storm service connections and tie-in of all proposed storm sewer works to existing City drainage infrastructures.

iii. Sanitary Sewer works:

- At the developer's costs, the developer is required to:
 - Provide a 200mm diameter sanitary sewer (complete with manholes) in the north-south aligned new road from the existing sanitary main located at the proposed site's southwest corner (i.e., existing Lynnwood Drive) to approximately 185 m north (i.e., up to the north property line of the proposed site). Tie-in to the existing system will be through a new manhole.
- At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing sanitary service connections and tie-in of all proposed sanitary works to existing City sanitary infrastructures.

iv. Water works:

- At the developer's costs, the developer is required to:
 - Provide a 200 mm diameter water main in the north-south aligned new road from the existing 400 mm diameter water main located at the proposed site's Granville Avenue frontage to approximately 185 m south (i.e., tie-in to the existing water main in Lynnwood Drive, southwest of the proposed site).
 - Provide fire hydrants, spaced as per City standard, along the north-south aligned new road.
- At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing water service connections and tie-in of all proposed water works to existing City water infrastructures.

v. Frontage improvement works:

- At the developer's costs, the developer is required to:
 - Provide street lighting as per City standards along the north-south aligned new road.
 - Relocate or put underground the existing private utility poles and overhead lines (e.g., BC Hydro, Telus and Shaw) along Granville Avenue frontage that will conflict with the north-south aligned new road. The developer is required to coordinate with the private utility companies.
 - Relocate the existing traffic signal pole that conflicts with the north-south aligned new road.
 - Pre-duct for future hydro, telephone and cable underground utilities along the north-south aligned new road.

b) Road works:

As part of the Servicing Agreement, the developer is required to provide a final road functional plan to confirm the ultimate road design, to the satisfaction of the Director of Transportation. Based on the preliminary road functional plan in Appendix A, the road works include, but are not limited to the following:

i. At the developer's costs, the developer is required to:

- Complete all temporary road modification and signal works to the ultimate design as per SA 15-699302. A pavement marking and signage plan is required as part of the SA.
- Granville Avenue: Off-site works to match upgrades as per SA 15-699302 on west side of north-south aligned new road, including new 1.5 m wide concrete sidewalk and grass boulevard with street trees tying into existing sidewalk to the east of the subject site. Provision of a 3 m x 9 m concrete bus pad is required with pre-ducting and the bus stop ID pole may need to be relocated. The developer is required to coordinate with CMBC to confirm the bus stop location and design.
- North-south aligned new road: To be widened to ultimate cross section per the ultimate road functional plan (SA 15-6099302), including but not limited to pavement widening, 0.15 m wide curb and gutter, 1.5 m wide grass boulevard with street trees and 1.5 m wide sidewalk.
- Granville Avenue and Lynas Lane intersection: To be widened to ultimate cross section per the ultimate road functional plan (SA 15-6099302). As a result of the widening of the intersection, traffic signal modifications will be required to traffic signal poles, loop detectors, stations, bases, etc. to complete the intersection traffic signal design to the ultimate standard. A traffic signal design is required as part of the SA to determine the scope of the traffic signal work.

- Driveways: The detailed design and location of the site driveways will be reviewed and approved through the SA which is a condition of the RZ. At a minimum, the detailed design is to locate the driveway for Lot A along the south property line and relocate the driveways for Lots E & F outside of the road intersection area. All other driveways are to be coupled to maximize street parking on the frontage. Driveways adjacent to road intersections will be required to provide a hammerhead for vehicle turnaround on site.
- c) Storm Sewer works:
 - i. At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing storm service connections and tie-in of all proposed storm sewer works to existing City drainage infrastructures.
- d) Sanitary sewer works:
 - i. At the developer's costs, the developer is required to:
 - Provide a 3 m wide utility right of way that is aligned north-south at the southwest corner of 5400 Granville Avenue. The purpose of this utility right-of-way is to facilitate a straight connection from the existing sanitary sewer stub that is located near the southwest corner of 5400 Granville to the new sanitary main at the south end of the north-south aligned new road. Details of the required 3 m wide utility right-of-way shall be finalized via the Servicing Agreement design.
 - ii. At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing sanitary service connections and tie-in of all proposed sanitary works to existing City sanitary infrastructures.
- e) Water works:
 - i. At the developer's costs, the developer is required to:
 - Using the OCP Model, there are 1054.7 and 1136.6 L/s available at 20 psi residual at the hydrants located at Granville Road frontage and 109.9 L/s at 20 psi residual at a hydrant located south-east of the site on Lynnwood Drive. Based on your proposed rezoning, your site requires a minimum fire flow of 120 L/s. Water analysis is not required. However, once you have confirmed your building design at the Building Permit stage, you must submit fire flow calculations signed and sealed by a professional engineer based on the Fire Underwriter Survey or ISO to confirm that there is adequate available flow.
 - Confirm or provide fire hydrants, spaced as per City standard, along the north-south aligned new road adequate to service the proposed lots.
 - ii. At the Developer's cost, the City will:
 - Complete cutting at main and capping of all existing water service connections and tie-in of all proposed water works to existing City water infrastructures.
- f) Frontage Improvement works:
 - i. At the developer's costs, the Developer is required to:
 - Provide street lighting as per City standards along the north-south aligned new road and Granville Avenue frontages.
 - Relocate or put underground the existing private utility poles and overhead lines (e.g., BC Hydro, Telus and Shaw) along Granville Avenue frontage that will conflict with the north-south aligned new road. The developer is required to coordinate with the private utility companies.
 - Pre-duct for future hydro, telephone and cable underground utilities along the north-south oriented new road and Granville Avenue frontages.
 - Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right-of-way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be

submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:

BC Hydro Vista	*	
BC Hydro PMT	4 m x 5 m*	(width x depth)
BC Hydro LPT	3.5 m x 3.5 m*	
Street light kiosk	2 m x 1.5 m	
Traffic signal controller	3.2 m x 1.8 m	
Traffic signal UPS	1.8 m x 2.2 m	
Shaw cable kiosk	1 m x 1 m*	(show possible location in functional plan)
Telus FDH cabinet	1.1 m x 1 m*	(show possible location in functional plan)

*Confirm SRW dimensions with BC Hydro, Shaw & Telus

g) General Items:

- i. Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. Submission of a Building Permit application for the corner lot generally consistent with the rezoning conceptual plans, to the satisfaction of the Director of Development.
2. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
3. If applicable, payment of latecomer agreement charges, plus applicable interest associated with eligible latecomer works.
4. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

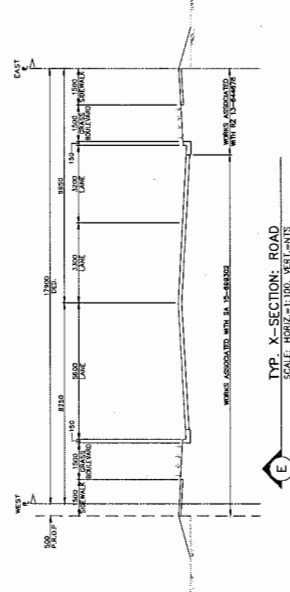
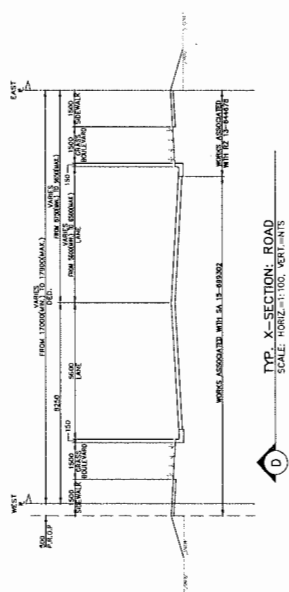
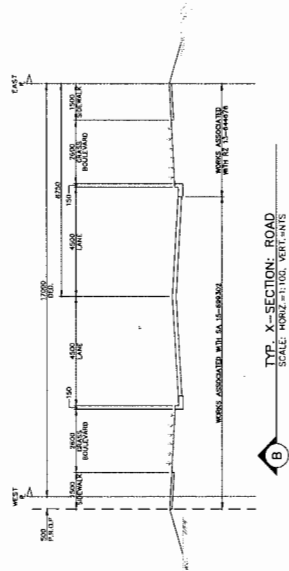
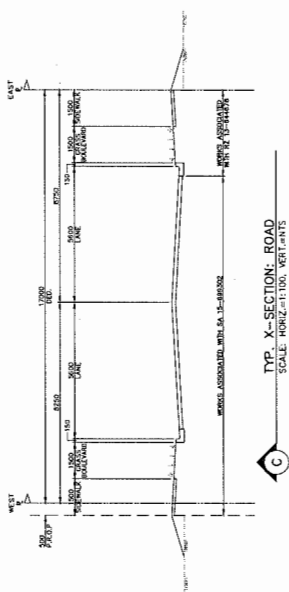
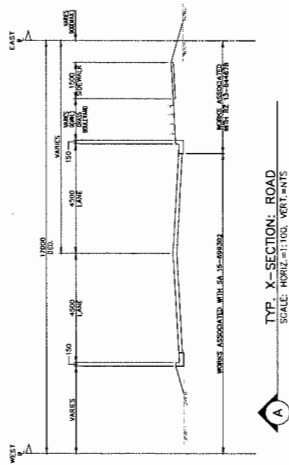
- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

[signed copy onfile]

Signed

Date



CNCL - 113

MPT ENGINEERING CO. LTD.

WESTMARK DEVELOPMENT GROUP

NOTES:

1. ELEVATIONS ARE IN METERS AND ARE BASED ON CITY OF TORONTO DATUM.
2. CONSTRUCTION IS TO BE IN ACCORDANCE WITH MPT ENGINEERING, TORONTO, ONTARIO.
3. CONSTRUCTION IS TO BE IN ACCORDANCE WITH ALL CITY OF TORONTO REQUIREMENTS.
4. ALL MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE CURRENT "CITY OF TORONTO" REQUIREMENTS.
5. CONSTRUCTION IS TO BE IN ACCORDANCE WITH ALL CITY OF TORONTO REQUIREMENTS.

REVISIONS

NO.	DATE	BY	CHKD.	DESCRIPTION
1.	29 JUN/97	BC	BC	SECOND SUBMISSION (REV. PRELIMINARY SUBMITTAL LOCATION/ADD BUS STOP)
2.	13 JUL/97	BC	BC	FIRST SUBMISSION

MPT DWG. NO.: R15860-FP
SMT. NO.: 2 OF 2

City of Richmond Hill
10000 SHEPPARD AVENUE EAST
RICHMOND HILL, ONTARIO L4B 1N2

TITLE: FUNCTIONAL PLAN X-SECTIONS

5400 GRANVILLE AVENUE
CITY FILE: RZ 13-644678

DESIGN: MPT	BY: MPT	DATE: 13 JUL 97	LOC: 5400 GRANVILLE AVENUE
CHECKED: MPT	BY: MPT	DATE: 13 JUL 97	LOC: 5400 GRANVILLE AVENUE
CONTRACT: MPT	BY: MPT	DATE: 13 JUL 97	LOC: 5400 GRANVILLE AVENUE



City of
Richmond

Bylaw 9818

**Richmond Zoning Bylaw 8500
Amendment Bylaw 9818 (RZ 13-644678)
5400 Granville Avenue**

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/B)"**.

P.I.D. 004-265-271

West Half Lot 8 Except: Part Subdivided by Plan 78346; Section 13 Block 4 North Range 7
West New Westminster District Plan 2863

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9818"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by SB.
APPROVED by Director or Solicitor BK



To: Planning Committee
From: Wayne Craig
Director, Development

Date: January 10, 2018
File: 08-4000-01/2017-Vol 01

**Re: Updating Amenity and Planning Contribution Rates Within the Official
Community Plan and Area Plans**

Staff Recommendation

1. That Official Community Plan Bylaw 9000, Amendment Bylaw 9792, to amend:
 - a) Section 3.6.2 to adjust for past inflation and include a future inflation provision for the existing amenity and community planning contribution rates, and remove the local public art contribution rate within the Broadmoor Area Plan; and
 - b) Section 14.4.5D of the Development Permit Guidelines to adjust for past inflation and include a future inflation provision for the existing cash-in-lieu of indoor amenity contribution rates;be introduced and given first reading.
2. That Official Community Plan Bylaw 7100, Amendment Bylaw 9793, to amend:
 - a) Section 4.0 of Schedule 2.4 - Steveston Area Plan to adjust for past inflation and include a future inflation provision for the existing Steveston Village Conservation Strategy and Implementation Program density bonus contribution rates;
 - b) Section 4.1 of Schedule 2.10 - City Centre Area Plan to adjust for past inflation and include a future inflation provision for the existing community planning contribution rates; and
 - c) Section 9.3.2 of Schedule 2.11A - West Cambie Area Plan to adjust for past inflation and include a future inflation provision for the existing affordable housing, childcare, city beautification and community planning contribution rates;be introduced and given first reading.

3. That Bylaw 9792 and Bylaw 9793, 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;

are hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the Local Government Act.

4. That Bylaw 9792 and Bylaw 9793, having been considered in accordance with Official Community Plan Bylaw Preparation Consultation Policy 5043, are hereby found not to require further consultation.

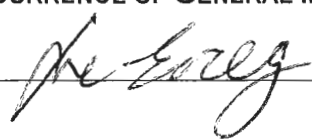

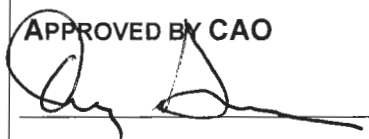
5. That, prior to consideration of Bylaw 9792 and Bylaw 9793 at a Public Hearing, the Urban Development Institute (UDI), Small Home Builders Group, and Greater Vancouver Home Builders' Association, be sent letters, with the proposed bylaws, inviting comments to be received up until the date of the Public Hearing.

6. That at such time that Bylaw 9792 and Bylaw 9793 may be adopted by Council, in-stream rezoning applications be grandfathered as follows:

- a) Rezoning bylaws that have received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 would be subject to the former contribution rates; and
- b) In-stream rezoning applications that have not received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 will be subject to the former contribution rates if the rezoning bylaw is granted first reading by Council within one year of Council adoption of Bylaws 9792 and 9793.


Wayne Craig
Director, Development

MM:rg

REPORT CONCURRENCE		
ROUTED TO: Arts, Culture & Heritage Affordable Housing Recreation Law	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

Since 2003, the City has adopted amendments to the Official Community Plan (OCP) and Area Plans, and adopted Council Policies that include amenity contribution rates that are in place today. As time has passed, most of these rates have not been increased with inflation, and thus, they have effectively been reduced in real terms. Staff have reviewed the inflation data from Statistics Canada and propose to amend the rates in order to:

- Update the existing contribution rates to include past inflation; and
- Include an administrative mechanism to adjust these rates for future inflation increases.

This contribution rate review involves amending the OCP to adjust the rates to catch up for past inflation increases and automatically include future inflation. This is a housekeeping review does not involve an analysis of the specific changes to the market price of land or newly planned buildings and facilities.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

Related Policies & Studies

In summer 2017, Council adopted OCP Amendment Bylaws 9625 and 9626. These bylaws incorporated the existing contribution rates from *Council Policy 5041: Cash in Lieu of Indoor Amenity Space*, *Council Policy 5044: West Cambie – Alexandra Interim Amenity Guidelines* and the *Steveston Village Heritage Conservation Strategy* respectively into the Official Community Plan, West Cambie Area Plan and Steveston Area Plan.

Thus, all existing contribution rates which are proposed to be updated are included in the following plans.

City-Wide Official Community Plan Bylaw 9000

- *Broadmoor Area Plan*: Contribution rates set in 2010 for childcare, community beautification, affordable housing, public art and community planning collected with rezoning applications.
- *Development Permit Guidelines*: Contribution rates for developers to provide cash-in-lieu of providing indoor amenity space within developments required for multi-family Development Permit applications. The rates are those previously included *Council Policy 5041: Cash in Lieu of Indoor Amenity Space* adopted in 2003.

Area Plans Within Official Community Plan Bylaw 7100

- *Schedule 2.4 - Steveston Area Plan:* Heritage conservation contribution rates for density bonuses provided for rezoning applications in Steveston Village. The contribution rate was set in the *Steveston Village Heritage Conservation Strategy* in 2009.
- *Schedule 2.10 - City Centre Area Plan:* Includes community planning contribution rates set in 2009.
- *Schedule 2.11A – West Cambie Area Plan:* The contribution rates for affordable housing, childcare, city beautification, and community engineering and the planning contribution rate for rezoning applications. The rates were previously included in *Council Policy 5044: West Cambie – Alexandra Interim Amenity Guidelines* set in 2006.

AnalysisApproach to Adding Inflation to Amenity Contributions

There are two (2) basic types of inflation provided by Statistics Canada that can be considered for increasing contribution rates as follows:

- The *Vancouver Consumer Price Index – All Items (CPI)* which increased by 35.3% from 1996 to 2016 inclusive (21 years). The CPI increases at a relatively consistent rate each year as it is based on a broad basket of goods and services such as planning studies. The typical rate increase is between 1.0 to 2.5%. For example, City of Surrey staff uses the *CPI* to adjust their density bonus contribution rates annually in accordance set in policies within their Neighbourhood Concept Plans (NCPs) and Surrey Zoning Bylaw.
- The *Vancouver Construction Cost - Institutional Index (CCI)* which increased by 81.2% from 1996 to 2016 inclusive (21 years). The *CCI* is adjusted upwards and occasionally downwards from year to year as it is linked to more variable construction costs. For example, the City of Vancouver uses the *CCI* to adjust their Development Cost Levies (DCLs) annually with Council review.

Proposed Approach

The proposed approach to updating the contribution rates involves the following:

- Applying the *Vancouver Construction Cost– Institutional Index (CCI)* to contribution rates for built City amenities and the *Vancouver Consumer Price Index (CPI)* for contribution rates for City planning studies.
- Adding the *CCI* and *CPI* retroactively to the existing contribution rates to bring the rates up-to-date until December 31, 2016 (the latest annual rates as published in February, 2017).
- Adjusting the contribution rates every two (2) years in the future, starting with the 2017 and 2018 inflation (when the 2018 rates are published in February, 2019).

Specifically, the contribution rates are proposed to be revised as follows:

- The Cash-In-lieu of Amenity Space Policy and Broadmoor Plan rates within the OCP, and rates in the Steveston Area Plan and West Cambie Area Plan are proposed to be updated by:
 - Using the *CCI* to increase the rates from the year after being set to December 31, 2016.
 - Providing for automatic increases starting on February 28, 2019 (which will include the 2017 and 2018 increases as noted above).
- The community planning contribution rates within the City Centre Area Plan, West Cambie Area Plan and Broadmoor (within the OCP) are proposed to be updated by:
 - Using the *CPI* to increase the rates from the year after it being set to December 31, 2016.
 - To providing for automatic increases starting on February 28, 2019 (which will include the 2017 and 2018 rate increases as noted above).

The existing and proposed contribution rates are included within Table 1 below. It should be noted that past inflation increases vary based on the year that the rate was originally set.

Table 1: Existing and Proposed Contribution Rates				
Policy Document (Year Rate Established)	Specific Contributions	Existing Rate	Recommended (Increased by CCI)	Recommended (Increased by CPI)
Within OCP: Bylaw 9000				
1. Broadmoor (2010)	General Amenity	\$2.00/sf	\$2.37/sf (18.3% Incr.)	
	Community Planning Contribution	\$0.25/sf		\$0.27/sf (8.4% Incr.)
2. Council Policy 5041: Cash In Lieu Of Indoor Amenity Space (2003)	1 st to 3 rd Unit 4 th to 19 th Unit 20 th to 39 th Unit 40 th to Max. Unit	None \$1,000/unit \$2,000/unit \$3,000/unit	None \$1,600/unit \$3,200/unit \$4,800/unit (60.0% Incr.)	
Within Area Plans: Bylaw 7100				
1. City Centre (2009)	Community Planning Contribution	\$0.25/sf		\$0.28/sf (10.4% Incr.)
2. West Cambie Area Plan - Alexandra (2006)	Affordable Housing Child Care Park, Pathway & Facility Dev.	\$5.10/sf \$0.60/sf \$0.60/sf	\$6.09/sf \$0.72 /sf \$0.72 /sf (19.5% Incr.)	
	Community Planning Contribution	\$0.07/sf		\$0.08 /sf (15.4% Incr.)
3. Steveston Area Plan (2009)	Heritage Conservation Strategy Contribution (Minus Affordable Housing Contribution)	\$47.00/sf	\$56.49 (20.2% Incr.)	

In summary, the proposed increases to the existing contribution rates established in different years will bring all rates up-to-date with inflation to December 31, 2016 (the latest annual rates as published in February, 2017)

Proposed OCP Bylaw Amendments*City-Wide OCP Amendment Bylaw 9000 (Bylaw 9792)*

This amendment bylaw will add past inflation as set out in Table 1 and include the future inflation clauses to the rates for the:

- Broadmoor Area Plan (Section 3.6.2)
- Cash-in-lieu of indoor amenity space rate in the Development Permit Guidelines (Section 14.4.5D).

This bylaw will also remove the Broadmoor public art contribution rate that has been replaced by the City-wide Public Art Program Policy rate.

OCP Amendment Bylaw 7100 for Area Plans (Bylaw 9793)

This amendment bylaw will add past inflation as set out in Table 1 and include future inflation clauses to the rates in the following:

- Steveston Area Plan (Schedule 2.4, Section 4.0).
- City Centre Area Plan (Schedule 2.10, Section 4.1).
- West Cambie Area Plan (Schedule 2.11A, Section 9.3.2).

Grandfathering of In-Stream Rezoning Applications

In-stream rezoning applications are recommended to be grandfathered as follows:

- Rezoning bylaws that have received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 would be subject to the former contribution rates; and
- In-stream rezoning applications that have not received third reading prior to the date of Council adoption of Bylaws 9792 and 9793 will be subject to the former contribution rates if the rezoning bylaw is granted first reading by Council within one (1) year of Council adoption of the new contribution rates.

The updated applicable contribution rates would apply for rezoning applications received after the adoption of Bylaws 9792 and 9793.

Consultation

The following includes a summary of the consultation required for the proposed Official Community Plan Amendment Bylaws.

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary.
Richmond School Board	No referral necessary.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as the proposed amendments are consistent with the Regional Growth Strategy.
The Councils of adjacent Municipalities	No referral necessary as adjacent municipalities are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary.

TransLink	No referral necessary.
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	No referral necessary.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary.
Richmond Coastal Health Authority	No referral necessary.
Stakeholder	Referral Comment (No Referral necessary)
Community Groups, Industry Groups and Neighbours	Referral to the Urban Development Institute, Greater Vancouver Home Builders' Association and the Small Builders' Group for comment.
All relevant Federal and Provincial Government Agencies	No referral necessary.

Prior to consideration of the proposed OCP Bylaw Amendments at the Public Hearing, the following groups are proposed to be consulted:

- Urban Development Institute (UDI)
- Small Home Builders Group
- Greater Vancouver Home Builders' Association

This consultation would entail referring the proposed OCP bylaw amendments and the Staff Report to the above groups with an invitation to provide comments up until the date of the Public Hearing.

Feedback received from these groups will be presented at the Public Hearing.

Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9792 and Richmond OCP Bylaw 7100, Amendment Bylaw 9793, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, are hereby found to not require further consultation.

The public will have an opportunity to comment further on all of the proposed amendments at the Public Hearing.

School District

The proposed bylaws were not referred to School District No. 38 (Richmond) because they do not alter land use designations, and do not change the planned and possible number of multiple family housing units. According to OCP Bylaw Preparation Consultation Policy 5043; which was adopted by Council and agreed to by the School District, residential developments involving OCP amendments which generate less than 50 school aged children do not need to be referred to the School District (e.g., typically around 295 multiple family housing units).

Financial Impact

The proposed OCP Amendment Bylaws will better address inflation by increasing existing developer contribution rates consistent with inflation that has occurred since these rates were established between 2003 and 2010, and provide automatic future inflation adjustments as discussed above.

Conclusion

The inclusion of past inflation to the City's existing amenity and planning contribution rates will bring contributions more in line with the City's increased costs of constructing public amenities and undertaking planning studies. The proposed administrative provisions to include automatic inflation adjustments every two (2) years based on Statistics Canada inflation data will further ensure the amenity contribution rates are kept up to date with inflation in the future.

It is recommended that Official Community Plan Bylaw 9000, Amendment Bylaw 9792, and Official Community Plan Bylaw 7100, Amendment Bylaw 9793 be introduced and given first reading.



Mark McMullen
Senior Coordinator - Major Projects

MM:rg



**Richmond Official Community Plan Bylaw 9000
Amendment Bylaw 9792
(Update of Amenity & Planning Contributions with Inflation)**

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

1. Richmond Official Community Plan Bylaw 9000 is amended by:
 - a) Deleting Section 3.6.2 - Broadmoor Neighbourhood Centre Policies, Objective 1, Policy m) Financing Community Amenities, in its entirety and replacing it with the following:

“m) Financing Community Amenities

 - The financing of community amenities (e.g., affordable housing, child care, community planning services, community beautification above and beyond the City’s standard servicing agreement requirements) is to be primarily funded by developers, through density bonusing, phased development agreements and other means;
 - Density Bonusing: Additional density above a base density of 0.5 FAR, may be allowed where a developer:
 - satisfies the applicable City Affordable Housing Strategy contribution requirements; and
 - provides, as per the Neighbourhood Service Centre Master Plan, a Broadmoor Amenity Contribution of \$25.47 per m² (\$2.37 per ft²) of the total net building floor area above 0.5 FAR to be allocated as follows:
 - for Child Care: \$12.70 per m² (\$1.18 per ft²);
 - for Community Beautification: \$9.79 per m² (\$0.91 per ft²); and
 - for Other Amenities: \$3.01 per m² (\$0.28 per ft²);
 - Phased Development Agreements and other mechanisms (e.g., voluntary contributions) may be used to obtain funds with Community Planning Contributions of \$3.01 per m² (\$0.28 per ft²) of the total net building floor area;
 - On February 28, 2018, and then by February 28 every two years thereafter, the above contribution rates are to be revised by adding the annual inflation for the

preceding two calendar years by using the Statistics Canada *Vancouver Construction Cost Index – Institutional* inflation rate for adjusting the above contribution rates, except that the Statistics Canada *Vancouver Consumer Price Index – All Items* inflation rate be used for adjusting the Community Planning Contribution rate; with revised rates published in a City Bulletin.”

- b) Deleting sub-section b) within Section 14.4.5D – Amenity Space in its entirety and replacing it with the following:

- “• Contributions of cash in-lieu of providing indoor amenity space for multi-family developments under the Development Permit Guidelines, may be provided by an applicant/developer as an option as part of the Development Permit application process as set out below.

Number of Dwelling Units in a Multi-Family Project	Amount of Cash-In-Lieu Payment (exempt where the average unit size exceeds 148 m ²)
1 - 3 units	None
4 -19 units	\$1,600 per unit; plus
20 to 39 units	\$3,200 per unit; plus
40 unit & above	\$4,800 per unit for the remaining units.

- Cash in lieu funds are to be deposited in a Leisure Facilities Reserve Fund to be used for indoor public amenity space as identified by the Community Services Division and in alignment with Council priorities for facility and amenity needs for the local community and City-wide.
- On February 28, 2018, and then by February 28 every two years thereafter, the above contribution rates are to be revised by adding the annual inflation for the preceding two calendar years by using the Statistics Canada *Vancouver Construction Cost Index – Institutional* inflation rate; with revised rates published in a City Bulletin.”

This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 9792**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED BY <i>[Signature]</i>
APPROVED by Manager or Solicitor <i>SS</i>

MAYOR

CORPORATE OFFICER



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9793
(Update of Amenity & Planning Contributions with Inflation)**

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

1. Richmond Official Community Plan Bylaw 7100 is amended:
 - a) At Schedule 2.4 - Steveston Area Plan, Section 4.0, Objective 1, by deleting Policy p) in its entirety and replacing it with the following:

“p) For those sites designated within the ‘Steveston Village Land Use Density and Building Height Map’ with a maximum possible density of 1.6 FAR, the base density of 1.2 FAR referenced in Policy n) may be increased up to 1.6 FAR provided that:

 - A contribution of \$608.05 per m² (\$56.49 per ft²) for the net building floor area in the density bonus from the 1.2 FAR base density up to the 1.6 FAR maximum density is provided;
 - That this contribution is to be allocated for funding of the Steveston Village Heritage Conservation Grant (SVHCG) Program;
 - That such SVHCG Program contributions may be reduced by the amount of any cash-in-lieu contributions received under the City’s Affordable Housing Strategy for the same development; and
 - That on February 28, 2018, and then by February 28 every two years thereafter, the above SVHCG contribution rate is to be revised by adding the annual inflation for the preceding two calendar years using the Statistics Canada *Vancouver Construction Cost Index – Institutional* inflation rate; with the revised rates published in a City Bulletin.”
 - b) At Schedule 2.10 – City Centre Area Plan, Section 4.1 Implementation Strategy, by deleting Policy u) in its entirety and replacing it with the following:

“u) Community Planning: The City may use the negotiation of phased development agreements to obtain funds to assist with its community planning program contributions of \$3.01 per m² (\$0.28 per ft²) of total net building floor area. On February 28, 2018, and then by February 28 every two years thereafter, the above contribution rates are to be revised by adding the annual inflation for the preceding two calendar years using the Statistics Canada *Vancouver Consumer*

Price Index – All Items inflation rate; with revised rates published in a City Bulletin.”

- c) At Schedule 2.11A – West Cambie Area Plan, Section 9.3.2 Alexandra Development Framework, Objective 3, by deleting Policies f), g) and h) in their entirety and replacing them with the following:

“Developer Contributions – Public Amenities

- f) For rezoning applications for sites depicted on the ‘Alexandra Neighbourhood Land Use Map’, the City will accept developer/applicant contributions as follows:

- Affordable Housing: With the exception of the ‘Mixed Use Employment Residential Area’ designation, where a development does not build affordable housing, contributions of \$65.55 per m² (\$6.09 per ft²) to Affordable Housing Statutory Reserve Fund will be accepted (and no density bonus for affordable will be granted).
- Child Care: The City will accept a developer’s contribution of \$7.75 per m² (\$0.72 per ft²) on the proposed total net floor area (based on the proposed FAR) to assist in paying for child care facilities.
- City Beautification: The City will accept a developer’s contribution of \$7.75 per m² (\$0.72 per ft²) on the proposed total net floor area (based on the proposed FAR) to assist in paying for City beautification works (e.g. “High Street’ streetscaping; public realm, walkways, plazas, feature landscaping).
- Community and Engineering Planning Costs: The City will accept a developer’s contribution of \$0.86 per m² (\$0.08 per ft²) on the total net floor area (based on the proposed FAR) to assist in paying for community planning and engineering costs to plan community land use, services and infrastructure.”

- g) On February 28, 2018, and then by February 28 every two years thereafter, the above contribution rates are to be revised by adding the annual inflation for the preceding two calendar years using the Statistics Canada *Vancouver Construction Cost Index – Institutional* inflation rate for adjusting the above Affordable Housing, Child Care and City Beautification contribution rates; and the Statistics Canada *Vancouver Consumer Price Index – All Items* inflation rate for adjusting the Community and Engineering Planning Costs contributions rates; with revised rates published in a City Bulletin.

- h) A minimum of 5% of the total residential building area is required in the form of built Affordable Housing units, with an additional 7.5% of the residential floor area being provided in the form of built modest market rental units, and 2.5% of the residential floor area is provided as market rental units that are secured in perpetuity as rental units, as per the West Cambie Alexandra Neighbourhood Mixed Use Employment-Residential Use Density Bonus, Community Amenity Contribution Modest Rental Housing Rates Policy.

Cash-in-lieu contributions are not acceptable and the affordable housing contributions in Policy f) above will not apply to the Mixed Use Employment-Residential designated lands.

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9793”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor
SS




City of Richmond

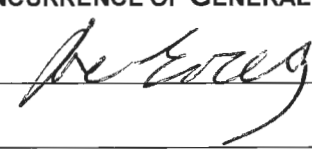
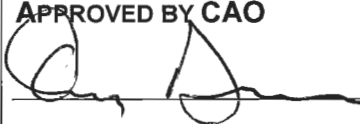
Report to Committee

To: Public Works and Transportation Committee
From: Victor Wei, P. Eng.
Director, Transportation
Date: December 15, 2017
File: 01-0150-20-
THIG1/2017-Vol 01
Re: Road Safety along S-Curve Section of Highway 91

Staff Recommendation

That the City send a letter to the Ministry of Transportation and Infrastructure requesting consideration of the potential road safety measures to mitigate crashes and improve public safety along the S-Curve section of Highway 91 as described in the report titled "Road Safety along S-Curve Section of Highway 91" dated December 15, 2017 from the Director, Transportation.


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

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

Staff Report

Origin

At the January 10, 2017 Community Safety Committee meeting, the following referral was carried:

That staff examine potential measures to increase safety along the S-Curve section of Highway 91 and report back.

This report summarizes the results of staff's investigation of the crash history of this provincial highway segment.

Analysis

Highway 91 S-Curve

Highway 91 is a provincial highway under the jurisdiction of the Ministry of Transportation and Infrastructure (the Ministry). As shown in Figures 1 through 3, the subject highway section is 2.3 km in length (between the No. 8 Road underpass and the CN Railway overpass) and has two lanes in each direction with the opposing directions physically separated by centre median barriers. The highway speed is posted at 90 km/hr.



Figure 1: Aerial View of Highway 91 S-Curve



Figure 2: Westbound in S-Curve



Figure 3: Eastbound in S-Curve

Crash History

Staff reviewed the five-year RCMP collision reports, which were provided by the Ministry, and ICBC claims data for the period between January 1, 2011 and December 31, 2015. Key findings as identified by the Ministry are:

- a total of 77 reported collisions over the five-year span, which equates to approximately 15 collisions per year;
- 31 (40 per cent) reported collisions resulted in personal injury and 46 (60 per cent) resulted in property damage only over \$1,000;
- rear-end collisions are the predominate type of reported collision (65 per cent);
- over 60 per cent of all reported collisions feature driver action/condition as contributing factors, including driver inattentiveness (33 per cent) as the primary cause followed by driver following too closely (nine per cent);
- less than two percent of all collisions are related to road and weather conditions;
- collision frequency is measurably higher in the morning peak period, followed by the afternoon peak period; and
- the directional distribution of collisions is heavily weighted in the westbound direction with over two-thirds of all reported collisions involving traffic destined towards west Richmond. This trend is in line with the traffic flow conditions with the westbound direction experiencing slow-downs in the morning commuter rush periods.

In addition to the above documented crash history, staff observations during typical weekday AM peak periods in the westbound direction suggest that some unsafe and/or last-minute lane changing at the approach to the S-Curve may also be a driver action to avoid slow-downs that could contribute to collisions.

Potential Mitigation Measures

Staff recognize that the Ministry has qualified transportation engineers who may assess crash data in this area on an on-going basis; notwithstanding, the Ministry may benefit from staff's observations. Accordingly, as the majority of reported collisions appear to be due to driver actions, staff recommend that the City send a letter to the Ministry requesting consideration of the following potential mitigation measures to improve road safety along the S-Curve section of Highway 91:

- Advisory Signage: dynamic advisory signage facing westbound drivers approaching the S-curve to inform drivers of the presence of any traffic congestion and static advisory signage to reinforce no distracted driving for motorists approaching the S-Curve in each direction.
- Deterrent/Restriction to Lane Changes: installation of revised pavement markings and traffic signage to discourage/restrict lane changes for westbound drivers approaching the S-Curve.
- Enforcement and Education: RMCP enforcement of distracted driving and education campaigns, possibly in partnership with ICBC.

Financial Impact

None.

Conclusion

As Highway 91 is a provincial responsibility, staff recommend that a letter be sent to the Ministry of Transportation and Infrastructure requesting consideration of several potential road safety measures to mitigate crashes and improve public safety along the S-Curve section of Highway 91.



Joan Caravan
Transportation Planner
(604-276-4035)



Fred Lin, P.Eng., PTOE
Senior Transportation Engineer
(604-247-4627)

JC:jc



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: January 2, 2018


From: Victor Wei, P. Eng.
Director, Transportation

File: 01-0150-20-
THIG1/2018-Vol 01

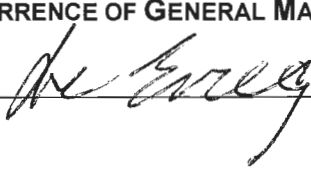
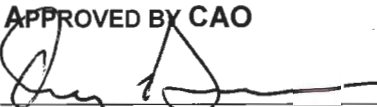
Re: Provincial 2018/2019 BikeBC Program Submission

Staff Recommendation

1. That the submission for cost-sharing to the Province's 2018/2019 BikeBC Program for the River Drive multi-use pathway, as described in the report, titled "Provincial 2018/2019 BikeBC Program Submission" dated January 2, 2018, from the Director, Transportation, be endorsed;
2. That, should the above application be successful, the Chief Administrative Officer and the General Manager, Planning and Development, be authorized to execute the funding agreement; and
3. That the 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) be updated accordingly.


Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 2

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

Staff Report

Origin

The Province of BC's BikeBC Program is a 50-50 cost-share program between the Province and local governments to support the construction of new bike lanes, trails and pathways to promote cycling as a means of reducing traffic congestion and greenhouse gas emissions. This report presents the proposed submission from the City for consideration of cost-share funding under BikeBC program for the 2018/2019 funding cycle.

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

5.2. *Strengthened strategic partnerships that help advance City priorities.*

Analysis

Alderbridge Way Multi-Use Pathway (No. 4 Road-Shell Road)

There is an existing two-way multi-use pathway for pedestrians and cyclists on the north side of Alderbridge Way between Garden City Road and just west of No. 4 Road, which connects to the bike lanes on Garden City Road at its western terminus. This project would extend the multi-use pathway on the north side to the east from No. 4 Road to Shell Road, where no pedestrian or cycling facilities currently exist. At its eastern terminus the pathway would connect to the existing paved Shell Road Trail thereby significantly improving cycling connectivity in this area and enhancing access to/from the City Centre (Attachments 1 and 2).

The project would also enhance access to the separated bike and pedestrian paths currently being constructed around the perimeter of the Garden City Lands bounded by Alderbridge Way, No. 4 Road, Westminster Hwy, and Garden City Road.

The pathway would also serve the adjacent residential area to the north and enable walking access to existing transit service on No. 4 Road north of Alderbridge Way (405 and C96). The pathway would also facilitate pedestrian and cycling access to planned new bus stops on Alderbridge Way at May Drive (served by 301, 405 and C96) in response to customer requests and as identified in TransLink's *Southwest Area Transport Plan*.

In October 2017, Council approved the submission of the Alderbridge Way multi-use pathway to TransLink for consideration of cost-share funding as part of its 2018 Bicycle Infrastructure Capital Cost-Sharing (BICCS) Regional Needs Program. That application is seeking up to \$600,000 towards the project. The total cost of the project is currently estimated at \$1,200,000.

TransLink has not yet confirmed the funding the City may receive under the 2018 Program, which may be less than \$600,000. The project will proceed in 2018 only if the City is successful in securing at least \$600,000 combined external cost-share funding from either or both of the applications to TransLink and BikeBC; otherwise, the project will be deferred to 2019 for further consideration.

Financial Impact

Table 1 below summarizes the estimated project cost, the proposed internal funding sources and the requested external funding sources. Should the BikeBC submission be successful, the amount requested from TransLink would be reduced to \$300,000, as TransLink's capital cost-share funding program requires the deduction of any senior government grant funding with the balance then cost-shared between the City and TransLink on a 50-50 basis. Under this scenario, the City's cost would be reduced from \$600,000 to \$300,000.

In addition, if the BikeBC submission is successful, the City would enter into a funding agreement with the Province. The agreement is a standard form agreement provided by the Province and includes an indemnity and release in favour of the Province. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreement.

Table 1: Project to be Submitted to 2018/2019 BikeBC Program

Project Name/Scope	Proposed City's Portion & Funding Source for 2018 ⁽¹⁾	Proposed TransLink 2018 Funding ⁽²⁾	Proposed BikeBC 2018/2019 Funding ⁽³⁾	Estimated Total Project Cost
Alderbridge Way (No. 4 Road-Shell Road): new multi-use pathway on north side including pedestrian lighting	Roads DCC \$600,000 (With no BikeBC grant) \$300,000 (With full BikeBC grant)	\$600,000 (With no BikeBC grant) \$300,000 (With full BikeBC grant)	\$600,000	\$1,200,000

- (1) The City's portion shown is based on available Roads DCC funding over the next five years and at least \$600,000 to be secured from combined current external cost-share applications. The City's actual portion (i.e., balance of remaining estimated cost after external grants) will be determined upon confirmation of the approved amounts to be received from external agencies.
- (2) The amount shown represents the maximum 50% funding contribution to be received from the external agency based on the City's cost estimate for the project. If the BikeBC application is successful, the TransLink 2018 funding would be reduced to \$300,000.
- (3) The amount shown represents the maximum 50% funding contribution to be received from the external agency based on the City's cost estimate for the project. The actual approved amount may be lower than requested. The actual invoiced amount follows project completion and is based on incurred costs.

Conclusion

The pedestrian and bicycle facility improvement project proposed for submission to the provincial 2018/2019 BikeBC cost-sharing program would support the goals of the *Official Community Plan* to improve community mobility and reduce greenhouse gas emissions by encouraging more walking and cycling trips rather than driving. The potential receipt of external funding would enable the City to expedite the provision of sustainable transportation infrastructure and improve healthy and active travel options for the community.



Joan Caravan
Transportation Planner
(604-276-4035)

Att. 1: Proposed Alderbridge Way Multi-Use Pathway: Context Maps

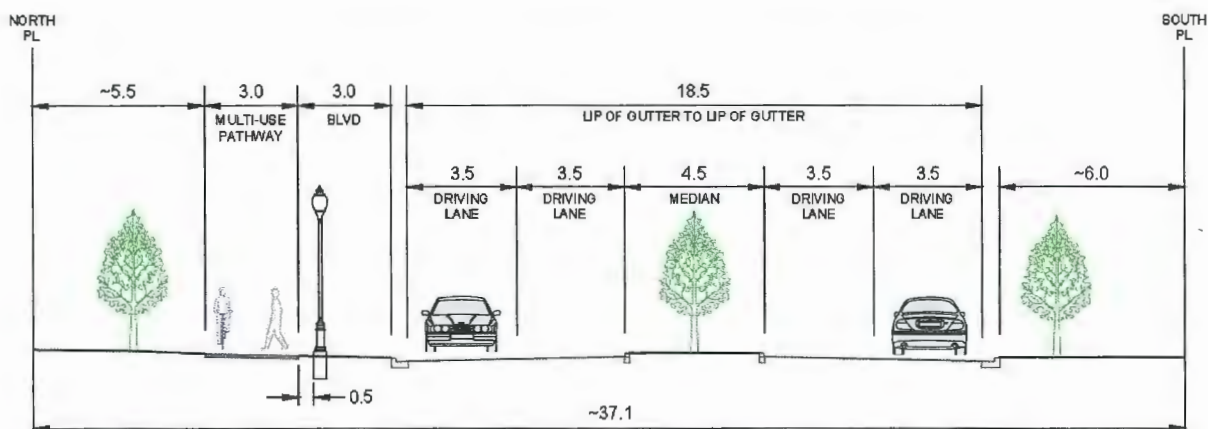
Att. 2: Proposed Alderbridge Way Multi-Use Pathway: Cross-Section and Photos

Proposed Alderbridge Way Multi-Use Pathway (MUP): Context Maps



- Cycling Facility: Existing
- - - Cycling Facility: Under Current Construction
- - - Cycling Facility: Proposed Multi-Use Path
- Cycling Facility: Proposed Green Painted Pavement at Crossings

Proposed Alderbridge Way Multi-Use Pathway



Conceptual Cross-Section



Before: North side (westbound) Alderbridge Way west of Shell Road



Before: North side (westbound) Alderbridge Way west of Shell Road



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** December 13, 2017
From: John Irving, P.Eng. MPA **File:** 10-6000-01/2017-Vol
Director, Engineering 01
Re: **Termination and Renewal of Outdated Telecomm Municipal Access Agreements**

Staff Recommendation

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to terminate and execute Municipal Access Agreements between the City and Allstream Corp and between the City and Bell Canada on behalf of the City, containing the material terms and conditions set out in the staff report titled, "Termination and Renewal of Outdated Telecomm Municipal Access Agreements", dated December 13, 2017 from the Director, Engineering.

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

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

Staff Report

Origin

Allstream Corp and Bell Canada both currently have Interim Municipal Access Agreements executed with the City of Richmond in 2001 and 2002 respectively. Since that time, a more comprehensive Municipal Access Agreement has been developed and used with eight other companies, including telecommunication firms similar to Allstream Corp and Bell Canada. The proposed changes will bring these two companies into alignment with our other telecommunication agreements.

Analysis

Allstream Corp and Bell Canada are both federally regulated telecommunications companies providing telecommunications services in Canada. These companies have existing telecommunications infrastructure and equipment within the City of Richmond's Service Corridors. They must obtain the City's consent to use the Service Corridors for future installations and this is typically accomplished through a Municipal Access Agreement.

The current agreements do not include a schedule for the City to recover pavement degradation fees like our other Municipal Access Agreements. The permitting fee rates are out of date and there is no clause to allow the City to increase permitting fees by CPI each year as exists in the newer agreements. The City has Municipal Access Agreements with a total of 11 telecommunications companies operating in the city (Attachment 1). The proposed Municipal Access Agreement template is consistent with the City's other MAA's. It will better protect the City's interests and establishes the roles and responsibilities of both parties. The proposed agreement will:

- Specify locations where the agreement will be applicable (i.e. the Service Corridors);
- Specify required consent for constructing, maintaining, operating, repairing and removing the company's equipment, and define the scope of the City's consent;
- Require the companies to pay causal¹ costs to the City;
- Define the conditions under which the companies may carry out work;
- Enable the City to have access to information about the company's equipment;
- Specify cost allocations for the company's equipment to be relocated as a result of any municipal and third party projects;
- Minimize the City's liability due to the company's work or equipment;
- Permit shallow inlay fibre;
- Identify the initial term of the Municipal Access Agreement to be one year, automatically renewable for successive one year periods thereafter;
- Define fees (eg. lost productivity costs, permitting and inspection costs, and pavement degradation) and their annual CPI increase;
- Require the companies to assume environmental liability for any hazardous substances that they bring or cause to be brought to the Service Corridors;

¹ Causal costs are costs incurred as a result of additional effort and materials spent working around a private utility installation while maintaining or constructing public infrastructure

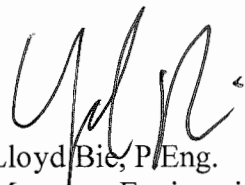
- Identify the insurance requirements the companies must maintain; and
- Include mutual indemnity clauses.

Financial Impact


None. Companies that utilize City property as utility corridors pay an annual 1% tax to the City as per Section 192 of the Community Charter and Section 644 of the Local Government Act.

Conclusion

An updated Municipal Access Agreement between the City and Allstream Corp and between the City and Bell Canada will allow the City to better manage and regulate the installation and presence of these companies' equipment within the City's Service Corridors. These updated agreements will bring the City's requirements for these two companies more in line with the requirements already in place with the other telecommunication companies operating in Richmond. The terms and conditions of the proposed agreement provide cost recovery for the City and protect the City's interests.



Lloyd Bie, PEng.
Manager, Engineering Planning
(604-276-4075)



Carlos J. Rocha, AScT
Supervisor - Design Services
(604-276-4025)

LB:cjr

Company	MAA signed	initial term	renewal term	Notice to terminate	Expires	Next Expiry	Permitting Fees	Punt Degradation	CPI	Micro-trench
Allstream	October 29, 2001	1 year after 1st day of month executed	1 year	3 months prior to end of any term	October 1, 2002	October 1, 2018	\$500 each up to 50m \$500 each 100m over 50m	Yes	No	
Group Telecom	May 11, 2001?	1 year after 1st day of month executed	1 year	3 months prior to end of any term	May 1, 2002	May 1, 2018	\$500 each up to 50m \$500 each 100m over 50m	No	No	
Bell	December 5, 2002	1 year after 1st day of month executed	1 year	3 months prior to end of any term	December 1, 2003	December 1, 2018	\$500 each up to 50m \$500 each 100m over 50m	No	No	
Shaw	November 1, 2006	5 year	2 successive 5 year, then 1 year	3 months prior to end of any term	November 1, 2011	November 1, 2018	\$579.02 + 15% each up to 20m \$579.02/100m over 20m	Yes	Yes	
TELUS	June 12, 2008	5 year	5 year	120 days anytime after initial term	June 12, 2013	June 12, 2018	\$500 + 15% each up to 30m \$5/m over 30m \$175 + 15% ea pole	Yes	No	
Novus	November 23, 2009	1 year	1 year	3 months prior to end of any term	November 23, 2010	November 23, 2018	\$657.31 each up to 20m + \$12/m \$1971.95 each 100m over 20m + \$12/m \$78/day/block	Yes	Yes	
Rogers	January 5, 2010	1 year commencing January 1, 2010	1 year	3 months prior to end of any term	January 1, 2011	January 1, 2018	\$657.31 each up to 20m + \$12/m \$1971.95 each 100m over 20m + \$12/m \$78/day/block	Yes	Yes	
A2B Fibre	July 25, 2011	1 year	1 year	3 months prior to end of any term	July 25, 2012	July 25, 2018	\$657.31 each up to 20m + \$12/m \$1971.95 each over 20m + \$12/m \$78/day/block	Yes	Yes	
Teraspan	October 31, 2014	1 year	1 year	90 days prior to end of current term	October 31, 2015	October 31, 2018	\$657.31 each up to 20m + \$12.50/m \$1971.95 each over 20m + \$12.50/m \$81.50/day/block	Yes	Yes	
JET	December 1, 2014	1 year	1 year	90 days prior to end of current term	December 1, 2015	December 1, 2018	\$657.31 each up to 20m + \$12.50/m \$1971.95 each over 20m + \$12.50/m \$81.50/day/block	Yes	Yes	
Optic Zoo	July 28, 2016	1 year	1 year	90 days prior to end of current term	July 28, 2017	July 28, 2018	\$657.31 each up to 20m + \$12.50/m \$1971.95 each over 20m + \$12.50/m \$81.50/day/block	Yes	Yes	



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Date: December 20, 2017
File: 10-6125-11-03/2017-
Vol 01
Re: Emily Carr University Agreement – Terra Nova Pollinator Meadow

Staff Recommendation

That the Chief Administrative Officer and the General Manager, Engineering & Public Works be authorized to enter into an agreement with Emily Carr University of Art + Design to complete the Terra Nova Pollinator Meadow project.

John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

Att. 1

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

Staff Report

Origin

In 2015, the Bridgeport Industrial Park Pollinator Pasture (Bridgeport Pasture) was established in support of the council adopted Bath Slough Revitalization Initiative. A joint project between the City and Emily Carr University's Border Free Bees (BFB), the implementation of the Bridgeport Pasture saw a 1,000 ft. stretch of an otherwise underutilized utility and pedestrian corridor converted to a beautiful wildflower 'earthwork'. Used as a pilot project, the Bridgeport Pasture has received positive attention, most recently helping BFB secure the 2017 Pollinator Advocate Award for Canada. The Bridgeport Pasture continues to thrive as it moves into its third year, providing food and habitat for a wide range of pollinators and an aesthetically pleasing amenity for pedestrians and area residents.

Following the success of the first pasture, the City and the BFB team have reengaged to establish a new wildflower pasture at an underutilized space within Terra Nova Rural Park.

This report supports Council's 2014-2018 Term Goal #4 Leadership in Sustainability:

Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.

4.2 Innovative projects and initiatives to advance sustainability.

Analysis

The Terra Nova Pollinator Meadow (Terra Nova Meadow) is a partnership project with BFB and is headed by Dr. Cameron Cartiere of Emily Carr University of Art + Design and Associate Professor Nancy Holmes of the University of British Columbia Okanagan. The project's mission is to "raise awareness of the plight of wild pollinators; empowering communities to actively engage in solutions for habitat loss by transforming under-utilized urban sites into pollinator meadows". The project highlights the principles of the City's Ecological Network Management Strategy, which aims to enhance, protect and connect natural space across Richmond through projects and public engagement.

The Terra Nova Meadow will utilize public art strategies to produce an aesthetically pleasing wildflower meadow, engage the surrounding community and create sustainable habitat for the benefit of wild pollinators. The site will feature a plethora of wildflowers along with a central apiary/didactic that will house information about the project and the benefits of pollinators while providing native pollinator habitat.

Additionally, the new Terra Nova Meadow will complement the existing pollinator plantings at Terra Nova provided by the David Suzuki Foundation's Butterflyway Rangers, a citizen-led movement that has successfully provided habitat for bees and butterflies across Canada.

Initial site preparation of the Terra Nova Meadow has commenced with some tilling and solarizing so as to not miss the opportunity to have the site ready for planting in 2018. Construction will wrap up in the spring months with the seeding of the wildflowers and the addition of paths and didactics. Upon Council approval, the City will enter into an agreement with BFB and with them work together to plan, design and construct the site. It is envisioned that the site will be ready for hosting community outreach events and other activations.

Financial Impact

The City will provide in-kind services associated with site-preparation and coordination of the project while the BFB team will fund the construction and programming components via a Partnership Development Grant approved by the Social Sciences and Humanities Research Council.

Conclusion

The City and its partners wish to establish another wildflower meadow within Terra Nova Rural Park. The Terra Nova Meadow is intended to build upon the success of the Bridgeport Pasture by providing suitable habitat for native pollinators, while raising community awareness about the importance of expanding pollinator habitat in Richmond. A key goal for the project is to encourage the same planting strategies for private property.



Chad Paulin, M.Sc. P.Ag.
Manager, Environment
(604-247-4672)

CP:

Att. 1: Proposed Location for Terra Nova Pollinator Meadow

Att. 1: Proposed Location for Terra Nova Pollinator Meadow





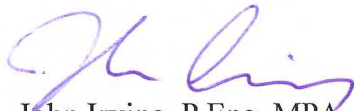
City of Richmond

Report to Committee

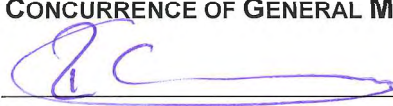


To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Date: December 19, 2017
File: 10-6000-01/2017-Vol
01
Re: Amendment to Boulevard and Roadway Protection and Regulation Bylaw No.
6366

Staff Recommendation

That Boulevard and Roadway Protection and Regulation Bylaw No. 6366, Amendment Bylaw No. 9817 be introduced and given first, second and third readings.


John Irving, P.Eng. MPA
Director, Engineering
(604-276-4140)

Att. 1

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

Staff Report

Origin

Boulevard and Roadway Protection and Regulation Bylaw No. 6366 regulates the use and restoration of roadways and boulevards during the construction of buildings and/or structures, and during some transportation activities.

This report recommends that an administrative fee be created for securities collected for single and two family demolition and construction activities to address securities that remain unclaimed for a significant length of time.

Analysis

Bylaw No. 6366 contains provisions that allow the City to obtain securities from property owners or agents to ensure that boulevards and roadways are properly maintained and restored during and after construction and transport activities. These securities are fully refundable, however, the City may draw on these securities if the property owner or agent is non-compliant with the maintenance or restoration required in the Bylaw.

For single or two family dwellings, securities are collected for demolition and construction activities. The current security amounts are \$500 for demolition and \$1500 for construction, as described in section 5.(a) of Bylaw No. 6366. Currently, it is the responsibility of the property owner or agent to call the City to request the return of any refundable securities remitted under Bylaw No. 6366 once the demolition and/or construction activity is complete. However, there are a large number of securities that remain unclaimed.

Staff have been contacting holders of securities collected prior to 2015 in an effort to return these funds. The year 2015 was chosen as a cutoff date because demolition/construction activities for single or two family housing is typically completed within two years. In many cases, the contact information provided by the property owner or agent is incorrect and further effort is required by staff to attempt to identify and verify to whom the funds should be returned. Staff are continuing with efforts to address these outstanding securities.

To mitigate this issue going forward, staff will be pro-actively investigating locations once a security has been held for two years (i.e. in 2018, staff will investigate locations for which securities were collected in 2016). This process will include attempting to contact the security holder as well as visiting the site to confirm that the demolition/construction activity is complete and the process for releasing the security can proceed.

Even with this new process, staff anticipate that in a small number of cases the contact information will be incorrect and staff will be unable to determine to whom the funds should be returned. To address this situation, staff recommend that an annual \$500 Administrative Fee be implemented on single or two family dwelling demolition and construction securities. The fee would begin to be assessed two years after collection of the security. Prior to assessing the fee, staff would attempt to contact the security holder.

This fee would only apply to securities collected after the adoption of Amendment Bylaw 9817, and would not be retroactively applied to existing securities.

Financial Impact

None at this time.

Conclusion

Amendment Bylaw No. 9817 proposes the creation of an annual Administrative Fee on securities collected for single and two family demolition and construction activities that remain unclaimed for extended lengths of time.



Milton Chan, P.Eng
Manager, Engineering Design and Construction
(604-276-4377)

Att. 1: Boulevard and Roadway Protection and Regulation Bylaw No. 6366, Amendment Bylaw No. 9817



**City of
Richmond**

Bylaw 9817

**Boulevard and Roadway Protection and Regulation Bylaw No. 6366
Amendment Bylaw No. 9817**

The Council of the City of Richmond enacts as follows:

- 1) The **Boulevard and Roadway Protection and Regulation Bylaw No. 6366**, as amended, is further amended:
 - a) By re-numbering section 11 to section 12.
 - b) By re-numbering section 12 to section 13.
 - c) By re-numbering section 13 to section 14.
 - d) By adding a new section 11:

“11. For securities collected under subsections 5(a)(i), 5(a)(ii) and 5(a)(iii), the City will assess an annual \$500 Administrative Fee for each full year the security remains unclaimed after the date that is two years from issuance of the permit.”
- 2) This Bylaw is cited as **“Boulevard And Roadway Protection And Regulation Bylaw No. 6366, Amendment Bylaw No. 9817”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER

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

To Mayor and Councillors,

Thank you for the opportunity to speak during the upcoming Council meeting on January 29, 2018.

The specific concern I would like to address is regarding the proposed installation of speed humps along the entire length of River Road in east Richmond from Number #6 Road through to Westminster Highway.

Although I support road safety initiatives in general, I have serious concerns about the impact of this project on emergency response times for local residents

As residents in this part of the city are amongst the furthest in proximity to Richmond General Hospital, the idea of installing a specific road feature designed to slow the speed of traffic carries with it potential consequences in the event of medical, fire, and police emergencies.

In the past week alone, I've listened to the sound of sirens travelling along this length of road twice, a sound now more ominous given the prospects ahead with the proposed changes to this key roadway.

Having already been through a time-sensitive medical emergency firsthand, and having been excluded from the survey conducted by the city last summer, (as were numerous other directly-affected residents,) I would very much welcome the opportunity to present my concerns for your consideration.

sincerely,

Joanne Fisher
2420 #8 Road, Richmond, B.C. V6V 1S1

Presentation to
City of Richmond
Mayor and Councilors
River Road Safety Enhancements

Lynda Parsons
January 29, 2018

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Good evening Your Worship Mayor Brodie and Council members, my name is Lynda Parsons – I live at 2491 No. 8 Road which is only accessible off of River Road.

River Road is the only access that we have to our properties. It is the only access that emergency vehicles have to our properties. As each speed hump can impede emergency response by up to 10 seconds per speed hump, and the residents of this River Road community will be put in harm's way with the installation of speed humps, I was pleased that, following my presentation to you on December 11, 2017, you were in agreement with the residents that alternate methods should be tried prior to the installation of the speed humps. The motion put forth following my presentation and the ensuing discussion was:

"refer to staff to review the potential solutions to deter speeders on River Road prior to the installation of speed humps"

The installation of speed humps was approved by council on September 25, 2017 (item 16 on consent agenda). My understanding is, as resolutions are acts which bind council and municipal officers until repealed, this resolution is in force until it is repealed or rescinded. Until you repeal or rescind the resolution to install speed humps it is clear by Mr. Wei's email response to me, (page 16) and Mr. Dhaliwal's response to Ms. Fisher (page 18) that they intend to carry on with the installation of the approved speed humps in the spring.

I have included copies of email correspondence for your review (page 10-18)

I am here tonight to respectfully ask that you please, put forth a motion to rescind this resolution, so that we can start over on this project before more of our tax dollars are wasted on turning our only access into a danger zone for the residents and a very expensive cycling lane for the elite few cyclists who wish to use this on weekends.

A prime example of the waste that has occurred on this project – keep in mind that each of these 6 steps began on separate days, and took multiple days to complete – Step 1 - Survey of Road – survey markers installed – Step 2 - Dec. 13, 2017 crews compacting the ground – Step 3 - Jan. 3, 2018 concrete blocks placed on the compacted ground – Step 4 - small pylons were placed at the end of each concrete block. – Step 5 - small pylons were replaced with larger pylons placed atop the concrete block – Step 6 sign posts added to the top of the concrete block. As each of these "steps" took multiple days to complete, I have to wonder if the \$100,000 earmarked for this project hasn't already been depleted by this atrocious waste of time and money.

We are being put at risk by the installation of the concrete sign bases, **and** they contravene the Province of British Columbia requirements. (page 4-5)

It is clear that these sign bases are in a position where they can be hit by vehicles. In accordance with the PROVINCE OF BRITISH COLUMBIA Manual of Standard Traffic Signs & Pavement Markings, concrete sign bases must be flush with the graded ground level or be located behind roadside barrier

As can be seen in the photographs some of the dangerous concrete sign bases are closer to the pavement edge than the sign post that it is replacing, (page 6-7) and there is excessive use of signs. (page 8-9) These photos also clearly show that there is no need for the concrete – the poles could have been placed into the ground as they have been in the past.

We are requesting that these concrete obstacles holding the signposts be removed immediately or placed behind barriers as required by Provincial Government in the PROVINCE OF BRITISH COLUMBIA Manual of Standard Traffic Signs & Pavement Markings before they are struck and cause injury or death.

The actual signs themselves further show that the intent of the Department of Transportation is to turn the only access to our properties into a quasi-cycling lane with no regard for the health and safety of the residents, as the only alert refers to cyclists. (page 6-9) There is no reference to anything but cyclists – no caution about slippery conditions, black ice etc. – nothing but a notice about the cyclists that we are well aware of, as their horrible behaviour cannot be ignored.

I would like to add that this behaviour is not reserved for vehicles who encounter the cycle packs as I found out when I walked along River Road to collect signatures. There were no vehicles in the opposing lane, but as the pack approached me some moved closer to the right so that I was forced into a dangerous position on the side of the road as there was little space past the pavement before the ditch to stand on.

These signs, changing the yellow lines and pavement marking were all approved by council on June 26, 2017 (item 15 on consent agenda). As the signs are illegal, and the pavement markings and lines have not begun I am asking that this resolution also be repealed.

The thought that speed is a major issue on this street seems to be coming from the cycling community, as they were the only group consulted prior to the decision that speed humps are required. The resident's concerns were ignored.

Speed has not been determined to be the issue – according to information forwarded to me by the Transportation Department and information contained in the reports that they presented to you .00117% of the vehicles that travel this road have received speeding tickets. Of course, going forward we see how reliable these numbers are when technical data is collected and analyzed.

We are all aware that there have been fatal crashes on River Road, however, as speed is not the main cause, speed humps will not eliminate fatalities on our street – drivers using caution will.

In July 2017 the Transportation Department sent out 167 copies of a survey. This survey was patently flawed as it was sent out to vacant properties, had duplicates, triplicates and some addresses even received 4. One of the properties that received 4 copies is a vacant lot and one has 4 people living in the house – two of which are not even school age. 2 copies were even addressed to the homeless camp.(page 19-23) I have also found that some residents who did receive the survey are not on the City's list. The result of this survey – 60% opposed the installation of speed humps. These residents were ignored and further insulted by having their concerns addressed as perceptions.

This survey was not sent out to all that would be impacted (my document contains yellow highlighting on these as well as those not on the City's list but did receive the survey) (page 24-25) The total number of actual properties that use River Road as their only access to their property is 82. There are 9 business properties and 73 residences. I know this as I hand delivered notices (page 26) to each of these to advise that we would be speaking here tonight. I eliminated the Gilley Road properties, as they do not use River Road to access their property.

Going forward, as soon as these motions are called and carried, my hope is that all who will be impacted will be included in future discussions, and our opinions heard and relied upon.

Thank you.

Manual of Standard Traffic Signs & Pavement Markings

PROVINCE OF BRITISH COLUMBIA

https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/engineering-standards-and-guidelines/traffic-engineering-and-safety/traffic-engineering/traffic-signs-and-pavement-markings/manual_signs_pavement_marking.pdf

1.3 REQUIREMENTS OF SIGNS

Traffic signs are required in order to provide for the safe and orderly movement of motorized and non-motorized traffic and pedestrians. Signs provide information about highway routes, directions, destinations and points of interest. They also provide information on regulations which apply to specific locations or at specific times, and warn of hazards which may not be evident.

To be effective a sign should:

- Fulfill a need.
- Command attention and respect.
- Convey a clear and simple message.
- Allow adequate time for a proper response.

To meet these objectives, signs must have a carefully considered message, be of uniform design, and be applied and placed in a consistent manner. Contradictory or misleading information, incorrect placement or use of inappropriate standard signs can confuse the road user. It is also most important to recognize that improper or excessive use of signs leads to disrespect and non-compliance of the sign.

1.7.3 LATERAL POSITIONING

On a road with a shoulder, signs are generally placed between 1.8 m and 4.5m, preferably 3 m, from the edge of the traveled roadway. Signs should not be placed closer than 0.6 m to the face of a roadside barrier or asphalt curb or to any part of the shoulder onto which a vehicle can drive. An exception to these rules is the reduced lateral clearance as indicated in the text for the R-1 STOP sign. Figs 1.1 and 1.2 show examples of typical sign installations.

On a road with curb and gutter, a minimum of 0.3 m clearance from the curb face to the nearest sign edge is permissible.

On sections of road where a clear zone has been established, signs supports must be outside the clear zone, be of a breakaway design or be protected by a barrier or an attenuator meeting Ministry standards. A sign should not be moved from its optimum position in order to meet these requirements.

1.8 SIGN POSTS AND BASES

Wooden, metal or plastic posts may be used. Plastic posts are generally used only for highway delineators.

Posts and, where applicable, bases shall be installed to hold signs in position against wind, plowed snow and displacement by vandals. At locations where sign supports could be hit by vehicles, they should be located behind appropriate barrier or have breakaway footings. A wooden sign post 15 cm x 15 cm (6" x 6") or larger must have a hole drilled through the post just above ground level, in accordance with the Standard Specifications for Highway Construction to permit it to break away if hit.

Concrete sign bases must be flush with the graded ground level or be located behind roadside barrier. Before excavating for sign supports, confirmation should be obtained that there are no conflicts with underground utilities.

More than one post will generally be required if a sign is 1.2 m or more in width or has an area greater than about one square metre. Type, number, and size of sign posts can be determined from tables found in the Electrical and Traffic Engineering Manual. For aesthetic reasons, the style and material of sign posts on a section of highway should be as consistent as possible.

Sometimes a sign can be mounted on a support used for another purpose, such as a traffic signal or luminaire pole, provided the mounting is done with banding and no holes are drilled in the poles. Correct location of a sign should not be compromised.

W-130 CYCLISTS ON ROADWAY SIGN

The W-130 CYCLIST ON ROADWAY warns both motorists and cyclists that both may be present on the roadway. This sign should be used where the presence of cyclists would be unexpected by the motorist, or where there is heavy volumes of cycling traffic on the route.

PHOTOGRAPHS OF SIGNS ON RIVER ROAD









EMAIL CORRESPONDANCE

1. Date: November 28, 2017

Sent to: Joan Caravan, Mayor and Councillors

Joan Caravan

Transportation Planner, City of Richmond

Dear Ms. Caravan,

I am writing to you concerned about the installation of 20 additional speed humps along River Road between 7 Road and Westminster Highway.

I live on No. 8 Road, and River Road is our only access. We are clearly in the group of residents that would be impacted by the installation of 20 additional speed humps, however, we did not receive any correspondence from the City of Richmond.

After hearing of the plans to install an additional 20 speed humps, I started looking into how it came about.

At the June 26, 2017 City Council meeting your report dated June 6, 2017 was produced at consent agenda 15.

Councillor McPhail addressed this agenda item at 1:44:12 of the council meeting, stating:

"Thank you to Staff for the report which contains 3 proposed recommendations. I know all of Council have certainly heard the concerns especially from the cycling community about the number of accidents and possible issues with the roadway and I just have a question through you your worship to staff. In the report it talks about a consultation with area residents and businesses around the possibility of speed humps – so just wondering what is the timeline for that consultation and what I am getting to, is in the report 12 speed humps are estimated to cost \$42,000 so my question around the consultation is would this come back for the 2018 budget discussion or if this was something that we decided we would go ahead with is there money in the budget to the 2017 budget to go ahead and do that?"

Staff reply at 1:45:14:

"Your Worship, to answer the first part of the question we will carry out the consultation over the summer, hopefully before August. We will actually send out letters to every single business and residents that would be affected proposed speed humps. Once we have the results back staff will analyze the results over the summer months primarily in August with the intent of coming back to Council sometime in September or October and if there is majority support for the speed humps we do have existing budget to implement the speed humps."

Even though Staff reported to Council that "every single business and residents that would be affected by the proposed speed humps" would receive letters this was not the case. No one on No. 8 Road received any correspondence from the City of Richmond.

Staff also replied "and if there is majority support for the speed humps we do have existing budget to implement the speed humps."

On September 13, 2017 a letter from Victor Wei was conveniently sent out advising the residents that 60% opposed the installation of speed humps. I say conveniently because this is just prior to the Committee Meeting and Council Meeting where this would be

approved. Because we live in a democracy, why would anyone opposed to the speed humps ask to address the issue at either meeting when they have just been informed that there was not support, and so logically concluded that speed humps would not be installed. In fact, just today I spoke to someone who was in favor of the speed humps and he thought that because the letter stated that 60% were opposed that the speed humps were no longer being considered.

Your letter dated August 22, 2017 states:

“Although 60% of the survey responses indicated non-support for the proposed speed humps, the reasons cited for the opposition were found by staff to be primarily based on personal perceptions. Staff assessment was based on technical analysis prior to developing the recommendation.”

On page 3 of your letter the concerns of the residents were:

Inconvenience, increased noise, wear to vehicles, safety of the speed humps and effectiveness to reduce motorists' speed.

If these concerns were actually analyzed Staff would have determined that these concerns are real.

I would like to know, other than consult with cycling organizations, what type of technical analysis was actually done?

On November 7, 2017 and again on November 14, 2017 I asked Staff for data results that you have with respect to the number of vehicles that use River Road and the number of speeding tickets that have been issued, including the number of speeding tickets in the 30k zone. I was told that I would receive this information “by the end of the week” – so far I have not received this information. If analysis was done to determine that speed is the major concern, this information should be readily available, which leads me to believe that it is Staff's perception that speeding is the major issue based on feedback from the cycling community. I do not see anything that confirms that staff has done a thorough analysis – consulting with cycling groups does not, in my opinion, qualify as an analysis.

I am asking that a moratorium be placed on this project until such time as all affected can have the opportunity to have their concerns addressed, and that the project is more effectively analyzed.

Sincerely,

Lynda Parsons

2491 No. 8 Road

Reply: from Victor Wei

Date: December 4, 2017

Sent to: Lynda Parsons, Mayor and Councillors

Dear Ms. Parsons:

Thank you for your message to Joan Caravan below regarding the planned speed humps on River Road, which was also addressed to Mayor and Councillors. On behalf of Joan, I would like to offer the following information in response to your inquiries.

- **Consultation with Residents and Businesses:** Per the City's standard practice, surveys are sent to owners whose properties are adjacent to the street on which the traffic calming measure is proposed, as they would be most directly affected by some of the proposed speed humps that may be in close proximity to their driveways.
- **Staff Assessment:** The analysis was based on actual experience from similar speed humps installed in Richmond (e.g., Gilbert Road south of Steveston Highway), which did not substantiate the concerns raised by owners. Due to the overall length of River Road, staff recommended the installation of 20 "speed cushions" only after thorough analysis and careful consideration of all factors to effectively address the on-going speeding activities on this roadway and improve the safety of all road users, not just cyclists. These speed cushions are considerably more gentle in terms of elevation difference from normal pavement surface than the typical speed bumps at parking lots and can be travelled over comfortably at the posted speed limits. Hence, there would be no impacts to road users, including area residents, as long as they are traveling at the posted speed limit.
- **Traffic Volumes & Speeds on River Road:** A traffic study conducted in July 2011 in the 23,000-block of River Road recorded an average annual daily volume of 2,660 vehicles in both directions, of which 90% were passenger vehicles. The average recorded speed was 67 km/h while excessive speeding was regularly observed by RCMP as stated below.
- **Speeding Violations Issued:** Crash statistics from Richmond RCMP for the period 2011 to 2016 indicate a total of 45 crashes involving 84 vehicles that resulted in 24 injuries and two fatalities. With respect to enforcement, nearly 100 violations have been issued since 2015 with over one-third related to speed and nearly 20% related to excessive speed (i.e., more than 40 km/h over the posted speed limit). For 2017 to date, 13 speed-related violations have been issued with one-half of those for excessive speed. For your reference, here is link to the staff report: https://www.richmond.ca/_shared/assets/16_RiverRdSafetyEnhance48379.pdf.

Staff are in the process of preparing follow-up letter to owners advising of Council approval of the installation of the speed humps and the next steps and timeline for implementation, which will include further consultation with the directly affected River Road residents and businesses on the final location of the speed humps. Due to Winter weather constraints, construction of the speed humps is not expected to commence until Spring 2018.

If you have any specific concerns or suggestions on the new speed humps, please contact Bill Dhaliwal, Traffic Supervisor, at 604-276-4210 who will assess the need for any refinement of the final design and location of the new speed humps if found warranted.

Again, we appreciate you shared your comments with us.

Victor Wei, M. Eng, P. Eng.

Director, Transportation

2.Date: December 13, 2017

Sent to: Mayor and Councillors

Dear Mayor Brodie and Councillors,

Thank you again for listing to our concerns. Following the Council Meeting on Monday night, I was a bit confused on the resulting motion. I listened to the video of the meeting to see if it would bring any clarity. We are asking for more actual data to be collected to determine if speed humps are actually required. Mr. Wei advised you on Monday night that there have been 100 speeding tickets issued. Reading through the reports, there have been 100 tickets issued with 1/3 being speed related tickets - this is over almost a 3 year period - from 2015 - 2017. Mr. Wei advised me that 2,660 vehicles travel River Road each day. Using the cut off date of Dec. 4, 2017 (as this was the date that I received the information on the traffic volume) $365+366+338=1069$ days X 2,660 vehicles per day = 2,843,540 vehicles travelled River Road and 33 speed related tickets were issued – that is .00117% of the drivers speeding, and the 20% of the speeding tickets issued for excessive speed is .00023% . Please note the number of zeros. This is why we are asking that data be collected and analyzed.

The motion as I hear it on the video is: "refer to staff to review the potential solutions to deter speeders on River Road prior to the installation of speed humps" With respect, this clearly does not go far enough - we need current data to be collected and analyzed to determine if there is a speeding problem or if it is a perceived problem based on feedback from the cycling groups.

With the Department of Transportation being of the mindset that speed humps are required and the only solution, they seem to have reviewed the potential solutions and found that speed humps are still their answer as my neighbour who lives at 22160 River Road just advised me that a City of Richmond crew was out today placing gravel and compacting the gravel right beside the survey post that indicates the placement of the speed hump in front of her property.

Can you please advise me if it is possible to have the motion amended so that the installation is suspended?

Thank you.

Sincerely,

Lynda Parsons

NO REPLY TO DECEMBER 13, 2017 EMAIL.

3.Date: December 16, 2017

Sent to: Mayor and Councillors

Dear Mayor Brodie and Council Members,

Further to the December 11, 2017 City Council Meeting where Victor Wei, Transportation Director advised that speed indicator signs have been tried and do not work, I questioned residents who have lived in the area for 40 years, and no one recalls ever having seen any of these signs.

I looked into some of the signs that are available and found that there are signs that do much more than alert the driver of their speed. They would allow data to be collected to give:

Total and average vehicle counts

Minimum and maximum speeds

Average and 85th percentile speeds

Total percentage of speed violations

These signs could be a valuable tool for gaining much needed information. Full details can be seen at:

www.transcanadatrafic.ca/SP600.html#.WjVTy9-nHIX

SafePace 600 Variable Message Radar Speed Sign. Create ...

www.transcanadatrafic.ca

Trans Canada Traffic is pleased to be able to provide you the best range of Radar Speed Signs available. The versatile Traffic Logix SafePace 600 radar feedback sign ...

I have also created a summary document that I have included for you to refer to.

I am asking again, please halt the installation of speed humps until there is proof that they are

needed and that they **are** the only option.

Thank you,

Sincerely.

Lynda Parsons

NO REPLY TO DECEMBER 13, 2017 EMAIL.

Sent to: Mayor and Councillors

Dear Mayor Brodie and Council Members,

Can each of you please take a drive down River Road between 6 Road and Westminster Highway and explain to me how it is safe to plunk a bunch of yellow coloured concrete chunks at the side of the road. It is bad enough that there are hydro poles and fire hydrants almost touching the pavement to be wary of, but now a bunch of concrete - just high enough to catch a tire and throw yet another car into the ditch.

This is not a rant email, I am actually expecting an answer to my question - how is this safe?

Sincerely,

Lynda Parsons

Reply: from Victor Wei

Date: Friday, January 12, 2018

Dear Ms. Parsons,

Thank you for recent email dated January 3, 2018 regarding the yellow no post barriers recently placed on River Road.

The concrete posts have been placed on the shoulder in order to install the poles and signs for new signage enhancements on River Road which are part of the traffic safety measures approved by Council prior to their consideration of the approved speed humps. Due to the soil conditions of the road shoulders, the placement of barriers was necessary for mounting of the new signage. The placement of the concrete posts will also be positioned away from the pavement edge (the travel portion of the roadway) so there will be no conflict with moving vehicles.

Thank you for sharing your concern with us.

Victor Wei, M. Eng, P. Eng.

Director, Transportation

My Reply to Victor Wei's email:

Lynda Parsons <Parsons606@hotmail.com>

Tue 01-16, 10:34 AM

Wei, Victor (VWei@richmond.ca);

Mayor and Councillors (mayorandcouncillors@richmond.ca)

Dear Mr. Wei,

Thank you for acknowledging my email, however, the question that I asked was - how are these safe. Your email does not address this.

Furthermore, I am quite astonished that on September 25, 2017 when asked by Councillor McPhail if other measures had been tried prior to the approval of speed humps and you advised her of the signs etc that had been approved are just now being installed - months after the speed humps were approved.

I will look forward to your comments on this.

Lynda Parsons

NO REPLY TO January 16, 2018 EMAIL.

5. Email from Bill Dhaliwal from Joanne Fisher (with permission)

From: "Dhaliwal,Bill" <BDhaliwal@richmond.ca>
Date: December 22, 2017 at 2:40:44 PM PST
To: 'Joanne Fisher' <phaedra_sky@yahoo.com>
Subject: RE: Regarding Speed Humps on River Road, From J. Fisher

Dear Ms Fisher,

Thank you for recent email regarding River Road. Staff have reviewed your comments and offer the following response.

The work you currently have seen being done on River Road is related to new signage only that will be installed as part of the River Road project.

With regards to the speed cushions, at this time **installation is scheduled for Spring 2018**. However, if there are any changes we will keep you updated.

Regards,

Bill Dhaliwal - Traffic Operations

Transportation Department

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

From: Joanne Fisher [mailto:phaedra_sky@yahoo.com]
Sent: Wednesday, 20 December 2017 20:46
To: Wei,Victor
Cc: Dhaliwal,Bill
Subject: Re: Regarding Speed Humps on River Road, From J. Fisher

Dear Mr. Wei,

Thank you for your detailed response.

Although I personally have serious outstanding concerns about the River Road speed hump project moving forward, as do many other residents, I am appreciative of your time taken to address my questions.

A further question I have at this point concerns the scheduling of this project. We have noticed further preparations have been made at the specific areas earmarked for the location of speed humps.

Will this project be proceeding in the spring as previously noted, or has there been a change in their scheduled installation?

Regards,

Joanne Fisher

LIST OF PROPERTY ADDRESSES THAT SURVEY DATED JULY 17, 2017 WAS SENT TO – received from City of Richmond

1.	1281	32619047	16020 River Rd	Property
2.	1281	32619047	16020 River Rd	Property
3.	1286		16031 River Rd	Property
4.	66597	32715006	16033 River Rd	Additional Address
5.	1287	32717000	16151 River Rd	Property
6.	1282	32648065	16160 River Rd	Property
7.	1282	32648065	16160 River Rd	Property
8.	149059	32677091	16268 River Rd	Property
9.	149059	32677091	16268 River Rd	Property
10.	1290	32720000	16291 River Rd	Property
11.	1285	32691714	16300 River Rd	Property
12.	1285	32691714	16300 River Rd	Property
13.	65537	32582607	16360 River Rd	Property
14.	65537	32582607	16360 River Rd	Property
15.	1276	32574580	16500 River Rd	Property
16.	162378	32534000	16540 River Rd	Property
17.	162378	32534000	16540 River Rd	Property
18.	1272	32553004	16680 River Rd	Property
19.	1272	32553004	16680 River Rd	Property
20.	1275	32573000	16691 River Rd	Property
21.	1275	32555072	16691 River Rd	Property
22.	177380	32555072	16700 River Rd	Property
23.	156639	32524032	16780 River Rd	Property
24.	156639	32524032	16780 River Rd	Property
25.	1268	32517023	16820 River Rd	Property
26.	1268	32517023	16820 River Rd	Property
27.	1267	32510006	16860 River Rd	Property
28.	1267	32510006	16860 River Rd	Property
29.	1266	32503009	16880 River Rd	Property
30.	1266	32503009	16880 River Rd	Property
31.	1264	32495006	16960 River Rd	Property
32.	1263	32494000	16971 River Rd	Property
33.	1263	32494000	16971 River Rd	Property
34.	1242	32461000	17011 River Rd	Property
35.	1253	32479082	17020 River Rd	Property
36.	1251	32473005	17100 River Rd	Property
37.	1251	32473005	17100 River Rd	Property
38.	1243	32463000	17111 River Rd	Property
39.	1250	32471002	17160 River Rd	Property
40.	1249	32469070	17180 River Rd	Property

41.	1249	32469070	17180 River Rd	Property
42.	1248	32467008	17200 River Rd	Property
43.	1254	32483005	17260 River Rd	Property
44.	1258	32489000	17271 River Rd	Property
45.	1257	32488000	17351 River Rd	Property
46.	1257	32488000	17351 River Rd	Property
47.	1255	32486000	17360 River Rd	Property
48.	1255	32486000	17360 River Rd	Property
49.	1527	36582091	17440 River Rd	Property
50.	1527	36582091	17440 River Rd	Property
51.	1528	36592601	17480 River Rd	Property
52.	1548	36853000	17591 River Rd	Property
53.	1548	36853000	17591 River Rd	Property
54.	1529	36602011	17600 River Rd	Property
55.	1529	36602011	17600 River Rd	Property
56.	1530	36665009	17640 River Rd	Property
57.	1530	36665009	17640 River Rd	Property
58.	1531	36670005	17660 River Rd	Property
59.	1533	36703008	17700 River Rd	Property
60.	1533	36703008	17700 River Rd	Property
61.	1535	36726059	17720 River Rd	Property
62.	1534	36709025	17740 River Rd	Property
63.	1534	36709025	17740 River Rd	Property
64.	1534	36709025	17740 River Rd	Property
65.	269	7681098	18220 River Rd	Property
66.	269	7681098	18220 River Rd	Property
67.	268	7644068	18240 River Rd	Property
68.	268	7634044	18240 River Rd	Property
69.	268	7634044	18240 River Rd	Property
70.	58628	7607002	18300 River Rd	Property
71.	261	7592602	18400 River Rd	Property
72.	261	7592602	18400 River Rd	Property
73.	261	7592602	18400 River Rd	Property
74.	261	7592602	18400 River Rd	Property
75.	237	7427000	18451 River Rd	Property
76.	237	7427000	18451 River Rd	Property
77.	238	7428000	18471 River Rd	Property
78.	238	7428000	18471 River Rd	Property
79.	259	7541074	18480 River Rd	Property
80.	259	7541074	18480 River Rd	Property
81.	258	7525040	18560 River Rd	Property
82.	241	7431000	18631 River Rd	Property
83.	241	7431000	18631 River Rd	Property

84.	243	7433000	18671 River Rd	Property
85.	243	7433000	18671 River Rd	Property
86.	256	7497506	18680 River Rd	Property
87.	256	7497506	18680 River Rd	Property
88.	255	7488096	18700 River Rd	Property
89.	255	7488096	18700 River Rd	Property
90.	242	7432000	18711 River Rd	Property
91.	253	7469077	18740 River Rd	Property
92.	253	7469077	18740 River Rd	Property
93.	244	7434000	18751 River Rd	Property
94.	244	7434000	18751 River Rd	Property
95.	245		18831 River Rd	Property
96.	245		18831 River Rd	Property
97.	252	7456068	18840 River Rd	Property
98.	252	7456068	18840 River Rd	Property
99.	246	7437000	18851 River Rd	Property
100.	246	7437000	18851 River Rd	Property
101.	247	7438000	18871 River Rd	Property
102.	247	7438000	18871 River Rd	Property
103.	248		18911 River Rd	Property
104.	248	7439000	18911 River Rd	Property
105.	249	7440001	18931 River Rd	Property
106.	251	7443055	18960 River Rd	Property
107.	250	7442000	18971 River Rd	Property
108.	66557	7442000	18975 River Rd	Additional Address
109.	279	7781097	19000 River Rd	Property
110.	280	7798009	19040 River Rd	Property
111.	280	7798009	19040 River Rd	Property
112.	282	7801023	19080 River Rd	Property
113.	282	7801023	19080 River Rd	Property
114.	284	7825033	19200 River Rd	Property
115.	284	7825033	19200 River Rd	Property
116.	284	7825033	19200 River Rd	Property
117.	285	7834043	19300 River Rd	Property
118.	285	7834043	19300 River Rd	Property
119.	286	7844053	19380 River Rd	Property
120.	287	7854007	19440 River Rd	Property
121.	290	7863000	19500 River Rd	Property
122.	289	7859062	19551 River Rd	Property
123.	289	7859062	19551 River Rd	Property
124.	292	7865230	19740 River Rd	Property
125.	292	7865230	19740 River Rd	Property
126.	348	11061071	21200 River Rd	Property

127.	46637	11007001	21300 River Rd	Property
128.	46637	11007001	21300 River Rd	Property
129.	46638	11007002	21340 River Rd	Property
130.	46638	11007002	21340 River Rd	Property
131.	349	11072112	21660 River Rd	Property
132.	349	11072112	21660 River Rd	Property
133.	346	10972006	21700 River Rd	Property
134.	346	10972006	21700 River Rd	Property
135.	346	10972006	21700 River Rd	Property
136.	277	7772009	2180 No 8 Rd	Property
137.	277	7772009	2180 No 8 Rd	Property
138.	277	7772009	2180 No 8 Rd	Property
139.	277	7772009	2180 No 8 Rd	Property
140.	344	10943059	21800 River Rd	Property
141.	345	10960071	21840 River Rd	Property
142.	345	10960071	21840 River Rd	Property
143.	343	10923042	21880 River Rd	Property
144.	343	10923042	21880 River Rd	Property
145.	342	10903022	21920 River Rd	Property
146.	365	11403014	22040 River Rd	Property
147.	365	11403014	22040 River Rd	Property
148.	364	11386402	22160 River Rd	Property
149.	361	11383000	22260 River Rd	Property
150.	360	11351082	22280 River Rd	Property
151.	360	11351082	22280 River Rd	Property
152.	359	11320050	22451 Gilley Rd	Property
153.	358	11300019	22491 Gilley Rd	Property
154.	358	11300019	22491 Gilley Rd	Property
155.	358	11300019	22491 Gilley Rd	Property
156.	357	11280099	22511 Gilley Rd	Property
157.	357	11280099	22511 Gilley Rd	Property
158.	357	11280099	22511 Gilley Rd	Property
159.	357	11280099	22511 Gilley Rd	Property
160.	46536	11270000	22600 River Rd	Property
161.	46536	11260000	22600 River Rd	Property
162.	46537	11260000	22660 River Rd	Property
163.	43170	11250002	22700 River Rd	Property
164.	145239	11441002	23200 River Rd	Property
165.	380	11439000	23220 River Rd	Property
166.	51228	11438001	23260 River Rd	Property
167.	51229	11438002	23280 River Rd	Property

EMAIL RECEIVED FROM CIT CLERK'S OFFICE January 10, 2018

Dear Lynda Parsons,

I posed your question to Transportation staff and they replied stating: *"The mailing list I sent you is the number of envelopes that were mailed out - that is correct = 167."* Based on this response, I believe the total number of surveys mailed was 167.

Dovelle

Dovelle Buie

Manager, Records and Information

City of Richmond - City Clerk's Office

Phone: 604-276-4165

My List: - constructed by going property by property through Assessment BC website to determine if land only, business, or residential property. Yellow highlighting indicates properties not on the City of Richmond list but must use River Road to access their property.

No. 7 Road				18220	River Road	house
business	16020	River Road	storage yard	18240	River Road	house
business	16031	River Road	storage yard	18300	River Road	house
business	16160	River Road	business	18360	River Road	house
business	16268	River Road	business	18440	River Road	house
	16291	River Road	house with cedar fence	18560	River Road	house
	16300	River Road	house	18620	River Road	house
	16500	River Road	house	18631	River Road	house
	16680	River Road	temple	18671	River Road	house
	16700	River Road	house	18680	River Road	house
business	16780	River Road	trucking business	18720	River Road	house
	16820	River Road	house	18740	River Road	house
	16860	River Road	house	18831	River Road	house
	16880	River Road	house	18851	River Road	house
	16960	River Road	house	18871	River Road	house
business	17011	River Road	Tom Mac	18911	River Road	house
	17020	River Road	house	18960	River Road	house
	17060	River Road	house	19000	River Road	house
	17160	River Road	house	19200	River Road	house
	17180	River Road	house	19300	River Road	house
	17200	River Road	house	19380	River Road	house
	17260	River Road	house	19440	River Road	house
business	17271	River Road	cedar business	19500	River Road	house
	17340	River Road	house	19740	River Road	house
	17480	River Road	house	21200	River Road	house
	17591	River Road	house-trailer in back	21340	River Road	house
	17631	River Road	house	21660	River Road	house
	17660	River Road	house	21700	River Road	house
	17700	River Road	house	21800	River Road	house
	17720	River Road	house	21880	River Road	house
business	17740	River Road	Rabbit River Farms	21920	River Road	house
No. 8 Road				22040	River Road	house
	2180	No. 8 Road	house	22160	River Road	house
	2240	No. 8 Road	house	22260	River Road	house
	2360	No. 8 Road	house	22600	River Road	house
	2420	No. 8 Road	house	22660	River Road	house
business	2455	No. 8 Road	CN Rail Lulu Island Yard	22700	River Road	house
	2491	No. 8 Road	house	22760	River Road	house
	2571	No. 8 Road	house	23200	River Road	house
	2771	No. 8 Road	house	23220	River Road	house
	2851	No. 8 Road	house	23260	River Road	house
				23280	River Road	house

These properties were determined to be vacant when I attempted to deliver notices.

business	16151	River Road	storage yard - no mailbox or office
	17100	River Road	house
	17360	River Road	house
	18400	River Road	house
	18480	River Road	house
	18840	River Road	house
	19080	River Road	house
	18931	River Road	house
	18700	River Road	house

To: All Residents/Business Employees who must use River Road to access your property.

In September 2017 many of you received a letter stating that 60% of those given the opportunity to respond to the survey sent out by the City of Richmond opposed the installation of speed humps on River Road. Richmond's Department of Transportation concluded that those who opposed did so based on perception, and so, the City of Richmond has approved the installation of an additional 20 speed humps on River Road bringing the total number of speed humps to 26. The installation is to begin in the spring.

This decision was made without any technical research. There has been no traffic flow, speed or other data collected. This decision was made after consulting with cycling groups.

The Department of Transport's Director Victor Wei has advised that the re-design as speed cushions will allow emergency vehicles to travel down the center of the road and thus avoid the speed cushions and so the response times would not be impacted.

Acting Fire Chief Tim Wilkinson has confirmed that the emergency response vehicles would have to keep to their side of the road as there is not room for oncoming traffic to pull over to allow the emergency vehicle to avoid the speed cushions, and so the response times would be impacted.

Studies have shown that speed humps impact the response time of an emergency vehicle by up to 10 seconds per speed hump. In an emergency seconds count!

A person suffering a heart attack - According to the American Heart Association, for every second that goes by, heart tissue is lost.

In a fire, seconds count. Seconds can mean the difference between residents of our community escaping safely from a fire or having their lives end in tragedy or their property lost.

Speed cushions are designed with cyclists in mind, as speed cushions allow the cyclists to travel down the center of the road to avoid the speed humps.

The re-designed speed cushions will allow the large trucks to travel down the center of the road – no need to worry about the trucks simply crossing over the center line – they will now travel straight down the center of the road.

Studies have shown that roadways that have speed humps installed have less patrol by police, as the officers do not want to experience the discomfort associated with the speed humps. We have asked for additional enforcement to combat illegal activities in our neighborhood including property crimes, instead we will likely receive less.

There are many reasons not to install speed humps, however, the safety aspect is our major concern.

If the installation of speed humps, cushions or other road obstructions are allowed to go ahead our lives, health and property will be in jeopardy.

40% of the respondents to the City of Richmond's original survey were in favour of having speed humps installed, and of course you are entitled to continue to believe that they will serve a useful purpose, and should advise the City of Richmond accordingly.

Residents will be speaking to the City of Richmond Mayor and Councilors on January 29, 2018 asking that the installation be halted. If you wish to speak on this issue on January 29, 2018 please contact the City Clerk's office no later than Wednesday, January 24, 2018. Email -

cityclerk@richmond.ca



Steveston Community Laneway Proposal

Prepared for: Richmond City Council

Prepared by: Residents of Richmond Street and Broadway Street between No. 1 Rd & Second Avenue
January 24, 2018

EXECUTIVE SUMMARY

Objective

The objective is to work with Richmond City Council to come to an amicable solution for what to do with the city land found in behind our homes.

Issue

Residents have outlined a number of concerns with the opening of the laneway designation as well as the paving of said laneway, including: the lack of purpose for a laneway; traffic management; safety issues with vehicles speeding through lanes and exiting onto No. 1 Rd and Second Avenue; nuisance issues behind our homes such as noise, vandalism & graffiti, alcohol & drugs, dumping of garbage, theft from our yards, breaking and entering, etc.; the loss of functional green space; and the environmental impact on our community.

Solution

There are five principles that we, as residents who live here, will hold firm in any proposal brought forward:

1. We do not want a laneway
2. We do not want any vehicle traffic behind our homes, now or in the future
3. We do not want any pavement, concrete, brick, or other impermeable construction material used behind our homes that will impact the environmental sustainability of our community
4. The land must be functional green space that will be used on a regular basis by the adjacent residents
5. We need to ensure the maintenance of a safe and secure community

Options

The options presented below are listed from most preferred (option 1) to least preferred (option 4). All of these options have costs and benefits associated with them, some of which residents may not have full understanding of, from an operational perspective. As such, we feel a discussion with City Council and City staff to work through these ideas is important, and a necessary next step.

Option 1 - Remove the Laneway from the discussion

This would entail returning to the status quo understanding that access would be required by the city for any sewer system inspections or repairs. Some factors to consider:

- Fences would be put back equally and amicably among neighbours
- We could agree to hire an approved contractor at our cost to install fences in larger hinged sections
- We would agree to not build any permanent structures or plant large trees on this land

Option 2 - Lease the land from the City

The City could consider leasing the land to the residents for their private use. This could be set up contractually with a stipulated timeframe attached (i.e., 50 years, 75 years, 99 years). This would allow the City to maintain ownership of the land, as well as justify to other constituents as to why City land is being used privately. Some factors to consider:

- Our understanding is that this already exists in our area of Steveston

- We recommend a minimum 40 year lease, which is on the low end of the new sewer system's lifespan
- Residents would be supportive of a nominal fee, if required to be contractually sound

Option 3 - Purchase the land from the City

The City could consider selling the land to the residents for their private use. Some factors to consider:

- There are homes on Pleasant, Regent, and Hunt Streets between 4th and 7th Avenues who own this 10 foot section of land (Appendix A)
- This approach has been used in Ladner and Tsawwassen, and there is an opportunity to learn from them
- The financial figures that follow are for discussion purposes only: Currently, the 10' x 33' plot of land is valued at approximately \$103,000. However, this land is not functional, and as a result, we would offer to purchase the land at 50% of its value - \$51,500.
- Not all residents have the financial ability to pay for this land immediately, therefore we recommend that residents can choose one of three options in this scenario:
 1. Purchase the land outright
 2. Purchase the land over a period of time (i.e., monthly/annual payments to the City)
 3. Place a charge on the property, such that when the property is sold to another owner, the City receives their payment for the land at that time

Option 4 - Functional green space for adjacent residents

Our fourth option is to fence-off the city land at both ends and create a functional green space that adjacent residents can use. We could use this space for things such as a linear parkway for our families, a private community garden, or a picnic area. Some factors to consider:

- The fences at either end would be designed to prevent the public from entering
- Residents would be responsible for maintaining the land, such as cutting the grass, weeding, seeding, etc.

These options will remove all costs to taxpayers, including laneway construction costs, fence construction costs, and ongoing maintenance costs. The purchase option is also a significant revenue generator for the City that could be used for other improvements in Steveston, such as filling in the ditches, installing curb and gutter on Steveston's side streets, or a new Steveston Community Centre.

Conclusion

We would like City Council to revise the consultation process and create an opportunity to reengage with City Council and City staff on an amicable solution. While this is occurring, and after the sewer system is repaired, we ask that our fences be put back up and a moratorium be put on any further laneway development. It is clear that this issue has struck a chord with the community and we will continue to ensure Council, the community and public are aware of our concerns.

STEVESTON COMMUNITY LANEWAY PROPOSAL

Objective

The objective is to work with Richmond City Council to come to an amicable solution for what to do with the city land found in behind our homes. For the residents immediately impacted by this decision, an amicable solution includes the following key principles:

- Residents do not want a laneway
- Residents do not want any vehicle traffic behind our homes, nor do we want anything constructed in a way that would allow vehicle traffic in the future
- Residents do not want any pavement, concrete, brick, or other impermeable construction material used behind our homes that will impact the environmental sustainability of our community
- The land must be functional green space that will be used on a regular basis by adjacent residents
- Residents need to ensure the maintenance of a safe and secure community, including minimized nuisance to the community, such as noise, vandalism & graffiti, alcohol & drugs, dumping of garbage, theft from our yards, breaking and entering, etc.

Scope

The scope of this proposal to use the City land in behind our homes includes the 36 homes directly impacted by the current sewer failure that has occurred between Richmond Street and Broadway Street from No. 1 Rd to Second Avenue. By bringing this proposal forward, the residents in no way suggest that the City of Richmond should apply the same proposal to other areas of the City. Each area of Richmond is different and each situation has its own factors to consider. Therefore, other areas of Steveston and Richmond are considered to be out of scope for the specifics of this proposal.

Throughout this document we refer to “residents immediately impacted” as well as “our area of Steveston”. “Residents immediately impacted” refers to those residents on the south side of Richmond Street and the north side of Broadway Street between No. 1 Rd and Second Avenue. We may also refer to them as “adjacent residents”, meaning they are adjacent to the current sewer system the is being repaired. “Our area of Steveston” refers to those residents contained within the block of homes from the corner of Steveston Hwy and No. 1 Rd south to Chatham Street, west to Seventh Avenue, north to Steveston Hwy, and then east to No. 1 Rd. Please refer to the map in Appendix A to obtain a visual representation of these two references. “Our area of Steveston” is contained within the blue box in the diagram and the “residents immediately impacted” are contained within the red box and are a subset of “our area of Steveston”. (Note, the green boxes found in Appendix A will be explained in subsequent sections of this document)

Background

The sewer system behind our homes on Richmond Street and Broadway Street between No. 1 Rd and Second Avenue has failed and needs to be replaced. The sewer system runs through an approximate 6m wide piece of

land behind our homes, which is owned by the City. Upon completion of the sewer system repair, the City is planning to install a laneway, which will be a significant change to our community.

Affected residents were informed of this decision via a letter left by City staff at our front door on November 8, 2017. In the letter, the City indicated that there would be “2 Open Houses for residents to discuss this project with staff.” These two open houses were held on November 9 and 10, 2017, which gave residents less than 48 hours notice to prepare. These sessions were designed merely to inform residents of the situation, not discuss alternative options to paved laneways. Collectively, residents were not happy about the process that was taken by the City.

Residents then addressed City Council in a closed meeting on Tuesday November 14, 2017. Recognizing that the land in question is owned by the City, residents outlined a number of concerns with the opening of the laneway designation as well as the paving of said laneway. City Council listened to us at the meeting, but did not engage in any conversation, aside from a few questions from one Council member.

Residents were informed by City staff on November 20, 2017 via a letter left at our front doors that the plans to install a paved laneway after the sewer repairs, would not be changed. Once again, residents were not happy with the outcome, or the process that was being taken by the City or its Council.

Residents took it upon themselves to create greater awareness of these changes amongst the Steveston community, as this decision by City Council has a much greater impact on our community than just the 36 homes immediately impacted by the current sewer failure. From the City of Richmond website, it states: “Consistent with Council Policy 9016, lanes will only be constructed where there is a City-owned lane dedication and access is required for sewer or other infrastructure replacement.” Essentially, this is interpreted to mean that as the sewer systems fail in our area of Steveston (Appendix A), laneways will be opened up.

Through the process of informing our community, we obtained over 275 petitions from Steveston residents within a five day period, stating that they do not want paved laneways throughout our community. This includes printed and signed petition forms as well as online petition forms.

Residents approached City Council again on November 27, 2017 at their open Council meeting. Six residents spoke at the meeting, again outlining a number of concerns that we have with the proposed laneway development and to express our frustration with the process. All six speakers had a consistent request to City Council to provide an opportunity to properly consult with the City on options that are more meaningful for our community. At this meeting, City staff accused residents of using the land “illegally”; however, multiple residents can cite examples of permission given by the City to do so “as long as it is done amicably between neighbours.” Again, there was little to no discussion with City Council at this meeting and no indication as to next steps.

Residents proceeded to follow-up with Council members individually to understand their perspectives on the situation and explore other options. We consistently heard from Council members that they are open to a specific proposal coming forward from the residents that is supported by all of the residents immediately impacted. Council members also consistently suggested that we should meet with City staff to explore options.

STEVESTON COMMUNITY LANEWAY PROPOSAL

As a result of the individual conversations with multiple Council members, we met with John Irving, City Director of Engineering, and Victor Wei, City Director of Transportation on December 5, 2017 to explore options. Residents brought forward a number of ideas, such as functional green space to be used by the community, or purchasing the land. Mr. Wei provided some feedback and things for us to think about as we put together the proposal.

Residents were informed by the City, via letter on December 21, 2017, that they would be holding two public consultation sessions on January 10 & 17, 2017 at the Steveston Community Centre, as well as an online survey at www.LetsTalkRichmond.ca between January 10 & 28, 2017. The letter stated “the public consultation will now be expanded to seek public input on a number of lane standard options, including:

- Paved Lane
- Green Swale Lane
- Country Lane
- Bikeway”

Being optimistic, and continuing to hope for some dose of reason from Council, we interpreted this letter literally, and expected the opportunity to also discuss other lane standard options that residents were well prepared to bring forward in the meeting. We very quickly realized in the session that these four options are the only four being considered by City and that there would be no interest from City staff to discuss the merits of other options.

We asked for options that do not involve any vehicle traffic, yet three of the four still have vehicles travelling needlessly behind our homes. The City stated that bollards or other traffic calming measures could be installed, but residents do not feel this is good enough. Bollards can be taken out at any time in the future. We asked for no pavement to be laid, yet three of the four options still involve a significant amount of pavement. Unnecessary pavement will have a significant negative impact on our community. We asked for functional green space options, yet none of the options serve any function to our community. People in our community will not regularly use a driveway, pedestrian pathway or bike lane in this area. We do not have our garages in the rear of our homes, and there are already seven streets going east/west from Steveston Hwy to Chatham.

Virtually none of our questions were answered at the consultation session, there was no opportunity to discuss other, more creative solutions, and City staff continued to dismiss our concerns regarding the impact that these options will have on the future liveability and environmental sustainability of our community.

We have yet to understand the City’s purpose for opening the laneway designations. We also do not understand why the City seems to be pushing for vehicle traffic behind our homes. As a result of what we have seen to date, the residents immediately impacted made the decision to bring this proposal forward to City Council.

Issue

Recognizing that the land in question is owned by the City, residents outlined a number of concerns with the opening of the laneway designation as well as the paving of said laneway. Concerns include:

The lack of purpose for a laneway behind our homes

There are seven streets directed east/west in the 800m stretch between Steveston Hwy and Chatham Street. In comparison, running north on No. 1 from Steveston Hwy to Williams (also an 800m stretch)

there are two streets that exit west, and then from Williams to Francis (also 800m) there are another two streets that exit west. A laneway behind our homes will not serve any purpose for traffic flow.

Residents immediately impacted have indicated on a number of occasions that we do not need or want vehicle access behind our homes. Although this has been a consistent message, the Consultation on Lane Standards document that was provided to residents in preparation for the January 10 and 17 consultation sessions (found in the appendix) listed vehicle access as one of the benefits of a lane behind our homes. Any access to the rear of our homes, let alone vehicle access, is perceived by all residents immediately impacted and many other residents in our area of Steveston, as a significant downgrade to our community. Our garages are not in the backs of our homes (nor do we want our garages in the back), so vehicle access by the residents is not necessary.

The City's engineering department has indicated to us numerous times that the laneway is not required for access to the sewer system. Many other areas of Richmond have an easement with statutory right of way running through the backyards, which allows the City access, as needed. There is no reason why this cannot work in our area of Steveston as well. We have also heard from the City that they cannot put fences back up on City land for private use. We feel the solutions outlined further on in this document will resolve this concern.

Not only have we continued to hear inconsistent messaging from the City in terms of the reasons for this laneway designation being opened up, we have yet to hear a reason that makes any sense and would lead to the betterment of our community.

Traffic management issues

The City has indicated that they will put traffic calming measures up in the laneway, including speed bumps and bollards. However, the bollards will only be at the No. 1 Rd end, meaning that vehicles still have access to the laneway. As discussed above, we do not agree with this. In addition, bollards can be taken down at any time in the future and residents are not comfortable with the possibility of this occurring, as it will cause significant traffic management issues exiting onto No. 1 Rd, which is a busy arterial roadway.

Safety issues with vehicles exiting onto No. 1 Rd and onto Second Avenue from the laneway

The likely eventuality of vehicles exiting onto No. 1 Rd will result in safety issues for pedestrians and cyclists, as well as other passenger vehicles travelling north/south on No. 1 Rd. On page 6 of the City of Richmond's Lane Policy it states "in terms of safety and supporting traffic flow, cars should not travel directly from a lane to a major road or vice versa, but rather enter a local or collector road first. In this way, the change in speed is accomplished gradually and the number of potential points of conflict are reduced and focused." Although we have heard from the City that this policy is specific to new land developments, the principles are no different in our situation.

Second Avenue is a designated bike lane. Adding additional exit points onto Second Avenue will increase the risk of incidents involving cyclists. This is an unnecessary risk that will result for constructing a laneway behind our homes that serves no purpose.

Safety issues with vehicles speeding through lanes or using them to take short cuts

The City has indicated that they will install traffic calming measures if a laneway is constructed. We applaud the City's efforts in trying to appease our concerns, but the reality is that any vehicle traffic in the back lane will be a risk to our community. This risk will minimize any possibility of the lane being used for anything other than vehicle movement. Parents will not allow their young children to play in the lane if vehicles begin using a laneway as a way to perceivably take short cuts.

Nuisance issues behind our homes

There are a number of nuisance issues that will be created by constructing a laneway behind our homes. These may be perceived as insignificant on their own, but combine these together, and it will have a very negative impact on our community. Nuisances include:

- Noise, including vehicle noise and people noise; the latter will be a significant nuisance at night, particularly in the summer months when youth and young adults will be using the lanes as a hangout away from the exposed streets and less likely to be seen by police.
- Garbage thrown into our backyards or left in the laneway for residents to clean up; this may include massive dumping of unwanted refuse
- Vandalism and graffiti on our fences, in our backyards, and generally in the laneway
- Lights coming in through our bedroom windows at night while we try to sleep; the majority of homes in our area have bedrooms situated at the back of the home

Nuisance issues that are more criminal in nature

Many of the nuisance issues listed above are illegal activities, but for the most part, they do not threaten the safety of the residents. There are other nuisance issues that are more likely to threaten the safety of the residents, including:

- The use and/or distribution of drugs and alcohol
- Groups of people who may threaten the physical safety of the residents or other community members using the laneway
- Unwanted entrants into our backyards
- Attempted break-ins

It is important to understand that many of the issues listed in the last two sections are likely not reported to the police, unless if the activity resulted in a significant crime (i.e., someone injured or threatened, an actual break-in). Analyzing statistics from the RCMP will not provide an accurate representation of the real risk. These issues are a reality and an unnecessary risk for our community, as the laneway is not needed.

The loss of green space and the environmental impact on our community

Part of the uniqueness of our community is it's walkable outdoor living space and our appreciation for the special eco-system at our door step. The proposed laneway is environmentally problematic due the dramatic reduction in green space.

Green space is of tremendous value for its reduction to greenhouse gas emissions (GHG). Healthy lawns neutralize carbon emissions. One average, lawn can neutralize the emissions of a standard car driving a distance of 600 km. Lawns have 10 times the benefit of a tree due to its density and rate of growth. Basically you can grow more, faster, and have a greater impact on carbon emissions.

The current 36 lots directly impacted by the laneway proposal will lose 10% of their total size, all of which is green space. Approximately 12,000 sq. ft. of turf grass and vegetation lost between No. 1 Rd and 2nd Avenue alone. Roughly extrapolating this across our community results in 6 acres of green space, or the equivalent of 5 football fields, lost to pavement. This equates to removing approximately 55,000 pure litres of oxygen from the air each day or what 100 people would consume daily.

Richmond is considered a location that is apt for flooding in the coming decades. Richmond gets 44 inches of rain per year. What happens when the 100 year flood hits? Roads, parking lots, sidewalks, pavements, along with asphalt, concrete, brick, stone, and other building materials, combine to create impervious surfaces that resist the natural absorption of water. Cities flood not because of water accumulation but due to the lack of places for it to go. The Atlantic Magazine, and many more sources, noted that excessive paving and hardscaping were major factors in the recent Hurricane and subsequent flooding in Houston Texas. We need to ensure this can't happen in our community.

Richmond's Official Community Plan indicates our city's understanding that it's not enough to "do less harm", but instead we need to value "Carbon Sequestration - "...protect and enhance Richmond's natural environments to support carbon retention as well as other important ecosystem service." It also includes "Council's endorsement of a 10% energy reduction of 2007 levels by 2020". Will we achieve these objectives by removing green space and replacing it with asphalt?

The loss of functional green space

As we've noted, the loss of green space has a detrimental impact on the environment. It will also have a detrimental impact on the liveability of our community. Many of us are currently using this space for our kids to play, to sit out and read a book or watch the birds, or to grow various plants, including fruits and vegetables. There are many advantages to maintaining this land as functional land. A laneways will not serve any useful function for our community.

In addition, our homes are set far back on our properties. Losing the 10 feet of land, albeit City owned land, results in a 30-50% loss of the functional green space we have been using for four or more decades. Again, we understand that it is City owned land, but nonetheless, we have become accustomed to having the space and this is an important factor for us. We feel the solutions proposed in the next section of this document, will resolve this issue.

In summary, the issues outlined above are important for us and the liveability of our community into the future. When we purchased our homes, we were all likely informed by our real-estate agents that the land back there was owned by the City; however, we were not given any indication that this land would be reclaimed. **We choose to live in a community based on the way it is designed, and all of us chose this community without the**

existence of laneways. Introducing a significant change such as this severely impacts our desire to live in our current homes. The factors listed above are significant enough to us, that they may impact our wishes to live here in the future.

Solution

We believe that there are very few options for this land that will attract people from other areas of Steveston or Richmond. Realistically, whatever the outcome is, this land will likely only be used by the adjacent residents. We are also deeply concerned about the negative impact that any open space will have to our community, regarding nuisance crimes and other disturbances. Therefore, all options presented below focus on how the land can be used by the residents adjacent to the land.

In our view, there are five vitally important principles that we, as residents who must live with the final outcome, will hold firm in any proposal brought forward:

1. We do not want a laneway
2. We do not want any vehicle traffic behind our homes, nor do we want anything constructed in a way that would allow vehicle traffic in the future
3. We do not want any pavement, concrete, brick, or other impermeable construction material used behind our homes that will impact the environmental sustainability of our community
4. The land must be functional green space that will be used on a regular basis by the adjacent residents
5. We need to ensure the maintenance of a safe and secure community, including minimized nuisance to the community, such as noise, vandalism & graffiti, alcohol & drugs, dumping of garbage, theft from our yards, breaking and entering, etc.

Options

The residents immediately impacted by the current laneway construction as well as many residents in our area of Steveston have come up with creative ideas of what could be done with the City land behind our homes. The options presented below are listed from most preferred (option 1) to least preferred (option 4). All of these options have costs and benefits associated with them, some of which residents may not have full understanding of, from an operational perspective. As such, we feel a discussion with City Council and City staff to work through these ideas is important, and a necessary next step.

Option 1 - Remove the Laneway from the discussion

This would entail returning to the status quo understanding that access would be required by the city for any sewer system inspections or repairs. Residents still do not have a good understanding of why the fences cannot be put back up after the sewer system is repaired. We have been using the land for over forty years with zero push back from the City. Use of this land has been functional and green. Some factors to consider:

- Fences would be put back equally and amicably among neighbours
- We could agree to hire an approved contractor to install fences in larger hinged sections to allow City to have easier access to the land when sewer system issues arise. We would be happy to do this at our cost.
- We would agree to not build any permanent structures on this land and would agree not to plant any large trees that could impact the integrity of the sewer system.

Option 2 - Lease the land from the City

One of the concerns we have heard from the City with regards to just putting the fences back up after the sewer repairs, is that they cannot install private structures on city land for private resident use. Conceptually, we understand this concern, even though the residents have been using the land privately for over forty years. To address this issue, the City could consider leasing the land to the residents for their private use. This could be set up contractually with a stipulated timeframe attached (i.e., 50 years, 75 years, 99 years). This would allow the City to maintain ownership of the land, as well as justify to other constituents as to why City land is being used privately. Some factors to consider:

- Our understanding is that this already exists in our area of Steveston, as one resident at the consultation session on January 10 mentioned that her family has been leasing land since the 1970s. The address is 3340 Pleasant Street. Their legal description states “Lane allowance leased from the Corp of Richmond.” We ask that City staff look into the history of this and consider the practicality of this for our situation.
- We recommend a minimum of a 40 year lease. This timeframe is on the low end of the new sewer system’s lifespan, which creates an opportunity to revisit the situation as the sewer system’s integrity comes to an end and major construction may again be required.
- Over the term of the lease it also allows the City to reassess the densification needs and determine if community development modifications are required, such as laneway housing. The City could then engage in a multi-year communications plan to gain support from the residents.
- We do not believe that residents should be charged a fee for leasing the land; however, if a nominal fee is required to be contractually sound (e.g., a one time cost of \$1), then residents would be supportive.
- Again, we could agree to hire an approved contractor to install fences in larger hinged sections
- Again, we would agree to not build any permanent structures or large trees on this land

Option 3 - Purchase the land from the City

The City could consider selling the land to the residents for their private use. Some factors to consider:

- There are other homes in our area of Steveston who own this 10 foot section of land (likely as an easement with a statutory right of way). At some point in the past, the City sold this to the owners, and as such, there is already a precedent for this to occur. Many of these homes are on Pleasant, Regent, and Hunt Streets between 4th and 7th Avenues. Please see the green boxes on the map in Appendix A. We ask that City staff look into the history of this and consider the practicality of this for our situation.
- This approach has also been used in Ladner and Tsawwassen, and there is an opportunity to learn from them and adapt City policy accordingly.
- The financial figures that follow are for discussion purposes only: We have met with a reputable Steveston real estate agent to discuss this option at length. Currently, the cost of land in Steveston is \$314 per square foot. For most residents, the land size in question is 330 sq ft. (10' x 33'), which amounts to approximately \$103,000. However, this land is not functional, as nothing permanent can be built on top of it; therefore, we do not believe the land is worth \$314/sq ft. As a result, we would offer to purchase the land at 50% of its value - \$51,500. Of course, this is open to further discussion.
- Recognizing that not all residents have the financial ability to pay for this land immediately, we recommend that residents can choose one of three options in this scenario:
 1. Purchase the land outright
 2. Purchase the land over a period of time (i.e., monthly/annual payments to the City)

3. Place a charge on the property, such that when the property is sold to another owner, the City receives their payment for the land at that time

Option 4 - Functional green space for adjacent residents

As mentioned, residents are deeply concerned about the negative impact that any open public space behind our homes will have to our community. Crowd noise, garbage dumped in the lanes and thrown into our backyards, vandalism, and graffiti are a few of the petty nuisance issues we will have to deal with; as well as issues that threaten the safety of our families, such as the use and distribution of drugs and alcohol, unwanted entrants into our backyards, theft from our backyards, and attempted or actual break-ins. As such, our fourth option is to fence-off the city land at both ends and create a functional green space that adjacent residents can use. We could use this space for things such as a linear parkway for our families, a private community garden, or a picnic area. Some factors to consider:

- The fences at either end would be designed to prevent the public from entering
- Residents would be responsible for maintaining the land, such as cutting the grass, weeding, seeding, etc.

With all four options, there is significant financial gain to the City and taxpayers. These options will remove all costs to taxpayers, including laneway construction costs, fence construction costs, and ongoing maintenance costs. The purchase option is also a significant revenue generator for the City that could be used for other improvements in Steveston, such as filling in the ditches, installing curb and gutter on Steveston's side streets, or a new Steveston Community Centre.

Conclusion

Overall we believe that in the rush to repair the sewer, the City also rushed decisions pertaining to the future of the space. We would like City Council to revise the consultation process and create an opportunity to reengage with City Council and City staff on an amicable solution. While this is occurring, and after the sewer system is repaired, we ask that our fences be put back up and a moratorium be put on any further laneway development. It is clear that this issue has struck a chord with the community and we will continue to ensure Council, the community and public are aware of our concerns.

APPENDIX A: STEVESTON MAP



Figure 1: the area contained within the blue box is referred to throughout this document as “our area of Steveston”; the area contained within the red box is referred to as the “residents immediately impacted”; the homes within the green boxes own the 10ft of land in question, resulting in a longer parcel (approximately 39.6m, as opposed to 36.5m for most of the homes with designated laneway in behind)

APPENDIX B: COMMUNITY SUPPORT

Residential signatures

To show our support for this proposal, we have obtained signatures from the residents immediately impacted. These residents have read this proposal and are in agreement with all options as a final outcome. More specifically, all residents have agreed to the purchase option (option 3), as it is described.

Note: this version of the proposal does not contain signatures. A copy of the signatures will be presented to City Council at the Council meeting on January 29th, 2018.

Resident name	Address	Check box for option agreement				Signature
		Option 1	Option 2	Option 3	Option 4	
	3900 Richmond Street					
	3888 Richmond Street					
	3886 Richmond Street					
	3880 Richmond Street					
	3860 Richmond Street					
	3858 Richmond Street					
	3852 Richmond Street					
	3846 Richmond Street					
	3840 Richmond Street					
	3830 Richmond Street					
	3820 Richmond Street					
	3804 Richmond Street					
	3800 Richmond Street					
	3780 Richmond Street					
	3760 Richmond Street					
	11760 Second Avenue					
	11780 Second Avenue					

Resident name	Address	Check box for option agreement				Signature
		Option 1	Option 2	Option 3	Option 4	
	3731 Broadway Street					
	3751 Broadway Street					
	3755 Broadway Street					
	3771 Broadway Street					
	3775 Broadway Street					
	3791 Broadway Street					
	3811 Broadway Street					
	3815 Broadway Street					
	3831 Broadway Street					
	3835 Broadway Street					
	3839 Broadway Street					
	3851 Broadway Street					
	3871 Broadway Street					
	3879 Broadway Street					
	3891 Broadway Street					
	3895 Broadway Street					



Development Cost Charges Reserve Fund Establishment Bylaw No. 9779

WHEREAS pursuant to Section 188(2)(a) of the *Community Charter*, if a municipality receives money from the imposition of a development cost charge, the money received must be placed to the credit of a reserve fund in accordance with section 566 [*use of development cost charges*] of the *Local Government Act*;

AND WHEREAS pursuant to Section 188(1) of the *Community Charter*, a council may, by bylaw, establish a reserve fund for a specified purpose and direct that money be placed to the credit of the reserve fund;

AND WHEREAS pursuant to Section 566(1) of the *Local Government Act*, a development cost charge paid to a local government must be deposited by the local government in a separate special development cost charge reserve fund established for each purpose for which the local government imposes the development cost charge,

NOW THEREFORE, The Council of the City of Richmond enacts as follows:

PART ONE: DEVELOPMENT COST CHARGES RESERVE FUNDS

1.1 The development cost charges reserve funds hereby established are:

- a) DCC Drainage
- b) DCC Park Land Acquisition
- c) DCC Park Development
- d) DCC Roads
- e) DCC Sanitary Sewer
- f) DCC Water
- g) DCC Alexandra Drainage
- h) DCC Alexandra Park Land Acquisition
- i) DCC Alexandra Park Development
- j) DCC Alexandra Roads
- k) DCC Alexandra Sanitary Sewer
- l) DCC Alexandra Water

(collectively, the “DCC Reserve Funds”)

PART TWO: SOURCE OF FUNDS

2.1 All monies paid to the City of Richmond under any development cost charges imposition bylaw for the purposes of Drainage, Park Land Acquisition, Park Development, Roads,

Sanitation Sewer, Water, shall be deposited into the applicable DCC Reserve Fund established under Section 1.1 of this Bylaw that corresponds to the purpose and area for which the charge was imposed.

PART THREE: DEPOSIT AND INVESTMENT OF FUNDS

3.1 Monies paid into the DCC Reserve Funds may, until required to be used, be invested in the manner provided in the Community Charter for the investment of municipal funds.

PART FOUR: USE OF FUNDS

4.1 In accordance with Section 566(2) of the *Local Government Act*, money in a DCC Reserve Fund, together with interest on it, may be used only for the following:

- a) to pay the capital costs on projects related to the purpose for which the DCC charge was imposed;
- b) to pay the principal and interest on a debt incurred by the City as a result of an expenditure incurred under paragraph 4.1(a); or
- c) as expended by the City in accordance with the requirements in Section 189 of the *Community Charter*.

PART FIVE: MISCELLANEOUS PROVISIONS

5.1 This bylaw is cited as "**Development Cost Charges Reserve Fund Establishment Bylaw No. 9779**".

FIRST READING

NOV 14 2017

SECOND READING

NOV 14 2017

THIRD READING

NOV 14 2017

INSPECTOR OF MUNICIPALITIES APPROVAL

Not Required

ADOPTED

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

MAYOR

CORPORATE OFFICER



City of Richmond

Bylaw 9794

Housing Agreement (6840, 6860 No. 3 Road and 8051 Anderson Road) Bylaw No. 9794

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands located at 6840, 6860 No. 3 Road and 8051 Anderson Road and legally described as:

PID: 011-325-666

PID: 003-609-944

PID: 002-850-702

Lot 3 Except: Parcel "A" (Explanatory Plan 12388), Plan 8552, Section 9, Block 4 North, Range 6 West, Lot "B" (RD58458E), Plan 8552, Section 9, Block 4 North, Range 6 West, and Lot 169, legal Plan 39107, Section 9, Block 4 North, Range 6 West, (the "Lands")

2. This Bylaw is cited as "Housing Agreement (6840, 6860 No. 3 Road and 8051 Anderson Road) Bylaw No. 9794".

FIRST READING

JAN 15 2018

SECOND READING

JAN 15 2018

THIRD READING

JAN 15 2018

ADOPTED

MAYOR

CORPORATE OFFICER

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

HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference the 29th day of November, 2017,

BETWEEN:

1004732 B.C. LTD. (INC. NO. BC1004732), a corporation pursuant to the *Business Corporations Act* and having an address at S415-5811 Cooney Road, Richmond, British Columbia, V6X 3M1

(the "**Owner**" as more fully defined in section 1.1 of this Agreement)

AND:

CITY OF RICHMOND, a municipal corporation pursuant to the *Local Government Act* and having its offices at 6911 No. 3 Road, Richmond, British Columbia, V6Y 2C1

(the "**City**" as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Strategy"** means the Richmond Affordable Housing Strategy approved by the City on May 28, 2007, and containing a number of recommendations, policies, directions, priorities, definitions and annual targets for affordable housing, as may be amended or replaced from time to time;
- (b) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (c) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (d) **"Building Permit"** means the building permit authorizing construction on the Lands, or any portion(s) thereof;
- (e) **"City"** means the City of Richmond;
- (f) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (g) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (h) **"Development"** means the mixed-use residential and commercial development to be constructed on the Lands;
- (i) **"Development Permit"** means the development permit authorizing development on the Lands, or any portion(s) thereof;

- (j) **“Director of Development”** means the individual appointed to be the chief administrator from time to time of the Development Applications Division of the City and his or her designate;
- (k) **“Dwelling Unit”** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (l) **“Eligible Tenant”** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$34,000 or less;
 - (ii) in respect to a one-bedroom unit, \$38,000 or less;
 - (iii) in respect to a two-bedroom unit, \$46,500 or less; or
 - (iv) in respect to a three or more bedroom unit, \$57,500 or less

provided that, commencing January 1, 2018, the annual incomes set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the annual incomes set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant’s permitted income in any particular year shall be final and conclusive;

- (m) **“Family”** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (n) **“Housing Covenant”** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to Section 219 of the *Land Title Act*) charging the Lands, dated for reference December __, 2017, and registered under number CA_____, as it may be amended or replaced from time to time;

- (o) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (p) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (q) **"Lands"** means, collectively, the following lands, including buildings or portions of buildings, into which said land(s) are Subdivided:
 - (i) PID: 011-325-666, Lot 3 Except: Parcel "A" (Explanatory Plan 12388); Section 9 Block 4 North Range 6 West New Westminster District Plan 8552;
 - (ii) PID: 003-609-944, Lot "B" (RD58458E) Section 9 Block 4 North Range 6 West New Westminster District Plan 8552; and
 - (iii) PID: 002-850-702, Lot 169 Section 9 Block 4 North Range 6 West New Westminster District Plan 39107;
- (r) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 2015, Chapter 1, together with all amendments thereto and replacements thereof;
- (s) **"LTO"** means the New Westminster Land Title Office or its successor;
- (t) **"Manager, Community Social Development"** means the individual appointed to be the Manager, Community Social Development from time to time of the Community Services Department of the City and his or her designate;
- (u) **"Owner"** means 1004732 B.C. LTD. (Inc. No. BC1004732), being the Transferor described in item 5 of the *Land Title Act* Form C General Instrument constituting Part 1 of this Agreement together with any successors in title to the Lands or a portion of the Lands
- (v) **"Permitted Rent"** means no greater than:
 - (i) \$850.00 a month for a bachelor unit;
 - (ii) \$950.00 a month for a one-bedroom unit;
 - (iii) \$1,162.00 a month for a two-bedroom unit; and
 - (iv) \$1,437.00 a month for a three (or more) bedroom unit,

provided that, commencing January 1, 2018, the rents set-out above shall be adjusted annually on January 1st of each year this Agreement is in force and effect, by a percentage equal to the percentage of the increase in the CPI for the period January 1 to December 31 of the immediately preceding calendar year. In

the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. If there is a decrease in the CPI for the period January 1 to December 31 of the immediately preceding calendar year, the permitted rents set-out above for the subsequent year shall remain unchanged from the previous year. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

- (w) *“Real Estate Development Marketing Act”* means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;
- (x) *“Residential Tenancy Act”* means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;
- (y) *“Strata Property Act”* means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;
- (z) *“Subdivide”* means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or “shared interest in land” as defined in the *Real Estate Development Marketing Act*;
- (aa) *“Tenancy Agreement”* means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and
- (bb) *“Tenant”* means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;

- (e) any reference to any enactment is to the enactment in force on the date the Owner signs this Agreement, and to subsequent amendments to or replacements of the enactment;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2 USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant. For the purposes of this Article, "permanent residence" means that the Affordable Housing Unit is used as the usual, main, regular, habitual, principal residence, abode or home of the Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute

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determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.4 The Owner agrees that notwithstanding that the Owner may otherwise be entitled, the Owner will not:
- (a) be issued with a Development Permit unless the Development Permit includes the Affordable Housing Units;
 - (b) be issued with a Building Permit unless the Building Permit includes the Affordable Housing Units; and
 - (c) occupy, nor permit any person to occupy any Dwelling Unit or any portion of any building, in part or in whole, constructed on the Lands and the City will not be obligated to permit occupancy of any Dwelling Unit or building constructed on the Lands until all of the following conditions are satisfied:
 - (i) the Affordable Housing Units and related uses and areas have been constructed to the satisfaction of the City;
 - (ii) the Affordable Housing Units have received final building permit inspection granting occupancy; and
 - (iii) the Owner is not otherwise in breach of any of its obligations under this Agreement or any other agreement between the City and the Owner in connection with the development of the Lands.

ARTICLE 3

DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than five (5) Affordable Housing Units in a single or related series of transactions so that, when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than five (5) Affordable Housing Units.
- 3.3 If the Owner sells or transfers one (1) or more Affordable Housing Units, the Owner will notify the City Solicitor of the sale or transfer within 3 days of the effective date of sale or transfer.

- 3.4 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will allow the Tenant and any permitted occupant and visitor to have full access to and use and enjoy all on-site common indoor and outdoor amenity spaces;
 - (d) the Owner will not require the Tenant or any permitted occupant to pay any move-in/move-out fees, strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities, including without limitation parking, bicycle storage, electric vehicle charging stations or related facilities, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, that if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cable television, telephone, other telecommunications, gas, or electricity fees, charges or rates;
 - (e) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
 - (f) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
 - (g) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(l) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;

- (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
- (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.4(g)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(l) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.4(g)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (h) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (i) the Owner will forthwith deliver a true copy of the Tenancy Agreement to the City upon demand.

3.5 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

ARTICLE 4 DEMOLITION OF AFFORDABLE HOUSING UNIT

4.1 The Owner will not demolish an Affordable Housing Unit unless:

- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
- (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

ARTICLE 5 STRATA CORPORATION BYLAWS

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or indoor or outdoor amenities of the strata corporation.
- 5.5 No strata corporation shall pass any bylaws or approve any levies, charges or fees which would result in the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit paying for the use of parking, bicycle storage, electric vehicle charging stations or related facilities, notwithstanding that the Strata Corporation may levy such parking, bicycle storage, electric vehicle charging stations or other related facilities charges or fees on all the other owners, tenants, any other permitted occupants or visitors of all the strata lots in the applicable strata plan which are not Affordable Housing Units; provided, however, that the electricity fees, charges or rates for use of electric vehicle charging stations are excluded from this provision.
- 5.6 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations or related facilities, except, subject to section 5.5 of this Agreement, on the same basis that governs the use and enjoyment of any common property, limited common property and other common areas, facilities or amenities of the strata corporation, including parking, bicycle storage, electric vehicle charging stations and related facilities, by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach (or if the breach reasonably requires more than forty-five (45) days to cure, such period as is reasonably required to cure such breach so long as the Owner has commenced action to cure the breach and thereafter promptly and continuously works to remedy and cure the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The

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Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 No Compensation

The Owner acknowledges and agrees that no compensation is payable, and the Owner is not entitled to and will not claim any compensation from the City, for any decrease in the market value of the Lands or for any obligations on the part of the Owner and its successors in title which at any time may result directly or indirectly from the operation of this Agreement.

7.3 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.4 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.5 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;

- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands;
- (c) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (d) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.6 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement;
- (b) the City refusing to issue a development permit, building permit or refusing to permit occupancy of any building, or any portion thereof, constructed on the Lands; and/or
- (c) the exercise by the City of any of its rights under this Agreement or an enactment.

7.7 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.8 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.9 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.10 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.11 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.12 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

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

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.13 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.14 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.15 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.16 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.17 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.18 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.19 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.20 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.21 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.22 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.23 Joint and Several

If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.


7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

1004732 B.C. LTD. (INC. NO. BC1004732)

by its authorized signatory(ies):

Per: 
Name: _____

Per: _____
Name: _____

CITY OF RICHMOND

by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

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

Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____, the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$ _____ per month;
 - (b) the rent on the date of this statutory declaration: \$ _____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$ _____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

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6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of _____,
_____, in the Province of British
Columbia, this _____ day of _____,
_____, 20____.

A Commissioner for Taking Affidavits in the
Province of British Columbia

DECLARANT

PRIORITY AGREEMENT

FIRST COMMERCIAL BANK (the "Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands, which Mortgage and Assignment of Rents were registered in the Lower Mainland Land Title Office under numbers CA4014685 and CA4014686, respectively (together, the "Charges").

The Chargeholder, being the holder of the Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement shall bind the Charges in the Lands and shall rank in priority upon the Lands over the Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Charges and prior to the advance of any monies pursuant to the Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

FIRST COMMERCIAL BANK

by its authorized signatory(ies):

Per: _____
Name:

Per: _____
Name:



**Development Permit Panel
Wednesday, January 17, 2018**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cecilia Achiam, General Manager, Community Safety
Peter Russell, Senior Manager, Sustainability and District Energy

The meeting was called to order at 3:30 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on December 13, 2017 be adopted.

CARRIED

**1. Development Permit 17-774155
(REDMS No. 5660408)**

APPLICANT: Suncor Energy Inc.

PROPERTY LOCATION: 11991 Steveston Highway

INTENT OF PERMIT:

Permit the modification of an existing commercial building and drive-through to accommodate a drive-through restaurant establishment as a secondary use to the gas station at 11991 Steveston Highway on a site zoned "Gas Station Commercial (ZC15) – Broadmoor and Ironwood Area".

Development Permit Panel

Wednesday, January 17, 2018

Applicant's Comments

Anna Stilwell, Suncor Energy, provided an overview of the proposed development and highlighted the following:

- the proposal is to modify the existing commercial building and drive-through to accommodate a drive-through restaurant;
- the applicant will introduce measures to limit odours, light overspill, and noise resulting from drive-through activities;
- new mechanical units will be installed on the existing commercial building to address ventilation and manage odours generated from cooking activities in the drive-through restaurant;
- as recommended by the applicant's acoustical consultant, the height of the existing screening for the rooftop mechanical equipment is proposed to be increased by an additional 0.7 meters (approximately 2.29 feet) to accommodate the installation of new mechanical units and comply with the City's Noise Regulation Bylaw;
- the proposed rooftop screen design and colour will be consistent with the existing design and colour of the building; and
- 11 off-street parking spaces and eight vehicle queue spaces along the drive-through aisle are proposed to comply with Zoning Bylaw requirements.

It was noted that any new signage or revised signage would require separate sign permit applications which would be required to comply with the City's sign regulations.

In reply to a query from the Panel, Ms. Stilwell acknowledged that an extra piece of mechanical equipment will be installed and the applicant's acoustical consultant had advised that the height of the existing rooftop screen be increased to comply with the City's Noise Regulation Bylaw.

Mary Chan Yip, PMG Landscape Architects, briefed the Panel on the proposed landscaping for the project, noting that (i) previously installed plantings on site, including trees, shrubs and hedges, are in good condition and have been well-maintained, (ii) one tree will be removed due to an upgrade of the adjacent No.5 Road sidewalk and two replacements trees are proposed on site, (iii) an additional canopy tree is proposed adjacent to the patio area, (iv) patio areas and crosswalks will be finished in stamped concrete to prevent infiltration and contamination of the ground soil on the gas station, (v) additional landscaping will be installed to provide a buffer between the drive-through lane and the outdoor patio, (vi) a crosswalk will be installed to provide a safe crossing for pedestrians from the sidewalk along No. 5 Road into the drive-through restaurant, and (vii) landscaping on the corner of No. 5 Road and Steveston Highway will be upgraded.

In reply to a query from the Panel, Ms. Chan confirmed that there is an existing single drive-through lane on site and the applicant is proposing a dual drive-through lane.

In reply to a query from the Panel, Ms. Stilwell acknowledged that new signage will be installed on the drive-through restaurant building.

Development Permit Panel

Wednesday, January 17, 2018

In reply to a further query from the Panel, Wayne Craig, Director, Development, confirmed that the proposal was reviewed by Transportation staff and the provision for eight vehicle queue spaces along the drive through lane meets the minimum requirement of the Zoning Bylaw.

Staff Comments

Mr. Craig noted that (i) there will be a City work order associated with the project for frontage improvements on Steveston Highway and No. 5 Road, and (ii) a voluntary cash contribution was secured for the future installation of a bus shelter on the bus pad along the frontage of the site through the rezoning application.

In reply to queries from the Panel, Mr. Craig advised that (i) the applicant could provide an updated building elevation showing the approximately two feet increase in height of the rooftop screening for mechanical equipment, (ii) after the staff report on the subject development application had been published, staff received information from the applicant regarding the proposed increase in the height of rooftop screening, (iii) staff noted that the height increase complies with the Zoning Bylaw and consistent with existing materials on the building as conveyed by the applicant, and (iv) increasing the height of the rooftop screening is one of the options to address the installation of additional mechanical equipment on the rooftop.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Chair noted that the applicant's recent proposal to increase the height of the rooftop mechanical equipment screen should have been given more careful thought considering that the subject site is adjacent to residential developments.

In addition, the Chair suggested that the subject development permit application be referred back to staff and included in the agenda of the January 31, 2018 meeting of the Panel in order for staff to work with the applicant to explore alternatives to screening all rooftop mechanical equipment other than increasing the height of the screening.

Development Permit Panel
Wednesday, January 17, 2018

Panel Decision

It was moved and seconded

That Development Permit application 17-774155 be referred back to staff and brought forward for consideration by the Development Permit Panel at its January 31, 2018 meeting, to be held at 3:30 p.m. in the Council Chambers, City Hall, in order for staff to work with the applicant to explore alternative approaches to screening all rooftop mechanical equipment on the building to mitigate and buffer noise other than increasing the height of the screened enclosure.

CARRIED

The Panel agreed that Item 3 be considered ahead of Item 2.

3. Development Variance 17-790824
(REDMS No. 5689809)

APPLICANT: Lafarge Canada Inc.

PROPERTY LOCATION: 7611 No. 9 Road

INTENT OF PERMIT:

Vary the provisions of Richmond Zoning Bylaw 8500 to:

1. Increase the maximum height for buildings from 12.0 m to 15.0 m; and
2. Increase the maximum height for accessory structures from 20.0 m to 65.0 m

in order to permit the construction of a new storage building and conveyor structure on a site zoned "Industrial (I)".

Applicant's Comments

Martin Spiekermann, Project Manager, Lafarge Canada Inc., provided an overview of the proposal and highlighted the following

- the applicant's Alternative Fuel Project intends to reduce greenhouse gas emissions in its existing cement plant and reduce the amount of waste placed into landfills;
- the project includes a new alternative fuel handling system and additional storage capacity for alternative fuels; and
- safety features, including state-of-the-art fire detection and fire suppression system, will be installed to prevent accidents and contain odours and dust in the building during storage and handling of alternative fuels.

4.

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Wednesday, January 17, 2018

Pascal Bouchard, Plant Manager, Lafarge Cement Plant (Richmond), briefed the Panel on the benefits of the project from an environmental perspective, noting that (i) use of fossil fuel such as coal or natural gas will be reduced by at least 50 percent in the facility, (ii) greenhouse gas emissions in the facility will be reduced by 20 percent or approximately 50,000 tonnes of carbon dioxide equivalent, and (iii) low carbon fuels going to landfills will be diverted for use in the plant, reducing the amount of waste in landfills by approximately 100,000 tonnes per year.

In response to a query from the Panel, Mr. Bouchard clarified that low carbon fuels are waste materials that go normally to landfills or incinerators such as construction and demolition residues.

In response to a query from the Panel, Mr. Bouchard acknowledged that the applicant has the technology, expertise and experience for the project. In addition, he noted that bringing in a new stream of low carbon fuels requires demonstrating to Metro Vancouver that emissions will not be negatively impacted.

In response to a query from the Panel, Mr. Spiekermann acknowledged that the proposed conveyor structure will be visible from one angle, but its size is small relative to existing structures on site.

In response to queries from the Panel, Mr. Pascal advised that (i) a technologically advanced fire detection and suppression system will be installed in the storage building and conveyor structure which is compliant with and even exceeds fire code and regulation requirements, and (ii) walkways are provided for maintenance work on the conveyor structure.

In response to a query from the Panel, Mr. Spiekermann noted that the proposed colour scheme for the building and accessory structure is consistent with the existing structures on site.

In response to a query from the Panel, Mr. Craig confirmed that changes had been made in the Zoning Bylaw regarding the permitted maximum height of buildings and accessory structures for heavy industrial uses.

Gallery Comments

None.

Correspondence

None.

Panel Decision

It was moved and seconded

That a Development Variance Permit be issued which would vary the provisions of Richmond Zoning Bylaw 8500 to:

Development Permit Panel
Wednesday, January 17, 2018

1. *increase the maximum height for buildings from 12.0 m to 15.0 m; and*
 2. *increase the maximum height for accessory structures from 20.0 m to 65.0 m;*
- in order to permit the construction of a new storage building and conveyor structure on a site zoned "Industrial (I)".*

CARRIED

2. Development Permit 17-778607
(REDMS No. 5518855)

APPLICANT: Interface Architecture

PROPERTY LOCATION: 7760 Garden City Road

INTENT OF PERMIT:

1. Permit the construction of four townhouse units at 7760 Garden City Road on a site zoned "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub Area (City Centre)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum required rear yard setback from 4.57 m to 3.0 m.

Applicant's Comments

Ken Chow, Interface Architecture, provided an overview of the proposed development and highlighted the following:

- the proposed development is sited on an orphan lot surrounded by multi-family housing developments;
- access to the development is through the townhouse development to the south of the subject site and residents' concerns were addressed by the applicant at rezoning;
- two of the four-unit townhouse development are convertible units; and
- the architectural form and character of the subject development blends well with surrounding developments.

In response to a query from the Panel, Mr. Chow advised that there will be no adjacency issues with regard to the townhouse unit immediately adjacent to the south of Building 2 of the subject development, noting that (i) there is an existing fence between Building 2 and the adjacent townhouse unit to the south which the owner had decided to retain, and (ii) Building 2 units and the adjacent unit to the south are both three-storeys and there are no potential overlook concerns.

In response to a further query from the Panel, the developer stated that he would be amenable to Panel's suggestion to provide 240-volt power for electric vehicle charging in the two convertible units' garages.

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Staff Comments

Mr. Craig noted that (i) the terms of the access agreement reached by the developer and the strata council of the adjacent development to the south will be secured as a consideration to rezoning, and (ii) the proposed rear yard setback variance relates only to the ground floor of Building 1 as the second and third floors of the building step back to meet the required minimum side yard setback.

In response to a query from the Panel, Mr. Craig confirmed that the variance request was identified at rezoning stage.

Gallery Comments

None.

Correspondence

None.

Panel Discussion

The Panel expressed support for the project subject to confirmation of the applicant's commitment to install 240-volt power for electric vehicle charging in the dwelling units.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would:

1. *permit the construction of four townhouse units at 7760 Garden City Road on a site zoned "Town Housing (ZT49) – Moffatt Road, St. Albans Sub-Area and South McLennan Sub Area (City Centre)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum required rear yard setback from 4.57 m to 3.0 m.*

CARRIED

2. **Date of Next Meeting: January 31, 2018**

3. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:10 p.m.

CARRIED

7.

Development Permit Panel
Wednesday, January 17, 2018

Certified a true and correct copy of the Minutes of the meeting of the Development Permit Panel of the Council of the City of Richmond held on Wednesday, January 17, 2018.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk



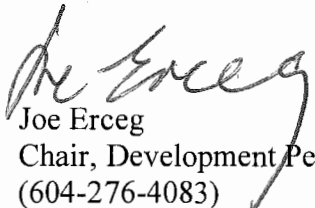
City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: January 24, 2018
File: 01-0100-20-DPER1-
01/2018-Vol 01
Re: **Development Permit Panel Meetings Held on June 29, 2016, July 26, 2017 and
January 17, 2018**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) A Development Permit (DP 15-716268) for the property at 23241, 23281 and part of 23301 Gilley Road, and part of 23060 and 23000 Westminster Highway (Parcel 2, Hamilton Village);
 - b) A Development Permit (DP 15-716274) for the property at parts of 23241 and 23281 Gilley Road, and part of 23060, 23066, 23080, and part of 23100 Westminster Highway (Parcel 3, Hamilton Village);
 - c) A Development Variance Permit (DV 17-790824) for the property at 7611 No. 9 Road;be endorsed, and the Permit so issued.


Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

Panel Report

The Development Permit Panel considered the following items at its meetings held on June 29, 2016, July 26, 2017 and January 17, 2018.

DP 15-716268 – ORIS DEVELOPMENTS (HAMILTON) CORP. – 23241, 23281 AND PART OF 23301 GILLEY ROAD, AND PART OF 23060 AND 23000 WESTMINSTER HIGHWAY (PARCEL 2, HAMILTON VILAGE)
(June 29, 2016)

The Panel considered a Development Permit application to permit the construction of a 69-unit mixed use building on a site zoned "Residential/Limited Commercial (ZMU29) – Neighbourhood Village Centre (Hamilton)". A variance is included in the proposal to not provide an on-site, medium size loading space.

Dana Westermarck, of Oris Consulting Ltd.; Architect, Keith Hemphill, of Rositch Hemphill Architects; and Landscape Architect, Doug Shearer, of Hapa Collaborative, provided a brief presentation on the subject application and adjacent application included below in this report, noting that:

- Three affordable housing units will be provided for both Parcels 2 and 3.
- Parcels 2 and 3 will share a geo-exchange system for heating, cooling and waste energy recirculation.
- Parcels 2 and 3 will share a partially below-grade parkade accessed from the north off the future new road. The loading space and fire access are temporarily located on Gilley Road, but the loading space will be relocated as part of future developments.
- Gilley Road will be raised by up to 8 ft. and reconstructed to create a retail High Street. A 2.5 m grade change at the corner of Gilley Road and Westminster Highway has been addressed through appropriate architectural and landscaping treatments.
- The two buildings in Parcels 2 and 3 enclose a landscaped central courtyard with shared uses for both parcels and specific uses for each parcel.
- The publicly-accessible north-south greenway and the semi-private east-west pathway between the two parcels enhance pedestrian connectivity within the project.
- Wide and heavily landscaped terraces provide a buffer to Westminster Highway and an attractive transition to the adjacent streetscape.
- Amenities in the south courtyard for Parcel 3 include, among others, community garden plots, garden shed, seating benches, a gazebo, and a separate private area dedicated for memory ward residents.

In response Panel queries, Mr. Hemphill and Mr. Westermarck advised that:

- A transparent parkade partition will separate commercial parking from residential parking.
- In order to focus the residents' attention to the various program elements in the internal courtyard, a soft building backdrop would be appropriate, thus the red vertical columns found in other elevations need not be integrated in the building façade facing the courtyard.
- A person in wheelchair coming from Westminster Highway can access the internal courtyard through the residential component in Parcel 2 and the accessible building entry in Parcel 3.
- The underground parkade, being a non-habitable space, has a lower floodplain level and the design will minimize damage to the parkade structure in the event of flooding.
- A future 5 ft. increase in the elevation of Westminster Highway will benefit the project as it will reduce the grade change between the podium level and the sidewalk and it will not adversely impact the parkade wall structure.
- The shadow analysis reveals that the proposed garden plots will receive adequate sunlight.

Staff noted that: (i) Parcel 2 provides 41 Basic Universal Housing units; and (ii) the three variances requested for Parcel 3 are related to the proposed increase in the permitted height and projection of an architectural feature to add visual interest to the building and reduction of the south interior side yard setback for a garden shed located in close proximity to the shared property line between the two projects.

The Chair commended the applicant for the hard work done on the project and for successfully addressing the challenging condition at Westminster Highway.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends that the Permit be issued.

DP 15-716274 – ORIS DEVELOPMENTS (HAMILTON) CORP. – PARTS OF 23241 AND 23281 GILLEY ROAD, AND PART OF 23060, 23066, 23080, AND PART OF 23100 WESTMINSTER HIGHWAY (PARCEL 3, HAMILTON VILAGE)
(June 29, 2016 and July 26, 2017)

The Panel considered a Development Permit application to permit the construction of a 130-unit seniors housing building on a site zoned "Low Rise Apartment (ZLR27) – Neighbourhood Village Centre (Hamilton)". Variances are included in the proposal for increased building height, increased projection into the north setback and a garden shed in the south interior side yard setback.

The proposal was considered at the Panel meetings held on June 29, 2016, and July 26, 2017.

At the meeting held on June 29, 2016, the presentation and discussion of the subject application occurred concurrently with application DP 15-716268 for the adjacent property and is included and detailed above in this report.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommended that the Permit be issued.

At the meeting held on July 26, 2017 meeting, the Panel considered an application for minor changes to the design of the parkade wall and interim landscaping buffer on part of the east elevation of the in-stream Development Permit (DP 15-716274).

The Panel considered an application for changes to the design of the parkade wall and interim landscaping buffer on part of the east elevation of the project be considered to be in General Compliance with approved Development Permit (DP 15-716274).

Nathan Curran, of Oris Consulting Ltd., provided a brief presentation to the Panel regarding the proposed 130-unit seniors housing building:

- The approved design includes a temporary landscape berm along the east side of Parcel 3 as an interim grade transition to adjacent single-family lots.
- At the request of owners of the adjacent single-family lot at 4651 Smith Crescent, the proposed landscape berm and the easement placed on their property are proposed to be removed and replaced with decorative treatment on the parkade wall with over-hanging landscaping. The section of the parkade wall adjacent to 4651 Smith Crescent will be set back 6 in. from the property line instead of the original zero setback.
- The remainder of the east parkade wall adjacent to the other single-family lots will be maintained and the original landscape berm will be raised by 1 m with a corresponding increase in berm slope.

In response to a Panel query, staff acknowledged that the statutory right-of-way (SRW) over the public greenway along the eastern edge of the building's podium parkade permits the proposed 6 in. gap between the eastern parkade wall and the east property line, to be filled and the public greenway will be widened when the adjacent property at 4651 Smith Crescent redevelops in the future.

No correspondence was submitted to the Panel regarding the General Compliance application.

The Panel recommends that the Permit be issued.

DV 17-790824 – LAFARGE CANADA INC. – 7611 NO. 9 ROAD

(January 18, 2017)

The Panel considered a Development Variance Permit application to vary the provisions of Richmond Zoning Bylaw 8500 for increased maximum building height and increased maximum accessory structure height in order to permit the construction of a new storage building and conveyor structure on a site zoned “Industrial (I)”.

Project Manager, Martin Spiekermann, of Lafarge Canada Inc.; and Plant Manager, Pascal Bouchard, of Lafarge Cement Plant (Richmond), provided an overview of the proposal and highlighted the following:

- The Alternative Fuel Project intends to reduce greenhouse gas emissions in the existing cement plant and reduce the amount of waste placed into landfills.
- The project includes a new fuel handling system and additional storage capacity for alternative fuels.
- Safety features, including state-of-the-art fire detection and fire suppression system, will be installed to prevent accidents and contain odours and dust in the building during storage and handling of alternative fuels.
- The project would provide environmental benefits, noting that: (i) use of fossil fuel, such as coal or natural gas will be reduced by at least 50 percent in the facility; (ii) greenhouse gas emissions in the facility will be reduced by 20 percent or approximately 50,000 tonnes of carbon dioxide equivalent; and (iii) low carbon fuels going to landfills will be diverted for use in the plant, reducing the amount of waste in landfills by approximately 100,000 tonnes per year.

In response to Panel queries, Mr. Bouchard and Mr. Spiekermann advised:

- The low carbon alternative fuels are waste materials that go normally to landfills or incinerators, such as construction and demolition residues.
- The applicant has the technology, expertise and experience for the project. In addition, bringing in a new stream of low carbon fuels requires demonstrating to Metro Vancouver that emissions will not be negatively impacted.
- The proposed conveyor structure will be visible from one angle, but its size is small relative to existing structures on-site.
- A technologically advanced fire detection and suppression system will be installed in the storage building and conveyor structure which is compliant with and even exceeds fire code and regulation requirements.
- Walkways are provided for maintenance work on the conveyor structure.

- The proposed colour scheme for the building and accessory structure is consistent with the existing structures on-site.

In response to a Panel query, staff confirmed that changes had been made in the Zoning Bylaw regarding the permitted maximum height of buildings and accessory structures for heavy industrial uses.

No correspondence was submitted to the Panel regarding the Development Variance Permit application.

The Panel recommends that the Permit be issued.



City of Richmond

Report to Council

To: Richmond City Council
From: Joe Erceg
Chair, Development Permit Panel
Date: January 10, 2018
File: 01-0100-20-DPER1-
01/2018-Vol 01
Re: **Development Permit Panel Meetings Held on March 29, 2017, July 12, 2017,
August 9, 2017, November 29, 2017 and December 13, 2017**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of:
 - a) A Development Permit (DP 16-740024) for the property at 3755 Chatham Street;
 - b) A Development Permit (DP 17-760368) for the property at 9240, 9248 and 9260 Cambie Road;
 - c) A Development Permit (DP 17-771210) for the property at 23100, 23120 and 23140 Westminster Highway; and
 - d) A Development Variance Permit (DV 15-704583) for the property at 10455 Bridgeport Road;

be endorsed, and the Permit so issued.

Joe Erceg
Chair, Development Permit Panel
(604-276-4083)

SB:blg

Panel Report

The Development Permit Panel considered the following items at its meetings held on March 29, 2017; July 12, 2017; August 9, 2017; November 29, 2017; and December 13, 2017.

DP 16-740024 AND HA 16-744661 – TIEN SHER CHATHAM DEVELOPMENT LTD.
– 3755 CHATHAM STREET
(March 29, 2017)

The Panel considered a Development Permit application to permit the construction of a three-storey mixed use development containing 16 residential units on a site zoned “Commercial Mixed Use (ZMU32) – Steveston Village”. A variance is included in the proposal for increased maximum building height.

Architect, Ken Chow, of Interface Architecture; developer, Charan Sethi, of Tien Shier Group; and Landscape Architect, Meredith Mitchell, of M2 Landscape Architecture, provided a brief presentation, including:

- Four distinct building facades correspond to historic lot lines and are inspired by four identified heritage resource buildings in the Steveston Village Heritage Conservation Area.
- Modern cladding materials; such as hardie narrow board lap siding, shingle siding, and fiber cement/wood trim are proposed.
- The zero lot line adjacency on the east and west side yards and narrow gap between the subject building and adjacent buildings on both sides are addressed by continuing the cladding treatment on both sides of the elevation, infilling with hardie trim, installing a metal flashing to cover the top of the narrow gap, and incorporating a movable wood panel at the base of the gap on the west side.
- A public pedestrian access is provided from the lane at the back to retail and commercial frontages along Chatham Street through the indoor parking area and secured by gates.
- The proposed rooftop amenity area is located at the center to minimize visibility from the street and can be accessed by a full-size elevator and stairs.
- An existing neighbouring tree at the back is proposed to be retained and protected.
- Special sidewalk paving treatment is proposed, matching the architecture of the building.
- The rooftop amenity area is programmed to create a “room” feel for the active and passive spaces, and storage space for garden tools will be provided for rooftop garden users.

In response to Panel queries, the design team advised that: (i) usable space under the mansard roof could be utilized for installation of cubbie shelves for storage of garden tools; (ii) barrier-free access is provided from the handicapped parking space to the commercial and retail frontages; (iii) the proposed public pedestrian access through the parkade is not enclosed, is well-lit, and will be provided with signage to address potential safety and security issues; and (iv) relocating the elevator and stairs closer to the centre of the building would result in an inefficient building design.

Staff noted that: (i) the project was reviewed and supported by the Richmond Heritage Commission and Advisory Design Panel; (ii) the proposed development includes 16 basic universal housing units; (iii) significant sustainability features of the project include meeting Energuide 82 standards; (iv) the two stair access structures are approximately 1 m above the 12 m maximum permitted building height; and (v) the elevator overrun exceeds the maximum building height by 2.75 m.

In response to a Panel query, staff advised that the proposed building height variances are consistent with the height variances granted to similar projects with rooftop access through elevator and stairway.

Mr. Ralph Turner addressed the Panel, noting that four developments in Steveston Village have been granted height variances and questioned the rationale for allowing the height variances.

In response to Mr. Turner's query, the Chair stated that the Development Permit Process provides for height variances to be considered on a case-by-case basis and subject to the merits of the variance request.

Ms. Jeannethe Root addressed the Panel, expressing concern regarding westward extension of the existing lane at the back of the subject property; which will terminate at the west end of the proposed development, and not continue all the way through to Second Avenue. She noted that the proposed location of the parking entrance off the future lane extension will cause traffic congestion in the already busy lane due to the location of the medical building, Steveston United Church and child care in the area.

In addition, Ms. Root noted that: (i) the lane is currently used for vehicular parking by medical building clients; (ii) visitor and employee parking has increased on the streets surrounding the proposed development due to hourly restrictions on street parking in downtown Steveston Village and lack of parking spaces for stores and offices in the area; and (iii) the proposed public pedestrian access through the ground floor parkade of the proposed development could pose potential security issues.

In response to Panel queries, staff advised that: (i) the proposed number of visitor, commercial and residential parking spaces for the subject development complies with the Zoning Bylaw; (ii) further westward extension of the lane up to Second Avenue will happen when neighbouring lots to the west of the subject site will be redeveloped in the future; and (iii) the project provides a vehicle turn-around area on the dead end lane.

Correspondence was submitted to the Panel regarding the Development Permit application. In response to the questions and concerns raised by Ms. Root in her letter, staff noted that: (i) the consideration of the subject Development Permit Application is in keeping with the typical development process; (ii) the subject application will not advance to Council until the rezoning is in place; (iii) on-site tree removal was considered at the rezoning stage; (iv) fully enclosed garbage and recycling bins are provided at the rear of the development and accessed off the lane; and (v) the proposed on-site parking complies with the City's Zoning Bylaw.

In response to the concern raised by Ms. Root regarding the current location of garbage dumpsters used by the medical building and United Methodist Church at the end of the existing lane, the Chair noted that they are required to be kept on private property. Also in response to the same concern, staff advised that the issue has been forwarded to the City's Community Bylaw Department and will be followed up by staff.

In response to Panel queries, staff noted that: (i) the City's Transportation Department had reviewed the project and commercial and visitor parking stalls could be shared; and (ii) the proposed City lane extension treatment will be the standard 5.4 m wide asphalt driving surface with rolled curb and gutter and street lighting.

The Panel expressed support for the project and commended the design team and staff for: (i) the building design with four distinct components; (ii) a well thought-out project and provision for adequate parking; (iii) the design and location of the rooftop structures which minimize their visibility from the street; and (iv) accessibility of the rooftop amenity area for people in wheelchairs.

Subsequent to the Panel meeting, after working with the property owners, Community Bylaw staff confirmed that the garbage bins have been relocated onto the medical building private property and the United Methodist Church private property.

The Panel recommends that the Permit be issued.

DP 17-760368 – WESTMARK DEVELOPMENTS (CAMOSUN) LTD. – 9240, 9248 AND 9260 CAMBIE ROAD
(July 12, 2017)

The Panel considered a Development Permit application to permit the construction of a 59-unit townhouse project on a site zoned "Town Housing (ZT79) - Alexandra Neighbourhood (West Cambie)". A variance is included in the proposal for increased maximum lot coverage for buildings.

Architect, Ken Chow, of Interface Architecture Inc.; and Landscape Architect, Jonathan Losee, of Jonathan Losee Ltd. Landscape Architecture, provided a brief presentation on the proposal, including:

- The subject site fronts onto Cambie Road and the future Dubbert Street extension and will be bisected by the future east-west McKim Way extension.
- Separate outdoor amenity areas are proposed for the northern site and the southern site, including an open air covered gazebo, children's play structures, benches and tables.
- The rear yards of townhouse units adjacent to the east and south property lines of the subject site will be raised to approximately the same height of an apartment parking podium to provide a reasonable interface with future adjacent developments.
- A neo-Victorian rowhouse character is proposed for the project and end units fronting the street are well articulated to provide visual interest.

- Three convertible units are proposed and two additional units will be provided with wider stairs to allow future installation of stair mounted chairlifts.
- Formal landscaping consistent with the English garden concept is proposed, including wood picket fences, arbours, and entry gates are proposed for street frontages, complemented with neat layers of planting with variation in sizes and colours.

In response to Panel queries, Mr. Losee and Mr. Chow advised that: (i) separate mailboxes are provided for the northern and southern portions of the development; (ii) stamped concrete is proposed for the visitor parking stalls as opposed to permeable pavers due to potential maintenance issues if permeable pavers are installed on a high traffic area; and (iii) installing permeable pavers on visitor parking stalls could be considered by the applicant.

Staff noted that: (i) the original amenity building at the northern outdoor amenity area proposed at rezoning has been removed as per Advisory Design Panel (ADP) recommendation and the applicant will provide cash-in-lieu for indoor amenity space as per Council Policy; (ii) the proposed development will be connected to the Alexandra District Energy Utility (DEU); (iii) the project has been designed to achieve the City's aircraft noise acoustical standards; (iv) the proposed variance to increase the maximum lot coverage of buildings is related to the installation of DEU equipment in the project; and (v) the increase in building lot coverage is offset by a reduction of lot coverage for hard surfaces.

In response to a Panel query, staff confirmed that: (i) the Zoning Bylaw allows a maximum of 70 percent non-porous surfaces for developments; and (ii) the subject development falls below the maximum permitted amount of impermeable surfaces.

Correspondence was submitted to the Panel regarding the Development Permit application. In response to the concerns expressed, staff noted that: (i) the proposed project is a three-storey townhouse development and potential shadowing impacts on the north side of Cambie Road would be limited; (ii) there will be a minimal increase in the subject site's elevation relative to Cambie Road, as the average finished site grade for the northern portion of the subject site is approximately 2.4 m as opposed to the 2 m elevation of Cambie Road; and (iii) dust control will be monitored by the City's Building Approvals and Community Bylaws during the construction stage of the project.

In response to the same concern, the applicant advised that a construction barrier and other dust control measures will be provided to control the dust generated from construction activities.

The Panel expressed support for the proposed development, noting that the use of permeable paving could enhance the permeability of the project's surface areas.

Subsequent to the Panel meeting, the applicant revised the design to include permeable paving areas in the drive aisles.

The Panel recommends that the Permit be issued.

DP 17-771210 – TRELIS SENIORS SERVICES LTD. – 23100, 23120 AND
23140 WESTMINSTER HIGHWAY
(August 9, 2017)

The Panel considered a Development Permit application to permit the construction of a 135-unit senior's care facility on a site zoned "Senior's Care Facility (ZR11) – Hamilton Village (Hamilton)". Variances are included in the proposal for reduced minimum parking aisle width and increased maximum permitted projections into the rear yard, north interior side yard and south interior side yard.

Mary McDougall, Trellis Seniors Services Ltd., introduced the project, noting that: (i) the proposed 135-bed seniors care facility complements the future assisted and independent living facilities across the New Road; (ii) the project has been designed to provide quality of life care to residents mostly with cognitive and physical impairments; and (iii) the project prioritizes energy and environmental sustainability and offers economic benefits to the area.

Architects, Mitch Vance and Pat Wheeler, of Derek Crawford Architects Inc. and Landscape Architect provided a brief presentation regarding the proposal, including:

- The proposed three wings of the building; which have a more residential than an institutional feel, create two enclosed courtyards.
- All three floors of the building are provided with covered decks and a south-facing sun deck above the port cochere is proposed on the third floor adjacent to a multi-purpose room.
- The contemporary architecture of the building is consistent with its site context.
- High quality materials are proposed to reinforce the residential character of the building. The colour palette is neutral and wood accents help provide a residential feel to the building.
- The well-articulated building façade visually breaks up the mass of the building and breaks in building materials at key places add visual interest to the building.

In response to Panel queries, Mr. Vance advised that the wood-screened generator and transformer at the southeast corner of the site near the main entrance to the building could not be located on the parkade due to the City's flood bylaw requirements.

In response to queries from the Panel, Landscape Architect, Travis Martin, of van der Zalm + Associates Inc., acknowledged that: (i) the north courtyard is not totally shaded and the portion with sun exposure will be planted with Evergreen and flowering plants; (ii) the two internal courtyards are enclosed and can only be accessed from inside the building; and (iii) residents with family members will have to exit the building through the main entrance to access the greenway.

In response to further queries from the Panel, the design team advised that the applicant will consider: (i) redesigning the indented curb in the loading area at the southeast corner of the site adjacent to the temporary placement of garbage and recycling bins to provide more sidewalk

space for the greenway entry; and (ii) installing heating elements on the curved and steep driveway to the parkade to enhance the safety of vehicles during snowy conditions in winter.

Staff noted that: (i) there is a Servicing Agreement for frontage improvements along Westminster Highway, the New Road portions on the subject site, and the north-south greenway; (ii) the applicant is proposing LEED Gold equivalency for the project; (iii) proposed plantings on the Environmentally Sensitive Area (ESA) along the northern and western edges of the subject site were developed in consultation with a Qualified Environmental Professional (QEP); and (iv) the applicant's maintenance obligations for ESA plantings will be subject to a legal agreement.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel expressed support for the project, noting that the building massing has been nicely broken down visually through the incorporation of balconies and variation of materials. Also, the Panel reiterated its recommendation for: (i) redesigning the curb at the northeast corner of the site to provide more space to the greenway entry; and (ii) installing heating elements on the driveway to the parkade.

Subsequent to the Panel meeting, the applicant revised the design to: (i) increase the width of sidewalk at the greenway entry by moving the roadway curb southward; and (ii) include hydronic heating at the parking access ramp.

The Panel recommends that the Permit be issued.

DV 15-704583 – MATILDE ABELLA – 10455 BRIDGEPORT ROAD
(November 29, 2017 and December 13, 2017)

The Panel considered a Development Variance Permit application to permit the retention of an existing non-conforming addition to the single-family dwelling on a site zoned "Single Detached (RS1/D)". Variances are included in the proposal for a reduced rear yard setback and reduced landscaping in the required front yard.

Designer, Adison Xavier, of Kalypso Kreations – Design and Drafting, provided a brief presentation of the proposal, including:

- The two proposed variances are requested to allow the retention of the non-conforming house addition at the rear of the dwelling and provide one vehicle parking stall for the proposed secondary suite in addition to the required two parking stalls for the principal dwelling;
- The existing additions and alterations to the house made by the previous owners without a Building Permit encroach into the required minimum rear yard setback.
- The existing landscaped area for the overall site is minimal and the proposed landscaping scheme will achieve the required 30 percent lot coverage for live landscaping.
- The new City minimum requirement for live landscaping in the front yard would not be achieved due to the provision of parking stalls.

- New fencing will be installed at the front and rear of the property to provide screening to the parking stalls and the rear addition.

In response to Panel queries, Ms. Xavier advised that: (i) increasing the size of proposed trees and shrubs would be considered; (ii) there was no disclosure from the previous property owner to the current owner at the time of purchase regarding the non-conforming house addition; and (iii) relocating the proposed parking stalls to reduce the paved area in the front yard would be considered.

In response to Panel queries, staff noted that: (i) the subject site fronts an arterial road; (ii) staff had worked with the applicant to reduce the paved area in the front yard as much as possible while providing adequate space for vehicle turn-around on-site; and (iii) staff has not conducted an exhaustive review of whether a reorganization or reorientation of the proposed parking stalls will result in further reduction of the paved area in the front yard.

Staff acknowledged that the subject application is difficult, as staff normally takes a dim view on proposed variances which legitimize construction conducted without a Building Permit. However, staff noted that: (i) the applicant has provided letters of support from all three neighbouring property owners; and (ii) through the staff review, the landscaping for the site has been increased to conform with the overall landscape objectives for the subject property.

The application was referred back to staff with direction to: (i) explore the reduction of the size of the paved area in the front yard; (ii) increase the landscaped area; and (iii) address the Panel's concern regarding the type and size of proposed planting.

At the Panel meeting held on December 13, 2017, Ms. Xavier provided a brief presentation of the revisions made to the landscape plan, including:

- Proposed landscaping in the required front yard was increased in area from 29 to 36 percent.
- The remaining three parking stalls were shifted north, separated from Bridgeport Road.
- The original plant list has been revised to include new tree and shrub species Western Red Cedar, Pyramid Cedar and Hick's Yew with increased size of planting and additional screening of the rear addition and vehicle parking area.

In reply to a Panel query, Ms. Matilde Abella, property owner, acknowledged that the real estate agent who facilitated the sale of the property did not inform her about the non-conforming house addition when she purchased the property and she had been unable to contact him after the sale.

Staff advised that different parking configurations had been explored and the proposed design maximizes the front yard landscaping while still allowing on-site vehicle maneuvering.

In reply to a Panel query, Ms. Xavier acknowledged that there is an existing neighbouring hedge abutting the east property line of the subject site so no new planting will be introduced there.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel recommends that the Permit be issued.