



City Council

**Council Chambers, City Hall
6911 No. 3 Road**

**Monday, October 23, 2017
7:00 p.m.**

Pg. # ITEM

MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on October 10, 2017 (distributed previously); and*
- (2) *adopt the minutes of the Special Council meeting held on October 10, 2017 (distributed previously).*

AGENDA ADDITIONS & DELETIONS

PRESENTATION

Pat Bell, Head of Planning and Director of Education, Community Energy Association, to present the Climate and Energy Action award for the City's Community Energy Save Program.

COMMITTEE OF THE WHOLE

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

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. 15.

4. *Motion to rise and report.*



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
- Application to Amend Food-Primary Liquor Licence – Relocation of Cactus Club to 1666-6551 No. 2 Rd
- Land use applications for first reading (to be further considered at the Public Hearing on November 20, 2017):
 - 7151 No. 2 Road – Rezone from RS1/E to RTL4 (Konic Development Ltd. – applicant)
 - 12431 McNeely Drive – Rezone from AG1 to RS2/B (Darlene Dueckman, Mark Dueckman, and John Goossen – applicant)
- Richmond’s Five Year Regional Context Statement Review, 2041 Official Community Plan (OCP)
- Translink 2018 Capital Program Cost-Share Submissions
- Grease Inspection Update 2017
- Traffic Recording Capabilities at Intersections in Richmond

5. *Motion to adopt Items No. 6 through No. 13 by general consent.*



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Consent
Agenda
Item

6. COMMITTEE MINUTES

That the minutes of:

- CNCL-11 (1) the **Community Safety Committee** meeting held on October 11, 2017;
- CNCL-16 (2) the **General Purposes Committee** meeting held on October 16, 2017;
- CNCL-22 (3) the **Planning Committee** meeting held on October 17, 2017;
- CNCL-68 (4) the **Public Works and Transportation Committee** meeting held on October 18, 2017; and
- CNCL-73 (5) the **Council/School Board Liaison Committee** meeting held on September 20, 2017;

be received for information.



Consent
Agenda
Item

7. APPLICATION TO AMEND FOOD-PRIMARY LIQUOR LICENCE-RELOCATION OF CACTUS CLUB TO 1666-6551 NO. 3 RD

(File Ref. No. 12-8275-30-001) (REDMS No. 5551408 v. 2)

CNCL-77

See Page CNCL-77 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the application from Cactus Club Cafe 2900 Ltd., operating as Cactus Club Cafe, for the relocation amendment to their Food Primary Liquor Licence No. 148636 from location at 5500 No. 3 Road with hours of liquor service from 9:00 a.m. to next day 1:30 a.m., Monday to Saturday and from 9:00 a.m. to midnight, Sunday; to location at 1666 – 6551 No. 3 Road with the same hours of liquor service, be supported;*
- (2) *That a letter be sent to the Liquor Control and Licensing Branch advising that:*
 - (a) *Council supports the relocation amendment of the application and the hours of liquor service;*
 - (b) *The total person capacity at 223 persons indoor and 76 persons for the outdoor patio is acknowledged;*
 - (c) *Council's comments on the prescribed criteria (section 71 of the Liquor Control and Licensing Regulations) are as follows:*
 - (i) *The impact of noise and traffic in the vicinity of the establishment was considered;*
 - (ii) *The general impact on the community was assessed through a community consultation process; and*

- (iii) Given that there has been no history of non-compliance, this amendment will likely not result in the establishment being operated in a manner that is contrary to its primary purpose;*
- (d) As the operation of a licenced establishment may affect nearby residents, business and property owners, the general impact assessment was conducted through the City’s community consultation process as follows:*
 - (i) Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and*
 - (ii) Signage was posted at the establishment and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how to submit comments or concerns;*
- (c) Council’s comments on the general impact of the views of residents, businesses and property owners as follows:*
 - (i) The community consultation process was completed within 90 days of the application process;*
 - (ii) The comments and views of residents, businesses and property owners received through the community consultation process were assessed; and*
 - (iii) The concerns of residents, businesses and property owners received through the community consultation process could be mitigated by existing Bylaws; and*
- (d) Council recommends the approval of the licence for the reasons that the relocation amendment is acceptable to the majority of the residents and businesses in the area and the community.*



Consent
Agenda
Item

8. APPLICATION BY KONIC DEVELOPMENT LTD. FOR REZONING AT 7151 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)

(File Ref. No. 12-8060-20-009762; RZ 13-638387) (REDMS No. 5347398)

CNCL-87

[See Page CNCL-87 for full report](#)

PLANNING COMMITTEE RECOMMENDATION

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That Richmond Zoning Bylaw 8500, Amendment Bylaw 9762, for the rezoning of 7151 No. 2 Road from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone, be introduced and given first reading.



Consent
Agenda
Item

9. **APPLICATION BY DARLENE DUECKMAN, MARK DUECKMAN, AND JOHN GOOSSEN FOR REZONING AT 12431 MCNEELY DRIVE FROM “AGRICULTURE (AG1)” ZONE TO “SINGLE DETACHED (RS2/B)” ZONE**

(File Ref. No. RZ 17-781064) (REDMS No. 5556538)

CNCL-111

See Page CNCL-111 for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9773, for the rezoning of 12431 McNeely Drive from “Agriculture (AG1)” zone to “Single Detached (RS2/B)” zone, be introduced and given first reading.



Consent
Agenda
Item

10. **RICHMOND’S FIVE YEAR REGIONAL CONTEXT STATEMENT REVIEW, 2041 OFFICIAL COMMUNITY PLAN (OCP)**

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 5575285)

CNCL-132

See Page CNCL-132 for full report

PLANNING COMMITTEE RECOMMENDATION

That the Metro Vancouver (MV) Board be advised that the City of Richmond has completed the required five year review of the Richmond 2041 Official Community Plan (OCP), Regional Context Statement and, as the OCP continues to be consistent with the Metro Vancouver (MV) Regional Growth Strategy, no Regional Context Statement changes are required, and the Metro Vancouver Board be requested to reaffirm its acceptance of the City's 2041 Official Community Plan, Regional Context Statement.



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Consent
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11. **TRANSLINK 2018 CAPITAL PROGRAM COST-SHARE SUBMISSIONS**

(File Ref. No. 01-0154-04) (REDMS No. 5493788)

CNCL-165

See Page CNCL-165 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2018 capital cost-share programs as described in the report titled, “TransLink 2018 Capital Program Cost-Share Submissions” dated September 27, 2017 from the Director, Transportation, be endorsed; and*
- (2) *That, should the above submissions be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) be updated accordingly.*

Consent
Agenda
Item

12. **GREASE INSPECTOR UPDATE 2017**

(File Ref. No. 10-6060-03-01) (REDMS No. 5521844 v. 4)

CNCL-175

See Page CNCL-175 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That a full-time grease inspector be submitted as part of the 2018 Utility Budgets for Council consideration.

Consent
Agenda
Item

13. **TRAFFIC RECORDING CAPABILITIES AT INTERSECTIONS IN RICHMOND**

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

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That Traffic Recording Capabilities at Intersections be submitted in the 2018 budget process for Council consideration.

CONSIDERATION OF MATTERS REMOVED FROM THE
CONSENT AGENDA

NON-CONSENT AGENDA ITEM

GENERAL PURPOSES COMMITTEE
Mayor Malcolm D. Brodie, Chair

14. **CITY OF RICHMOND SUBMISSION REGARDING CANNABIS
LEGALIZATION AND REGULATION IN BC**
(File Ref. No. 12-8000-01) (REDMS No. 5594044 v. 7)

CNCL-180

See Page CNCL-180 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

Opposed to Part (1)(a): Cllrs. Au, Dang, and Day

WHEREAS it is important to the City of Richmond to protect the quality of life of its residents and to enact measures to afford such protection, therefore be it RESOLVED:

- (1) *That the comments summarized in the staff report titled, “City of Richmond Submission Regarding Cannabis Legislation and Regulation in BC” and detailed in Table 1, be approved for submission to the Province of British Columbia with the following additions:*
- (a) *that the minimum age to buy, grow, and possess cannabis be 19;*
 - (b) *that a copy of the staff report titled, “City of Richmond Submission Regarding Cannabis Legalisation and Regulation in BC” be submitted to the Province along with a letter detailing the following points of clarification:*
 - (i) *the City of Richmond strongly opposes the legalization of non-medical use of cannabis;*
 - (ii) *that municipalities continue to maintain authority over regulation of land use and zoning as it pertains to cannabis-related land uses;*
 - (iii) *the limit for youth personal possession (under age 19) should be 0 grams;*

- (iv) *Provincial regulations should be a minimum and municipalities should be able to impose stricter regulations;*
 - (v) *regulations for farm land should be provided;*
 - (vi) *municipalities should be given a share of the federal and provincial revenues to offset extra costs;*
 - (vii) *there has been insufficient time given to respond to the Province’s request for feedback;*
 - (viii) *there should be firmer controls on public consumption of cannabis that match public tobacco and alcohol consumption regulations;*
 - (ix) *there should be a low tolerance for drug impaired driving for fully licenced (non “new”) drivers and zero tolerance for new drivers;*
 - (x) *the cultivation, smoking, and use of cannabis and cannabis related products should be prohibited in any place, including residences, where children may reside or be around;*
 - (xi) *the maximum number of cannabis plants allowable for personal cultivation should be set by building premises, not by household;*
 - (xii) *the legal rights of the landlord (including strata council or owner) to forbid tenants to cultivate, consume, and buy/sell marijuana should be protected;*
 - (xiii) *enable the strata council or the building owner to prohibit smoking or cultivation of cannabis in any buildings (such as apartments) with central air ventilation systems; and*
 - (xiv) *require any products containing cannabis to be labeled and carry health warnings similar to cigarettes.*
- (2) *That a letter be sent to the Federal government, with copies to the Richmond Members of Parliament, expressing concern over the inadequate time given to Provincial and Municipal governments to prepare prior to cannabis legalization.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

- | | | |
|-----------------|--|--------------------------|
| CNCL-201 | Housekeeping (Amendments) Bylaw No. 9718
Opposed at 1 st /2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-208 | Bylaw Enforcement Officer Bylaw No. 9742
Opposed at 1 st /2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-210 | Unsightly Premises Regulation Bylaw No. 7162, Amendment
Bylaw No. 9766
Opposed at 1 st /2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-211 | Municipal Ticket Information Authorization Bylaw No. 7321, Amendment
Bylaw No. 9767
Opposed at 1 st /2 nd /3 rd Readings – None. | <input type="checkbox"/> |
| CNCL-212 | Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 9768
Opposed at 1 st /2 nd /3 rd Readings – None. | <input type="checkbox"/> |

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CNCL-253 Permissive Exemption (2018) **Bylaw No. 9730**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-288 Housing Agreement (Hollybridge Limited Partnership, Intracorp) Bylaw No. 8995, Amendment **Bylaw No. 9761**
Opposed at 1st/2nd/3rd Readings – None.

CNCL-304 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9270**
(11811 Dunford Rd, RZ 15-697230)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

CNCL-306 Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9672**
(13100 Smallwood Place, ZT 16-754143)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

DEVELOPMENT PERMIT PANEL

15. RECOMMENDATION

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

CNCL-308 (1) *That the minutes of the Development Permit Panel meetings held on **September 27, 2017 and October 11, 2017**, and the **Chair's report** for the Development Permit Panel meeting held on July 26, 2017, be received for information; and*

CNCL-321 (2) *That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 16-741123) for the property at 13100 Smallwood Place; be endorsed and the Permit so issued.*

ADJOURNMENT



Community Safety Committee

Date: Wednesday, October 11, 2017
Place: Anderson Room
Richmond City Hall
Present: Councillor Bill McNulty, Chair
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Linda McPhail
Absent: Councillor Derek Dang
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 September 12, 2017, be adopted as amended under Item No. 10 to reflect discussion regarding additional staff resources for Emergency Services as part of the Operating budget process.

CARRIED

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

(File Ref. No. 12-8060-01) (REDMS No. 5540886 v.2)

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report - August 2017", dated September 15, 2017, from the General Manager, Community Safety, be received for information.

CARRIED

Community Safety Committee
Wednesday, October 11, 2017

2. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – AUGUST 2017**

(File Ref. No. 09-5000-01) (REDMS No. 5500885)

In reply to queries from Committee, Acting Fire Chief Tim Wilkinson, Richmond Fire-Rescue, advised that the report regarding an Optimal Deployment Study for Richmond Fire-Rescue will be complete in December. Also, he noted that “The World is Not Your Ashtray – Butt Out Responsibly” campaign will continue and be utilized throughout the province.

It was moved and seconded

That the staff report titled “Richmond Fire-Rescue Monthly Activity Report – August 2017”, dated September 18, 2017 from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

3. **FIRE CHIEF BRIEFING**

(Verbal Report)

Item for discussion:

Time Change/Smoke Alarm Check

Acting Fire Chief Wilkinson spoke on the upcoming time change, noting that the biannual daylight savings is a good reminder for residents to check their smoke alarms, and requested Committee support in promoting this message to the community.

In reply to a query from Committee, Acting Fire Chief Wilkinson advised that the use of social media to convey the message can be examined.

4. **RCMP MONTHLY ACTIVITY REPORT – AUGUST 2017**

(File Ref. No. 09-5000-01) (REDMS No. 5533850 v. 4)

Superintendent Will Ng, Richmond RCMP, highlighted that the RCMP has seen record volunteer hours for auxiliary officers and community response teams in August. He advised that a recognition evening will be held to appreciate the auxiliary officers and community response teams for their invaluable efforts.

Discussion took place in regard to a discovery made on October 9, 2017 at Garden City Park. In reply to a query from Committee, Supt. Ng advised that the forensics team can determine whether the incident site was a primary or secondary crime scene.

Discussion ensued regarding staff resources from Vancouver Coastal Health to assist the Richmond RCMP with mental health related calls and Committee queried whether any progress has been made with regard to meetings with the provincial Minister of Health.

Community Safety Committee
Wednesday, October 11, 2017

In response to Committee's discussion, Cecilia Achiam, General Manager, Community Safety, noted that staff at the Ministry of Health have advised that any requests for Registered Nurses to assist the Richmond RCMP with mental health related calls must be administered through Vancouver Coastal Health. She noted that a meeting has been scheduled with Vancouver Coastal Health and following this meeting, arrangements may be made to meet with the Minister of Health. Also, Ms. Achiam noted that the Richmond RCMP would be included in any such discussions.

It was moved and seconded

That the report titled "RCMP's Monthly Activity Report – August 2017," dated September 11, 2017, from the Officer in Charge, Richmond RCMP Detachment, be received for information.

CARRIED

5. RCMP/OIC BRIEFING

(Verbal Report)

Item for discussion:

Farmland Vandalism and Thefts

In reply to queries from Committee, Supt. Ng advised that farm owners use alarms and other preventative crime tools to secure their crops as a result of thefts during harvesting.

Ms. Achiam advised that staff are working with the City's Communications Department to educate the community on respectful practices for food grown locally. Also, Ms. Achiam advised that following the harvest season, staff will liaise with local farmers to discuss a potential education campaign.

6. EMERGENCY PROGRAMS ACTIVITY REPORT – AUGUST 2017

(File Ref. No. 09-5126-01) (REDMS No. 5563540 v. 2)

Norman Kotze, Acting Manager, Emergency Programs, highlighted that (i) an Emergency Program's volunteer session will be held at City Hall on October 14th and November 30th, and (ii) the emergency preparedness workshop is being launched on October 29th and November 5th at Sea Island Community Centre and on October 26th and October 28th at Thompson Community Centre.

In reply to a query from Committee, Mr. Kotze advised that staff anticipate presenting before all local Community Centres within a year. Also, he noted that an annual review of the Emergency Preparedness program will take place to ensure any changes that may have occurred are incorporated in the programs materials.

Discussion took place on whether there were enough resources to maintain these programs and Mr. Kotze advised that should the program be successful and grow rapidly, additional staff would be needed.

3.

Community Safety Committee
Wednesday, October 11, 2017

The Chair recommended that Emergency Programs make a presentation to the Community Associations board members and suggested that each community association have a community safety liaison on the board to aid with implementing the Emergency Preparedness program.

In reply to a query from Committee, Mr. Kotze advised that all Emergency Preparedness program information will be available on the City's website and that an information sheet can be provided to Committee, providing an overview of the program.

It was moved and seconded

That the staff report titled, "Emergency Programs Activity Report – August 2017," dated September 25, 2017 from the General Manager, Community Safety, be received for information.

CARRIED

7. COMMITTEE STANDING ITEM

E-Comm

The Chair advised that Oliver Grüter-Andrew has been appointed as the new Chief Executive Officer for E-Comm.

7A. CANNABIS LEGALIZATION AND REGULATION SECRETARIAT
(File Ref. No.)

Discussion took place on the session at Union of BC Municipalities (UBCM) regarding Cannabis Legalization and it was queried whether Council would have an opportunity to complete the UBCM Cannabis Legalization and Regulation Survey and provide input to the Cannabis Legalization and Regulation Secretariat.

In reply to queries from Committee, Ms. Achiam advised that a staff report on the matter is forthcoming and that staff can examine working with the Secretariat to provide input.

7B. MONEY LAUNDERING
(File Ref. No.)

Discussion took place regarding the recently reported money laundering allegations at the River Rock Casino and Resort and it was noted that Peter German, former Deputy Commissioner, RCMP, has been appointed as a special investigator on the money laundering in the Lower Mainland.

In reply to queries from Committee, Supt. Ng commented on money laundering activities in Richmond, and advised that the Richmond RCMP is liaising with the Combined Forces Special Enforcement Unit.

Community Safety Committee
Wednesday, October 11, 2017

8. **MANAGER'S REPORT**

New Sign Inspector

Carli Edwards, Acting, Senior Manager, Community Safety Policy and Programs and Licencing, advised that a new sign inspector has been hired and is multilingual.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:30 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 Wednesday, October 11, 2017.

Councillor Bill McNulty
Chair

Sarah Kurian
Legislative Services Coordinator



General Purposes Committee

Date: Monday, October 16, 2017

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Harold Steves
Councillor Ken Johnston

Call to Order: The Chair called the meeting to order at 4:03 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on October 2, 2017, be adopted as circulated.

CARRIED

COMMUNITY SAFETY DIVISION

1. **APPLICATION TO AMEND FOOD-PRIMARY LIQUOR LICENCE-RELOCATION OF CACTUS CLUB TO 1666-6551 NO. 3 RD**

(File Ref. No. 12-8275-30-001) (REDMS No. 5551408 v. 2)

Carli Edwards, Acting Senior Manager, Community Safety Policy & Programs and Licencing, introduced Douglas Liu, Manager, Business and Operational Analysis, who will be overseeing future liquor licence applications.

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In response to a question from Committee, Ms. Edwards stated that information on operating hours for other businesses with a food-primary liquor licence in the mall can be provided to Council prior to their next meeting.

It was moved and seconded

- (1) *That the application from Cactus Club Cafe 2900 Ltd., operating as Cactus Club Cafe, for the relocation amendment to their Food Primary Liquor Licence No. 148636 from location at 5500 No. 3 Road with hours of liquor service from 9:00 a.m. to next day 1:30 a.m., Monday to Saturday and from 9:00 a.m. to midnight, Sunday; to location at 1666 – 6551 No. 3 Road with the same hours of liquor service, be supported;*
- (2) *That a letter be sent to the Liquor Control and Licensing Branch advising that:*
 - (a) *Council supports the relocation amendment of the application and the hours of liquor service;*
 - (b) *The total person capacity at 223 persons indoor and 76 persons for the outdoor patio is acknowledged;*
 - (c) *Council's comments on the prescribed criteria (section 71 of the Liquor Control and Licensing Regulations) are as follows:*
 - (i) *The impact of noise and traffic in the vicinity of the establishment was considered;*
 - (ii) *The general impact on the community was assessed through a community consultation process; and*
 - (iii) *Given that there has been no history of non-compliance, this amendment will likely not result in the establishment being operated in a manner that is contrary to its primary purpose;*
 - (d) *As the operation of a licenced establishment may affect nearby residents, business and property owners, the general impact assessment was conducted through the City's community consultation process as follows:*
 - (i) *Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and*

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- (ii) Signage was posted at the establishment and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how to submit comments or concerns;*
- (c) Council's comments on the general impact of the views of residents, businesses and property owners as follows:*
 - (i) The community consultation process was completed within 90 days of the application process;*
 - (ii) The comments and views of residents, businesses and property owners received through the community consultation process were assessed; and*
 - (iii) The concerns of residents, businesses and property owners received through the community consultation process could be mitigated by existing Bylaws; and*
- (d) Council recommends the approval of the licence for the reasons that the relocation amendment is acceptable to the majority of the residents and businesses in the area and the community.*

CARRIED

2. CITY OF RICHMOND SUBMISSION REGARDING CANNABIS LEGALIZATION AND REGULATION IN BC

(File Ref. No. 12-8000-01) (REDMS No. 5594044 v. 7)

Carli Edwards, Acting Senior Manager, Community Safety Policy & Programs and Licencing, led a discussion with Committee in regards to the items detailed on Table 1 and highlighted the following points:

- the staff report was put together with the intent of garnering Council's position on the items brought forward from the Province and is presented with the concurrence of other departments;
- federal legislation is intended to be passed by July 1, 2018 which sets certain parameters on regulation but allows each province to amend particular portions;
- the minimum legal age for growth and possession of cannabis has been set at 18 by the Federal Government with the authority given to the provinces to raise that limit, and staff has recommended 19;
- although it is not listed on the survey, staff recommend that the personal possession limit for youth be set at 0 grams;
- staff recommend that the City strongly agree with all questions posed under the Drug Impaired Driving section of the survey;

3.

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- under personal cultivation, the Province could enable municipalities to set further regulations;
- staff recommend government distribution as the distribution model from the three options up for debate in order to best control flow and cataloguing; and
- staff recommend a mix of both private and government retail, similar to liquor, and to remain neutral on supporting non-medical cannabis sales in liquor stores.

Committee noted a strong opposition to the legalization of non-medical use of cannabis and discussion took place in regards to (i) the minimum age for cultivation and possession, (ii) land use and zoning for non-medical uses, (iii) lower tolerance for drug impairment for fully licenced drivers (outside of the graduated licensing program), (iv) control and authority over regulation for municipalities, (v) the potential growth of cannabis in community gardens, and (vi) that retail be restricted to government and not private stores.

It was noted that staff should provide Council with a draft of the letter to the Province prior to the next Council meeting.

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

It was moved and seconded

WHEREAS it is important to the City of Richmond to protect the quality of life of its residents and to enact measures to afford such protection, therefore be it RESOLVED:

That the comments summarized in the staff report titled, "City of Richmond Submission Regarding Cannabis Legislation and Regulation in BC" and detailed in Table 1, be approved for submission to the Province of British Columbia with the following additions:

- (1) ***that the minimum age to buy, grow, and possess cannabis be 19;***
- (2) ***that a copy of the staff report titled, "City of Richmond Submission Regarding Cannabis Legislation and Regulation in BC" be submitted to the Province along with a letter detailing the following points of clarification:***
 - (a) ***the City of Richmond strongly opposes the legalization of non-medical use of cannabis;***
 - (b) ***that municipalities continue to maintain authority over regulation of land use and zoning as it pertains to cannabis-related land uses;***
 - (c) ***the limit for youth personal possession (under age 19) should be 0 grams;***

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- (d) Provincial regulations should be a minimum and municipalities should be able to impose stricter regulations;*
- (e) regulations for farm land should be provided;*
- (f) municipalities should be given a share of the federal and provincial revenues to offset extra costs;*
- (g) there has been insufficient time given to respond to the Province's request for feedback;*
- (h) there should be firmer controls on public consumption of cannabis that match public tobacco and alcohol consumption regulations;*
- (i) there should be a low tolerance for drug impaired driving for fully licenced (non "new") drivers;*
- (j) the cultivation, smoking, and use of cannabis and cannabis related products should be prohibited in any place, including residences, where children may reside or be around;*
- (k) the maximum number of cannabis plants allowable for personal cultivation should be set by building premises, not by household;*
- (l) the legal rights of the landlord (including strata council or owner) to forbid tenants to cultivate, consume, and buy/sell marijuana should be protected;*
- (m) enable the strata council or the building owner to prohibit smoking or cultivation of cannabis in any buildings (such as apartments) with central air ventilation systems; and*
- (n) require any products containing cannabis to be labeled and carry health warnings similar to cigarettes.*

It was agreed by Committee that Part (1) of the recommendation would be voted separately.

The question on Part (1) of the motion was not called and as a result of discussion, the following **amendment** was introduced:

That the minimum age to buy, grow, and possess cannabis be 21.

DEFEATED

Opposed: Mayor Brodie
Cllrs. Loo
McPhail
McNulty

The question on Part (1) of the motion was then called, and it was **CARRIED** with Cllrs. Au, Day, and Dang opposed.

General Purposes Committee
Monday, October 16, 2017

The question on Part (2) of the motion was then called and it was **CARRIED**.

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

It was moved and seconded

That a letter be sent to the Federal government, with copies to the Richmond Members of Parliament, expressing concern over the inadequate time given to Provincial and Municipal governments to prepare prior to cannabis legalization.

CARRIED

Discussion ensued in regards to licenced medical cannabis operations in Richmond and direction was given to staff to provide a list of licenced medical cannabis grow-ops and unlicenced grow-ops.

ADJOURNMENT

It was moved and seconded

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

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, October 16, 2017.

Mayor Malcolm D. Brodie
Chair

Amanda Welby
Legislative Services Coordinator



Planning Committee

Date: Tuesday, October 17, 2017

Place: Anderson Room
Richmond City Hall

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

Also Present: Councillor Carol Day (entered 4:01 p.m.)

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

Cllr. Day entered the meeting (4:01 p.m.).

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on October 3, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

November 7, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY KONIC DEVELOPMENT LTD. FOR REZONING AT 7151 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-009762; RZ 13-638387) (REDMS No. 5347398)

Edwin Lee, Planner 1, reviewed the application, noting that access to the site will be via a driveway to No. 2 Road and not through a cross access easement registered on title of the adjacent development to the south.

In reply to queries from Committee, staff noted that direct access to the site can be safely accommodated now and the driveway on the subject property could be used to serve the development to the south upon the signalization of the No. 2 Road and Comstock Road intersection in the future.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9762, for the rezoning of 7151 No. 2 Road from "Single Detached (RS1/E)" zone to "Low Density Townhouses (RTL4)" zone, be introduced and given first reading.

CARRIED

2. **APPLICATION BY DARLENE DUECKMAN, MARK DUECKMAN, AND JOHN GOOSSEN FOR REZONING AT 12431 MCNEELY DRIVE FROM "AGRICULTURE (AG1)" ZONE TO "SINGLE DETACHED (RS2/B)" ZONE**

(File Ref. No. RZ 17-781064) (REDMS No. 5556538)

Jordan Rockerbie, Planning Technician, reviewed the application, noting that each new lot will include a secondary suite upon redevelopment.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9773, for the rezoning of 12431 McNeely Drive from "Agriculture (AG1)" zone to "Single Detached (RS2/B)" zone, be introduced and given first reading.

CARRIED

Planning Committee
Tuesday, October 17, 2017

3. **RICHMOND'S FIVE YEAR REGIONAL CONTEXT STATEMENT REVIEW, 2041 OFFICIAL COMMUNITY PLAN (OCP)**

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 5575285)

Terry Crowe, Manager, Policy Planning, spoke on Richmond's Five Year Regional Context Statement Review and remarked that staff are recommending removing the third bullet in Item No. 5 in the staff report since the City's Affordable Housing Strategy is currently under review. He added that the City's activities are consistent with the Metro Vancouver (MV) Regional Growth Strategy and the City aims to accommodate growth and development without submitting amendment requests to the Metro Vancouver Board.

It was moved and seconded

That the Metro Vancouver (MV) Board be advised that the City of Richmond has completed the required five year review of the Richmond 2041 Official Community Plan (OCP), Regional Context Statement and, as the OCP continues to be consistent with the Metro Vancouver (MV) Regional Growth Strategy, no Regional Context Statement changes are required, and the Metro Vancouver Board be requested to reaffirm its acceptance of the City's 2041 Official Community Plan, Regional Context Statement.

The question on the motion was not called as discussion ensued with regard to Statistics Canada's population estimate of Richmond and the potential implication with MV's Regional Growth Strategy.

The Chair noted that the revised Five Year Regional Context Statement Review report will be included in the upcoming Council agenda package.

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

4. **PROPOSED CHANGES: STEVESTON AREA PLAN, VILLAGE HERITAGE CONSERVATION POLICIES, DESIGN GUIDELINES AND LONG-TERM BAYVIEW, MONCTON AND CHATHAM STREET VISIONS**

(File Ref. No. 08-4045-20-04) (REDMS No. 5561802 v. 6)

Correspondence received on the proposed changes to the Steveston Area Plan (SAP) was distributed (attached to and forming part of these minutes as Schedule 1).

Victor Wei, Director, Transportation, and Mr. Crowe, spoke on the consultation process, noting that extensive consultation was conducted via online surveys, open houses and meetings with stakeholders, and that the proposed changes to the SAP respond to the feedback received.

Planning Committee

Tuesday, October 17, 2017

With the aid of a PowerPoint presentation, (copy on-file, City Clerk's Office) staff reviewed the proposed changes to the SAP, highlighting that recommended changes include (i) limiting Floor Area Ratios (FAR) to a maximum of 1.2 for new developments along Moncton Street and the north side of Bayview Street, (ii) limiting the number of storeys above the parking level to two storeys for new developments along the north side of Bayview Street, (iii) encouraging the use of wood and metal material for windows, (iv) introducing provisions allowing for rooftop amenity space and renewable energy options, (v) widening and enhancing accessibility along walkways, (vi) developing bicycle lanes along Bayview Street, and (vii) introducing short-term parking along the waterfront.

Discussion ensued with regard to the potential development along Chatham Street and staff noted that the map indicating the potential timing to implement the recommended streetscape improvements (listed as Attachment 12 in the staff report) only provides an estimate of when development in the area may occur and not actual timelines for development.

In reply to queries from Committee, staff noted that staff are exploring options to manage vehicular traffic along Bayview Street and options to utilize various building and streetscape materials that would retain heritage characteristics.

Discussion ensued with regard to (i) the potential gentrification of Steveston, (ii) preservation of Steveston's historic character, (iii) limiting building height along Bayview Street, (iv) limiting rooftop amenities in new developments, (v) encouraging the use of renewable energy in new developments, (vi) options to use other building materials such as vinyl, (vii) increasing accessibility options in new developments and on walkways, (viii) various design options for bicycle lanes, and (ix) incorporating pedestrian and cycling safety features as well as sidewalk amenities into the proposal.

In reply to queries from Committee, staff noted that (i) sign-in sheets from the open houses can be provided to Council, (ii) new developments will be subject to Heritage Alteration Permit and Development Permit requirements to consider design, and (iii) the Sakamoto Guidelines were incorporated into the previously adopted SAP.

Discussion took place regarding options to encourage smaller buildings and reduce the FAR for new developments south of Bayview Street, and the information package utilized during the consultation process.

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Ralph and Edith Turner, 3411 Chatham Street, spoke on preserving Steveston's historic character and expressed concern with regard to the inclusion of estimated timelines for potential development in the staff report and the potential gentrification of Steveston. They spoke against rooftop amenities and suggested that new developments use appropriate building materials and be inclusive to community living to encourage resident interaction.

Discussion then ensued with regard to deferring consideration of the proposal to the next Planning Committee meeting on November 7, 2017.

It was moved and seconded

That consideration of the report titled "Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions", dated October 10, 2017 from the Director, Transportation and Manager, Policy Planning be deferred to the Planning Committee meeting on November 7, 2017

The question on the motion was not called as discussion ensued with regard to (i) incorporating the Sakamoto Guidelines into the proposal, (ii) incorporating the potential development of an interurban tram into the SAP, and (iii) the potential locations of bus stops in the area.

A City of Richmond Steveston Interurban Tram Feasibility report and information on design guidelines for Steveston was distributed (attached to and forming part of these minutes as Schedule 2).

The question on the motion was then called and it was **CARRIED**, with Cllr. Loo opposed.

5. MANAGER'S REPORT

(i) Affordable Housing Strategy Update

Kim Somerville, Manager, Community Social Development, provided an update on the City's Affordable Housing Strategy, noting that staff will present the communication plan and the draft Strategy to Council in the fourth quarter of 2017. She added that a final report will be presented in 2018 following the consultation process.

(ii) Solar Panel Approval Process

James Cooper, Manager, Plan Review, noted that the permit process for solar panel installation has been streamlined and applicants can apply over the counter for a \$130 fee.

Planning Committee
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(iii) City Centre Area Plan Amendment, Landsdowne Mall Property

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Wayne Craig, Director, Development, briefed Committee on the proposed revisions to the City Centre Area Plan (CCAP) regarding the Landsdowne Mall property, highlighting that (i) improvements to the road network and parks in the area are proposed, (ii) the majority of the development will be focused near the Canada Line and will transition to lower density developments eastwards, (iii) a civic plaza at the corner of No. 3 Road and Landsdowne Road is proposed, (iv) retail high street is proposed along Hazelbridge Way, (v) community amenity space will be secured, however no specific use has been identified, (vi) staff will present a report on the matter prior to the consultation process, and (vii) the City has consulted with Richmond School Board No.38 on the proposed changes.

Discussion ensued with regard to (i) improvements to walkability and permeability in the area, (ii) development of greenways and bicycle lanes, and (iii) options for roundabouts.

(iv) Review of Adopted House Size Regulations in Agricultural Land

Joe Erceg, General Manager, Planning and Development, noted that a six month review of the adopted house size regulations in agricultural land will be presented to Council. He added that 11 applications have been submitted since the new regulations were adopted.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (6:02 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, October 10, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator

pc: Terry Crowe
Victor Wei
Joe Erceg

ON TABLE ITEM

Date: Oct 17, 2017
Meeting: Planning Committee
Item: 4

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

From: "Robert Kiesman" <kiesman@gmx.com>

To: "Carol Day" <carol@carolday.net>, "McPhail,Linda" <LMcPhail@richmond.ca>, "Bill McNulty" <billmcnulty@shaw.ca>, "kjohnson@richmond.ca" <kjohnson@richmond.ca>, "Loo,Alexa" <ALoo@richmond.ca>

Cc: "Jaime DaCosta" <jaime@stevestonharbour.com>

Subject: Fw: Fwd: Planning Committee Agenda - Proposed Steveston Area Plan Changes

Good afternoon,

We have read the staff report and wish to confirm that the SHA's position is as set out in our letter that is attached to the report.

My main disappointment is that City staff failed to include any reference (other than as set out in our letter) to the legitimate point about what an important role the Chatham lot serves for the wider community, as-is (parking for special events, use for July 1st parade, weekend events, parking for movie industry, etc). If this property were to be repurposed, the negative ramifications would not be limited to the SHA.

It has been the SHA's position that there is no place for a Translink bus loop on this property for over 15 years (long before I was on the SHA board). I have discussed this matter with Harold Steves this weekend, and I understand that he agrees with the SHA's position.

I would be happy to discuss this matter with you, if you wish for any clarification or follow-up.

Cheers,
Robert Kiesman

Schedule 1 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, October 17, 2017.

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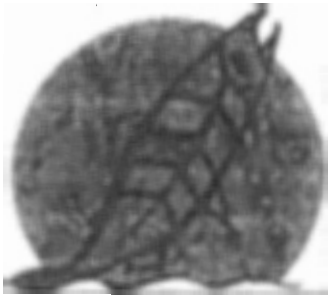
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CNCL - 28



August 22, 2017

STEVESTON HARBOUR AUTHORITY

12740 Trites Road, Richmond, B.C. V7E 3R8 604-272-5539 Fax 604-271-6142

Terry Crowe, Manager, Policy Planning
 City of Richmond
 TCrowe@richmond.ca

Dear Mr. Crowe,

RE: STEVESTON AREA PLAN ("SAP")

Further to our meeting on July 26, 2017, the following are Steveston Harbour Authority's (SHA) comments regarding the SAP.

Density, Height, Exterior Finishes & Rooftop Structures

The SHA has no issues with the changes proposed by City staff. We do appreciate the City's efforts in clarifying the rules with respect to height.

Riverfront Walkway

While we generally do not oppose the proposal to complete the riverfront walkway spanning from Britannia Heritage Shipyards all the way to 3rd Avenue, we do have two concerns with the proposed drawings as they currently stand:

1. The proposed walkway around the Blue Canoe/Catch building would come too close to our public fish sales float, restricting berthage access to the entire northeast side of the dock. This float is extremely busy during certain parts of the year and losing area for moorage is not acceptable to us, particularly after having spent millions of dollars on the new floats in the past two years.
2. SHA is concerned with the walkway connecting directly to the sales float, as it increases liability for DFO with the increased public access. It also may be detrimental to the fishermen trying to make a living by selling their catch as increased foot traffic may deter potential customers from purchasing seafood on the float, which is the primary purpose of the float.

As such, we cannot support the walkway in its current proposed form but we do look forward to reviewing a revised drawing, as discussed at our meeting.

Chatham Street Parking Lot

We have several issues with the proposed use of the Chatham Street parking lot as a bus loop for Translink's operations:

1. This lot currently generates significant revenue for the SHA that is used to fund dredging of the Cannery Channel, building maintenance and other capital projects in the harbour.
2. The lot is important to the community of Steveston as the space is used to support community events.
3. SHA has medium-term plans to develop the lot and surrounding area to support the commercial fishing industry.

The SHA is not interested in a bus loop on any of our properties and we have reiterated this conclusion to Translink multiple times over the past several years.

Steveston Harbour Infrastructure - Heritage Resources

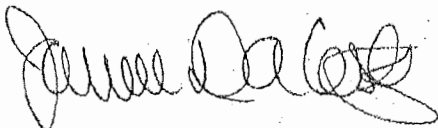
Upon consultation with the Department of Fisheries and Oceans, Small Craft Harbours (SCH) we have several additional concerns that were not discussed at the meeting:

1. SHA's No. 1 Road pier, public fish sales float and 3rd Avenue floats have been all been included in your maps as "heritage resources" (page 3 of your PowerPoint presentation). As discussed at the meeting, none of SHA's infrastructure should be identified as heritage properties as it may impede the operation of the commercial fishing harbour. As you are aware the SHA exists solely to provide safety, security and service to the commercial fishing fleet.
2. The City is proposing future development on the waterfront (page 14 & 15 of the PowerPoint) which clearly include properties owned by SCH and managed by SHA. SHA in no way supports this objective as all property managed by the SHA will be used to support industry.

Please note that we have raised all of these issues with DFO and they are aware of these matters.

If you have any questions please feel free to contact me at 604-272-5539 or via email at jaime@stevestonharbour.com.

Yours truly,



Jaime Da Costa, General Manager
Steveston Harbour Authority

CC: Robert Kiesman, Board Chairman
Tina Atva, Senior Planning Coordinator
Donna Chan, Manager, Transportation Planning
Sonali Hingorani, Transportation Engineer
Helen Cain, Heritage Planner

ON TABLE ITEM

Date: Oct 17, 2017
Meeting: Planning Committee
Item: 4

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



*"To Preserve and Present the History of Canada's West Coast
Fishing Industry"*

October 13, 2017

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

By Hand

Attention: Helen Cain
Planner 2, Policy Planning

Dear Ms. Cain:

Re: Steveston Area Plan Update
Design and Heritage Policies Survey

Enclosed is the above noted survey with responses from the Gulf of Georgia Cannery Society Board of Directors. We were asked by the Steveston 20/20 Group to submit a single response reflecting choices of our entire group.

Regards,

Ralph Turner
Director

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OCT 17 2017

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Working Together with
Parks Canada
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Introduction

The City of Richmond is seeking comments from the community on options for changes to design and heritage policies in the Steveston Area Plan. For more information on key issues, existing policies, and options please view the Open House Boards on the website to answer the survey and add comments www.letstalkrichmond.ca/svapupdate2017/documents.

We thank you for taking the time to fill out this survey. Your input will be included in results that staff will report back to Council in October 2017, and will inform staff review of preferred options as well as the Council decision on changes to the Steveston Area Plan.

Please send your survey to Helen Cain, Planner 2, Policy Planning through:
Email: communityplanning@richmond.ca
Fax: 604 276 4052
Mail or drop off: City of Richmond, 6911. No.3 Road, Richmond, BC

For more information, please contact Helen Cain at 604-276-4193 or communityplanning@richmond.ca.

Land Use Density and Building Heights in the Village Core

Please refer to Open House Board #3 for more information on the issues and illustrations.

1. The current density allowed on *Moncton Street* is a maximum of 1.2 floor area ratio (FAR), and the maximum building height is 2 storeys or 9 m. However, 1 in 3 buildings may be up to a maximum of 3 storeys and 12 m.

Which option do you support?

1. No change in the maximum density and maximum height as described above.

Staff Recommendation

2. Reduce maximum density from 1.6 FAR to 1.2 FAR, and require all buildings to have a maximum height of 2 storeys and 9 m.

Comments: **Keep building heights as low as possible so as not to create "canyons" where people feel small in relation to buildings**

2. The current density allowed on *Bayview Street (north side)* is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure.

Which option do you support?

1. No change in the maximum density and maximum height as described above.

Staff Recommendation

2. A reduction in density and height as follows:

Maximum density of 1.2 FAR
North side lot depth, up to 2 storeys over parkade (appears 3 storeys).
South side lot depth, up to 2 storeys over parkade (appears 3 storeys).

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Comments: **We don't support either option and think the maximum height of buildings on both north and south**

Design Guidelines for Exterior Cladding and Window Treatments

Please refer to Open House Boards #4 and #5 for more information on the issues and illustrations.

3. In the design guidelines for the *Village Core* (including Bayview Street north side), wood is the primary material for exterior cladding (i.e. siding). However, the wood for exterior cladding is restricted to horizontal siding. Historically, the wood used on buildings in Steveston Village Included wood shingles, board-and-batten, and vertical shiplap, and these materials were allowed in the "Sakamoto Guidelines" that the City used for the Village Core before 2009.

Which option do you support?

1. No change to the primary material for exterior cladding (Le. horizontal wood siding only).

Staff Recommendation

2. Expand the primary materials for exterior cladding to include wood shingles, board-and-batten and vertical ship lap, in addition to horizontal wood siding.

Comments: _____

4. In the design guidelines for new buildings and additions, for the *Village Core* (including Bayview Street north side), the primary material for exterior cladding (i.e. siding) is wood. Glass, concrete, stucco, and metal that complements the wood siding may be used as secondary material(s) for exterior cladding.

Which option do you support?

- 1: No change to the secondary materials for exterior cladding (ie. siding).
- 2: No brick and no metal allowed. For facade upgrades, *replace brick with similar brick.*
- 3: No brick and no metal allowed. For facade upgrades, *replace brick with similar brick or different brick.*
- 4: No brick and no metal allowed. For facade upgrades, replace brick with similar brick, different brick or a better material.
- 5: No metal but brick is allowed if different from the Hepworth Building. For facade upgrades, *replace brick with a similar brick or different brick.*

Staff Recommendation

- 6: No metal but brick is allowed if different from the Hepworth Building. For facade upgrades, *replace brick with similar brick, different brick, or a better material.*

Comments: _____

5. In the design guidelines for the *Village Core* and the *Riverfront*, window frames that are wood are encouraged. Vinyl window assemblies are discouraged but allowable.

Which option do you support?

- 1: No change to materials for window treatments (ie. wood or vinyl is allowed).

Staff Recommendation

- 2: Windows with wood frames or metal frames are allowed. Vinyl is prohibited.

Comments: We didn't agree with either option. Allow wood only. No metal or vinyl at all.

Design Guidelines for Rooftop Structures

Please refer to Open House Boards #6 and #7 for more information on the issues and illustrations.

6. Solar panels, and other renewable energy infrastructure (e.g. air source heat pump), may be mounted on heritage buildings and non-heritage buildings in Steveston Village. No changes are proposed to the guidelines for heritage buildings. The design guidelines to manage the visibility of solar panels on non-heritage properties with a flat roof include a requirement for the panels to be located back from the building edges. There are no design guidelines for other renewable energy infrastructure on flat roofs, and no design guidelines for solar panels or other renewable energy infrastructure on new or existing pitched-roof buildings.

Which option do you support?

- 1: No changes to existing design guidelines.

Staff Recommendation

- 2: New design guidelines that require any false parapets to be slightly taller on new flat-roofed buildings, and allow solar panels to be affixed flush to pitched roofs.

Comments: Solar panels, especially on pitched roofs should be as invisible as possible.

7. Barrier railings for rooftop living spaces, which provide safety, on new and existing buildings should blend with the special character of the historic district. Currently there are no design guidelines for barrier railings in the *Village Core*. Rooftop living spaces are not possible in the Riverfront sub-area (Bayview Street south side) where roofs are pitched not flat.

Which option do you support?

- 1: No changes to existing design guidelines.

Staff Recommendation

- 2: New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios on adjacent and surrounding buildings.

Comments: There was no unanimous agreement because some people felt there should be no rooftop living spaces allowed at all. There was a lengthy discussion about the Board's mandate to preserve and interpret the history of the commercial fishing industry through the cannery and how any comments from us about this area plan should attempt to enhance and strengthen the heritage of Steveston generally to support our objectives. Roof top living cannot be considered to be historically accurate for Steveston.

8. Managing the visibility of an access point for individual rooftop living spaces (i.e. roof decks and gardens) can be achieved through blending the hatch or 'pop-up' stair entries (that the building code requires) with the overall architecture of the new building or the existing building. There are currently no design guidelines for hatch ('pop-up') entries to individual rooftop living space.

Which option do you support?

- 1: No changes to existing design guidelines as described above.
 2: Prohibit all hatch stair entries.

Staff Recommendation

- 3: Prohibit all hatch stair entries unless they are not more than 1.83 m (6 ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges.
 4: Allow hatch stair entries if well-integrated with the overall architecture, and setback from all roof edges.

Comments: Since there was no agreement about rooftop living spaces, discussions about access to same is irrelevant.

9. Managing the visibility of one or more access points for communal rooftop living space (i.e. roof deck and garden) can be achieved through blending the structure for the access stairs or elevator shaft (two shafts may be required to meet the building code) with the overall architecture or the new building or the existing building. There are no design guidelines to reduce the visibility of access stairs or an elevator shaft for communal rooftop living spaces.

Which option do you support?

- 1: No changes to existing design guidelines as described above.
 2: Prohibit all elevator shafts and access stairs.

Staff Recommendation

- 3: Prohibit access points unless they are less than 2.2 m for elevator shafts, and 3.17 m for access stairs, well-integrated with the architecture, and setback 1.0 m or more from all roof edges.
 4: Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and setback from all roof edges.

Comments: See comment for #8

Design Vision for the Riverfront Precinct

Please refer to Open House Boards #8 through #11 for more information on the issues and illustrations.

10. The current density allowed on *Bayview Street (south side)* is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure.

Which option do you support?

Staff Recommendation

- 1: No change in the maximum density and maximum height as described above.
 2: Reduced density or reduced height.

Comments: We recommend a height restriction of 2 storeys on Bayview (see question 2) which would reduce the FAR

11. The overall design vision for *Bayview Street (south side)* includes "Cannery-like" pitched roofed buildings, but flat roofs are allowable.

Which option do you support?

- 1: No changes to existing design guidelines.

Staff Recommendation

- 2: Pitched roofs only to fully align with the design vision. Flat roofs are prohibited.

Comments: _____

12. The overall design vision for *Bayview Street (south side)* includes retention of existing large lots. Which option do you support?

Staff Recommendation

- 1: No changes to existing large lots.
 2: Through the redevelopment process, allow the subdivision of the existing larger lots into relatively small lots.

Comments: There is an inconsistency here. When the Ilich building was designed, the city insisted that the facade look like several smaller buildings so why not allow actual small buildings?

13. The overall design vision for *Bayview Street (south side)* includes large and small buildings on existing large lots.

Which option do you support?

Staff Recommendation

- 1: No changes (ie. a mix of large and small buildings).
 2: Small buildings on small lots. No more new large "Cannery-like" buildings.

Comments: _____

14. The City has the long-term objective of completion of the waterfront boardwalk, between 3rd Avenue and No.1 Road, which is part of the Parks Trail System, and to complete pedestrian connections from Bayview Street to the riverfront. The Steveston Area Plan is currently unclear on how developers will contribute to the boardwalk and paths in the application review process.

Which option do you support?

- 1: No changes (ie. no City policy on developer contributions).

Staff Recommendation

2: Developer contributions to the waterfront boardwalk and pedestrian paths are required through rezoning and development permit application review process.

Comments: _____

15. The Steveston Area Plan does not include a full set of design policies and guidelines for the waterfront boardwalk, between 3rd Avenue and No.1 Road, which is part of the Parks Trail System, or new and existing pedestrian connections, from Bayview Street to the riverfront.

Which option do you support?

- 1: No change to existing design policies and guidelines.

Staff Recommendation

2: New design guidelines that include, but are not limited to, a set of dimension standards for details, such as boardwalk and path widths, setbacks to accommodate hanging signage, and surface treatments.

Comments: _____

On-Site Parking Requirements

Please refer to Open House Board #12 for more information on the issues and illustrations.

16. To help support the vitality and conservation of Steveston Village, existing policy allows up to 33% reduction in on-site vehicle parking from the zoning regulations. However, there are impacts on the availability of street parking to be taken into consideration.

Which option do you support?

- 1: No change to the policy for on-site parking requirements (ie. 33% reduction).

Staff Recommendation

- 2: Decrease the allowable parking reduction from up to 33% to up to 13% for new residential development.

Comments: Neither of the above options. There should be absolutely no reduction of onsite parking requirements.



City of Richmond Steveston Interurban Tram Feasibility Study

Schedule 2 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, October 17, 2017.

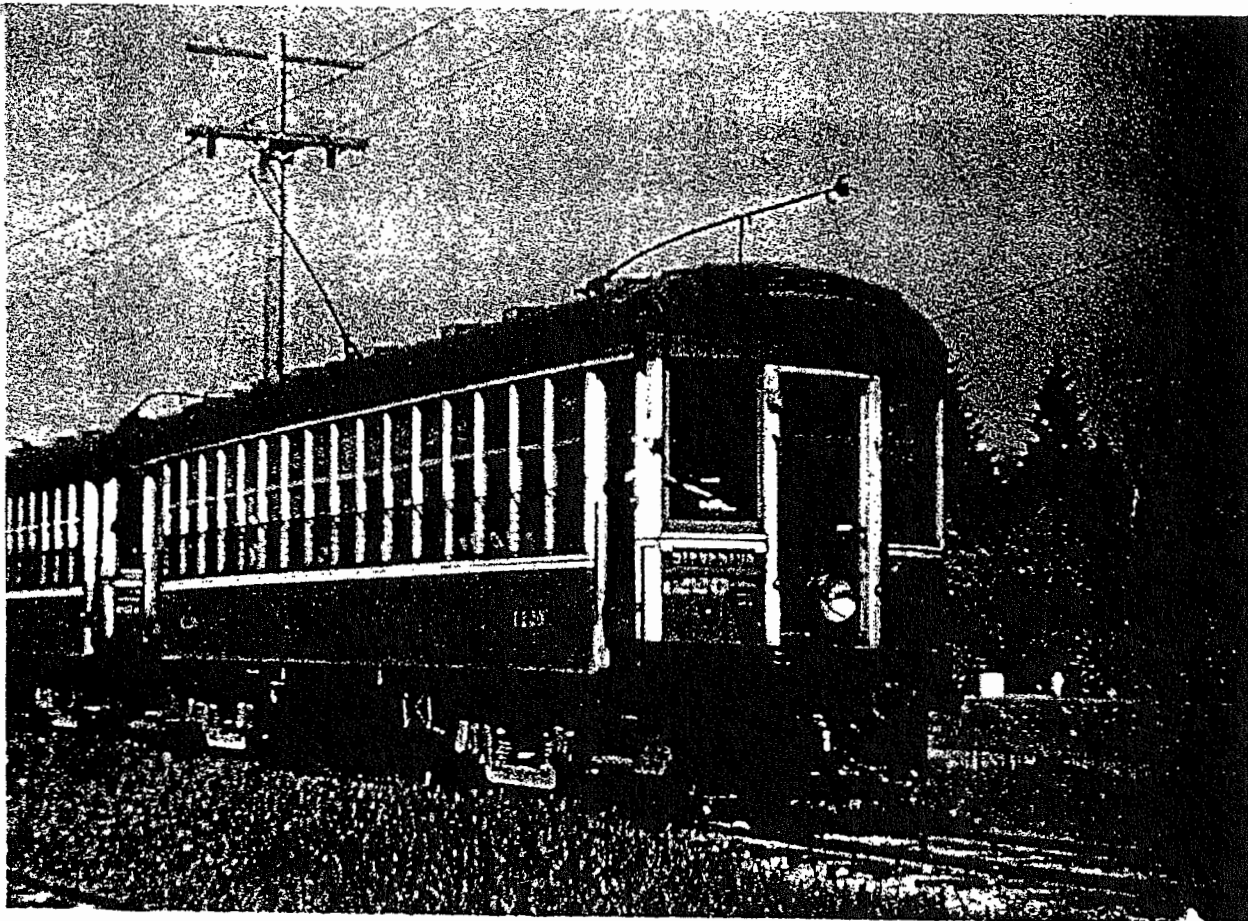


Photo: Steveston Interurban Restoration Society

Staff Report
City of Richmond

Interviews and discussions also took place with individuals from the following regional and provincial attractions:

Museum of Anthropology

Vancouver Aquarium

Capilano Suspension Bridge

Nelson Electric Tramway Society

City of Vancouver, Engineering Department staff (operators of the Vancouver Tram)

Support for the complete restoration and operation of Tram #1220 was unanimous. All individuals interviewed felt that it was a viable attraction for the City of Richmond but that it needed to be marketed as an added value to the Village of Steveston and existing attractions and businesses. Packaging the product of Steveston and marketing this multi-faceted destination to families, seniors and "train buffs" particularly those in the Lower Mainland and B.C. is critical to the success of the Tram. This would entail community groups, businesses, Tourism Richmond and the City of Richmond to commit to a concerted effort to present this "product" as a whole in the tourism market. It was felt that a "ride only" experience or static display would not be sufficient to attract enough visitors to make the Tram a viable attraction.

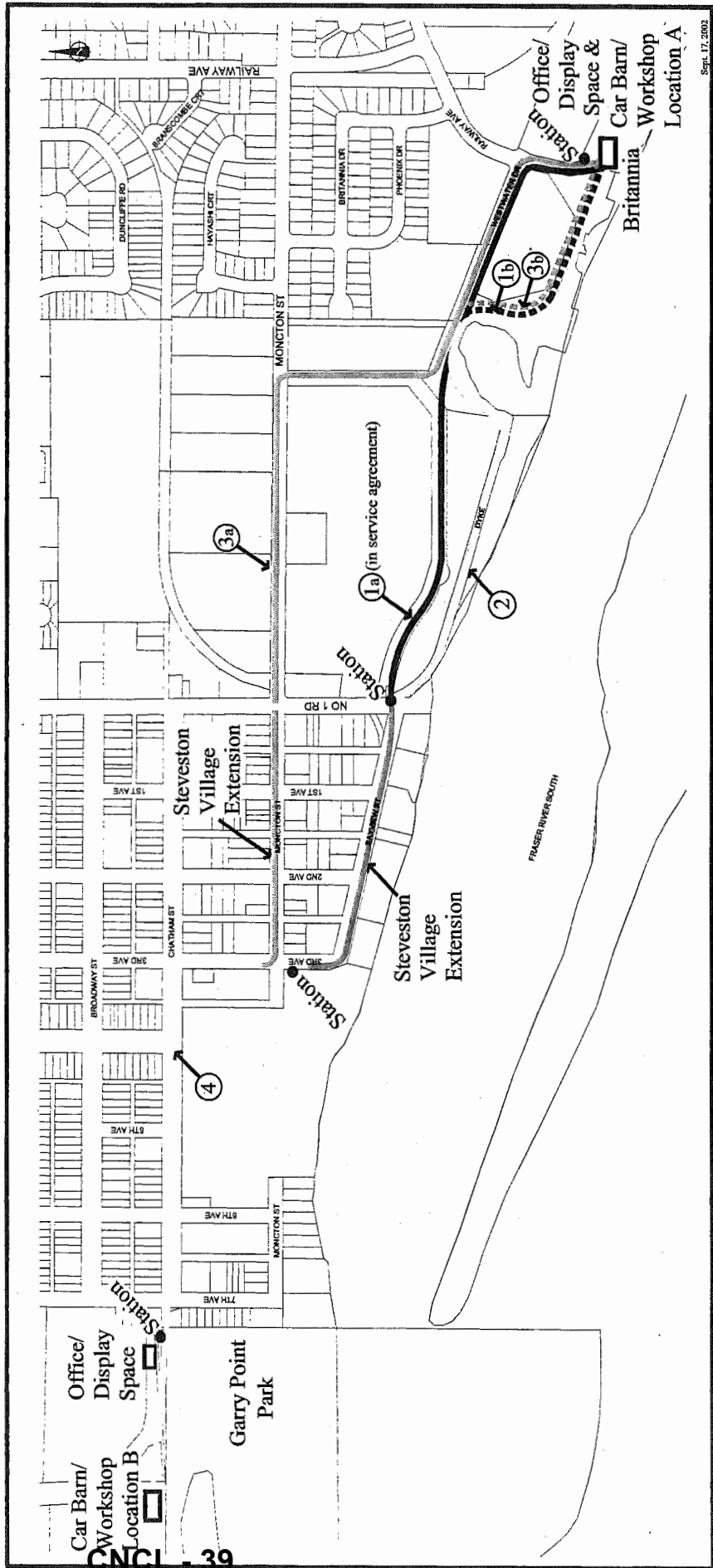
Opinions about building locations varied somewhat. Steveston Park was believed to be inappropriate for a tourist attraction as it is a community based, neighbourhood park. Garry Point Park and Britannia Heritage Shipyard were thought to be viable although Garry Point was somewhat preferred as it is more easily visible to the public. One interviewee believed the west side of Britannia was appropriate only if the Phoenix Net Loft was demolished. Another individual believed the building should be located at the London/Princess area and that the track should extend the whole distance from there to Garry Point Park.

Opinions about route options were also varied although the main consistent points raised were to make sure the Tram actually operated, the track was long enough to have some impact and be visible and provide transportation for locals and was near existing B.C. Transit service. Over half the interviewees preferred a route as close to the water as possible although others were concerned about safety on the dyke. Visibility of the Tram in operation was thought critical.

3.2 Public Opinion Survey Summary

The Steveston Interurban Tram Feasibility Study Public Opinion Survey was conducted from July 21 to 26, 2002 to help gauge public opinion about the possibility of operating Interurban Tram Car #1220 in the Steveston area. Over 190 surveys were completed, 65% by Richmond residents and 35% by visitors. Ages ranged from under 20 years to over 65 years old.

99.5% of Richmond residents surveyed supported the idea of an interurban tram operating in the Steveston area. 100% of visitors to Richmond supported the idea.



Sept. 17, 2003

Possible Tram Routes to be Evaluated

7.0 Financial Implications

Capital Costs

Preliminary capital costs listed below could be substantially reduced if government grant and sponsorship efforts are successful. See Appendix B and C for cost estimates.

Estimated Cost			Breakdown of Estimated Cost			
Route Option – see attached map	Location - Steveston Village to Britannia Heritage Shipyard	Total Cost	Track, Electrical Requirements & Crossings	Building & Stations	Tram Relocation & Restoration	Design & Contingency (25%)
1a	Bayview St. east	\$3,272,000	1,655,000	630,000	332,000	655,000
1b	Bayview St. east (around bldgs)	\$3,236,000	1,627,000	630,000	332,000	647,000
2	Dyke	\$4,400,000	2,558,000	630,000	332,000	880,000
3a	Moncton St. east	\$3,825,000	2,098,000	630,000	332,000	765,000
3b	Moncton St. east (around bldgs.)	\$3,788,000	2,068,000	630,000	332,000	758,000
Route Option	Location – Steveston Village to Garry Point Park	Total Cost	Track, Electrical Requirements & Crossings	Building & Stations	Tram Relocation & Restoration	Design & Contingency (25%)
4	Gulf of Georgia Cannery via 3 rd Ave. and Chatham St. to Garry Point Park	\$3,386,000	1,747,000	630,000	332,000	677,000
Route Option	Location – Steveston Village Extension	Total Cost	Track, Electrical Requirements & Crossings	Building & Stations	Tram Relocation & Restoration	Design & Contingency (25%)
Moncton St.	Moncton St.	\$1,564,000	1,218,000	33,000	-	313,000
Bayview St.	Bayview St.	\$1,811,000	1,416,000	33,000	-	362,000
Complete Route	Garry Point Park to Britannia Heritage Shipyard	\$6,783,000 to \$7,912,000	4,398,000 to 5,301,000	696,000	332,000	1,357,000 to 1,583,000
Tram as Museum Display	Stevston area location	\$ 929,000		Building only – 581,000	Move and restore tram body only - 162,000	186,000

STEVESTON DOWNTOWN DESIGN CONCEPT

The design concept plan is intended to lend cohesiveness to the Revitalization Area criteria. The concept plan illustrates the important relationships between present and future buildings, streets, parking and access lanes.

The design concept shows the extent of street improvements for the foreseeable future. Number One Road, Bayview Street, Third Avenue and Chatham Street function primarily to move traffic into and out of the area. Motorists will also use Moncton to gain access, but its main function is as a shopping street with space for short term customer parking. First and Second Avenue and most lanes have extensive parking and loading and provide the main access to parking lots and loading zones.

The design concept also shows the approximate location and massing of new buildings. This plan is not intended to be fixed in stone, but shows the preferred street setbacks and land expected to be developed for parking. Because the concept encourages a filling-in of empty spaces and requires a continuous commercial frontage along shopping streets, the area will become more attractive to window shoppers.

Existing buildings which have heritage potential are shown on the design concept. These are the buildings where some relaxation of Zoning and Screening regulations will be considered.

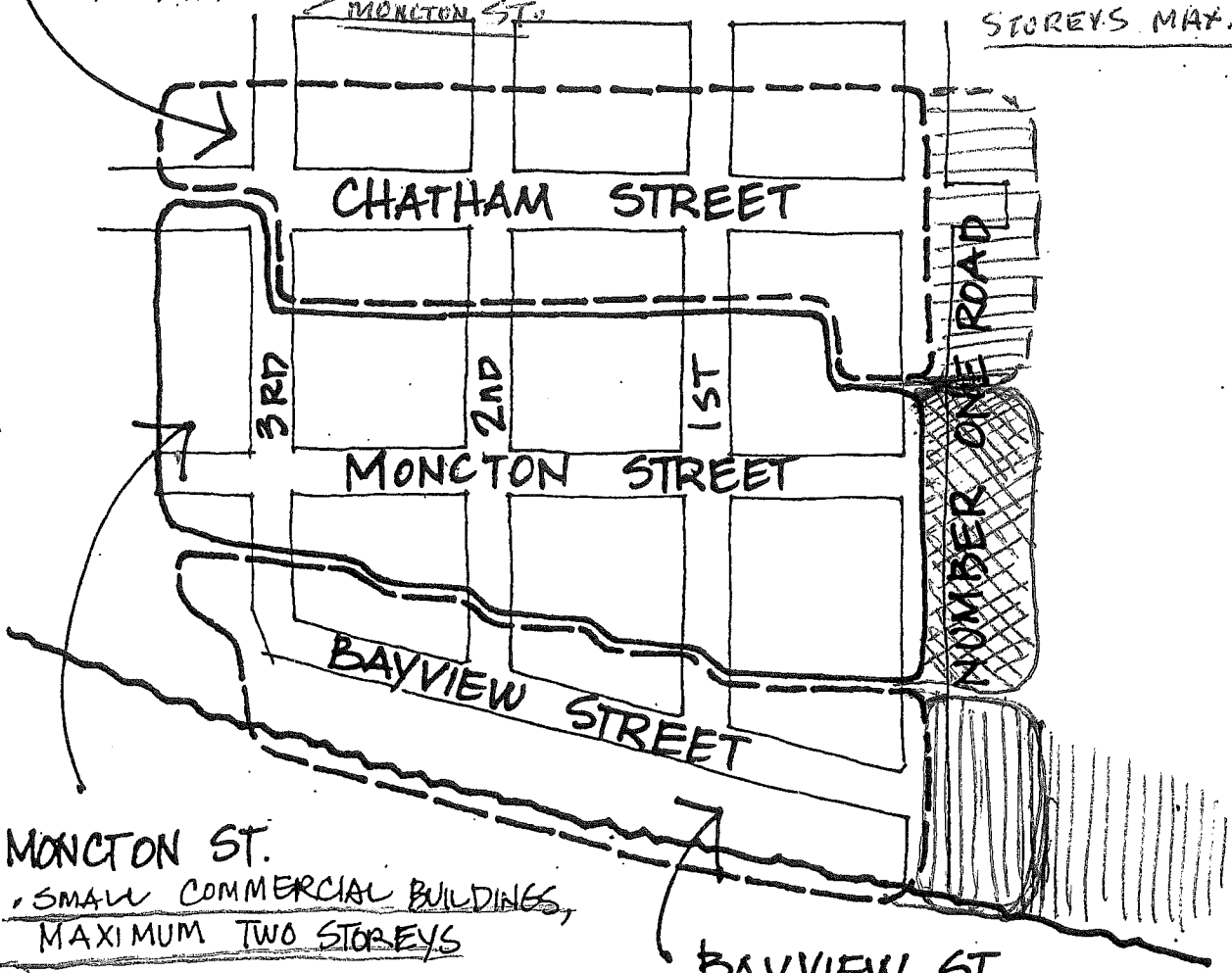
MAP 3

NOTE CHANGE

CHARACTER AREAS

CHATHAM ST. CHARACTER AREA :

- CONVENTIONAL COMMERCIAL BUILDINGS WITH PARKING IN REAR FRONT (ON CHATHAM)
- NEW BUILDINGS TO HAVE SIMILAR SETBACK AND CHARACTER AS EXISTING (ADJACENT) COMMERCIAL BUILDINGS. BUT THREE STOREYS MAX.



MONCTON ST.

• SMALL COMMERCIAL BUILDINGS, MAXIMUM TWO STOREYS

- BUILT TO THE STREET LINE NO MORE THAN 2m SETBACK
- FALSE FRONT, GABLE END OR FLAT ROOFS
- CONTINUOUS RETAIL OR COMMERCIAL FRONTAGE

BAYVIEW ST.

- MIXTURE OF SMALL SHOPS AND FISHING INDUSTRY BUILDINGS
- VIEWS OF THE WATER
- STEP DOWN 2 STOREY HUMAN-SCALE BUILDINGS TO THE NORTH.
- SPECIAL TREATMENT OF 5m SETBACK FROM BAYVIEW ST.

DESIGN GUIDELINES AND CRITERIA

1. *The distinctive character of the original buildings should be preserved and restored in keeping with the styles of the era.*

New buildings should be similar in character and scale to existing buildings in the three character areas of Moncton Street, Bayview Street and Chatham Street as shown on Map 3.

1.1 Moncton Street (C4 Zoning District) character area: *- includes #1 Rd.*

New buildings should be small scale and continue the rhythm of a series of store fronts of 10 to 20 metres wide. Long "strip mall" shopfronts are not acceptable.

New buildings in the Moncton Street character area should be a fairly simple commercial style having false fronts with the gable end of the roof toward the street (i.e. side sloping roofs). Flat roofs are acceptable provided there is a decorative parapet or cornice.

Storefront windows on the street level should be larger than upper storey windows. Doorways should be recessed from the sidewalk at least one metre. Cornice lines or canopies should be carefully designed in order to bring the scale of the building down to the pedestrian level.

Exceptions to the criterion of small retail shopping buildings would be existing larger buildings.

- SIMPLE COMMERCIAL BUILDING BUILT TO THE STREET LINE.
- FALSE FRONT, GABLE END, SIDE-SLOPED OR FLAT ROOF.
- RECESS DOORWAYS

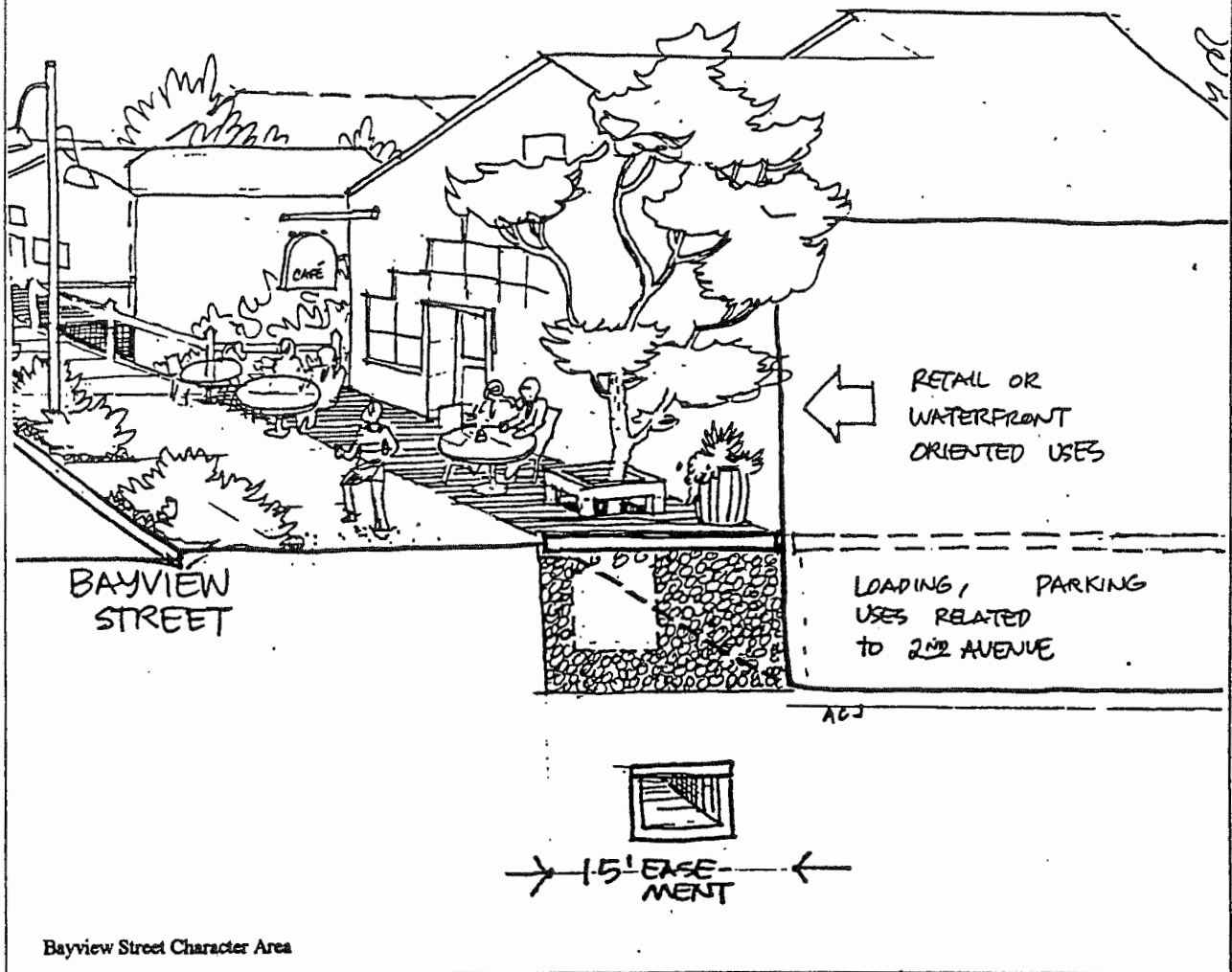


1.2 Bayview Street (C4 Zoning District) character area:

Buildings on Bayview Street should be a mixture of larger industrial "cannery" style buildings and smaller retail buildings designed to take advantage of dyke-top views.

Buildings will have a 5m (15') setback from Bayview Street because of a culvert right-of-way, but should be built to the street line on side streets (First, Second and Third Avenue and Number One Road).

Parking and loading should be at the rear or in the case of industrial buildings loading will be permitted from Bayview Street. On Bayview Street the 5m right-of-way and boulevard should be terraced in front of commercial buildings in order to provide a level area where pedestrian-oriented activities such as outdoor cafes can take place. These areas should have special treatment and be paved with exposed aggregate concrete or Holland paving stones to match the City sidewalk. Building owners may provide a wooden "porch" boardwalk. Small growing trees may be permitted provided they do not interfere with underground utilities. The Landscape Architect should refer to the list of recommended species published by the City.



Bayview Street Character Area

1.3 Chatham Street (C5 Zoning District) character area:

The character of new buildings in the Chatham Street area will vary, depending on which street the building fronts on. Buildings fronting on First, Second or Third Avenues should be similar in character to existing (adjacent) buildings as described in the section on the Moncton Street character area.

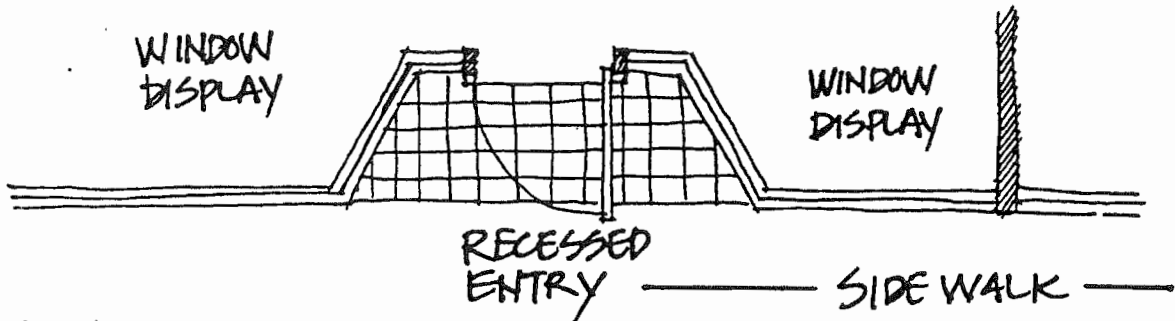
Buildings fronting on Chatham Street should be set back from the street line approximately the same distance as the adjacent (existing) buildings, about 19m on the south side and 11m on the north side. An exception may be made for difficult-to-develop corner lots where it is not practical to have such a large setback from Chatham Street. The character of buildings on Chatham Street should be similar to existing buildings - namely small to medium-width shop fronts of a more contemporary style.

2. The continuity of the commercial frontage should be maintained by having a minimum street setback, consistent with older commercial streets.

The intent of this guideline is to make it easier and more interesting for shoppers to move from store to store. The natural flow of pedestrians along the public sidewalk makes this an appropriate location for buildings. Extensive landscaping, parking, loading or storage should not be located next to sidewalks on commercial properties. (See the Design Concept for recommended commercial frontages.)

For details of appropriate building setbacks from various streets, refer to the section on character areas.

Shops should have recessed entries, as was common in older buildings in Steveston. Recessed entries increase the amount of window display area, add to the interest of the facade, and allow shop doors to open outward safely without obstructing the sidewalk.



Sketch of recessed entry

2.1 Store fronts should have windows facing commercial streets wherever possible, for the interest of passers-by.

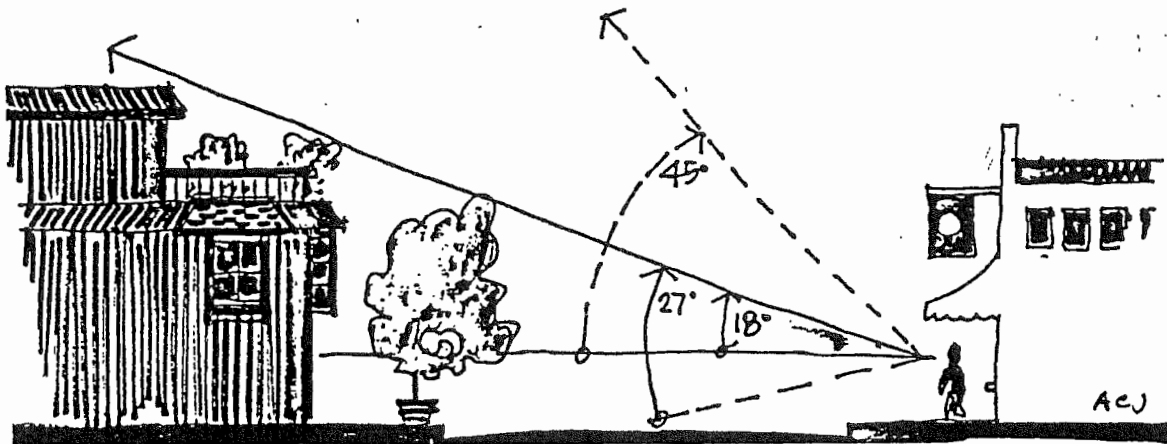
Because this is a shopping area and the guidelines encourage continuity of commercial frontage, it is important that all shops present an interesting facade to the street. Windows allow merchants to create displays which communicate the nature of the business to potential customers passing by on the sidewalk. Windows make a visual transition from the sidewalk to the interior of stores.



A dyke-front store in Steveston c. 1900 had windows and open-air counter to display and sell "groceries".

3. New buildings should be compatible in height with adjacent buildings.

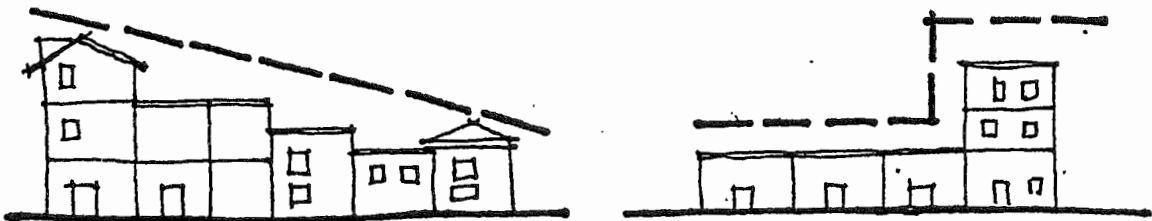
Buildings in Steveston have traditionally been one to three storeys in height. This situation was partly the result of wood frame building technology of the day, but coincidentally resulted in a pleasing relationship between buildings and the street.



Human eyes can normally perceive a vertical field of vision of about 27°, or 18° above the horizon. This means that a person will feel most comfortable viewing a two storey building across a typical street. Some image of the whole remains up to 45° from the horizon. A building is considered to be of a human scale if it can be comfortably viewed at a glance. Therefore, new buildings should have a setback such that there is a height: distance ratio, taken from the opposite side of a street or park, of between 1:1 and 1:2.

Conversely, in some cases spacing between buildings is too great, and there is no feeling of enclosure on the street. This is the opposite extreme of the "boxed in" feeling, and just as undesirable.

The C4 Steveston Commercial District limits heights to 9m (29'-5") and the C5 District height limit is 12m (39'-4"). This effectively limits buildings to two and three-storeys respectively. These limits should be adhered to generally, with the added stipulation that changes in building heights from lot to lot should be gradual, as shown in the sketch.



Buildings should be designed to be the same height as neighbouring buildings, or to change height gradually (maximum one-storey difference between adjacent lots)

4. *Exterior finish of buildings facing commercial streets should utilize traditional materials, or materials which are compatible with existing natural finishes.*

Older buildings in the Steveston Commercial District were finished with wood. The newer buildings are generally stucco or, more recently painted concrete block. Only a few buildings survived the 1918 fire, one being the brick "Hepworth block". Other buildings of the period generally had painted shiplap or wooden shingle siding.

Finish materials for new or renovated buildings should be compatible with traditional materials, for example, wood or brick. The hand-made character of finish and decoration could be carried on with careful detailing, and some modern and machine-made materials can be successfully incorporated. Finish materials, windows, doors, hand rails and decorative elements can take up the form, character or rhythm of nearby older buildings without imitating them.

See Appendix 2 for examples of building finish and details.

Acceptable new finish materials include: red or painted 4" high brick, horizontal (bevelled or shiplapped) cedar siding (maximum 6" exposed), wood panel, cedar board and batten (on selected areas), smooth stucco, cedar shingles, and on Bayview Street, industrial ribbed metal roofing.

Unacceptable finish materials include vinyl, aluminum siding, shakes, imitation stone or brick, duroid, ceramic tiles, asbestos and plywood (other than decorative plywood infill panels.)

Doors and windows should utilize traditional finish and form. Wood or painted aluminum frames are acceptable. Doors should have glass panels. Glass in windows or doors should be clear or grey tinted. Mirror finish bronze or solid metal are not acceptable.

Colours used on new buildings should be compatible with traditional colours used on older buildings in Steveston. Paint colours should be selected from the "heritage series" produced by several commercial paint companies. These colours are generally strong but muted colour, not pastels. Trim should be painted a colour which contrasts with the siding. White or bright (intense) colours should be used sparingly, if at all.

End walls (party walls) which are exposed to view should be finished with stucco, wood cladding, brick, split-faced concrete block, 4" concrete block with horizontal raked joints, or similar suitable finish. Care should be taken with corner details so that the party walls appear consistent with front and rear walls. The use of decorative cornices, reveals, or projections should be considered.

Painted or raw 8" concrete block party walls are not acceptable as a finish material.



?? no brick



No 4" blocks where they will show is required where buildings built side by side only.

5. *Parking should be located at the rear of buildings, or in communal lots.*

This guideline dovetails with other guidelines aimed at maintaining the vitality of the commercial street, while at the same time providing adequate customer and employee parking. There are three aspects to municipal parking policy for Steveston:

1. *spaces should be provided on the street immediately in front of shops for short term customer parking, including loading zones for fishermen.*
2. *communal parking and loading should be provided off of lanes, at the rear of commercial buildings and on municipal parking lot(s) for long term parking, employee parking, and fishermen's parking.*
3. *parking lots should not be located within 15m of the street within the Moncton Street character area in front of shops because they would inhibit pedestrian access.*

A proposed parking layout for Steveston is shown on Map 2.

6. *Signs for identification of businesses and activities should be in keeping with the historic nature of the town.*

Signs in the early 1900's were usually painted on wood, either directly on the siding or on boards fastened to the fascia or suspended under a canopy. Occasionally a larger establishment, such as the Sockeye Hotel, would display a roof sign.

Signs should be integrated with the architecture and should be clearly drawn and dimensioned on the plans.



Roof sign on the Sockeye Hotel (now the Steveston Hotel).
Source: Vancouver Public Library Collection.

Applicants should refer to the Richmond Sign By-Law as well as these guidelines. A sign permit will be required prior to actually installing signs on the completed building. Only signs which are indicated on the Development Permit drawings for the site will be permitted. Sign Permit application forms are obtained from the Permits and Licences Department.

Acceptable materials for signs in Steveston include:

- wood: painted, stained, natural, sandblasted or carved.
- metal: painted, enameled, embossed, or cast.
- fabric or other natural material.
- paint on glass (on windows or doors - no permit required).

Unacceptable materials for signs:

- plastic or other internally illuminated materials.
- backlit canopy or awning signs.

Signs should be made to be viewed mainly from the sidewalk. In some cases signs may also be designed to be viewed from the water, or from slow moving vehicles.

Signs directed toward the water should not be brightly lighted, so as to keep glare to a minimum. Sign lighting which causes navigational hazards is not acceptable.

The following types of signs are recommended: **MARQUEE SIGNS**

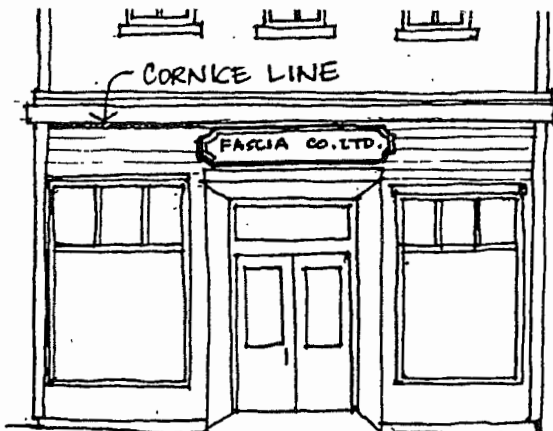


Are easily seen by persons walking on the sidewalk, especially under canopies. It is expected that these will replace projecting signs as new canopies are built.

Maximum total sign area is 8 sq. ft. per each property.

Maximum size 8" deep with maximum 6" letters.

Minimum 8' clearance from the sidewalk.

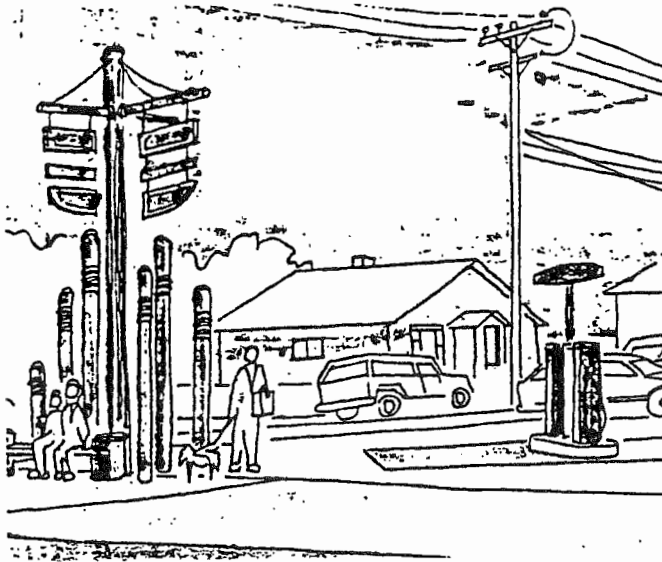


FASCIA SIGNS

Are traditional signs in Steveston and are usually made of painted wood or metal. External illumination by spot light is most appropriate.

Fascia signs should be located so as not to obscure building details. For example, fascia signs should be located below the cornice, as shown in the sketch.

Maximum size 1/2 sq. ft. of sign per foot of wall length.



FREESTANDING SIGNS

These will need to be specially designed for Steveston since modern "standard" signs are generally not appropriate in form, materials, or size.

CANOPY SIGNS

These are also an effective replacement for the old projecting signs. They may be incorporated into a balcony or porch style sidewalk covering.

Maximum 1/2 sq. ft. of sign for each foot of wall length.

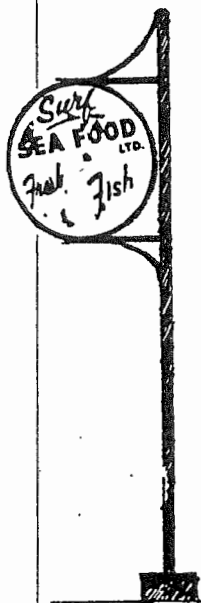
Minimum clearance 8' from the sidewalk.

PROJECTING SIGNS

Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.

Maximum 1 sq. ft. of sign area per each foot of wall length.

Minimum clearance 10-6" from the ground.



ROOF SIGNS

These signs are only recommended for industrial uses or hotels, as was the custom in the past in Steveston.

Before deciding on types and details of signs, applicants should consult the Richmond Sign By-law. For example, certain signs will not be permitted. These include: readograph, third party advertising and other signs specifically prohibited by the Sign By-Law.

7. *Development and redevelopment should include new pedestrian amenities, landscaping, site improvements and screening, where appropriate. This criterion refers to improvements on private property, since the City will be responsible for improving street furniture as part of the Downtown Revitalization Program.*

Although many buildings will have virtually no setback from the street, there may still be room for improvements at the rear of buildings, in parking areas, in window boxes, in entry recesses or in small front setbacks.

New pedestrian amenities could include benches, cafe tables and chairs, handrails, fountains, sculpture, porches and bicycle racks.

Landscaping could include wooden window boxes, wooden or clay pots, barrels with flowers or hanging flower baskets. Developers of every new building or renovation are encouraged to include some plants as described here. Perennial flowers generally require little maintenance and annual flowers can be changed with the season. Examples of annuals are: pansies, daisies, nasturtiums or kale. A list of perennials is provided in Appendix 2.

No large trees or shrubs should be planted on the street frontage for two reasons. Firstly there is not enough room for large growing plants. Secondly, for approximately the last 60 years, there have been very few trees in the Steveston Downtown area, and people have accepted this as a tradition.

Extensive landscaping, tree planting and screening are encouraged at the rear of buildings. The Screening By-law requires screening of parking lots from the public street. Curbs, bumpers or bollards should be provided to separate parked cars from pedestrians.

8. *A Note on Lighting*

Signs, building facades or entranceways should be illuminated by concealed incandescent lighting. Light fixtures which are visible should be nautical or industrial type.

Fluorescent, high pressure sodium, neon architectural or mercury vapour lighting is not acceptable.

Building Lighting which causes a navigational hazard in the harbour is not acceptable. Lights should generally be low level and directed away from the waterfront.



To: Planning Committee

Date: September 27, 2004

From: Terry Crowe
Manager, Policy Planning

File:

Re: Enhanced Development Permit Guidelines- Steveston Area Plan

Staff Recommendation

1. That Official Community Plan Amendment Bylaw No. 7816, which amends Official Community Plan Bylaw No. 7100, Schedule 2.4, Steveston Area Plan, Section 8.0, "Development Permit Guidelines", by deleting Section 8.0 in its entirety and, pursuant to Sections 919.1 (1) (d) and 919.1 (1) (f) of the Local Government Act, substituting a new Section 8.0, "Development Permit Guidelines", as Schedule 1, be introduced and given first reading.

2. That Bylaw No. 7816, having been considered in conjunction with:

- the City's Financial Plan and Capital Program;
- the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

3. That Bylaw No. 7816, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.

T. Crowe
Terry Crowe
Manager, Policy Planning

TC/RA:blg
Att. 2

Heritage Commission thinks it is not before the house. Steveston has changed. Address issue of the character defining elements of Steveston - 1-2 story? pocket parks? boulevard built out to sidewalk? Hold a design charrette with the various historical groups & development community.

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER		
Law	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	<i>Paul O</i>		
REVIEWED BY TAG	YES <input type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input type="checkbox"/>	NO <input type="checkbox"/>

Open up lanes to parking behind lot
CNCL-55
55

Staff Report

Origin

On September 24, 2003, several referrals were directed to staff regarding development guidelines for the Steveston Business District. This report will address these referral requests as follows (*Staff Action*).

Summary of Referral:

For the area located south of Chatham Street between No. 1 Road and 7th Avenue, that staff provide a report that addresses the following issues:

- 1. Outline Development Permit guidelines that are currently applicable to this area; (See Staff Response Section).*
- 2. Include a copy of the "Sakamoto" guidelines; (Attachments 1 & 2).*
- 3. Investigate whether more stringent guidelines can be implemented for the Steveston Village area (See Staff Response Section); and*
- 4. Provide an update regarding the review of the Maritime Mixed-Use area.*

A further review of the Maritime Mixed-Use area is being held in abeyance as Onni Development Corp. is considering submitting a rezoning application to rezone the designated Maritime Mixed-Use area in Imperial Landing. The urban design issues will be addressed as part of the rezoning.

Staff Response

This report recommends immediate changes that will strengthen the current Steveston Area Plan Development Permit Guidelines. In general, wholesale changes to the Steveston Area Plan are not contemplated as most of the referrals by Council relate specifically to the Steveston Downtown Node and in general, the Policies and Development Permit Guidelines are working reasonably well in guiding development in Steveston.

Referral Items

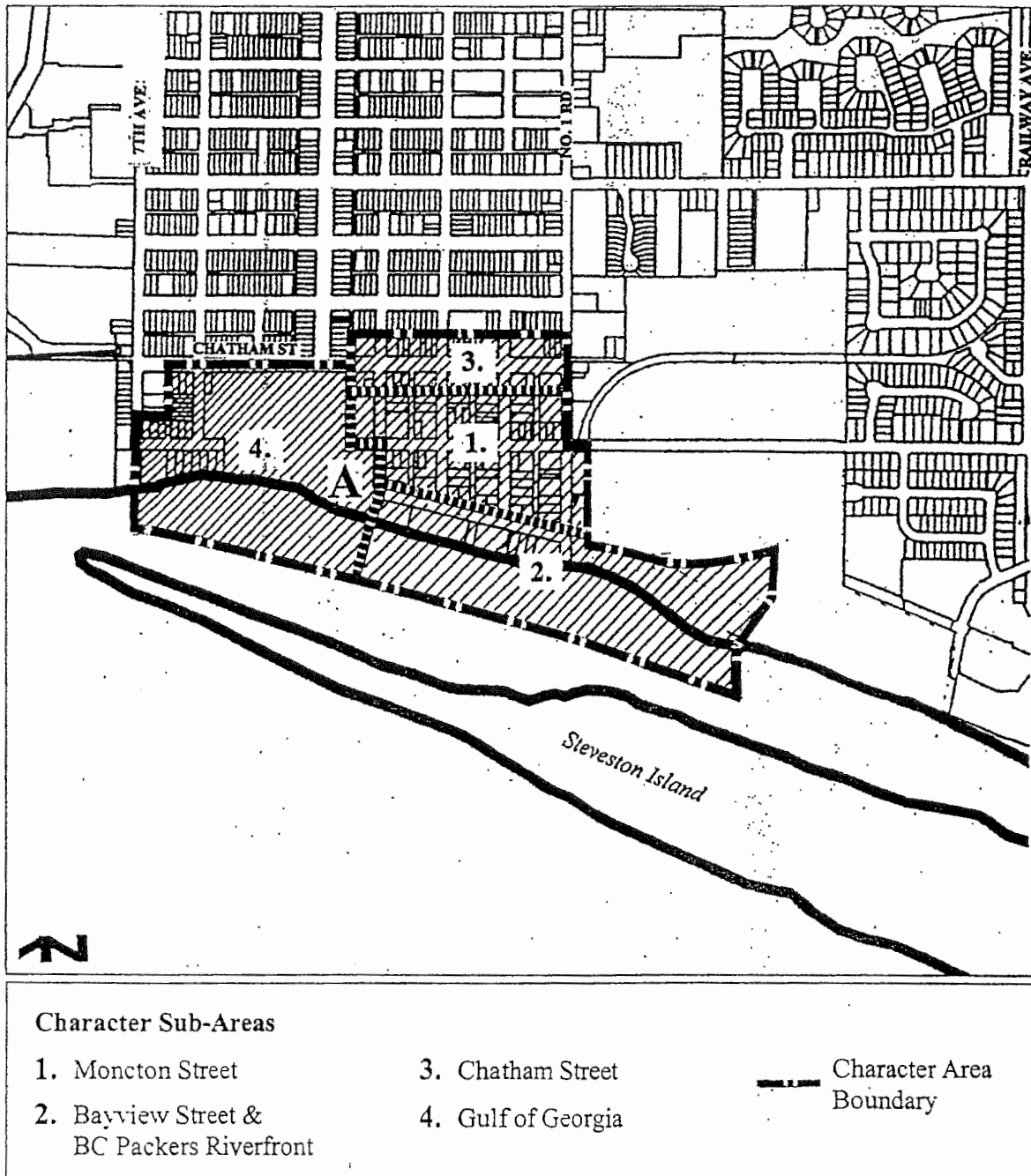
1. Official Community Plan Development Permit Guidelines

In September, 1998, the Steveston Area Plan was amended (Official Community Plan (OCP) Bylaw No. 6916). The revitalization area was removed and replaced by a slightly larger Steveston Downtown Node (Business Centre) and several Steveston Village Character Sub-Areas (i.e. Moncton Street, Bayview Street and BC Packers Waterfront, and Chatham Street.). Development Permit Guidelines for these areas are shown in the attached OCP Bylaw.

The Development Permit Guidelines that are currently applicable to the area between No. 1 Road and 7th Avenue are contained within the Steveston Area Plan (originally adopted April 22, 1985 / Plan Adoption: October 21, 2002). The relevant guidelines consist of two parts:

- Section 8.0 contains General Development Permit Guidelines for all of Steveston – including the subject area;
- Section 8.3.1 contains Additional Development Permit Guidelines for Area A: Steveston Village.

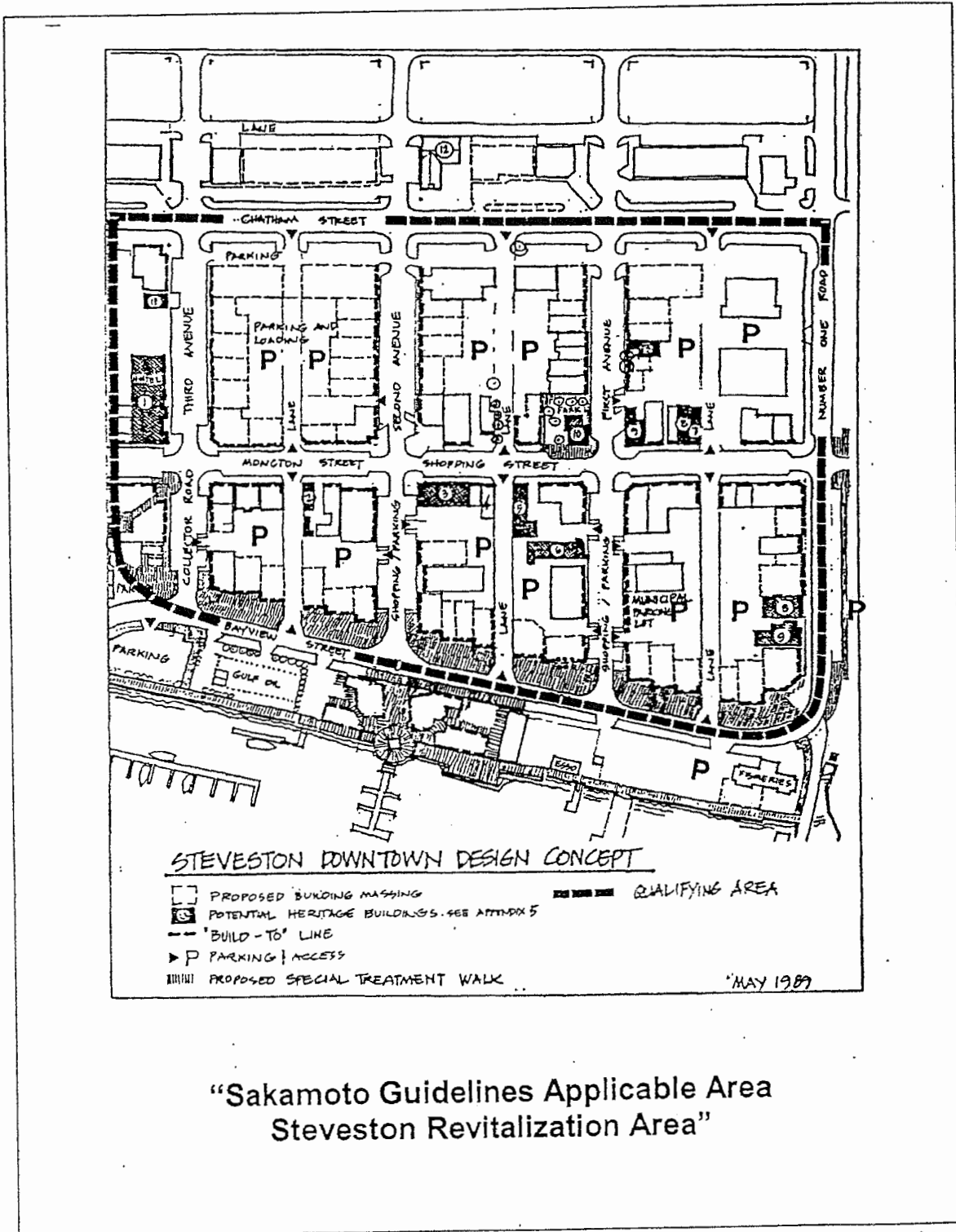
Area A: Steveston Village Character Area Map



2. The "Sakamoto Guidelines"

Applicable Area

The "Sakamoto Guidelines" originally applied to an area slightly smaller than the current Steveston Business District – notably excluding the north side of Chatham Street and the Army, Navy and Air Force Veterans property on the east side of No. 1 Road.



**"Sakamoto Guidelines Applicable Area
Steveston Revitalization Area"**

The Documents:

The "Sakamoto Guidelines" were actually two sets of documents that were referred to in the 1989 version of the Steveston Area Plan (Official Community Plan (OCP) Bylaw 5400):

- (1.) *Design Criteria for the Steveston Revitalization Area (1987)*
 - They provided a Steveston downtown design concept and illustrated urban design guidelines and written criteria regarding the following topics: character of buildings, continuity of commercial frontage, building height, exterior finish, parking location and type, signs, and landscaping.
- (2.) Steveston Downtown Revitalization: Façade Guidelines (1989)
 - They provided an explanation of the Provincial Store Front Façade Grants Program and specific design guidelines for heritage storefront restoration in the Steveston Revitalization Area.

Copies of the above documents appear in Attachments 1 and 2.

Background:

The Sakamoto Guidelines were commissioned as supplements to the Development Permit Guidelines in Steveston Area Plan to guide the revitalization efforts in Steveston Downtown Revitalization area at the time in concert with the heritage designation initiatives by the City and Provincially funded Façade Improvement Grants Program active at the time.

The intent of the original Sakamoto Guidelines was to encourage the authentic restoration of "heritage" storefronts in the Steveston Downtown Revitalization area. As such, the design specifications tended to be very detailed and specific to the faithful recreation of building facades around 1900's. Theoretically, if the entire Sakamoto Guidelines document had been incorporated into the Steveston Sub-Area Plan for the Steveston Downtown Node, the replication of historic building form and character of a specific time period (circa 1900) would eventually emerge over time.

Note:

Replicating the historic character of a specific time period to achieve compatibility with the:

- existing eclectic developments, and
 - future development and business trends,
- will require further investigation.

Document Focus:

Both Sakamoto documents focused heavily upon encouraging owners to take advantage of the Façade Improvement Grants provided by the BC Downtown Revitalization Program, which was then in place and administered by the City. When the Revitalization Program and its funding were terminated by the Province, the revitalization area program for Steveston Village subsequently ceased.

3. Investigate whether more stringent guidelines can be implemented for the Steveston Village area

General

More stringent measures can be implemented. Currently, some key aspects of both the Sakamoto Guidelines are incorporated into the Steveston Area Plan urban design guidelines, such as the massing guidelines to limit the height of building to three-storeys.

A review of the Steveston Area Plan guidelines indicate that some aspects of the Sakamoto Guidelines were not incorporated including:

- > the more detailed guidelines with respect to the architectural detailing and building façade articulation;
- > the graphic illustrations, character sketches and photographs which provided historically accurate architectural details; and
- > streetscape elements including lighting standards, boulevard design, parking layout and historic sidewalk treatment/materials.

The current design guidelines provide general directions to achieve some of the original community goals and objectives envisioned in 1985 and reaffirmed in 2002. Significant redevelopments in some of the sub areas are near completion or well underway, such as the Garry Point/Scotch Pond Node, the Gulf of Georgia Node, BC Packers Node, Britannia Node, the Trites Node, and the London/Princess Node. Other areas, such as the Steveston Downtown Node and Steveston Park Node, will continue to evolve in response to the changing development context and community needs.

Accordingly, significant changes to the existing guidelines are not practical or necessary.

Effectiveness of the Urban Design Guidelines in Achieving the Steveston Vision:

Steveston Vision:

The formal Steveston Area Plan Vision is as a "homeport" where people can live work and play.

Challenges:

For Steveston Village, as redevelopment occurs, the challenges include:

- ensuring that the "home port" Vision is achieved,
- retaining an appropriate mix of land uses to ensure viability,
- protecting the desired heritage and non-heritage elements,
- accommodating redevelopment on both:
 - existing small properties, and
 - larger assembled sites which are large enough for "profitable" redevelopment due to constraints in achieving the required parking and loading requirement.

Visual Quality:

- The current Design Guidelines do not clearly articulate a complete urban design vision for the Village. In particular, they do not provide specific guidance for the streetscape including boulevard treatment and parking arrangement.

Heritage:

- Heritage can be better addressed. Of the 90 buildings in the village, only 12 have retained sufficient heritage merits to be considered for heritage "designation". The other 78 buildings do not have sufficient merits for consideration for heritage designation, but their unique character should be protected.

This report does not address true heritage preservation, which is a significant consideration in Steveston Village. Heritage issues, including the preservation and protection of buildings and landmarks with significant heritage merits by establishing comprehensive heritage strategies will be addressed in a separate staff report at a future date.

Better Define the Valued Urban Design Character:

- The implicitly valued heritage and non-heritage village characters should be better defined to ensure their protection.
- As most agree that it is important to protect the design flavour of the Steveston Village, it is difficult to achieve this goal without better defining these design "characters".
- This can be achieved over time by providing additional graphic illustrations and written descriptions of the desired architectural detailing, materials and streetscape profiles.

Analysis and Recommendations:

The following steps are recommended to protect the existing character of Steveston:

1. Sakamoto Guidelines

Instead of including the Sakamoto Guidelines in its entirety into the Steveston Area Plan, the Sakamoto Guidelines should be used as a reference by staff in conjunction with the Steveston Design Guidelines, when dealing with restoration of buildings with significant heritage merits identified in the City's on line inventory. Council will be apprised of how each development proposal meets the Guidelines.

2. Explanation of Development Permit Controls

The existing guidelines can be made more effective by making two changes described below. These changes will better protect the existing exterior building characters:

(1) Exterior Renovations to Storefronts:

Currently, in the Steveston, the following occurs:

- Interior Renovations - all are exempt from Development Permits
- Exterior Renovations:
 - in Steveston Village - exterior renovations are exempt, if less than \$15,000, and
 - elsewhere in Steveston - exterior renovations if less than \$50,000 outside.

In Steveston Village, the current minimum threshold (\$15,000) for exterior renovations which can be undertaken without a Development Permit may lead to incremental changes to the exterior of existing building facades that, over time, might result in undesirable or uncharacteristic alterations to the storefronts and a loss of neighbourhood/heritage character.

Staff propose that, in Steveston Village, Development Permits for exterior renovations for all commercial, industrial and mixed-use developments with a minimum construction value of \$1,000 be applied, to better address mitigate the situation:

Table 1: Comparison of Current and Proposed Exterior Renovations Exemptions:

Current DP Guideline Exemptions	Proposed DP Guideline Exemptions
1. Renovations to interiors	1. No change
2. Exterior renovations of less than \$15,000 in Steveston Village"	2. All exterior renovations in the "Steveston Village" less than \$1000 construction value (Steveston Downtown Node)
3. Exterior renovations of less than \$50,000 outside "Steveston Village"	3. No change

Implementation

The above changes are incorporated into the proposed OCP Bylaw in this report.

Benefits

- The Development Permit process will enable staff to review exterior renovations, other than very minor alterations, to ensure that the proposed design is compatible with the existing Design Guidelines, adjacent buildings and where appropriate, to encourage accurate historic restorations.
- Staff will also have the discretion to refer to the Sakamoto Guidelines for appropriate restoration detailing as an interim measure until a further review of the heritage guidelines.

(2) Increased Scope and Effectiveness of Development Permit Guidelines:

The current Development Permit Guidelines were adopted under older legislation, which limits their scope and effectiveness. To increase their scope and effectiveness, it is proposed that the amended Guidelines be adopted using newer Local Government Act Sections 919.1 (1) (d) and (f). Readopting the guidelines under the updated legislation will expand the requirements of Development Permit beyond the "general character of the development" to include "landscaping, and the siting, form, exterior design and finish of buildings and other structures".

It is of note that under the former 1989 Official Community Plan (OCP) Bylaw 5400, there were no Development Permit exemptions for exterior renovations within the Steveston Village. The increased scope to include all buildings regardless of heritage status enables the City to prevent the cumulative loss of the Steveston Village charter through uncharacteristic or in compatible storefront renovations.

Pros:

- Immediate implementation possible,
- All storefront renovations will undergo design review.

Cons:

- Increased review time and requirements for small renovation projects,
- Assumes that the current vision in the Steveston Area Plan will adequately address the changing economic and development context.

Implementation:

The above change is incorporated into the proposed OCP Bylaw in this report.

Current Initiatives Underway

Build Out Implication:

While the current zoning in the Village (Steveston Commercial 2-Storey (C4) and Steveston Commercial 3-storey (C5) allows for much higher density than the existing development patterns (1.0 floor area ratio (F.A.R.) and between 9 m and 12 m height), the multiple ownership of small parcels of land in Steveston Village presents development challenges in this area.

Staff need to review the built-out implications in Steveston based on the developments achievable under the current zonings including, but not limited to:

- parking, infrastructure and services requirements, and
- the interface between residential and commercial uses at grade in the transitional areas radiating outwards from the village core business district.

Parking Review:

- The Transportation Department is currently undertaking a comprehensive review of the parking and loading needs and transportation strategies to address the development conditions at maximum "built-out" permissible under the uses permitted under current zoning. Transportation staff will prepare a separate report to Council by December, 2004.

Steveston Commercial (C4 and C5) Zone Districts:


- Staff are preparing a separate report to better manage retail and residential uses in mixed-use (commercial/residential) development on C4 and C5 zoned sites.

Ongoing work:

- Over time it is desirable to improve the existing urban design guidelines, as work priorities permit, by:
 1. improving clarity the Village character vision,
 2. providing specific design guidelines for streetscape and landscaping;
 3. simplifying and consolidating the existing guidelines for additional clarity; and
 4. including graphic illustrations to demonstrate the design intent, materials, and façade treatment envisioned.

Conclusion

- The Steveston Area Plan Urban Design Guidelines are effective.
- Two immediate changes are proposed.
- Parking and zoning improvements are underway and will be brought forward separately.
- Overtime, other improvements are contemplated , as work priorities permit.


Cecilia Achiam, MCIP,
Urban Design Planner, (Local 4122)
CA:blg

Attachment 1: Design Criteria for the Steveston Revitalization Area (1987)
Attachment 2: Steveston Downtown Revitalization: Façade Guidelines (1989)

9

"IN CAMERA"

CITY OF RICHMOND
REPORT TO COMMITTEE

DATE: February 13, 1991
TO: Planning and Development Services Committee
FROM: Ron Mann
Director of Planning
RE: APPOINTMENT OF MEMBERS TO THE STEVESTON DOWNTOWN REVITALIZATION
COMMITTEE
FILE: 1019

(032)

STAFF RECOMMENDATION

That:

1. The Steveston Downtown Revitalization Committee be re-named the Steveston Design Committee;
2. The operating procedures, as shown on Attachment 1 to the report dated February 8, 1991 from the Director of Planning, be adopted as policy; and
3. The following names be submitted to open Council meeting for appointment to the Steveston Design Committee for a two year term effective January 1991:

Bill Carnegie
Richard Creed
Irene Fox
John Horton
Ron Kemp
Bud Sakamoto
Dave Scott

... 2

STAFF REPORT

February 13, 1991

- 2 -

1019

BACKGROUND

On January 23, 1989, Council resolved that all Development Permits in Steveston be referred to the Steveston Downtown Revitalization Committee for comments (see attached map of the area).

A new group has been nominated to fill vacancies on the Committee for a term from January 1991 to January 1993.

ANALYSIS

The original function of the Steveston Downtown Revitalization Committee was to oversee the Downtown Revitalization Program. When the street improvements were completed, the main function of the Committee became the review of Development Permit applications. The Committee has been functioning for over a year-and-a-half now, and has helped to elevate the quality of design by serving as a source of feedback for the local community.

The Committee, on February 16, 1989, agreed to operate according to the attached procedure guidelines. It is suggested that Council recognize these procedures. There are two aspects of the procedures worth highlighting:

1. In addition to reviewing Development Permits, the Committee would like to review all Sign Permits in the area, and have been doing so thus far with the co-operation of the Permits and Licences Department. This should be an interim procedure until the Sign Bylaw is amended to create a special sign control area.
2. The Committee suggests that seven nominees to the Committee be appointed for two year terms.

The Steveston Business Association and the Steveston Community Association have nominated seven members to the Committee (see attached letters). The nominees are:

- . Bill Carnegie
- . John Horton
- . Richard Creed
- . Dave Scott
- . Bud Sakamoto
- . Irene Fox
- . Ron Kemp

It should be noted that the purpose of the Committee is purely advisory. Individual Committee members may wish to liaise with their parent organizations, but should not attempt to take on a regulatory or policing role.

Finally, to reflect the current function, it is suggested that the Committee be renamed THE STEVESTON DESIGN COMMITTEE (SDC).

... 3

CONCLUSIONS

1. Council has been referring Development Permits to the Steveston Revitalization Committee for over two years.
2. The Committee needs to be reappointed as per the attached procedure guidelines.

FINANCIAL IMPACT

The Committee operates as unpaid volunteers. Municipal staff provide administrative assistance.



Ron Mann
Director of Planning

AJ/tw / Attachments

4254K

1977
Alternative to Curb Bulges
proposed by Steveston Historical Society and Steveston Businesses

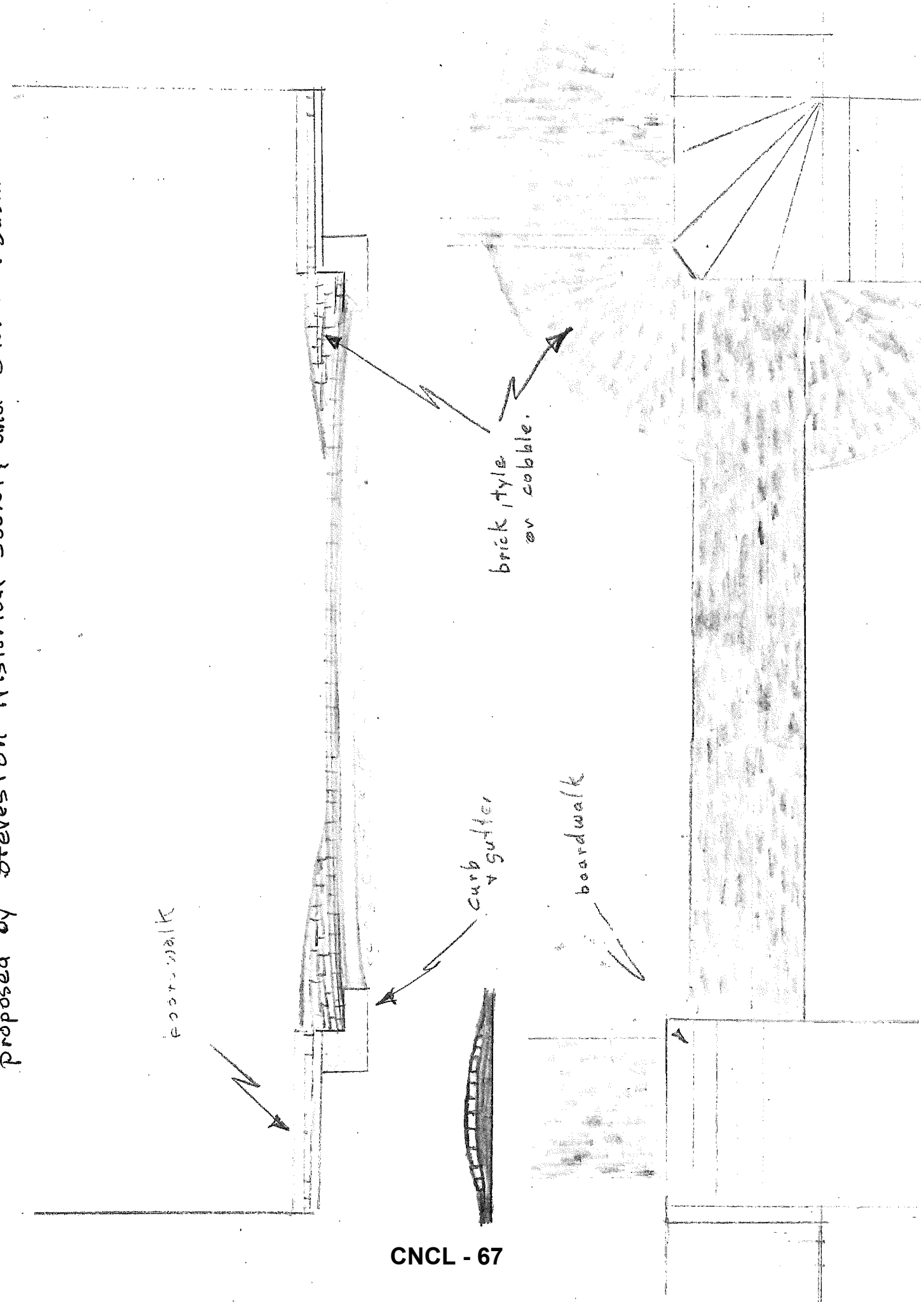
footwalk

curb
& gutter

boardwalk

brick, tile
or cobble.

CNCL - 67





Public Works and Transportation Committee

Date: Wednesday, October 18, 2017

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Harold Steves
Councillor Derek Dang
Councillor Carol Day
Councillor Alexa Loo

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 Public Works and Transportation Committee held on September 20, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

November 22, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

AGENDA ADDITION

It was moved and seconded

That Traffic Recording Capabilities at Intersections in Richmond be added to the Agenda as Item No. 4A.

CARRIED

Public Works & Transportation Committee
Wednesday, October 18, 2017

PLANNING AND DEVELOPMENT DIVISION

1. TRANSLINK 2018 CAPITAL PROGRAM COST-SHARE SUBMISSIONS

(File Ref. No. 01-0154-04/2017-Vol 01) (REDMS No. 5493788 v. 3)

In reply to queries from Committee, Victor Wei, Director, Transportation, provided the following information:

- the River Parkway Project is eligible for various funding sources within TransLink as this project in particular utilizes different modes of transportation;
- staff are reviewing the city's cycling network and a staff report is forthcoming in 2018;
- staff will examine the possibility of installing bike routes in all major school catchments and provide results in the aforementioned staff report;
- projects submitted for consideration as part of the 2018 TransLink Cost-Share Program are done so with equal priority and TransLink determines which projects receive funding; and
- TransLink's cost-share budget has increased substantially from last year.

It was moved and seconded

- (1) *That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2018 capital cost-share programs as described in the report titled, "TransLink 2018 Capital Program Cost-Share Submissions" dated September 27, 2017 from the Director, Transportation, be endorsed; and*
- (2) *That, should the above submissions be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and the 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) be updated accordingly.*

CARRIED

ENGINEERING AND PUBLIC WORKS DIVISION

2. RICHMOND'S COMMITMENT TO PESTICIDE USE REDUCTION AND INVASIVE SPECIES MANAGEMENT

(File Ref. No. 10-6125-04-01) (REDMS No. 5559065)

In reply to queries from Committee, Chad Paulin, Manager, Environment, provided the following information:

2.

Public Works & Transportation Committee
Wednesday, October 18, 2017

- it is not possible to limit the sale of invasive species;
- Community outreach education on invasive species and the effects of pesticide application has proven successful on the prevention of their use; and
- there a number of different less severe pesticides and environmentally friendly preventative options that can be used to eliminate chafer beetles.

In reply to a query from Committee, Peter Russell, Senior Manager, Sustainability and District Energy, highlighted that staff are developing multimedia tools regarding the use of pesticides to engage property owners.

Also, Mr. Paulin commented on the growth of Chervil along the West Dike, noting that it is classified as a noxious weed as its germination is uncontrollable.

It was moved and seconded

That the staff report titled "Richmond's Commitment to Pesticide Use Reduction and Invasive Species Management" dated September 22, 2017, from the Director, Engineering, be received for information.

CARRIED

3. 2018 PAVING PROGRAM

(File Ref. No. 10-6050-01) (REDMS No. 5550568)

In reply to queries from Committee Lloyd Bie, Manager, Engineering Planning, advised that (i) low paving contract prices are a result of early tendering of the annual paving contract and low oil prices, and (ii) proposed funding for the Paving Program was similar last year.

John Irving, Director, Engineering, noted that a funding shortfall has been identified in the Paving Program, however, more work has been accomplished this year as a result of low contract . Mr. Irving added that once prices increase, additional funding may be requested to maintain service levels established by Council.

It was moved and seconded

That the staff report titled, "2018 Paving Program," dated September 18, 2017, from the Director, Engineering be received for information.

CARRIED

4. GREASE INSPECTOR UPDATE 2017

(File Ref. No. 10-6060-03-01) (REDMS No. 5521844 v. 4)

In reply to queries from Committee, Mr. Bie provided the following information:

- the cost of the full-time Grease Inspector may be offset by fines; however compliance is often achieved with adequate public education;

3.

Public Works & Transportation Committee
Wednesday, October 18, 2017

- the Grease Inspector's primary responsibility will be to educate the public on proper grease disposal protocols; and
- improper disposal of grease is attributed to lack of knowledge of proper disposal.

In reply to queries from Committee, Mr. Irving that businesses such as restaurants are required to install grease traps, however the grease clogging arises when kitchen equipment is used incorrectly.

In response to discussion regarding the installation of grease traps for particular businesses, Robert Gonzalez, General Manager, Engineering and Public Works, advised that educating business owners to understand the impact of grease is paramount in implementing proper disposal protocol. He further advised that improper disposal of grease is often done so by home cooks.

It was moved and seconded

That a full-time grease inspector be submitted as part of the 2018 Utility Budgets for Council consideration.

CARRIED

4A. TRAFFIC RECORDING CAPABILITIES AT INTERSECTIONS IN RICHMOND

(File Ref. No.)

Discussion took place on the potential to install traffic recording cameras at intersections in Richmond. It was noted that this technology is being used in other municipalities and is a valuable tool for crime prevention and traffic incidents

In response to the discussion, Mr. Wei advised that staff did initially review the merit of a traffic monitoring system with recording function and it was determined that traffic recordings would not be of value to the City at the time as its primary purpose was for real time monitoring from the Traffic Management Centre. He noted that, in order to implement such recording technology to the live stream system currently in place, another layer of software and hardware would be required. Mr. Wei then stated that staff have been working with the Richmond RCMP to determine the appropriate scope and costs of providing the necessary equipment displaying the live video feed for RCMP, and a potential joint capital project submission with the Richmond RCMP could be considered as part of the 2018 Capital budget process. Moreover, he spoke to challenges related to retrofitting the current live stream system with recording capabilities and commented on privacy matters which may require some time to resolve.

Discussion took place and Committee requested that staff provide a memorandum regarding the submission of such equipment in the budget process.

4.

Public Works & Transportation Committee
Wednesday, October 18, 2017

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

That Traffic Recording Capabilities at Intersections be submitted in the 2018 budget process for Council consideration.

The question on the motion was not called as discussion took place and Committee requested that staff provide detailed information alongside the aforementioned staff memo regarding the type of recording equipment being considered in order to provide Council with a range of scope options for budget submission.

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

5. **MANAGER'S REPORT**

Update on Flood Management

Tom Stewart, Director, Public Works Operations, commented on the recent surge of precipitation, noting that the City is well equipped to handle such influxes in weather as a result of Council's support for such equipment.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:49 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, October 18, 2017.

Councillor Chak Au
Chair

Sarah Kurian
Legislative Services Coordinator



Council/Board Liaison Committee Public Minutes

Wednesday, September 20, 2017
9:00 a.m.

School District Administration Offices
4th Floor Conference Room

Present: Trustee Chair, Donna Sargent
Trustee, Debbie Tablotney
Trustee, Alice Wong
Councillor Linda McPhail
Councillor Alexa Loo

Also Present: S. Elwood, Superintendent of Schools, SD 38
M. De Mello, Secretary Treasurer, SD 38
M. Beausoleil, General Manager, Maintenance, Operations and
Transportation
C. Volkering Carlile, General Manager, Community Services, CoR
S. Lusk, Senior Manager, Recreation & Sport, CoR
D. Chan, Manager, Transportation Planning, CoR
C. Edwards, Manager, Customer Services and Licencing, CoR**
C. Cuthbert, Child Care Co-ordinator, Community Services, CoR
W. Plante, Executive Assistant, SD 38

* present for a portion of the meeting
** joined the meeting already in progress

*The Richmond Board of Education acknowledges and thanks the First Peoples of the
hə́ŋqəmiŋə́m (hun-ki-meen-um) language group on whose traditional and unceded
territories we teach, learn and live.*

Call to Order: The Chair called the meeting to order at 9:00 am.

Introductions

1. ADOPTION OF AGENDA

It was moved and seconded

***That the Council/Board Liaison Committee agenda for the meeting of
Wednesday, September 20, 2017 be adopted as amended.***

Add item 4.5 Volleyball Canada Adopt and Athlete Program

Add item 4.6 Board Mission, Vision and Values

CARRIED

2. MINUTES

It was moved and seconded

That the minutes of the meeting of the Council/Board Liaison Committee held on Wednesday, May 24, 2017 be adopted as circulated.

CARRIED

3. STANDING ITEMS

3.1 Traffic Safety Advisory Committee

Minutes from the June 1, 2017, Traffic Safety Advisory Committee were distributed at the meeting.

The Manager of Transportation Planning updated on various safety initiatives. As a result of traffic safety complaints received from schools, additional in road school zone signage will be installed at Brighthouse and Manoah Steves elementary.

City staff are investigating traffic safety concerns with vehicles turning left out of the driveway at Steveston-London secondary.

Various speed way signs have been installed at Anderson, Kingswood and Woodward elementary and special crosswalks have been placed at Wowk and McKinney elementary, as well as MacNeill and Richmond secondary schools.

Discussion regarding speed zones at Garden City and traffic safety awareness week also occurred. Questions were raised regarding the speed limit sign along Garden City Road. The Manager of Transportation Planning will follow up and advise.

Trustee Tablotney joined the meeting at 9:08 am.

The Manager, Customer Services and Licencing joined the meeting at 9:45 am.

The Senior Manager, Recreation & Sport, departed the meeting at 9:45 am.

4. BUSINESS ARISING & NEW BUSINESS

4.1 Legalization of Marijuana

The Manager, Customer Services and Licencing updated attendees that research and strategies continue in the development and implementation of the provincial framework.

The Child Care Coordinator departed the meeting at 10:12 am.

The Manager, Customer Services and Licencing departed the meeting at 10:18 am.

4.2 Closure of Shaw TV stations

Councillor McPhail briefed attendees on city protocol regarding videotaping council meetings. Superintendent Elwood expressed her appreciation of working with the city as the school district explores its options of live streaming capabilities of public Board meetings.

ACTION: Secretary Treasurer to report to the Board on the completion of the technical/financial investigation.

4.3 Daycares at School District Facilities

The General Manager, Maintenance, Operations and Transportation updated attendees regarding the relocation of daycares.

A discussion on the challenges facing the district and day care providers took place. Issues with respect to seismic remediation programs and district compliance of re-sizing schools could result in a long term perspective and shift of thinking of public utilization of space. The importance of childcare was emphasized as well as working with the city regarding future land offers and ministry expectations around school land to daycares.

ACTION: Add this item for potential advocacy to the next agenda.

4.4 Child Care Needs Assessment and Strategy

A Richmond Child Care Needs Assessment Strategy was distributed at the meeting by the Child Care Coordinator who spoke to her report and provided an overview of the program which was last assessed in 2016. Key achievements of the program were shared including an increase of licensed child care spaces from 3,974 to 5,802 of which 1200 are located in school district facilities as well as the completion of 3 city owned child care centres. Child care affordability, limited availability of child care spaces for infant/toddler, and challenges of school age care and children requiring extra support were some of the results and key findings from a public consultation.

In addition to reviewing the current status of existing child care spaces in Richmond, the City will consult with the school district about school enrolment changes and facility redevelopment that may affect use of school properties for licensed child care spaces and other child and family development programs. The City will work towards improving the availability of information to Richmond families on child care and family related resources by collaborating with the school district.

Comments regarding future opportunities for daycare spaces including a significant shift on how the district and City can continue to partner, advocate, support and work together to secure alternate funding space for daycares occurred.

4.5 Volleyball Canada Adopt an Athlete Program

Councillor Loo spoke of her involvement with the Adopt an Athlete program during the 2010 Olympics where she was adopted by Homma elementary. She visited students and shared her excitement, passion and competitive experiences of her sport resulting in a fun and meaningful relationship for both students and athlete.

She added that a similar program could be created with Women's Volleyball in Richmond.

The Superintendent will connect with Councillor Loo regarding this initiative.

4.6 Vision, Mission and Values

The Superintendent of Schools spoke to the background and journey since the May 2015 inception of the Policy 100 Visioning Task Force. Students' input has been instrumental in helping to develop key themes and will be forwarded for stakeholder consultation.

5. NEXT MEETING

The next meeting is scheduled for Wednesday, Nov 8, 2017 at 9:00 am, 4th floor meeting room, School Board office.

6. ADJOURNMENT

It was moved and seconded

That the meeting adjourn at 10:02 am.

CARRIED

DRAFT



To: General Purposes Committee **Date:** October 1, 2017
From: Carli Edwards, P.Eng.
Acting Senior Manager, Community Safety
Policy & Programs and Licencing
Chief Licence Inspector **File:** 12-8275-30-001/2017-
Vol 01
Re: **Application to Amend Food-Primary Liquor Licence – Relocation of Cactus Club Cafe to 1666 – 6551 No. 3 Road.**

Staff Recommendation



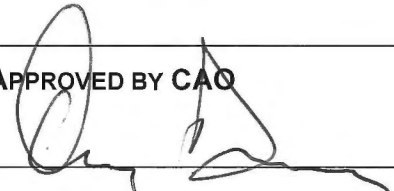
1. That the application from Cactus Club Cafe 2900 Ltd., operating as Cactus Club Cafe, for the relocation amendment to their Food Primary Liquor Licence No. 148636 **from** location at 5500 No. 3 Road with hours of liquor service from 9:00 a.m. to next day 1:30 a.m., Monday to Saturday and from 9:00 a.m. to midnight, Sunday; **to** location at 1666 – 6551 No. 3 Road with the same hours of liquor service, be supported.
2. That a letter be sent to the Liquor Control and Licensing Branch advising that:
 - a) The Council supports the relocation amendment of the application and the hours of liquor service;
 - b) The total person capacity at 223 persons indoor and 76 persons for the outdoor patio is acknowledged;
 - c) The Council's comments on the prescribed criteria (section 71 of the Liquor Control and Licensing Regulations) are as follows:
 - i) The impact of noise and traffic in the vicinity of the establishment was considered; and
 - ii) The general impact on the community was assessed through a community consultation process; and
 - iii) Given that there has been no history of non-compliance, this amendment will likely not result in the establishment being operated in a manner that is contrary to its primary purpose.
 - d) As the operation of a licenced establishment may affect nearby residents, business and property owners, the general impact assessment was conducted through the City's community consultation process as follows:

- i) Residents, businesses and property owners within a 50 meter radius of the establishment were notified by letter. The letter provided information on the application with instructions on how to submit comments or concerns; and
 - ii) Signage was posted at the establishment and three public notices were published in a local newspaper. The signage and public notice provided information on the application with instructions on how to submit comments or concerns.
- e) The Council's comments on the general impact of the views of residents, businesses and property owners as follows:
- i) The community consultation process was completed within 90 days of the application process; and
 - ii) The comments and views of residents, businesses and property owners received through the community consultation process were assessed; and
 - iii) The concerns of residents, businesses and property owners received through the community consultation process could be mitigated by existing Bylaws.
- f) The Council recommends the approval of the licence for the reasons that the relocation amendment is acceptable to the majority of the residents and businesses in the area and the community.



Carli Edwards, P.Eng.
Acting Senior Manager, Community Safety Policy & Programs and Licencing
Chief Licence Inspector
(604-276-4136)

Att. 2

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

Staff Report

Origin

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the *Liquor Control and Licensing Act* (the Act) and the Regulations made pursuant to the Act.

This report deals with an application to the LCLB and the City of Richmond by the Cactus Club Cafe 2900 Ltd., operating as Cactus Club Cafe, for the relocation amendment to its Food Primary Liquor Licence No. 148636:

- To change the location with hours of liquor sales **from**, a location at 5500 No. 3 Road with hours of liquor service from 9:00 a.m. to next day 1:30 a.m., Monday to Saturday and from 9:00 a.m. to midnight, Sunday; **to** location at 1666 – 6551 No. 3 Road with the same hours of liquor service.

The City of Richmond is given the opportunity to provide comments and recommendations to the LCLB with respect to liquor licence applications and amendments. For an amendment to a Food Primary Licence, the process requires the local government to provide comments with respect to the following criteria:

- the potential for noise;
- the general impact on the community; and
- whether the amendment may result in the establishment being operated in a manner that is contrary to its primary purpose.

Analysis

Currently, the Cactus Club Cafe is located on 5500 No. 3 Road and has a valid Food-Primary Liquor licence with liquor service past midnight. The establishment will be relocated to the Richmond Centre Mall with the address 1666 – 6551 No. 3 Road (hereafter as the “new establishment”). The new establishment has a person capacity of 223 (interior) and 76 (exterior patio) for a total of 299 occupants. The new establishment’s primary purpose is the service of food, including appetizers and main courses prepared in the kitchen of the new establishment. The property is zoned Downtown Commercial (CDT1) and restaurant is a permitted use in the Zoning Bylaw 8500. In addition to Cactus Club, there are two other restaurants with Food Primary Liquor Licence tenanted in the Richmond Centre Mall.

The applicant’s amendment to the Food Primary Liquor Licence is a permanent change of location with hours of liquor service past midnight. Pursuant to the *Liquor Control and Licensing Regulation*¹ where Food Primary Liquor Licence amendments with hours of liquor

¹ Liquor Control and Licensing Regulation Section 71 – (3) For the purposes of section 38 (1) of the Act, the prescribed circumstances with respect to a food primary licence are as follows: (b) an applicant applies for any of the following amendments to the licence: (ii) a permanent extension of hours of liquor service if the new hours extend past midnight.

service that extend past midnight, the City can comment and recommend the issuance of the licence as set out in Section 38 of the Act.

On September 5, 2017, the City confirmed the receipt of the subject application and initiated the community consultation process to gather input from residents, businesses and property owners. The City has 90 days to complete the community consultation and provide comments and recommendations to the LCLB regarding to the issuance of the licence.

Summary of Community Consultation Process and Comments

The City's community consultation process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw 8951 which under Section 1.8.1 calls for:

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*;
... must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates:
 - (i) type of licence or amendment application;
 - (ii) proposed person capacity;
 - (iii) type of entertainment (if application is for patron participation entertainment); and
 - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

The required signage was posted on September 12, 2017 and three advertisements were published in the local newspaper on September 13, 2017, September 15, 2017 and September 20, 2017.

In addition to the advertised signage and public notice requirements, staff sent letters to businesses, residents and property owners within a 50 meter radius of the new establishment. On September 12, 2017, a total of 2,252 letters were mailed out to businesses, residents and property owners. The letter provided information on the proposed liquor licence application and contains instructions to comment on the application. The period for commenting for all public notifications ended October 13, 2017.

Potential for Noise

The new establishment's location is situated in the City core, inside Richmond Centre Mall, with regular vehicular traffic on main arterial roads such as No. 3 Road and a large parking lot adjacent to the restaurant. Within the area, there are other restaurants and businesses, including in the mall and across the street, frequently visited by the public. Based on this assessment, the noise level is not a concern to other residents or businesses in the area.

Potential for Impact on the Community

The City relies, in part, on the response from the community to determine any negative impact of the liquor licence application. In this case, there was only one letter received in response to the application and the letter was in support of the application (Attachment 1). There is no reason to believe that the residents or businesses in the area have any concerns about this establishment or the potential impact on the community.

Potential to Operate Contrary to its Primary Purpose

There were no documented incidents of non-compliance related to the operation of this business. The Cactus Club Cafe chain is widely recognized restaurant chain in Metro Vancouver and in British Columbia. As such, there is no risk of the business operating in a manner that would be contrary to its primary purpose as a food establishment.

Other Agency Comments

As part of the review process, staff requested comments from other agencies and departments such as Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue, Building Approvals and Business Licence Department. These agencies and departments generally provide comments on the compliance history of the applicant's operations and premises.

Vancouver Coastal Health conducted an initial health inspection on September 14, 2017 and has no objections to the relocation of the liquor licence. No issues or concerns were raised by other agencies or departments on this application.

Financial Impact

None.

Conclusion

The results of the community consultation of the Cactus Club Cafe Food Primary Liquor Licence application were reviewed based on the LCLB criteria. The assessment concluded there is no potential impact from noise, no significant general impact in the community and no concerns raised by City departments or other agencies. The Cactus Club Cafe is a recognized restaurant chain and there is no reason to believe the new establishment would operate in a manner that is contrary to its primary purpose. Based on the aggregate of these factors, the application of the relocation amendment to Food Primary Liquor Licence No. 148636 is recommended.



Carli Edwards
Acting Senior Manager, Community Safety Policy & Programs and Licencing
Chief Licence Inspector
(604-276-4004)

CE:dl

- Att. 1: Letter from resident in support of application
2: Arial Map with 50 meter buffer area

September 21, 2017.

To; Richmond

Liquor Licence Dept.

Dear Sirs,

In response to your letter of September 7,2017,
Re; Cactus Club Café 2900 Ltd. Licence

#148636 Application to relocate food primary

Liquor food primary liquor licence and maintain

The current hours of Liquor sales.

I am in favour of a Food Primary Liquor Licence

#148636 be granted.

I am,

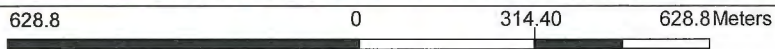
Yours truly

A handwritten signature in cursive script that reads "Thomas K. Wong".

Born in Nov.14,1917 Victoria,B.C.

R.C.A.F.WWII Vet served #22S.R.DSea Island.

City of Richmond Interactive Map



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

- Install 1.5 m wide concrete sidewalk at the property line.
- Install a minimum 1.5 m wide landscaped boulevard behind the existing concrete curb.
- Confirm the existing driveway curb letdowns meet a standard acceptable to the City.

General Items:

- The Developer is required to:
 - Enter into, if required, 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, 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.
 - Not encroach into the existing SRW with proposed trees, non-removable fencing, or other non-removable structures.

Note:

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

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

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

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

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9773 (RZ 17-781064)
12431 McNeely Drive

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. 004-138-872

Parcel "B" (Reference Plan 17289) North Half Lot 4 Except: Part Dedicated Road on Plan LMP4855, Section 31 Block 5 North Range 5 West New Westminster District Plan 946

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9773".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

CITY OF RICHMOND APPROVED by [Signature] APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: October 10, 2017

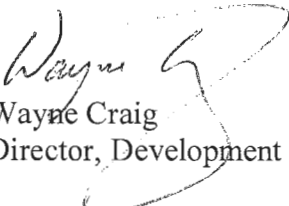
From: Wayne Craig
Director, Development

File: RZ 13-638387

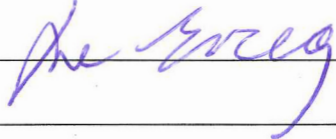
Re: **Application by Konic Development Ltd. for Rezoning at 7151 No. 2 Road from Single Detached (RS1/E) to Low Density Townhouses (RTL4)**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9762, for the rezoning of 7151 No. 2 Road from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone, be introduced and given first reading.


Wayne Craig
Director, Development

WC:el
Att. 5

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

Staff Report

Origin

Konic Development Ltd. has applied to the City of Richmond for permission to rezone 7151 No. 2 Road (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone in order to permit the development of four three-storey townhouse units with vehicle access from No. 2 Road. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2. The site currently contains one single family home, which will be demolished.

Findings of Fact

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

Surrounding Development

To the North: Presbyterian Church on a site zoned “Assembly (ASY)”.

To the South: A 26-unit townhouse complex on a lot zoned “Low Density Townhouses (RTL3)” with vehicle access from No. 2 Road.

To the East: Across No. 2 Road, to the north of Comstock Road, single family homes on lots zoned “Compact Single Detached (RC1)”; to the south of Comstock Road, duplexes on lots zoned “Two-Unit Dwellings (RD1)”.

To the West: Single family homes on lots zoned “Single Detached (RS1/E)” fronting Langton Road.

Related Policies & Studies

Official Community Plan

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

Arterial Road Policy

The Arterial Road Land Use Policy in the City’s 2041 OCP (Bylaw 9000), directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Townhouse” on the Arterial Road Housing Development Map and the proposal is in compliance with the Townhouse Development Requirements under the Arterial Road Policy except for the minimum 50 m wide site assembly requirement. The subject site is an orphaned lot located between the Presbyterian Church to the north and an existing townhouse development to the south. There is no opportunity for the developer to acquire additional property along No. 2 Road to meet the minimum lot wide requirement.

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 received letters from the owners and residents of the adjacent townhouse development at 7231 No. 2 Road raising concerns with regards to vehicle access to the subject site. An analysis on site access is provided in the Transportation and Site Access section in this report.

Should the Planning Committee endorse this application and Council grant 1st 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

Transportation and Site Access

A Cross-Access Easement is registered on Title of 7231 No. 2 Road to provide vehicle access to the subject site. This access arrangement was envisioned and secured when the adjacent townhouse development at 7231 No. 2 Road developed in 2006. A legal opinion prepared by the applicant's lawyer confirms that the City can rely on this access easement.

Typically, use of a cross access easement is pursued to restrict the number of access points on arterial roadways; however, staff support the proposed direct access for this development based on the following:

- the proposed driveway will be designed to meet all current city standards, and there is adequate separation to the Granville Avenue/No. 2 Road intersection;
- in the longer term, as traffic volume continues to increase on No. 2 Road, there is merit in providing a signalized intersection at No. 2 Road and Comstock Road. The proposed driveway will be located directly across from Comstock Road on the east side of No. 2 Road and provides opportunity for full movement at a signalized intersection at No. 2 Road and Comstock Road in the future; and
- the proposed driveway could potentially be used in the future to enhance vehicle access to/from the neighbouring site to the south via the intersection at No. 2 Road and Comstock Road. Prior to final adoption of the rezoning bylaw, registration of a Statutory Rights of Way over the entire internal drive aisle of the subject site is required to provide legal means of public/vehicular access to the existing and future developments to the south. This SRW will be pursued at City's discretion upon signalization at the No. 2 Road / Comstock Road intersection.

Alternatively, the City could require use of the cross access easement registered on Title of the neighbouring townhouse development at 7231 No. 2 Road to provide vehicle access to the subject site. However, given the potential future signalization of No. 2 Road at Comstock Road in the long term, the location of the proposed driveway, and the new SRW to be provided on the subject site, staff believe that a direct access from No. 2 Road to the subject site would enhance the traffic pattern at the No. 2 Road/Comstock Road in the future. Staff will continue to require use of cross access easements for future developments where technically feasible.

While direct access will be provided for the subject development, discharge of the Cross-Access Easement registered on Title of 7231 No. 2 Road is not warranted. Upon signalization of the No. 2 Road / Comstock Road intersection, strata council of 7231 No. 2 Road may decide to use the SRW on the subject site for vehicle access. The cross access easement registered on Title of 7231 No. 2 Road would provide an alternate route for the future residents at the subject site to travel south should there be queued vehicles at the future signalized driveway at No. 2 Road and Comstock Road.

Prior to final adoption of the rezoning bylaw, the developer is also required to dedicate approximately 0.6 m across the entire No. 2 Road frontage to accommodate frontage improvements, including, but not limited to a new 1.5 m wide treed/grassed boulevard and a new 1.5 m wide concrete sidewalk. Exact width is to be confirmed with survey information to be submitted by the applicant before final adoption of the rezoning bylaw.

Built Form and Architectural Character

The applicant proposes to construct four townhouse units in one building cluster. All units are three-storey, and contain a side-by-side double car garages. One unit will front onto No. 2 Road and the other units will front onto the internal drive aisle. The outdoor amenity area will be situated at the west end of the site to provide a buffer between the proposed townhouse building and the adjacent single family homes to the west. No secondary suite is being proposed as part of this townhouse development as limited ground floor habitable space is available in this orphan lot development.

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan.
- Refinement of the proposed building form.
- Refinement of the proposed site grading to ensure survival of all protected trees on adjacent property; and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of landscape design, including the choice of play equipment and design of the outdoor amenity space, to create a safe and vibrant environment for children's play and social interaction.
- Opportunities to maximize planting areas along internal drive aisles, to maximize permeable surface areas, and to better articulate hard surface treatments on site.

- Review of aging-in-place features in all units and the provision of convertible units.
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82.

Additional issues may be identified as part of the Development Permit application review process.

Existing Legal Encumbrances

There is an existing 3.0 m wide statutory right-of-way (SRW) along the entire south property line of the site for an existing sanitary sewer. The developer is aware that no construction can take place within the right-of-way area.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which assesses tree structure and condition, and provides recommendations on tree retention and removal. The report assesses two bylaw-sized trees on the subject property, a cedar hedge along the east property line of the site, and two trees on neighbouring properties to the southwest. The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and accepted the proposed tree retention scheme (Attachment 4) with the following comments:

- One Western Red Cedar tree (tag# 2) and one Plum tree (tag# 3) located on the development site are infected with Fungal Blight and have been previously topped. As a result, these trees are not good candidates for retention and should be removed and replaced.
- One Birch tree (tag #4) and one Douglas Fir tree (tag #5) located on the adjacent property to the west are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.
- One cedar hedge on city's boulevard along the east property line of the site will be in conflicts with proposed vehicle access. Parks Operations staff agreed to the proposed removal based on the health and condition of the trees, as well as the required frontage improvement works along No. 2 Road. No compensation is required.

Tree Replacement

The applicant wishes to remove two on-site trees (tag# 2 & 3). The 2:1 replacement ratio would require a total of four replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developer is proposing to plant nine new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.

Tree Protection

Two trees (tag # 4 & 5) on the neighbouring property at to the west are to be retained and protected. To ensure that the trees identified for retention are 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 tree protection zones. 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 all trees 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.

Variances Requested

The proposed development is generally in compliance with the "Low Density Townhouses (RTL4)" zone other than the variiances noted below. Based on the review of the current plans for the project, the following variiances are being requested:

1. Reduce the minimum lot width on major arterial road from 50.0 m to 20.12 m.
Staff support the proposed variance since the subject site is an orphaned lot located between the church to the north and an existing townhouse development to the south. There is no opportunity for the developer to acquire additional property along No. 2 Road to meet the minimum lot wide requirement.
2. Reduce the minimum front yard (east) setback from 6.0 m to 4.50 m.
Staff support the requested variance based on the following:
 - *The Arterial Road Guidelines for Townhouses in the OCP support reduced front yard setback where a 6.0 rear yard setback is provided, on condition that there is an appropriate interface with neighbouring properties; and*
 - *The proposed rear yard setback is 9.96 m, which substantially exceeds the 6.0 m minimum rear yard setback under the Arterial Road Guidelines for Townhouses and the 3.0 m minimum rear yard setback back under the "Low Density Townhouses (RTL4)" zone.*

These variiances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

Affordable Housing Strategy

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$4.00 per buildable square foot as per the Strategy, for a contribution of \$23,448.70.

Townhouse Energy Efficiency and Renewable Energy

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and all units will be pre-ducted for solar hot water for the proposed development. Registration of a legal agreement on title to ensure that all units are built and maintained to this commitment is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer will be required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site. Council's Policy 5041 (Cash in Lieu of Indoor Amenity Space) requires that a cash contribution of \$1,000 per unit be provided in lieu of indoor amenity space. The total cash contribution required for this four unit townhouse development is \$4,000.

Outdoor amenity space will be provided on site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m² per unit. Private outdoor space will also be provided for each unit. Based on the preliminary design, the sizes of the proposed private outdoor spaces comply with the Official Community Plan (OCP) requirements of 30 m² per unit. Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity space and private outdoor spaces meet the Development Permit Guidelines in the OCP.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 0.6 m wide road across the entire No. 2 Road frontage to accommodate the required frontage improvements including a new sidewalk and grass and treed boulevard.

Prior to issuance of a Building Permit, the developer is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontage and service connections (see Attachment 5 for details). All works are at the client's sole cost (i.e., no credits apply). The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The proposed four-unit townhouse development is consistent with the Official Community Plan (OCP) and the Arterial Road Policy in the OCP. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 5, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9762 be introduced and given first reading.



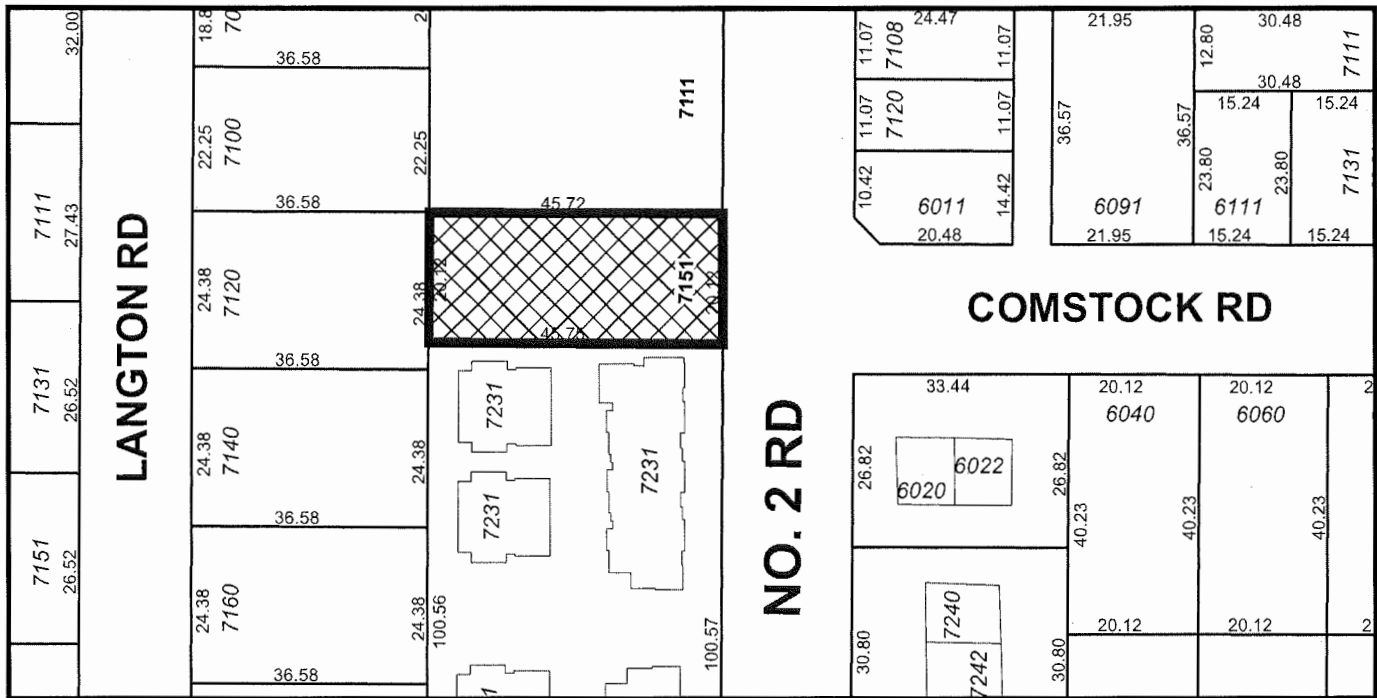
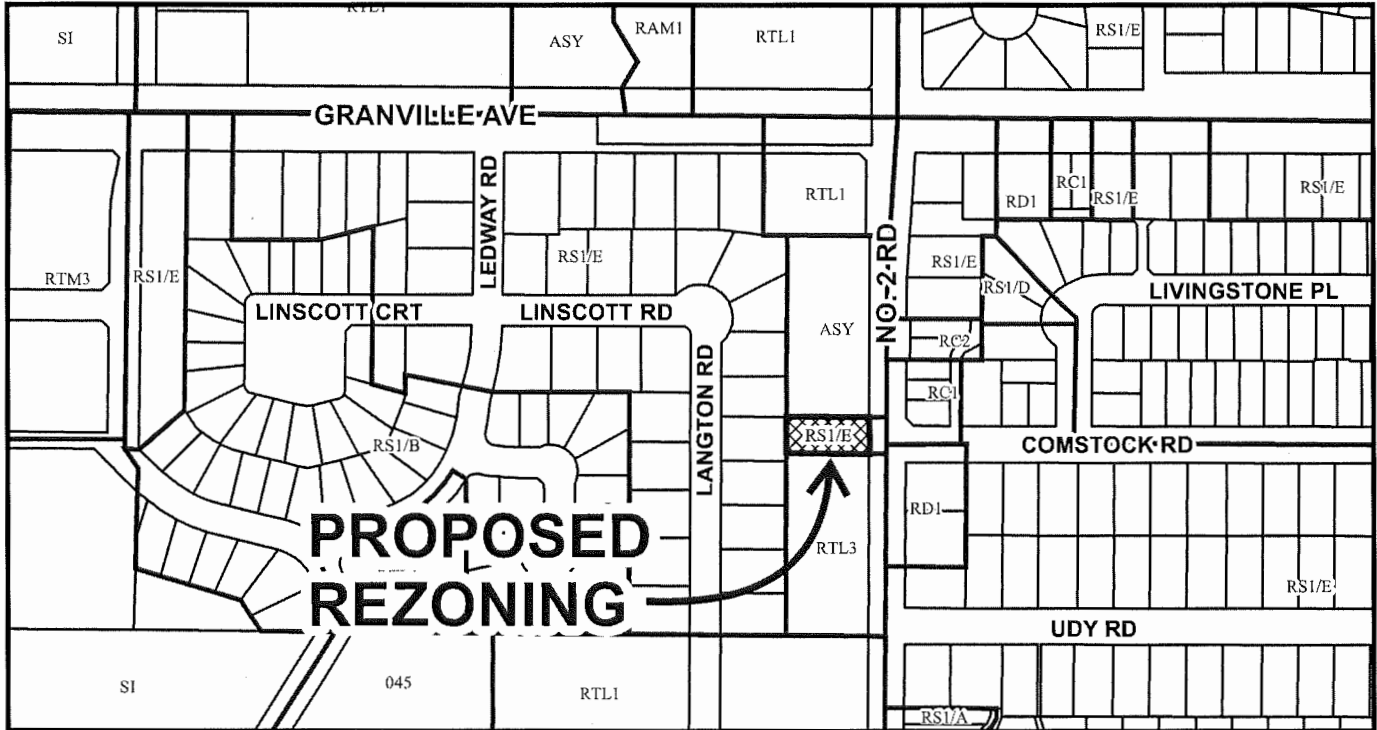
Edwin Lee
Planner 1


EL:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Management Plan
- Attachment 5: Rezoning Considerations



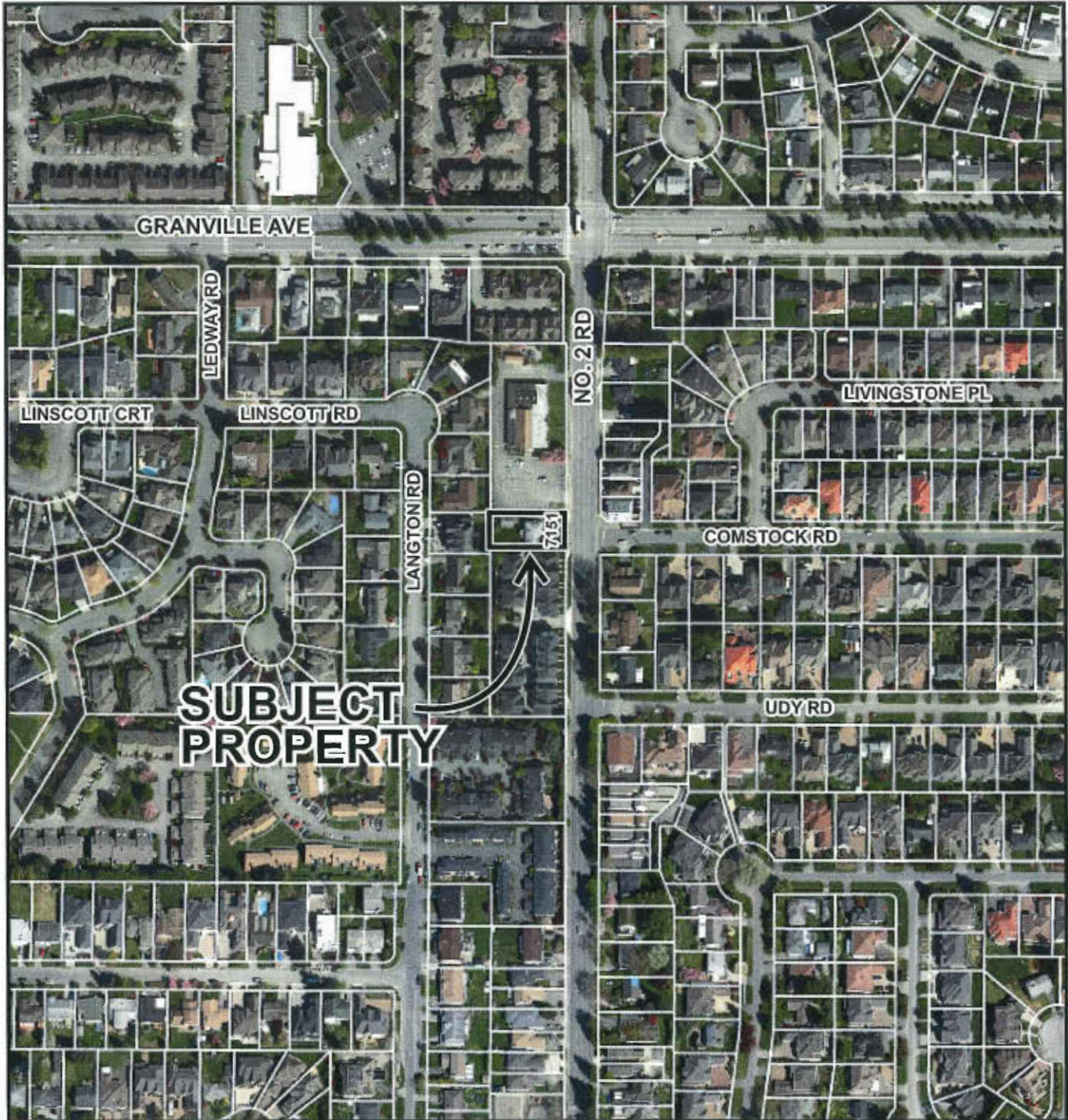
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Richmond



	<h1>RZ 13-638387</h1> <p>CNCL - 95</p>	<p>Original Date: 09/06/17</p> <p>Revision Date:</p> <p>Note: Dimensions are in METRES</p>
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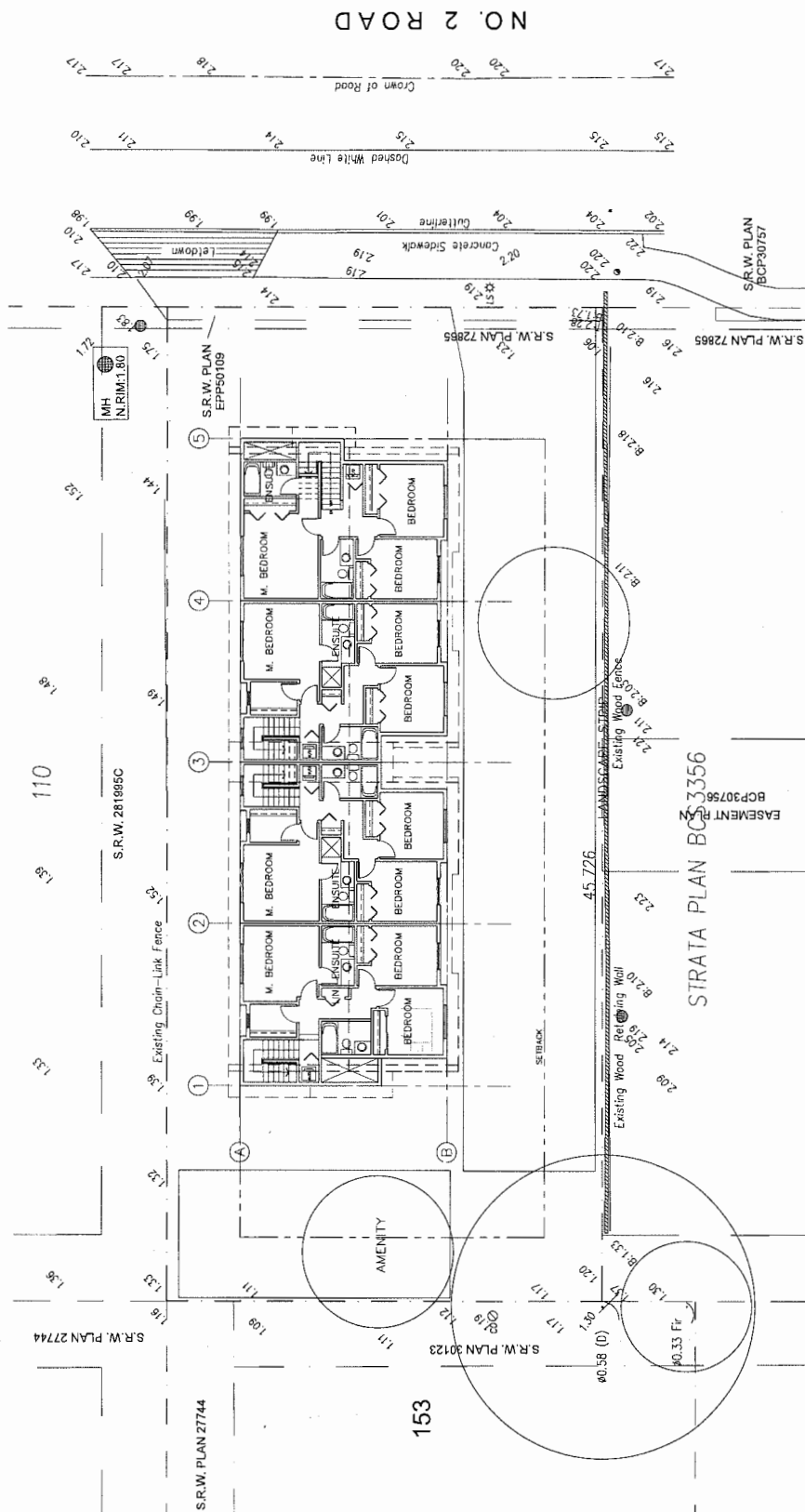


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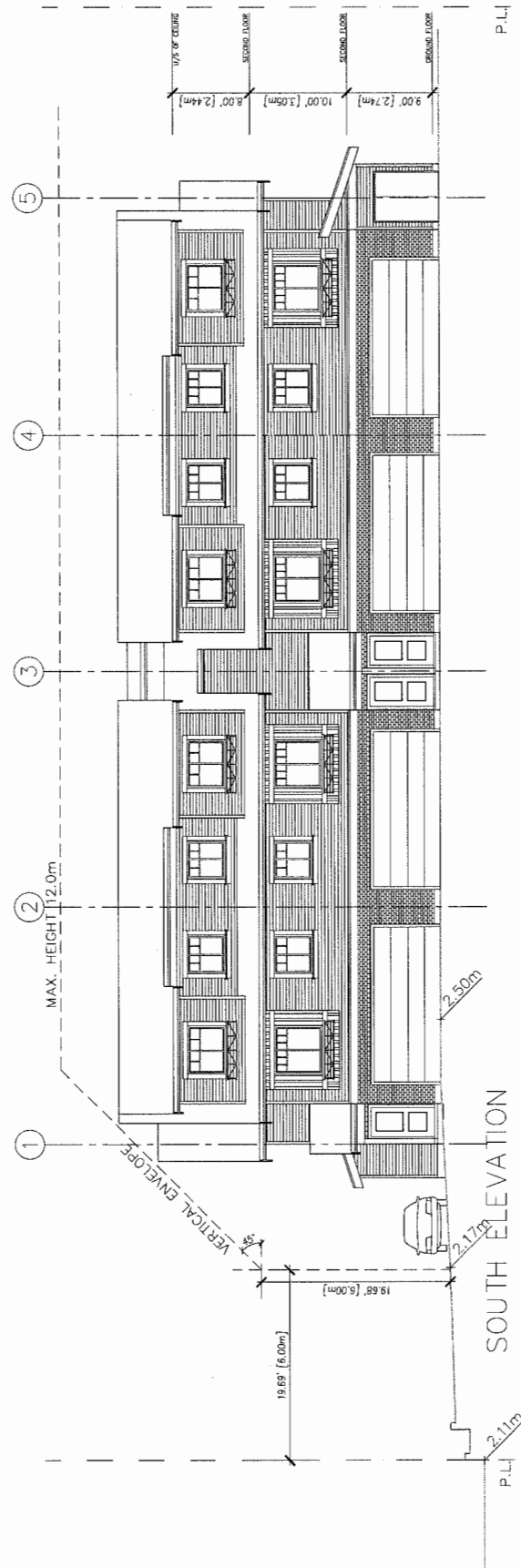
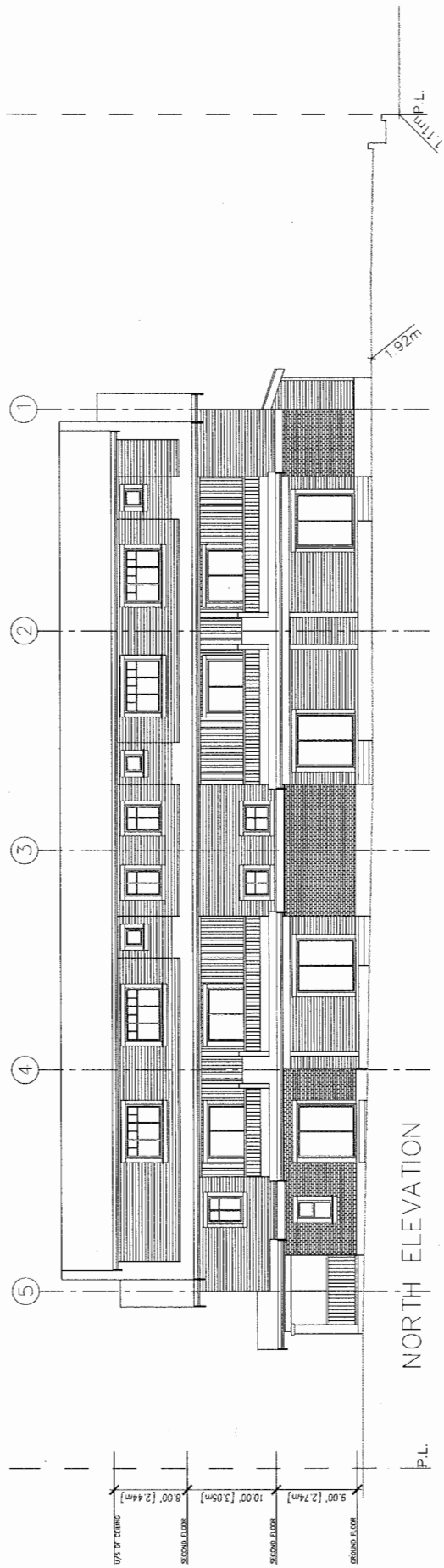
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THIRD FLOOR PLAN

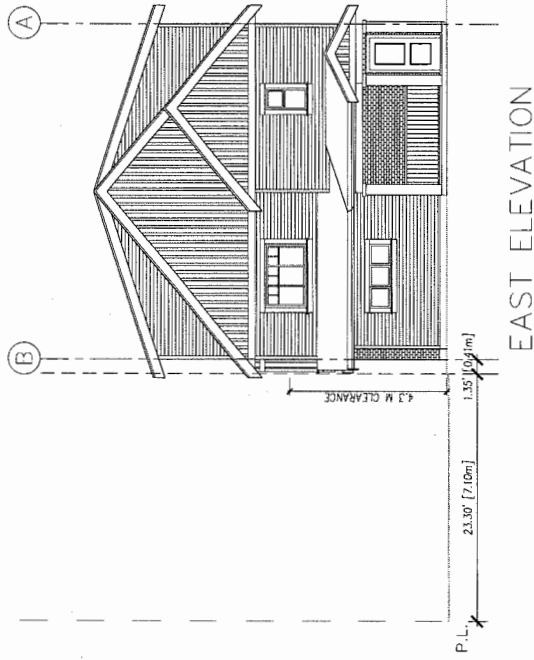
- NOTES:
- 1. Refer to site plan for location of building.
 - 2. All dimensions are in feet and inches.
 - 3. All dimensions are to the center of the wall unless otherwise noted.
 - 4. All dimensions are to the center of the wall unless otherwise noted.
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 <p>MATTHEW CHENG ARCHITECT INC. 1000 WEST 10TH AVENUE VANCOUVER, BC V6H 3T8 TEL: 604-681-1111 FAX: 604-681-1112 WWW.MATTHEWCHENGARCHITECT.COM</p>	<p>THIS IS AN UNREGISTERED CONTRACT. THE ARCHITECT CONTRACTING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. ALL DIMENSIONS AND LOCATIONS SHALL BE AS SHOWN ON THE PLAN AND FIELD SURVEY. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT.</p>	<p>No. Date Revision</p>	<p>Comments</p>	<p>Project Name UNIT TOWNHOUSE DEVELOPMENT 7151 NO.2 ROAD RICHMOND, B.C.</p>	<p>Drawn By Checked By Mapped By Scale Project Number</p>	<p>Revision Date 07/20/23</p>	<p>Print Date</p>	<p>Draw No. D03</p>
						<p>Site Plan Third Floor Plan</p>		

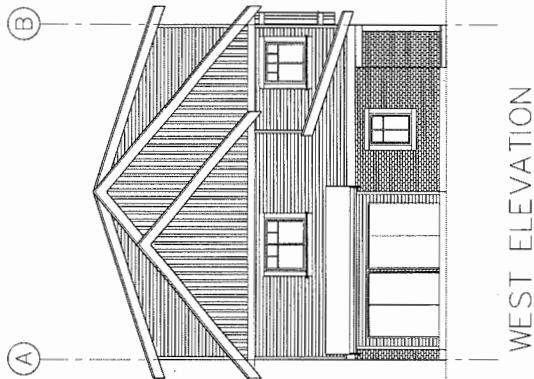


CNCL - 100

 <p>MATTHEW CHENG ARCHITECT INC. 1100 WEST 10TH AVENUE, SUITE 200, VANCOUVER, B.C. V6H 3G3 TEL: (604) 271-3333 FAX: (604) 271-3339 CH: (604) 271-3333 EMAIL: matthew@matthewcheng.com</p>	No. _____ Date _____ Revision _____	CONSULTANT	PROJECT TITLE 4-UNIT TOWNHOUSE 7151 NO. 2 RD. RICHMOND, B.C.	SHEET TITLE ELEVATIONS	DRAWN BY HC/MF/PY	SCALE 3/8" = 1'-0"
	PROJECT NUMBER 2017/06/29	CHECKED BY MC	REVISION DATE 2017/06/29	DRAWING NO. D04		



EAST ELEVATION



WEST ELEVATION

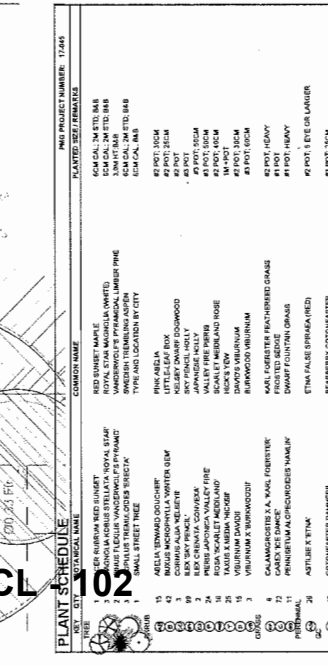
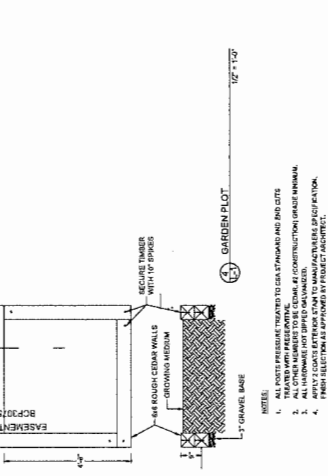
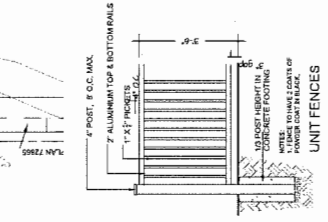
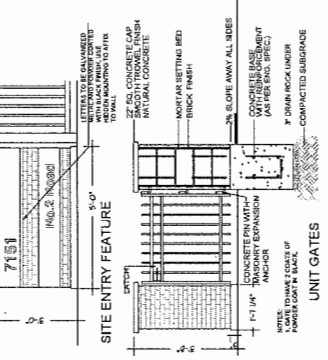
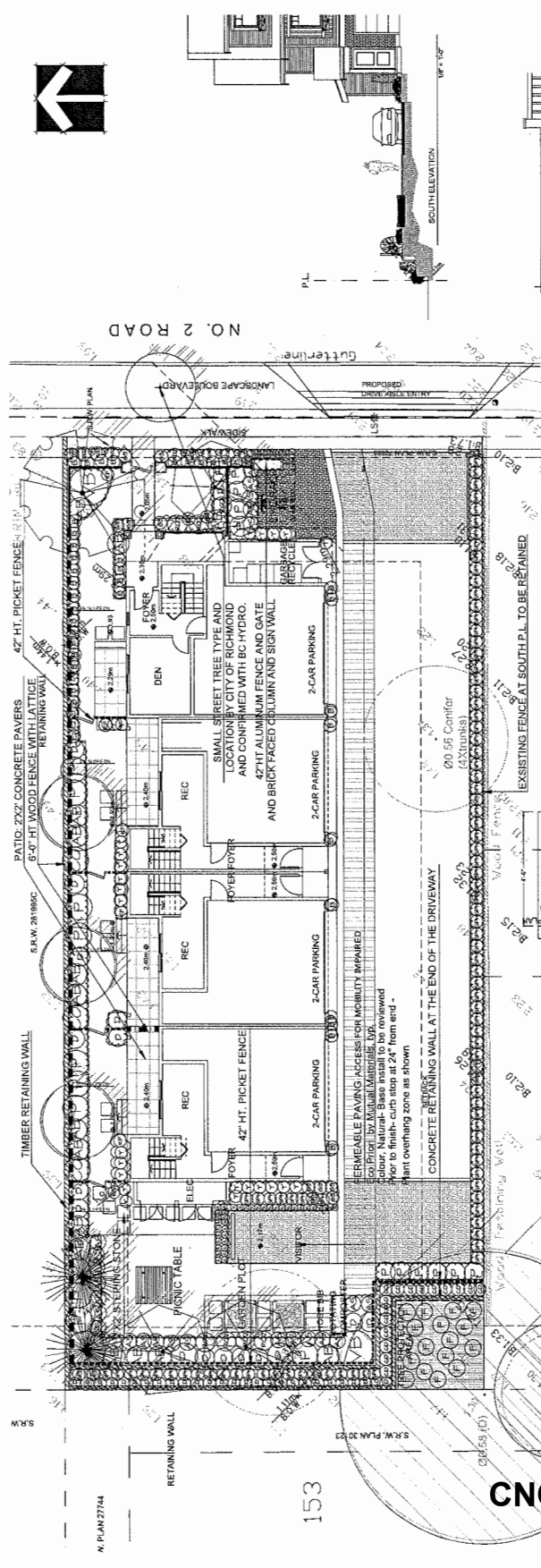
CNCL - 101

	<p>MATTHEW CHENG ARCHITECT INC. 424-09 PINE AVE. VANCOUVER, B.C. V6A 3P9 TEL: (604) 271-8822 FAX: (604) 271-8898 C.O.B. (2004) 1040001 (2004) 1040002</p>	<p>THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND FINISHES AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.</p>	<p>DATE: 2017/09/29</p>	<p>PROJECT TITLE: 4-LINE TOWNHOUSE 7151 NO. 2 RD. RICHMOND, B.C.</p>	<p>SHEET TITLE: ELEVATIONS</p>	<p>SCALE: 3/4" = 1'-0"</p>	<p>PROJECT NUMBER: 2017/09/29</p>	<p>REVISION DATE: 2017/09/29</p>	<p>DWG. NO.: D04</p>
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pmg
LANDSCAPE ARCHITECTS
1100 14th Street, Suite 1100
Baltimore, MD 21202
P: 410.246.0111 F: 410.246.0022

SEAL



PROJECT:
4-UNIT TOWNHOUSE DEVELOPMENT
7151 No. 2 Road
RICHMOND

DATE: March 1, 2017
SCALE: 1/8\"/>

DATE: March 1, 2017
SCALE: 1/8\"/>

DATE: March 1, 2017
SCALE: 1/8\"/>

DATE: March 1, 2017
SCALE: 1/8\"/>

PROJECT NUMBER: 17-045
DRAWING NUMBER: L1
DATE: March 1, 2017
SCALE: 1/8\"/>

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DRAWING NUMBER: L1
DATE: March 1, 2017
SCALE: 1/8\"/>

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DRAWING NUMBER: L1
DATE: March 1, 2017
SCALE: 1/8\"/>

PROJECT NUMBER: 17-045
DRAWING NUMBER: L1
DATE: March 1, 2017
SCALE: 1/8\"/>

PROJECT NUMBER: 17-045
DRAWING NUMBER: L1
DATE: March 1, 2017
SCALE: 1/8\"/>



RZ 13-638387

Attachment 3

Address: 7151 No. 2 Road

Applicant: Konic Development Ltd.

Planning Area(s): Blundell

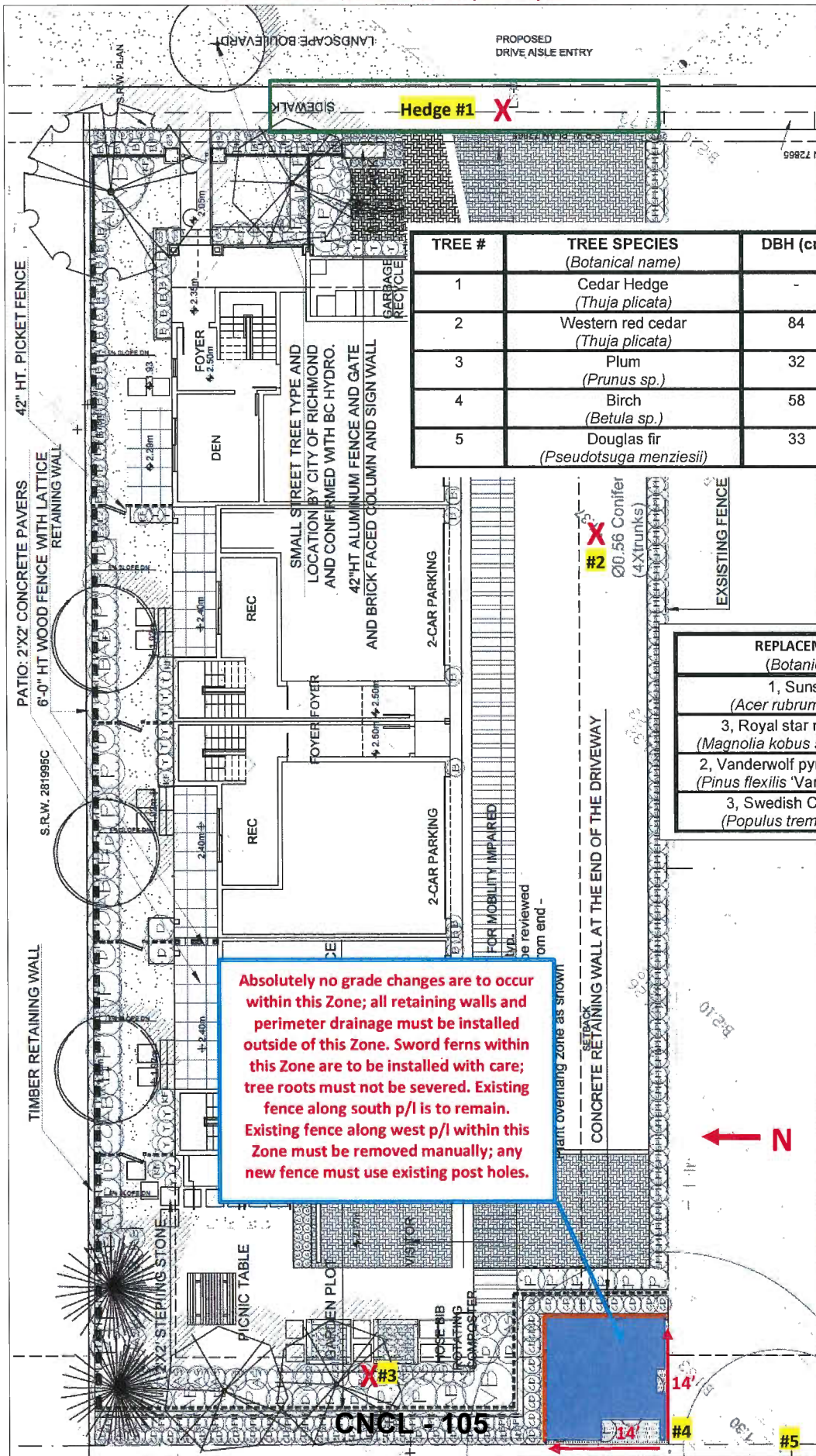
	Existing	Proposed
Owner:	1009231 BC Ltd.	No Change
Site Size (m²):	920 m ²	907.66 m ²
Land Uses:	Single-Family Residential	Multiple-Family Residential
OCP Designation:	Low-Density Residential	No Change
Area Plan Designation:	N/A	No Change
702 Policy Designation:	Policy 5439 – No Applicable	No Change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	1	4
Other Designations:	N/A	No Change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60 Max.	none permitted
Lot Coverage – Building:	Max. 40%	40% Max.	none
Lot Coverage – Non-porous Surfaces:	Max. 65%	65% Max.	none
Lot Coverage – Landscaping:	Min. 25%	25% Min.	none
Setback – Front Yard (m):	Min. 6.0 m	5.39 m to Building 4.50 m to Garbage Room	Variance Requested
Setback – North Side Yard (m):	Min. 3.0 m	3.0 m Min.	none
Setback – South Side Yard (m):	Min. 3.0 m	7.5 m	none
Setback – Rear Yard (m):	Min. 3.0 m	9.95 m to Building 8.89 m to Electrical Room	none
Height (m):	Max. 12.0 m (3 storeys)	12.0 m (3 storeys) Max.	none
Lot Width:	Min. 50.0 m	20.12 m	Variance Requested
Lot Depth:	Min. 35.0 m	45.75 m	none
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.25 (V)	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Total:	8 (R) and 1 (V)	8 (R) and 1 (V)	none
Tandem Parking Spaces:	Max. 50% of proposed residential spaces in enclosed garages (8 x Max. 50% = 4)	0	none
Small Car Parking Spaces	None when fewer than 31 spaces are provided on site	0	none
Handicap Parking Spaces:	None when fewer than 3 visitor stalls are required	0	none
Bicycle Parking Spaces – Class 1 / Class 2:	1.25 (Class 1) and 0.2 (Class 2) per unit	1.25 (Class 1) and 0.25 (Class 2) per unit	none
Off-street Parking Spaces – Total:	6 (Class 1) and 1 (Class 2)	6 (Class 1) and 1 (Class 2)	none
Amenity Space – Indoor:	Min. 70 m ² or Cash-in-lieu	Cash-in-lieu	none
Amenity Space – Outdoor:	Min. 6 m ² x 4 units = 24 m ²	73.8 m ²	none

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

Tree Retention & Removal Plan, Scale 1/16" = 1'



TREE #	TREE SPECIES (Botanical name)	DBH (cm)	SPREAD (ft.) Radius
1	Cedar Hedge (<i>Thuja plicata</i>)	-	-
2	Western red cedar (<i>Thuja plicata</i>)	84	11'
3	Plum (<i>Prunus sp.</i>)	32	11'
4	Birch (<i>Betula sp.</i>)	58	23'
5	Douglas fir (<i>Pseudotsuga menziesii</i>)	33	10'

REPLACEMENT TREES (Botanical name)
1, Sunset Maple (<i>Acer rubrum</i> 'Red Sunset')
3, Royal star magnolia (white) (<i>Magnolia kobus stellate</i> 'Royal Star')
2, Vanderwolf pyramidal Limber Pine (<i>Pinus flexilis</i> 'Vanderwolf's Pyramid')
3, Swedish Columnar Aspen (<i>Populus tremuloides</i> 'Erecta')

Absolutely no grade changes are to occur within this Zone; all retaining walls and perimeter drainage must be installed outside of this Zone. Sword ferns within this Zone are to be installed with care; tree roots must not be severed. Existing fence along south p/l is to remain. Existing fence along west p/l within this Zone must be removed manually; any new fence must use existing post holes.

CNCL - 105



Address: 7151 No. 2 Road

File No.: RZ 13-638387

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9762, the developer is required to complete the following:

1. Approximately 0.6 m wide road dedication along the entire No. 2 Road frontage to accommodate a new 1.5 m wide treed/grassed boulevard and a new 1.5 m wide concrete sidewalk (to match the current alignment and frontage improvements to the south of the development site); exact width is to be confirmed with survey information to be submitted by the applicant.
2. Registration of a flood indemnity covenant on Title.
3. Registration of a cross-access easement, statutory right-of-way (SRW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the full width and extent of the east-west internal drive aisle on site in favour of the existing and future residential development to the south. This SRW can potential be used to enhance vehicle access to/from the neighbouring site to the south in the future via the intersection at No. 2 Road/Comstock Road, and be pursued at City's discretion. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW.
4. Registration of a legal agreement on Title, identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
5. 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 trees to be retained on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$23,448.70) to the City's affordable housing fund.
7. Contribution of \$4,000.00 in-lieu of on-site indoor amenity space.
8. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

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

1. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

Prior to a Development Permit* issuance, the developer is required to complete the following:

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

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

1. Installation of appropriate tree protection fencing on site around all trees to be retained on adjacent properties prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$2,000 in total) to ensure the replacement planting will be provided.

2. Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal of the cedar hedge along the No. 2 Road frontage, in order to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.
3. 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.
4. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 283 L/s of water available at a 20 psi. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
 - Coordinate with the City's Fire Department to confirm whether the distance between nearest hydrant at No. 2 Road and the proposed farthest unit is within the Fire Department's standard.
- c. At the Developers cost, the City is to:
 - Install one new water service connection off of the existing 200mm AC watermain on No. 2 Road. Meter to be placed onsite (i.e. mechanical room).
 - Renew a portion of the existing 200mm AC watermain at No. 2 Road that will be impacted by the proposed site's new storm service connection.
 - Cut and cap at main, the existing water service connection along the No. 2 Road frontage.

Storm Sewer Works:

- a. At the Developers cost, the City is to:
 - Install a new storm service lead off of the existing box culvert along No. 2 Road complete with inspection chamber.
 - Cut and cap at inspection chamber the existing storm service lead at the northeast corner of the subject site.

Sanitary Sewer Works:

- a. The Developer is required to:
 - Not start onsite building construction prior to completion of rear yard sanitary works.
 - Provide a 3m wide utility SRW along the west property line of the proposed site.
- b. At the Developers cost, the City is to:
 - Install a sanitary lead directly into the existing manhole at the northwest corner of the site. The manhole will serve as the inspection chamber.
 - Cut, cap and remove the existing sanitary leads and inspection chambers along the north property line of the development site.

Frontage Improvements:

- a. The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers
 - To underground Hydro service lines.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.

- To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.
- 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 Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies to confirm the rights-of-way dimensions and the locations for the above-ground structures. If a private utility company does not require an above-ground 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 PMT – 4mW X 5m (deep)
 - BC Hydro LPT – 3.5mW X 3.5m (deep)
 - Street light kiosk – 1.5mW X 1.5m (deep)
 - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
 - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- Review streetlight spacing along the No. 2 Road frontage and revise as required. The existing streetlight fronting the subject site may conflict with the proposed driveway and need to be relocated.
- Complete other frontage improvements as per Transportation's requirements

General Items:

- a. The Developer is required to:
 - Enter into, if required, 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, 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.
 - Provide, prior to soil densification and preload installation, a geotechnical assessment of preload and soil densification impacts on the existing utilities surrounding the development site and provide mitigation recommendations.
6. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
7. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading,

ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9762 (RZ 13-638387)
7151 No. 2 Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "LOW DENSITY TOWNHOUSES (RTL4)".

P.I.D. 003-745-147

Lot 100 Section 13 Block 4 North Range 7 West New Westminster District Plan 21188

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9762".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Series of horizontal lines for signature or date entry.

CITY OF RICHMOND
APPROVED by
E.L.
APPROVED by Director or Solicitor
BK

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division


To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 11, 2017
File: RZ 17-781064

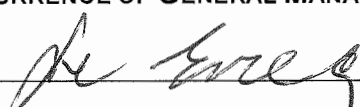
Re: Application by Darlene Dueckman, Mark Dueckman, and John Goossen for Rezoning at 12431 McNeely Drive from "Agriculture (AG1)" Zone to "Single Detached (RS2/B)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9773, for the rezoning of 12431 McNeely Drive from "Agriculture (AG1)" zone to "Single Detached (RS2/B)" zone, be introduced and given first reading.


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

JR:blg
Att. 8

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

Staff Report

Origin

Darlene Dueckman, Mark Dueckman, and John Goossen have applied to rezone 12431 McNeely Drive from the “Agriculture (AG1)” zone, to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create five single-family lots (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing dwelling on the property, which would be retained on Proposed Lot 5. A variance to the front yard setback would be required to retain the dwelling.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Surrounding Development

Development immediately surrounding the subject property is as follows:

- To the North: Single-family dwellings on two lots zoned “Single Detached (RS1/F)” and two lots zoned “Single Detached (RS1/B).”
- To the South: Single-detached dwellings on four lots zoned “Single Detached (RS1/B),” and a childcare facility in a single-detached dwelling; on a lot zoned “Residential Child Care (ZS9) – East Cambie.”
- To the East: McNeely Elementary School on a lot zoned “School and Institutional (SI).”
- To the West: A single-detached dwelling on a lot zoned “Single Detached (RS1/B).”

Related Policies & Studies

Official Community Plan/East Cambie Area Plan

The subject property is currently zoned “Agriculture (AG1),” but it is not located in the Agricultural Land Reserve (ALR).

The subject property is located in the East Cambie planning area, and is designated Neighbourhood Residential in the Official Community Plan (OCP) (Attachment 4). Furthermore, the subject property is designated Residential (Single-Family Only) in the East Cambie Area Plan (Attachment 5). The proposed rezoning and subdivision are consistent with these designations.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy No. 5472

The subject property is located in the area governed by Single-Family Lot Size Policy No. 5472; which permits subdivision as per the “Single Detached (RS2/B)” zone only (Attachment 6). The proposed rezoning and subdivision are consistent with this Policy.

Aircraft Noise Sensitive Development Policy

The subject property is located within Aircraft Noise Area 3. All new aircraft sensitive noise uses may be considered in this area, in accordance with the Aircraft Noise Sensitive Development Policy (ANSD) contained in the OCP. Registration of an aircraft noise sensitive use covenant on Title is required prior to final adoption of the rezoning bylaw.

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

The property is the remainder of a one acre property, which has been subdivided several times to facilitate development of the surrounding neighbourhood. This is the last undeveloped property in the area. The property currently contains a single-family dwelling, which the applicants propose to retain on Proposed Lot 5. The applicants are the children of the original property owner, and retention of the dwelling is proposed to avoid displacement during construction of the new dwellings on Proposed Lots 1-4. Retention of the dwelling is only anticipated in the interim during construction, and the applicants intend to demolish and rebuild after construction of the other lots has been completed.

Variance Requested

The existing dwelling was built in 1966, and complied with the minimum setback requirements of the Zoning Bylaw in force at the time. The City took road dedication in 1992 in order to complete the Cameron Drive and McNeely Drive road network. This resulted in a building setback of 6.0 m from McNeely Drive, and no setback at the south property line from Cameron Drive. The applicant proposes to remove the accessory greenhouse attached to the south face of the dwelling, which will increase the setback from Cameron Drive to 1.8 m. Following subdivision, the front lot line will be the property line abutting Cameron Drive (Attachment 2).

The applicant is requesting a variance to reduce the minimum required front yard setback defined in the "Single Detached (RS2/B)" zoning bylaw from 6.0 m to 1.8 m for Proposed Lot 5 only. This variance is necessary to retain the existing dwelling on Proposed Lot 5, which is a legal

non-conforming structure. The variance would apply to the existing dwelling only, and any new construction on the property would comply with the zoning of the property at the time of a Building Permit application.

The application for a Development Variance Permit (DVP) is a separate process that requires Council approval. Issuance of a DVP is required prior to Subdivision approval, if the existing dwelling is retained. If the applicants choose not to retain the existing dwelling at Subdivision stage, the DVP will not be required.

Existing Legal Encumbrances

There are two Statutory Rights-of-Way (SRW) registered on Title of the subject property. Both of these SRWs are for municipal utilities, and are located along the rear (north) portion of the property. The applicant is aware that encroachment into the SRW area is not permitted.

Transportation and Site Access

Vehicle access to Lots 1-4 is proposed via separate driveway crossings to each new lot from Cameron Drive. Vehicle access to Lot 5 is proposed to be maintained from the existing driveway to McNeely Drive.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses five bylaw-sized trees on the subject property, four trees on neighbouring properties, and eight street trees and six shrubs on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- One Pear, one Plum, and two Cherry trees on the subject property (Tag # 548, 549, 550, and 551) are unsuitable for retention due to poor health and structural condition. Remove and replace.
- One Cherry tree on the subject property (Tag # 552) is located on Proposed Lot 5; where no construction activity is proposed. This tree is to be retained.
- One Cherry and one Katsura tree on neighbouring properties (Tag # N001 and N002) to be retained and protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Two Cherry trees on neighbouring properties (Tag # N003 and N004) are growing on a higher elevation than the subject property. These trees are to be retained
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Parks staff have assessed the trees and landscaping on City property, and provide the following comments:

- Three Cedar hedgerows (Tag # S001, S006, and S007) and one Holly tree (Tag # S003) located on City property are to be retained and protected.
- Three Cedar trees (Tag # S002, S014, and S015), one Cherry tree (Tag # S005), and seven Lilac shrubs (Tag # S004, S008, S009, S010, S011, S012, and S013) located on City property are in poor condition or in conflict with the proposed development, and should be removed. A \$7,800 contribution to the City’s Tree Compensation Fund is required prior to final adoption of the rezoning bylaw.

Tree Replacement

The applicant wishes to remove four on-site trees (Trees # 548-551). The 2:1 replacement ratio would require a total of eight replacement trees. The applicant has agreed to plant two trees on each of Proposed Lots 1-4, for a total of eight trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	8 cm	4 m
6	6 cm	3.5 m

Tree Protection

One on-site tree (Tag # 552) and four trees on neighbouring properties (Tag # N001-N004) are 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 7). To ensure that the trees identified for retention are 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 tree protection zones. 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 all trees 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.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a secondary suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft² of the total buildable area of the development.

The applicant has proposed to provide secondary suites in the dwellings to be constructed on each new lot, for a total of five secondary suites. If a DVP is issued to retain the existing dwelling on Proposed Lot 5 the required secondary suite would not be built until the property redevelops. Under this approach, if a DVP is issued the existing dwelling could remain on the property indefinitely, although the applicants have indicated that they intend to build a new dwelling on the lot when construction of the new dwellings on Proposed Lots 1-4 is complete.

This proposal is generally consistent with the Affordable Housing Strategy, in that the ultimate development would provide secondary suites in the dwellings located on 100% of the new lots created.

Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the dwelling proposed on each of the five future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the servicing works as described in Attachment 8.

Frontage improvements include, but may not be limited to, the following:

- Construction of a 1.5 m wide concrete sidewalk and landscaped boulevard on the Cameron Drive frontage.

Financial Impact or Economic Impact

This rezoning application results in an insignificant Operations Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals).

Conclusion

The purpose of this application is to rezone 12431 McNeely Drive from the "Agriculture (AG1)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create five single-family lots.

October 11, 2017

- 7 -

This rezoning application is generally compliant with the land use designations and applicable policies for the subject property contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9773 be introduced and given first reading.



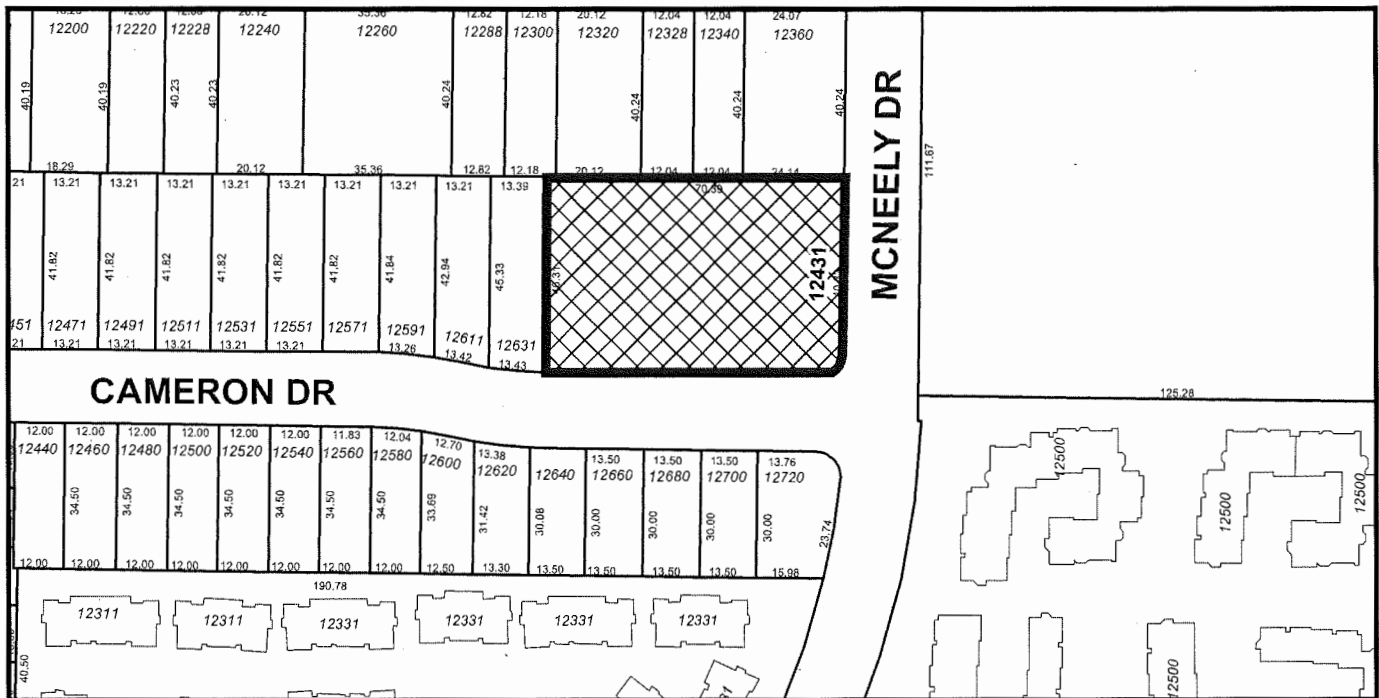
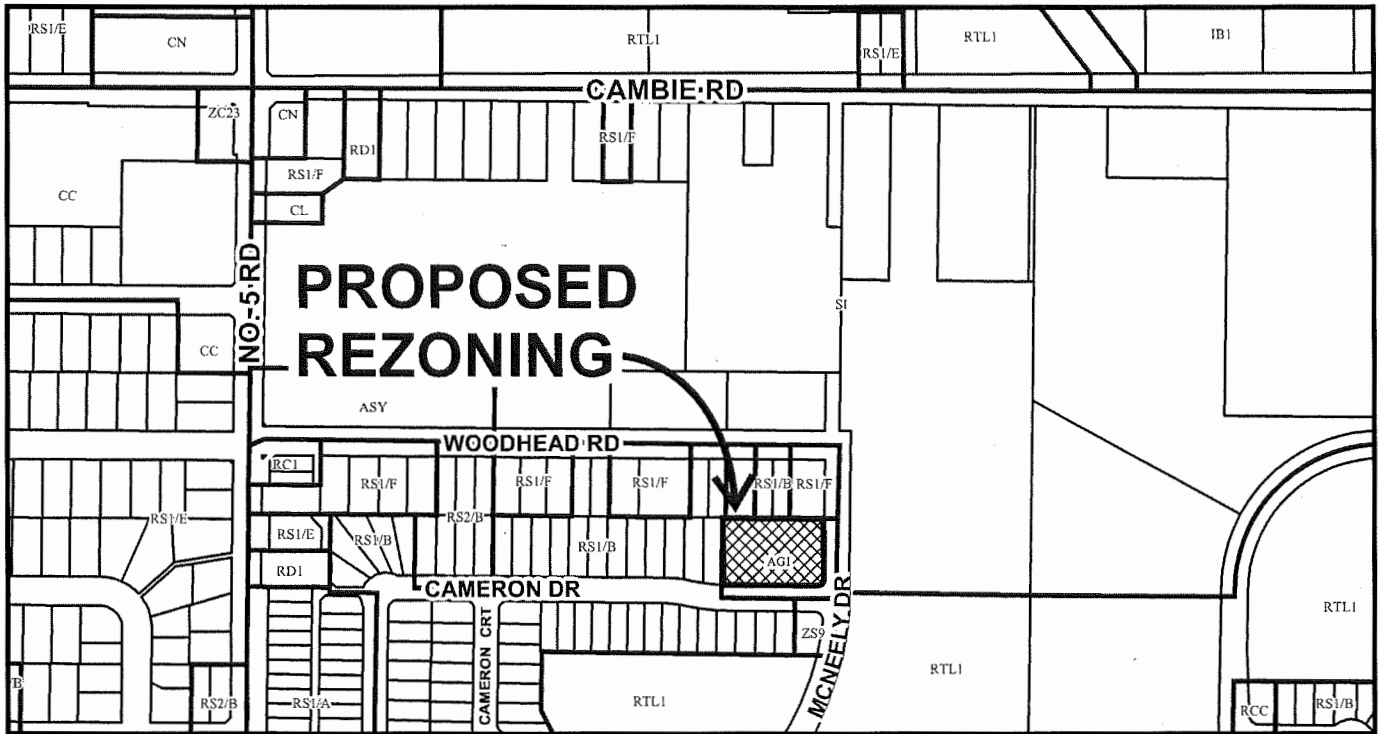
Jordan Rockerbie
Planning Technician
(604-276-4092)

JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Official Community Plan Land Use Map
- Attachment 5: East Cambie Area Land Use Map
- Attachment 6: Single-Family Lot Size Policy No. 5472
- Attachment 7: Tree Retention Plan
- Attachment 8: Rezoning Considerations



City of
Richmond



RZ 17-781064

CNCL - 118

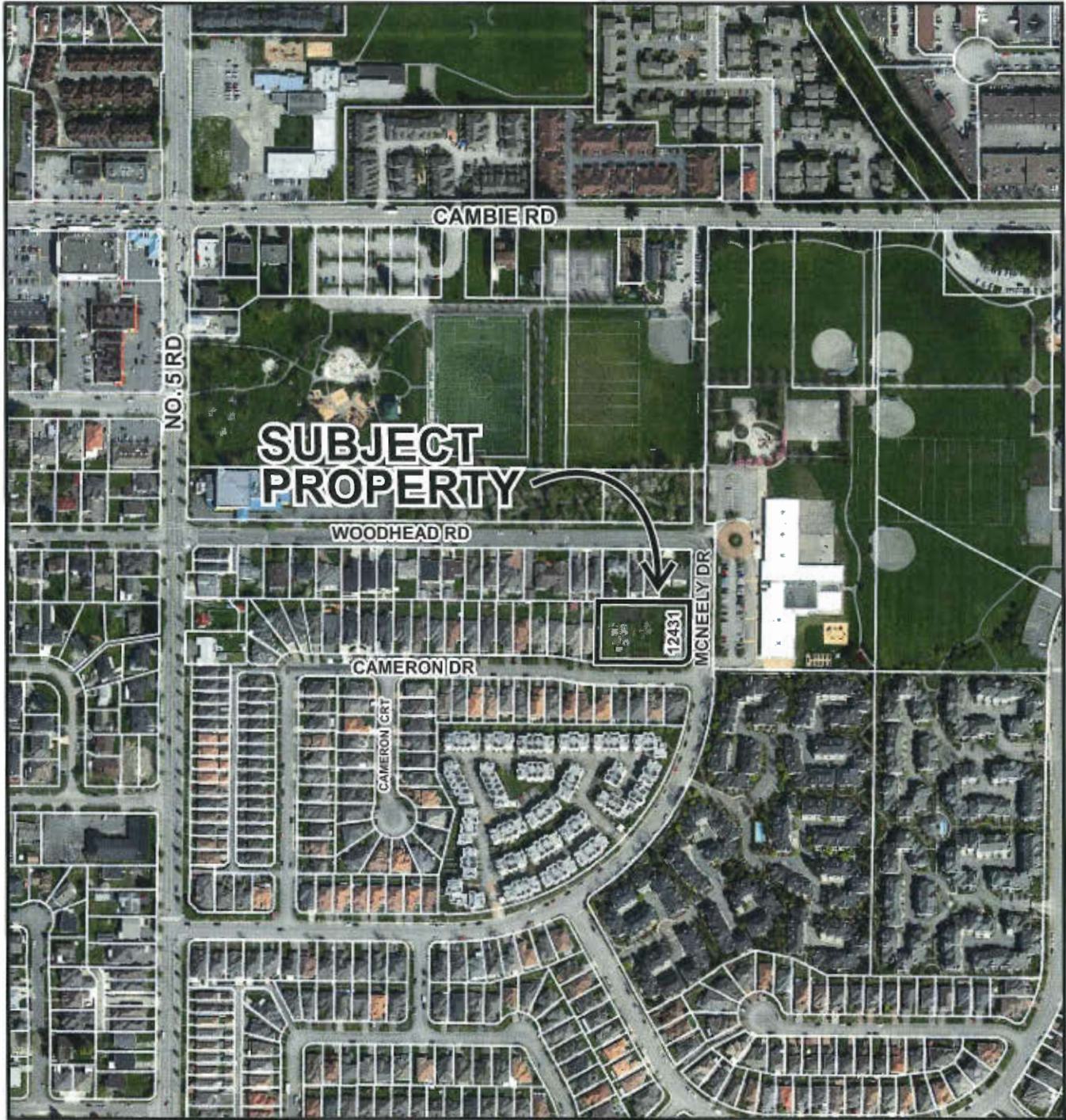
Original Date: 08/15/17

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 17-781064

Original Date: 08/15/17

Revision Date:

Note: Dimensions are in METRES



RZ 17-781064

Attachment 3

Address: 12431 McNeely Drive

Applicant: Darlene Dueckman, Mark Dueckman, and John Goossen

Planning Area(s): East Cambie

	Existing	Proposed
Owner:	Mark Robert Dueckman Darlene Joy Dueckman Clayton Martin Zwicker Rita Elaine Gooding	To be determined
Site Size (m²):	3,249.7 m ²	Lots 1 - 4: 555.4 m ² Lot 5: 1,028.1 m ²
Land Uses:	One single-family dwelling	Five single-family dwellings
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Residential (Single-Family Only)	No change
702 Policy Designation:	Single Detached (RS2/B)	Single Detached (RS2/B)
Zoning:	Agriculture (AG1)	Single Detached (RS2/B)

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	Max. 0.55 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Lots 1 - 4: Max. 282.75 m ² (3,043.44 ft ²) Lot 5: Max. 424.56 m ² (4,569.87 ft ²)	Lots 1 - 4: Max. 282.75 m ² (3,043.44 ft ²) Lot 5: Max. 424.56 m ² (4,569.87 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	none
Lot Size (m ²):	Min. 360.0 m ²	Lots 1 - 4: 555.4 m ² Lot 5: 1,028.1 m ²	none
Lot Dimensions (m):	Lots 1 - 4 Width: Min. 12.0 m Lot 5 Width: Min. 12.0 m Depth: Min. 24.0 m	Lots 1 - 4 Width: 12.0 m Lot 5 Width: 22.39.0 m Depth: Min. 24.0 m	none
Setbacks (m):	Front: Min. 6.0 m Side: Min. 1.2 m Exterior Side: 3.0 m Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m	Front: Min. 6.0 m Side: Min. 1.2 m Exterior Side: 3.0 m Rear: Min. 9.26 m for up to 60% of principal dwelling, 10.7 m for remainder	Required for front yard setback of Proposed Lot 5 from 6.0 m to 1.8 m

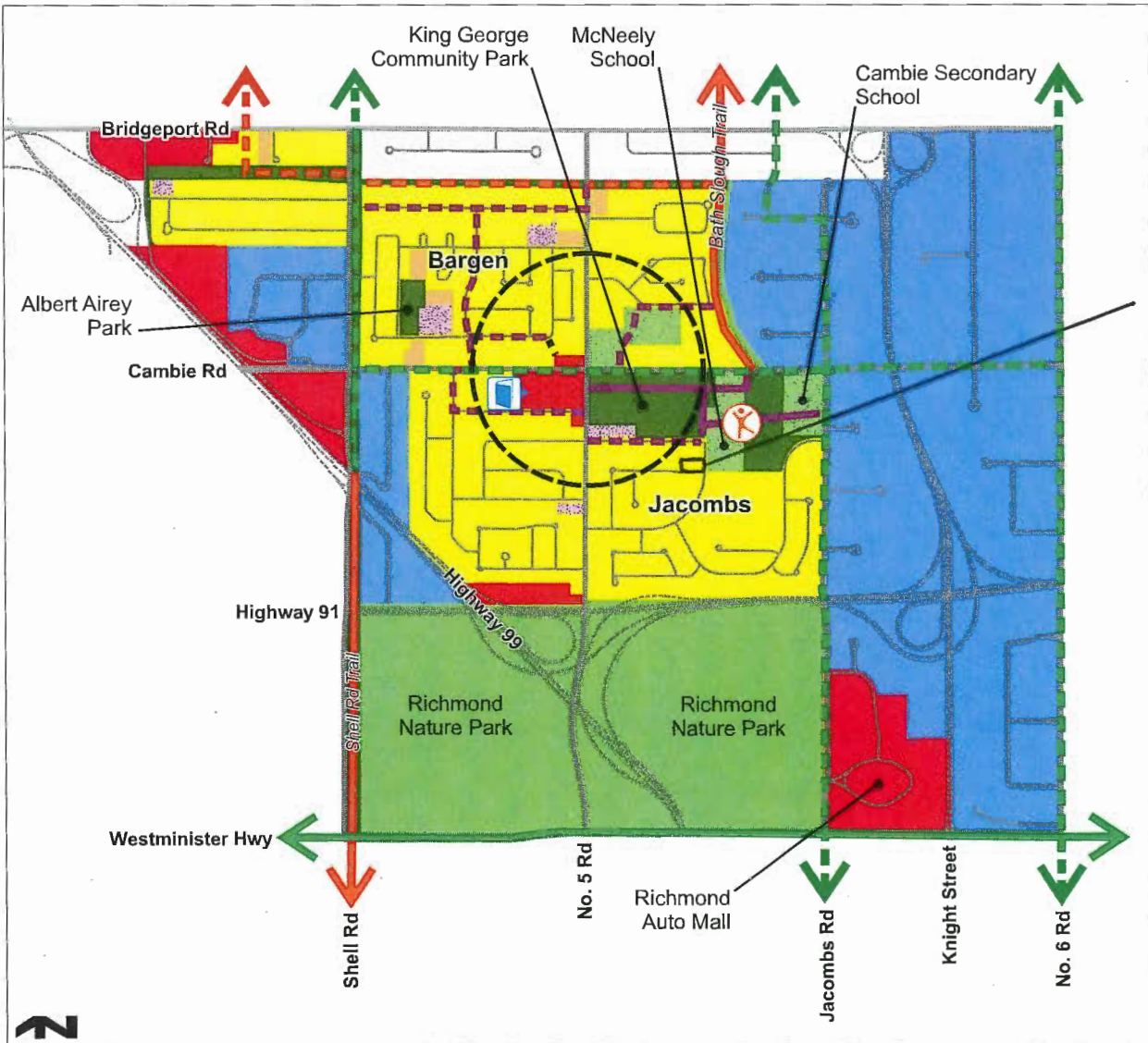
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Height (m):	Max. 9.0 m	Max. 9.0 m	none

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

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



11b. East Cambie



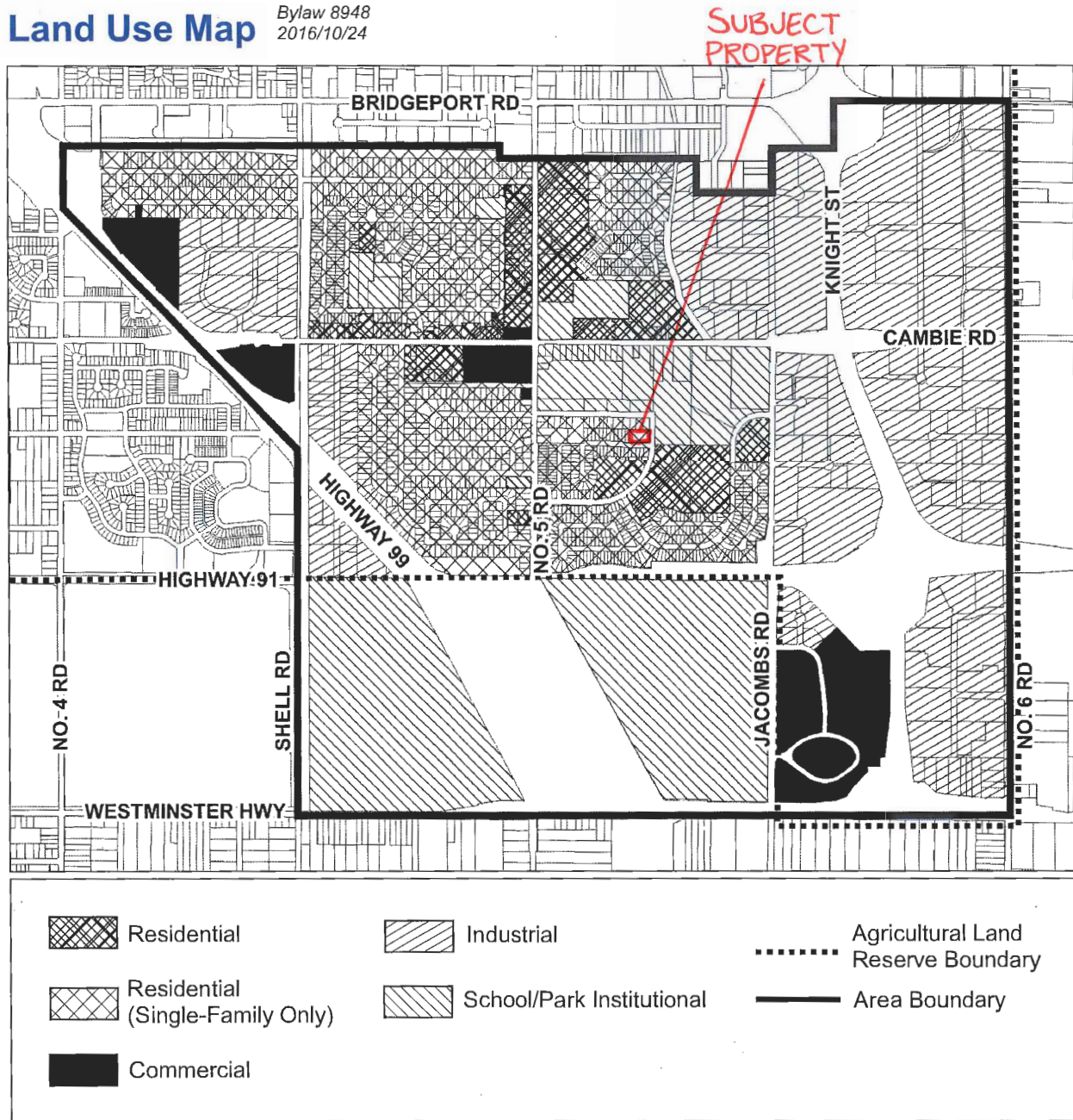
SUBJECT PROPERTY

Apartment Residential	East Cambie Neighbourhood Centre (future)	Existing Major Street Bike Route
Commercial	Cambie Community Centre	Future Major Street Bike Route
Community Institutional	Cambie Library	Existing Greenway/Trail
Conservation		Future Greenway/Trail
Mixed Employment		Existing Neighbourhood Link - enhanced
Neighbourhood Residential		Future Neighbourhood Link - unenhanced
Neighbourhood Service Centre		Future Neighbourhood Link
Park		
School		

CNCL - 123

City of Richmond

Land Use Map Bylaw 8948
2016/10/24



CNCL - 124

**City of Richmond****Policy Manual**

Page 1 of 2

Adopted by Council: December 15th, 2003**POLICY 5472**

File Ref: 4045-00

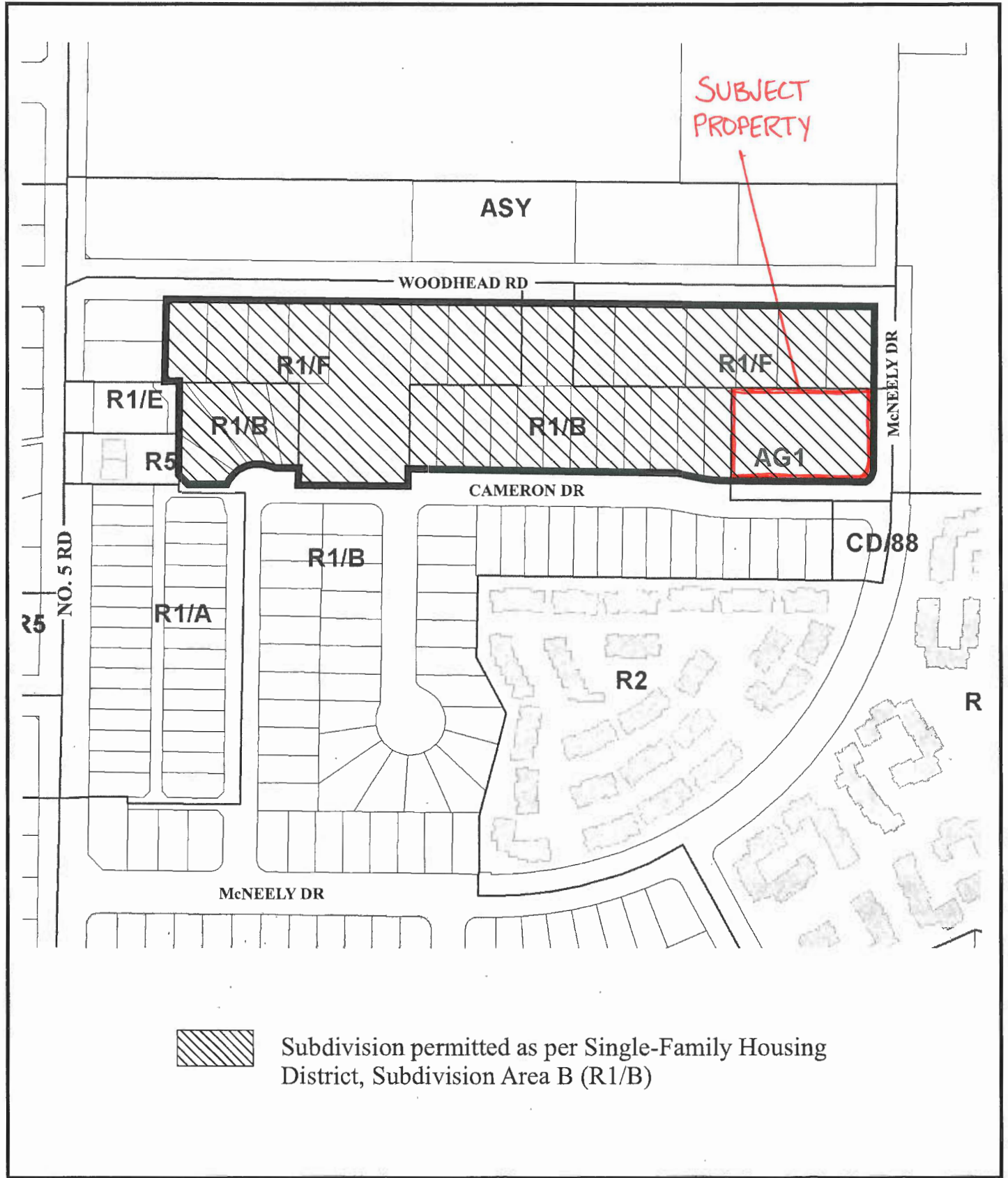
SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 31-5-5

POLICY 5472:

The following policy establishes lot sizes in the area generally bounded by **No. 5 Road, Woodhead Road, McNeely Drive and Cameron Drive** (Section 31-5-5):

That properties generally located east of No. 5 Road along Woodhead Road, McNeely Drive and Cameron Drive, in a portion of Section 31-5-5, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) in Zoning and Development Bylaw 5300.

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



Subdivision permitted as per Single-Family Housing District, Subdivision Area B (R1/B)



Policy 5472
 Section 31.5-5
 CNCL - 126

Adopted Date: 12/15/03

Amended Date:

Note: Dimensions are in METRES



Address: 12431 McNeely Drive

File No.: RZ 17-781064

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9773, the developer is required to complete the following:

1. Submission of a Landscape Security in the amount of \$4,000 (\$500/tree) to ensure that a total of two replacement trees are planted and maintained on each of Proposed Lots 1-4 (for a total of eight trees); minimum 6 cm deciduous caliper or 3.5 m high conifers). **NOTE: replacement trees to be the following minimum sizes, as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	8 cm	4 m
6	6 cm	3.5 m

2. City acceptance of the developer's offer to voluntarily contribute \$7,800 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. 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 trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
5. Registration of an aircraft noise sensitive use covenant on Title.
6. Registration of a flood indemnity covenant on Title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the dwelling proposed on each of the five future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

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

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. 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.

At Subdivision* stage, the developer must complete the following requirements:

1. Successful application for a Development Variance Permit* to vary the front yard setback requirement contained in the "Single Detached (RS2/B)" zone.
2. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 355 L/s of water available at 20 psi residual at the hydrant located at the northeast corner of 12720 Cameron Drive. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
- At the Developer's cost, the City will:
 - Confirm the size and condition of the five existing water service connections and replace as required.
 - Confirm if the existing connections are metered and install water meters as required.

Storm Sewer Works:

- At the Developer's cost, the Developer is required to:
 - Check the existing storm service connections and inspection chambers serving the subject site (STCN13609, STCN13608, STCN13607, & STCN13687). Confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Replace the existing storm service connection, dual service leads, and inspection chambers (STCN13609, STCN13608, STCN13607, & STCN13687) serving the subject site, if the connection is not in a condition to be re-used.

Sanitary Sewer Works:

- At the Developer's cost, the Developer is required to:
 - Not start on-site excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
 - Provide at no cost to the City, a 3.0 m wide SRW from the centerline south of the existing sanitary sewer for future access and maintenance.
 - Check the existing sanitary service connections, service leads and inspection chambers serving the subject site (SCON27334, SCON15676, SCON4121, SCON27446, & SCON8081). Confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
 - Replace the existing sanitary service connection, service leads, and inspection chambers (SCON27334, SCON15676, SCON4121, SCON27446, & SCON8081) serving the subject site, if the connection is not in a condition to be re-used.

Frontage Improvements:

- The Developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located on-site.
 - When modifying existing above ground structures.
 - Complete the following off-site improvements to the Cameron Drive frontage:

Initial: _____

- Install 1.5 m wide concrete sidewalk at the property line.
- Install a minimum 1.5 m wide landscaped boulevard behind the existing concrete curb.
- Confirm the existing driveway curb letdowns meet a standard acceptable to the City.

General Items:

- The Developer is required to:
 - Enter into, if required, 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, 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.
 - Not encroach into the existing SRW with proposed trees, non-removable fencing, or other non-removable structures.

Note:

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

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

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

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

Signed

Date



Richmond Zoning Bylaw 8500
Amendment Bylaw 9773 (RZ 17-781064)
12431 McNeely Drive

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. 004-138-872

Parcel "B" (Reference Plan 17289) North Half Lot 4 Except: Part Dedicated Road on Plan LMP4855, Section 31 Block 5 North Range 5 West New Westminster District Plan 946

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9773".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

Horizontal lines for recording readings and conditions.

CITY OF RICHMOND APPROVED by [Signature] APPROVED by Director or Solicitor [Signature]

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee

Date: September 28, 2017

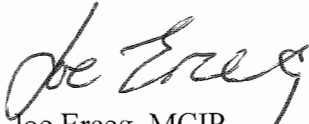
From: Joe Erceg, MCIP
General Manager, Planning and Development

File: 01-0157-30-RGST1

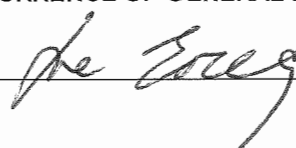
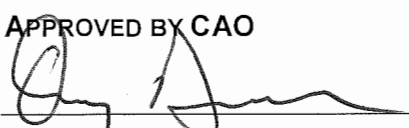
Re: **Richmond's Five Year Regional Context Statement Review,
2041 Official Community Plan (OCP)**

Staff Recommendation

That the Metro Vancouver (MV) Board be advised that the City of Richmond has completed the required five year review of the Richmond 2041 Official Community Plan (OCP), Regional Context Statement and, as the OCP continues to be consistent with the Metro Vancouver (MV) Regional Growth Strategy, no Regional Context Statement changes are required, and the Metro Vancouver Board be requested to reaffirm its acceptance of the City's 2041 Official Community Plan, Regional Context Statement.


Joe Erceg, MCIP,
General Manager, Planning and Development

Att. 2

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

Staff Report

Origin

As required by the British Columbia *Local Government Act*, every five years after the Metro Vancouver (MV) Board has accepted Richmond's 2041 Official Community Plan (OCP), Regional Context Statement (November 16, 2012) (Attachments 1 and 2), the City is required to review the OCP Regional Context Statement and advise the MV Board that they have reviewed it and may pursue the following Options:

- (1) request that the MV Board reaffirm its acceptance of the Regional Context Statement, as the OCP continues to be consistent with the MV Regional Growth Strategy;
- (2) request that the MV Board accept a revised OCP Regional Context Statement, if it is not consistent with the MV Regional Growth Strategy; or
- (3) advise the MV Board that the City will continue to monitor its OCP for consistency with the Regional Growth Strategy and, as necessary, advise the MV Board of any needed OCP Regional Context Statement amendments in the future.

The purpose of this report is to recommend Option 1 - that Council advise the Metro Vancouver Board that the City has completed the required five year OCP Regional Context Statement and, as the OCP continues to be consistent with the MV Regional Growth Strategy, no OCP Regional Context Statement changes are necessary and the MV Board be requested to reaffirm its acceptance of the City's 2041 OCP Regional Context Statement.

Council's 2014-2018 Term Goal

This report supports the following Council's 2014-2018 Term Goals:

- 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.

3.1. Growth and development that reflects the OCP, and related policies and bylaws.

- 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.

- 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.

5.1. Advancement of City priorities through strong intergovernmental relationships.

– Goal #8: Economic Development

Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.

Findings of Fact

On July 29, 2011, Metro Vancouver adopted the 2040 Metro Vancouver Regional Growth Strategy “*Shaping Our Future*”. The MV Board accepted Richmond’s OCP Regional Context Statement on November 16, 2012 and Council adopted the 2041 OCP and Regional Context Statement on November 19, 2012.

The City of Richmond fully participated in preparing the MV 2040 Regional Growth Strategy, as the City supports sustainable regional planning in partnership with Metro Vancouver, the other Metro Vancouver 20 local governments (including the Tsawwassen First Nations), and the Fraser Valley and Squamish Regional District Boards.

The City of Richmond was the first MV local government to prepare a comprehensive, revised 2041 OCP and Regional Context Statement. One City objective in assisting in the preparation the MV Regional Growth Strategy was for the City to avoid having to request the MV Board to make Regional Growth Strategy amendments, to accommodate City growth and development: to date, this has been achieved.

Analysis

MV 2040 Regional Growth Strategy Continues to be Useful

Note that on March 31, 2017, the MV Board determined that, after conducting a five year review of the MV Regional Growth Strategy, no additional changes were needed, as it is a relatively new plan and continues to serve the MV Board and local governments well. Similarly, City staff consider that the 2041 OCP does not need updating, as it also continues to guide the City appropriately.

OCP Regional Context Statement Review Principle

In reviewing the OCP Regional Context Statement, the City was guided by the MV Regional Growth Strategy principle that the City’s OCP policies need to be consistent, or will be made to be consistent over time with the MV Regional Growth Strategy.

Findings

The results of the City’s OCP Regional Context Statement review indicate that no OCP Regional Context Statement changes are necessary, as both the MV Regional Growth Strategy and City’s OCP were designed to mutually emphasize “sustainability”, and complement one another flexibly, and the City has implemented the OCP in a manner which has been consistent with the MV Regional Growth Strategy.

Examples of the Findings

The following examples demonstrate how the City's OCP policies and implementation continue to be consistent with the MV Regional Growth Strategy:

1. Contain urban development within the MV Regional Growth Strategy Urban Containment Boundary (UCB).

- All City growth has occurred within the MV Regional Growth Strategy Urban Containment Boundary (UCB).
- No Agricultural Land Reserve exclusions have occurred.
- City infrastructure servicing (e.g., water, sanitary, drainage) has been within the UCB.

2. Population Growth

- The City's current 218,000 population estimate is well within the 2040 MV Regional Growth Strategy estimate of 280,000.
- The City has requested Statistics Canada to review and verify that the City's current population estimate is over 200,000.

3. Focus growth in Urban Centres and Frequent Transit Development Areas.

- As planned, most City growth has and will occur in the City Centre particularly along the Canada Line as outlined in the City Centre Area Plan (CCAP) which is consistent with the Regional Growth Strategy.
- As per the City Centre Area Plan, with developer support, the City has been provided with more park space, affordable housing, child care, and two community centres.
- In 2012, Council approved high rise developments around the Oval and Canada Line stations and a 631 unit Kiwanis housing project which has 296 affordable housing units.
- In the City Centre, office development continues to be encouraged in non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), and by density bonusing incentives (e.g., for "Institutional" uses), when such developments are near the Canada Line.
- The CCAP supports reduced parking requirements, for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).

4. Outside the City Centre, allow lower density development on a limited basis

- The West Cambie Area Plan, Alexandra policies allow modest 1.2 Floor area Ratio (FAR) densities (e.g., the City Centre Area Plan allow +3.0 FAR densities).
- Along Bridgeport Road, OCP Mixed Employment areas allow 1.2 FAR densities.
- The OCP policies enable certain shopping centres to densify to provide a mix of housing types, local-serving commercial activities and good access to transit, at low density (e.g., 1.2 FAR). Such a plan has been approved for the Broadmoor Shopping Centre and

the north end has already densified. In 2014, the Hamilton Area Plan was updated which includes policies to increase the population from 5,100 to 12,000 people by 2041. The Plan policies aim to densify the shopping centre, create a High Street along Gilley Road, enable multifamily, seniors and affordable housing, provide a developer funded library, community centre expansion, police office, a child care hub, and a new seven acre park and pier along the North Arm of the Fraser River.

- Along the east side of No. 5 Road (“The No. 5 Road Backlands) large community institutional uses are allowed (e.g., assemblies, at 0.25 FAR), where the “Backlands” are farmed. In 2017, the City updated the Backlands Policy and incorporated it into the OCP.

5. Increase A Wide Range Of Housing Opportunities

- In November 2015, Council adopted bylaws to replace single family Land Use Contracts with normal zoning, to reduce house size massing.
- In 2016 the City updated the OCP Arterial Road Housing Policy to better clarify housing density and where townhouses, triplexes, duplexes, coach houses and rowhouses may occur along certain arterial road outside of the City Centre, to help address housing affordability.
- In 2016, the City embarked on updating its 2007 Affordable Housing Strategy to better meet subsidized and low end market needs.

6. Promote Economic Development

- In 2014, the City adopted the Resilient Economy Strategy which sets the City’s priority sectors, programs and initiatives to utilize its employment lands in alignment with its location advantages and assets related to the Asia-Pacific Gateway
- The City contributed to the long-range planning processes of YVR and the Port of Vancouver who are key stakeholders and employment generators for the community
- The City’s Employment Lands Strategy protects industrial lands and the City’s Agricultural Viability Strategy (currently being updated) protects agricultural lands in Richmond
- The City is in the process of exploring an industrial intensification initiative towards better utilization of existing industrial lands

7. Preserve Agricultural Viability

- Council recently enhanced the 2014 – 2018 Council Term Goals and Priorities by adding a new goal to emphasize the City’s commitment to agriculture and fishing: Goal 8 Supportive Economic Development, Priority 3 “*The City’s agricultural and fisheries sectors are supported, remain viable and continue to be an important part of the City’s character, livability, and economic development vision*”.
- The City supports soil based farming and receives advice from its Agricultural Advisory Committee (AAC) regarding farm and non-farm proposals in the ALR.
- In 2017, the City established agricultural house size and farm floor plate policies.
- In 2018, the City anticipates updating the 2003 Richmond Agricultural Viability Strategy.

8. Transportation

- The CCAP has enabled the City, developers and TransLink to enter into an agreement to have developers within the Capstan Village area make voluntary contributions to fund the \$25M (in 2010 dollars) cost to build the Canada Line Capstan Station, the fifth one in Richmond.
- City opposed the scope of the previous George Massey Tunnel Replacement Project (also opposed by Metro Vancouver) and encourages implementation of an improved crossing option that is consistent with the MV Regional Growth Strategy and the Mayors' Council 10-Year Vision.

9. Energy

- Between 2007 and 2012, the City reduced greenhouse gas emissions by 6% despite a 7% population growth over the same period. The city's densification and active transportation policies, energy programs for existing buildings and district energy utilities have all contributed to this outcome.
- The West Cambie Alexandra District Energy Utility was expanded to serve over 1,100 residential units and 280,000 square feet in other buildings, and includes the first Walmart in North America to be served by a district energy utility.
- Over 1,100 residential units are connected to the Oval Village District Energy Utility.
- The City's wholly-owned district energy company, the Lulu Island Energy Company, is investigating the feasibility of a City Centre scale utility.

10. Ecological Network

- In 2016, the City's OCP Ecological Network Management Strategy which guides preserving and protecting Richmond's natural areas including riparian and Environmentally Sensitive Areas received the Silver Award for Excellence in Policy Planning from the Planning Institute of BC.

11. Community Safety

- The City has secured \$16.6 million in provincial funding to support further improvements to the City's critical network of dikes and pump stations to protect residents against both sea surge and freshet flooding.
- The City's is preparing a new Dike Master Plan, which includes Steveston and the West Dike and its implementation is innovative to ensure that Richmond remains safe from flooding and addresses the long-term impacts of rising sea levels.
- In 2017, the City is currently undertaking City wide Fire - Rescue Study to improve community safety services.

12. Looking forward,

In 2018, the City anticipates undertaking the following OCP initiatives which are consistent with the MV Regional Growth Strategy and within the Urban Containment Boundary:

- Complete the update of the City's Affordable Housing Strategy
- Considering a Market Rental Housing Policy.
- Exploring how to better manage single family neighbourhoods (e.g., minimize house demolitions, promote house conversions to duplexes, triplexes and quadplexes).
- Continuing to replace Land Use Contracts (LUC) with zoning (e.g., for single family and commercial uses, to reduce building massing).
- Reviewing with Metro Vancouver how to make better use of the City's employment lands (e.g., a City Land Intensification Initiative).
- Updating the Richmond 2003 Agricultural Viability Strategy.
- Prohibiting ALR exclusions.
- Implementing City's Garden City Lands Plan, a 55.2 hectare (136.5 acre) open space in the Agricultural Land Reserve, in the heart of Richmond.

Summary

In summary, City has been and intends to continue implementing its OCP in a consistent manner with the Metro Vancouver Regional Growth Strategy.

Financial Impact

None

Conclusion

City staff have completed the required review of Richmond's 2041 Official Community Plan, Regional Context Statement and, as the OCP continues to be consistent with the MV Regional Growth Strategy, recommend that Council request the MV Board to reaffirm its acceptance of the City's 2041 OCP Regional Context Statement.



Terry Crowe,
Manager, Policy Planning Department
604 276-4139

TC: cas

Att. 1: Metro Vancouver approval of Richmond's 2041 OCP Regional Context Statement
Att. 2: 2041 OCP Chapter 15, Richmond's 2041 OCP Regional Context Statement



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Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

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Office of the Chair
Tel. 604 432-6215 Fax 604 451-6614

NOV 30 2012

File: CP-11-01-RGS-13-020

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

Dear Mayor Brodie and Council:

Re: GVRD Board Acceptance of the City of Richmond's Regional Context Statement

I am pleased to inform you that the Greater Vancouver Regional District Board formally accepted the City of Richmond Regional Context Statement (RCS) at its November 16, 2012 meeting. Attached is the resolution for your records.

The City of Richmond should be congratulated for developing an excellent Official Community Plan and Regional Context Statement which will inform and influence other municipalities in the region as they update their Regional Context Statements. I have also been informed that City of Richmond staff worked collaboratively and closely with Metro Vancouver staff and this relationship certainly facilitated the RCS development and acceptance process.

I look forward to continuing to work with the City of Richmond in realizing the goals of the Regional Growth Strategy.

Should you or any of your staff have any further questions please contact Jason Smith, Regional Planner at 778-452-2690.

Yours truly,

Greg Moore
Chair, Metro Vancouver Board

GM/GR/JS/ms

cc: Mr. Terry Crowe, Manager, Policy Planning, City of Richmond

Encl: GVRD Board Resolution of November 16, 2012 on Acceptance of City of Richmond's RCS



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*Board Secretariat and Corporate Information Department
Tel. 604-432-6250 Fax. 604-451-6686*

Resolution Form

This is to advise that at the November 16, 2012 Regular Meeting, the Greater Vancouver Regional District Board of Directors considered the following report:

Consideration of City of Richmond's Regional Context Statement

and passed the following resolution:

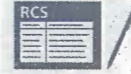
"That the Board accept the City of Richmond's Regional Context Statement as submitted to Metro Vancouver on September 26, 2012."

I, Paulette A. Vetleson, hereby certify the foregoing to be a true and correct copy of a Resolution as finally adopted at the November 16, 2012 Regular meeting of the Greater Vancouver Regional District Board of Directors.

Dated at Burnaby, British Columbia, this 21 day of November, 2012.

Paulette A. Vetleson, Corporate Secretary

15.0 Regional Context Statement (RSC)



15.0 Regional Context Statement (RCS)

1. Purpose

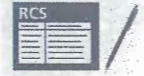
The purpose of a Regional Context Statement is to legally show how the 2041 OCP is, or can be made, to be consistent with the 2040 Regional Growth Strategy (RGS).

2. RCS Contents

The 2041 OCP Regional Context Statement is as follows:

2040 Metro Vancouver Regional Growth Strategy (RGS)

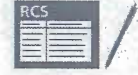
The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
RGS GOAL 1 CREATE A COMPACT URBAN AREA	
STRATEGY 1.1 Contain urban development within the Urban Containment Boundary.	
Role of Municipalities 1.1.3 Adopt Regional Context Statements which:	See OCP RCS Map: shows the City's Urban Containment Boundary (UCB), which is consistent with the MV RGS.
a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	The 2040 RGS projection (estimates) for the City are: <ul style="list-style-type: none"> • Population = 275,000 • Dwelling Units = 115,500 • Employment = 181,000 The City's 2041 OCP projections (estimates) are consistent with the 2040 RGS, as follows: <ul style="list-style-type: none"> • Population = 280,000 • Dwelling Units = 115,000 • Employment = 180,000 The 2041 OCP enables the City to strive to achieve these projections, subject to long-term market forces, and government policies and support.
b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in (RGS) Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	The City will strive to achieve these projections by implementing the 2041 OCP and Area Plans, and undertaking demographic projection and policy refinements in collaboration with Metro Vancouver. The City considers that any City projection differences are deemed to be within acceptable RGS estimates (e.g., as such are affected by government policies and funding, the market, the economy, immigration policies).



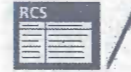
The Regional Context Statement (RCS) Policy
(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)

STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.

<p>Role of Municipalities</p> <p>1.2.6 Adopt Regional Context Statements which:</p> <p>a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);</p>	<p>In the 2041 OCP, the City's projected regional share of planned dwelling unit and employment growth are provided (see below) and contribute to achieving the City's regional growth share for its Urban Centre (i.e., City Centre) and any future Frequent Transit Development Areas:</p> <p>For the City Centre:</p> <ul style="list-style-type: none"> • Dwelling units = 47,000 • Employment = 60,000 <p>For Outside the City Centre:</p> <ul style="list-style-type: none"> • Dwelling units = 68,000 • Employment = 120,000 <p>Note: For FTDA's - In the 2041 OCP, no FTDA's have been identified at this time. Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p> <p>These estimates are deemed to be consistent with the 2040 RGS, as any differences are regarded as minor and subject to long-term market forces, government policies and immigration.</p>
<p>b) include policies for Urban Centres which:</p> <p>i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);</p> <p>ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p> <p>iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</p> <p>iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</p>	<p>i) - ii) See 2041 OCP RCS Map which identifies one City Urban Centre (i.e., City Centre) which is consistent with the 2040 RGS.</p> <p>The City's City Centre accommodates most City growth in a manner which is consistent with the 2040 RGS.</p> <p>iii) The 2041 OCP encourages office development, for example, in the City Centre, through non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), density bonusing incentives (e.g., for "Institutional" uses), when such developments are near transit like the Canada Line and its 5 stations with an emphasis of creating City Centre High Density Urban Villages which allow offices.</p> <p>iv) The 2041 OCP supports reduced parking requirements in the City Centre for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and up to a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).</p>



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	<p>At this time, the 2041 OCP does not identify FTDA's.</p> <p>Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p>
<p>c) include policies for Frequent Transit Development Areas which:</p> <p>i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:</p> <ul style="list-style-type: none"> • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); • TransLink's Frequent Transit Network, which may be updated over time; • other applicable guidelines and policies of TransLink for the Frequent Transit Network; <p>ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p> <p>iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</p>	<p>i) The 2041 OCP RCS Map: identifies where the RGS General Urban designation is located.</p> <p>ii) The 2041 OCP supports such actions, for example, by proposing that:</p> <ul style="list-style-type: none"> • in the City Centre: development occurs at higher densities (e.g., 3 FAR); • outside the City Centre: <ul style="list-style-type: none"> - development occurs at lower densities (e.g., up to 1-2 FAR), for example, townhouses along certain arterial roads and the densification of some shopping-centres to provide a mix of housing types, local-serving commercial activities and good access to transit at lower densities; - non-residential major trip generating uses may include: office, commercial, (e.g., generally limited to 1.5 FAR and with TOD and related measures). <p>At this time, no Frequent Transit Development Areas are established but may be later.</p> <p>At this time, no small scale Local Centres are established as they are not currently needed, but may be established later, if needed.</p>
<p>d) include policies for General Urban areas which:</p> <p>i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</p>	<p>i) The 2041 OCP RCS Map: identifies where the RGS General Urban designation is located.</p> <p>ii) The 2041 OCP supports such actions, for example, by proposing that:</p> <ul style="list-style-type: none"> • in the City Centre: development occurs at higher densities (e.g., 3 FAR); • outside the City Centre: <ul style="list-style-type: none"> - development occurs at lower densities (e.g., up to 1-2 FAR), for example, townhouses along certain arterial roads and the densification of some shopping-centres to provide a mix of housing types, local-serving commercial activities and good access to transit at lower densities; - non-residential major trip generating uses may include: office, commercial, (e.g., generally limited to 1.5 FAR and with TOD and related measures). <p>At this time, no Frequent Transit Development Areas are established but may be later.</p> <p>At this time, no small scale Local Centres are established as they are not currently needed, but may be established later, if needed.</p>



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p> <p>iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p> <p>iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p> <p>v) encourage infill development by directing growth to established areas, where possible;</p>	<p>iii) At this time no small scale Local Centres are proposed.</p> <p>iv) Non-residential major trip-generating uses include, for example, large box retail, and high density office towers, commercial and institutional uses.</p> <p>The 2041 OCP mainly encourages such uses in the City Centre (e.g., at up to 3 FAR).</p> <p>The 2041 OCP excludes such uses, in much of the General Urban area outside of the City Centre by only allowing them on a limited basis at lower densities certain areas for example:</p> <ul style="list-style-type: none"> • as per the existing West Cambie Area Plan, Alexandra quarter section policies at up to 1.2 FAR; • in certain Mixed Employment places along Bridgeport Road at up to 1.2 FAR; • along the east side of No. 5 Road ("Highway To Heaven") which allows large community institutional uses (e.g., assemblies, schools; at 0.25 FAR), where the "backlands" are farmed. <p>v) Infill development is allowed by directing it to established areas, for example:</p> <ul style="list-style-type: none"> • permitting townhouses along certain arterial roads; • densifying around some shopping centres, to provide a mix of housing types, local-serving commercial activities and good access to transit, at low density (e.g., 1.2 FAR); • permitting smaller single family lots in some areas; • permitting coach houses and granny flats (e.g., in Edgemere). <p>At this time, no Frequent Transit Development Areas (FTDA) are identified but may be after more City planning and consultation with TransLink.</p>
<p>e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p>	<p>The 2041 OCP does not propose any Urban Centres or FTDA's which overlay Industrial, Mixed Employment or Conservation and Recreation areas.</p>



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	<p>The 2041 OCP, in the City Centre:</p> <ul style="list-style-type: none"> • continues to support industrial uses, for example, by designating several non-residential areas for industrial activities (e.g., around the River Rock Casino, Aberdeen Mall); • encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example, in high density villages around the Canada Line, creating a finer network of streets; promoting rolling (e.g., wheel chair and scooter use) and bicycle lanes and pathways; • enables transit priority measures, for example, providing a transit-only signal on No. 3 Road to provide bus access to the Richmond-Brighouse off-street bus mall; • enables, promotes and requires, district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required around the Oval and explored elsewhere in the City Centre; having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards); increasing waste diversion by increasing recycling (and decreasing waste), and promoting solar energy, sewage and river heat recovery, and exploring wind systems. <p>The 2041 OCP, for areas outside the City Centre:</p> <ul style="list-style-type: none"> • continues to support industrial uses, for example, by designating several areas for industrial uses (e.g., Mitchell Island; the portions of Riverside Industrial Park; along Bridgeport Road); • encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example: along certain arterial roads and when densifying shopping centres), promoting walking, bicycling and rolling (e.g., wheel chair and scooter use), bicycling lanes and pathways; • supports the implementation of transit priority measures, for example, queue-jumper lanes in congested areas where feasible and, when densifying shopping centres, reduce parking and improving TOD measures; • enables, promotes, and requires district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required in the West Cambie Alexandria neighbourhood; and having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.
<p>f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:</p>	<ul style="list-style-type: none"> i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities; ii) encourage safe and efficient transit, cycling and walking; iii) implement transit priority measures, where appropriate; iv) support district energy systems and renewable energy generation, where appropriate.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
STRATEGY 1.3 Protect Rural areas from urban development.	
Role of Municipalities 1.3.3 Adopt Regional Context Statements which:	<ul style="list-style-type: none"> • The 2040 RGS does not designate any City land as RGS "Rural". • 2041 OCP does not propose any land to have a RGS "Rural" designation.
a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	
b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	
c) include policies which: <ul style="list-style-type: none"> i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation; ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve. 	
RGS GOAL 2 SUPPORT A SUSTAINABLE ECONOMY	
STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.	
Role of Municipalities 2.1.4 Adopt Regional Context Statements which:	The 2041 OCP supports such policies (see Resilient Economy chapter), for example, by focussing on six core strategies: <ol style="list-style-type: none"> 1. The Asia—Pacific Gateway; 2. Knowledge Based Industries; 3. Amenities and Attractions (e.g., population serving industries, retail, accommodation, cultural sport, natural and visitor attractions); 4. Sustainable Resource use (e.g., protect agricultural lands, promote Eco-Industrial uses, promote adequate transit services, support increased agricultural viability, local resource generation, use and sharing); 5. Population Services (e.g., schools, universities, hospitals, child care); 6. Micro Businesses (e.g., promote live-work, work-live uses and home based businesses).
a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	



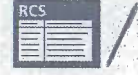
The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
	<p>These long-term economic objectives are to be implemented, for example:</p> <ul style="list-style-type: none"> • in the City Centre: by designating industrial, office and commercial and institutional areas along the Canada Line, around the Canada Line Stations and around the Oval; • outside the City Centre: by designating Industrial areas, for example, (e.g., Mitchell Island, portions of the Riverside Industrial Park, along Bridgeport Road) and by designating Mixed Employment areas (e.g., portions of the Riverside Industrial Park, along Bridgeport Road, and along the Knight Street Corridor [e.g., Crestwood]). <p>No FTDA's are designated, at this time.</p>
<p>b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;</p>	<p>The 2041 OCP highly supports office uses in the City Centre, for example, by designating areas (e.g., around the casino and Aberdeen Mall) for non-residential uses such as offices; and encouraging offices around the Canada Line Stations and Oval; providing density bonuses, reduced parking requirements and promoting TOD measures.</p>
<p>c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;</p>	<p>The 2041 OCP discourages such uses (e.g., big box retail, universities, institutional uses), outside the City Centre, for example, by limiting them to certain areas where they are already allowed (e.g., in the 2006 approved West Cambie Alexandra area and the 2010 approved Broadmoor Shopping Centre footprint area, and around certain to be densified shopping centres (e.g., 400M around the Broadmoor, Hamilton, East Cambie, Blundell, Garden City shopping centres), but at lesser densities than the City Centre (e.g., less than 1.5 FAR).</p> <p>In the majority of Richmond, outside the City Centre, large institutional uses (e.g., assemblies) are discouraged, however they are allowed on a limited basis (e.g., in West Cambie, along the east side of No. 5 Road [Highway To Heaven]).</p> <p>This approach balances achieving RGS policies with creating more complete, compact neighbourhoods, promoting TOD, and walkability, and reducing GHG and energy emissions (see Mobility and Access chapter).</p> <p>No FTDA's are proposed at this time.</p>
<p>d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.</p>	<p>The 2040 RGS in Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions" currently recognizes the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University, Trinity Western University) in the City Centre, and Port Metro Vancouver as long as its needs are met in the urban footprint.</p> <p>The 2041 OCP supports such uses (see Resilient Economy; Mobility and Accessibility chapters), for example:</p> <ul style="list-style-type: none"> • Re Land Use: for example, designating YVR as Airport (Industrial) and integrating YVR and City land use plans; designating the Hospital and Post Secondary uses as institutional or other appropriate designation to protect and enhance them. • Re Transportation: by encouraging efficient transit services to and from them (see Resilient Economy; and Mobility and Access chapters) • Note: With such stakeholders, the City has strong ongoing, mutually beneficial partnerships.



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
STRATEGY 2.2 Protect the supply of industrial land.	
Role of Municipalities 2.2.4 Adopt Regional Context Statements which:	
a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Industrial areas consistent with the 2040 RGS (See OCP RCS Map).
b) include policies for Industrial areas which: <ol style="list-style-type: none"> i) support and protect industrial uses; ii) support appropriate accessory uses, including commercial space and caretaker units; iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities; iv) encourage better utilization and intensification of industrial areas for industrial activities; 	The 2041 OCP supports and protects Industrial uses for example by (see Resilient Economy chapter, see OCP RCS Map): <ul style="list-style-type: none"> • designating Industrial areas consistent with the 2040 RGS; • designating YVR on Sea Island as Airport (Industrial); • co-operating with YVR to assist in achieving its long-term airport needs (e.g., through servicing, transportation improvements); • designating Port Metro Vancouver (PMV) lands which are within the urban footprint as Industrial. Note, the PMV Gilmore lands are designated Agriculture; • enhancing industrial policies and guidelines for certain portions of the Bridgeport Road Corridor to make it more efficient and attractive; • supporting accessory commercial space (e.g., small retail) and caretaker units; • excluding medium and large format retail (e.g., big box) and principal residential uses; • excluding non-supportive stand alone offices; • promoting walking, cycling and transit in Industrial areas; • over time, consider increasing Industrial density and height, and improving energy efficiencies (e.g., transit) and amenities (e.g., bike paths, open space).
c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The 2041 OCP designates Mixed Employment areas consistent with the 2040 RGS (See RCS Map) (e.g., along Bridgeport Road, the Knight Street corridor, portions of the Riverside Industrial Park).



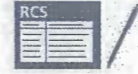
The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<p>d) include policies for Mixed Employment areas which:</p> <ul style="list-style-type: none"> i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate; ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy; iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas; iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas; v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities; vi) exclude residential uses, except for an accessory caretaker unit; 	<ul style="list-style-type: none"> i) - iii) The 2041 OCP supports such policies (i.e., Outside the City Centre) (see Resilient Economy), for example, by: <ul style="list-style-type: none"> • designating Mixed Employment areas consistent with the 2040 RGS (e.g., portions of the Riverside Industrial Park, and along Knight Street and portions of the Bridgeport corridor); • actively implementing the 2009 approved City Centre Area Plan; • considering outside the City Centre, densifying certain planning areas and shopping centres over time which allow mixed employment uses; iv) Note: The 2041 OCP does not designate Mixed Employment areas in the Urban Centre (i.e., the City Centre) and does not propose FTDA's at this time; v) The 2041 OCP enables Industrial and Mixed Employment activities in certain areas (e.g., portions of the Bridgeport Road Corridor, Crestwood), as these areas already have good access and transit service; vi) excluding residential uses, except for accessory caretaker units in Mixed Employment areas.



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	<p>The 2041 OCP includes such policies, (see the Sustainable Infrastructure and Resources chapter), for example, by exploring, promoting and requiring district energy systems and renewable energy generation, where appropriate (e.g., in the West Cambie Alexandria area), through energy efficiency requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.</p>
<p>STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.</p>	<p>The 2041 OCP designates Agricultural areas consistent with the 2040 RGS (See RCS Map).</p>
<p>Role of Municipalities 2.3.6 Adopt Regional Context Statements which:</p>	<p>The 2041 OCP supports such policies, (see OCP Agriculture and Food chapter).</p>
<p>a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>Note that Richmond continues to implement its 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., establishing the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$1.25 million Nelson Road interchange and seeking senior government funding for drainage).</p>
<p>b) include policies to support agricultural viability including those which: i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture; ii) discourage subdivision of agricultural land leading to farm fragmentation; iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;</p>	<p>i) designating Agricultural areas consistent with the 2040 RGS (See RCS Map); <ul style="list-style-type: none"> continue to implement the 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., established the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$1.25 million Nelson Road interchange and seeking senior government funding for drainage); </p>
<p>iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning); v) demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture);</p>	<p>ii) discouraging subdivision into small farms which would create impractical farm sizes and by co-operating with the ALC and following ALR requirements; <ul style="list-style-type: none"> encouraging lot owners who do not have access to improved roads, to either consolidate their lots or enter into farm access agreements in order to gain farm access; discouraging wherever possible, roads in the ALR except, as noted on the Agriculture and Food chapter map titled Existing Status of Road Improvements in the ALR map; </p>
<p>iii) continuing to maintain and improve drainage, irrigation and transportation, to support agricultural activities (e.g., in East Richmond), where feasible and with other agencies; iv) continuing to manage the agricultural-urban interface to protect the viability of agricultural operations (e.g., requiring buffers between agricultural and urban areas, consulting with the Agricultural Advisory Committee); v) supporting such opportunities, for example, by implementing and enhancing the 2003 Richmond Agricultural Viability Strategy (RAVS), as resources enable (e.g., senior government drainage funding, allowing seasonal farm dwellings, agri-tourism, farm based wineries, and the proposed Kwantlen horticultural farm and sustainable farm programs);</p>	<p>iii) continuing to maintain and improve drainage, irrigation and transportation, to support agricultural activities (e.g., in East Richmond), where feasible and with other agencies; <ul style="list-style-type: none"> continuing to manage the agricultural-urban interface to protect the viability of agricultural operations (e.g., requiring buffers between agricultural and urban areas, consulting with the Agricultural Advisory Committee); supporting such opportunities, for example, by implementing and enhancing the 2003 Richmond Agricultural Viability Strategy (RAVS), as resources enable (e.g., senior government drainage funding, allowing seasonal farm dwellings, agri-tourism, farm based wineries, and the proposed Kwantlen horticultural farm and sustainable farm programs); </p>



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>vi) encourage the use of agricultural land, with an emphasis on food production;</p> <p>viii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.</p>	<p>vi) supporting food production, for example, by improving infrastructure (e.g., diking, irrigation, drainage), enabling a range of farming, discouraging principle residential uses, supporting food security, urban agriculture and regional food strategies;</p> <p>vii) supporting a range of educational agricultural programs, for example by collaborating with the Province, ALC, Metro Vancouver, Vancouver Coastal Health, Richmond food security groups, and hosting farm tours and workshops.</p>
<p>RGS GOAL 3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS</p> <p>STRATEGY 3.1 Protect Conservation and Recreation lands.</p>	
<p>Role of Municipalities</p> <p>3.1.4 Adopt Regional Context Statements which:</p>	
<p>a) Identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:</p> <p>i) public service infrastructure, including the supply of high quality drinking water;</p> <p>ii) environmental conservation;</p> <p>iii) recreation, primarily outdoor;</p> <p>iv) education, research and training facilities and uses that serve conservation and/or recreation users;</p> <p>v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;</p> <p>vi) limited agriculture use, primarily soil-based;</p>	<p>The 2041 OCP designates Conservation and Park areas consistent with the 2040 RGS (See RCS Map).</p> <p>The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; Island Natural Environment, Open Space and Public Realm; and Sustainable Infrastructure and Resources chapters), for example, by:</p> <ul style="list-style-type: none"> • public service infrastructure, including the supply of high quality drinking water, for example, by co-operating with Metro Vancouver to provide clean, safe drinking water, monitoring, minimizing leakages and improving, distribution and conservation; • implementing the new Island Natural Environment, Open Space and Public Realm policies and co-operating with agencies (e.g., FREMP, BC Environment, Metro Vancouver, YVR, Port Metro Vancouver); • enabling a range of recreation uses including outdoor activities for all ages both in Conservation and Park areas and across the City, for example, through the City's extensive parks and facilities including the Garry Point Park, Terra Nova Nature and Rural Parks, Metro Vancouver's Iona Beach Regional Park and through stakeholder interpretive and wellness programs; • enabling certain commercial uses (e.g., canteens) tourism activities (e.g., Tall Ships, Ships To Shore, the Steveson Salmon Festival), multi-cultural celebrations (e.g., Chinese New Year) and public, cultural amenities (e.g., Minoru Park, the Richmond Nature Park and interpretive programs, McDonald Beach boat launch); • enabling primarily soil-based agriculture use in Conservation and Park areas (e.g., the Terra Nova Nature and Rural Parks).
<p>c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.</p>	<p>The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; and Island Natural Environment, Open Space and Public Realm chapters), for example, by having large park areas and ample park facility setbacks, including planting park edges with trees, and separating park and recreation uses by roads.</p>



The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
STRATEGY 3.2 Protect and enhance natural features and their connectivity.	
<p>Role of Municipalities</p> <p>3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).</p> <p>3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p> <p>3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and ecogifting).</p> <p>3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>The 2040 RGS Map 10 is titled: Natural Features and Land Cover, RGS Strategy 3.2 primarily addresses conservation and recreation uses including commercial, tourism, public, cultural and community amenities, and related education, research and training facilities and that serve the users.</p> <p>The 2041 OCP supports such actions (see OCP the Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm, and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes a best practices Ecological Network Concept, Riparian Area and enhanced 2012 ESA policies and guidelines.</p> <p>The Ecological Network (EN) policies strive to better manage over approximately 16,188 ha (40,000 ac.) through interagency co-operation.</p> <p>The RGS Map 9 is titled: "Regional Recreation Greenway Network" and includes RGS Conservation and Recreation areas, the Regional Recreation Greenways Network, watercourses, tidal flats and wetland areas.</p> <p>The Regional Recreation Greenway Network is to be connected, as feasible, to City trails, bikeways and greenways and parks where appropriate.</p> <p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm chapters), for example, by promoting a maintaining and enhancing a range of City-wide parks and trails to improve mobility and accessibility for all ages.</p> <p>The 2041 OCP supports such actions (see OCP Island Natural Environment, Open Space and Public Realm chapter), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes an Ecological Network, the Eco Plus+ Concept, Riparian Area and enhanced ESA policies and guidelines. It also encourages the exploration of conservation covenants, land trusts, tax exemptions, ecological gain and eco-gifting approaches.</p> <p>The 2041 OCP considers such actions (see Island Natural Environment and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes Ecological Network, Eco Gain, Riparian Area and enhanced ESA policies and guidelines.</p> <p>The 2041 OCP supports integrated stormwater management plans, for example, by supporting Metro Vancouver's Drinking Water Management Plan and integrating it with City-wide and area plan infrastructure improvements over time. Annual progress is anticipated, based on approved City priorities and work programs, and senior government and regional partner funding, programming and support.</p>



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.</p>	
<p>Role of Municipalities 3.3.4 Adopt Regional Context Statements which:</p> <p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>	<p>a) The 2041 OCP supports such actions (see Climate Change Response chapter), for example, by addressing the following:</p> <ul style="list-style-type: none"> • Community-wide GHG Reduction Targets (similar to Metro Vancouver's): <ul style="list-style-type: none"> - 1–33% below 2007 levels by 2020; - 2–80% below 2007 levels by 2050: <ul style="list-style-type: none"> o as Richmond's GHG emissions are generated 41% by buildings and 55% by transportation achieving both targets is subject to the understanding that the Province and other jurisdictions will undertake necessary GHG reduction improvements and provide the City with funding to achieve these targets including building retrofits and TOD measures; o as well the City will continue to implement City GHG related policies (e.g., the City's Sustainability Framework, Official Community Plan [e.g., compact land use patterns, complete communities]; City Centre Area Plan [e.g., High Density Urban Villages, and Transit Oriented Development, transportation demand management and district energy initiatives]);
<p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> • existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoechange systems, and electric vehicle charging infrastructure; • community design and facility provision that encourages transit, cycling and walking (e.g., direct and safe pedestrian and cycling linkages to the transit system); 	<p>b) Community-wide Energy Reduction Target of 10% from 2007 levels by 2020:</p> <ul style="list-style-type: none"> • similar to above, achieving Richmond's Energy Reduction Target is subject to the understanding that the Province and other jurisdictions will undertake the necessary improvements and funding; • examples of improving air quality include changing from a 2008 mode share of 83% automobile, to a reduced 2041 automobile mode share of 49% (e.g., by promoting transit, walking trails, bicycle paths, ride share). Regarding electric car plug-ins, promote having a minimum of 20% of parking stalls with a 12 volt receptacle and an additional 25% of parking stalls to accommodate future electric vehicle charging equipment (e.g., pre-ducting). • promoting improved Triple Bottom Line (i.e., social, economic, environmental) analyses to achieve more benefits (e.g., promote improved energy performance within existing [retrofit] and new buildings; the increased use of transit; a greater diversion of solid waste through increased recycling and material reuse, improved waste energy capture); • implementing a comprehensive Community Energy and Emissions Plan (CEEP); • requesting increased provincial assistance, as many of the community's GHG reduction targets and actions (e.g., improved building energy efficiencies, reduced emissions from vehicles, the increased reliance on walking, cycling and transit), require Provincial legislation, policy, program and funding assistance; • supporting integrated storm water management and water conservation objectives, for example, see the Sustainable Infrastructure and Resources chapter;



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;</p> <p>d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.</p>	<p>c) Investments in GHG emissions and energy consumption reductions which improve air quality are concentrated in the City Centre, and will be considered in shopping centre densification and any future FTDA's;</p> <p>d) Policies which support integrated storm water management include participating in regional climate change initiatives, harvesting rain water for non-potable uses and storing rain water on site.</p> <p>Policies which support water conservation include participating in regional climate change initiatives, reducing water demand through water metering, low flow fixtures, leak reduction, pressure management approaches, and reduced lawn watering.</p>
<p>STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.</p>	
<p>Role of Municipalities</p> <p>3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquake, flooding, erosion, subsidence, mudslides, interface fires).</p> <p>3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.</p>	<p>The 2041 OCP supports such actions (see OCP Climate Change Response; Sustainable Infrastructure and Resources; and Island Natural Environment and Open Space and Public Realm chapters), for example, by implementing comprehensive climate change management, capacity building, mitigation, carbon retention and adaptation policies which address community response, emission reduction, and target integration with other City policies (e.g., land use, transportation). As well, the City supports continued improvements in Building Code, seismic and flood protection policies.</p> <p>The 2041 OCP supports such actions (see Sustainable Infrastructure and Resources), for example by, implementing the City's 2008–2031 Flood Protection Strategy and Flood Plain Designation and Protection bylaws, improving the critical perimeter dike, supporting Fraser River dredging, flood proofing City buildings to appropriate standards and co-operating with stakeholders in flood management best practices.</p>



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>RGS GOAL 4 DEVELOP COMPLETE COMMUNITIES</p>	
<p>STRATEGY 4.1 Provide diverse and affordable housing choices.</p>	
<p>Role of Municipalities</p> <p>4.1.7 Adopt Regional Context Statements which:</p> <p>a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <p>i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;</p> <p>ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;</p> <p>iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;</p> <p>iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.</p>	<p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods chapter), for example, by:</p> <p>i) - ii)</p> <ul style="list-style-type: none"> • implementing the 2007 Affordable Housing Strategy and completing its update (e.g., in 2012); • enabling a range of housing types (e.g., secondary suites, coach houses, granny flats, live-work, work-live, row housing) and affordable housing in High Density Urban Villages around the Canada Line Stations and Oval, as shopping centres density, along certain arterial roads and in many residential neighbourhoods; • considering innovative housing policies when updating area plans. <p>iii) - iv)</p> <ul style="list-style-type: none"> • collaborating with the federal government, Province, Metro Vancouver, UDI, developers and housing agencies to increase affordable housing and rental units for households with low or low to moderate incomes (e.g., through research, policies funding); • enabling a wide range of incentives to improve housing and its affordability (e.g., density bonusing, parking reductions near transit, using the City Affordable Housing Reserves); • the OCP enables the City to pursue multiple objectives at the same time, for example promoting affordable housing by reducing parking and providing density bonusing. In cases, this may include partly reducing parking to achieve affordable housing and also partly taking cash-in-lieu of parking to support providing TDM measures. This approach continues to work well as it provides flexibility to meet community and project specific needs.



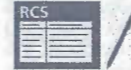
The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
<p>Role of Municipalities</p> <p>4.1.8 Prepare and implement Housing Action Plans which:</p> <ul style="list-style-type: none"> a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability; b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs; c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7; d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock; e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum; f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5. 	<p>The 2041 OCP supports such actions (see Connected Neighbourhoods; Social Inclusion and Accessibility chapters), for example, by:</p> <ul style="list-style-type: none"> • completing the 2007 Affordable Housing Strategy update; • partnering with senior governments, the MVHC, housing providers and operators, and developers to provide housing projects based on specific updated housing needs assessments; • periodically updating City demographic projections including dwelling units.
STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities.	
<p>Role of Municipalities</p> <p>4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:</p> <ul style="list-style-type: none"> a) support compact, mixed use, transit, cycling and walking oriented communities; 	<p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Mobility and Access chapters), for example, by:</p> <ul style="list-style-type: none"> • in the City Centre, implementing High Density Urban Villages around the Canada Line stations and the Oval; • outside the City Centre, densifying certain shopping centres to enable more compact uses; • updating area plans to facilitate mixed uses, and improved mobility and access.



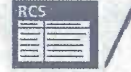
The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)	
b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	The 2041 OCP supports such facilities (see Vibrant City and Connected Neighbourhoods chapters), for example, by locating community, arts, cultural, recreational, institutional, health, social service, education facilities and affordable housing uses, in the City Centre (e.g., the Arts Precinct), and when densifying certain shopping and updating area plans (e.g., the Broadmoor Shopping Centre, Hamilton area), as densification can facilitate the provision of these services.
c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	The 2041 OCP enables such spaces and amenities (see Vibrant City; and Island Natural Environment, Open Space and Public Realm chapters), for example, by providing City World Class facilities (e.g., the Oval), City parks (e.g., Minoru Park, Garry Point Park, Richmond Nature Park, Brighthouse Park, McDonald Beach Park, Britannia Heritage Shipyard Park and London Farm), City facilities (e.g., the Gateway Theatre), the City's eight community centres and library system, and the School Board's 38 elementary and 10 secondary schools, to enable improving social engagement and multi-cultural celebrations.
d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	The 2041 OCP supports active living (see Vibrant City; Connected Neighbourhoods; Social Inclusion and Accessibility; and Ecological Network, Open Space and Public Realm chapters), for example, by: <ul style="list-style-type: none"> • in the City Centre, completing the 16 ha (40 ac.) Middle Arm Park on the Fraser River and acquiring over time, another 65 ha (160 ac.) of parkland for a total of 162 ha (400 ac.); • elsewhere in the City, maintaining and enhancing a wide range of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments; improving trails and paths to better connect shopping centres, community centres and schools; providing more bike and rolling paths; and upgrading community facilities over time, as resources enable.
e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;	The 2041 OCP supports such actions, (see Agriculture and Food; Vibrant City; Resilient Economy; Island Natural Environment; Open Space and Public Realm chapters), for example, by providing more community gardens on City and private lands, encouraging ALR lands to be farmed, promoting green roofs and food security activities.
f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	The 2041 OCP enables such assessments (see OCP Safe City); Social Inclusion and Accessibility; Connected Neighbourhoods; Sustainable Infrastructure and Resources chapters), for example, by: <ul style="list-style-type: none"> • continuing to co-operate with Richmond Health Services, promoting healthy lifestyles and wellness programs; • providing safe infrastructure (e.g., transit, roads, trails, dikes and buildings); • improving policing, emergency and fire fighting services; • implementing the OCP Aircraft Noise Sensitive Development [ANSD] policies; • consulting with Metro Vancouver to improve air quality.



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>g) support universally accessible community design;</p>	<p>The 2041 OCP supports universally accessible community design (see OCP Connected Neighbourhoods chapter), for example, by encouraging and requiring a range of improved neighbourhood and housing and building accessibility (e.g., aging in place for all new multi-family residential dwelling units; convertible units in townhouse rezoning applications, adaptable units in apartment rezoning applications).</p> <p>The 2041 OCP does not propose RGS Local Centres at this time.</p>
<p>h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;</p>	<p>The 2041 OCP (see OCP General Land Use Map; OCP RCS Map) recognize the facilities in 2040 RGS Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions".</p> <p>These facilities include the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University and Trinity Western University).</p>
<p>i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.</p>	<p>The 2041 OCP (see OCP General Land Use Map; OCP RCS Map) recognize the facilities in 2040 RGS Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions".</p> <p>These facilities include the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University and Trinity Western University).</p>
<p>RGS GOAL 5 SUPPORT SUSTAINABLE TRANSPORTATION CHOICES</p>	
<p>STRATEGY 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.</p>	
<p>Role of Municipalities</p>	
<p>5.1.6 Adopt Regional Context Statements which:</p>	<p>a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;</p>
<p>a) identify land use and transportation policies and actions;</p> <ul style="list-style-type: none"> • in the City Centre: for example, by better enabling TOD, walking, bicycling and rolling modes; • outside the City Centre: for example, along arterial road redevelopment and in densified shopping centres; • City-wide: improving transit, and bike and rolling paths, and working closely with TransLink to implement the Frequent Transit Network (FTN). 	<p>The 2041 OCP (see Mobility and Access; Connected Neighbourhoods; and Sustainable Infrastructure and Resources chapters) identify such policies and actions:</p> <ul style="list-style-type: none"> • in the City Centre: for example, by better enabling TOD, walking, bicycling and rolling modes; • outside the City Centre: for example, along arterial road redevelopment and in densified shopping centres; • City-wide: improving transit, and bike and rolling paths, and working closely with TransLink to implement the Frequent Transit Network (FTN).



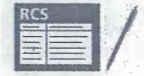
<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<p>b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;</p> <p>c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.</p>	<p>The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by:</p> <ul style="list-style-type: none"> • supporting the implementation of transit priority measures in congested areas where feasible, facilitating the provision of car-share services around Canada Line stations and promoting ride-sharing. <p>The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by improving transit stops, providing bus shelters and benches, expanding the network of bike and rolling paths, and promoting ride sharing programs.</p>
<p>STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.</p>	
<p>Role of Municipalities</p> <p>5.2.3 Adopt Regional Context Statements which:</p>	
<p>a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;</p> <p>b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;</p> <p>c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;</p>	<p>The 2041 OCP (see Mobility and Access chapter; RCS Map):</p> <ul style="list-style-type: none"> • identifies such routes; • identifies such policies and actions, for example, by, promoting efficient transportation, services and alternatives in the City Centre; • improves along arterial roads and in densified shopping centres, bike and rolling paths; • promotes working closely with TransLink to implement the Major Road Network (MRN) and Frequent Transit Network (FTN), and co-operation with senior governments. <p>The 2041 OCP (see Mobility and Access chapter) supports such strategies, for example, by improving web-based traffic information including real-time displays of traffic conditions, transit priority measures in congested areas where feasible and traffic signal coordination.</p>



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p> <p>The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by co-ordinating efforts with senior governments, railway companies, Port Metro Vancouver and FREMP.</p>	<p>d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.</p>
<p>2040 RGS AND 2041 OCP AND RCS IMPLEMENTATION (See RGS Section F Implementation)</p>	
<p>RGS Section F Implementation Policies</p> <p>Providing for Appropriate Municipal Flexibility</p> <p>6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:</p> <p>a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;</p>	
<p>The 2041 OCP hereby permits such amendments.</p>	<p>b) notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land:</p> <ul style="list-style-type: none"> from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or
<p>The 2041 OCP hereby permits such amendments.</p>	



<p>The Regional Context Statement (RCS) Policy (e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>	
<ul style="list-style-type: none"> from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; provided that: <ul style="list-style-type: none"> - the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and - the aggregate area of all proximate sites that are re-designated does not exceed three hectares; 	<p>The 2041 OCP hereby permits such amendments.</p>
<p>c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.</p>	<p>The 2041 OCP hereby permits such amendments.</p>
<p>6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.</p>	<p>The City will implement RGS policy 6.29.</p>
<p>6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment by law.</p>	<p>The City will implement RGS policy 6.29.</p>



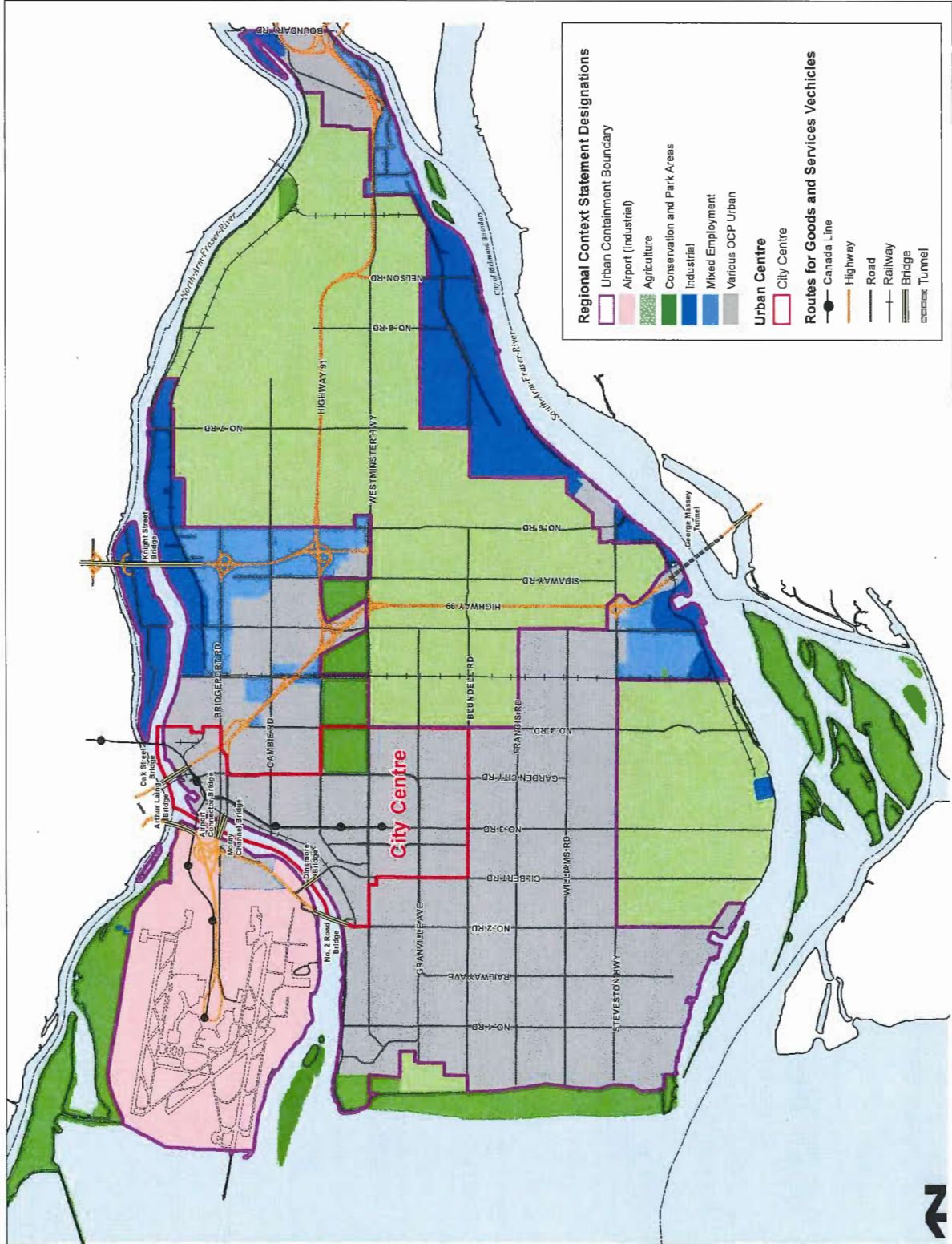
The Regional Context Statement (RCS) Policy
(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)

The 2041 OCP hereby permits such amendments.

6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.



Regional Context Statement Map





To: Public Works and Transportation Committee **Date:** September 27, 2017
From: Victor Wei, P. Eng.
 Director, Transportation **File:** 01-0154-04/2017-Vol 01
Re: **TransLink 2018 Capital Program Cost-Share Submissions**

Staff Recommendation

1. That the submission of pedestrian, bicycle and transit facility improvement projects for cost-sharing as part of the TransLink 2018 capital cost-share programs as described in the report titled, "TransLink 2018 Capital Program Cost-Share Submissions" dated September 27, 2017 from the Director, Transportation, be endorsed; and
2. That, should the above submissions be successful, the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the funding agreements and 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. 1

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

Staff Report

Origin

Each year, municipalities may submit road, bicycle and transit-related improvement projects for 50-50 funding consideration from TransLink's capital cost-share funding programs. This staff report presents the proposed submissions from the City to TransLink's 2018 capital cost-share programs, which support the goals of the City's *Official Community Plan*.

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

Major Road Network and Bike (MRNB) Upgrade Program

The MRNB Program provides allocated funding for capital improvements to the major roads across the region that comprise the MRN and the construction of bicycle facilities both on and off the MRN. The approval of the Phase One Plan of the 10-Year Vision restored funding to the program beginning in 2017. As shown in Table 1, the City will receive up to a total of \$794,000 for several cycling and pedestrian facility projects through the 2017 MRNB Program.

Table 1: Projects to Receive Funding from 2017 MRNB Program

Project Name/Scope	TransLink 2017 Funding ⁽¹⁾	Est. Total Project Cost
River Drive (No. 4 Road-Van Horne Way): multi-use pathway on south side including pedestrian lighting	\$207,000	\$1,344,000
No. 2 Road (Granville Ave-Westminster Hwy): sidewalk on east side	\$200,000	\$400,000
No. 2 Road (Steveston Hwy-Dyke Road): multi-use pathway on west/east sides	\$344,000	\$1,240,000
Sexsmith Road (Beckwith Road-Charles St): bike portion of multi-use path on east side including pedestrian lighting	\$43,000	\$495,000
Total	\$794,000	\$3,479,000

(1) The amount shown represents the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

For 2018, \$20.0 million in total is available for upgrades to the MRN and bicycle projects on or off the MRN, which is a doubling of the funding available in 2017. Funding is allocated to municipalities based on population and employment growth forecasts from the *Regional Growth Strategy* and, for 2018, Richmond's allocation is estimated at \$1,588,000.

Beginning in 2018, some cycling projects may be eligible for up to 75% cost-share funding (i.e., TransLink funds 75% of the total project cost) as identified in the Mayors' Council Vision. Eligibility criteria include:

- project is located within defined Urban Centres or Frequent Transit Development Areas per the *Regional Growth Strategy* or within areas of “high cycling potential” as defined in TransLink’s *Regional Cycling Strategy*;
- project contributes to the Major Bikeway Network as defined in TransLink’s *Regional Cycling Strategy* including connections to bridges; and
- project design comprises Class 1 facilities (i.e., protected bike lane, off-street path or a neighbourhood bikeway on local streets where the targeted number of vehicles per day on the local street is equal to or less than 500).

The City proposes to submit the following projects for consideration to be included in the 2018 MRNB Program (Attachment 1):

- *River Parkway Bike Lanes*: provision of 1.8 m wide buffered bike lanes protected from adjacent vehicles with delineator posts as part of the overall construction of River Parkway between 150 m north of Gilbert Road and Cambie Road. Based on the project’s location in Richmond’s Urban Centre and its Class 1 design, the City will be seeking up to 75% cost-share funding for this project.
- *Westminster Highway Multi-Use Pathway*: rebuild of the existing two-way off-street paved 2.5-3.0 m wide asphalt pathway for pedestrians and cyclists on the south side of Westminster Highway between 14,600-block and No. 7 Road as the existing pathway has suffered extensive damage from tree roots.
- *Odlin Road Bike Route*: establishment of new east-west bike route primarily along Odlin Road between its eastern terminus and No. 3 Road including upgrade of the existing path through Odlin Park to a multi-use path, construction of a new multi-use pathway with lighting to connect Odlin Road and Brown Road, upgrade of the pathway connection at Browngate Road-Hazelbridge Way, and the addition of pavement markings and signage.
- *Off-Gilbert Bikeway Phase 1*: initiation of a new north-south neighbourhood bikeway using local streets and off-street connecting pathways that would parallel Gilbert Road to the east and link Steveston Highway to the City Centre at Granville Avenue. Phase 1 work would comprise the upgrade of two existing off-street pathways south of Williams Road to accommodate both pedestrians and cyclists.

Bicycle Infrastructure Capital Cost-Sharing (BICCS) Program

The BICCS Program provides allocated and competitive-based funding for the construction of bicycle facilities. The approval of the Phase One Plan of the 10-Year Vision also restored allocated funding to the program beginning in 2017. As shown in Table 2, the City will receive up to a total of \$626,000 for several cycling-related projects through the 2017 BICCS Program. In total, the City will receive up to \$620,000 in TransLink funding towards the No. 2 Road multi-use pathway.

Table 2: Projects to Receive Funding from 2017 BICCS Program

Project Name/Scope	TransLink 2017 Funding ⁽¹⁾ Allocated	TransLink 2017 Funding ⁽¹⁾ Competitive	Est. Total Project Cost
Great Canadian Way (Bridgeport Road-Van Horne Way): multi-use pathway on west side including pedestrian lighting	\$150,000	-	\$300,000
No. 2 Road (Steveston Hwy-Dyke Road): multi-use pathway on west/east sides	\$55,000	\$221,000	\$1,240,000
Westminster Hwy (No. 8 Road-Nelson Road): multi-use pathway on south side	\$200,000	-	\$400,000
Total	\$405,000	\$221,000	\$1,940,000

(1) The amount shown represents the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

For 2018, the BICCS Program has a total of \$13.45 million (a nearly 80% increase in funding from 2017) with \$9.0 million available on an allocated basis, based on 2016 Census population data and employment data, and \$4.45 million available on a competitive basis. Richmond's allocation for 2018 is \$782,000. For the competitive-based program, municipalities permitted to submit up to two projects each for TransLink cost-share funding up to a maximum of \$600,000 per project. Municipalities may submit the same eligible project to the MRNB and BICCS Programs provided the total TransLink funding does not exceed 50% of the total cost (or 75% if eligible).

The City proposes to submit the following projects for consideration to be included in the allocated component of the 2018 BICCS Program (Attachment 1):

- River Parkway Bike Lanes: provision of 1.8 m wide buffered bike lanes protected from adjacent vehicles with delineator posts as part of the overall construction of River Parkway between 150 m north of Gilbert Road and Cambie Road.
- Cambie Road Multi-Use Pathway: construction of a two-way off-street paved 4.0 m wide asphalt pathway for pedestrians and cyclists on the south side of Cambie Road between River Road and No. 3 Road including pedestrian lighting.
- Parkside Bikeway Extension: construction of a two-way off-street paved 3.0 m wide asphalt pathway for pedestrians and cyclists to connect the existing northern terminus of the Parkside Bikeway path at Garden City Park to Anderson School and Alberta Road. From Alberta Road, signage and pavement markings would be implemented to further extend the route to Westminster Highway and the Garden City Lands.
- Crosstown Bikeway: continued eastward extension of this new neighbourhood bikeway with modifications to the Lucas Road-No. 3 Road intersection to facilitate the east-west through movement of cyclists across the major arterial.

The City proposes to submit the following projects for consideration to be included in the competitive-based component of the 2018 BICCS Program (Attachment 1):

- River Parkway Bike Lanes: provision of 1.8 m wide buffered bike lanes protected from adjacent vehicles with delineator posts as part of the overall construction of River Parkway between 150 m north of Gilbert Road and Cambie Road.

- Alderbridge Way Multi-Use Pathway: construction of a two-way off-street paved 3.0 m wide asphalt pathway for pedestrians and cyclists on the north side of Alderbridge Way between Shell Road and No. 4 Road including pedestrian lighting. The pathway will fill in a gap in similar facilities by providing connections to the existing pathway on Alderbridge Way west of No. 4 Road and the Shell Road Trail at its eastern end.

Walking Infrastructure to Transit (WITT) Program

The WITT program provides allocated and competitive-based funding for pedestrian facility upgrades within walking distance of frequent transit stops, stations and exchanges to promote the seamless integration of walking and cycling with transit. As shown in Table 3, the City will receive up to \$205,000 for the Sexsmith Road pedestrian portion of the multi-use pathway as part of the 2017 WITT Program. In total, the City will receive up to \$248,000 in TransLink funding towards this project.

Table 3: Project to Receive Funding from 2017 WITT Program

Project Name/Scope	TransLink 2017 Funding ⁽¹⁾	Est. Total Project Cost
Sexsmith Road (Beckwith Road-Charles St): bike portion of multi-use path on east side including pedestrian lighting	\$205,000	\$495,000

(1) The amount shown represents the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

For 2018, the WITT Program has a total of \$5.0 million with \$3.3 million available on an allocated basis, based on population and employment growth forecasts from the *Regional Growth Strategy*, and \$1.7 million available on a competitive basis to enhance and expand pedestrian access to transit through investments to improve safety, connectivity and accessibility, and provide amenities (e.g., pedestrian lighting, street furniture). Richmond's allocation for 2018 is \$272,000.

The City proposes to submit the following projects for consideration to be included in the allocated component of the 2018 WITT Program (Attachment 1):

- Riverside Industrial Park Pathways: construction of asphalt pathways to complete missing gaps in the pedestrian network connecting to bus stops within the Riverside Industrial Park south of Steveston Highway at No. 5 Road. The pathways would be located on those roadways that have transit service.
- Cambie Road Multi-Use Pathway: construction of a two-way off-street paved 4.0 m wide asphalt pathway for pedestrians and cyclists on the south side of Cambie Road between River Road and No. 3 Road including pedestrian lighting.

Transit-Related Road Infrastructure Program (TRRIP)

TransLink's TRRIP provides funding for roadway infrastructure facilities required for the delivery of transit services in the region. As shown in Table 4, a number of City transit-related projects will receive up to a total of \$125,000 in funding from TransLink's 2017 TRRIP. As of August 2017, Richmond has 721 active bus stops, of which 530 (73.5%) are accessible, which is an increase from 71.9% in August 2016.

Table 4: Projects to Receive Funding from 2017 TRRIP

Project Name/Scope	TransLink 2017 Funding ⁽¹⁾	Est. Total Project Cost
Addition of landing pad to bus stop: up to 16 locations	\$125,000	\$250,000

(1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.

TransLink funding of \$1.0 million is available for cost-sharing under the 2018 TRRIP. As TRRIP has no block funding formula, there is no allocated amount of eligible funding for the City. Projects proposed to be submitted by the City for cost-sharing under the 2018 TRRIP are:

- *Bus Stop Upgrades*: continued retrofits to various existing bus stops to provide for universal accessibility (i.e., installation of a landing pad and/or connecting sidewalk for wheelchair users) and construction of connecting pathways to provide access to/from the bus stop. The exact bus stop locations for these upgrades will be determined through feedback from transit users and consultation with Richmond Centre for Disability.

Additional projects may be identified for submission to TransLink prior to its annual program deadline (e.g., installation of advance left-turn arrows at selected intersections to facilitate turning movements for buses in order to increase service reliability).

Requested Funding and Estimated Project Costs

The total requested funding for the above 2018 submissions to TransLink's capital cost-sharing programs is \$4,055,000 as summarized in Table 5, which will support projects with a total estimated cost of \$6,770,000.

Table 5: Projects to be Submitted to 2018 TransLink Cost-Share Programs

Project	TransLink MRNB-Allocated	TransLink BICCS-Allocated	TransLink BICCS-Competitive	Proposed City Portion & Funding Source	Est. Total Project Cost
River Parkway (Gilbert Road-Cambie Road): bike lanes	\$1,013,000	\$652,000	\$600,000	\$225,000 2017-2018 Capital Program	\$3,190,000
Westminster Hwy (14,600-block-No. 7 Road): multi-use path rebuild	\$360,000	-	-	\$360,000 2016-2018 Active Transportation Improvement Programs	\$720,000
Odlin Road Bike Route (East End-No. 3 Road): multi-use paths, pavement markings and signage	\$125,000	-	-	\$125,000 2016-2018 Active Transportation Improvement Programs	\$250,000
Off-Gilbert Bikeway: upgrade of two off-street pathways	\$90,000	-	-	\$90,000 2016-2018 Active Transportation Improvement Programs	\$180,000
Parkside Bikeway (Garden City Park-Westminster Hwy): multi-use path, pavement markings and signage	-	\$50,000	-	\$50,000 2016-2018 Active Transportation Improvement Programs	\$100,000
Crosstown Bikeway: Lucas Road-No. 3 Road intersection modifications	-	\$80,000	-	\$80,000 2016-2018 Active Transportation Improvement Programs	\$160,000
Alderbridge Way (No. 4 Road-Shell Road): multi-use path	-	-	\$600,000	\$600,000 2018 Capital Program	\$1,200,000
Subtotal	\$1,588,000	\$782,000	\$1,200,000		\$5,800,000

Project	TransLink WITT-Allocated	TransLink WITT-Competitive	TransLink TRRIP	Proposed City Portion & Funding Source	Est. Total Project Cost
Cambie Road (River Road-No. 3 Road): multi-use path	\$22,000	\$38,000	-	\$22,000 2018 Capital Program	\$120,000
Riverside Industrial Park: connecting paths to bus stops	\$250,000	-	-	\$250,000 2018 Neighbourhood Walkway Program	\$500,000
Accessibility upgrades to existing bus stops: various locations	-	-	\$175,000	\$175,000 2018 Transit Related Road Improvement Program	\$350,000
Subtotal	\$272,000	\$38,000	\$175,000		\$970,000

- (1) The amounts shown represent the maximum funding contribution to be requested from TransLink based on the City's cost estimate for the project. The actual amount invoiced to TransLink follows project completion and is based on incurred costs.
- (2) The City's portions of the costs of the projects have either been previously approved by Council or will be considered during the 2018 Capital Budget process.

Should the submissions be successful, the City would enter into funding agreements with TransLink. The agreements are standard form agreements provided by TransLink and include an indemnity and release in favour of TransLink. Staff recommend that the Chief Administrative Officer and General Manager, Planning and Development be authorized to execute the agreements. The 2018 Capital Plan and the 5-Year Financial Plan (2018-2022) would be updated to reflect the receipt of the external grants where required dependant on the timing of the budget process.

Financial Impact

As indicated in Table 5, the City's portions of the costs of the projects have either been previously approved by Council or will be considered during the 2018 Capital Budget process. All projects have operating budget impacts that have been approved or will be incorporated as part of the past or upcoming annual budget processes.

Conclusion

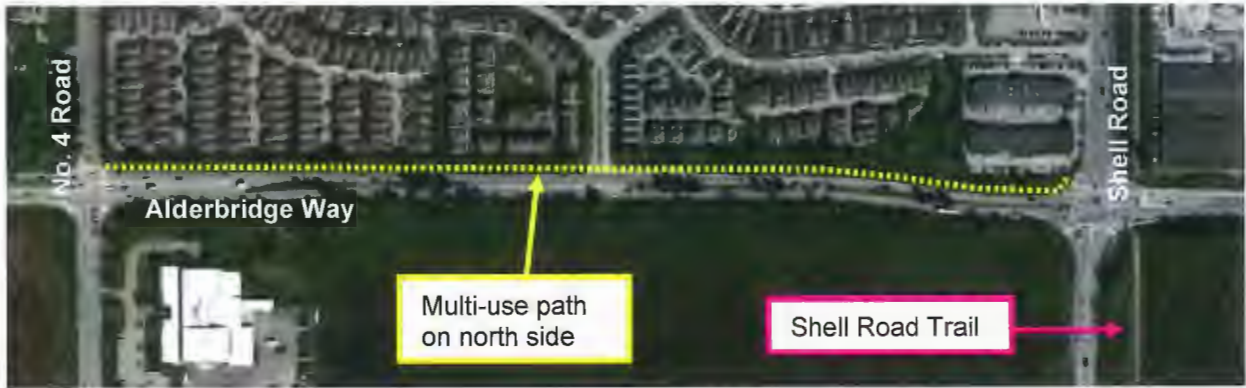
A number of pedestrian and bicycle route improvement projects are proposed for submission to TransLink's various cost-sharing programs for 2018 that would support the Council Term Goal with respect to "A Well Planned Community" as well as the goals of the Official Community Plan. The proposed projects capitalize on the expanded external cost-share funding available from TransLink as part of the implementation of Phase One of the 10-Year Investment Plan. In addition to maximizing external funding in implementing local transportation improvements, significant benefits for those using sustainable travel modes in terms of new infrastructure that provides safety and accessibility enhancements would also be achieved should these projects be approved by TransLink and Council.

Joan Caravan
 Transportation Planner
 (604-276-4035)

JC:jc

Att. 1: Locations of Proposed Cost-Share Pedestrian and Cycling Infrastructure Projects

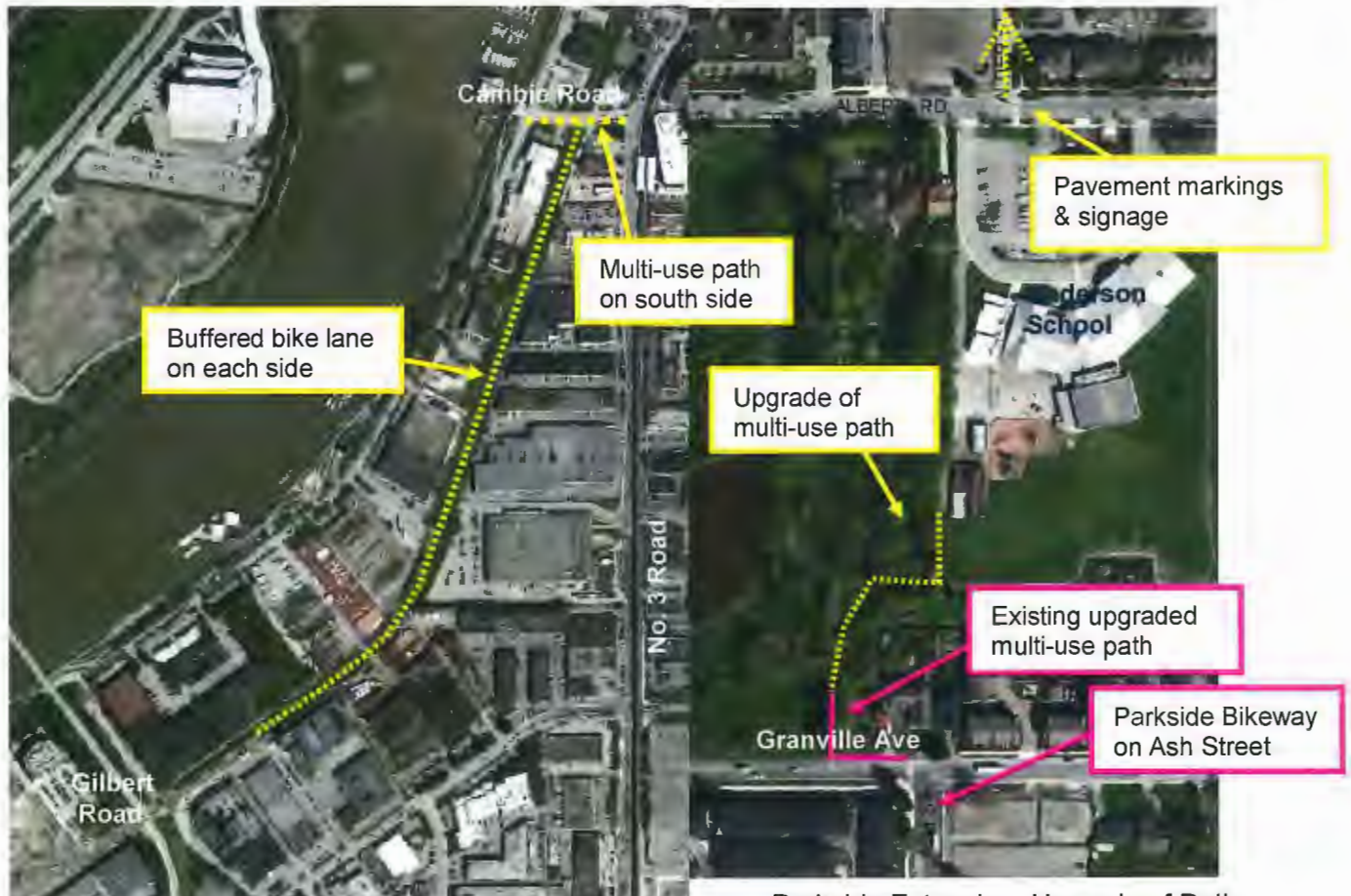
Proposed 2018 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)



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



Westminster Highway (14,600-block-No. 7 Road): Rebuild of Multi-Use Pathway

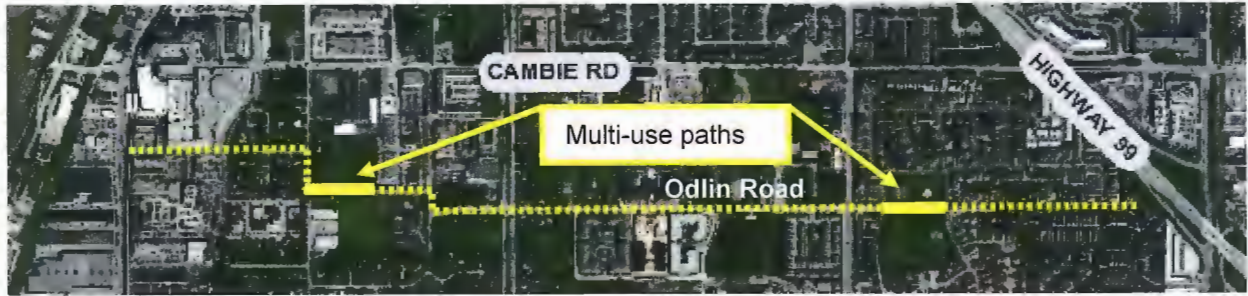


River Parkway (Gilbert Road-Cambie Road): Bike Lanes
Cambie Road (River Parkway-No. 3 Road): Multi-Use Path

Parkside Extension: Upgrade of Path

CNCL - 172

Proposed 2018 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)

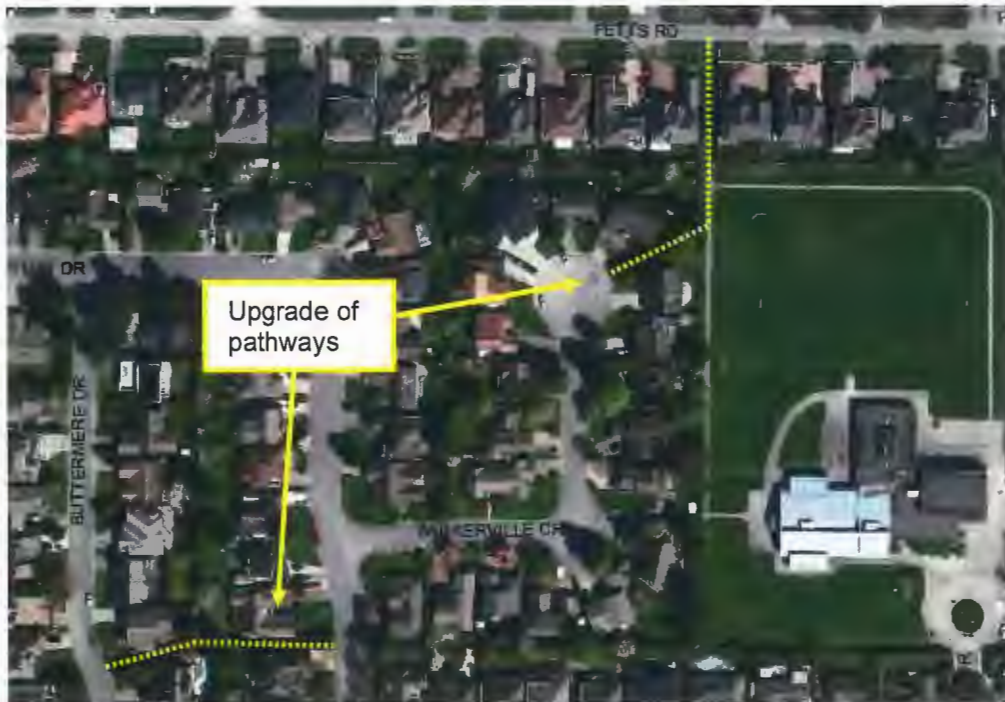


Odlin Road (East Terminus-No. 3 Road): Multi-Use Pathways, Signage, Pavement Markings

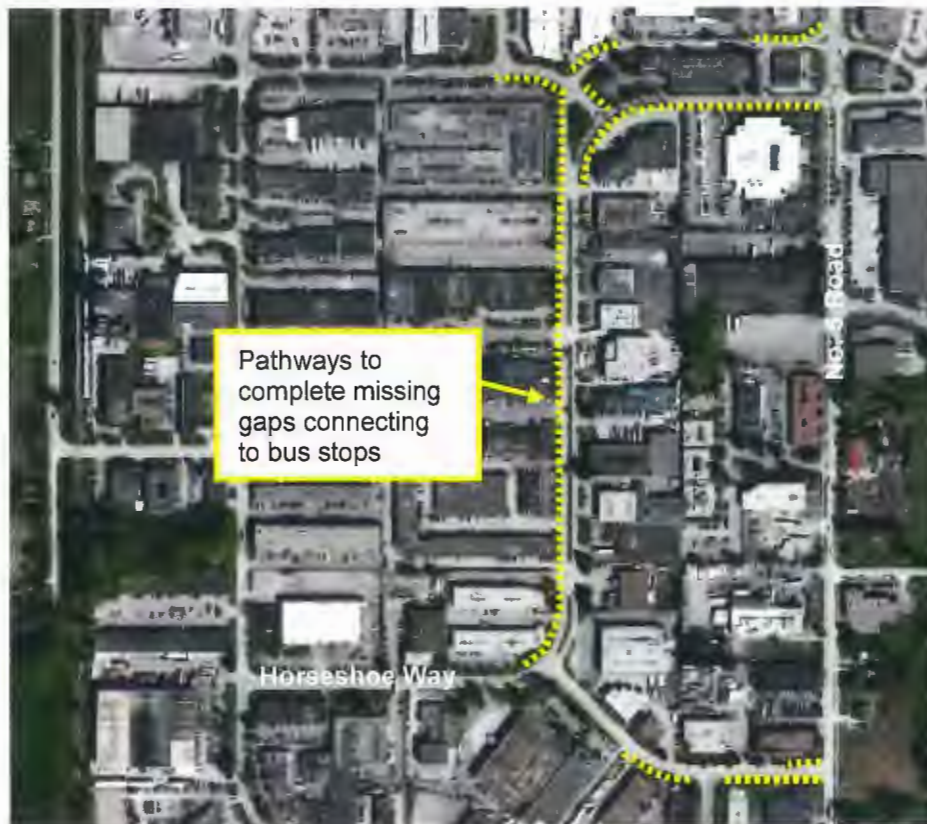


Crosstown Neighbourhood Bikeway: Lucas Road-No. 3 Road Intersection Upgrades

Proposed 2018 MRNB, BICCS and WITT Program Projects
(Yellow Outlined Boxes)



Off-Gilbert Neighbourhood Bikeway Phase 1: Upgrade of Off-Street Pathways



Riverside Industrial Park: Pathways connecting to Bus Stops



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: September 22, 2017

From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6060-03-01/2017-
Vol 01

Re: Grease Inspector Update 2017

Staff Recommendation

That a full-time grease inspector be submitted as part of the 2018 Utility Budgets for Council consideration.

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

Att: 1

REPORT CONCURRENCE		
ROUTED TO: Sewerage and Drainage Bylaws	CONCURRENCE <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 City's Drainage, Dyke and Sanitary System Bylaw No. 7551 requires that food sector establishments install and maintain grease interceptors to prevent grease from entering the sewer system. In 2008, Council approved a part-time grease inspector to enforce the maintenance of grease interceptors according to Bylaw No. 7551.

At the October 12, 2016 Regular Council Meeting, Council adopted the following motion:

That staff examine assigning a full-time grease inspector and bring this issue of grease inspection under Community Safety Committee and Bylaws and report back.

The 2017 Utility Budgets and Rates report, adopted at the November 28, 2016 Regular Council Meeting, introduced one-time funding of \$37,700 to upgrade the part-time grease inspector to a full-time grease inspector for 2017 to assess the effectiveness of this increased level of service. This report provides an update on services delivered through 2017 as a result of the full-time grease inspector.

Analysis

The impact of grease on the sanitary sewer system is an ongoing concern for the City of Richmond. The City maintains a Grease Management Program which includes grease source control, sanitary sewer system monitoring and inspection, and on-going maintenance work. The City is spending \$450,000 annually on flushing sewer pipes and pump stations to address grease build-up in the sanitary collection system.

Controlling grease at the source is the most effective way to reduce grease-related maintenance concerns. The primary role of the grease inspector is to minimize grease discharge into the sanitary sewer system by ensuring that food sector establishments comply with the requirements of Bylaw No. 7551. With the grease inspector upgraded from part-time to full-time in 2017, there has been an increase in bylaw compliance, indicating that the additional efforts from the grease inspector through increased education and inspection efforts has been successful in reducing grease discharge. In addition, expanded efforts from the grease inspector have led to development of an improved integrated inspection program that enhances efficiency and effectiveness.

Improved Education and Assistance Program

Violations to Bylaw No. 7551 are often a result of new property owners or managers that are unaware of the requirements of the bylaw and the reasons they exist. While operating at a full-time capacity, the grease inspector has extended inspection efforts to include providing more assistance and education on the negative impacts of grease, the proper means for disposal of grease and proper operation and maintenance of grease interceptors. The inspector is also able to follow up on violations in a more timely manner to ensure that information conveyed during the initial inspection is understood, and food establishment owners are incentivized to address violations.

The key objective of the expanded service is to provide food establishment owners with the necessary tools and assistance that enable them to meet the requirements of the bylaw. This approach has been effective as the number of tickets issued have decreased in 2017 (Attachment 1), indicating that more food establishments are complying with the bylaw. It is recommended that these efforts be maintained to avoid relapses in compliance and to educate new businesses that come to Richmond.

Increased Inspection Efforts

Richmond's population has grown by approximately 16% since the grease inspector was first introduced in 2008. With increasing numbers of food sector establishments, problems associated with grease in sanitary sewers as well as the need for inspection and outreach efforts have increased accordingly. As of February 2017, the City has a total of 1040 food sector establishments. A part-time inspector can inspect approximately 400 establishments per year. As this results in a typical inspection cycle of two to three years, establishments that are in violation of the bylaw do not become aware of the violation for two to three years, which may result in significant amounts of grease being discharged into the sanitary sewer system and on occasion into the drainage system as a result of overflows. A full time grease inspector can inspect over 700 establishments (70% of food establishments) allowing unauthorized grease discharge to be identified and remedied in a timely manner.

Integrated Inspection Program

The full time grease inspector has increased coordination with Public Works. The grease inspector is notified when maintenance staff identifies significant quantities of grease within the sanitary sewer system. The team then works collaboratively to trace the source of grease discharge. This allows staff to identify problematic areas and specifically address significant sources of grease discharge. The integrated approach to target problem areas has increased the effectiveness of sanitary maintenance and inspection efforts.

Previous efforts have been largely focused on food sector establishments. The stronger coordination with Public Works has facilitated identification of grease issues in residential areas, and a full time grease inspector will expand services to include providing education and outreach to residents.

Financial Impact

None at this time. The budget impact of upgrading the grease inspector position from part-time to full-time is \$38,500. Recommendations for incorporating this change as an additional level of service will be provided as part of the 2018 Utility Budgets and Rates Report for Council consideration.

Conclusion

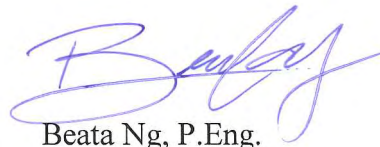
With the trial implementation of a full-time grease inspector in 2017, increases in levels of service that benefit both food sector establishment owners, residents as well as the City's sanitary sewer infrastructure have been observed. These include increased compliance with the bylaw through providing education and assistance, increased ability to reach out to more establishments through

increased inspection rates, and a more effective inspection program that involves collaboration between the grease inspector and Public Works staff.

Due to the added value from the additional services, it is recommended that options to change the grease inspector to a full-time position be presented as an additional level of service through the 2018 Utility Budgets and Rates process.



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

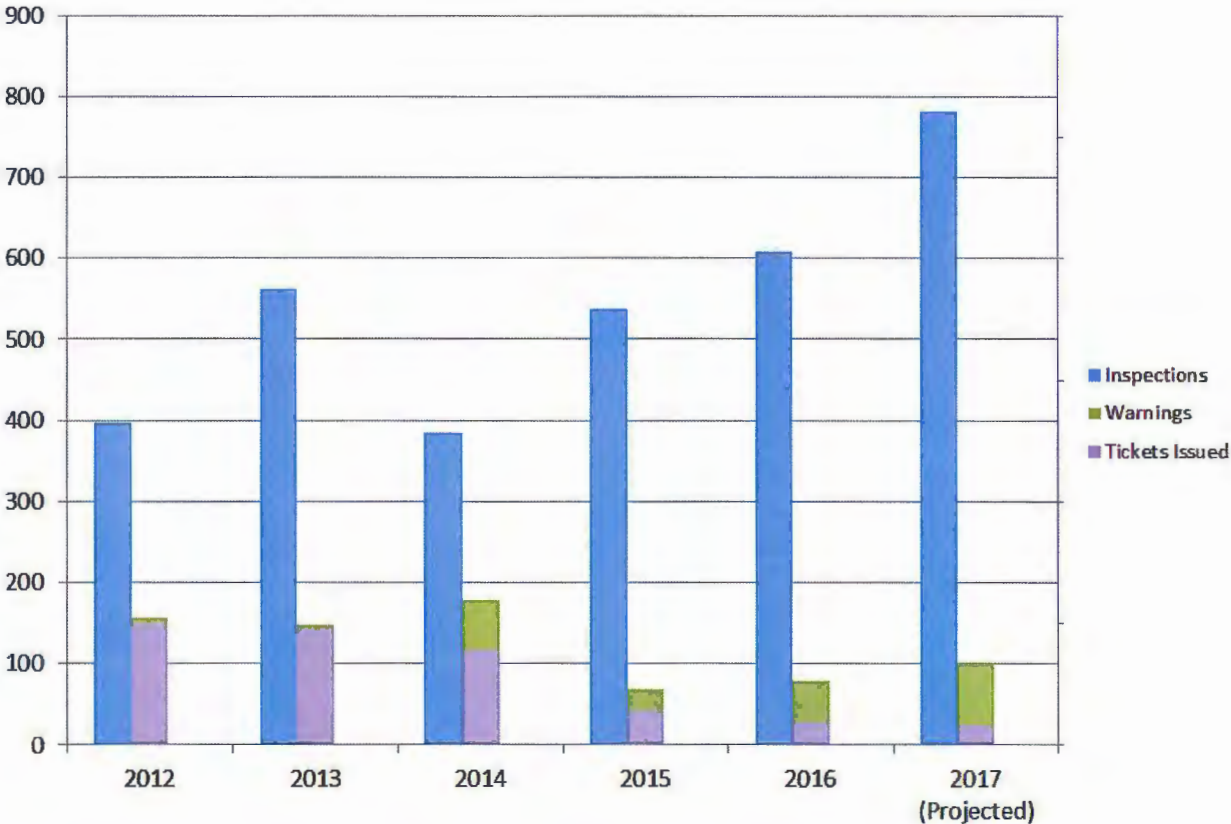


Beata Ng, P.Eng.
Project Engineer
(604-276-4257)

LB: bn

Att 1: Grease Inspection and Enforcement Statistics 2012-2017

Attachment 1 – Grease Inspection and Enforcement Statistics 2012-2017





To: General Purposes Committee **Date:** October 10, 2017
From: Cecilia Achiam, MCIP, BCSLA **File:** 12-8000-01/2017-Vol
 General Manager, Community Safety 01
Re: **City of Richmond Submission Regarding Cannabis Legalization and
 Regulation in BC**

Staff Recommendation

That the comments summarized in the staff report titled, "City of Richmond Submission Regarding Cannabis Legislation and Regulation in BC" and detailed in Table 1, be approved for submission to the Province of British Columbia.

Cecilia Achiam, MCIP, BCSLA
 General Manager, Community Safety
 (604-276-4122)

Att. 2

REPORT CONCURRENCE	
ROUTED TO:	CONCURRENCE
Fire Rescue	<input checked="" type="checkbox"/>
RCMP	<input checked="" type="checkbox"/>
Policy Planning	<input checked="" type="checkbox"/>
Community Social Development	<input checked="" type="checkbox"/>
Parks and Recreation Services	<input checked="" type="checkbox"/>
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: CS
APPROVED BY CAO 	

Staff Report

Origin

The Province of British Columbia has asked local governments for input into the regulatory framework for the legalization of cannabis. The following report outlines the proposed submission from the City of Richmond.

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; and

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.

Findings of Fact

The federal government intends to pass legislation to regulate cannabis by July 1, 2018. With that in mind, the federal government tabled the following legislation:

- Bill C-45 (Cannabis Act), *An Act respecting cannabis and to amend the Controlled Drugs and Substances Act, the Criminal Code and other Acts*
- Bill C-46, *An Act to amend the Criminal Code (offences relating to conveyances) and to make consequential amendments to other Acts*

Further to this legislation, each province and territory will be responsible for regulating the sale and distribution of cannabis, determining minimum age and possession limits and making determinations on smoking laws and impaired driving. In some cases, the federal government has constrained the rules (setting either minimum or maximums) while leaving others at the full discretion of provinces and territories.

As part of a community engagement process, the Province has asked local governments for input into the regulatory framework for the legalization of cannabis in British Columbia. The Ministry of Public Safety and Solicitor General released a discussion paper titled, "Cannabis Legislation and Regulation in British Columbia" in order to guide discussion and input from local governments (Attachment 1). Further information on this topic was provided to Council in a staff memorandum titled, "Provincial Regulation of Non-Medical Cannabis Update from UBCM" dated September 27, 2017 (Attachment 2).

Analysis

The following comments, if endorsed by Council, will be provided to the Minister of Public Safety and Solicitor General as the City of Richmond's input into the legalization and regulation

of cannabis in British Columbia. The summary in Table 1 will be provided directly in response to the on-line survey and staff will also follow up with a letter sent directly to the Minister.

These comments will also form the basis of discussions with community partners, such as the Richmond School Board and Vancouver Coastal Health. Further discussion of the options and ideas for consideration is provided in the discussion paper (Attachment 1).

Minimum Age

Bill C-4 establishes the minimum age at 18 to buy, grow and possess cannabis but the provinces can choose to set a higher minimum age. It is recommended that Richmond endorse 19 as the minimum age in the British Columbia. This would harmonize regulations with the age requirement for alcohol and tobacco and with the age of majority in the province. There are some arguments to be made, mostly related to health, to increase the minimum age to 21 or higher but this could have unintended consequences. Persons under the age of 25 are the segment of the population most likely to use cannabis and setting the legal age too high could continue to support the illegal market of growing and supplying cannabis.

Personal Possession - Adults

Bill C-45 establishes a 30 gram limit on personal possession of dried cannabis and leaves room for provinces to lower, but not raise, this limit (for reference, one “joint” typically contains 0.33g to 1g of cannabis). This limit is consistent with limits in other jurisdictions where cannabis has been legalized and is intended to strike a balance between personal use and illegal possession for the purpose of trafficking. It is proposed that Richmond endorse this limit, in line with federal and provincial recommendations.

Personal Possession - Youth

Persons under age 18 will not be allowed to grow or purchase cannabis under Bill C-45, however it does not prohibit them from possessing up to 5 grams of cannabis. This is consistent with federal recommendations that possession of relatively small amounts of cannabis should not result in criminal convictions. However, provinces are permitted to lower this limit or potentially reduce it to zero. In the event that the limit for youth possession is lowered to zero, this would still not make it a criminal offence.

Given the importance of protecting youth, it is recommended that Richmond comment that personal possession of cannabis by youth should be prohibited. It is felt that setting the minimum age to 19 is already a compromise based on the health impacts and allowing any possession will be inconsistent with the primary goal of protecting children. This would result in enforcement similar to enforcement of youth in possession of alcohol; possession of cannabis over the legal limit would result in police confiscating it with the option of issuing a ticket (no criminal charge).

Public Consumption

Bill C-45 will amend the federal Non-smokers’ Health Act to prohibit cannabis smoking and vaping in certain federally-regulated places (planes, trains, etc.) but regulation of public

consumption in all other places will fall to provincial legislation. The provincial discussion paper gives consideration to treating cannabis the same as tobacco, in terms of public consumption, and also discusses the merits of having different rules.

It is proposed that the Richmond comment is that cannabis smoking and vaping is treated the same as tobacco smoking and vaping. This would mean a prohibition of smoking and vaping in workplaces, enclosed public spaces, hospitals, bus shelters, playgrounds and outdoor sport facilities. At the request of Council (July 2017), City staff are currently in the process of amending City bylaws to expand smoking prohibitions to encompass all public parks and school grounds and to include all forms of smoking activities, including non-tobacco substances and vaping. Similar prohibitions have been enacted in local jurisdictions such as Vancouver, Surrey, Coquitlam, and Delta in recent years for public health purposes. At this point in time, and in the absence of further medical evidence, public expectations and health impacts of second hand smoke of any type are similar for both tobacco and cannabis. Harmonizing regulations will make education, regulation and enforcement easier for cities and the public as well as maintain alignment with the goal of protecting children.

Drug Impaired Driving

Drug-Impaired driving is already prohibited but Bill C-46 introduces new language to specifically address cannabis impairment and provides authority for the federal government to set a blood tetrahydrocannabinol (THC) limit beyond which a person can be charged with a criminal offence. BC currently has regulations that allow for either criminal charges or administrative penalties for impaired drivers. The problem with extending this to cannabis is that there is not enough scientific evidence to link particular blood THC level to impairment. Additionally, THC can remain in the blood after impairment has resolved.

The province is suggesting that one of more of the following options could be considered to address cannabis-impaired driving:

1. Launch a public education and awareness campaign to inform British Columbians about the risks and potential consequences of cannabis-impaired driving;
2. Set a zero tolerance standard in respect to blood THC content for drivers in the Graduated Licencing Program ("L" or "N" designations) and for drivers under the age threshold;
3. Invest in training more police officers to detect drug impairment through Standard Field Sobriety Tests or be certified as Drug Recognition Experts; or
4. Expand the program of issuing administrative penalties and roadside bans to include cannabis-impaired driving.

In considering the options above, it is recommended that Richmond advise the province that all options should be pursued. Public education and awareness is an integral part of all regulatory schemes, especially new ones. In addition, it is imperative that funding for training and equipment is provided to all police forces. There is no reason to exclude any of the options above as they are complementary and will further the goal of addressing public safety.

Personal Cultivation

Bill C-45 allows adults to grow up to four cannabis plants per household, up to a maximum height of 100cm. There are no restrictions on where plants can be located (indoor vs. outdoor) but provinces are allowed to set restrictions or to lower the number of plants allowed. The province is asking local governments to consider the following options to address personal cultivation:

1. Adopt a lower limit than four plants per household for non-medical cannabis;
2. Set restrictions on where and how non-medical cannabis can be grown (indoor vs outdoor, security requirements, etc);
3. Establish a registration requirement for persons who want to grow non-medical cannabis in their homes; or
4. Leave legislation on these issues out of the provincial regulations and instead allow local governments to set one or more of the above measures.

With consideration to the above options, it is recommended that Richmond state a preference for option 4, that regulation of the location and number of plants grown in homes be left to the jurisdiction of the local governments. This would allow local governments to set different regulations based on the demographics and land use in each community and to tailor requirements to housing type and other factors. Depending on what is in the new regulations, staff may also have to consider the cultivation of cannabis plants in community gardens and determine if further regulation is required.

Distribution Model

Under Bill C-45, each province has the responsibility to decide how cannabis will be distributed from licenced producers to licenced retailers. There are three basic models for the distribution of cannabis in British Columbia:

1. Government Distribution – warehousing and distribution of cannabis to be the sole responsibility of the provincial government;
2. Private Distribution-one or more private businesses could be responsible for physical warehousing and distribution, with significant government oversight;
3. Direct Distribution-licenced producers sell directly to licenced retailers, also with significant government oversight.

It is proposed that Richmond's preference is for a government model of distribution. One of the goals of the legalization and regulation of non-medical cannabis is to eliminate the role of organized crime and providing a clear role for government in the distribution of cannabis is most likely the way to achieve this. Each of the proposed distribution models may have additional considerations (e.g. land use, transportation, employment) which cannot be anticipated until a model is chosen and further detail is provided.

Retail

Bill C-45 gives the provinces the authority to determine the retail model for cannabis sales. Further to this, the federal government has committed to implementing an online retail system as

an interim solution from July 1, 2018 until retail operations are in place. The province is asking for input on each of the following options for retail sales:

1. Establish a public or private retail system, or a mix of both, similar to the regime for alcohol sales;
2. Require cannabis to be sold from dedicated storefronts, not to be co-located with other products;
3. Establish a direct-to-consumer mail-order system.

In reference to option 1, it is proposed that Richmond support a mix of both public and private retailers, so long as local government is able to control and regulate the locations through land use regulations (i.e. compliance with zoning and/or the requirement to rezone). Similar to liquor regulation, it is important that local governments retain the ability to achieve desired objectives of land use criteria aimed at establishing a minimum proximity to certain sensitive land uses (i.e. residential, park, community facilities and/or school adjacencies). At the same time, it is recognized that a mix of public and private models will support economic objectives and consumer demand while providing regulatory oversight.

Consideration to option 2, whether cannabis should or should not be co-located with other products (i.e. tobacco and alcohol), is more difficult to determine. Co-location with other controlled substances can make it easier to regulate and police but has the disbenefit of exposing people to cannabis products who may not otherwise seek them out. It is proposed that Richmond state no preference as long as the product is stocked and inventoried separately and that local governments are given the authority to determine the location (regardless if it is in a stand-alone store or combined with another product).

In reference to option 3, it is proposed that Richmond oppose a direct-to-consumer mail-order system. A direct-to-consumer mail-order system is already available for the medical cannabis system but opening it up to non-medical cannabis raises difficulties with controlling the distribution and protecting youth. E-Commerce is very difficult to control and it is not clear how a system could be regulated to prevent youth from purchasing mail-order cannabis.

Richmond currently has Official Community Plan (OCP) policies and zoning regulations specific to the medical cannabis regime under the federal Access to Cannabis for Medical Purposes Regulations (ACMPR). Under this regulatory framework for medical cannabis production facilities, case-by-case consideration of rezoning applications for proposed Health Canada licensed production facilities are reviewed in accordance with the OCP and zoning to manage this land use. The federal government has stated that upon legalization of non-medical cannabis in Canada, the medical cannabis regime under the ACMPR will continue to exist to provide access to individuals for medical purposes.

In February 2017, Council adopted zoning regulations to define a “marijuana dispensary” and add this use to the list of non-permitted uses in Zoning Bylaw 8500. This prohibits the sale and/or dispensing of any cannabis derived product as a proactive response to upcoming federal legalization of non-medical cannabis and ensures consistency with the current law. Additional OCP and Zoning Bylaw amendments may be necessary once the Province has determined the

distribution and retail regulatory regime for non-medical cannabis in BC. It should be noted that the City, if desired, could continue to prohibit the retailing of non-medical cannabis.

Additional Considerations

Two areas of concern are not addressed in the provincial survey questions and will have significant impacts on the implementation of non-medical cannabis:

1. Cost for Implementation and On-going Support

There will be costs borne by local government to implement, educate and regulate legalization of cannabis. There needs to be a sustained funding mechanism from the federal and provincial governments to adequately assist local government with off-setting these costs.

2. Regulations on Edible Products

Edible cannabis products (e.g. gummy bears, baked goods, etc.) pose the same or higher level of health risk to the public as smoking cannabis, but have not been included in this round of consultation. Edibles represent a low barrier entry into cannabis consumption. Standards for dosage/potency need to be developed to safe guard public health.

Summary

Table 1 provides a summary of the comments and survey responses that will be used to represent the views of the City of Richmond.

Table 1 – Proposed City of Richmond comments on Cannabis Legalization and Regulation in British Columbia

Issue	Proposed Response to Survey
Proposed Minimum Age - 19	Agree
Personal 30g Possession Limit (Adults)	Support
Public Consumption	
1. adults allowed to use non-medical cannabis in some places outside their homes	1. Agree
2. limits on public consumption to be the same for all forms of cannabis	2. Agree
3. limits on public consumption to be the same as tobacco	3. Strongly Agree
4. BC should consider licenced establishments, such as cannabis cafes	4. Disagree
Drug Impaired Driving	
1. Public education campaign	1. Strongly Agree
2. Increased police enforcement	2. Strongly Agree
3. Longer driving prohibitions	3. Strongly Agree
4. Immediate roadside driving prohibitions	4. Strongly Agree
5. Vehicle impoundment	5. Strongly Agree
6. Remedial drug education and counselling	6. Strongly Agree
7. Zero tolerance for new drivers	7. Strongly Agree

Personal Cultivation – BC should set additional restrictions	Strongly Agree
Distribution Model – who should be responsible for distributing non-medical cannabis?	Government Distribution
Retail 1. Where should non-medical cannabis be sold? 2. Do you support selling non-medical cannabis in liquor stores?	1. Mix of government and private retail 2. Neither support nor oppose

Financial Impact

None.

Conclusion

Summarized above are the proposed comments on cannabis legalization and regulation to be submitted to the Ministry of Public Safety and Solicitor General on behalf of the City of Richmond. Staff will prepare a response to the on-line survey and a submission on the City’s behalf should these comments be approved by Council.



Carli Edwards, P.Eng.
 Acting Senior Manager, Community Safety, Policy, Programs and Licencing
 (604-276-4136)

- Att. 1: Discussion Paper - Cannabis Legislation and Regulation in British Columbia
- 2: Staff memorandum titled, “Provincial Regulation of Non-Medical Cannabis Update from UBCM” dated September 27, 2017

A large graphic of a cannabis leaf in shades of green and dark green, with various terms related to cannabis regulation overlaid in a lighter green font. The terms include: DISTRIBUTION, REGULATION, HEALTH LEGISLATION, PUBLIC LEGALIZATION, REGULATION, DISTRIBUTION, REGULATION, ENGAGEMENT, REGULATION, HEALTH, TESTING MINORS, INDICA, DISTRIBUTION, REGULATION, MARIJUANA, HEALTH LEGISLATION, DISTRIBUTION, REGULATION, and MARIJUANA.

Cannabis Legalization and Regulation in British Columbia

Discussion Paper



Ministry of
Public Safety and
Solicitor General

Introduction

In 2015, the federal government committed to legalizing non-medical cannabis in Canada. On June 30, 2016, it established the Task Force on Cannabis Legalization and Regulation (the Task Force) to consult and advise on the design of a new legislative and regulatory framework. The [Task Force report](#) was released on December 13, 2016, and provides a comprehensive set of recommendations for governments to consider.

On April 13, 2017, the federal government introduced Bill C-45, the *Cannabis Act* and Bill C-46 (the Act to amend the *Criminal Code*), in the House of Commons. The Bills are currently making their way through the parliamentary process. Bill C-46 amends the *Criminal Code* to simplify and strengthen its approach to alcohol and drug impaired driving, and the federal government plans to move quickly to bring the amendments into force once the Bill receives Royal Assent.

The federal government plans to bring Bill C-45 into force in July 2018; this will make non-medical cannabis legal in Canada as of that date. Bill C-45 is largely based on the recommendations of the Task Force. It seeks to balance the objectives of providing access to a regulated supply of cannabis, implementing restrictions to minimize the harms associated with cannabis use, and reducing the scope and scale of the illegal market and its associated social harms.

The federal government's decision to legalize cannabis creates a corresponding need for provincial and territorial governments to regulate it. While the federal government intends to assume responsibility for licensing cannabis producers and regulating production and product standards, provinces and territories will be responsible for many of the decisions about how non-medical cannabis is regulated in their jurisdictions. These include, but are not limited to: distribution and retail systems; compliance and enforcement regimes; age limits; restrictions on possession, public consumption and personal cultivation; and amendments to road safety laws.

As it considers these important decisions, the BC Government wants to hear from local governments, Indigenous governments and organizations, individual British Columbians, and the broad range of other stakeholders that will be affected by cannabis legalization.

This discussion paper has been prepared to help inform this public and stakeholder engagement. It addresses a number of key policy issues for BC, including minimum age, public possession and consumption, drug-impaired driving, personal cultivation, and distribution and retail. It draws heavily from the analysis of the Task Force, and identifies policy options to consider in developing a BC regulatory regime for non-medical cannabis.

Note that this paper does not address regulation of medical cannabis. For now, the federal government has decided to maintain a separate system for medical cannabis. The Province has a more limited role in the medical cannabis system, and the policy issues and policy choices available are very different, in part because of a history of court cases related to the *Canadian Charter of Rights and Freedoms*.

Minimum Age

While Bill C-45 establishes a minimum age of 18 years to buy, grow, and publicly possess up to 30 grams of non-medical cannabis, provinces and territories can choose to establish a higher minimum age in their jurisdictions. This is consistent with the Task Force recommendations.

- BC could accept the federal minimum age of 18. However, the minimum age to buy tobacco and alcohol in BC is 19. 19 is also the BC age of majority, when minors become legal adults. In addition, since significant numbers of high school students turn 18 before they graduate, a minimum age of 18 could increase the availability of cannabis to younger teens.
- BC could set the minimum age at 19. This would be consistent with the minimum ages for tobacco and alcohol, and with the BC age of majority.
- BC could set the minimum age at 21 or higher. Emerging evidence suggests that cannabis use could affect brain development up to age 25. As a result, many health professionals favour a minimum age of 21.

However, as the Task Force recognized, setting the minimum age too high could have unintended consequences. Currently, persons under 25 are the segment of the population most likely to use cannabis. The greater the number of young users who cannot buy legal cannabis, the more likely that there will continue to be a robust illegal market where they can continue to buy untested and unregulated cannabis.

Finally, it's important to note that a legal minimum age is not the only tool to discourage cannabis use by young persons. As an example, public education campaigns that provide information about how cannabis use can limit academic performance and future opportunities have been found to be effective.

Personal Possession - Adults

Bill C-45 establishes a 30 gram limit on public possession of dried cannabis. Practically, this means that this is the maximum amount that an adult could buy and take home at any one time (for context, one joint typically contains between .33g to 1g of cannabis). The legislation also sets possession limits for other forms of cannabis (e.g. oils, solids containing cannabis, seeds) and the federal government intends to add other types of cannabis products (e.g. edibles) by regulation at a later date.

The 30 gram limit is consistent with the Task Force recommendation and with public possession limits in other jurisdictions that have legalized non-medical cannabis. The reason for public possession limits is that possession of large amounts of cannabis can be an indicator of intent to traffic, so a public possession limit can help law enforcement to distinguish between legal possession for personal use, and illegal possession for the purpose of trafficking.

Provinces and territories cannot increase the public possession limit, but they can set a lower limit. However, a consistent possession limit across the provinces and territories would be easier for the public to understand and comply with.

Personal Possession – Youths

While persons under 18 will not be able to buy or grow cannabis under Bill C-45, they are not prohibited from possessing up to 5 grams of dried cannabis or equivalent amounts for other cannabis products. This is consistent with the Task Force report, which took the position that youth should not be criminalized for possession of relatively small amounts of cannabis. However, provinces and territories can establish laws that prohibit possession by persons under an established provincial minimum age. Such a provincial law would not result in a criminal conviction and would be similar to how BC deals with alcohol – persons under 19 are prohibited from possessing alcohol, and a law enforcement officer can confiscate it and has the option of issuing a ticket.

Public consumption

Bill C-45 will amend the federal *Non-smokers' Health Act* to prohibit cannabis smoking and vaping in certain federally-regulated places (e.g. planes, trains), but regulation of public consumption of cannabis will otherwise fall within provincial and territorial jurisdiction.

BC can restrict where non-medical cannabis can be consumed, and can place different restrictions on different types of consumption (e.g. smoked, eaten). If BC does not legislate restrictions on public consumption by the time Bill C-45 comes into force, it will be legal to smoke, vape, and otherwise consume cannabis in public, including in places where tobacco smoking and vaping are forbidden.

For the purpose of considering potential restrictions on public consumption, it may be helpful to consider cannabis smoking and vaping separately from other forms of consumption.

Cannabis Smoking and Vaping

The Task Force recommended that current restrictions on public tobacco smoking be extended to cannabis. In BC, both tobacco smoking and vaping are currently prohibited in areas such as workplaces, enclosed public spaces, on health authority and school board property, and in other prescribed places such as transit shelters, and common areas of apartment buildings and community care facilities.

BC has a number of options to consider:

- BC could extend existing restrictions on tobacco smoking and vaping to cannabis smoking and vaping – under provincial law, adults would then be allowed to smoke or vape cannabis anywhere they can smoke or vape tobacco. Depending on the regulatory scheme established by the Province, local governments may also be able to establish additional restrictions, such as prohibiting cannabis smoking and vaping in public parks.
- BC could prohibit public cannabis smoking altogether, but allow cannabis vaping wherever tobacco smoking and vaping are allowed. Compared to smoking, vaped cannabis has a reduced odour and is less likely to be a nuisance to passersby. In addition, banning public cannabis smoking could help avoid normalizing cannabis use.

- BC could also prohibit public cannabis smoking and vaping altogether and establish a licensing scheme to allow designated consumption areas, e.g. cannabis lounges. However, it is unlikely that such a licensing scheme could be implemented in time for legalization.

Other forms of consumption:

While edible, drinkable, and topical forms of cannabis will not be commercially available immediately upon legalization, the federal government intends to regulate the production and manufacturing of these products for sale at some point. In addition, adults will be allowed to make their own edible and other products at home.

Public consumption of non-inhaled forms of cannabis would be very difficult to detect and enforce. While BC could legislate restrictions on public consumption of these forms of cannabis, it may be more practical to rely on public intoxication and disorderly conduct laws to manage intoxication issues related to public consumption.

Drug-impaired Driving

With 17% of British Columbians reporting cannabis use within the previous year¹, we know that it's very likely that a number of British Columbians are already driving with cannabis in their system, whether they are impaired or not. In 2016, drugs (cannabis or otherwise) were a contributing factor in fewer than 8% of BC road fatalities; however, legalization raises legitimate concerns about the potential for cannabis-impaired driving to increase, and make our roads less safe.

Drug-impaired driving is already prohibited under the *Criminal Code*, but Bill C-46 would overhaul existing impaired driving provisions and specifically address cannabis impairment. The amendments will provide authority for the federal government to set a blood tetrahydrocannabinol (THC) limit beyond which a person can be criminally charged with cannabis-impaired driving. This is similar to the blood alcohol limits in place for alcohol-impaired driving.

The proposed federal criminal penalties for drug-impaired driving range from a minimum of a \$1,000 fine to up to a maximum of 10 years in jail.

In BC, police who stop an alcohol-impaired driver can charge the driver criminally, but they also have the option of issuing an [Immediate Roadside Prohibition](#) (IRP) or an Administrative Driving Prohibition (ADP) under the BC *Motor Vehicle Act*. Sanctions can include licence prohibitions, monetary penalties, vehicle impoundment, and license reinstatement fees. These programs have been very effective in reducing the number of road fatalities on BC roads.

While the IRP and ADP schemes do not currently apply to drug-impaired driving, police officers in BC do have the option to issue a 24-hour roadside prohibition to a suspected drug-affected driver, with or without a criminal charge.

¹ Canadian Tobacco, Alcohol and Drugs Survey, 2015

One key challenge is that unlike with blood alcohol, there is not enough scientific evidence to link a particular blood THC level with impairment. In fact, it is known that THC can remain in the blood after any impairment has resolved, particularly for frequent users. An IRP or ADP-type scheme would therefore have to rely on other ways to assess impairment, such as a Standard Field Sobriety Test (SFST) conducted by a trained police officer, or evaluation by a Drug Recognition Expert (DRE). The approval of oral fluid screening devices and/or the setting of per se limits by the federal government could also influence the introduction of an administrative regime for drug-impaired driving.

BC could consider one or more of the following to address the risk that cannabis legalization could lead to increased impaired driving:

- BC could launch a public education and awareness campaign to inform British Columbians about the risks and potential consequences of cannabis-impaired driving.
- BC could set a zero-tolerance standard in respect of blood THC content for drivers in the Graduated Licensing Program (drivers with an "L" or "N" designation) and/or for drivers under a specific age threshold.
- BC could invest in SFST and DRE training for more police officers.
- BC could expand the IRP and/or ADP programs to include drug-impaired driving.

Personal Cultivation

Bill C-45 allows adults to grow up to 4 cannabis plants per household, up to a maximum plant height of 100 centimetres. Bill C-45 does not place restrictions on where plants can be located (indoor vs. outdoor) and does not require home growers to put any security measures in place, but it is open to provinces and territories to establish such restrictions.

In considering personal cultivation, the Task Force acknowledged concerns about risks such as mould, fire hazards associated with improper electrical installation, use of pesticides, and risk of break-in and theft. However, it noted that these concerns were largely shaped by experience with large scale illegal grow operations, and found that on balance, allowing small-scale home cultivation of up to four plants was reasonable.

The Task Force recognized the need for security measures to prevent theft and youth access, and for guidelines to ensure that cannabis plants are not accessible to children. The Task Force also suggested that local authorities should establish oversight and approval frameworks, such as a requirement that individuals be required to notify local authorities if they are undertaking personal cultivation.

In thinking about possible restrictions on personal cannabis cultivation, it may be helpful to keep in mind that it is legal in Canada to grow tobacco and to produce wine or beer at home for personal use with

very few restrictions. In particular, the law does not require specific security measures to prevent theft, or access by children and youth.²

BC has several options to consider regarding restrictions on home cultivation of non-medical cannabis:

- BC could adopt a lower limit than 4 plants per household for non-medical cannabis cultivation.
- BC could set restrictions regarding where and how non-medical cannabis can be grown at home. For example, it could: prohibit outdoor cultivation; allow outdoor cultivation but require that plants not be visible from outside the property; and/or require that any outdoor plants be secured against theft.
- BC could establish a registration requirement for persons who want to grow non-medical cannabis at home. However, there would be significant costs associated with administering a registration requirement, and the benefits may be questionable, since those who do not plan to comply with laws on home cultivation may be unlikely to register in the first place.
- If BC decides not to implement one or more of the above measures, local governments could be authorized to do so.

Distribution Model

Under Bill C-45, each province or territory will decide how cannabis will be distributed in its jurisdiction. Distribution is the process by which goods are supplied to retailers that sell to consumers. Distributors are often called wholesalers.

There are three basic models for the warehousing and distribution of cannabis to retailers in BC: government, private, or direct.

- **Government distribution** – In this model, government would be responsible for warehousing and distribution of cannabis. Licensed producers would send cannabis products to a government distributor, which would then fill orders from cannabis retailers. Government distribution allows for direct control over the movement of cannabis products, but requires significant up-front investment and set-up. The Task Force heard strong support for government distribution, noting that it has proven effective with alcohol.
- **Private distribution** – In this model, one or more private businesses could be responsible for the physical warehousing and distribution of cannabis. However, significant government oversight would be required in the form of licensing, tracking and reporting requirements, as well as regular audits and inspections.
- **Direct distribution** – In this model, the province would authorize federally licensed producers to distribute their own products directly to retailers. This model would also require significant

² Parents have a general legal duty to supervise and keep their children safe, but the law does not create specific requirements to protect children from all of the potential dangers that may be present in a home (e.g., alcohol, prescription drugs, and poisons).

government oversight and could make it challenging for smaller producers to get their products to market.

Retail

Under Bill C-45, each province or territory will decide the retail model for cannabis in its jurisdiction. Recognizing that the July 2018 timeline may not give provinces or territories enough time to establish their retail regimes before legalization, the federal government will implement an online retail system as an interim solution.

BC has a number of options for retail:

- BC could establish a public or private retail system, or potentially a mix of both, as currently exists for alcohol. A public system would require significant up-front investment in retail infrastructure, but there could also be additional revenue generated from retail sales. A private system would require a more robust licensing, compliance and enforcement system, but the associated costs could be recovered through licensing fees.

In a private retail system, it could be possible to allow some existing illegal dispensaries to transition into the legal system; in a public system such as that planned in Ontario, this would not be possible.

- BC could require that cannabis be sold in dedicated storefronts, or it could allow cannabis to be sold out of existing businesses such as liquor stores or pharmacies.

One public health concern about co-locating cannabis with other products is that it could expose significant numbers of people to cannabis products who might not otherwise seek them out; this could contribute to normalization or more widespread use. In addition, the Task Force strongly recommended against allowing co-location of alcohol or tobacco sales with cannabis, but recognized that separating them could be a challenge in remote communities where a dedicated cannabis storefront might not be viable.

- BC could establish a direct-to-consumer mail-order system. This could help provide access to legal cannabis for those in rural and remote locations and persons with mobility challenges.

Conclusion

Cannabis legalization presents complex policy challenges for the Province. We expect that, as in other jurisdictions that have legalized, it will take several years to develop, establish, and refine an effective non-medical cannabis regime that over time eliminates the illegal market. The information gathered through this engagement will inform the Province's policy decisions. We appreciate your interest and feedback.



City of
Richmond

Memorandum
Community Safety Division

To: Mayor and Councillors **Date:** September 27, 2017
From: Cecilia Achiam, MCIP, BCSLA **File:** 12-8060-01/2017-Vol 01
 General Manager, Community Safety
Re: **Provincial Regulation of Non-Medical Cannabis Update from UBCM**

This memorandum provides a synopsis on the discussions at UBCM on September 25-26 regarding Provincial Regulation of Non-Medical Cannabis.

Background

The federal government intends to pass legislation to regulate cannabis by July 1, 2018. With that in mind, the federal government tabled the following legislation:

- Bill C-45 (Cannabis Act), *An Act respecting cannabis and to amend the Controlled Drugs and Substances Act, the Criminal Code and other Acts*
- Bill C-46, *An Act to amend the Criminal Code (offences relating to conveyances) and to make consequential amendments to other Acts*

The federal legislation places emphasis on keeping cannabis away from children and profits out of the hands of criminals. The federal government is responsible for overseeing the production and manufacturing components of the cannabis framework and setting industry-wide rules and standards. It will also set base line standards for minimum consumption age, personal possession limits and personal cultivation.

Each province and territory is responsible for regulating the sale and distribution of cannabis within their jurisdictions and will determine places where cannabis can be consumed.

Of the responsibilities transferred to provincial and territorial governments as part of Bill C-45, some are constrained by minimum federal conditions, while others remain at the full discretion of provinces and territories.

There are areas of overlap where the federal government sets minimum standards and left it open to the provinces and territories to impose further restrictions. The following table provides a summary of the areas of responsibilities and the comments heard at the UBCM sessions attended by staff:

Areas of Focus	Federal Responsibility	Provincial Responsibility	Comments from UBCM Discussions
1. Minimum Age for Consumption	Adults 18 and over will be able to legally buy, possess, grow, and use cannabis. It will continue to be a criminal offence to sell cannabis to a young person;	May consider more restrictive provisions	Options: <ul style="list-style-type: none"> • Harmonize with federal minimum standard • Set minimum age standard at 19 (legal drinking age) • Increase minimum age to 21
2. Personal Possession Limits	The adult public possession limit will be 30 grams; the youth possession limit will be 5 grams. (Note: While there is no legal way for youth to obtain non-medical cannabis, this 5 g limit ensures that youth can't be criminally prosecuted for possessing small amounts)	May consider more restrictive provisions	Some expressed concerns that edibles and other means of consumption (e.g. topical) were not part of the discussion as these methods are much less visible and are more direct ways to obtain the effects.
3. Public Consumption	Defer to the province	Identifying legal locations and establishing provincial zoning rules for adult consumption of cannabis (e.g. public places, vehicles, designated lounges, etc.)	Options: <ul style="list-style-type: none"> • Follow existing smoking bylaws • Full prohibition • Designate specific areas for consumption • Limit smoking in public places to "vaping" • Take the "laissez faire" approach
4. Drug-Impaired Driving	Bill C-46 amended the Criminal Code to address impaired driving changes. (See attachment 1)	Amending provincial traffic safety laws to address impaired driving.	Financial impact on municipalities to enforce regulations need to be addressed.

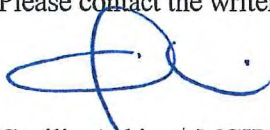
Areas of Focus	Federal Responsibility	Provincial Responsibility	Comments from UBCM Discussions
5. Personal Cultivation	Adults will be allowed to grow a maximum of four plants per household, up to 100 cm. each.	May consider more restrictive provisions	<p>More plants are permitted under the medical-cannabis regulations. This may drive non-medical cannabis users to seek "medical" status.</p> <p>Consideration should be given to harmonize limits for ease of understanding and enforcement.</p>
6. Production	The federal government will regulate production and product standards.	N/A	Concerns were expressed that the supply will not meet the need of the users when by July 1, 2018 and will continue to drive an underground economy.
7. Distribution Model	<p>N/A</p> <p>(Note: As some provinces may not have their own cannabis regimes established and implemented by July 2018, the federal government will establish a mail order retail system so that adults will have access to legal non-medical cannabis.</p>	Provincial and territorial governments will regulate distribution within their jurisdictions (i.e. licensing of cannabis distributors and carrying out associated compliance and enforcement activities).	<p>Options:</p> <ul style="list-style-type: none"> • Centralized within few large suppliers • Distributed models to allow for economic development particularly in rural areas where cannabis cultivation has been accepted as part of the informal economy <p>Some noted that over regulation could again lead to driving non-medical cannabis users to the medical cannabis regime or proliferate criminal activities.</p>

Areas of Focus	Federal Responsibility	Provincial Responsibility	Comments from UBCM Discussions
8. Retail Model	N/A	Provincial and territorial governments will regulate retail within their jurisdictions (i.e. licensing of cannabis retailers and carrying out associated compliance and enforcement activities).	Options: <ul style="list-style-type: none"> • Through liquor store or pharmacy • Stand-alone store (Note: Concerns were expressed that local governments should receive a share of the taxes/economic benefits regardless of the distribution models chosen)
9. Promotion/Advertising	Prohibited, with limited exceptions.	N/A	Not discussed.
10. Seed-to-sale Tracking	Bill C45 includes a seed to sale tracking system to support product safety and compliance and enforcement activity.	N/A	Not discussed.

In general, staff noticed an urban/rural divide in attitudes towards the production, consumption and regulation of non-medical marijuana. In addition, several delegates noted a concern that edibles are not included under the proposed regulations. Some delegates felt that edibles represent a low barrier entry into cannabis consumption which requires regulation. Others were more concerned with setting standards for the dosage/potency of cannabis used in edibles.

Finally, it was clarified that the current program for access to cannabis for medical purposes would continue under the proposed Cannabis Act.

Please contact the writer at cachiam@richmond.ca if you require further information/clarification.



Cecilia Achiam, MCIP, BCSLA
 General Manager, Community Safety
 (4122)

Att 1: Bill C-46 – An Act to amend the Criminal Code

pc: SMT
 Carli Edwards, Acting Senior Manager, Community Safety Policy & Programs and Licencing
 Wayne Craig, Director, Development
 Terry Crowe, Manager, Policy Planning

Bill C-46 – An Act to amend the Criminal Code

An additional piece of legislation, Bill C-46, will amend the *Criminal Code* to, among other things:

1. Enact new criminal offences for driving with a blood drug concentration that is equal to or higher than the permitted concentration;
2. Authorize the Governor in Council (the federal Cabinet) to establish blood drug concentrations (e.g. maximum levels of THC in blood samples); and
3. Authorize peace officers who suspect a driver has a drug in their body to demand that the driver provide a sample of a bodily substance for analysis by drug screening equipment.

For cannabis, the federal government proposes penalties starting at 2 nanograms or more of THC (the main psychoactive compound in cannabis) per millilitre of blood. Penalties would depend on the level of THC in blood and the presence of alcohol or another drug in addition to cannabis at or above set levels.

Bill C-46 is expected to come into force as soon as it is enacted, which may be as early as December 2017.

Source: <http://engage.gov.bc.ca/BCcannabisregulation/cannabis-legalization-the-cannabis-act/>



Housekeeping (Amendments) Bylaw No. 9718

WHEREAS this bylaw provides for housekeeping amendments to a number of City bylaws to standardize the definitions of Animal Control Officer, Bylaw Enforcement Officer, and Licence Inspector, and to standardize the maximum fine under the *Offences Act*;

NOW THEREFORE, under its statutory powers, including Part 2, Division 1, Section 8, and Part 8, Division 1, Sections 260 through 263 of the *Community Charter* the Council of the City of Richmond enacts as follows:

PART ONE: Animal Control Regulation Bylaw No. 7932

1.1 Animal Control Regulation Bylaw No. 7932, as amended, is further amended at Section 9.1 by deleting the definition of **Licence Inspector** and replacing it with the following:

“**LICENCE INSPECTOR** means an employee of the **City**, appointed to the job position or title of inspector or officer, and includes Bylaw Enforcement Officers, Licence Inspectors and the Chief Licence Inspector.”

PART TWO: Business Licence Bylaw No. 7360

2.1 Business Licence Bylaw No. 7360, as amended, is further amended at Section 7.1 by deleting the definition of **Licence Inspector** and replacing it with the following:

“**LICENCE INSPECTOR** means an employee of the **City**, appointed to the job position or title of inspector or officer, and includes Bylaw Enforcement Officers, Licence Inspectors and the Chief Licence Inspector.”

PART THREE: Business Regulation Bylaw No. 7538

3.1 Business Regulation Bylaw No. 7538, as amended, is further amended at Section 26.1 by deleting the definition of **Licence Inspector** and replacing it with the following:

“**LICENCE INSPECTOR** means an employee of the **City**, appointed to the job position or title of inspector or officer, and includes Bylaw Enforcement Officers, Licence Inspectors and the Chief Licence Inspector.”

PART FOUR: Dog Licencing Bylaw No. 7138

- 4.1 Dog Licencing Bylaw No. 7138, as amended, is further amended at Section 3.2 by deleting Section 3.2 and replacing it with the following:

“3.2 Every person who:

- (a) violates or contravenes any provision of this bylaw; or
- (c) neglects or refrains from doing anything required under the provisions of this bylaw,

commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand Dollars (\$10,000.00), in addition to the costs of the prosecution, and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence.”

- 4.2 Dog Licencing Bylaw No. 7138, as amended, is further amended at Section 4.1 by deleting the definition of **Animal Control Officer** and replacing it with the following:

“**ANIMAL CONTROL OFFICER** means:

- (a) an employee of the **City**, appointed to the job position or title of bylaw enforcement officer or licence inspector, or acting in another capacity, on behalf of the **City** for the purpose of the enforcement of one or more of the **City** bylaws; or
- (b) a person employed by the **Contractor** to undertake animal control services.”

- 4.3 Dog Licencing Bylaw No. 7138, as amended, is further amended at Section 4.1 by deleting the definition of **Licence Inspector** and replacing it with the following:

“**LICENCE INSPECTOR** means an employee of the **City**, appointed to the job position or title of inspector or officer, and includes Bylaw Enforcement Officers, Licence Inspectors and the Chief Licence Inspector.”

PART FIVE: Drainage, Dyke and Sanitary Sewer Bylaw No. 7551

- 5.1 Drainage, Dyke and Sanitary Sewer Bylaw No. 7551 as amended, is further amended at Section 5.1 by deleting the definition of **Bylaw Enforcement Officer** and replacing it with the following:

“**BYLAW ENFORCEMENT OFFICER** means an employee of the **City**, appointed to the job position or title of bylaw enforcement officer or licence

inspector, or acting in another capacity, on behalf of the **City** for the purpose of the enforcement of one or more of the **City** bylaws.”

PART SIX: Election and Political Signs Bylaw No. 8713

- 6.1 Election and Political Signs Bylaw No. 8713, as amended, is further amended at Section 4.1 by deleting the definition of **Bylaw Enforcement Officer** and replacing it with the following:

“BYLAW ENFORCEMENT OFFICER means an employee of the **City**, appointed to the job position or title of bylaw enforcement officer or licence inspector, or acting in another capacity, on behalf of the **City** for the purpose of the enforcement of one or more of the **City** bylaws.”

PART SEVEN: Fire Protection and Life Safety Bylaw No. 8306

- 7.1 Fire Protection and Life Safety Bylaw No. 8306, as amended, is further amended at Schedule A by deleting the definition of **Bylaw Enforcement Officer** and replacing it with the following:

“ **“Bylaw Enforcement Officer”** means an employee of the **City**, appointed to the job position or title of bylaw enforcement officer or licence inspector, or acting in another capacity, on behalf of the **City** for the purpose of the enforcement of one or more of the **City** bylaws.”

PART EIGHT: Nuisance Prohibition Bylaw No. 6983

- 8.1 Nuisance Prohibition Bylaw No. 6983, as amended, is further amended at Section 2.1 by deleting Section 2.1 and replacing it with the following:

“2.1 Any person who:

- (a) violates or contravenes any provision of this bylaw, or who causes or allows any provision of this bylaw to be violated or contravened; or
- (b) fails to comply with any of the provisions of this bylaw, any other **City** bylaw, or any applicable statute; or
- (c) neglects or refrains from doing anything required under the provisions of this bylaw; or
- (d) makes any false or misleading statement,

commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand Dollars (\$10,000.00), in addition to the costs of the prosecution, and where the

offence is a continuing one, each day that the offence is continued shall constitute a separate offence.”

PART NINE: Parking (Off-Street) Regulation Bylaw No. 7403

- 9.1 Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended at Section 8.1 by deleting the definition of **Bylaw Enforcement Officer** and replacing it with the following:

“BYLAW ENFORCEMENT OFFICER means an employee of the **City**, appointed to the job position or title of bylaw enforcement officer or licence inspector, or acting in another capacity, on behalf of the **City** for the purpose of the enforcement of one or more of the **City** bylaws.”

- 9.2 Parking (Off-Street) Regulation Bylaw No. 7403, as amended, is further amended at Section 9.5 by deleting Section 9.5 and replacing it with the following:

“9.5 Offence Act Procedures

Any person who:

- 9.5.1 violates or contravenes any provision of this bylaw, or who causes or allows any provision of this bylaw to be violated or contravened;
- 9.5.2 fails to comply with any of the provisions of this bylaw;
- 9.5.3 neglects or refrains from doing anything required under the provisions of this bylaw;
or
- 9.5.4 makes any false or misleading statement to a **bylaw enforcement officer** respecting compliance with this bylaw,

commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand Dollars (\$10,000.00), in addition to the costs of the prosecution, and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence.”

PART TEN: Traffic Bylaw No. 5870

- 10.1 Traffic Bylaw No. 5870, as amended, is further amended at Section 36 by deleting Section 36 and replacing it with the following:

“36. OFFENCE ACT PROCEDURES

Any person who:

- 36.1 violates or contravenes any provision of this bylaw, or who causes or allows any provision of this bylaw to be violated or contravened;
- 36.2 fails to comply with any of the provisions of this bylaw;
- 36.3 neglects or refrains from doing anything required under the provisions of this bylaw;
or
- 36.4 makes any false or misleading statement to a **bylaw enforcement officer** respecting compliance with this bylaw,

commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand Dollars (\$10,000.00), in addition to the costs of the prosecution, and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence.”

PART ELEVEN: Unsightly Premises Regulation Bylaw No. 7162

- 11.1** Unsightly Premises Regulation Bylaw No. 7162, as amended, is further amended at Section 3.1 by deleting the definition of **Bylaw Enforcement Officer** and replacing it with the following:

“BYLAW ENFORCEMENT OFFICER means an employee of the **City**, appointed to the job position or title of bylaw enforcement officer or licence inspector, or acting in another capacity, on behalf of the **City** for the purpose of the enforcement of one or more of the **City** bylaws.”

- 11.2** Unsightly Premises Regulation Bylaw No. 7162, as amended, is further amended at Section 4.1 by deleting Section 4.1 and replacing it with the following:

“8.1 Any person who:

- (a) violates or contravenes any provision of this bylaw, or who causes or allows any provision of this bylaw to be violated or contravened; or
- (b) fails to comply with any of the provisions of this bylaw, any other **City** bylaw, or any applicable statute; or
- (c) neglects or refrains from doing anything required under the provisions of this bylaw; or
- (d) obstructs, or seeks or attempts to prevent or obstruct a person who is involved in the execution of duties under this bylaw,

commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand Dollars (\$10,000.00), in addition to the costs of the prosecution, and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence.”

PART TWELVE: Vehicle For Hire Regulation Bylaw No. 6900

12.1 Vehicle For Hire Regulation Bylaw No. 6900, as amended, is further amended at Section 8.1 by deleting Section 8.1 and replacing it with the following:

“**8.1** Any **licencee, operator**, or any other person who:

- (a) violates or contravenes any provision of this bylaw, or who causes or allows any provision of this bylaw to be violated or contravened; or
- (b) fails to comply with any of the provisions of this bylaw, any other **City** bylaw, or any applicable statute; or
- (c) neglects or refrains from doing anything required under the provisions of this bylaw; or
- (d) fails to maintain the standard of qualification required for the issuance of a licence under the **City**'s Business Licence Bylaw; or
- (e) makes any false or misleading statement,

commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand Dollars (\$10,000.00), in addition to the costs of the prosecution, and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence, and may result in the suspension, cancellation or revocation of the **licence** in question.”

12.2 Vehicle For Hire Regulation Bylaw No. 6900, as amended, is further amended at Section 10.1 by deleting the definition of **Licence Inspector** and replacing it with the following:

“**LICENCE INSPECTOR** means an employee of the **City**, appointed to the job position or title of inspector or officer, and includes Bylaw Enforcement Officers, Licence Inspectors and the Chief Licence Inspector.”

PART THIRTEEN: GENERAL

13.1 References in this Bylaw to enactments, bylaws of the City, include those enactments, bylaws, and plans as they may be amended or replaced from time to time.

13.2 If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

13.3 This Bylaw is cited as **“Housekeeping (Amendments) Bylaw No. 9718”**.

FIRST READING

OCT 10 2017

SECOND READING

OCT 10 2017

THIRD READING

OCT 10 2017

ADOPTED

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

MAYOR

CORPORATE OFFICER



Bylaw Enforcement Officer Bylaw No. 9742

WHEREAS the *Community Charter* empowers Council to, by bylaw, establish officer positions and may assign certain powers, duties, and functions to such positions.

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

- 1.1 The City of Richmond (the “**City**”) hereby establishes the position of Bylaw Enforcement Officer.
- 1.2 Bylaw Enforcement Officers may exercise the following powers and duties on behalf of the City:
 - (a) enforcement of the **City**’s bylaws within the boundaries of the **City**;
 - (b) entry onto or into private premises to verify compliance with the Council’s regulations, prohibitions or requirements, including **City** bylaws, pursuant to Section 16 of the *Community Charter*;
 - (c) assist in the prosecution of bylaw contraventions, including appearances in court to provide evidence;
 - (d) for certainty, issuance of tickets pursuant to Section 264(1)(b) of the *Community Charter* and subject to the City’s *Municipal Ticket Information Authorization Bylaw No. 7321*; and
 - (e) for certainty, issuance of bylaw offence notices, subject to the City’s *Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122*
- 1.3 The **City** appoints all persons employed by the **City** and holding the following job positions as Bylaw Enforcement Officers:
 - (a) Bylaw Enforcement Officer;
 - (b) Bylaw Liaison Officer;
 - (c) Manager, Community Bylaws;
 - (d) Building Officer;
 - (e) Licence Inspector;

- (f) Sign Inspector;
- (g) Tree Preservation Officer; and
- (h) Soil Bylaw Officer.

1.4 The **City** designates all persons employed by the **City** and holding the following job positions as Building Inspectors pursuant to the *Community Charter* and the **City's Building Regulation Bylaw No. 7230**:

- (a) Building Inspector; and
- (b) Plumbing Inspector,

and such persons as appointed to exercise the powers and duties set out in Section 1.2 (a), (b) and (c) above only for the purposes of enforcing:

- (c) the *City's Building Regulation Bylaw No. 7230*;
- (d) the *City's Demolition Waste and Recyclable Materials Bylaw No. 9516*; and
- (e) the British Columbia Building Code, established by regulation under the *Local Government Act*,

all as may be amended or replaced from time to time

1.5 References in this Bylaw to enactments, bylaws of the City, include those enactments, bylaws, and plans as they may be amended or replaced from time to time.

1.6 If any section, subsection, paragraph, clause or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.

1.7 This Bylaw is cited as "**Bylaw Enforcement Officer Bylaw No. 9742**".

FIRST READING

OCT 10 2017

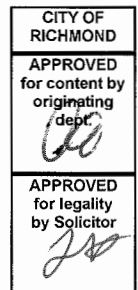
SECOND READING

OCT 10 2017

THIRD READING

OCT 10 2017

ADOPTED



MAYOR

CORPORATE OFFICER



Unsightly Premises Regulation Bylaw No. 7162, Amendment Bylaw No. 9766

The Council of the City of Richmond enacts as follows:

- 1. Unsightly Premises Regulation Bylaw No. 71627360, as amended, is further amended by deleting the words "signed by the Manager of Community Bylaws" from the definition of "Order to Comply" in Section 3.1.
2. This Bylaw is cited as "Unsightly Premises Regulation Bylaw No. 7162, Amendment Bylaw No. 9766".

FIRST READING

OCT 10 2017

SECOND READING

OCT 10 2017

THIRD READING

OCT 10 2017

ADOPTED

Approval stamp: CITY OF RICHMOND, APPROVED for content by originating dept. (signature), APPROVED for legality by Solicitor (signature)

MAYOR

CORPORATE OFFICER



**Municipal Ticket Information Authorization Bylaw No. 7321,
Amendment Bylaw No. 9767**

The Council of the City of Richmond enacts as follows:

1. **Municipal Ticket Information Authorization Bylaw No. 7321**, as amended, is further amended at Schedule B2, by deleting "\$100" from Schedule B2 where it appears and replacing it with "\$1000".
2. This Bylaw is cited as "**Municipal Ticket Information Authorization Bylaw No. 7321, Amendment Bylaw No. 9767**".

FIRST READING

OCT 10 2017

SECOND READING

OCT 10 2017

THIRD READING

OCT 10 2017

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

MAYOR

CORPORATE OFFICER



**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122,
Amendment Bylaw No. 9768**

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by deleting Part 1.1 in its entirety and replacing it with the following:

“1.1 This bylaw applies only to those contraventions included in the following bylaws as enacted by the City of Richmond:

- Animal Control Regulation Bylaw No. 7932, as amended;
- Business Licence Bylaw No. 7360, as amended;
- Commercial Vehicle Licencing Bylaw No. 4716, as amended;
- Demolition Waste and Recyclable Materials Bylaw No. 9516;
- Dog Licencing Bylaw No. 7138, as amended;
- Donation Bin Regulation Bylaw No. 9502;
- Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551, as amended;
- Election and Political Signs Bylaw No. 8713;
- Fire Protection and Life Safety Bylaw No. 8306, as amended;
- Newspaper Distribution Regulation Bylaw No. 7954;
- Noise Regulation Bylaw No. 8856, as amended;
- Parking (Off-Street) Regulation Bylaw No. 7403, as amended;
- Public Parks and School Grounds Regulation Bylaw No. 8771, as amended;
- Sign Regulation Bylaw No. 9700;
- Soil Removal and Fill Deposit Regulation Bylaw 8094, as amended;
- Traffic Bylaw No. 5870, as amended;
- Vehicle For Hire Regulation Bylaw No. 6900, as amended;
- Water Use Restriction Bylaw no. 7784, as amended;
- Watercourse Protection and Crossing Bylaw No. 8441;

and that are identified in Schedule A, attached hereto and forming part of this bylaw.”

- 2. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by deleting Schedule A in its entirety and replacing it with Schedule A as attached to and forming part of this bylaw.
- 3. This Bylaw is cited as "Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 9768."

FIRST READING

SECOND READING

THIRD READING

ADOPTED

OCT 10 2017

OCT 10 2017

OCT 10 2017

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

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 8122

Schedule – Animal Control Regulation Bylaw No. 7932 (2005)

Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Animal Control Regulation Bylaw No. 7932 (2005)	Period of Time from Receipt (inclusive)						
	Causing an animal to be tied or fastened to a fixed object in a prohibited manner	1.1.1(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Causing an animal to be confined in an enclosed space or vehicle in a prohibited manner	1.1.1(b)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Causing an animal to be transported in an uncovered part of a vehicle in a prohibited manner	1.1.1(c)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal has killed or injured a person or animal	1.1.2(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal has aggressively pursued or harassed a person or animal	1.1.2(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Animal has been deprived of food or water	1.2.1(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal receptacles unclean or contaminated	1.2.1(b)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Animal deprived of periodic and beneficial exercise	1.2.1(c)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a

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Animal deprived of veterinary care for pain or suffering	1.2.1(d)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Animal deprived of clean and appropriate outdoor shelter	1.3.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Permitting a cat which is not spayed or neutered to run at large	2.2.1.1(c)	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
Possessing more than 3 dogs in a one-family or two-family dwelling	2.3.1.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Possessing more than 2 dogs in one unit of a multi-family dwelling	2.3.1.2	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Failure by owner to leash a dog	2.3.2.1(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Permitting a dog to run at large	2.3.2.1(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure by owner to clean up excrement from a dog	2.3.3.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure by owner to confine dog	2.3.4.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure of owner to control a dangerous dog	2.3.4.2(a)	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a
Failure of owner to confine a dangerous dog	2.3.4.2(b)	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a
Failure to control a dog in a designated off-leash area	2.3.5.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Permitting more than 3 dogs off leash in a designated off-leash area without valid off-leash permit	2.3.5.2(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Permitting a dangerous dog off leash in a designated off-leash area	2.3.5.2(b)	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a
Failure of owner to leash a dog displaying aggressive behaviour	2.3.5.3	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
Failure by owner to deliver a dangerous dog	8.3.4(b)	No	\$500.00	\$450.00	\$525.00	n/a

to an Animal Control Officer	Failure to provide valid and current identification to an Animal Control Officer	8.3.14	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
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Schedule – Business Licence Bylaw No. 7360 (2002)
Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Business Licence Bylaw No. 7360 (2002)	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Operating a business without a licence	4.1.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a

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Schedule – Commercial Vehicle Licencing Bylaw No. 4716 (1987)
Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Commercial Vehicle Licencing Bylaw No. 4716 (1987)	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Operating a vehicle without a valid commercial licence	16 (2)(a)	n/a	\$ 50.00	\$ 50.00	\$ 75.00	n/a
	Operating a vehicle without a valid commercial licence plate displayed	16 (2)(a)	n/a	\$ 50.00	\$ 50.00	\$ 75.00	n/a
	Displaying a commercial licence plate on any vehicle not authorized	16 (2)(b)	n/a	\$ 50.00	\$ 50.00	\$ 75.00	n/a

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Schedule – Demolition Waste and Recyclable Materials Bylaw No. 9516
Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Demolition Waste and Recyclable Materials Bylaw No. 9516	Period of Time from Receipt (inclusive)	2.1	No	29 to 60 days	1 to 28 days	61 days or more	n/a
		2.2	No	\$ 475.00	\$ 450.00	\$ 500.00	n/a
		2.3	No	\$ 475.00	\$ 450.00	\$ 500.00	n/a
		2.4	No	\$ 475.00	\$ 450.00	\$ 500.00	n/a

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Schedule – Dog Licencing Bylaw No. 7138
Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Dog Licencing Bylaw No. 7138	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Failure to obtain a valid dog licence for a dog	1.1.1(a)	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a
	Failure to obtain a valid dog licence for a dangerous dog	1.1.1(a)	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a
	Failure to attach a valid dog licence as required for a dog	1.1.1(b)	No	\$ 200.00	\$ 150.00	\$ 225.00	n/a
	Failure to attach a valid dog licence as required for a dangerous dog	1.1.1(b)	No	\$ 400.00	\$ 350.00	\$ 425.00	n/a
	Failure to produce a valid dog licence for a dog upon request	1.1.1(c)	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a
	Failure to produce a valid dog licence for a dangerous dog upon request	1.1.1(c)	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a

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Schedule – Donation Bin Regulation Bylaw No. 9502
Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Donation Bin Regulation Bylaw No. 9502	Period of Time from Receipt (inclusive)						
	Placing or maintaining a donation bin on City land without a permit	1.2.1	No	\$ 475.00	\$ 450.00	\$ 500.00	n/a
	Placing a donation bin on a donation bin site outside the designated donation bin location	2.2.4(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Securing donation bin to unauthorized structure	2.2.4(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Failure to display identification information regarding the permittee	2.2.4(c)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Failure to display identification decal on donation bin	2.2.4(d)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Failure to display a written or pictorial list of items that can be in the donation bin	2.2.4(e)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Failure to display notice that all donation articles must fit into the donation bin, prohibiting any items to be left outside or around the donation bin on or near the donation bin site, and prohibiting the donation of items that may create a safety hazard	2.2.4(f)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a

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Failure to display the telephone number for a manned 24-hour on-call line for use by the City and the public to report issues with the donation bin	2.2.4(g)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to cause telephone number displayed on donation bin to be manned 24-hour per day	2.2.4(g)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to display a donation pick up schedule for the donation bin	2.2.4(h)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to display "No Dumping" signage on donation bin	2.2.4(i)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to display a brief written message on donation bin identifying the permittee's charitable works benefiting the residents of the City	2.2.4(j)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Displaying third party advertising on donation bin	2.2.4(k)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Placing donation bin within traffic sightline	2.2.4(l) and (m)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Placing donation bin so as to create a safety hazard or restrict accessibility	2.2.4(n)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Exceeding permitted dimensions of donation bin	2.2.4 (o)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure for donation bin to be professional in appearance and construction	2.2.4(p)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to comply with term or condition of permit	2.2.4(q)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to maintain required commercial general liability insurance coverage	2.2.5(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to maintain insurance for the vehicles used in servicing, maintaining, and picking-up	2.2.5(c)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a

from the donation bin(s)							
Failure to provide the City with an up-to-date list of the specific locations of all donation bins	2.2.5(d)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a	
Failure to remove rubbish and other materials within 5 m of donation bins within 24 hours	2.2.5(e)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a	
Failure to provide an updated charitable statement upon request	2.2.5(f)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a	

Schedule – Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551
Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Drainage, Dyke and Sanitary Sewer System Bylaw No. 7551	Prohibited discharge into sanitary sewer or drainage system		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
		3.1	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
		3.1	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a
		3.1	No	\$ 1,000.00	\$ 900.00	\$ 1,025.00	n/a
		3.2.1	No	\$ 200.00	\$ 150.00	\$ 225.00	n/a
		3.2.2	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a
		3.2.3	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a
3.2.4	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a		
3.2.5	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a		

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Failure to display or provide documentation on flow rate of grease trap or grease interceptor	3.2.6	No	\$ 200.00	\$ 150.00	\$ 225.00	n/a
Use of prohibited enzymes, solvents, hot water or agents in grease trap or grease interceptor	3.2.7	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a
Failure to implement best management practices	3.2.8	No	\$ 200.00	\$ 150.00	\$ 225.00	n/a

Schedule – Election and Political Signs Bylaw No. 8713 (2011)
Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Election and Political Signs Bylaw No. 8713 (2011)	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Placing, or permitting to be placed, a political sign outside the permitted time period – federal elections and by-elections	1.1.1(a)	No	\$ 75.00	\$ 50.00	\$ 100.00	n/a
	Placing, or permitting to be placed, a political sign outside the permitted time period – provincial elections and by-elections	1.1.1(b)	No	\$ 75.00	\$ 50.00	\$ 100.00	n/a
	Placing, or permitting to be placed, a political sign outside the permitted time period – local government and school elections and by-elections	1.1.1(c)	No	\$ 75.00	\$ 50.00	\$ 100.00	n/a
	Placing, or permitting to be placed, a political sign outside the permitted time period – federal and provincial referenda or plebiscites	1.1.1(d)	No	\$ 75.00	\$ 50.00	\$ 100.00	n/a
	Placing, or permitting to be placed, a political sign outside the permitted time period – local government referenda and plebiscites	1.1.1(e)	No	\$ 75.00	\$ 50.00	\$ 100.00	n/a

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Schedule – Fire Protection and Life Safety Bylaw No. 8306
Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Fire Protection and Life Safety Bylaw No. 8306							
	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Interference with member at incident	3.5.1	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
	Interference with member determining cause	3.5.2	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
	Unauthorized entry to scene	3.6.1	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
	Obstructing assistance response	3.8	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
	Open Air Burning without permit	4.1.1 (f)	No	\$ 200.00	\$ 150.00	\$ 250.00	n/a
	Permit required – No permit – general	4.1.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
	Failure to Comply with permit conditions	4.4.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
	Failure to post or produce permit	4.4.1 (d)	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
	Failure to Comply with open air permit conditions	4.5.3	No	\$ 200.00	\$ 150.00	\$ 250.00	n/a
	Missing caps	5.2.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
	Failure to back-flush	5.2.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
	Obstructed access	5.2.3	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
	Failure to post sign	5.2.4	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a

System protection capacity exceeded	5.3.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
System performance confirmation not provided	5.3.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
System performance confirmation deficient	5.3.3	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
System not maintained during demolition	5.4	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Not maintained, tested, repaired or replaced	5.6.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Unapproved hose connection, colour or location	5.6.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Unauthorized use	5.6.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Obstructed view	5.7.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to provide clearance or ground cover	5.7.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to maintain space around the fire hydrant	5.7.1 (a)	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to maintain ground cover and clearance around fire hydrant	5.7.1 (b)	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to maintain, inspect, service, or test hydrant	5.7.4	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to provide written hydrant inspection report	5.7.5 (b)	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
No signs/ Unapproved signs	5.9.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Secured route – No signs/Unapproved signs	5.9.3	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Parking in emergency route	5.9.4 (a)	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Interfering with, hindering or obstructing access	5.9.4 (b)	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to provide contact persons	6.1.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a

Contact person without access or ability to secure	6.1.4	No	\$ 75	\$75	\$100	n/a
Unwarranted evacuation response	6.2	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
Failure to submit acceptable plan	7.1.1 (a)	No	\$ 200.00	\$ 150.00	\$ 250.00	n/a
Failure to locate plan on premises	7.1.1 (d)	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Trained supervisory staff not designated	7.1.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Trained supervisory staff not present	7.1.3	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Inadequate training of supervisory staff	7.1.4	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to submit acceptable pre-incident plan	7.2.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Access or keys not accessible	7.3.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Storage box not approved	7.4.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Fire safety plan inaccessible by Fire Dept	7.4.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Obstructed access or egress	7.6.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Required rooftop passageway obstructed	7.8.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Unauthorized re-entry	7.9.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to display civic address	7.10.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Deficiency in civic address	7.10.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Obstructing inspection	8.2.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Causing or permitting fire hazard	9.1.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to relocate container	9.2.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Unsafe storage or use	9.3	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Fuel not removed to safe location	9.5.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a

Failure to report hazard, spill or incident	9.6.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Vacant – failure to maintain or secure	9.7.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Damaged building – failure to secure	9.8.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to comply with display conditions	9.9.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to post system operating instructions	9.10.1 (c)	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Extension cord used as permanent wiring	9.13.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Possession of fireworks without a plan	9.14.2	No	\$ 200.00	\$ 150.00	\$ 250.00	n/a
Ignition of fireworks without a display permit	9.14.3	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
Ignition of fireworks contrary to terms of display permit	9.14.3	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
Ignition of fireworks in manner that endangers or causes nuisance to a person or property	9.14.3	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
Ignition of fireworks without property owner's permission	9.14.4	No	\$ 400.00	\$ 300.00	\$ 500.00	n/a
Failure to maintain means of egress	10.1.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Smoke emitting security system obstructing exit	10.1.2	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Deficient access to exit	10.1.3	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Non-approved locking device on exit door	10.1.4	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to display elevator use sign	10.1.5	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Obstruction of required self-closing door	10.1.8	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to maintain an exit sign	10.1.10	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to inspect or test emergency lighting	10.1.11	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a

Improper storage	10.2.1	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to use required forms	12.1.3	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to provide form to the Fire Chief	12.1.3	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a
Failure to post local alarm sign at pull station	12.1.5	No	\$ 75.00	\$ 75.00	\$ 100.00	n/a

Schedule – Newspaper Distribution Regulation Bylaw No. 7954
Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Newspaper Distribution Regulation Bylaw No. 7954	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Distributing or selling newspapers without a permit	1.2.1	No	\$ 475.00	\$ 450.00	\$500.00	n/a
	Using multiple publication news rack (MPN) without a permit	1.2.2 (a)	No	\$ 475.00	\$ 450.00	\$500.00	n/a
	Installing or maintaining newspaper distribution box without a permit	1.2.2 (b)	No	\$ 475.00	\$ 450.00	\$500.00	n/a
	Distributing or selling newspapers as a newspaper distribution agent without a permit	1.2.2 (c)	No	\$ 475.00	\$ 450.00	\$500.00	n/a
	Placing newspaper distribution box outside newspaper distribution zone	2.2.4(a)	No	\$275.00	\$250.00	\$300.00	n/a
	Failure to display identification decal on newspaper distribution box	2.2.4 (b)	No	\$275.00	\$250.00	\$300.00	n/a
	Securing newspaper distribution box to unauthorized structure	2.2.4 (c)	No	\$275.00	\$250.00	\$300.00	n/a
	Securing newspaper distribution box to object without prior approval of General Manager	2.2.4 (d)	No	\$325.00	\$300.00	\$350.00	n/a
	Displaying third party advertising on newspaper distribution box	2.2.4 (e)	No	\$175.00	\$150.00	\$200.00	n/a

Placing newspaper distribution box within traffic sightline	2.2.4 (f)	No	\$275.00	\$250.00	\$300.00	n/a
Exceeding permitted dimensions of newspaper distribution box	2.2.4 (g)	No	\$275.00	\$250.00	\$300.00	n/a
Failing to comply with term or condition of permit	2.2.4 (h)	No	\$375.00	\$350.00	\$400.00	n/a
Agent distributing or selling newspapers outside of newspaper distribution zone	2.2.5 (a)	No	\$275.00	\$250.00	\$300.00	n/a
Agent displaying, distributing or selling third party advertising or products	2.2.5 (b)	No	\$175.00	\$150.00	\$200.00	n/a
Agent failing to secure newspapers to prevent scattering	2.2.5 (c)	No	\$175.00	\$150.00	\$200.00	n/a
Agent failing to visibly display and/or provide permit card	2.2.5 (d)	No	\$175.00	\$150.00	\$200.00	n/a
Agent acting in an abusive, aggressive or offensive manner or not maintaining professional appearance	2.2.5 (e)	No	\$175.00	\$150.00	\$200.00	n/a
Agent failing to maintain minimum 2-metre distance from Canada Line station or bus stop access points	2.2.5 (f)	No	\$275.00	\$250.00	\$300.00	n/a
Agent obstructing flow of pedestrian traffic	2.2.5 (g)	No	\$375.00	\$350.00	\$400.00	n/a
Agent failing to remove permittee's newspapers accumulated in newspaper distribution zone	2.2.5(h)	No	\$275.00	\$250.00	\$300.00	n/a
Agent failing to remove surplus newspapers and/or properly place surplus newspapers	2.2.5 (i)	No	\$275.00	\$250.00	\$300.00	n/a
Agent failing to comply with term or condition of permit	2.2.5 (j)	No	\$375.00	\$350.00	\$400.00	n/a

Schedule – Noise Regulation Bylaw No. 8856 (2012)
Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Noise Regulation Bylaw No. 8856 (2012)	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Making or causing noise in a quiet zone which exceeds permitted limits	2.1.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Making or causing noise in an intermediate zone which exceeds permitted limits	2.2.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Making or causing noise in an activity zone which exceeds permitted limits	2.3.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Making or causing a noise which disturbs the quiet, peace and enjoyment of a neighbourhood	3.1.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Making or causing a prohibited type of noise which disturbs the quiet, peace and enjoyment	3.2.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to install or maintain construction noise sign	4.1.2	No	\$ 300.00	\$ 250.00	\$ 325.00	n/a

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Schedule – Parking (Off-Street) Regulation Bylaw No. 7403 (2002)
Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Parking (Off-Street) Regulation Bylaw No. 7403 (2002)	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Parking in a reserved parking space without an authorized parking permit	2.1.1 (f)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Parking in loading zone over 5 minutes for passenger	2.1.1 (g)(i)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Parking in loading zone over 30 minutes for materials	2.1.1 (g)(ii)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Stopping in a parking space designated for persons with disabilities without displaying an accessible parking permit	2.1.1 (h)	No	\$ 110.00	\$ 65.00	\$ 135.00	n/a
	Parking beyond posted time limit	2.1.1 (i)	No	\$ 50.00	\$ 35.00	\$ 75.00	n/a
	Stopping or parking a vehicle where prohibited	3.2.1 (c)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Parking outside of designated lines	3.2.1 (d)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Parking in an area not designated for parking	3.3.1 (b)(i)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Parking with expired plates or no plates	3.3.1 (b)(ii)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Permitting a vehicle to idle for over 3 minutes	3.4(a)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a

Permitting a vehicle to idle while unattended and unlocked	3.4(b)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
Parking without valid proof of payment	5.1.2	No	\$ 50.00	\$ 35.00	\$ 75.00	n/a
Parking without displaying a valid parking permit	5.1.2 (c)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a

Schedule – Public Parks and School Grounds Regulation Bylaw No. 8771
Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Public Parks and School Grounds Regulation Bylaw No. 8771	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Disorderly or offensive conduct	2.1.1(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Endangering oneself	2.1.1(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Harassing or endangering others	2.1.1(c)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Interfering or obstructing with use and enjoyment of park or school ground	2.1.1(d)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Interfering or obstructing with duties	2.1.1(e)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Polluting, obstructing or causing to run to waste any body of water, watercourse or waterworks	2.2.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Driving, operating or parking a vehicle, conveyance or animal in unauthorized area	2.3.1(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
	Parking or leaving a vehicle, conveyance or animal in a park or school ground for an unauthorized purpose or overnight	2.3.1(b)	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a

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Driving, operating or parking a vehicle, conveyance or animal on an artificial turf field or Minoru Park running track	2.3.1(c)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Climbing, harvesting, injuring, damaging, defacing, removing, misusing or interfering with any plant life or vegetation without authorization	2.4.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Planting or depositing invasive plant life or vegetation	2.4.2	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Planting or depositing plant life or vegetation without authorization	2.4.3	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
Harassing, disturbing, frightening or injuring an animal without a valid licence	2.5.1(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Feeding an animal without a valid licence	2.5.1(b)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
Hooking, trapping or snaring an animal without a valid licence	2.5.1(c)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Animal off leash in unauthorized area	2.5.2(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to ensure an animal does not kill or injure a person or animal	2.5.2(b)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Failure to ensure an animal does not harass, disturb or frighten a person or animal	2.5.2(c)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Failure to ensure an animal does not enter or remain in a body of water, watercourse or waterworks	2.5.2(d)	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
Failure to ensure an animal does not damage property	2.5.2(e)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Animal in unauthorized area	2.5.3	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a

Depositing or disposing an animal or animal remains	2.5.4	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Misusing, damaging or interfering with athletic or recreational facility or equipment	2.6.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Littering or disposing of waste other than in an authorized receptacle	2.7.1(a)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Disposing of lighted match, cigar, cigarette or other burning substance other than in an authorized receptacle	2.7.1(b)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Unauthorized deposit or disposal of household, commercial or yard waste	2.7.2	No	\$ 250.00	\$ 225.00	\$ 275.00	n/a
Unauthorized barbeque or fire during a fire ban or in a bog, wetland or environmentally sensitive area	2.7.3	No	\$ 250.00	\$ 225.00	\$ 275.00	n/a
Open flame or wood stove, camp stove or barbeque	2.7.4(a)	No	\$ 200.00	\$ 150.00	\$ 250.00	n/a
Charcoal stove, camp stove or barbeque	2.7.4(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Natural gas or propane stove or barbeque in unauthorized area	2.7.4(c)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Launching a model or power rocket	2.8.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Depositing or disposing of cremated remains	2.8.2	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
Prohibited athletic or recreation activity in unauthorized area	3.1.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Carrying or discharging a firearm in unauthorized area	3.2.1	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Throwing a hammer, shot-put, discus or javelin in unauthorized area	3.2.2	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a

Injuring, damaging, defacing, removing, misusing or interfering with any building, structure, sign, equipment, ornament, or object without authorization	4.1.1(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Installing, erecting or constructing a tent, shelter, building, structure, sign, ornament, or object without authorization	4.1.1(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Depositing or removing topsoil, wood, rock or other materials without authorization	4.1.1(c)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Selling or exposing an item for sale without authorization	4.2.1(a)	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a
Offering a service for a fee or compensation without authorization	4.2.1(b)	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a
Soliciting funds, goods or services without authorization	4.2.1(c)	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a
Posting advertising or promotional material of a commercial nature without authorization	4.2.1(d)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Distributing or delivering advertising or promotional material of a commercial nature without authorization	4.2.1(e)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Installing or building a display for advertising or promotional purposes without authorization	4.2.1(f)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Driving, operating or parking a vehicle, conveyance or animal for the purpose of displaying or broadcasting advertising or promotional messages of a commercial nature without authorization	4.2.1(g)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Failure to conduct commercial, advertising or promotional activities in accordance with requirements	4.2.2	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Unauthorized athletic or recreational activity	4.3.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a

Unauthorized combustible or other explosive material	4.4.1(a)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
Unauthorized amplifying system	4.4.1(b)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Unauthorized tournament or competition	4.4.1(c)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
Unauthorized parade, performance or gathering	4.4.1(d)	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a
In park or school ground during unauthorized hours	4.5.1	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
In facility, pool or adjacent area during unauthorized hours	4.5.2	No	\$ 150.00	\$ 125.00	\$ 175.00	n/a

Schedule – Sign Regulation Bylaw No. 9700
Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Sign Regulation Bylaw No. 9700	Period of Time from Receipt (inclusive)						
	Erect or allow to be erected a sign other than permitted in the bylaw	1.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Obstructing or interfering with entry on to land	1.6	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Obstructing or interfering with entry into premises	1.6	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Signs not maintained in a serviceable condition, including not repainting or replacement of copy area to present a legible message	1.16	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Installing a sign, regulated by Part Two, but not complying with the standards, limitation and requirements specified	2.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Installing a sign without a permit	3.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a
	Allowing or placing signs prohibited by the bylaw	4.1	No	\$ 450.00	\$ 400.00	\$ 500.00	n/a

Schedule – Soil Removal and Fill Deposit Regulation No. 8094

Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
Soil Removal and Fill Deposit Regulation Bylaw 8094	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Soil deposit or removal without valid permit	3.1.2	No	\$ 500.00	\$ 475.00	\$ 525.00	n/a
	Not complying with term or condition of permit	3.1.2	No	\$500.00	\$475.00	\$525.00	n/a
	Deposit or remove soil or fill between the hours of 8:00 p.m. and 7:00 a.m.	5.1.1(a)	No	\$500.00	\$ 475.00	\$ 525.00	n/a
	Deposit or remove soil or fill on a Sunday or any statutory holiday	5.1.1(b)	No	\$500.00	\$ 475.00	\$ 525.00	n/a
	Failing to properly license and insure vehicle used for hauling soil or fill	5.1.1(c)	No	\$200.00	\$175.00	\$225.00	n/a
	Failing to cover soil or fill to prevent blowing or falling from vehicle	5.1.1(d)	No	\$300.00	\$275.00	\$325.00	n/a
Failing to repair damage to drainage, watercourse, highway or other property	5.1.1(e)	No	\$500.00	\$ 475.00	\$ 525.00	n/a	
Failing to keep drainage or watercourse free of soil or fill	5.1.1(f)	No	\$500.00	\$ 475.00	\$ 525.00	n/a	

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Removal or deposit greater than 0.5 metre within 2.5 metre of utility pole, pipeline, structure or highway without approval	5.1.1(g)	No	\$500.00	\$475.00	\$525.00	n/a
Removal or deposit soil or fill on highway, statutory right-of-way or easement without permission	5.1.1 (h)	No	\$500.00	\$ 475.00	\$ 525.00	n/a
Failure to remove temporary structures	5.1.1 (i)	No	\$200.00	\$175.00	\$225.00	n/a
Failure to adequately fence or protect hazards	5.1.1 (j)	No	\$500.00	\$ 475.00	\$ 525.00	n/a
Failure to protect from erosion, collapse, or run-off water or mud	5.1.1 (k)	No	\$300.00	\$275.00	\$325.00	n/a
Stockpiling soil or fill other than location in permit or causing damage or nuisance	5.1.1 (l)	No	\$300.00	\$275.00	\$325.00	n/a
Allow soil to encroach, undermine, damage or endanger adjacent property or setback area	5.1.1 (m)	No	\$400.00	\$375.00	\$425.00	n/a
Driver fail to provide required information	5.2.1(a)	No	\$200.00	\$175.00	\$225.00	n/a
Person fail to provide name, address or photo identification	5.2.1(b)	No	\$200.00	\$175.00	\$225.00	n/a
Prevent or obstruct entry by Manager	6.1.2	No	\$500.00	\$ 475.00	\$ 525.00	n/a
Failure to comply with notice of non-compliance	6.2.1	No	\$500.00	\$ 475.00	\$ 525.00	n/a

Schedule – Traffic Bylaw No. 5870 (1992)
Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Traffic Bylaw No. 5870 (1992)	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Failure to clear snow from sidewalk (commercial, industrial and residential)	6.1	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Container / POD on a roadway or boulevard more than permitted time	9A.2	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
	Container / POD on a roadway or boulevard without permit displayed	9A.3	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
	Stopping on a sidewalk, boulevard or median	12.3 (a)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Stopping in an intersection	12.3 (b)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Stopping within 6 metres of a property line at an intersection	12.3 (c)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Stopping within 1.5 metres of a sidewalk crossing, private road or lane	12.3 (d)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Stopping within 6 metres of a stop sign or control signal	12.3 (e)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Stopping so as to obstruct traffic	12.3 (f)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
	Stopping on the roadway with no curb	12.3 (g)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a

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No stopping zone	12.3 (h)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping on a crosswalk	12.3 (j)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping within 6 metres of a crosswalk	12.3 (k)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping within a bus stop at an intersection	12.3 (l)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping within 16 metres of a bus stop sign in mid block	12.3 (m)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping on a bridge	12.3 (n)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping within 5 metres of a fire hydrant	12.3 (o)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping so as to obstruct a traffic sign	12.3 (r)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping within 15 metres of a railway crossing	12.3 (s)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping in a construction zone	12.3 (t)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping beside a yellow curb	12.3 (u)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking in a lane	12.4 (a)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking on a roadway where it is practicable to park off the roadway	12.4 (b)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
No parking zone	12.4 (c)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking over 72 hours	12.4 (d)	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
Parking abutting a centre median	12.4 (e)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking on the roadway side of a vehicle already stopped or parked	12.4 (g)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking vehicle to display for sale	12.4 (h)(i)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking vehicle for repairs on street	12.4 (h)(ii)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a

Parking vehicle to sell from vehicle	12.4 (n)(iii)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking opposite or adjacent to excavation so as to obstruct traffic	12.4 (i)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking over 3 hours between 8 am and 6 pm	12.4 (l)	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
Parking abutting elementary school between 8 am and 5 pm	12.4 (m)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking in loading zone over 5 minutes for passenger	12.4 (o)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking in loading zone over 30 minutes for materials	12.4 (p)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking so as to obstruct a traffic sign	12.4 (q)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Overtime parking	12.4 (r)	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
Parking on school grounds or in City parks between 3 am and 6 am	12.4 (s)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking with expired plates or no plates	12.4 (t)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking in a construction zone	12.4 (u)	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking in a taxi zone except a taxi	12.4 (v)	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
Parking of recreational vehicle on a roadway between 8:00 pm to 6:00 am	12.4 (w)	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
Parking in a tour bus zone, except a tour bus	12.4 (x)	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
Moving a vehicle within a block to avoid time limits	12.4A	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping or parking other than on the right side of the roadway in the direction of traffic	12.5	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Stopping other than parallel to the curb or edge of the roadway	12.5	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a

Parking beyond 30 cm from front of vehicle to adjacent curb	12.5	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking not in a marked stall	12.6	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking with vehicle or the load thereon extending into traffic	12.7	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking at an angle other than 45 degrees or as indicated by lines or signs	12.7	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking beyond 30 cm from front of vehicle to adjacent curb	12.7	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a
Parking a commercial vehicle during prohibited hours	12.8	No	\$ 110.00	\$ 65.00	\$ 135.00	n/a
Parking a commercial vehicle over 3 hours from 7 am to 7 pm	12.9	No	\$ 110.00	\$ 65.00	\$ 135.00	n/a
Parking a commercial vehicle abutting property used for residence, church, school or public park	12.10	No	\$ 110.00	\$ 65.00	\$ 135.00	n/a
Parking an unattached trailer	12.11	No	\$ 110.00	\$ 65.00	\$ 135.00	n/a
Stopping in a parking space designated for persons with disabilities without displaying an accessible parking permit	12.13	No	\$ 110.00	\$ 65.00	\$ 135.00	n/a
Permitting a vehicle to idle for over 3 minutes	12.15(a)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
Permitting a vehicle to idle while unattended and unlocked	12.15(b)	No	\$ 75.00	\$ 60.00	\$ 100.00	n/a
Park without valid proof of payment	12A.2	n/a	\$ 50.00	\$ 35.00	\$ 75.00	n/a
Parking without displaying a valid parking permit	12B.6	No	\$ 70.00	\$ 45.00	\$ 95.00	n/a

Parking without displaying a valid shared vehicle decal	12C.2	No	\$70.00	\$45.00	\$95.00	n/a
Overweight vehicle on a weight limited roadway	15.2	No	\$70.00	\$45.00	\$95.00	n/a
Remove, obliterate or otherwise interfere with any markings made by a Bylaw Enforcement Officer	35.B.1	No	\$70.00	\$45.00	\$95.00	n/a

Schedule – Vehicle For Hire Regulation Bylaw No. 6900 (1998)
Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Vehicle For Hire Regulation Bylaw No. 6900 (1998)	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Towing from parking lot without proper authorization	6.3.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Towing from no parking area without proper authorization	6.3.2	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to erect or maintain prescribed towing company signs	6.3.4	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to erect or maintain prescribed tow-away warning signs	6.3.5	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to obtain a valid towing permit for a private parking lot	6.3.7	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a
	Failure to complete Part B of the tow-away notice	6.3.10	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to retain Tow-away Notice for period of 90 days	6.3.10(a)(ii)	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Failure to provide a full written accounting of fees, charges and taxes	6.3.10(b)(ii)	No	\$ 300.00	\$ 275.00	\$ 325.00	n/a

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Schedule – Water Use Restriction Bylaw No. 7784 (2004)
 Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Water Use Restriction Bylaw No. 7784 (2004)	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Watering contrary to Stage 1 Restrictions	2.1.1	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
	Watering contrary to Stage 2 Restrictions	2.2.1	No	\$ 200.00	\$ 175.00	\$ 225.00	n/a
	Watering contrary to Stage 3 Restrictions	2.3.1	No	\$ 500.00	\$ 450.00	\$ 525.00	n/a
	Watering contrary to the terms of a permit	3.1.4	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a
	Failure to display a permit	3.1.6	No	\$ 100.00	\$ 75.00	\$ 125.00	n/a

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Schedule – Watercourse Protection and Crossing Bylaw No. 8441
 Designated Bylaw Contraventions and Corresponding Penalties

A1	A2	A3	A4	A5	A6	A7	A8
Bylaw	Description of Contravention	Section	Compliance Agreement Available	Penalty	Early Payment Option	Late Payment Amount	Compliance Agreement Discount
Watercourse Protection and Crossing Bylaw No. 8441	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
	Failure to obtain permit	2.1(d)	No	\$ 500.00	\$ 450.00	\$525.00	n/a
	Failure to maintain watercourse crossing						
	First Offence	6.1	No	\$ 500.00	\$ 450.00	\$525.00	n/a
	Second Offence and Subsequent Offences	6.1	No	\$ 1,000.00	\$ 900.00	\$ 1,025.00	n/a
	Failure to construct as approved	4.1	No	\$ 500.00	\$ 450.00	\$525.00	n/a
	Failure to restore City land	4.2	No	\$ 500.00	\$ 450.00	\$525.00	n/a

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Permissive Exemption (2018) Bylaw No. 9730

The Council of the City of Richmond enacts as follows:

PART ONE: RELIGIOUS PROPERTIES PERMISSIVE EXEMPTION

- 1.1 Pursuant to Section 224(2)(f) of the Community Charter, the religious halls and the whole of the parcels of land surrounding the religious halls shown on Schedule A are considered necessary to an exempt building set apart for public worship, and are hereby exempt from taxation for the 2018 year.
- 1.2 Pursuant to Section 224(2)(f) of the Community Charter, the portions of the parcels of land and improvements surrounding the religious halls shown on Schedule B are considered necessary to an exempt building set apart for public worship, and are hereby exempt from taxation for the 2018 year.
- 1.3 Notwithstanding Sections 1.1 and 1.2 of this bylaw, no additional exemption from taxation pursuant to Section 224(2)(f) will be granted to any parcel of land for which an associated building is not exempted by the British Columbia Assessment Authority pursuant to Section 220(1)(h) of the Community Charter.

PART TWO: TENANTED RELIGIOUS PROPERTIES PERMISSIVE EXEMPTION

- 2.1 Pursuant to Section 224(2)(g) of the Community Charter, the portions of land and improvements shown on Schedule C are hereby exempt from taxation for the 2018 year.

PART THREE: CHARITABLE AND RECREATIONAL PROPERTIES PERMISSIVE EXEMPTION

- 3.1 Pursuant to Section 224(2)(a) of the Community Charter, the whole of the parcels of land shown on Schedule D are hereby exempt from taxation for the 2018 year.
- 3.2 Notwithstanding Section 3.1 of this bylaw, no additional exemption from taxation pursuant to Section 3.1 of this bylaw will be granted to any parcel of land for which an associated building is not exempted by the British Columbia Assessment Authority pursuant to Section 220(1)(i) of the Community Charter.
- 3.3 Pursuant to Section 224(2)(a) and Section 224(2)(j) of the Community Charter, the whole of the parcels of land and improvements shown on Schedule E are hereby exempt from taxation for the 2018 year.

- 3.4 Pursuant to Section 224(2)(a) and Section 224(2)(k) of the Community Charter, the whole of the parcels of land and improvements shown on Schedule F are hereby exempt from taxation for the 2018 year.
- 3.5 Pursuant to Section 224(2)(a) of the Community Charter, the whole or portions of the parcels of land and improvements shown on Schedule G are hereby exempt from taxation for the 2018 year.
- 3.6 Pursuant to Section 224(2)(i) of the Community Charter, the whole or portions of land and improvements shown on Schedule H are hereby exempt from taxation for the 2018 year.
- 3.7 Pursuant to Section 224(2)(d) of the Community Charter, the whole or portions of land and improvements shown on Schedule I are hereby exempt from taxation for the 2018 year.

PART FOUR: MISCELLANEOUS PROVISIONS

- 4.1 Schedules A through I inclusive, which are attached hereto, form a part of this bylaw.
- 4.2 Permissive Exemption Bylaw 9575 is here by repealed in its entirety.
- 4.3 This Bylaw is cited as **“Permissive Exemption (2018) Bylaw No. 9730.**

FIRST READING

OCT 10 2017

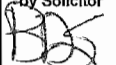
SECOND READING

OCT 10 2017

THIRD READING

OCT 10 2017

ADOPTED

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


MAYOR

CORPORATE OFFICER

SCHEDULE A to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
Bakerview Gospel Chapel (067-375-002) 8991 Francis Road	PID 009-294-902 Lot 135 Except: Parcel B (Bylaw Plan 87226) Section 21 Block 4 North Range 6 West New Westminister District Plan 23737	Bakerview Gospel Chapel 10260 Algonquin Drive Richmond, B.C. V7A 3A4
Beth Tikvah Congregation and Centre Association (099-358-999) 9711 Geal Road	PID 003-644-391 Lot 1 Except: Firstly: Part Subdivided by Plan 44537 Secondly: Part Subdivided by Plan LMP47252 Section 26 Block 4 North Range 7 West New Westminister District Plan 17824	Beth Tikvah Congregation and Centre Association 9711 Geal Road Richmond, B.C. V7E 1R4
Orighouse United Church Hall (064-046-009) 8151 Bennett Road	PID 006 199 631 Lot 362 of Section 16 Block 4 North Range 6 West New Westminister District Plan 47516	Congregation of the United Church of BC 8151 Bennett Road Richmond, B.C. V6Y 1N4
Canadian Martyrs Parish (094-145-000) 5771 Granville Avenue	PID 003-894-266 Lot 610 Section 12 Block 4 North Range 7 West New Westminister District Plan 58494	Roman Catholic Archbishop of Vancouver 5771 Granville Avenue Richmond, B.C. V7C 1E8
Christian and Missionary Alliance (082-148-009) 3360 Sexsmith Road	PID 003-469-247 Lot 23 Except: Firstly: the East 414.3 Feet Secondly: the South 66 Feet, and Thirdly: Part Subdivided by Plan 33481 Sections 27 and 28 Block 5 North Range 6 West New Westminister District Plan 3404	North Richmond Alliance Church 3360 Sexsmith Road Richmond, B. C. V6X 2H8
Christian Reformed Church of Richmond (072-496-000) 9280 No. 2 Road	PID 018-262-767 Lot 2 of Section 30 Block 4 North Range 6 West New Westminister District Plan LMP9785	Christian Reformed Church of Richmond 9280 No. 2 Road Richmond, B.C. V7E 2C8

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
Church in Richmond (083-953-080) 4460 Brown Road	PID 028-628-110 Lot 7 Section 33 Block 5 North Range 6 West New Westminster District Plan 3318 Part S 1/2, Except Plan 24362, Exp 24381	Church in Richmond 4460 Brown Road Richmond BC V6X 2E8
Conference of The United Mennonite Churches of B.C. (080-792-000) 11571 Daniels Road	PID 004 152 832 Lot 323 of Section 25 Block 5 North Range 6 West New Westminster District Plan 57915	Conference of Mennonites in B.C. c/o Peace Mennonite Church 11571 Daniels Road Richmond, B.C. V6X 1M7
Convention of Baptist Churches of B.C. (071-191-006) 8140 Saunders Road	PID 007-397-216 Lot 123 Section 28 Block 4 North Range 6 West New Westminster District Plan 44397	Convention of Baptist Churches of B.C. 8140 Saunders Road Richmond, B.C. V7A 2A5
Emmanuel Christian Community Society (02-050-053) 10351 No. 1 Road	PID 011-908-106 Lot 13 Block A Section 34 Block 4 North Range 7 West Except Plan 53407 New Westminster District Plan 710	Emmanuel Christian Community Society 10351 No. 1 Road Richmond, B.C. V7E 1S1
Fujian Evangelical Church (025-172-004) 12200 Blundell Road	PID 025-000-047 Lot 1 Section 19 Block A North Range 5 West New Westminster District Plan LMP49532	Fujian Evangelical Church 12200 Blundell Road Richmond, B.C. V6W 1B3
Gilmore Park United Church (097-837-001) 8060 No. 1 Road	PID 024-570-541 Strata Lot 1 Section 23 Block 4 North Range 7 West New Westminster District Strata Plan LMS3968	Congregation of the Gilmore Park United Church 8060 No. 1 Road Richmond, B.C. V7C 1T9
I Kuan Tao (Fayi Chungder) Association (084-144-013) 8866 Odlin Crescent	PID 025-418-645 Lot 30 Section 33 Block 5 North Range 6 West new Westminster District Plan LMP54149	I Kuan Tao (Fayi Chungder) Association #2100, 1075 West Georgia Street Vancouver, B.C. V6E 3G2

SCHEDULE A to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
Immanuel Christian Reformed Church (062-719-724) 7600 No. 4 Road	PID 003-486-486 Parcel One Section 14 Block 4 North Range 6 West New Westminster District Reference Plan 71292	Immanuel Christian Reformed Church 7600 No. 4 Road Richmond, B.C. V6Y 2T5
Johrei Fellowship (084-786-000) 10380 Odlin Road	PID 003-485 757 East Half of Lot 4 Except: Part Subdivided by Plan 79974; Section 35 Block 5 North Range 6 West, New Westminster District Plan 5164	Johrei Fellowship Inc. 10380 Odlin Road Richmond, B.C. V6X 1E2
Lansdowne Congregation Jehovah's Witnesses (061-569-073) 2014 Westminister Highway	PID 003-578-356 Lot 107 Section 12 Block 4 North Range 6 West New Westminster District Plan 52886	Trustees of the Lansdowne Congregation Jehovah's Witnesses c/o Doug Ginter 43-8120 General Currie Road Richmond, B.C. V6Y 3V8
Lutheran Church Hall (061-166-000) 6340 No. 4 Road	PID 010-899-294 Parcel 1 of Section 11 Block 4 North Range 6 West New Westminster District Plan 77676	Our Saviour Lutheran Church of Richmond BC 6340 No. 4 Road Richmond, B.C. V6Y 2S9
Meeting Room (025-166-010) 8020 No. 5 Road Property owner registered as Gabe Csanyi, Jonathan Csanyi, Wayne Coleman, Bruce Anstey	PID 016-718-739 Lot A Section 19 Block 4 North Range 5 West New Westminster District Plan 86178	Meeting Room Attn: Jonathan Csanyi 9034 187 Street Surrey, BC V4N 3N4
North Richmond Alliance Church (063-418-009) 9140 Granville Avenue	PID 017-691-842 Lot 1 (BF53537) Section 15 Block 4 North Range 6 West New Westminster Plan 7631	North Richmond Alliance Church 9140 Granville Avenue Richmond, B.C. V6Y 1P8
Our Saviour Lutheran Church of Richmond (061-166-000) 6340 No. 4 Road	PID 010-899-294 Parcel 1 of Section 11 Block 4 North Range 6 West New Westminster District Plan 77676	Our Saviour Lutheran Church of Richmond 6340 No. 4 Road Richmond, B.C. V6Y 2S9

SCHEDULE A to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
<p>The Public School of Vancouver Archdiocese (067-043-063) 8251 St. Albans Road</p>	<p>PID 010 900 691 Lot 15 Except: Firstly: Part Dedicated as Road on Plan 20753, Secondly: Part Subdivided by Plan 58438; Section 21 Block 4 North Range 6 West New Westminster District Plan 3238</p>	<p>Catholic Independent Schools of Vancouver Archdiocese St. Paul's Roman Catholic Parish 8251 St. Alban's Road Richmond, B.C. V6Y 2L2</p>
<p>Richmond (Bethel) Mennonite Church (030-869-001) 10160 No. 5 Road</p>	<p>PID 017 945 054 Lot A (BF302986) Section 31 Block 4 North Range 5 West New Westminster District Plan 35312</p>	<p>B.C. Conference of the Mennonite Brethren Churches 10200 No. 5 Road Richmond, B.C. V7A 4E5</p>
<p>Richmond Chinese Evangelical Free Church (025-162-005) 8040 No 5 Road</p>	<p>PID 004-332-695 South 100 feet West Half Lot 1 Block "A" Section 19 Block 4 North Range 5 West New Westminster District Plan 4090</p>	<p>Richmond Chinese Evangelical Free Church Inc. 8040 No. 5 Road Richmond, B.C. V6Y 2V4</p>
<p>Richmond Chinese Alliance Church (102-369-073) 10100 No. 1 Road</p>	<p>PID 003-898-474 Lot 68 Section 35 Block 4 North Range 7 West New Westminster District Plan 31799</p>	<p>Christian and Missionary Alliance (Canadian Pacific District) 107 - 7585 132nd Street Surrey, B.C. V2W 1K5</p>
<p>Richmond Faith Fellowship (085-780-002) 11960 Montego Street</p>	<p>PID 010-267-930 Lot A Except: Parcel E (Bylaw Plan LMP22889), Section 36 Block 5 North Range 6 West New Westminster District Plan 17398</p>	<p>Northwest Canada Conference Evangelical Church 11960 Montego Street Richmond, B.C. V6X 1H4</p>
<p>Richmond Gospel Hall (098-373-006) 5651 Francis Road</p>	<p>PID 008-825-025 Lot 45 Except: Parcel A (Statutory Right of Way Plan LMP11165) Section 24 Block 4 North Range 7 West New Westminster District Plan 25900</p>	<p>Congregation of the Richmond Gospel Hall 5651 Francis Road Richmond, B.C. V7C 1K2</p>

SCHEDULE A to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
Richmond Pentecostal Church (060-300-000) 9300 Westminster Highway	PID 024-957-828 Parcel C Section 10 Block 4 North Range 6 West New Westminster District Plan 48990	Pentecostal Assemblies of Canada 9300 Westminster Highway Richmond, B.C. V6X 1B1
Richmond Presbyterian Church (094-627-007) 7111 No. 2 Road	PID 009-213-244 Lot 110 of Section 13 Block 4 North Range 7 West New Westminster District Plan 24870	Trustees of Richmond Congregation of Presbyterian Church 7111 No. 2 Road Richmond, B.C. V7C 3L7
Richmond Sea Island United Church (082-454-062) 8711 Cambie Road	PID 011-031-182 Lot 3 Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 4037	Congregation of the Richmond United Church of Canada 8711 Cambie Road Richmond, B.C. V6X 1K2
The Salvation Army Richmond (066-497-000) 8280 Gilbert Road	PID 001-234-684 Lot "L" (Y24736) of Section 20 Block 4 North Range 6 West New Westminster District Plan 10008	Governing Council of the Salvation Army Canada West 8280 Gilbert Road Richmond, B.C. V7C 3W7
South Arm United Church Hall (plus Annex - Pioneer Church) (047-431-056) 11051 No. 3 Road	PID 015-438-562 Parcel E (Explanatory Plan 21821) of Lots 1 and 2 of Parcel A Section 5 Block 3 North Range 6 West New Westminster District, Plan 4120 Except: Firstly; Part Subdivided by Plan 29159 AND Secondly; Parcel "D" (Bylaw Plan 79687)	Congregation of the South Arm United Church of Canada 11051 No. 3 Road Richmond, B.C. V6X 1X3
St. Edward Anglican Church (081-318-001) 10111 Bird Road	PID 018-436-994 Parcel 1 Block B Section 26 Block 5 North Range 6 West New Westminster District Reference Plan LMP12276	Parish of St. Edward, Bridgeport 1410 Nanton Avenue Vancouver BC V6H 2E2

SCHEDULE A to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
Steveston Congregation of Jehovah's Witnesses (102-520-003) 4260 Williams Road	PID 006-274-382 Parcel "A" (Reference Plan 17189) Lot 1 of Section 35 Block 4 North Range 7 West New Westminster District Plan 10994	Steveston Congregation of Jehovah's Witnesses Attn: Richard Barton 3831 Barmond Avenue Richmond, B.C. V7E 1A5
Steveston United Church (087-640-000) 3720 Broadway Street	PID 010-910-336 Parcel A Section 3 Block 3 North Range 7 West New Westminster District Reference Plan 77684	Trustees of Steveston Congregation of United Church of Canada 3720 Broadway Street Richmond, B.C. V7E 4Y8
Subramaniya Swamy Temple (025-161-000) 8840 No. 5 Road	PID 000-594-261 Parcel B (Explanatory Plan 10524) Lot 3 Section 19 Block 4 North Range 5 West New Westminster District Plan 5239	Subramaniya Swamy Temple of B.C. 8840 No. 5 Road Richmond, B.C. V6Y 2V4
Trinity Pacific Church (876-082-008) 10011 No. 5 Road	PID 007-178-204 Lot 297 Except Parcel B (Bylaw Plan 79916) Section 36 Block 4 North Range 6 West New Westminster District Plan 35779	Trinity Pacific Church 10011 No. 5 Road Richmond, B.C. V7A 4E4
United Church Hall (082-454-062) 8711 Cambie Road	PID 011-031-182 Lot 3 of Sections 27 and 28 Block 5 North Range 6 West New Westminster District Plan 4037	Congregation of the Richmond United Church of Canada 8711 Cambie Road Richmond, B.C. V6X 1K2
Vancouver International Buddhist Progress Society (082-265-053) 6670 - 8181 Cambie Road	PID 018-553-532 Lot 53 Section 28 Block 5 North Range 6 West New Westminster District Plan LMS 1162 together with an interest in the common property in proportion to the unit entitlement of the strata lot.	Vancouver International Buddhist Progress Society 6680 - 8181 Cambie Road Richmond, B.C. V6X 3X9

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
Walford Road Gospel Church (081-608-000) 9291 Walford Street	PID 012-734-756 Lot 21 of Blocks 25 and 26 Section 27 Block 5 North Range 6 West New Westminster District Plan 2534	Holy Spirit Association For The Unification Of World Christianity 9291 Walford Street Richmond, B.C. V6X 1P3

PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Aga Khan Foundation Canada (The Ismaili Jamatkhana and Centre) (084-310-003) 4000 May Drive	PID 029-176-263 Lot A Section 34 Block 5 North Range 6 West New Westminster District Plan EPP32741	Aga Khan Foundation Canada (The Ismaili Jamatkhana and Centre) 4000 May Drive Richmond, B.C.	100% of footprint of building 60,000 sq. ft. for parking	Remainder of land not exempted	100%	0%
Assumption of the Blessed Virgin Mary Ukrainian Catholic Church (098-394-005) 2000 Railway Avenue Manse	PID 011-070-749 Parcel "One" (Explanatory Plan 24522) of Lots "A "and "B" Plan 4347 and Lot 26 of Plan 21100 Section 24 Block 4 North Range 7 West New Westminster District	Ukrainian Catholic Episcopal Corp. of MB 5180 Cantrell Road Richmond, B.C. V7C 3G8	97.65% 2,031.18 m ²	2.35% 48.82 m ²	75.6% of Manse Building 302.59 m ² 100% of Religious Hall	24.4% of Manse Building 97.64 m ²
Bethany Baptist Church (000-821-001) 22680 Westminster Highway (Site Area 5.295 acres)	PID 018-604-897 Lot 1 Except: Part Dedicated Road on Plan LMP18317; Section 2 Block 4 North Range 4 West New Westminster District Plan LMP9648	Bethany Baptist Church 22680 Westminster Highway Richmond, B.C. V6V 1B7	42% 8,999.7 m ² 2.224 acres	58% 12,427.9 m ² 3.071 acres	100%	0%

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
BC Muslim Association (025-243-080) 12300 Blundell Road (Site Area 4.78 Acres)	PID 011 053 569 Lot 5 Except: Part Subdivided by Plan 33568; Block "A" Section 19 Block 4 North Range 5 West New Westminster District Plan 4090	BC Muslim Association 12300 Blundell Road Richmond, B.C. V6W 1B3	43.6% 8,440 m ² 2.086 acres	56.4% 10,903.97 m ² 2.694 acres	100%	0%
Canadian Martyrs Irish (04-145-000) 5771 Granville Avenue 263	PID 003-894-266 Lot 610 Section 12 Block 4 North Range 7 West New Westminster District Plan 58494	Roman Catholic Archbishop of Vancouver 5771 Granville Avenue Richmond, B.C. V7C 1E8	93% 9,034.3 m ² 2.23 acres	7% 680 m ² 0.17 acres	100%	0%
Church of Latter Day Saints (074-575-000) 8440 Williams Road (Site Area 2.202 acres)	PID 009 210 890 Lot 2 Section 33 Block 4 North Range 6 West New Westminster District Plan 24922	Corp. of the President of the Lethbridge Stake of the Church of Jesus Christ of Latter-Day Saints c/o LDS Church Tax Division #502 - 7136 50 E. North Temple Street Salt Lake City, Utah, 84150- 2201	90.8% 8,093.7 m ² 2.00 acres	9.2% 817.5 m ² 0.202 acres	100%	0%

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Cornerstone Evangelical Baptist Church (024-279-000) 12011 Blundell Road Church Parking	PID 002-555-310 South Half of South West Quarter Section 18 Block 4 North Range 5 West New Westminster District Except: Firstly: Part Dedicated Road on Plan 87640 Secondly: Parcel E (Bylaw Plan LMP4874) Thirdly: Parcel F (Bylaw Plan LMP12615) Fourthly: Part on SRW Plan 21735	Cornerstone Evangelical Baptist Church of Vancouver 7890 No. 5 Road Richmond, B.C. V6Y 2V2	10% 5,158.4 m ²	90% 46,426.6 m ²	100%	0%
Dharma Drum Mountain Buddhist Association (025-222-030) 8240 No. 5 Road Manse	PID 003-740-315 Lot 23 Section 19 Block 4 North Range 5 West New Westminster District Plan 55080	Dharma Drum Mountain Buddhist Association 8240 No. 5 Road Richmond, B.C. V6Y 2V4	34.8% 3,384 m ² 0.836 acres	65.2% 6,333 m ² 1.565 acres	71.8% 729.75 m ²	28.2% 286.33 m ²
Fraserview Mennonite Brethren (080-623-027) 11295 Mellis Drive (Site Area 2.79 Acres)	PID 000 471 780 That portion of Lot 176 Section 25 Block 5 North Range 6 West New Westminster District Plan 53633	BC Conference of the Mennonite Brethren Churches 11295 Mellis Drive Richmond, B.C. V5X 4K2	71.7% 8,077 m ² 1.996 acres	28.3% 3,180.3 m ² 0.794 acres	100%	0%

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
India Cultural Centre of Canada (024-908-040) 8600 No 5 Road Manse & Parking	PID 004-328-850 Lot 19 Section 19 Block 4 North Range 5 West New Westminster District Plan 39242	India Cultural Centre of Canada 8600 No 5 Road Richmond, B.C. V6Y 2V4	43.9% 21,778.93 m ²	56.1% 27,828.07 m ²	Remaining portion of Building	100% of Manse 103.87 m ²
International Buddhist Society (046-195-007) 9160 Steveston Highway Manse The land under the taxable improvements situated on this property shall also be assessed as taxable.	PID 026-438-160 Section 3 Block 3 North Range 6 West New Westminster District Plan BCP19994 Parcel 1	International Buddhist Society 9160 Steveston Highway Richmond, B.C. V7A 1M5	36.5% 16,458.69 m ²	63.5% 28,622.31 m ²	83.2% of remaining hall 3,132.4 m ² 0% of farm buildings	16.8% of hall used for Manse and dining 632.0 m ² 100% of farm buildings
Ling Yen Mountain Temple (030-901-000) 10060 No. 5 Road (Site Area 4.916 Acres) Manse	PID 025-566-806 Lot 42 Except: Part Dedicated Road on Plan LMP22689, Section 31 Block 4 North Range 5 West New Westminster District Plan 25987	Ling Yen Mountain Temple 10060 No. 5 Road Richmond, B.C. V7A 4C5	27.7% 5,502.6 m ² 1.36 acres	72.3% 14,391.7 m ² 3.556 acres	50.6% 1,199.3 m ²	49.4% 1,171.8 m ²

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Nanaksar- Gurdwara- Gursikh Temple (002-822-001) 18691 Westminster Highway (Site Area 14.88 Acres) Manse	PID 023 751 878 Lot 1 Section 6 Block 4 North Range 4 West New Westminster District Plan 33029	Nanaksar-Gurdwara- Gursikh Temple 18691 Westminster Highway Richmond, B.C. V6V 1B1	16% 9,619.5 m ² 2.377 acres	84% 50,597.7 m ² 12.503 acres	86.9% of Manse 2,925.05 m ² 100% of Religious Hall	13.1% of Manse 441.29 m ²
Parish of St. Alban's (Richmond) (064-132-000) 7260 St. Alban's Road Manse	PID 013-077-911 Parcel One Section 16 Block 4 North Range 6 West New Westminster District Reference Plan 80504	Parish of St. Alban's (Richmond) 7260 St. Alban's Road Richmond, B.C. V6Y 2K3	91.6% 4,464.1 m ²	8.4% 406.9 m ²	0% of Manse 100% of Religious Hall	100% of Manse 83.6 m ²
Parish of St. Anne's - Steveston, B.C. (097-615-002) 4071 Francis Road Religious Hall Commercial Use	PID 002-456-320 Lot 2 of Section 23 Block 4 North Range 7 West New Westminster District Plan 70472	Parish of St. Anne's 4071 Francis Road Richmond, B.C. V7C 1J8	99.2% 3,067.86 m ²	0.8% 24.14 m ²	97.8% 1,090.66 m ²	2.2% 24.14 m ²
Peace Evangelical Church (025-231-041) 8280 No. 5 Road Manse	PID004-099-303 Lot 24 Section 19 Block 4 North Range 5 West New Westminster District Plan	Peace Evangelical Church 8280 No. 5 Road Richmond, B.C. V6Y 2V4	34.4% 3,614.3 m ² 0.893 acres	65.6% 6,892.7 m ² 1.703 acres	100% of Religious Hall 0% of Manse	100% Manse

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND UNDER TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Richmond Alliance Church (047-535-044) 11371 No. 3 Road (Site Area 2.5 acres)	PID 004 113 331 South Half of 14 Section 5 Block 3 North Range 6 West New Westminster District Plan 4120	Christian and Missionary Alliance (Canadian Pacific District) 11371 No. 3 Road Richmond, B.C. V7A 1X3	80% 8,077.5 m ² 1.996 acres	20% 2,030.5 m ² 0.504 acres	100%	0%
Richmond Baptist Church (045-972-089) 6560 Blundell Road Manse and Parking	PID 006-457-118 Lot 43 Section 19 Block 4 North Range 6 West New Westminster District Plan 30356	Richmond Baptist Church 6640 Blundell Road Richmond, B.C. V7C 1H8	57% 1,151.4 m ²	43% 868.6 m ²	0% of Manse	100% of Manse 106.84 m ²
Richmond Baptist Church (066-062-000) 6560 Blundell Road Manse and Parking	PID 033-732-193 Section 19 Block 4 North Range 6 West New Westminster District Plan 71422 Parcel A	Richmond Baptist Church 6640 Blundell Road Richmond, B.C. V7C 1H8	Portion of land not under church	Land under manse	0% of Manse 100% of Religious Hall	100% of Manse
Richmond Pentecostal Church (060-287-008) 9260 Westminster Highway Manse and Parking	PID 004-140-125 Lot A Section 10 Block 4 North Range 6 West New Westminster District Plan 13172	Pentecostal Assemblies of Canada 9260 Westminster Highway, Richmond, B.C. V6X 1B1	30% Paved parking area behind building 652.2 m ²	70% Non- parking area 1,521.8 m ²	0%	100%

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
<p>Richmond Pentecostal Church (060-300-000) 9300 Westminster Highway</p>	<p>PID 024-957-828 Lot 107 Section 10 Block 4 North Range 6 West New Westminster District Plan 64615</p>	<p>Pentecostal Assemblies of Canada 9300 Westminster Highway Richmond, B.C. V6X 1B1</p>	<p>58.7% 8,093.7 m² 2 acres</p>	<p>51.3% 5,690.3 m² 1.4 acres</p>	<p>100%</p>	<p>0%</p>

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
<p>The Science of Spirituality Eco Centre (045-488-098) Civic address: 11011 Shell Road Farm Land</p>	<p>PID 015-725-871 Parcel F (Reference Plan 2869) Section 2 Block 3 North Range 6 West New Westminster District Except: Part Dedicated Road on Plan LMP4152</p> <p>PID 013-082-566 North Easterly 5 and 1/5th Square Chains Section 2 Block 3 North Range 6 West New Westminster District Except: Part Dedicated Road by Plan LMP54152</p> <p>PID 015-342-433 Parcel D (Explanatory Plan 1980) Section 2 Block 3 North Range 6 West New Westminster District</p> <p>PID 015-725-880 Parcel "G" (Reference Plan 2870) Section 2 Block 3 North Range 6 West New Westminster District</p>	<p>Science of Spirituality SKRM Inc. 9100 Van Horne Way Richmond, B.C. V6X 1W3</p>	<p>50% 385 m²</p>	<p>50% 385 m²</p>	<p>100%</p>	<p>0%</p>

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
The Shia Muslim Community of British Columbia (024-941-069) 8580 No. 5 Road (Site Area 9.8 acres)	PID 004-884-850 Lot 20 Section 19 Block 4 North Range 5 West New Westminster District Plan 39242	The Shia Muslim Community of British Columbia 8580 No. 5 Road Richmond, B.C. V6Y 2V4	38.1% 15,117.2 m ² 3.736 acres	61.9% 24,512.8 m ² 6.064 acres	100%	0%
South Arm United Church (047-431-056) 11051 No. 3 Road (Site Area 6.42 acres)	PID 015 438 562 Parcel "E" (Explanatory Plan 21821) of Lots 1 and 2 of Parcel "A" Section 5 Block 3 North Range 6 West New Westminster District Plan 4120 EXCEPT: FIRSSTLY: Part Subdivided by Plan 29159 AND SECONDLY: Parcel "D" (Bylaw Plan 79687)	Congregation of the South Arm United Church of Canada 11051 No. 3 Road Richmond, B.C. V7A 1X3	31.6% 8,093.7 m ² 2 acres	68.4% 17,496.3 m ² 4.42 acres	100%	0%
St. Gregory Armenian Apostolic Church of BC (018-330-000) 13780 Westminster Highway	PID 002-946-068 Lot "A" (RD 190757) Section 8 Block 4 North Range 5 West New Westminster District Plan 12960	Armenian Apostolic Church of British Columbia 13780 Westminster Highway Richmond, B.C. V6V 1A2	95% 2,505.15 m ²	5% 131.85 m ²	100%	0%

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
<p>St. Joseph The Worker Parish (099-300-034) 4451 Williams Road (Site Area 8.268 acres) 3.26 and 5.00 acres</p>	<p>PID 010 887 725 Parcel "C" (Explanatory Plan 8670) of Lots 3 and 4 Except: Part Subdivided by Plan 30525; Section 26 Block 4 North Range 7 West New Westminster District Plan 3139</p>	<p>Roman Catholic Archbishop of Vancouver St. Joseph the Worker Parish 4451 Williams Road Richmond, B.C. V7E 1J7</p>	<p>38.8% (School portion exempted under Schedule C) 9,397.07 m² 2.32 acres</p>	<p>61.2% 14,838.13 m² 3.67 acres</p>	<p>60% 635.4 m²</p>	<p>40% 423.6 m²</p>
<p>St. Monica's Parish (040-800-004) 12011 Woodhead Road (Site Area 1.60 acres) Manse and Hall</p>	<p>PID 024-840-319 Lot A Section 31 Block 5 North Range 5 West New Westminster District Plan LMP47203</p>	<p>Roman Catholic Archbishop of Vancouver St. Monica's Parish 12011 Woodhead Road Richmond, B.C. V6V 1G2</p>	<p>Note: The land under the manse is exempt; the manse itself is not exempt. 73.35% 4,744.33 m² 1.17 acres</p>	<p>Note: The land under the manse is exempt; the manse itself is not exempt. 26.65% 1,723.67 m² 0.43 acres</p>	<p>0% of Manse 100% of Religious Hall</p>	<p>100% of Manse 196.8 m²</p>
<p>St. Paul's Roman Catholic Parish (067-043-063) 8251 St. Alban's Road (Site Area 4.77 acres)</p>	<p>PID 010 900 691 Lot 15 Except: Firstly: Part Dedicated as Road on Plan 20753, Secondly; Part Subdivided by Plan 58438; Section 21 Block 4 North Range 6 West New Westminster District Plan 3238</p>	<p>Catholic Independent Schools of Vancouver Archdiocese St. Paul's Roman Catholic Parish 8251 St. Alban's Road Richmond, B.C. V6Y 2L2</p>	<p>52.5% 10,112.8 m² 2.5 acres</p>	<p>47.5% 9,133.2 m² 2.27 acres</p>	<p>100%</p>	<p>0%</p>

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Steveston Buddhist Temple (087-401-000) 4360 Garry Street (Site Area 4.53 acres)	PID 001 235 265 Lot 132 Except: Firstly: Part Road on Plan LMP20538, Secondly: Part Subdivided by Plan LMP25471, Section 2 Block 3 North Range 7 West New Westminster District Plan 40449	Steveston Buddhist Temple 4360 Garry Street Richmond, B.C. V7E 2V2	44.15% 8,093.7 m ² 2 acres	55.85% 10,238.56 m ² 2.53 acres	100%	0%
Thrangu Monastery Association (025-193-000) 8140 No. 5 Road Manse	PID 027-242-838 Lot A Section 19 Block 4N Range 5W New Westminster District Plan BCP32842	Thrangu Monastery Association 8140 No. 5 Road Richmond, B.C. V6Y 2V4	0% of land beneath the dormitory 59.55% 11,421.8 m ² 2.82 acres	100% of land beneath the dormitory 40.45% 7,759.2 m ² 1.92 acres	76.3% 2,060.1 m ²	23.7% 639 m ²
Thrangu Monastery Association (025-193-000) & (025-202-011) - Combined 8140/8160 No. 5 Road	PID 027-242-838 Lot A Section 19 Block 4N Range 5W New Westminster District Plan BCP32842	Thrangu Monastery Association 8140 No. 5 Road Richmond, B.C. V6Y 2V4	59.55% 11,421.8 m ² 2.82 acres	40.45% 7,759.2 m ² 1.92 acres	100% of the shed used to store religious artefacts	0%

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Towers Baptist Church (070-101-000) 10311 Albion Road (Site Area 2.148 acres) Manse	PID 000 565 318 Parcel "A" Except Part on Plan 32239 Section 26 Block 4 North Range 6 West New Westminster District Plan 22468	New Wineskins Society 10311 Albion Road Richmond, B.C. V7A 3E5	78.9% 7,002.4 m ² 1.73 acres	21.1% 1,872.6 m ² 0.418 acres	0% of Manse 100% of Religious Hall	100% Manse 162.6 m ²
Trinity Lutheran Church Hall (094-438-000) 7100 Granville Avenue Manse and Hall	PID 025-555-669 Section 17 Block 4 North Range 6 West Plan BCP3056 Parcel A	Trinity Lutheran Church – Richmond 7100 Granville Avenue Richmond, B.C. V6Y 1N8	87.09% 6,012.32	12.91% Manse 891.68 m ²	0% of Manse 100% of Religious Hall	100% of Manse 142.5 m ² 0% of Religious Hall
Vancouver International Buddhist Progress Society (082-304-006) 8271 Cambie Road (Site Area 0.757 acres)	PID 00-316-002 9 Section 28 Block 5 North Range 6 West Plan 7532	Vancouver International Buddhist Progress Society 6680 – 8181 Cambie Road Richmond, B.C. V6X 3X9	76% 2,322.58 m ²	24% 740.42 m ²	N/A	N/A

SCHEDULE B to BYLAW 9730

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PARCEL	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE	PROPORTION OF IMPROVEMENTS EXEMPTED FROM TAXATION	PROPORTION OF IMPROVEMENT TAXABLE
Vancouver International Buddhist Progress Society (082-265-059) 6680 – 8181 Cambie Road Manse	PID 018-553-591 Strata Lot 59 Section 28 Block 5 North Range 6 West New Westminster District Plan Strata Plan LMS1162	Vancouver International Buddhist Progress Society 6680 – 8181 Cambie Road Richmond, B.C. V6X 3X9	89.45% 1,182.05 m ²	11.55% 139.4 m ²	0% of Manse Remaining Religious Hall	100% Manse 139.4 m ²
Vancouver International Buddhist Progress Society (082-265-060) 6690 – 8181 Cambie Road	PID 018-553-605 Strata Lot 60 Section 28 Block 5 North Range 6 West New Westminster District Plan Strata Plan LMS1162	Vancouver International Buddhist Progress Society 6680 – 8181 Cambie Road Richmond, B.C. V6X 3X9	Included in Above Calculation	Included in Above Calculation	Included in Above Calculation	Included in Above Calculation
Vedic Cultural Society of BC (025-212-021) 8200 No 5 Road	PID 011-053-551 South Half Lot 3 Block A Section 19 Block 4 North Range 5 West New Westminster District Plan 4090	Vedic Cultural Society of BC 8200 No 5 Road Richmond, B.C. V6Y 2V4	88% 8,883.6 m ²	12% 1,211.4 m ²	99.1% 2,144.6 m ²	0.9% 18.9 m ²

SCHEDULE C to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	TENANTS MAILING ADDRESS
(057-614-000) 200 – 7451 Elmbridge Way	PID 007-501-129 Lot 87 Section 5 Block 4 North Range 6 West New District Plan 36964	That portion of the property occupied by the Richmond Emmanuel Church	Richmond Emmanuel Church 200 – 7451 Elmbridge Way Richmond, B.C. V6X 1B8
(136-467-527) 3211 Grant McConachie Way	PID 009-025-103 Lot 58 Sections 14, 15, 16, 17, 20, 21, 23 and 29 Block 5 North Range 7 West New Westminster District Plan 29409	That portion of the property occupied by Vancouver Airport Chaplaincy	Vancouver Airport Chaplaincy Box 32362 Domestic Terminal RPO Richmond, B.C. V7B 1W2

**CHARITABLE, PHILANTHROPIC & OTHER
NOT-FOR-PROFIT - ELDERLY CITIZENS HOUSING
(PROVINCIAL ASSISTANCE)**

SCHEDULE D to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
(086-938-001) 11820 No. 1 Road	PID 001 431 030 Lot 2 Section 2 Block 3 North Range 7 West NWD Plan 69234	Anavets Senior Citizens Housing Society #200 - 951 East 8th Avenue Vancouver, B.C. V5T 4L2

SCHEDULE E to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
(058-885-000) 6531 Azure Road	PID 003 680 100 Lot 525 Section 7 Block 4 North Range 6 West NWD Plan 25611	Development Disabilities Association 100 – 3851 Shell Road Richmond, B.C. V6X 2W2
(067-321-001) 8400 Robinson Road	PID 009 826 386 Lot 80 Except: Part Subdivided by Plan 81951, Section 21 Block 4 North Range 6 West NWD Plan 12819	Development Disabilities Association 100 – 3851 Shell Road Richmond, B.C. V6X 2W2
(099-371-000) 311 Williams Road	PID 004 864 077 Lot 4 Section 26 Block 4 North Range 7 West NWD Plan 17824	Greater Vancouver Community Service Society 500 – 1212 W. Broadway Vancouver, B.C. V6H 3V1
(080-622-000) 331 Mellis Drive	PID 004 107 292 Lot 175 Section 25 Block 5 North Range 6 West NWD Plan 53633	Pinegrove Place Mennonite Care Home Society of Richmond 11331 Mellis Drive Richmond, B.C. V6X 1L8
(082-199-000) 9020 Bridgeport	PID 002-672-855 Block 5 North Range 6 West New Westminster District Plan 60997 Parcel B, Section 27/28, REF 60997	0952590 BC Ltd. Richmond Lion's Manor 400 – 13450 102 nd Avenue Surrey BC V3T 0H1
(099-561-000) 9580 Pendleton Road	PID 003 751 678 Lot 450 Section 26 Block 4 North Range 7 West NWD Plan 66281	Richmond Society for Community Living 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(064-762-037) 303 – 7560 Moffatt Road	PID 014-890-305 Strata Lot 37 Section 17 Block 4 North Range 6 West New Westminster District Strata Plan NW3081	Richmond Society for Community Living 170 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5

SCHEDULE E to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
(087-058-109) 9 - 11020 No. 1 Road	PID 013-396-901 Strata Lot 9 Section 2 Block 3 North Range 7 West New Westminster District Strata Plan NW2952	Richmond Society for Community Living 170 - 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(103-370-125) 5635 Steveston Highway	PID 004-866-029 Lot 910 Section 36 Block 4 North Range 7 West New Westminster District Plan 56866	Richmond Society for Community Living 170 - 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(097-575-028) 4333 Francis Road	PID 003-887-022 Lot 890 Section 23 Block 4 North Range 7 West New Westminster District Plan 66590	Richmond Society for Community Living 170 - 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5
(090-515-105) 5862 Dover Crescent	PID 023-648-058 Strata Lot 105 Section 1 Block 4 North Range 7 West New Westminster District Strata Plan LMS2643	Riverside Children's Centre Developmental Disability Association 100 - 3851 Shell Road Richmond, B.C. V6X 2W2
(065-571-000) 6260 Blundell Road	PID 005 146 135 Lot "A" (RD135044) Section 19 Block 4 North Range 6 West New Westminster District Plan 48878	Rosewood Manor Richmond Intermediate Care Society 6260 Blundell Road Richmond, B.C. V7C 5C4
(089-830-129) 5500 Andrews Road, Unit 100	PID 023-684-801 Strata Lot 129 Section 12 Block 3 North Range 7 West New Westminster District Strata Plan LMS2701	Treehouse Learning Centre Richmond Society for Community Living 170 - 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5

**CHARITABLE, PHILANTHROPIC & OTHER
NOT-FOR-PROFIT – COMMUNITY CARE OR
ASSISTED LIVING**

SCHEDULE E to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
084-988-041 10411 Odlin Road	PID 017-418-780 Lot 141 Section 35 Block 5 North Range 6 West New Westminster District Plan LMP942	Turning Point Recovery Society Suite 260 – 7000 Minoru Blvd. Richmond, BC V6Y 3Z5

**CHARITABLE, PHILANTHROPIC & OTHER
NOT-FOR-PROFIT – ELDERLY CITIZENS HOUSING**

SCHEDULE F to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	OWNER/HOLDER'S MAILING ADDRESS
(094-282-297) 7251 Langton Road	PID 003 460 525 Lot 319 Section 13 Block 4 North Range 7 West NWD Plan 49467	Richmond Legion Senior Citizen Society #800 – 7251 Langton Road. Richmond, B.C. V7C 4R6

CHARITABLE, PHILANTHROPIC & OTHER
NOT-FOR-PROFIT

SCHEDULE G to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(057-572-000) Unit 100 – 5671 No. 3 Road	PID 003-698-009 Lot 34 Section 5 Block 4 North Range 6 West Plan 32827	That portion of the property occupied by the Richmond Centre for Disabilities	Richmond Centre for Disabilities 100 – 5671 No. 3 Road Richmond, B.C. V6X 2C7
(067-813-000) 8660 Ash Street	PID 017-854-997 Lot C Section 22 Block 4 North Range 6 West Plan 2670	Exempting that portion of the property occupied by the Richmond Family Place	Richmond Family Place 8660 Ash Street Richmond, B.C. V6Y 2S3
CANCEL - 281 (093-050-002) 111 Blanshard Drive	PID 019-052-685 Lot 2 Section 10 Block 4 North Range 7 West New Westminster District Plan LMP19283	100% that is occupied by Society of Richmond Children's Centres	Terra Nova Children's Centre Society of Richmond Children's Centres 110 – 6100 Bowling Green Road Richmond, B.C. V6Y 4G2
(084-195-000) 4033 Stolberg Street	PID 028-745-540 Section 34 Block 4 North Range 6 West New Westminster District Plan BCP49848 Air Space Parcel 3	100% that is occupied by Society of Richmond Children's Centres	West Cambie Child Care Centre Society of Richmond Children's Centres 110 – 6100 Bowling Green Road Richmond, B.C. V6Y 4G2
(057-600-003) 650-5688 Hollybridge Way	PID 030 085 489 Section 5 Block 4 North Range 6 West NWD Plan EPP65030 Air Space Parcel 1	100%	Willow Early Care and Learning Centre Atira Women's Resource Society #201 – 190 Alexander Street, Vancouver, B.C. V6A 1B5

SCHEDULE G to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(056-610-001) 8911 Westminster Highway	PID 017 240 107 Lot 1 Sections 3 and 4 Block 4 North Range 6 West NWD Plan LMP 00069	100%	Canadian Mental Health Association 7351 Elmbridge Way Richmond, B.C. V6X 1B8
(059-905-125) 8300 Cook Road	PID 023 800 496 Strata Lot 125 Section 9 Block 4 North Range 6 West new Westminster District Strata Plan LMS2845 together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form 1	100% that is occupied by Society of Richmond Children's Centres	Cook Road Children's Centre Society of Richmond Children's Centres 110 - 6100 Bowling Green Road Richmond, B.C. V6Y 4G2
(064-810-001) 23591 Westminster Highway	Lot B Section 36 Block 5 North Range 4 West New Westminster District Plan BCP46528	That portion of the property occupied by Richmond Children's Centres	Cranberry Children's Centre Society of Richmond Children's Centres 23591 Westminster Highway Richmond, B.C.
(094-391-000) 7611 Langton Road	PID 004 700 368 Lot 11 Section 13 Block 4 North Range 7 West NWD Plan 19107	100%	Development Disabilities Association 100 - 3851 Shell Road Richmond, B.C. V6X 2W2
(064-810-001) 7000 Minoru Boulevard	PID 018 489 613 Lot 1 Section 17 Block 4 North Range 6 West NWD Plan LMP 12593	100% of land and improvements leased to Richmond Caring Place as indicated in LMP 12594	Richmond Caring Place 140 - 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5

CNCL - 28

SCHEDULE H to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(057-902-804) 2005 – 6111 River Road	PID 027-090-434 Lot 8 Section 6 Block 4 North Range 6 West New Westminster District Plan BCP30383	That portion of the property occupied by Canadian Sport Institute Pacific Society	Canadian Sport Institute Pacific Society 2005 – 6111 River Road Richmond, BC V7C 0A2
(097-842-000) 4780 Blundell Road	PID 001-145-801 Lot 2 Block 4 North Range 7 West New Westminster District Plan 3892	That portion of the property occupied by Girl Guides of Canada	Girl Guides of Canada 4780 Blundell Road Richmond, B.C. V7C 1G9
(051-521-010) 1152 Dyke Road	PID 014-924-781 Dedicated Park Plan 565772		Girl Guides of Canada 1476 West 8th Avenue Vancouver, BC V6H 1E1
(083-465-000) 74183 River Road	PID 007 206 518 Lot "N" Except: Part Subdivided by Plan 35001, Fractional Section 6 and of Sections 5, 7 and 8 Block 4 North Range 6 West and of Fractional Section 32 Block 5 North Range 6 West New Westminster District Plan 23828 (see R083-466-000, R083-467-000, R083-467-505 for remainder)	That portion of the property occupied by Navy League of Canada National Council	Navy League of Canada National Council c/o Richmond/Delta Branch Box 43130 Richmond, B.C. V6Y 3Y3
(083-218-000) 7400 River Road (Unit 140)	PID 003-752-534 Lot 20 Section 32 Block 5 North Range 6 West New Westminster District Plan 40727	That portion of the property occupied by Richmond Gymnastics Association	Richmond Gymnastics Association Unit 140 – 7400 River Road Richmond B.C. V6Y 2C1

SCHEDULE H to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(059-477-003) 6133 Bowling Green Road	PID 009 300 261 Lot 26, Except that part in Plan LMP39941 Section 8 Block 4 North Range 6 West New Westminster District Plan 24068	That portion of the property occupied by Richmond Lawn Bowling Club	Richmond Lawn Bowling Club 7321 Westminster Highway Richmond, B.C. V6X 1A3
(082-479-000) 7760 River Road CNCL	PID 009 311 998 Lot 2 Except: Firstly; Part Subdivided by Plan 28458; Secondly; Parcel "C" (Bylaw Plan 62679); Thirdly: Parcel G (Bylaw Plan 80333); Sections 29 and 32 Block 5 North Range 6 West New Westminster District Plan 24230	That portion of the property occupied by Richmond Rod and Gun Club	Richmond Rod and Gun Club P.O. Box 26551 Blundell Centre Post Office Richmond, B.C. V7C 5M9
(082-218-000) 7400 River Road (Unit 140)	PID 003-752-534 Lot 20 Section 32 Block 5 North Range 6 West New Westminster District Plan 40727	That portion of the property occupied by Richmond Rod and Gun Club	Richmond Rod and Gun Club P.O. Box 26551 Blundell Centre Post Office Richmond, B.C. V7C 5M9
(059-216-001) 6820 Gilbert Road	PID 017 844 525 Lot A Section 8 Block 4 North Range 6 West, New Westminster District Plan LMP 5323	That portion of the property occupied by Richmond Tennis Club	Richmond Tennis Club 6820 Gilbert Road Richmond, B.C. V7C 3V4
(057-590-001) 5540 Hollybridge Way	PID 007 250 983 Lot 73 Except: Part Subdivided by Plan 48002; Sections 5 and 6 Block 4 North Range 6 West New Westminster District Plan 36115	That portion of the property occupied by Richmond Winter Club	Richmond Winter Club 5540 Hollybridge Way Richmond, B.C. V7C 4N3

SCHEDULE H to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(088-500-046) 2220 Chatham Street	PID 004-276-159 Block 3 N Range 7W Section 4 Parcel D, Except Plan REF 43247, EXP 60417, REF 10984 File NO 1000-14-045	That portion of the property occupied by Scotch Pond Heritage Cooperative	Scotch Pond Heritage Cooperative 3811 Moncton Street Richmond, B.C. V7E 3A0

SCHEDULE I to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(085-643-001) Unit 140-160 11590 Cambie Road	PID 018-844-456 Lot C Section 36 Block 5 North Range 6 West Plan LMP17749 Except Plan BCP 14207	That portion of the property occupied by Richmond Public Library	Richmond Public Library Cambie Branch Unit 150 - 11590 Cambie Road Richmond, B.C. V6X 3Z5
(044-761-005) 11688 Steveston Highway	PID 023-710-047 Lot 1 Section 1 Block 3 North Range 6 West Plan 32147	That portion of the property occupied by Richmond Public Library	Richmond Public Library Ironwood Branch 11688 Steveston Highway, Unit 8200 Richmond, B.C. V7A 1N6
(031-968-086) 1420 Triangle Road	PID 023-510-692 Lot 2 Section 33 Block 4 North Range 5 West NWD Plan LMP29486	That portion of the property occupied by City of Richmond	City of Richmond 6911 No. 3 Road Richmond, B.C. V6Y 2C1
(031-969-003) 1420 Entertainment Boulevard	PID 023-672-269 Lot C Section 33 Block 4 North Range 5 West NWD Plan LMP31752	That portion of the property occupied by City of Richmond	City of Richmond 6911 No. 3 Road Richmond, B.C. V6Y 2C1
(057-902-800) 6111 River Road	PID 027-090-434 Lot 8 Section 6 Block 4 North Range 6 West Plan BCP30383	That portion of the property occupied by Richmond Oval Corporation	City of Richmond 6911 No. 3 Road Richmond, B.C. V6Y 2C1
(051-557-060) 12071 No. 5 Road	PID 013-082-531 Section 12 Block 3 North Range 6 West NWD Plan 15624 Parcel A-J, Part NE 1/4, Ref 15624, Ref 8114 File No. 1000- 05-021	That portion of the property occupied by Richmond Animal Protection Society	City of Richmond 6911 No. 3 Road Richmond, B.C. V6Y 2C1

SCHEDULE I to BYLAW 9730

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(057-561-001) 5900 Minoru Boulevard	Lot A Section 5 Block 4 North 6 West New Westminster District Plan BCP45912	That portion of the property occupied by City Centre Community Centre	City of Richmond 6911 No. 3 Road Richmond, B.C. V6Y 2C1



**Housing Agreement (Hollybridge Limited Partnership, Intracorp)
Bylaw No. 8995, Amendment Bylaw No. 9761**

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 legally described as:

PID: 001-794-884 Lot 110 Sections 5 & 6 Block 4 North Range 6 West New Westminster District Plan 48002

2. This Bylaw is cited as **“Housing Agreement (Hollybridge Limited Partnership, Intracorp) Bylaw No. 8995, Amendment Bylaw No. 9761**

FIRST READING

OCT 10 2017

SECOND READING

OCT 10 2017

THIRD READING

OCT 10 2017

ADOPTED

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

MAYOR

CORPORATE OFFICER

Schedule A to Bylaw No. 9761

To Housing Agreement (address) Bylaw No. 8995, Amendment Bylaw No. 9761

AMENDMENT TO HOUSING AGREEMENT BETWEEN the City of Richmond and
Hollybridge Limited Partnership, Intracorp.

**AMENDMENT TO HOUSING AGREEMENT
(Section 483 Local Government Act)**

THIS AMENDMENT is dated for reference September 21, 2017,

BETWEEN:

HOLLYBRIDGE PROJECT (NOMINEE) LTD. (INC. NO. BC0947509), a company duly incorporated under the laws of the Province of British Columbia and having its registered office at

(the "**Owner**")

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**")

WHEREAS:

A. The Owner is the owner of the lands and premises legally described as:

PID: 029-221-994
Lot 2 Section 5 and 6 Block 4 North Range 6 West
New Westminster District Plan EPP33697

(the "**Lands**");

B. The Owner and the City entered into a Housing Agreement (the "**Agreement**") dated for reference March 12, 2013 with respect to, *inter alia*, the Lands; and

C. The City and the Owner have agreed to modify the Agreement in accordance with the terms and conditions of this Amendment,

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:

1. Capitalized terms not otherwise defined in this Amendment shall have the meanings ascribed to them under the Agreement.
2. The Agreement is hereby amended as follows:

2.1. by deleting subsection 1.1(o) and replacing it with the following:

“(o) “**Eligible Tenant**” means a Family having a cumulative annual income of:

{211583-445408-00764756;5}

Housing Agreement (Section 483 *Local Government Act*)
5440 Hollybridge Way/6888 River Road
Application No. RZ09-506904 DP14-662341

5537657

- (i) with respect to a bachelor unit, \$40,000 or less;
- (ii) with respect to a one bedroom unit, \$45,000 or less;
- (iii) with respect to a two bedroom unit, \$55,500 or less; or
- (iv) with respect to a three or more bedroom unit, \$66,500 or less

provided that, commencing January 1, 2018, the annual incomes set out above will be recalculated in each calendar year based on the Household Income Limits (previously Core Need Income Threshold) for the Vancouver, British Columbia planning area produced by Canada Mortgage Housing Corporation and BC Housing which are applicable to such year (or other equivalent data if the foregoing is not available) (“HILs”) in accordance with the following formula:

For any given year, Eligible Tenant will mean a Family having a cumulative annual income, for each given type of Affordable Housing Unit (i.e. bachelor, one bedroom, two bedroom, three bedroom, etc.) of no greater than the HILs amount for each such particular type of Affordable Housing Unit for such year”;

2.2. by deleting subsection 1.1(z) and replacing it with the following:

“(z) **“Permitted Rent”** means no greater than:

- (i) \$1,000 per month for a bachelor unit;
- (ii) \$1,125 per month for a one bedroom unit;
- (iii) \$1388 per month for a two bedroom unit; and
- (iv) \$1,663 per month for a three (or more) bedroom unit,

provided that, commencing January 1, 2018, the amount of Permitted Rent will be recalculated in each calendar year based on the HILs for such year in accordance with the following formula:

For any given year, Permitted Rent for each given type of Affordable Housing Unit (i.e. bachelor, one bedroom, two bedroom, three bedroom, etc.) will mean monthly rent which is not greater than an amount calculated as follows:

The HILs amount for each such particular type of Affordable Housing Unit for such year

multiplied by

30%

divided by

12 months

provided that, notwithstanding the foregoing, the rental increase for a particular Tenant from one year to the next will be no greater than the maximum rental increase permitted by the *Residential Tenancy Act* (but, for greater certainty, when an existing Tenant vacates a given Affordable Housing Unit, the Permitted Rent for the subsequent Tenant of such Affordable Housing Unit will be calculated based on the HILs for the then-current year in accordance with the formula set out above and the rental increase from the existing Tenant to the new Tenant will not be subject to the maximum rental increase permitted under the *Residential Tenancy Act*).”; and

2.3. by deleting subsection 3.6 (d) and replacing it with the following:

“(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 or bicycle storage, or for sanitary sewer, storm sewer, water, other utilities, property or similar tax. Notwithstanding the foregoing:

- (i) if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, the Owner may charge the Tenant the Owner’s cost, if any, of providing cable television, telephone, internet, other telecommunications, gas or electricity or other utilities fees, charges or rates;
- (ii) in the event that any utilities in the Affordable Housing Unit are separately metered (such as ,without limitation, thermal energy provided to the Affordable Housing Unit by way of a district energy system), the Owner may require the Tenant to pay the costs and expenses of the provision of such utilities to the Affordable Housing Unit; and
- (iii) the Tenant of the Affordable Housing Unit may be required to pay the costs of utilities provided to the Affordable Housing Unit (including, without limitation, cable television, telephone, internet other telecommunications, gas or electricity) directly to the utility provider;”.

3. From and after the first date written above, this Amendment will be read and construed along with the Agreement and the covenants, terms, conditions and agreements contained in the Agreement will continue in full force and effect and the parties hereto ratify and affirm the Agreement as modified by this Amendment.
4. The Owner will do everything necessary within the Owner’s control, at the Owner’s expense, to ensure that this Amendment, 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.
5. This Amendment will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

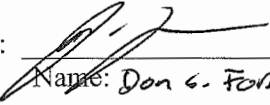
6. If any provision of this Amendment is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Amendment and the resultant remainder of this Amendment will remain in full force and effect.
7. Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Amendment.
8. Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Amendment and all statutes referred to herein are enactments of the Province of British Columbia.
9. 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.

[The Remainder of This Page is Intentionally Blank]

IN WITNESS WHEREOF the parties hereto have executed this Amendment as of the day and year first above written.

HOLLYBRIDGE PROJECT (NOMINEE) LTD.

by its authorized signatory(ies):

Per: 
Name: Don G. Folsgren

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. <i>DR</i>
APPROVED for legality by Solicitor <i>DR</i>
DATE OF COUNCIL APPROVAL

CONSENT AND PRIORITY AGREEMENT

With respect to an Amendment to Housing Agreement (the "**Housing Agreement Amendment**") made pursuant to section 483 of the *Local Government Act* between the City of Richmond and **HOLLYBRIDGE PROJECT (NOMINEE) LTD.** (the "**Owner**") in respect of the lands and premises legally known and described as:

PID: 029-221-994

Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan EPP33697

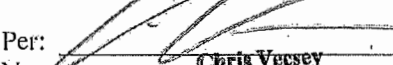
(the "**Lands**")

HSBC BANK CANADA (the "**Bank**") is the holder of mortgages and assignments of rents encumbering the Lands which mortgage and assignment of rents is/are registered in the Lower Mainland LTO under the following number(s): Mortgage CA2770252, Assignment of Rents CA2770253, Mortgage CA6126199 and Assignment of Rents CA6126200 (collectively, the "**Bank Charge(s)**").

The Bank, being the holder of the Bank 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 Bank), hereby consents to the granting of the covenants in the Housing Agreement Amendment by the Owner and hereby covenants that the Housing Agreement Amendment shall bind the Bank Charges in the Lands and shall rank in priority upon the Lands over the Bank Charges as if the Housing Agreement Amendment had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

HSBC BANK CANADA,
by its authorized signatory(ies):

Per:  **Bill de Haan**
Name: **Director**
Commercial Real Estate

Per:  **Chris Vecsey**
Name: **Assistant Vice President**
Commercial Real Estate

CONSENT AND PRIORITY AGREEMENT

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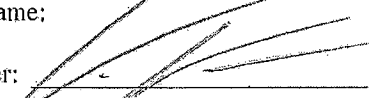
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HSBC BANK CANADA,
by its authorized signatory(ies):


Per: Bill de Haan
Name: Director
Commercial Real Estate


Per: _____
Name: _____
Chris Vecsey
Assistant Vice President
Commercial Real Estate

{211583-445408-00764756;5}

Housing Agreement (Section 483 *Local Government Act*)
5440 Hollybridge Way/6888 River Road
Application No. RZ09-506904 DP14-662341

5537657

CONSENT AND PRIORITY AGREEMENT

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PID: 029-221-994

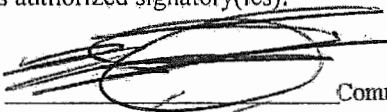
Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan EPP33697


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HSBC BANK CANADA,
by its authorized signatory(ies):

Per: 
Name: **Bill de Haan**
Director
Commercial Real Estate

Per: 
Name: **Chris Vecsey**
Assistant Vice President
Commercial Real Estate

CONSENT AND PRIORITY AGREEMENT

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PID: 029-221-994

Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan EPP33697

(the "**Lands**")

TCC RICHMOND LENDER INC. ("**TCC**") is the holder of a mortgage and assignment of rents encumbering the Lands which mortgage and assignment of rents is/are registered in the Lower Mainland LTO under number(s) CA2770354 and CA2770355 (collectively, the "**TCC Charge(s)**").

TCC, being the holder of the TCC 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 TCC), hereby consents to the granting of the covenants in the Housing Agreement Amendment by the Owner and hereby covenants that the Housing Agreement Amendment shall bind the TCC Charges in the Lands and shall rank in priority upon the Lands over the TCC Charges as if the Housing Agreement Amendment had been signed, sealed and delivered and noted on title to the Lands prior to the TCC Charges and prior to the advance of any monies pursuant to the TCC Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

TCC RICHMOND LENDER INC.,
by its authorized signatory(ies):

Per: _____
Name: _____
 Jeremy Scheett
 Vice President
Per: _____
Name: _____

CONSENT AND PRIORITY AGREEMENT

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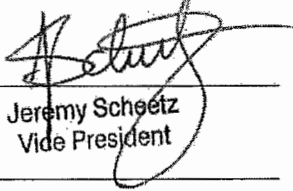
Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan EPP33697

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TCC RICHMOND LENDER INC.,
by its authorized signatory(ies):

Per: 
Name: Jeremy Scheetz
Vide President
Per: _____
Name: _____

CONSENT AND PRIORITY AGREEMENT

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PID: 029-221-994

Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan EPP33697

(the "Lands")

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TCC RICHMOND LENDER INC.,
by its authorized signatory(ies):

Per: _____
Name: _____
 Jeremy Scheetz
 Vice President
Per: _____
Name: _____

CONSENT AND PRIORITY AGREEMENT

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PID: 029-221-994

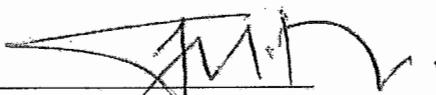
Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan EPP33697

(the "Lands")

AVIVA INSURANCE COMPANY OF CANADA ("Aviva") is the holder of a mortgage and assignment of rents encumbering the Lands which mortgage and assignment of rents is/are registered in the Lower Mainland LTO under number(s) CA5633499 and CA5633500 (collectively, the "Aviva Charge(s)").

Aviva, being the holder of the Aviva 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 Aviva), hereby consents to the granting of the covenants in the Housing Agreement Amendment by the Owner and hereby covenants that the Housing Agreement Amendment shall bind the Aviva Charges in the Lands and shall rank in priority upon the Lands over the Aviva Charges as if the Housing Agreement Amendment had been signed, sealed and delivered and noted on title to the Lands prior to the Aviva Charges and prior to the advance of any monies pursuant to the Aviva Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

AVIVA INSURANCE COMPANY OF CANADA,
by its authorized signatory(ies):

Per: 
Name: **Tom Reeves**
Aviva Insurance Company of Canada

Per: _____
Name: _____

{211583-445408-00764756;5}

5537657

Housing Agreement (Section 483 *Local Government Act*)
5440 Hollybridge Way/6888 River Road
Application No. RZ09-506904 DP14-662341

CONSENT AND PRIORITY AGREEMENT

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Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan EPP33697

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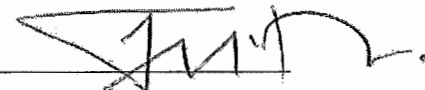
AVIVA INSURANCE COMPANY OF CANADA ("Aviva") is the holder of a mortgage and assignment of rents encumbering the Lands which mortgage and assignment of rents is/are registered in the Lower Mainland LTO under number(s) CA5633499 and CA5633500 (collectively, the "Aviva Charge(s)").

Aviva, being the holder of the Aviva 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 Aviva), hereby consents to the granting of the covenants in the Housing Agreement Amendment by the Owner and hereby covenants that the Housing Agreement Amendment shall bind the Aviva Charges in the Lands and shall rank in priority upon the Lands over the Aviva Charges as if the Housing Agreement Amendment had been signed, sealed and delivered and noted on title to the Lands prior to the Aviva Charges and prior to the advance of any monies pursuant to the Aviva Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

AVIVA INSURANCE COMPANY OF CANADA,
by its authorized signatory(ies):

Per: _____

Name: _____


Tom Reeves
Aviva Insurance Company of Canada

Per: _____

Name: _____

{211583-445408-00764756;5}

5537657

Housing Agreement (Section 483 *Local Government Act*)
5440 Hollybridge Way/6888 River Road
Application No. RZ09-506904 DP14-662341

CONSENT AND PRIORITY AGREEMENT

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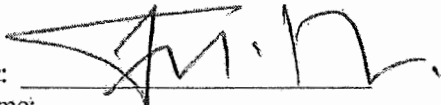
Lot 2 Section 5 and 6 Block 4 North Range 6 West New Westminster District Plan EPP33697

(the "**Lands**")

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AVIVA INSURANCE COMPANY OF CANADA,
by its authorized signatory(ies):

Per: 
Name: _____

Tom Reeves
Aviva Insurance Company of Canada

Per: _____
Name: _____



Richmond Zoning Bylaw 8500
Amendment Bylaw 9270 (RZ 15-697230)
11811 Dunford Road

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "SINGLE DETACHED (RS2/A)".

P.I.D. 004-091-710

Lot 34 Section 2 Block 3 North Range 7 West New Westminster District Plan 21419

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9270".

FIRST READING

JUL 27 2015

A PUBLIC HEARING WAS HELD ON

SEP 08 2015

SECOND READING

SEP 08 2015

THIRD READING

SEP 08 2015

OTHER REQUIREMENTS SATISFIED

OCT 12 2017

ADOPTED

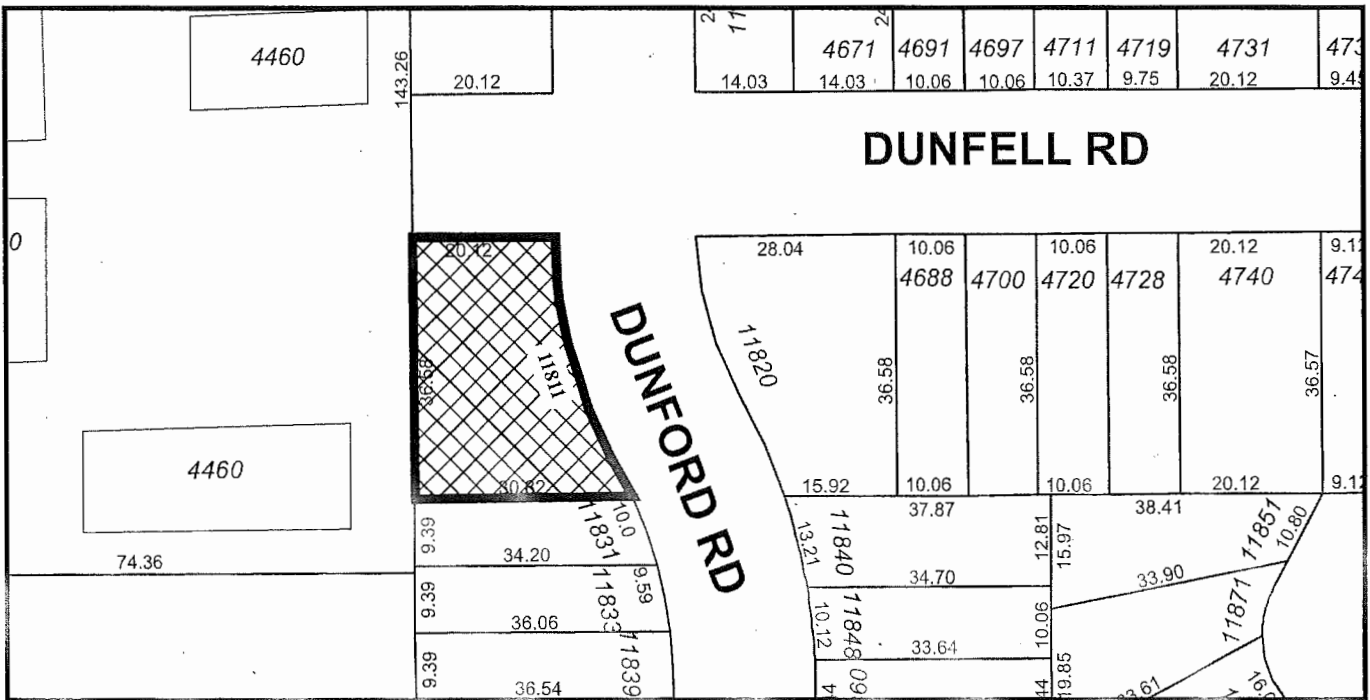
CITY OF RICHMOND
APPROVED by
[Signature]
APPROVED by Director of Solicitor
[Signature]

MAYOR

CORPORATE OFFICER



City of
Richmond



RZ 15-697230

Original Date: 06/26/15

Revision Date:

Note: Dimensions are in METRES



Richmond Zoning Bylaw 8500
Amendment Bylaw 9672 (ZT 16-754143)
13100 Smallwood Place

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

- 1. Richmond Zoning Bylaw 8500, section 10.7 entitled "Vehicle Sales (CV)", is amended by inserting the following subsection 10.7.4.1 d) after subsection 10.7.4.1 c):
d) 0.70
13100 Smallwood Place
P.I.D. 000-955-574
Lot 7 Section 5 Block 4 North Range 5 West New Westminster District Plan 68775
2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 9672".

FIRST READING

MAR 27 2017

PUBLIC HEARING

APR 18 2017

SECOND READING

APR 18 2017

THIRD READING

APR 18 2017

MINISTRY OF TRANSPORTATION APPROVAL

MAY 24 2017

OTHER CONDITIONS SATISFIED

OCT 18 2017

ADOPTED

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor
[Signature]

MAYOR

CORPORATE OFFICER



**Development Permit Panel
Wednesday, September 27, 2017**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cathryn Volkering Carlile, General Manager, Community Services
Robert Gonzalez, General Manager, Engineering and Public Works

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 September 13, 2017, be adopted.

CARRIED

1. Development Permit 16-726865
(REDMS No. 5510231)

APPLICANT: Zhao XD Architect Ltd.

PROPERTY LOCATION: 8631 Alexandra Road

INTENT OF PERMIT:

1. Permit the construction of a two-storey commercial building at 8631 Alexandra Road on a site zoned "Auto-Oriented Commercial (CA)"; and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior (west) side yard from 3 m to 0 m.

Development Permit Panel

Wednesday, September 27, 2017

Applicant's Comments

Xuedong Zhao, Zhao XD Architect Ltd., provided background information on the proposed development and highlighted the following:

- the proposed two-storey commercial building aims to achieve a commercial character through variations in volumes, materials, colours and textures and enhance the shopping experience in the neighbourhood;
- the location of the outdoor parking at the back of the building maximizes the distance of the building from the residential neighbourhood to the north of the subject site; and
- the building is sited and oriented to create a continuous street wall along Alexandra Road, which necessitates the requested setback variance for the minimum interior west side yard.

David Jerke, van der Zalm + Associates, Inc., briefed the Panel on the main landscaping features of the proposed development, noting that (i) the proposed landscaping will create a pedestrian-friendly street frontage, (ii) benches, pavers and pedestrian-friendly landscaping at the building entrances will be installed along the street frontage, (iii) fencing and hedges are proposed at the north property line to provide a buffer between the outdoor parking area and the residential neighbourhood to the north, (iv) bio-swales will be introduced depending on the grades of the parking area, and (v) selection of street tree species will be coordinated with City staff for planting along Alexandra Road and the City road to the east of the subject site.

In response to queries from the Panel, Mr. Zhao confirmed that a barrier free access from the handicapped parking stall to the building entrance at the rear is provided, and Mr. Jerke acknowledged that the bicycle parking racks at the southeast corner of the outdoor parking area will be visible from inside the building and from the street.

Staff Comments

Wayne Craig, Director, Development, noted that (i) there will be a Servicing Agreement associated with the project prior to issuance of the building permit for frontage improvements along Alexandra Road and Sorenson Crescent and site servicing, (ii) the proposed setback variance for the minimum interior west side yard would allow the project to achieve a continuous commercial street wall along Alexandra Road, and (iii) the project has been designed to achieve a LEED silver equivalent standard.

In response to a query from the Panel, Mr. Craig confirmed that the requested interior side yard setback variance is a common variance granted to commercial projects to achieve a continuous street wall frontage and similar variances have been granted to projects on Alexandra Road.

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Gallery Comments

Connie Tang, 8611 Alexandra Road, owner of the restaurant immediately adjacent to the west of the subject site, expressed concern regarding the potential adverse impacts to the restaurant's customers and commercial operations during the construction of the proposed project.

In response to Ms. Tang's concern, the Chair advised that a construction traffic management plan is required to be submitted by the applicant prior to building permit issuance and suggested that she coordinates with the Planner regarding her project construction-related concerns.

In response to a query from Ms. Tang, Mr. Zhao stated that the project would be constructed over a period of approximately one year.

Correspondence

None.

Panel Decision

It was moved and seconded

That a Development Permit be issued which would

1. *Permit the construction of a two-storey commercial building at 8631 Alexandra Road on a site zoned "Auto-Oriented Commercial (CA)"; and*
2. *Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior (west) side yard from 3 m to 0 m.*

CARRIED

2. Development Permit 16-735007

(REDMS No. 5493885)

APPLICANT: Alex Sartori

PROPERTY LOCATION: 6020 No. 4 Road

INTENT OF PERMIT:

1. Permit the construction of a Single-Family Residential Dwelling at 6020 No. 4 Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum area of the farm home plate from 1,000 m² to 1,342 m².

3.

Development Permit Panel

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Applicant's Comments

Stephen Sims, Sartori Environmental Inc., briefed the Panel on the main design changes made by the applicant to the proposed development in response to the Panel's comments and the application's referral back to staff at the April 12, 2017 Panel meeting and highlighted the following:

- the driveway that was previously proposed on the south side of the house has been removed;
- the southern driveway is proposed to be replaced by an Environmentally Sensitive Area (ESA) landscaping which will increase the total ESA on the subject site by approximately 550 square meters;
- all the hard surfaces and structures previously located on top of the septic field have been removed and replaced with grass;
- the size of the house has been reduced to comply with the recently enacted bylaw regarding the maximum house size for the "Agricultural (AG1)" zone; and
- the previously proposed port cochere has been removed.

Chloe Lee, Bouthouse Design Group, provided background information on the main landscaping features for the project, noting that (i) the removal of the previously proposed southern driveway has resulted in an increase of total ESA on the subject site, (ii) birch trees have been replaced with native cherry trees in response to a comment from the public at the previous Panel meeting, (iii) native species are proposed for all plantings on the ESA, and (iv) the landscaping cost for the project has increased due to additional ESA planting.

In response to queries from the Panel, Ms. Lee acknowledged that the revised planting scheme on the ESA will achieve a more natural landscaping for the project and provide a more suitable habitat for insects, birds and animals at the site.

Mr. Sims added that invasive species on the ESA at the eastern portion of the site will be removed and perimeter fencing installed to mitigate possible encroachment into the adjacent property to the east of the subject site.

Staff Comments

Mr. Craig noted the significant revisions made by the applicant to the original design of the project since its previous consideration by the Panel, which includes reducing the amount of hard surfaces on site and increasing ESA planting by approximately 6,000 square feet.

Mr. Craig further noted that staff support the proposed variance on the maximum area of the farm home plate as (i) the subject application, originally received in 2016, was in-stream when the City's bylaws related to the farm home plate area and house size were enacted in May 2017, and (ii) the house size has been reduced to comply with the new bylaw.

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In addition, Mr. Craig stated that staff requested the driveway entry be located as far south as possible along No. 4 Road to enhance traffic safety and minimize vehicular conflict at the intersection of No. 4 Road and Westminster Highway which has contributed to the larger farm home plate area for the subject development.

In response to queries from the Panel, Mr. Craig acknowledged that (i) the house will have to be relocated closer to No. 4 Road and the driveway reduced in order to comply with the maximum farm home plate area without significantly redesigning the house, (ii) the paved areas adjacent to the indoor garage have been reduced to the maximum extent possible but would still allow space for manoeuvring, (iii) permeable paving is proposed for the paved areas to help provide infiltration into the site, (iv) the ESA landscaping in front of No. 4 Road is included in the farm home plate area of the subject development, (v) moving the house to the minimum required setback from No. 4 Road would reduce the variance to the farm home plate area; however, native planting in front of No. 4 Road is proposed to provide a buffer from the busy road, and (vi) the project's environmental consultant could provide an assessment of the benefits of relocating the house to the southern portion of the site adjacent to the southern driveway entry in terms of potential increase and enhancement of ESA.

Gallery Comments

Anne Lerner, 12633 No. 2 Road, expressed appreciation for the Panel's comments on the proposed development to ensure that the applicant comply with the City's maximum farm home plate area.

In addition, Ms. Lerner stated that the Panel's handling of the subject development permit application would positively impact future applicants' compliance to the recently enacted City bylaw related to the farm home plate area.

Stephen Guo, Qualicon, project manager for the proposed development, provided a brief comment on the proposal for the relocation of the house to the southern portion of the subject site.

Correspondence

None.

Panel Discussion

The Panel noted the significant changes made by the applicant to the original design of the project; however, the Panel was of the opinion that the applicant could have done more to comply with the spirit of the City's zoning regulations regarding developments located on agricultural lands and ESAs.

Suggestion was then made to refer the subject development permit application to the Panel's next meeting on October 11, 2017 so that the applicant could work with staff to investigate opportunities for further changes to the revised project design to eliminate or reduce the proposed variance to the maximum area for the farm home plate.

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It was also suggested that the project's design team, including the architect, be present at the Panel's next meeting to explain the proposed changes.

Panel Decision

It was moved and seconded

That Development Permit application 16-735007 be referred to, and form part of, the Development Permit Panel agenda at the Panel's next meeting scheduled for Wednesday, October 11, 2017 at 3:30 p.m. in the Council Chambers at Richmond Hall, for the purpose of further exploration of changes to the design of the proposed development to eliminate or reduce the proposed variance to the City's maximum farm home plate area.

CARRIED

3. Date of Next Meeting: October 11, 2017

4. Adjournment

It was moved and seconded

That the meeting be adjourned at 4:16 p.m.

CARRIED

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, September 27, 2017.

Joe Erceg
Chair

Rustico Agawin
Auxiliary Committee Clerk



**Development Permit Panel
Wednesday, October 11, 2017**

Time: 3:30 p.m.
Place: Council Chambers
Richmond City Hall
Present: Joe Erceg, Chair
Cathryn Volkering Carlile, General Manager, Community Services
Robert Gonzalez, General Manager, Engineering and Public Works

The meeting was called to order at 3:31 p.m.

Minutes

It was moved and seconded

That the minutes of the meeting of the Development Permit Panel held on September 27, 2017, be adopted.

CARRIED

1. Development Permit 16-735007
(REDMS No. 5493885)

APPLICANT: Alex Sartori
PROPERTY LOCATION: 6020 No. 4 Road

INTENT OF PERMIT:

1. Permit the construction of a Single-Family Residential Dwelling at 6020 No. 4 Road on a site zoned "Agriculture (AG1)" and designated as an Environmentally Sensitive Area (ESA); and
2. Vary the provisions of Richmond Zoning Bylaw 8500 to increase the maximum area of the farm home plate from 1,000 m² to 1,342 m².

1.

Development Permit Panel Wednesday, October 11, 2017

Panel Discussion

The Chair noted that the applicant had written to staff to request that the project design team be given more time to work on the revision of their plans in order to eliminate or reduce the proposed variance to the City's maximum farm home plate area in relation to the referral motion adopted at the September 27, 2017 meeting of the Panel.

Panel Decision

It was moved and seconded

That DP 16-735700 be referred back to staff to provide the project design team more time to work with staff for the purpose of investigating opportunities for further changes to the design of the proposed development to eliminate or reduce the proposed variance to the City's maximum farm home plate area and staff to report back at a future meeting of the Panel.

CARRIED

2. **Development Permit 16-741741**

(REDMS No. 5528835)

APPLICANT: Vancouver Airport Fuel Facilities Corporation (VAFFC)

PROPERTY LOCATION: 15040 Williams Road

INTENT OF PERMIT:

Permit the construction of a Marine Terminal Facility for aviation/jet fuel delivery at 15040 Williams Road on a site zoned "Industrial (I)" and partially designated as an Environmentally Sensitive Area (ESA).

Applicant's Comments

Adrian Pollard, FSM Management Group, provided background information on the proposed development and highlighted the following:

- the overall Vancouver Airport Fuel Delivery project started in 2007 and is intended to provide airlines operating at the Vancouver International Airport (YVR) with secure aviation fuel supply and accommodate and support the future growth of YVR;
- environmental assessment approvals have been granted to the project from the provincial and federal governments;
- construction permits have been granted for the construction of two of the three main components of the overall project: the fuel receiving facility to the north of the subject site and the underground pipeline to YVR;

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- the other main component of the overall project is the subject development, the proposed Marine Terminal facility, which will accommodate one vessel arriving once a week or approximately three to four vessels arriving in a month;
- transfer of aviation fuel from the vessel directly to the underground pipeline to the fuel receiving facility takes approximately 18 to 36 hours;
- six small buildings or enclosures will be constructed to support the activities of the Marine Terminal;
- the existing dock will be completely removed and replaced with a new and re-graded foreshore area;
- new berthing and mooring structures will be constructed for the Marine Terminal;
- a pedestrian trail and a new relocated dike and an associated right-of-way will be constructed on-site;
- the Marine Terminal facility will be staffed 24 hours a day and will have up to 10 employees; and
- other site improvements will be done to stabilize the area and protect the dike and structures that support the offloading activity.

Angus Johnston, Hatfield Consultants, reviewed the proposed mitigation, compensation and enhancement scheme for the Environmentally Sensitive Area (ESA) on the subject site, noting that (i) qualified environmental professionals' assessment indicated that the subject site's intertidal ESA is a low productivity habitat and the shoreline ESA is mostly barren with scattered invasive plants and shrubs, (ii) removal of the existing bulkhead wharf, re-grading and replacement of the existing rip-rap, and other improvements on the riverbed and banks will enhance the intertidal ESA, and (iii) removal of a patch of native tree saplings in the shoreline ESA will be compensated by on-site and off-site habitat enhancements.

Mr. Johnston further noted that (i) both the on-site Riparian Management Area (RMA) and the "inferred" RMA along the Savage Road right-of-way adjacent to the subject site have been assessed by qualified environmental professionals to be in a highly disturbed state and have limited habitat features, and (ii) proposed compensation and enhancements for the RMA include establishing a new fence, re-grading the RMA, and re-vegetation of the new five-meter wide RMA with native planting.

Panel Discussion

In response to queries from the Panel, Mr. Pollard advised that (i) pumps for offloading the fuel cargo will be installed on board the vessel, (ii) fire truck access will be provided (iii) the site will be secured and must comply with Transport Canada security requirements, and (iv) dismantled on-site structures will be disposed in appropriate landfills.

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In response to further queries from the Panel, Mr. Pollard stated that the entire RMAs along Williams Road and Savage Road will be completely replanted and significant landscaping will be installed on either side of the proposed pedestrian trail and on the adjacent slope.

In response to further queries from the Panel, Linda Dupuis, Hatfield Consultants, acknowledged that (i) site constraints determined the off-site location of a portion of RMA and ESA compensation/enhancement areas, (ii) the proposed pedestrian trail does not relate to the ESA but provides extra ecological networking in the subject site, (iii) the enhancements include removing the existing lock block fencing and fully restoring the 5-meter wide RMA, (iv) proposed ESA compensation/enhancement will be provided both on-site and off-site and will focus on high productivity areas identified by the Fraser River Estuary Management Program (FREMP).

Discussion ensued between the Panel and the project's design team regarding the proposed compensation/enhancement for the ESA and RMA and the Chair was of the opinion that the proposed compensation/enhancement scheme for the RMA appears to be more rigorous than for the shoreline ESA.

In response to further queries from the Panel, the design team acknowledged that (i) enhancement planting is not proposed in the intertidal ESA as the proposed modifications to the foreshore/intertidal area will in themselves improve habitat conditions at the subject site compared to existing conditions, (ii) intertidal areas are naturally productive and it is anticipated that the intertidal habitat conditions could establish naturally over a period of approximately one year, (iii) the proposed viewing platform is consistent with the master trail strategy in the City's Official Community Plan (OCP), and (iv) provision of signage interpreting on-site improvements could be incorporated into the project.

Staff Comments

Wayne Craig, Director, Development, noted that the proposed dike and public trail construction will be secured with separate registered right-of-way agreements.

Mr. Craig further noted that there will be multiple servicing agreements associated with the project including servicing agreements for (i) dike construction within the dike right-of-way, (ii) public trail construction within the trail right-of-way which includes connection to the trail on the City property to the west of the subject site, and (iii) site services and frontage improvements along Williams Road.

In addition, Mr. Craig mentioned that there will be cash-in-lieu contribution for the proposed pedestrian viewing platform.

In closing, Mr. Craig noted that ESA planting areas associated with the project will be subject to legal agreements to ensure that these areas will be retained and maintained in the long term.

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In response to queries from the Panel related to the applicant's proposed ESA compensation and enhancements for the subject site, Mr. Craig acknowledged that (i) there is an opportunity for more mature planting in the ESA within the subject site, and (ii) while the ESA Guidelines in the City's OCP focus on ESA assessment of existing conditions and enhancement, they also include provisions encouraging additional planting to enhance the rehabilitation of degraded areas.

Gallery Comments

Anne Lerner, 12633 No. 2 Road, expressed concern regarding the potential adverse environmental impacts of the project to the Fraser River and queried whether dredging works would be done in the river to allow the passage of large vessels heading to the Marine Terminal. She also spoke of the potential negative impacts of increased traffic of vessels in the river on salmon run.

In response to Ms. Lerner's concern, Mr. Pollard advised that (i) dredging works in the river will not be necessary as vessels heading to the Marine Terminal could navigate the river under existing conditions, (ii) a minimal increase of six percent in large vessel traffic is anticipated in the South Arm Fraser River when the Marine Terminal becomes operational, and (iii) management plans include coordination with First Nations regarding the timing of vessels navigating the river in order not to disrupt their fishing activities.

Correspondence

None.

Panel Discussion

The Chair noted that the proposed RMA and ESA mitigation, compensation and enhancement scheme is a good start; however, he was of the opinion that more work could be done by the applicant and suggested that the subject development application be referred back to staff.

The Chair further noted that the applicant needs to (i) review the proposed ESA compensation and enhancement scheme that is based primarily on existing shoreline ESA condition in the subject site and consider a greater area of planting, (ii) review the proposed compensation and enhancement planting scheme for the shoreline ESA and consider installing more mature and substantive planting, (iii) consider introducing some planting on the intertidal ESA in addition to the proposed removal of existing and development/construction of new structures and shorelines within the shoreline and intertidal ESAs; (iv) consider ESA compensation and enhancements in areas within the subject site such as along the public trail and in the northern portion of the site in addition to proposed off-site ESA enhancements, and (v) consider installing on-site interpretation signage to inform the public regarding the works and enhancements done on the subject site to protect and preserve the natural environment in the area.

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In addition, staff were directed to review the amount of proposed cash-in-lieu voluntary contribution for the design and future construction of a pedestrian viewing platform to determine whether the amount is adequate for the purpose.

Panel Decision

It was moved and seconded

1. *That DP-16-741741 be referred back to staff for the applicant to work with staff to:*
 - (a) *review the proposed mitigation, compensation and enhancement scheme for shoreline ESA based primarily on existing ESA condition in the subject site and investigate opportunities for additional on-site ESA planting;*
 - (b) *review the proposed compensation/enhancement planting scheme for the shoreline ESA and consider introducing more mature and substantive planting;*
 - (c) *consider introducing some planting in the intertidal ESA in addition to the proposed removal of existing and development/construction of new structures and shoreline within the shoreline and intertidal ESA;*
 - (d) *investigate opportunities for further on-site ESA compensation and enhancements especially within the shoreline ESA and other areas along the proposed public trail and in the northern portion of the site in addition to the proposed off-site ESA enhancements; and*
 - (e) *consider installing on-site signage to inform and provide interpretation to the public regarding the works and enhancements done on the subject site to protect and preserve the natural environment; and*
2. *That staff review the adequacy of the pedestrian viewing platform cash-in-lieu contribution and report back.*

CARRIED

3. **Date of Next Meeting: October 25, 2017**

4. **Adjournment**

It was moved and seconded

That the meeting be adjourned at 4:35 p.m.

CARRIED

6.

Development Permit Panel
Wednesday, October 11, 2017

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, October 11, 2017.

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: October 18, 2017
File: 01-0100-20-DPER1-
01/2017-Vol 01
Re: **Development Permit Panel Meeting Held on July 26, 2017**

Staff Recommendation

1. That the recommendation of the Panel to authorize the issuance of a Development Permit (DP 16-741123) for the property at 13100 Smallwood Place; 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 item at its meeting held on July 26, 2017.

DP 16-741123 – CHRISTOPHER BOZYK ARCHITECTS LTD.
– 13100 SMALLWOOD PLACE
(July 26, 2017)

The Panel considered a Development Permit application to permit the construction of a two-storey auto dealership building and a single-storey car wash building on a site zoned “Vehicle Sales (CV)”. Variances are included in the proposal for reduced number of on-site loading spaces and increased building height.

Keiran Walsh, of Christopher Bozyk Architects, Ltd. and Ken Larsson, of Connect Landscape Architecture, provided a brief presentation and noted that the design rationale for the proposed development was driven by the applicant’s objective of addressing the main frontages of the two-storey auto dealership which contains retail sales, auto services, and rooftop parking.

In response to Panel queries, Mr. Walsh and Mr. Larsson advised that:

- The building massing and facades along Westminster Highway and Jacombs Road are visually broken down through subtle variations in materials, colours and heights.
- New tree planting is proposed along the Westminster Highway and Jacombs Road frontages.
- The northern end of the solid fencing along Jacombs Road will be removed to provide openness and visibility to the main vehicular entrance.
- The south façade of the building fronting Westminster Highway is well treated and features a protruding vehicle element which provides visual interest.
- A surface infiltration swale will be installed off the service area at the south side of the site.
- Smaller compact trees are proposed along the south property line fronting Westminster Highway.
- The south side of the subject site is screened by existing solid fencing consistent with Richmond Auto Mall guidelines.
- The applicant is open to considering alternate fencing materials which provide partial screening of the service areas at the south side of the building to allow more visual permeability and sunlight penetration into on-site landscaping.

Staff noted that: (i) There are two proposed variances associated with the proposed development; (ii) The proposed loading variance is supported by staff, as it is consistent with those that have been granted to other nearby auto dealerships in recent years; and (iii) The proposed maximum building height variance is likewise supported by staff, as it increases the building’s functional efficiency and supports on-site densification within the auto mall.

No correspondence was submitted to the Panel regarding the Development Permit application.

The Panel expressed support for the proposed project, noting that the existing perimeter fencing along the south and west sides of the subject site could be improved. Staff were then directed to work with the applicant to replace the solid fencing material with an alternate material to provide more visual interest and permeability to the proposed development prior to Council consideration of the subject Development Permit application.

Subsequent to the Panel meeting, staff worked with the applicant and the Richmond Auto Mall Association (RAMA) to investigate the use of other fence material. RAMA has provided a letter to City staff indicating their approval to install a solid wood fence and provided details on their approved fence design that involves increased visual interest. The applicant revised the landscape plan to reflect the fence design endorsed by RAMA.

The Panel recommends that the Permit be issued.