



City Council

Council Chambers, City Hall
6911 No. 3 Road

Monday, October 26, 2015
7:00 p.m.

Pg. # ITEM

MINUTES

1. *Motion to:*

- (1) *adopt the minutes of the Regular Council meeting held on October 13, 2015; (distributed previously)*
- CNCL-11 (2) *adopt the **minutes** of the Regular Council meeting for Public Hearings held on October 19, 2015; and*
- CNCL-21 (3) *receive for information the Metro Vancouver **'Board in Brief'** dated October 9, 2015.*



AGENDA ADDITIONS & DELETIONS

PRESENTATIONS

- CNCL-24 (1) Levi Higgs, Corporate Energy Manager, accompanied by Jim Young, Senior Manager, Capital Buildings Project Development, to present on the **Climate and Energy Action Award** Honourable Mention in the Corporate Operations category for Upgrades to the Richmond Ice Centre and to introduce Patricia Bell, Head of Planning and Director of Education, Community Energy Association.
- CNCL-25 (2) Jim Young, Senior Manager, Capital Buildings Project Development, and Deputy Fire Chief Kim Howell, to present a plaque for achieving **LEED Gold for the Steveston Fire Hall No. 2.**

COMMITTEE OF THE WHOLE

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

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3. Delegations from the floor on Agenda items.

PLEASE NOTE THAT FOR LEGAL REASONS, DELEGATIONS ARE NOT PERMITTED ON ZONING OR OCP AMENDMENT BYLAWS WHICH ARE TO BE ADOPTED.

4. *Motion to rise and report.*

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RATIFICATION OF COMMITTEE ACTION

CONSENT AGENDA

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

CONSENT AGENDA HIGHLIGHTS

- Receipt of Committee minutes
- Noise Bylaw Administration Matters and Housekeeping Amendments
- Statutory Right of Way over a Portion of 23560 Westminster Highway
- Lessons Learned from the Windstorm of August 29, 2015
- Update on Port Metro Vancouver Project and Environmental Review Application Process
- Land use applications for first reading (to be further considered at the Public Hearing on November 16, 2015):
 - 7220 Railway Avenue – Rezone from RS1/E to RC2 (Maryem Ahbib – applicant)
 - 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, and 6899 Pearson Way – Zoning Text Amendment to ZMU4 (Oval 8 Holdings Ltd. – applicant)

Council Agenda – Monday, October 26, 2015

Pg. # ITEM

- Alexandra District Energy Utility Bylaw No. 8641 Amendment Bylaw No. 9298
- Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9299
- Small and Medium Enterprise Greenhouse Gas Management Program
- Management of Waste and Recyclable Materials from Demolition Activities
- Port Metro Vancouver Habitat Enhancement Projects

5. *Motion to adopt Items No. 6 through No. 17 by general consent.*

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Consent
Agenda
Item

6. **COMMITTEE MINUTES**

That the minutes of:

- CNCL-26 (1) *the **Community Safety Committee** meeting held on October 14, 2015;*
- CNCL-35 (2) *the **General Purposes Committee** meeting held on October 19, 2015;*
- CNCL-48 (3) *the **Planning Committee** meeting held on October 20, 2015;*
- CNCL-54 (4) *the **Public Works and Transportation Committee** meeting held on October 21, 2015;*

be received for information.

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Consent
Agenda
Item

7. **NOISE BYLAW ADMINISTRATION MATTERS AND HOUSEKEEPING AMENDMENTS**

(File Ref. No. 12-8060-20-009486) (REDMS No. 4743480)

CNCL-63

See Page CNCL-63 for full report

COMMUNITY SAFETY COMMITTEE RECOMMENDATION

- (1) *That the staff report titled “Noise Bylaw Administration Matters and Housekeeping Amendments,” dated October 2, 2015, from the City Solicitor, be received for information; and*
- (2) *That Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9486, be introduced and given first, second and third readings.*

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Consent
Agenda
Item

8. **STATUTORY RIGHT OF WAY OVER A PORTION OF 23560 WESTMINSTER HIGHWAY**

(File Ref. No. 06-2285-30-187) (REDMS No. 4571310 v. 2)

CNCL-72

See Page CNCL-72 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the City secure a statutory right of way over ± 272.5 m² portion of 23560 Westminster Highway (PID: 027-095-878) from the British Columbia Transportation Financing Authority for Five Thousand Dollars (\$5,000.00) including applicable taxes; and*
- (2) *That the Chief Administrative Officer and the General Manager, Finance & Corporate Services be authorized to negotiate and execute all documentation to effect the transaction detailed in the staff report, dated September 29, 2015, including all agreements and Land Title Office documents.*



Consent
Agenda
Item

9. **LESSONS LEARNED FROM THE WINDSTORM OF AUGUST 29, 2015**

(File Ref. No. 09-5125-03-01) (REDMS No. 4727701 v. 2)

CNCL-78

See Page CNCL-78 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That the staff report titled “Lessons Learned from the Windstorm of August 29, 2015,” dated September 13, 2015, from the General Manager, Law and Community Safety, be received for information; and*
- (2) *That a letter be sent to Metro Vancouver, with a copy of the staff report titled “Lessons Learned from the Windstorm of August 29, 2015,” dated September 13, 2015, from the General Manager, Law and Community Safety, for information.*



Consent
Agenda
Item

10. **UPDATE ON PORT METRO VANCOUVER PROJECT AND ENVIRONMENTAL REVIEW APPLICATION PROCESS**

(File Ref. No. 10-6160-01) (REDMS No. 4746931 v. 4)

CNCL-85

See Page CNCL-85 for full report

GENERAL PURPOSES COMMITTEE RECOMMENDATION

- (1) *That comments in the staff report titled “Update on Port Metro Vancouver Project and Environmental Review Application Process” dated October 9, 2015 from the Director, Engineering for projects and activities within Port Metro Vancouver’s jurisdiction, be revised to include that the Port Metro Vancouver Board incorporate the following elements into the PMV Project and Environmental Review process:*
 - (a) *that municipal bylaws and Official Community Plans be formally recognized;*
 - (b) *that local government consultation be required for all project categories; and*
 - (c) *that a project appeal process be directed through the PMV Board where there is a dispute; and*
- (2) *That comments, as amended by Committee, in the staff report titled “Update on Port Metro Vancouver Project and Environmental Review Application Process” dated October 9, 2015 from the Director, Engineering be forwarded to Port Metro Vancouver, local Members of Parliament, the federal Ministry of the Environment, the provincial Minister of Forests, Lands and Natural Resource Operations, and the provincial Minister of the Environment.*



Consent
Agenda
Item

11. APPLICATION BY MARYEM AHBIB FOR REZONING AT 7220 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)

(File Ref. No. 12-8060-20-009292; RZ 15-691744) (REDMS No. 4737969)

CNCL-91

See Page CNCL-91 for full report

PLANNING COMMITTEE RECOMMENDATION

- (1) *That the following recommendation be forwarded to a Public Hearing:*
 - (a) *That Single-Family Lot Size Policy 5463 for the area generally bounded by Railway Avenue, Blundell Road, and No. 2 Road, in a portion of Section 13 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5463 (Attachment 5); and*

- (2) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, for the rezoning of 7220 Railway Avenue from “Single Detached (RS1/E)” to “Compact Single Detached (RC2),” be introduced and given first reading.*



Consent
Agenda
Item

12. **APPLICATION BY OVAL 8 HOLDINGS LTD. FOR A ZONING TEXT AMENDMENT TO THE “HIGH RISE APARTMENT AND OLYMPIC OVAL (ZMU4) - OVAL VILLAGE (CITY CENTRE)” ZONE AT 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, AND 6899 PEARSON WAY**
(File Ref. No. 12-8060-20-009487; ZT 15-695231) (REDMS No. 4734828 v. 2)

CNCL-115

See Page **CNCL-115** for full report

PLANNING COMMITTEE RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9487, for a Zoning Text Amendment to the “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)” zone, a site-specific zone applicable at 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, and 6899 Pearson Way, to permit changes to the approved subdivision plan, be introduced and given first reading.



Consent
Agenda
Item

13. **ALEXANDRA DISTRICT ENERGY UTILITY BYLAW NO. 8641 AMENDMENT BYLAW NO. 9298**
(File Ref. No. 12-8060-20-009298; 10-6600-10-01) (REDMS No. 4729245 v. 3)

CNCL-150

See Page **CNCL-150** for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

That the Alexandra District Energy Utility Bylaw No. 8641 Amendment Bylaw No. 9298 be introduced and given first, second and third reading.



Consent
Agenda
Item

14. **OVAL VILLAGE DISTRICT ENERGY UTILITY BYLAW NO. 9134, AMENDMENT BYLAW NO. 9299**

(File Ref. No. 12-8060-20-009299; 10-6600-10-02) (REDMS No. 4732576 v. 4)

CNCL-160

[See Page CNCL-160 for full report](#)

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9299 be introduced and given first, second and third readings.



Consent
Agenda
Item

15. **SMALL AND MEDIUM ENTERPRISE GREENHOUSE GAS MANAGEMENT PROGRAM**

(File Ref. No. 10-6125-07-02) (REDMS No. 4673854 v. 5)

CNCL-171

[See Page CNCL-171 for full report](#)

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

That the development and implementation of a Greenhouse Gas Management program for small and medium enterprises be endorsed.



Consent
Agenda
Item

16. **MANAGEMENT OF WASTE AND RECYCLABLE MATERIALS FROM DEMOLITION ACTIVITIES**

(File Ref. No. 10-6370-01) (REDMS No. 3822689 v. 8)

CNCL-176

[See Page CNCL-176 for full report](#)

PUBLIC WORKS AND TRANSPORTATION COMMITTEE
RECOMMENDATION

(1) *That staff prepare a Demolition Waste and Recyclable Materials Bylaw, which establishes the following requirements for management of waste from single-family home demolitions:*

- (a) *achieve a minimum of 70% diversion of demolition waste;*
- (b) *establish a \$250 non-refundable fee assessed as part of the demolition permit application process;*
- (c) *establish a \$2/square foot refundable fee, based on demolition waste recycling performance; and*

- (d) *require that demolition contractors/builders submit a Waste Disposal and Recycling Services Plan as part of their demolition permit application, and a Compliance Report at the conclusion of the demolition process;*
- (2) *That a new Building Inspector 1 position be approved and a position complement control number assigned;*
- (3) *That this program be considered as part of the 2016 Operating Budget process;*
- (4) *That staff examine incentives for house preservation, including a fee structure; and*
- (5) *That the management of waste from single-family home demolitions be reviewed one year after its implementation.*



Consent
Agenda
Item

17. **PORT METRO VANCOUVER HABITAT ENHANCEMENT PROJECTS**

(File Ref. No. 01-0140-20-PMVA1)

CNCL-189

See Page CNCL-189 for full report

PUBLIC WORKS AND TRANSPORTATION COMMITTEE RECOMMENDATION

- (1) *That the City of Richmond opposes the proposed Steveston Island Tidal Marsh Habitat Enhancement Project as presented to the BC Environmental Assessment Office for the following reasons:*
 - (a) *the City of Richmond owns the Gilbert Beach upland area adjacent to the proposed Project;*
 - (b) *the City of Richmond assumed that the adjacent waterlot would be accredited to the City as use of Gilbert Beach as a beach will be compromised;*
 - (c) *the City of Richmond has a public boat launching ramp that will be blocked by the proposed Project;*
 - (d) *the City of Richmond has alternative proposals for Gilbert Beach and the waterlot that could include the Beach, a new marsh habitat, the boat launching ramp, a harbour, and diking improvements using Steveston Island and a potential replacement beach as shown on the “Steveston Community Fishing Harbour Long Term Development Plan;”*

- (2) *That Richmond City Council opposes the exemption of the South Arm Jetty Tidal Marsh and the Steveston Island Tidal Marsh Habitat Enhancement Projects from the BC Environmental Assessment Office's environmental assessment certificate process and wishes to be consulted; and*
- (3) *That a letter be sent to Port Metro Vancouver, the Steveston Harbour Authority and the BC Environmental Assessment Office outlining the City's concerns in relation to Port Metro Vancouver's Steveston Island Tidal Marsh and South Arm Jetty Tidal Marsh Habitat Enhancement Projects.*



PUBLIC ANNOUNCEMENTS AND EVENTS

NEW BUSINESS

BYLAWS FOR ADOPTION

CNCL-193

Permissive Exemption (2016) **Bylaw No. 9271**
Opposed at 1st/2nd/3rd Readings – None.



CNCL-230

5 Year Financial Plan (2015-2019) Bylaw No. 9220, Amendment **Bylaw No. 9296**
Opposed at 1st/2nd/3rd Readings – None.



Council Agenda – Monday, October 26, 2015

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ITEM

CNCL-236

Richmond Zoning Bylaw No. 8500, Amendment **Bylaw No. 9218**
(8395 Ruskin Place, RZ 11-586707)
Opposed at 1st Reading – None.
Opposed at 2nd/3rd Readings – None.

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ADJOURNMENT

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**Regular Council meeting for Public Hearings
Monday, October 19, 2015**

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day (entered at 7:01 p.m.)
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves

Michelle Jansson, Acting Corporate Officer

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

Councillor Day entered the meeting (7:01 p.m.).

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9213
(RZ 13-643655)**

(Location: 10491 No. 1 Road; Applicant: Yin P. Mui)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

(a) Akbarali Manji, 10460 Sorrel Drive (Schedule 1)

Submissions from the floor:

None.

PH15/9-1

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9213 be given
second and third readings.*



Regular Council meeting for Public Hearings
Monday, October 19, 2015

The question on Resolution PH15/9-1 was not called as discussion ensued regarding the proposed sundeck facing either the interior side yard or the primary residence and as a result the following **referral** was introduced:

PH15/9-2

It was moved and seconded

That the application be referred back to staff to work with the developer to move the proposed rear facing sun decks to face the interior side yard or the primary residence.

The question on Resolution PH15/9-2 was not called as discussion ensued regarding the merits of the referral to examine the development of coach houses to protect the privacy of the existing neighbourhood. Also, members express concern that the placement of sun decks on all future developments should be examined.

The question on Resolution PH15/9-2 was then called and it was **DEFEATED** with Mayor Brodie, Cllrs. Dang, Johnston, Loo, McNulty, and McPhail opposed.

The question on Resolution PH15/9-1 was then called and it was **CARRIED** with Cllr. Day opposed.

PH15/9-3

It was moved and seconded

That the positioning and/or placement of sun decks on homes (i.e., single-family and coach house, etc.) be referred to staff for examination of any potential impacts to neighbouring properties.

The question on Resolution PH15/9-3 was not called as discussion ensued regarding the need to examine the positioning of sun decks in order to minimize impact to neighbouring properties.

The question on Resolution PH15/9-3 was then called and it was **CARRIED**.

2. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9225 (RZ 15-690340)**

(Location: 3260/3280 Blundell Road; Applicant: Steve Dhanda)

Applicant's Comments:

The applicant was not available to respond to queries.

Written Submissions:

None.



**Regular Council meeting for Public Hearings
Monday, October 19, 2015**

Submissions from the floor:

None.

PH15/9-4

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9225 be given second and third readings.

CARRIED

3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9269 (ZT 15-700276)**
(Location: 8888 Patterson Road and 3340 Sexsmith Road; Applicant: GBL Architects Inc.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH15/9-5

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9269 be given second and third readings.

CARRIED

4. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9290 (RZ 14-662541)**
(Location: 8571 No. 4 Road; Applicant: Sumaiyya Hasan)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

(a) Fiona Fung, 8880 Allison Street (Schedule 2)

Submissions from the floor:

Alisa Streat, 8886 Allison Street, expressed concern with the rear facing sundeck for the proposed coach house and read from her written submission (attached to and forming part of these Minutes as Schedule 3).



**Regular Council meeting for Public Hearings
Monday, October 19, 2015**

In reply to queries from Council, Khalid Hasan, Developer, noted that the rear lane provides an additional six-metre setback from the properties at the rear and that the proposed development meets the requirements of the zoning bylaw.

PH15/9-6

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9290 be given second and third readings.

The question on Resolution PH15/9-6 was not called as discussion ensued regarding the importance of addressing the concerns raised related to the placement of sundecks to minimize overlook into neighbouring properties.

The question on Resolution PH15/9-6 was then called and it was **CARRIED** with Cllr. Day opposed.

**5. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9295
(ZT 15-705936)**

(Location: 11220 Horseshoe Way; Applicant: Fuggles & Warlock Craftworks Ltd.)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

PH15/9-7

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9295 be given second and third readings.

CARRIED

ADJOURNMENT

PH15/9-8

It was moved and seconded

That the meeting adjourn (7:35 p.m.).

CARRIED



City of
Richmond

Minutes

**Regular Council meeting for Public Hearings
Monday, October 19, 2015**

Certified a true and correct copy of the
Minutes of the Regular meeting for Public
Hearings of the City of Richmond held on
October 19, 2015.

Mayor (Malcolm D. Brodie)

Acting Corporate Officer
(Michelle Jansson)

Mayor and Councillors

Schedule 1 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, October 19, 2015.

To Public Hearing
Date: <u>OCT 19 2015</u>
Item # <u>1</u>
Re: <u>BYLAW 9213</u>
<u>R2 13-643655</u>

From: Webgraphics
Sent: Tuesday, 6 October 2015 23:53
To: Mayor and Councillors
Subject: Send a Submission Online (response #883)

Categories: 12-8060-20-9213

Send a Submission Online (response #883)

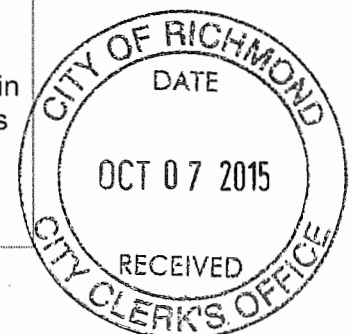
Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/6/2015 11:52:26 PM

Survey Response

Your Name	Akbarali Manji
Your Address	10460 Sorrel Drive
Subject Property Address OR Bylaw Number	10491 No. 1 Road
Comments	<p>I received this notice of public hearing via mail and unfortunately I will not be able to participate in-person. I am writing to oppose the single detached to Coach House application. Since the city has been filling their pockets and allowing this, owners like us on the other side of a lane way or alley are losing all our privacy. We choose to purchase houses for privacy and now it feels like we are in a fish bowl with no where to go to enjoy privacy. The property application in question is directly behind my house. With a young family this is an issue of privacy and safety. If I wanted this type of living, I would have moved to an apartment or condo. We live in a house so we do get privacy. My other question is, why do you allow houses facing a main street to build these coach houses and not houses like mine on the inside sharing the same alley. It's the same sandbox, so why do you limit who plays in it? Really, being born and raised in Richmond, I</p>

CNCL - 16



have seen a lot of decisions that make absolutely no sense whatsoever. So do you plan to change this rule, so houses on the inside can also build a coach house? The reason why I ask is I would love to have a mortgage helper for a young family trying to live a comfortable lifestyle. Also, I plan to look after my parents as they get old and would love the ability to build them something so I may look after them. So if you grant permission to Yin, P Mui, then why not grant me the same permission to build? If you give me and others permission to also build coach houses, then I would have no problem at all. But, if you continue playing unfair, then I would strongly oppose the application and say no. I know my neighbours strongly oppose this as well as many are planting bushes to regain privacy from coach house owners completely taking away their privacy. I mean a fence usually works, but to have a coach house above a garage is ineffective. So would you allow me at 10460 Sorrel Drive also build a coach house? I'm sure this email like many others will go unnoticed and ignored as you will probably accept Yin. P Mui's application, but I would also like the same treatment and have the chance to build a coach house as well. I look forward to your reply and would love to know how this public hearing goes and if I am also able to get the same treatment or option of building a coach house. Regards, Akbar Manji 604.617.5969 moshmanji@gmail.com

Schedule 2 to the Minutes of the
Public Hearing meeting of
Richmond City Council held on
Monday, October 19, 2015.

Mayor and Councillors

From: Webgraphics
Sent: Monday, 19 October 2015 11:21
To: Mayor and Councillors
Subject: Send a Submission Online (response #884)

Categories: 12-8060-20-9290

To Public Hearing	
Date:	OCT. 19 2015
Item #	4
Re:	BYLAW 9290
RZ 14-662541	

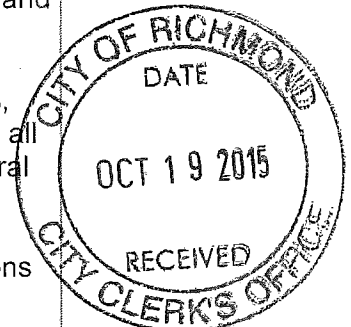
Send a Submission Online (response #884)

Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/19/2015 11:20:51 AM

Survey Response

Your Name	Fiona Fung
Your Address	8880 Allison Street
Subject Property Address OR Bylaw Number	8571 No. 4 Road (Bylaw 8500)
Comments	<p>I am writing to object the rezoning application (RZ14-662541) of the subject property to rezone to "Coach Houses (RCH1)". My house is right behind the subject property and the Coach House facing directly to my house is intruding our privacy. The very narrow Arterial Road is not sufficient to allow enough private open space between our house and the proposed Coach Houses. Basically their balcony view is directly looking into the big windows of our house facing the Coach Houses, which will make us having to close all the blinds all the time and take out our privilege to allow natural sunlight at home. Also, if this application is approved, it will set the precedence in our neighbourhood area and more similar applications will have to be approved. This is seriously impacting the Low Density Area Plan Designation. For example, once this is approved, does it mean I and our neighbours can all submit applications to</p>



	extend our backyard area to Coach Houses? Or only the first couple of applications can be approved? This will be a really bad precedence to set and is totally unfair to the entire neighbourhood.
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Alisa Streat,
8860 Allison St.,
Richmond, BC V6Y 3J4
October 19, 2015

To: City of Richmond, Council

Re: 8571 No. 4 Road: **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 9290
(RZ 14-662541)** (File Ref. No. 12-8060-20-009290; RZ 14-662541) (REDMS No. 4704349)

My back yard will be in the line of sight from the rear-facing sun-deck on the proposed coach house. Due to its elevation, it will be possible for anyone on the deck to look down into my backyard and invade my personal privacy.

I am concerned also that the approval of coach houses with rear-facing sun-decks sets a precedent for future development along the lane.

Therefore, I am requesting that the plans for the site be amended so that that sundeck of the coach houses face east.

I appreciate the purpose behind densification, but it is important that this be done respecting existing privacy needs of property owners.

Thank you for considering my request.

Yours truly,



Alisa Streat
8860 Allison St.



For Metro Vancouver meetings on Friday, October 9, 2015

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact Greg Valou, 604-451-6016, Greg.Valou@metrovancouver.org or Jean Kavanagh, 604-451-6697, Jean.Kavanagh@metrovancouver.org.

Greater Vancouver Regional District

Regional Affordable Housing Strategy

APPROVED

Metro Vancouver is in the process of updating its Regional Affordable Housing Strategy. The Board approved the release of the Draft Regional Affordable Housing Strategy, and will distribute it to member municipalities for review and comment. The Board also directed staff to initiate stakeholder consultation on the Strategy, which will take place in November 2015.

Award of Contract Resulting from RFP Conducted by Morneau Shepell for Presentation to Metro Vancouver: Life, Accidental Death and Dismemberment, and Long-Term Disability Insurance Benefits

APPROVED

The Board awarded a unit-rate contract to The Great West Life Assurance Company for the supply of Life, Accidental Death and Dismemberment (AD&D), and Long-Term Disability (LTD) Insurance Benefits with an estimated five-year value of \$8.5 million.

Port Metro Vancouver Project and Environmental Review Process

RECEIVED/APPROVED

Port Metro Vancouver developed a Project and Environmental Review Process to fulfill its responsibilities under the Canada Marine Act and the Canadian Environmental Assessment Act, 2012. The review process is intended to provide a framework to assess potential impacts of proposed projects, physical works, and activities on land and water areas within Port Metro Vancouver's jurisdiction.

The Board received the report for information and will request that the Port Metro Vancouver (PMV) Board incorporate the following elements into the PMV Project and Environmental Review Process:

- formal recognition of municipal bylaws and Official Community Plans.
- that local government consultation be required for all project categories.
- that a project appeal process be directed through the PMV Board when there is a dispute.



Zero Waste Communications Program

APPROVED

The Board approved the Zero Waste Communications Program as presented in the report, including funding for the following initiatives under the 2016 General Government function budget:

- National Zero Waste Council
- Food Isn't Garbage Campaign
- Love Food Hate Waste
- Create Memories Not Garbage Christmas Campaign
- 6th Annual Zero Waste Conference

Metro Vancouver 2015 Zero Waste Conference: A Future Without Waste

RECEIVED

The Board received for information a report on the upcoming Zero Waste Conference to be held on October 29.

Now in its fifth year, the conference is key to Metro Vancouver's commitment to zero waste, and an integral component of our solid waste management plan. Conference attendance has increased annually to a registration of nearly 600. It attracts speakers from around the world, and has become a flagship event and the authoritative local government and business gathering on zero waste and the circular economy both in BC and Canada.

This year's conference will feature designer and sustainability pioneer William McDonough, and a range of international, national, and regional thought leaders and practitioners speaking on themes of redefining value and building the circular economy.

Electoral Area A Official Community Plan

APPROVED

It has been determined that Electoral Area A would benefit from a long-term vision and policy framework to provide guidance on local issues. An Official Community Plan for Electoral Area A would apply to all areas outside of Point Grey, Bowyer Island and Passage Island. The development of an Official Community as proposed in this report includes extensive consultation with local residents, and would be tailored to ensure discussions and policies address issues specific to each of the various Electoral Area A communities.

The Board:

1. Directed staff to undertake an Official Community Plan for Electoral Area.



2. For the purposes of Section 879(2) of the Local Government Act, directed staff to:
 - a. provide early and ongoing opportunities for consultation with affected Electoral Area A communities.
 - b. refer the Official Community Plan, after first bylaw reading, to adjacent regional districts, municipalities, first nations, school district boards, greater boards and improvement district boards, and appropriate provincial and federal government ministries, without limiting early and ongoing consultation opportunities.

2016 FireSmart and Emergency Preparedness Workshops

APPROVED

Metro Vancouver provides emergency management services for Electoral Area A. In 2016, staff plan to offer FireSmart and personal and home emergency preparedness workshops in Howe Sound, Point Grey, and Barnston Island. The 2016 Strategic Wildfire Prevention Initiative FireSmart grant program has funds available to offset costs associated with FireSmart activities, and requires a Board resolution supporting the grant application.

The Board endorsed the FireSmart and emergency preparedness workshops in Electoral Area A in 2016, including applying for and managing grant funds from the 2016 Strategic Wildfire Prevention Initiative FireSmart grant program to offset costs.

Greater Vancouver Sewage & Drainage District

Delegation Executive Summaries Presented at Committee, September 2015

RECEIVED

The Board received for information a summary of a delegation to the Zero Waste Committee from Kendall Christiansen, Senior Consultant to InSinkErator Canada.

Greater Vancouver Water District

Kwikwetlem First Nation Request to Conduct a Spiritual Ceremony – Coquitlam Watershed

APPROVED

The Board approved a request from Kwikwetlem First Nation for access to the Coquitlam Watershed for the purpose of their annual burn ceremony, and authorized staff to work with Kwikwetlem First Nation to finalize the details for a fall 2015 ceremonial burning in the Coquitlam Watershed.



City of
Richmond

Community Energy Association Honourable Mention Award Presentation

Background

Community Energy Association (CEA) is a non-profit organization founded twenty years ago by Union of BC Municipalities and the Province of BC to assist local governments with energy planning and greenhouse gas emissions reductions. CEA's mission is to build capacity and accelerate sustainable actions collaboratively with local governments across BC.

As part of its activities CEA manages and administers annually the Climate and Energy Action Awards, which recognizes local governments' GHG and energy reduction achievements in various categories. In 2015, CEA recognized the City of Richmond with an Honourable Mention Award in Corporate Operations for the comprehensive equipment renewal project at Richmond Ice Centre.

Presenter

Ms. Patricia Bell, Head of Planning & Director of Education, will be presenting the Honourable Mention Award to Council.

Patricia is a community planner, with over twenty years of experience in regional, urban and environmental planning, with an emphasis on sustainable development. She has been working with the Community Energy Association since in 2008, preparing and delivering guides, workshops and policy recommendations on energy efficient buildings and renewable energy, finance and governance of green energy systems, and planning for electric vehicle implementation. Patricia manages the online Certificate in Community Energy Management program and the annual Climate & Energy Action Awards program.

Patricia received a Bachelor of Arts degree in Land Use and Environmental Studies from the University of Saskatchewan and a Master of Science in Sustainability, Planning and Environmental Policy from the University of Wales. She is a Registered Professional Planner (RPP MCIP) and a Certified Sustainability Professional.



October 21st, 2015

To Clerk's Office:

This is to advise Council that Steveston Fire Hall No.2 has achieved LEED Gold status. As taking leadership in sustainability is one of Council's term goals, Project Development & Richmond Fire Rescue would like this achievement to be recognized. We would like to present the LEED Gold plaque in the upcoming Council meeting.

The Steveston Fire Hall No. 2 is on 3,072 square metres of land owned by the City. The two-bay fire hall acts as a natural gateway to the Steveston community. Glazing, light and elegant forms come together to create a landmark facility.

LEED Gold features as follows:

- Geothermal heating/cooling
- Solar domestic water pre-heat system
- Use of pine beetle wood as structural and finished material
- On-site storm water management with rain gardens
- Green roofs and green walls
- Daylight harvesting

Regards,

Michael Chan, P.Eng., PMP, LEED Green Associate
Project Manager
Project Development

MC:mc



Community Safety Committee

Date: Wednesday, October 14, 2015

Place: Anderson Room
Richmond City Hall

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

Absent: Councillor Derek Dang

Also Present: Councillor Carol Day

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

AGENDA ADDITION

It was moved and seconded

That a presentation by Kim Moldowan on car seat safety be added at the top of the agenda.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the Community Safety Committee held on September 15, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

November 10, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

Community Safety Committee
Wednesday, October 14, 2015

PRESENTATION

CAR SEAT SAFETY

(File Ref. No.)

Kim Moldowan, Children's Restraint Systems Technician, spoke to the need for regular on going City sponsored car seat safety checks and education clinics, and read from her written submission (attached to and forming part of these Minutes as Schedule 1).

In reply to queries from Committee, Ms. Moldowan commented that (i) car seats expire between six to ten years, (ii) for a fee, expired car seats can be recycled at a facility in the Lower Mainland, (iii) expired car seats stripped of all parts are accepted at the City's Recycling Depot on Lynas Lane. Also, she advised that she is currently in discussions with management at a local big box toy store on the potential to offer a trade-in credit of \$50 for an expired car seat. Ms. Moldowan further commented that, due to differing safety standards, it is illegal to use foreign model car seats in Canada.

Committee encouraged Ms. Moldowan to work with the Richmond District Parents Association and the Richmond Child Care Advisory Committee to conduct car seat checks and public education clinics.

John McGowan, Fire Chief, Richmond Fire-Rescue (RFR), advised that RFR conducts a car seat safety program twice a month and that during the construction of the new No. 1 Fire Hall, the program is being offered at Fire Hall No. 5 in the Hamilton area.

LAW AND COMMUNITY SAFETY DIVISION

1. COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – AUGUST 2015

(File Ref. No.) (REDMS No. 4732996 v. 2)

Ed Warzel, Manager, Community Bylaws, provided background information, noting that bylaw officers attended 533 water-use complaints during August 2015 and that the City's Animal Control Officer in conjunction with the Dog Licensing Program has resulted in lower dog off-leash complaints and the issuance of over 7,000 dog licenses to date.

In response to queries from Committee, Mr. Warzel advised that (i) Community Bylaws' staffing compliment is adequate at this time, (ii) a report from Metro Vancouver regarding water restriction best practices is forthcoming, (iii) discussion with the owner of the pigmy goat has resulted in the relocation of the goat, and (iv) there are further opportunities to be realized regarding dog licensing within the city.

Community Safety Committee
Wednesday, October 14, 2015

It was moved and seconded

That the staff report titled "Community Bylaws Monthly Activity Report – August 2015", dated September 18, 2015, from the General Manager, Law and Community Safety, be received for information.

CARRIED

2. RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – AUGUST 2015

(File Ref. No. 09-5000-01) (REDMS No. 4736830 v. 2)

In reply to queries from Committee, Phyllis Carlyle, General Manager, Law and Community Safety, stated that it is anticipated that RFR's draft facility study report would be presented to Council late 2015. Fire Chief McGowan noted that the consultant has been provided information including (i) RFR's records for the past five years, (ii) the potential jet fuel pipeline and storage facility, (iii) the Vancouver Airport Authority's master plan, and (iv) development projects in the City Core and River Rock areas. Also, Ms. Carlyle advised that a staff report will be presented at an upcoming General Purposes Committee meeting regarding the August windstorm and the City's emergency preparedness.

It was moved and seconded

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report – August 2015," dated September 21, 2015 from the Fire Chief, Richmond Fire-Rescue, be received for information.

CARRIED

3. NOISE BYLAW ADMINISTRATION MATTERS AND HOUSEKEEPING AMENDMENTS

(File Ref. No. 12-8060-20-009486) (REDMS No. 4743480)

In response to queries from Committee, Mr. Warzel commented that the enforcement of Noise Regulation Bylaw No. 8856 is in partnership with Vancouver Coastal Health (VCH) and the Richmond RCMP, with VCH managing day time calls and weekend/evening follow-up. He further commented that staff is reviewing the use of auxiliary staff for noise enforcement during weekends; however, it is anticipated that the proposed amendments will provide clarity for the general public. Also, Mr. Warzel advised that the public will be advised of the proposed new regulations by a press release, a newspaper advertisement, and a public bulletin.

Discussion ensued regarding public education and it was suggested that the noise regulation information be included in the City's *Home Owner Building and Renovations Guide* and provided to building permit applicants.

Community Safety Committee
Wednesday, October 14, 2015

It was moved and seconded

- (1) *That the staff report titled "Noise Bylaw Administration Matters and Housekeeping Amendments," dated October 2, 2015, from the City Solicitor, be received for information; and*
- (2) *That Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9486, be introduced and given first, second and third readings.*

CARRIED

4. RCMP'S MONTHLY REPORT – AUGUST ACTIVITIES 2015

(File Ref. No. 09-5000-01) (REDMS No. 4722438)

Superintendent Renny Nessel, Officer in Charge (OIC), Richmond RCMP, accompanied by Inspector Konrad Golbeck, Operations Support Officer, and Sargent Rob Quilley, Traffic Section, provided the following information regarding rules governing vehicular traffic stopping for pedestrians at marked, unmarked and/or controlled crosswalks:

- vehicles must yield the right-of-way to a pedestrian where traffic control signals are not present;
- a vehicle must yield to a pedestrian at a crosswalk on the half of the roadway that the vehicle is travelling on; also, a vehicle must yield to a pedestrian at a crosswalk if the pedestrian is on the other half of the roadway (i.e., furthest from the roadway that the vehicle is travelling on) when the pedestrian is so close to make it dangerous to proceed;
- where a pedestrian is stepping off the roadway on the far side of a divided roadway, a vehicle travelling on the opposite side should be able to proceed without stopping;
- once a pedestrian has reached mid-way on the far side of a roadway, vehicles travelling on the opposite side should be stopping to yield to the pedestrian;
- at controlled intersections without specific pedestrian hand signals, pedestrians have the right-of-way over vehicles;
- turning vehicles must yield to pedestrians; however, they may proceed with the turn if not impeding or making it dangerous for the pedestrian to cross the roadway;
- if it is unsafe for the vehicle to come to a stop, a pedestrians cannot move off the sidewalk or impede vehicular traffic, even at a controlled pedestrian crosswalk;
- where there is no intersection or marked/unmarked crosswalk, the pedestrian must yield to vehicular traffic;
- a walk signal means pedestrians can walk, vehicles have to yield to pedestrians;

Community Safety Committee

Wednesday, October 14, 2015

- a flashing hand or “Don’t Walk” signal means the pedestrian should not be stepping off the curb onto the roadway; if already in an intersection and proceeding across the pedestrian must quickly continue to cross the roadway;
- a solid hand signal means the pedestrian should not be stepping off the curb to enter the intersection; and
- collision statistics on the pedestrian crosswalk on Westminster Highway between Minoru Boulevard and No. 3 Road remain low.

In reply to queries from Committee, Supt. Nasset advised that Auxiliary Officer hours are slowly increasing due to the relaxation in the policy changes implemented after the shooting at Parliament Hill and that the investigation is ongoing with regard to the shooting that took place near No. 2 Road and Westminster Highway.

It was moved and seconded

That the report titled “RCMP’s Monthly Report – August Activities 2015,” dated September 8, 2015, from the Officer in Charge, Richmond RCMP, be received for information.

CARRIED

5. **FIRE CHIEF BRIEFING**

(Verbal Report)

(i) Halloween 2015 & Fireworks

Fire Chief McGowan advised that a joint Halloween operation between RFR and the Richmond RCMP will run between 6 p.m. and 11 p.m. and will include the availability of two additional fire crews, the patrol of areas of interest, and RFR’s presence at all corporate fireworks displays.

(ii) Winter Safety

Fire Chief McGowan commented that winter safety messaging will target (i) testing household smoke alarms in conjunction with the fall time change, (ii) kitchen safety in relation to grease fires, and (iii) Christmas tree and home decoration safety tips.

(iii) Movember

Fire Chief McGowan noted that during November, RFR Local 1286 staff will be participating in the Movember fundraising charity event to raise awareness and funds for men’s health issues. RFR’s Local 1286 will arrange for large moustaches to be placed on City fire trucks in support of this event, which raised over \$7,000 in 2014.

Community Safety Committee
Wednesday, October 14, 2015

6. **RCMP/OIC BRIEFING**
(Verbal Report)

Supt. Nasset advised that the Richmond RCMP will also be participating in the Movember fundraising charity event and that the information requested related to officer tenure and language will be provided at a future Committee meeting.

7. **MANAGER'S REPORT**

Ms. Carlyle noted that city staff will be participating in an emergency exercise at City Hall between 10 a.m. and 2 p.m. on Thursday, October 15, 2015. She further noted that the Richmond Chamber of Commerce is no longer in a position to run the 911 Awards. Also, Ms. Carlyle advised that a staff report on the Auditor General for Local Government's review of Surrey's policing and their relationship with the RCMP will be provided in November 2015.

Discussion ensued regarding the City continuing the "911 Awards" in conjunction with the annual service milestones ceremony in order to recognize the achievements of the City's emergency response members. As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

That the "911 Awards" ceremony be referred to staff to explore best practices to incorporate the "911 Awards" under the City.

CARRIED

The Chair spoke to the need for various corporate policies and as a result of the discussion the following **referral** was introduced:

It was moved and seconded

That the Chief Administrative Officer examine and report back to the Community Safety Committee by November 10, 2015 on the development of corporate policies related to the following issues:

- (1) RFR crews and other City Departments attending on-duty events such as retirements, funerals, community events, and fundraisers, etc.;*
- (2) RFR charity fundraising and boot drives; and*
- (3) the continuation of RFR's school visits.*

CARRIED

In reply to a query from Committee, Fire Chief McGowan advised that staff is exploring various options related to first responders access to buildings during an emergency, noting that a staff report will be presented at a future Committee meeting regarding the options and any potential bylaw amendment requirements.

Community Safety Committee
Wednesday, October 14, 2015

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:00 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 14, 2015.

Councillor Bill McNulty
Chair

Heather Howey
Legislative Services Coordinator

Good afternoon, ladies and gentlemen. Thank you for having me here today. My name is Kim Moldowan and I am a CRST, Children's Restraint Systems Technician, certified with the Child Passenger Safety Association of Canada. I help parents and caregivers ensure that their car seats are installed and being used properly. Sadly, approximately 90% of car seats are being used incorrectly. I am passionate about keeping children safe in vehicles. Currently I am training the nurses on the maternity floor at Richmond Hospital, educating new safe baby foster parents, and working with the RCMP as we begin road side checks.

A major problem parents face with child passenger safety is a lack of education. There are limited resources out there for parents to learn about car seats and the resources that do exist are difficult to find. It is my hope that the City of Richmond will take more of an interest in child passenger safety to help educate parents on best practices. As most of us know, car crashes are the number one cause of death and injury of children in Canada. These fatalities and injuries can be greatly reduced if parents become more aware of how to properly restrain their children.

My goal today is to briefly talk about some common mistakes parents are making with their children in vehicles and to make you aware that not only parents, but organizations such as the police and fire departments, hospitals, health units, etc. can become certified technicians or have an info session from a local car seat technician like myself.

These are the top misuses we see frequently.

- Seat not tightly secured to the vehicle moving more than an inch in any direction
- Harness not snug, doesn't pass pinch test
- Chest clip not at armpit level
- Not anchoring the tether strap for forward facing seats
- Wrong angle of infant seat(should be 45 degree angle for neck and head support
- Seat belt routed through wrong belt path of the infant/child restraint
- Harness straps through incorrect slots of the infant/child restraint
- Using recalled or otherwise unsafe seats(restraints older than 10 years or beyond the manufacturers expiry date, or previously in a vehicle at the time of a crash)

Also a major issue we see as techs is children being moved to the next stage too soon. Children should remain rear facing as long as possible, at least until a minimum of age two. Children should remain in a 5 point harness until around age 6 because this is when most are developmentally ready for a booster. Children often need to use a booster seat until age 10-12 because this is roughly the age that they are able to fit the adult seat belt without using a booster.

Another thing I see personally as a tech here in Richmond is that many children are using the adult seat belt too soon and are at risk of severe injuries in a crash. Doctors call these injuries "seat belt syndrome," and they include injuries to the head, neck, spinal cord and internal organs.

Without a booster seat, the lap belt rides up on a child's belly and causes internal injuries in a crash. When a shoulder belt doesn't fit correctly, it will be uncomfortable and a child will unsafely place it behind his or her back or tuck it under the arm causing injuries to the head, neck and spinal cord in a crash.

Motor vehicle crashes are the leading cause of death and serious injury for children in Canada. Using a booster seat correctly provides 60% more protection over a seat belt alone.

In conclusion my hopes for Richmond families is to provide regular on going city sponsored car seat checks and education clinics. Also a better way for families to recycle expired or damaged seats rather than placing them at the curb to be picked up and reused by another family, and finally a program set up for needy families to obtain a car seat or booster seat when they cannot afford one.

Thank you for giving me the opportunity to speak to you today about this very important safety information.



General Purposes Committee

Date: Monday, October 19, 2015

Place: Anderson Room
Richmond City Hall

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

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the General Purposes Committee held on October 5, 2015, be adopted as circulated.

CARRIED

DELEGATION

1. With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Richard Vetter, WealthSmart Incorporated, accompanied by Stephanie Clarke, Myriad Strategic Marketing, spoke to the potential to establish a Business Improvement Area (BIA) in Steveston. Mr. Vetter read from his submission attached to and forming part of these Minutes as Schedule 1.

In reply to queries from Committee, Mr. Vetter and Ms. Clarke provided the following information:

- an annual levy is added to the property tax of each landowner within a designated BIA, regardless of whether or not a particular landowner is in favour or opposed to the BIA;

General Purposes Committee

Monday, October 19, 2015

- the annual levy amount is typically calculated based on property assessment or on square footage;
- unanimous support for a BIA is improbable; however, a robust outreach campaign that explains in detail the anticipated benefits of a BIA can assist in increasing support;
- the proposed BIA boundary is anticipated to be properties within the immediate Steveston Village area; and
- a governance model has not been examined in detail; however, membership can include both property owners and business owners.

Discussion took place and it was noted that additional information regarding the proposed BIA would be valuable, and in particular, Committee requested that information regarding the Steveston Merchants Association (SMA), including the number of its members and who the members are would be appropriate. Also, Committee requested information regarding the activities of other BIAs in the Lower Mainland.

Ms. Clarke stated that she would recirculate the video link to Council. In reply to further queries from Committee, Ms. Clarke advised that there is no rush to establish a BIA in Steveston; instead, the SMA would like to maximize opportunities to reach out to as many property and business owners as possible.

In reply to queries from Committee, Mr. Vetter spoke to alternatives to the establishment of a BIA in Steveston, noting that the continuation of the SMA is challenging due to limited numbers of volunteers carrying out the work. Ms. Clarke advised that the BIA's boundary is determined at the time of establishment, and the boundary of the BIA remains the same during its term. Also, she stated that BIAs traditionally collaborate with their respective local governments, however, local governments do not have a formal say on how the levy is allocated.

Discussion ensued on a past attempt to establish a BIA in Steveston Village, and it was noted that the community was divided. Also, discussion took place on the potential to assist Steveston businesses by means of installing street banners and street furniture to better promote Steveston Village.

In reply to further queries from Committee, Mr. Vetter advised that not all businesses within a BIA would necessarily benefit to the same extent as other businesses; instead, he was of the opinion that a vibrant business community in general would reverberate to all businesses within the area.

General Purposes Committee
Monday, October 19, 2015

FINANCE AND CORPORATE SERVICES DIVISION

2. STATUTORY RIGHT OF WAY OVER A PORTION OF 23560 WESTMINSTER HIGHWAY

(File Ref. No. 06-2285-30-187) (REDMS No. 4571310 v. 2)

It was moved and seconded

- (1) That the City secure a statutory right of way over ± 272.5 m² portion of 23560 Westminster Highway (PID: 027-095-878) from the British Columbia Transportation Financing Authority for Five Thousand Dollars (\$5,000.00) including applicable taxes; and*
- (2) That the Chief Administrative Officer and the General Manager, Finance & Corporate Services be authorized to negotiate and execute all documentation to effect the transaction detailed in the staff report, dated September 29, 2015, including all agreements and Land Title Office documents.*

CARRIED

LAW AND COMMUNITY SAFETY DIVISION

3. LESSONS LEARNED FROM THE WINDSTORM OF AUGUST 29, 2015

(File Ref. No. 09-5125-03-01) (REDMS No. 4727701 v. 2)

In reply to queries from Committee, Deborah Procter, Manager, Emergency Programs, Tom Stewart, Director, Public Works Operations, Victor Wei, Director, Transportation, and Fire Chief John McGowan provided the following information:

- the cost of the City's response to the August windstorm was approximately \$26,000;
- the application for Disaster Financial Assistance is an onerous process;
- the inclusion of an alternative power source for traffic signals is prioritized to key intersections, including those that lead to a bridge, a highway or an arterial road; and
- E-Comm is aware of their technological limitations in light of the windstorm and is seeking solutions with their telecommunication provider; in addition, E-Comm is examining ways in which to manage behavioural issues such as calls for non-urgent matters.

Discussion took place on forwarding a copy of the staff report to Metro Vancouver for information.

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

3.

General Purposes Committee

Monday, October 19, 2015

It was moved and seconded

- (1) *That the staff report titled "Lessons Learned from the Windstorm of August 29, 2015," dated September 13, 2015, from the General Manager, Law and Community Safety, be received for information; and*
- (2) *That a letter be sent to Metro Vancouver, with a copy of the staff report titled "Lessons Learned from the Windstorm of August 29, 2015," dated September 13, 2015, from the General Manager, Law and Community Safety, for information.*

The question on the motion was not called as Committee commented on the City's fortune with regard to the limited damage caused by the windstorm and the uninterrupted use of power throughout it.

The Chair directed that staff convey Council's gratitude to staff for their proactive approach and hard work throughout the windstorm, noting that their efforts were instrumental in ensuring the City remained safe.

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

ENGINEERING AND PUBLIC WORKS DIVISION

4. **UPDATE ON PORT METRO VANCOUVER PROJECT AND ENVIRONMENTAL REVIEW APPLICATION PROCESS**

(File Ref. No. 10-6160-01) (REDMS No. 4746931 v. 4)

The Chair suggested that staff's comments regarding the Port Metro Vancouver Project and Environmental Review Application Process be supplemented by Metro Vancouver's request (i) for formal recognition of municipal bylaws and Official Community Plans, (ii) that local government consultation be required for all project categories, and (iii) that a project appeal process be directed through the Port Metro Vancouver Board where there is a dispute.

Also, there was agreement that comments in the staff report, including the additional aforementioned comments be forwarded to the provincial Minister of Forests, Lands and Natural Resource Operations, and the provincial Minister of the Environment.

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

General Purposes Committee
Monday, October 19, 2015

It was moved and seconded

- (1) *That comments in the staff report titled "Update on Port Metro Vancouver Project and Environmental Review Application Process" dated October 9, 2015 from the Director, Engineering for projects and activities within Port Metro Vancouver's jurisdiction, be revised to include that the Port Metro Vancouver Board incorporate the following elements into the PMV Project and Environmental Review process:*
 - (a) *that municipal bylaws and Official Community Plans be formally recognized;*
 - (b) *that local government consultation be required for all project categories; and*
 - (c) *that a project appeal process be directed through the PMV Board where there is a dispute; and*
- (2) *That comments, as amended by Committee, in the staff report titled "Update on Port Metro Vancouver Project and Environmental Review Application Process" dated October 9, 2015 from the Director, Engineering be forwarded to Port Metro Vancouver, local Members of Parliament, the federal Ministry of the Environment, the provincial Minister of Forests, Lands and Natural Resource Operations, and the provincial Minister of the Environment.*

The question on the motion was not called as Councillor Steves distributed maps of the City's shorelines (attached to and forming part of these Minutes as Schedule 2), and spoke to Port Metro Vancouver's category definitions under their new project and environmental review process for projects and activities within their jurisdiction; in particular, it was noted that categories A and B are defined as projects that are minor or relatively minor in nature.

Also, it was noted that Port Metro Vancouver has applied for exemption requests for their proposed Habitat Enhancement Projects; two of the four projects are along the City's shorelines: the South Arm Jetty Tidal Marsh and the Steveston Island Tidal Marsh. It was noted that additional information from staff on how these projects will affect the City's shorelines would be valuable and it was suggested that this matter be discussed at the October 21, 2015 Public Works and Transportation Committee meeting.

John Irving, Director, Engineering, advised that discussions with Port Metro Vancouver have been ongoing at the staff level regarding the two aforementioned projects, noting that thus far, staff has not been supportive of their plans. He advised that staff will continue to engage with Port Metro Vancouver staff in an effort to ensure that their activities along the City's shorelines are consistent with Council's objectives.

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

General Purposes Committee
Monday, October 19, 2015

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:05 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 19, 2015.

Mayor Malcolm D. Brodie
Chair

Hanieh Berg
Legislative Services Coordinator

Schedule 1 to the Minutes of the
General Purposes Committee
meeting of Richmond City
Council held on Monday, October
19, 2015.



October 14th, 2015

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

Re: Oct 19th, 2015 Update to Mayor & Council on Steveston Business Improvement Association

Dear Mayor and Council,

The Steveston Merchants Association looks forward to providing Mayor and Council with an update on the activities towards the establishment of a Business Improvement Association (BIA) on October 19th, 2015 at Richmond City Hall.

Attached is a copy of our presentation. We have created a video with information about BIA's, some details on the process to initiate one and comments from the former Mayor of Langley, Honourable Peter Fassbender who has many years of experience working with a BIA.

Here is the link to the video: <https://youtu.be/dMrOyG5PQ-Q>

We hope to move forward with engaging Steveston commercial property owners and business operators in discussions about the benefits of a BIA in Steveston over the next several months. Our goal is rally support for a BIA and return sometime in the New Year with a presentation to council requesting the BIA initiative move to the formal petitioning process.

We welcome the opportunity to answer any questions you may have at any time.

Sincerely yours,

Stephanie Clarke
Steveston Merchants Association

Steveston Merchants Association
c/o Steveston Post Office, PO Box 31856
3811 Moncton Street
Richmond, BC V7E 3A0
info@exploreseveston.com

Steveston Business Improvement Association Initiative

Steveston Merchants Association Update to Council October 19th, 2015

Background:

The Steveston Merchants Association (SMA) became a registered non profit society formed in 2010 and has operated as a volunteer organisation relying on annual membership dues from various merchants and property owners. Over this period of time the SMA has invested over \$118,000 in cash, \$ \$13,000 in in-kind contributions and over 8200 volunteer hours totaling approximately \$180,000 in volunteer hours towards improving the experience and business opportunities for Steveston. A total value of approximately \$311,000.

The SMA has developed many beneficial activities and programs over the past 5 - 6 years with the goal of helping to create more interest in Steveston that the local and tourist community can enjoy that helps to increase business opportunities for a wide range of Steveston businesses. The SMA has annually put on a Christmas festival that is extremely well attended, a Halloween event that is a scary success, a Scarecrow Crawl which is entertaining and imaginative, a Girls Night Out shopping promotion that is very popular to name a few. These types of activities help to encourage visitors to continue to enjoy Steveston and to support local businesses. A thriving retail commercial district is a barometer of the overall health of the community at large. Both do not flourish without each other.

The SMA wants to continue to provide the benefits that can be gained by working as a whole to leverage what Steveston has to offer and to build on its potential and encourage investment not only in its busy season but all year long.

The model the SMA operates under is not sustainable. A handful of volunteers do most of the work and eventually they tire out. The model is not equitable either. Many benefit from the activities without contributing and this is realized on the backs of others trying to lead the way wanting to make a positive difference. Retail experts say the face of retail has never changed as drastically as it has in the last 5 years and it will again over the next 5. Steveston needs to keep pace with that wave rather than be washed over by it.

Establishing a Business Improvement Association (BIA)

Many commercial retail areas have looked at the success of the BIA model. There are roughly over 350 in Ontario and over 70 BIA's in the province of BC and more form every year. There is a provincially legislated process to form a BIA that all BIA's follow. It is not uncommon for the exploration of a BIA to take a period of years before it is ready to move toward to the formal

voting process. The discussion of a BIA in Steveston dates as far back as 1996. We believe that a BIA model is the best advantage Steveston can utilize to move forward, to begin to compete with our organised neighbours who have established BIA's such as White Rock, Langley, Tsawwassen, or the City of Vancouver that has 23 or with other competitors like indoor malls that have sizable marketing and promotional budgets at their disposal.

We have explored the BIA model. We began to test the waters. We learned we wanted to follow best industry practice approaches to moving forward the best way possible for Steveston. To do that we have brought someone on board to help that has extensive BIA experience at all levels. Stephanie Clarke has worked as the executive director for the provincial BIA organisation and has worked extensively with the provincial department that holds the legislation for the creation of BIA's. We are confident and committed to following the necessary steps to continue what we originally started and to expand our outreach so that more stakeholders can learn what particular benefit a Steveston BIA can have short and long term, to gather input from stakeholders to shape the BIA's direction so they are fully prepared to participate in the voting process when the outreach process is complete.

We are here today to provide an update to council about our activities and to continue this process in the right direction.

We are here to answer any questions you may have and to offer to share more information about BIA's and what other BIA's are doing locally in BC and beyond. We have included more detail in the information package and hope you have had a chance to review that.

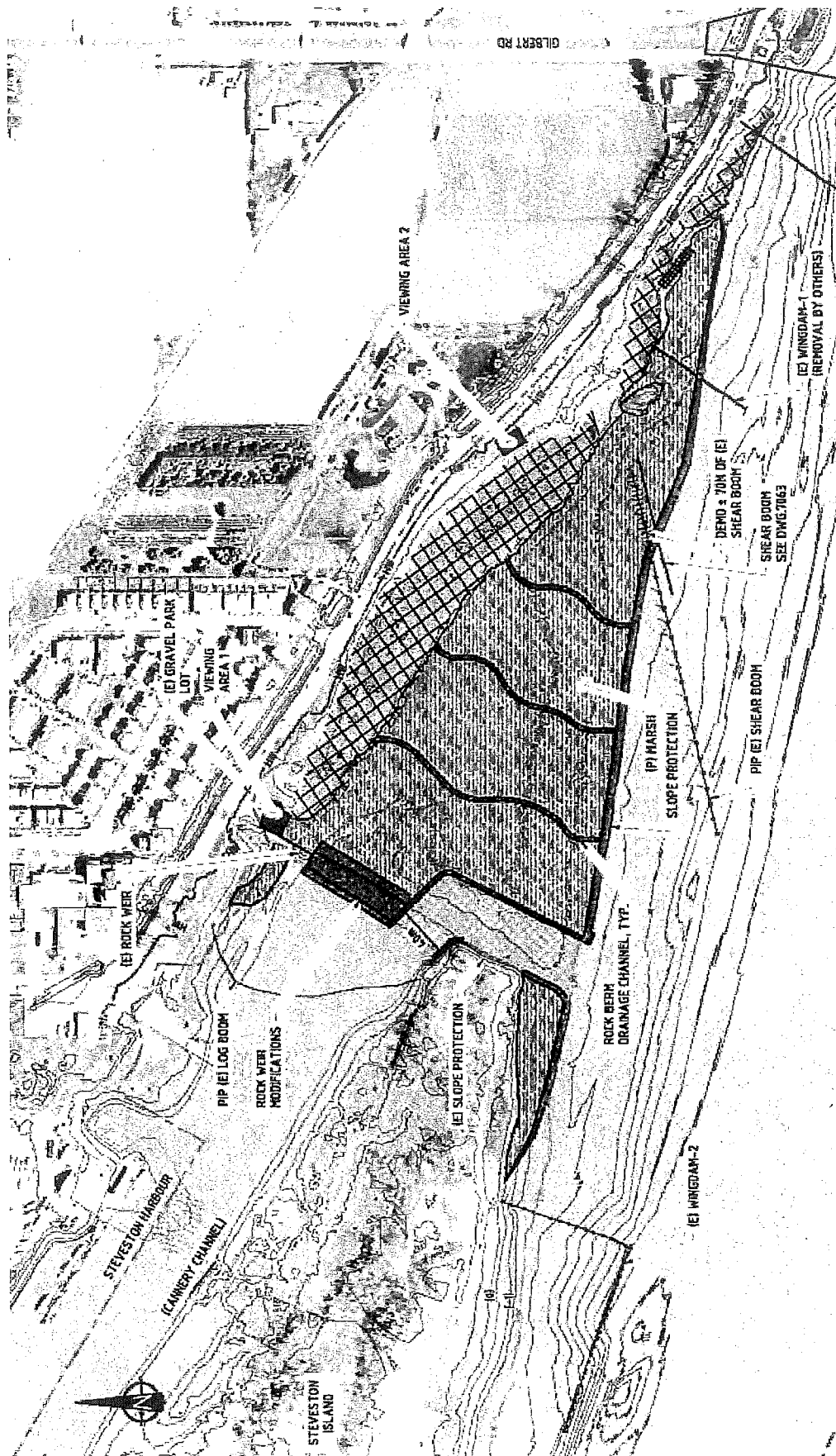
No BIA has ever formed with unanimous support. This is precisely why the legislation was created in the first place. All that benefit contribute. Provincial governments recognize the value a BIA can provide on so many levels. Statistics prove that almost all opposition to a BIA is eliminated after the BIA has operated for its first term. Statistics show that no BIA in BC has been voted out once it has started. This is a very compelling reality and one we hope to prove to the Steveston business community.

When the time comes we ask council to permit us to utilize the legislation and to allow us to move forward following the same method all of the other 70 BIA's in BC were created through and allow the business community to be responsible for the final outcome through the legislated voting process.

Thank you.



Legend Lot Boundary District Lot Proposed Lease Area VFPA Navigational Jurisdiction		DRAFT N 0 25 50 100 Metres		OneWay SCALE: SHOWN TO ZERO (1:1000) DATE: 15/01/2015 DRAWN: KR EDITED: ... APPROVED: ... This drawing is prepared for the use of our customer as a guide only. It is not to be used for any other purpose without the written consent of our company.		WorleyParsons PROJECT 3: 2015	
Steveston Island Tidal Marsh Project Proposed Lease Area		WORLEYPARSONS PROJECT No: 307071-00719		FIG No.: 00719-ST-0001		REV A	



OPTION 3A: NOTCH IN WEIR

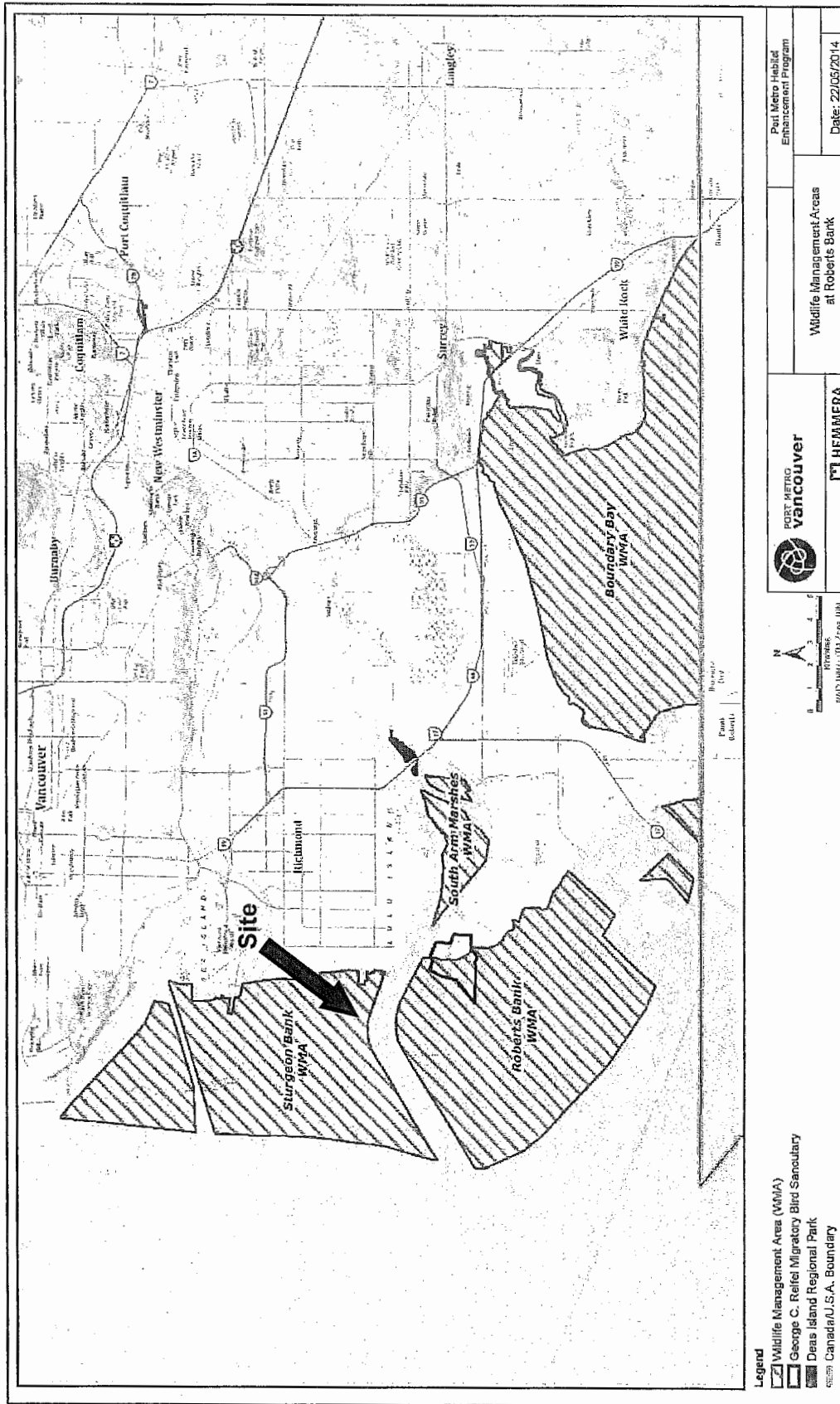


Figure 3 Location of the Sturgeon Bank WMA in relation to the Site



Planning Committee

Date: Tuesday, October 20, 2015

Place: Anderson Room
Richmond City Hall

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

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on October 6, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

November 3, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY MARYEM AHBIB FOR REZONING AT 7220 RAILWAY AVENUE FROM SINGLE DETACHED (RS1/E) TO COMPACT SINGLE DETACHED (RC2)**
(File Ref. No. 12-8060-20-009292; RZ 15-691744) (REDMS No. 4737969)

Planning Committee
Tuesday, October 20, 2015

Wayne Craig, Director, Development, briefed Committee on the proposed application to rezone the site into two compact single detached lots, noting that an amendment to Single-Family Lot Size Policy 5463 is required to remove the subject site and three other lots along Railway Avenue north of Linfield Gate. He added that letters were sent to the property owners and residents of all properties located within the area governed by Lot Size Policy 5463 notifying of the proposed amendment and requesting feedback regarding the proposal.

In reply to queries from Committee, Cynthia Lussier, Planning Technician, noted that one piece of correspondence expressing support for the proposal and one piece of correspondence expressing opposition to the proposal were received.

In reply to queries from Committee, Mr. Craig advised that the other application to rezone the property at 7180 Railway Avenue within the same lot size policy is not ready to be presented to Committee at this time.

Discussion ensued with regard to the potential for large home construction and the potential for densification along the Railway Avenue corridor.

As a result of the discussion, staff were directed to provide a memorandum that would provide information on potential options to increase density along the Railway Avenue corridor.

It was moved and seconded

(1) That the following recommendation be forwarded to a Public Hearing:

(a) That Single-Family Lot Size Policy 5463 for the area generally bounded by Railway Avenue, Blundell Road, and No. 2 Road, in a portion of Section 13 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5463 (Attachment 5); and

(2) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, for the rezoning of 7220 Railway Avenue from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)," be introduced and given first reading.

CARRIED

2. **APPLICATION BY OVAL 8 HOLDINGS LTD. FOR A ZONING TEXT AMENDMENT TO THE "HIGH RISE APARTMENT AND OLYMPIC OVAL (ZMU4) - OVAL VILLAGE (CITY CENTRE)" ZONE AT 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, AND 6899 PEARSON WAY**
(File Ref. No. 12-8060-20-009487; ZT 15-695231) (REDMS No. 4734828 v. 2)

Planning Committee
Tuesday, October 20, 2015

Mr. Craig briefed Committee on the proposed application, highlighting that the proposed zoning text amendment will facilitate the consolidation and expansion of public open space on-site and provide a linear connection to the City Waterfront Park. He added that the proposed application will facilitate a stand-alone childcare facility on a City-owned lot within the subject site.

In reply to queries from Committee regarding the temporary public open space, Mr. Craig noted that the proposed open space is part of a statutory right-of-way and there will be a future parking area underneath the proposed open space. He added that in the interim period prior to the construction of the parking garage, the open space will be treated with sod. The proposed open space will then be redesigned at the Development Permit stage.

Discussion ensued with regard to the potential effect of the proposed development on the adjacent dike area park space. Mr. Craig noted that the adjacent dike area park space will be expanded as River Road is incorporated into the dike and waterfront park area.

Discussion then took place with regard to the traffic along River Road and Gilbert Road area. The Chair advised that the traffic in the area can be discussed at the upcoming Public Works and Transportation meeting on October 21, 2015.

In reply to queries from Committee regarding the reduced number of proposed buildings, Mr. Craig noted that the proposed development drawings included in the staff report are conceptual and that there is no net increase in Floor Area Ratio (FAR). He added that the proposed buildings will not be higher than what is permitted in the original zoning.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9487, for a Zoning Text Amendment to the "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)" zone, a site-specific zone applicable at 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, and 6899 Pearson Way, to permit changes to the approved subdivision plan, be introduced and given first reading.

CARRIED

3. MANAGER'S REPORT

(i) Affordable Housing Contribution

Discussion ensued with regard to increasing the current affordable housing contribution requirements for built affordable housing units within new developments. Specific reference was made to the built affordable housing requirements in the West Cambie Area Plan for the mixed-use area along Garden City Road.

3.

Planning Committee
Tuesday, October 20, 2015

Discussion continued regarding changes to the current development threshold requirements to provide affordable housing units for new multi-family developments under 80 units.

In reply to queries from Committee, Cathryn Volkering Carlile, General Manager, Community Services, noted that staff will bring forward a staff report reviewing the City's Affordable Housing Strategy in a few weeks. She added that staff reports reviewing other aspects of the Affordable Housing Strategy will be presented in 2016.

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

It was moved and seconded

That staff examine options to:

- (1) *increase the current affordable housing contribution requirements for built affordable housing units within new developments; and*
- (2) *reduce the threshold to provide built affordable housing units in new multi-family developments below the current 80 unit threshold and report back.*

CARRIED

(ii) Process for the Early Termination of Land Use Contracts (LUC)

Mr. Craig updated Committee on the early termination of LUCs, noting that (i) the public information meeting will be scheduled on the first week of November 2015, (ii) notice of the public information meeting will be advertised in the local newspapers, (iii) the Public Hearing notification booklet will be mailed during the second week of November 2015, and (iv) LUC information will be continually updated on the City's website.

Discussion ensued regarding opportunities for the City to engage the public on topics related to development in the city in a town-hall type format.

In reply to queries from Committee, Joe Erceg, General Manager, Planning and Development, noted that City staff is available to respond to public inquiries.

Discussion then took place with regard to providing the public with easily accessible information related to development in the city and creating a user-friendly City Hall.

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

It was moved and seconded

That staff examine options for City staff and Council Members to host periodic public information sessions on topics related to development and affordable housing in the city and report back to the Planning Committee.

CARRIED

Planning Committee
Tuesday, October 20, 2015

(iii) Soil Fill on Agricultural Land

Discussion ensued with regard to (i) occurrences of using soil fill within the Agricultural Land Reserve (ALR) in the city, (ii) the role of the City and Agricultural Land Commission (ALC) in reviewing and approving ALR soil fill applications, (iii) discussions between the City and the ALC on the enforcement of soil fill regulations, and (iv) amending land use in the ALR to restrict the use soil fill.

In reply to queries from Committee, Mr. Erceg noted that there is currently a bylaw regulating the use of soil fill and that property owners cannot use soil fill without City approval. He added that Community Bylaws staff can provide an update on enforcing said bylaw.

Discussion ensued with regard to land owners using soil fill on their property for the purposes of re-selling the property.

In reply to queries from Committee, Mr. Craig noted that there may be certain situations where property owners may seek soil fill approval directly from the ALC.

In reply to queries from Committee, Terry Crowe, Manager, Policy Planning, noted that Community Bylaws staff will bring forward a report on soil fill shortly.

As a result of the discussion, Community Bylaws staff were directed to provide Council with information related to the types of soil fill applications that require City approval, including information on the enforcement process for all soil fill applications that occur in the City.

Discussion then took place with regard to (i) soil fill and the potential loss of farmland, (ii) the potential increase in the value of farmland, (iii) the conditions where soil fill applications are approved, and (iv) the grade of soil fill used.

(iv) Distilleries and Wineries on Agricultural Reserve Land

Discussion ensued with regard to ALC regulations related to distilleries and wineries and the requirement that a minimum of 50% of the agricultural product be produced on the lot.

In reply to queries from Committee, Mr. Crowe noted that distilleries and wineries are required to produce at least 50% of the agricultural product on-site or they can contract additional agricultural product from other farms in the province. He added that Metro Vancouver and Ministry of Agriculture will be hosting a workshop on the new Provincial regulations related to distilleries and wineries in the ALR. He further noted that staff will attend the workshop and will update Council.

Planning Committee
Tuesday, October 20, 2015

Discussion then ensued with regard to introducing a resolution at the workshop that would require distilleries and wineries to produce a minimum of 50% of the agricultural produce on the subject site.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:43 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 20, 2015.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator (Aux)



Public Works and Transportation Committee

Date: Wednesday, October 21, 2015

Place: Anderson Room
Richmond City Hall

Present: Councillor Chak Au, Chair
Councillor Harold Steves
Councillor Derek Dang
Councillor Ken Johnston
Councillor Alexa Loo
Mayor Malcolm Brodie

Also Present: Councillor Carol Day

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

The Chair advised that "Port Metro Vancouver Habitat Enhancement Projects" and "Traffic Conditions Along River Road" would be added to the Agenda as Items No. 5A and 5B respectively.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Public Works and Transportation Committee held on September 23, 2015, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

November 18, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

Public Works & Transportation Committee
Wednesday, October 21, 2015

DELEGATION

1. With the aid of a PowerPoint presentation (copy on file, City Clerk's Office), Ken Carrusca, Vice President, Environment and Marketing (Western Region), Cement Association of Canada, provided background information regarding the Cement Association of Canada and spoke to reduction of greenhouse gas emissions (GHG) through the use of resilient and long-lasting concrete infrastructure.

Mr. Carrusca highlighted that Contempra / Portland Limestone cement reduces GHG emissions by approximately 10% when compared to the use of regular cement. Also, he commented on features of cement, noting that it is non-combustible and is impervious to moisture to name a few and spoke on concrete pavements.

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

- the cost of Contempra / Portland Limestone cement is competitive to that of regular cement
- the cost of concrete pavements versus asphalt pavements vary due to variations in installation, maintenance, and life-cycle; and
- pre-cast concrete sections have been utilized at intersections in metropolitan areas in central Canada.

Discussion took place on the use of cement as opposed to asphalt for paving and Robert Gonzalez, General Manager, Engineering and Public Works, commented on its benefits while noting that concrete transmits vibration, which is why it is often utilized for paving freeways and not roads in urban areas.

ENGINEERING AND PUBLIC WORKS DIVISION

2. **ALEXANDRA DISTRICT ENERGY UTILITY BYLAW NO. 8641 AMENDMENT BYLAW NO. 9298**

(File Ref. No. 12-8060-20-009298; 10-6600-10-01) (REDMS No. 4729245 v. 3)

It was moved and seconded

That the Alexandra District Energy Utility Bylaw No. 8641 Amendment Bylaw No. 9298 be introduced and given first, second and third reading.

CARRIED

2.

Public Works & Transportation Committee
Wednesday, October 21, 2015

3. **OVAL VILLAGE DISTRICT ENERGY UTILITY BYLAW NO. 9134, AMENDMENT BYLAW NO. 9299**

(File Ref. No. 12-8060-20-009299; 10-6600-10-02) (REDMS No. 4732576 v. 4)

It was moved and seconded

That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9299 be introduced and given first, second and third readings.

CARRIED

4. **SMALL AND MEDIUM ENTERPRISE GREENHOUSE GAS MANAGEMENT PROGRAM**

(File Ref. No. 10-6125-07-02) (REDMS No. 4673854 v. 5)

It was moved and seconded

That the development and implementation of a Greenhouse Gas Management program for small and medium enterprises be endorsed.

The question on the motion was not called as in reply to queries from Committee, Peter Russell, Senior Manager, Sustainability and District Energy and Nicholas Heap, Sustainability Project Manager, spoke to the benefits of the Small and Medium Enterprise Greenhouse Gas Management Program, highlighting that it primarily enables the City to honour targets set out in the Community Energy and Emissions Plan.

Also, Mr. Heap recounted successes of the Program for Richmond businesses.

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

5. **MANAGEMENT OF WASTE AND RECYCLABLE MATERIALS FROM DEMOLITION ACTIVITIES**

(File Ref. No. 10-6370-01) (REDMS No. 3822689 v. 8)

Suzanne Bycraft, Manager, Fleet and Environmental Programs, accompanied by Gavin Woo, Senior Manager, Building Approvals, provided background information and spoke to the consultation process with Richmond's Small Builders Group. Also, Ms. Bycraft introduced Esther Bérubé, Senior Project Engineer, Solid Waste Services, Metro Vancouver.

Discussion took place on the proposed fee structure and the potential to provide incentives to preserve or relocate homes as opposed to demolish them. Mr. Woo advised that the proposed fee structure does not prohibit home owners from demolishing their homes. Also, Joe Erceg, General Manager, Planning and Development, advised that demolition fees are calculated based on a cost-recovery model; the City cannot impose demolition fees that are punitive in nature in an effort to discourage demolition activities.

Mr. Erceg advised that should Council wish to have staff lobby the Provincial government to permit such a fee structure for demolitions, a Council resolution would be in order. It was noted that incentives to preserve homes may address this matter.

3.

Public Works & Transportation Committee

Wednesday, October 21, 2015

In reply to queries from Committee, Ms. Bérubé provided the following information:

- the cities of Vancouver, Port Moody and North Vancouver, and the District of West Vancouver have enacted bylaws related to the management of waste and recyclable materials from demolition activities;
- Metro Vancouver encourages all member municipalities to adopt a bylaw to regulate waste and recyclable materials from demolition activities; and
- Metro Vancouver's model bylaw is available to all municipalities; however, Metro Vancouver is cognizant of the varying realities in each municipality and therefore, the model bylaw can act as a starting point for those wishing to tailor it to suit the needs of their communities.

Ms. Bycraft commented on the proposed approach, noting that it would allow industry to mature independent of any additional requirement or regulations placed on builders by the City; once industry responds to the need, staff would report back with recommended next steps.

Discussion took place on the difference between diversion and recycling of waste and materials from demolition activities and Mr. Gonzalez noted that the pilot project demonstrated that diversion rates of up to 90% can be achieved with low to moderate time and cost impacts.

Jim Wright, 8300 Osgoode Drive, was of the opinion that the proposed recommended approach of 70% diversion was not sufficient. Mr. Wright read from his submission (attached to and forming part of these Minutes as Schedule 1). Also, he suggested that Council consider a fee structure that provides incentives based on the level of diversion achieved, with higher diversion rates being recognized with increased refunded fees.

The Chair remarked that a review of the management of waste from single-family home demolitions one year following its implementation would allow staff to examine the program and report back on its operation, including its fee structure.

Also, discussion further ensued regarding the lack of incentives for homeowners to preserve their homes as opposed to demolish them.

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

It was moved and seconded

(1) That staff prepare a Demolition Waste and Recyclable Materials Bylaw, which establishes the following requirements for management of waste from single-family home demolitions:

(a) achieve a minimum of 70% diversion of demolition waste;

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Wednesday, October 21, 2015

- (b) establish a \$250 non-refundable fee assessed as part of the demolition permit application process;*
- (c) establish a \$2/square foot refundable fee, based on demolition waste recycling performance; and*
- (d) require that demolition contractors/builders submit a Waste Disposal and Recycling Services Plan as part of their demolition permit application, and a Compliance Report at the conclusion of the demolition process;*
- (2) That a new Building Inspector 1 position be approved and a position complement control number assigned;*
- (3) That this program be considered as part of the 2016 Operating Budget process;*
- (4) That staff examine incentives for house preservation, including a fee structure; and*
- (5) That the management of waste from single-family home demolitions be reviewed one year after its implementation.*

CARRIED

5A. PORT METRO VANCOUVER HABITAT ENHANCEMENT PROJECTS

(File Ref. No. 01-0140-20-PMVA1)

Councillor Steves distributed a map titled "Steveston Community Fishing Harbour Long Term Development Plan" (attached to and forming part of these Minutes as Schedule 2) and spoke of Port Metro Vancouver's Steveston Island Tidal Marsh Habitat Enhancement Project.

Discussion took place on how this Project would affect Richmond's shoreline as Port Metro Vancouver has applied for an environmental assessment certificate exemption for this Project.

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

It was moved and seconded

- (1) That the City of Richmond opposes the proposed Steveston Island Tidal Marsh Habitat Enhancement Project as presented to the BC Environmental Assessment Office for the following reasons:*
 - (a) the City of Richmond owns the Gilbert Beach upland area adjacent to the proposed Project;*
 - (b) the City of Richmond assumed that the adjacent waterlot would be accredited to the City as use of Gilbert Beach as a beach will be compromised;*

Public Works & Transportation Committee
Wednesday, October 21, 2015

- (c) *the City of Richmond has a public boat launching ramp that will be blocked by the proposed Project;*
- (d) *the City of Richmond has alternative proposals for Gilbert Beach and the waterlot that could include the Beach, a new marsh habitat, the boat launching ramp, a harbour, and diking improvements using Steveston Island and a potential replacement beach as shown on the "Steveston Community Fishing Harbour Long Term Development Plan;"*
- (2) *That Richmond City Council opposes the exemption of the South Arm Jetty Tidal Marsh and the Steveston Island Tidal Marsh Habitat Enhancement Projects from the BC Environmental Assessment Office's environmental assessment certificate process and wishes to be consulted; and*
- (3) *That a letter be sent to Port Metro Vancouver, the Steveston Harbour Authority and the BC Environmental Assessment Office outlining the City's concerns in relation to Port Metro Vancouver's Steveston Island Tidal Marsh and South Arm Jetty Tidal Marsh Habitat Enhancement Projects.*

CARRIED

5B. TRAFFIC CONDITIONS ALONG RIVER ROAD

(File Ref. No.)

Victor Wei, Director, Transportation, spoke to various improvements to the new River Road / Gilbert Road intersection in an effort to ameliorate traffic conditions and advised that a staff report on expediting the River Parkway expansion was forthcoming.

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

It was moved and seconded

That staff report back on the implementation of River Parkway.

CARRIED

6. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:05 p.m.).

CARRIED

Public Works & Transportation Committee
Wednesday, October 21, 2015

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 21, 2015.

Councillor Chak Au
Chair

Hanieh Berg
Legislative Services Coordinator

Jim Wright, 8300 Osgoode Drive, for the Garden City Conservation Society

We strongly support the recommendations for demolition recycling, with some suggestions.

On the basis of the table on page PWT-40, we point out that the refundable fee needs to be a stronger incentive. Let's look at the first and second examples on the left side of the chart. Each of those two demolished houses was a little under 2,000 square feet, so the refundable fee at \$2 per square foot comes to less than \$4,000 for each. However, it cost almost \$4,700 more to achieve the higher diversion for the second house, so the incentive in these cases is to do *less* diversion and save \$700.

Furthermore, the refunding would need to occur in a high-incentive way, unlike the Port Moody example in the report. It appears that a Port Moody demolisher gets back the whole refundable fee at 70% diversion, with no incentive to do better.

We suggest something like this: There is no refunded fee for diversion up to 75%. Above 75%, the refund is 4% of the fee for each incremental percent of diversion. A total refund is possible.

This is all dependent on a reliable and efficient system for measuring diversion.

Along with that, it would be great if there could be positive ways to encourage best practices, such as reuse of parts that are valuable to other homeowners. I can give an example because we want to keep the mid-seventies style of our kitchen while renovating it, and we need to replace some of the cabinet door pulls. There are no new ones of even the right size, let alone the same style, but I bet that a lot that would be just right are being wasted in demolished homes.

Getting to that level of reuse would be ideal, and it's worth aiming for as a next step. For now, at minimum, let's be sure that the incentive system of refundable deposits is calibrated so that it will be as effective as possible.

FEATURE KEY

- FOUR FLAT MIRRORS
- SEVEN TRAINING VIDEOS
- FOUR STEP ASSEMBLY
- SIX-ANAL PROBE WITH ACTIVELY REGULATED
- REVERSIBLE USE OF CHARGE AND
- UNIVERSAL TIE LIGATION
- FOUR ACCESS
- CONVERTS FROM SPIN ROOM

A B C D E F G

STEVESTON SITE AERIAL

02

287

CNCL - 62

STEVESON COMMUNITY FISHING HARBOUR -
LONG TERM DEVELOPMENT PLAN



City of Richmond

Report to Committee

To: Community Safety Committee

Date: October 2, 2015

From: Doug Long
City Solicitor

File: 12-8060-01/2015-Vol
01

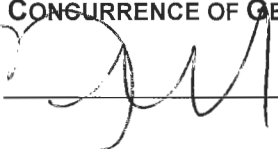

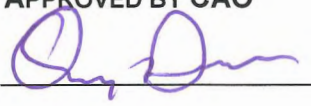
Re: Noise Bylaw Administration Matters and Housekeeping Amendments

Staff Recommendation

1. That the staff report titled Noise Bylaw Administration Matters and Housekeeping Amendments dated September 29, 2015, from the City Solicitor be received for information;
2. That Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9486, be introduced and given first, second and third readings

Doug Long
City Solicitor
(604-276-4339)

Att. 2

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

Staff Report

Origin

At the July 27, 2015 Council meeting, staff were directed to follow up with Vancouver Coastal Health (VCH) with regard to their procedures and responsiveness to noise complaints.

As part of the City's ongoing commitment for improved customer service, staff has reviewed this matter and recommended amendments to the Noise Regulation Bylaw No. 8856. These amendments will provide clarity contributing to the general public's understanding of the City's noise bylaw.

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.

Analysis

The following departments, partnerships and key stakeholders are involved in maintaining the City of Richmond's Noise Regulation Bylaw No. 8856:

Vancouver Coastal Health

Vancouver Coastal Health administers and enforces the noise control provisions of the City's Noise Regulation Bylaw No. 8856 under a service agreement. Complaints are addressed in partnership and consultation with City Departments that are involved with noise related matters.

Complaints are received through the City of Richmond's online Feedback Form, by telephone, by email and in person. Vancouver Coastal Health maintains records of all noise related service requests and provides these records to the City in the form of annual statistics.

VCH response activities involve:

- Responding to complaints and enquiries from the public
- Providing information
- Conducting site inspections
- Taking sound readings
- Issuing verbal or written orders
- Coordinating Bylaw enforcement follow-up with City staff
- Following up on house alarm complaints
- Collaborating with City staff regarding the issuance of variances to the bylaw
- Conducting noise surveys at the request of City staff

Administrative functions entail:

- Reviewing and commenting on proposed industrial projects within the City related to potential noise implications
- Reviewing and commenting on City building plans and development permit applications
- Drafting reports
- Maintaining sound measuring equipment and records
- Ensuring on-going staff training and knowledge on current emerging noise issues

The following table captures primary statistics, from annual reports regarding noise statistics, provided by Vancouver Coastal Health for 2013 and 2014.

Vancouver Coastal Health Summary of Noise Activities		
Noise Category	2013	2014
Alarm	8	1
Construction	130	116
Industrial	3	6
Mechanical	30	33
Miscellaneous	17	28
Neighbourhood	24	8
Party/Music	8	20
Traffic	14	7
Total	234	219

Health Protection staff response is generally restricted to business hours Monday to Friday from 8:00a.m. to 4:30p.m.. During that time period, non-urgent complaints are responded to within one working day and urgent complaints are addressed within four hours. In instances where Vancouver Coastal Health has been advised of noise complaints after the activity has occurred, staff would follow up by contacting the property owner or contact person of the noise source. The violator would then be informed of the requirements under the noise bylaw and of their obligation to meet those requirements from that point forward.

Requests for responses from VCH, outside of business hours, are considered under extenuating circumstances, on a case-to-case basis, with the final decision determined at the management level.

Engineering Department

For exemptions to the City's noise bylaw the Engineering Department administers permits for circumstances where activity will exceed allowable sound levels. Noise permit exemptions are primarily issued for construction activity. The Department processed 50 permits in 2013 and 62 permits in 2014.

The RCMP

RCMP dispatch (E-Comm) receives all complaints for the City between 5 p.m. to 8:15 a.m. Monday to Friday, and on the weekends and on holidays. Depending upon the availability, a bylaw officer or police officer is dispatched to these complaints as appropriate. In 2013 and 2014, the RCMP attended respectively 1034 and 1063 noise complaints.

Community Bylaws

Daytime complaints, between 8:15 a.m. and 5 p.m., are received at both the Community Bylaw Call Centre and Vancouver Coastal Health. In 2013 Community Bylaws forwarded 97 construction noise complaints to Vancouver Coastal Health and 81 in 2014. Bylaw officers also responded to 109 dog barking complaints in 2013 and 98 dog barking complaints and seven noise complaints in 2014.

General Public

The General Public is a key contributor to monitoring noise violations in the City by reporting activities through one of the following methods:

- Telephone Community Bylaws 604-276-4345
- Email communitybylaws@richmond.ca
- Online through the Customer Feedback System www.richmond.ca
- Telephone Vancouver Coastal Health 604-233-3147
- Email healthprotectionrh@vch.ca

Review of Noise Complaint Procedures

Staff's overall review of service delivery in relation to the City's responsiveness to noise complaints indicates that procedures are sound and effective in most cases. As with most processes there is always room for improvement and as such two items were identified for consideration:

Item 1

Expand Vancouver Coastal Health's availability on weekends and statutory holidays with evening coverage by the RCMP.

Currently Richmond's Vancouver Coastal Health's Environmental Health office is staffed 8:00a.m. to 4:30 p.m. Monday through Friday. Any work outside those hours would be at overtime rates and Vancouver Coastal Health staff, as per the collective agreement, would have to agree to the assignment of the additional shifts. In addition, there would be further costs associated with maintaining VCH office space over weekends. It is estimated that this enhancement would cost the City an additional \$100,000 on top of the current contract of \$221,557.

Item 1 was not recommended by staff as the current processes involving the Vancouver Coastal Health, RCMP, Community Bylaws and the general public have addressed concerns and did so in a cost efficient manner when compared to this alternative.

Item 2

Review the Noise Regulation Bylaw No. 8856 and adopt amendments that would provide clarity to the bylaw and the general public's understanding of the City's noise regulations.

In reviewing the Bylaw staff identified several clauses that if amended would assist the public by simplifying the language and enhance the current program that is in place at no extra cost.

(Attachment #1)


As a result of this analysis staff has reviewed the Noise Regulation Bylaw and recommend a number of changes that, if adopted, clarify the bylaw. **(Attachment #2)**

Financial Impact

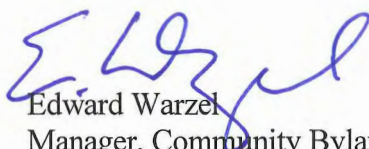
None

Conclusion

The amendments in the proposed bylaw would assist by further enhancing responsiveness, procedures, and processes currently being used to manage service delivery of the Noise Regulation Bylaw No. 8856 in Richmond. The changes also address the City's commitment to improve customer service by providing clarity which also contributes to the public's understanding of its bylaws.



Doug Long
City Solicitor
(604-276-4339)



Edward Warzel
Manager, Community Bylaws
(604-247-4601)

DL:mw

- Att. 1: Housekeeping Revisions to Noise Regulations Bylaw
2: Noise Regulation Bylaw No. 8856, Amendment bylaw No. 9486

Housekeeping Revisions to Noise Regulation Bylaw

Staff recommend the following housekeeping revisions to the Noise Regulation Bylaw for the following reasons:

- **Section 2.7.1** – the Bylaw currently permits the inspector to enter property to determine if there has been compliance with Part 2 of the Bylaw. As an inspector may need to enter property to determine if there is compliance with other parts of the Bylaw (in addition to Part 2), the specific reference to Part 2 has been deleted;
- **Section 3.1.2** – the addition of the phrase, “in the determination of the **inspector**” changes the test if a sound can be practically measured from an objective test to a subjective test. The result being that if the inspector determines that a sound cannot be practically measured, then the City is in a better position to make use of section 3 which, without measurement, generally prohibits noises that disturbs a neighbourhood;
- **Section 3.2.1 (a)** – the amendments increase the scope of this “Prohibited Types of Noise” by expanding the section from sounds made only by barking or howling dogs sounds to sounds made by other animals;
- **Section 3.2.1(b)** – removal of the phrase “in good working order” when referring to an “effective exhaust muffling system” removes redundancy and uncertainty which increases the enforceability of this section;
- **Section 3.2.1 (g)** – the addition of this section makes it clear that sound caused by lawn and garden equipment is only permitted during the times and days set-out in section 4.1.1 (l) by making the sound caused by the use of lawn and garden equipment outside of permitted hours and days a “Prohibited Type of Noise;”
- **Section 3.2.1 (h)** – the addition of this section makes it clear that sound caused by construction is only permitted during the times and days set-out in section 4.1.1 (m) by making the sound caused by construction outside of permitted hours and days a “Prohibited Type of Noise;”
- **Section 4.1.1 (Introductory Wording)** – the change to the introductory wording better reflects that section 4.1 is a section that lists exemptions to the general sound restrictions in the Bylaw;
- **Section 4.1.1(i)** – the addition of the phrase “statutory right of way” reflects the fact that some exempted sounds resulting from City activities conducted on statutory rights of way granted to the City rather than only on dedicated roads, or in parks etc.;
- **Section 4.2.2** – the addition of the cross-reference to section 3.2.1(h) is necessitated by the addition of section 3.2.1(h). See above;

- **Section 4.2.3** – the added sentence makes it clear that the notice requirements for the exemptions or restrictions granted by the General Manager, Engineering and Public Works are in addition to and not in substitution of the notice / signage requirements recently added as section 4.1.2 of the Bylaw; and
- **Schedule A (Land Use Contracts)** – the additional wording addresses the contingency that if land use contracts are terminated, then the Quiet, Intermediate and Activity Zone sound levels that currently apply to such land use contracts will apply to the underlying zoning that replaces the particular land use contract.



**Noise Regulation Bylaw No. 8856,
Amendment Bylaw No. 9486**

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

1. The Noise Regulation Bylaw No. 8856 is amended:
 - (i) In section 2.7.1 by deleting the words “of Part 2”;
 - (ii) In section 3.1.2 by adding, after the word “may” the words “, in the determination of the **inspector**,”
 - (iii) In section 3.2.1, by deleting subsection (a) and substituting:

“(a) the **sound** made by a dog barking, howling or otherwise, or the **sound** created by any other animal, in each case, continually or sporadically or erratically for any period in excess of one-half hour of time;”
 - (iv) In section 3.2.1, subsection (b), by deleting the words “in good working order”;
 - (v) In section 3.2.1, subsection (e), by deleting the final word “and”;
 - (vi) In section 3.2.1, subsection (f)(ii) by deleting the semi-colon “;” and replacing it with a period “.”;
 - (vii) In section 3.2.1, by adding subsections (g) and (h) as follows:

“(g) except as permitted under section 4.1.1(l), the **sound** caused by **lawn and garden power equipment**; and

(h) except as permitted under section 4.1.1(m), the **sound** caused by **construction**.”
2. The Noise Regulation Bylaw No. 8856 is amended:
 - (i) In section 4.1.1, by deleting the words “This Bylaw does not apply to **sound** made” and substituting “Exempted from the **sound** restrictions in this Bylaw is **sound** made:”
 - (ii) In section 4.1.1(i) by inserting after the words “dedicated roads,” the words “statutory rights of way,”;

- (iii) In section 4.2.2, by adding words “3.2.1(h) and section” before the words “section 4.1.1(m)”;
 - (iv) In section 4.2.3, by adding, at the end of the section, the sentence “The notice requirement in this section is in addition to the signage requirement in section 4.1.2.”
3. The **Noise Regulation Bylaw No. 8856**, Schedule A is amended by adding, in section 3 Land Use Contracts, after the land use contract reference numbers, in each zone, the following:
- “or, if the Land Use Contracts are terminated and replaced by underlying zoning, the underlying zoning.”
4. This Bylaw is cited as “**Noise Regulation Bylaw No. 8856, Amendment Bylaw No. 9486**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR_____
CORPORATE OFFICER

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



City of Richmond

Report to Committee

To: General Purposes Committee
From: Andrew Nazareth
General Manager, Finance and Corporate Services
Date: September 29, 2015
File: 06-2285-30-187/Vol 01
Re: **Statutory Right of Way over a Portion of 23560 Westminster Highway**

Staff Recommendation

That:

1. the City secure a statutory right of way over $\pm 272.5\text{m}^2$ portion of 23560 Westminster Highway (PID: 027-095-878) from the British Columbia Transportation Financing Authority for Five Thousand Dollars (\$5,000.00) including applicable taxes; and
2. the Chief Administrative Officer and the General Manager, Finance & Corporate Services be authorized to negotiate and execute all documentation to effect the transaction detailed in the staff report, dated September 29, 2015, including all agreements and Land Title Office documents.

Andrew Nazareth
General Manager, Finance and Corporate Services
(1-604-276-4095)

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

Staff Report

Origin

Real Estate Services received an unsolicited offer from the British Columbia Transportation Financing Authority (the “Owner”) to grant the City a Statutory Right of Way (“SRW”) area over a portion of unimproved lands located at 23560 Westminster Highway (the “Property”) (Attachment 1). The SRW is directly adjacent to a portion of an existing City pedestrian trail in the Hamilton neighborhood. The Owner is contemplating a disposition of the Property in the near future and the SRW was offered by the Owner to provide an additional greenway buffer area to enhance and protect the pedestrian trail from any possible future development on the Property.

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

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

2.3. Outstanding places, programs and services that support active living, wellness and a sense of belonging.

Analysis

The pedestrian trail in the Hamilton neighborhood is approximately 1000m in length, 6m in width, and generally runs in a north south direction from Westminster Highway (Attachment 2) south to Hamilton Community Centre/Park at Smith Drive. This trail provides convenient pedestrian access to the Highway 91 pedestrian overpass (which leads to Hamilton Hwy Park), the Hamilton Community Centre/Park and to Hamilton Elementary School.

The proposed SRW area is approximately 272.5m² (181.5m in length and 1.5m in width) (Attachment 3). Parks and Real Estate Services agree that the SRW area will provide an additional natural greenway area to the existing greenway bordering the trail. This will therefore create an extra 1.5m buffer from any future development on the Property.

The City is being offered the SRW area by the Owner at a one-time cost of \$5,000.00 (including applicable taxes) to cover survey costs, conveyancing and title registration. The SRW agreement may include that the City indemnify and release the Owner for losses sustained from the City’s use of the SRW area. The City will hold this SRW area in perpetuity. Parks will have similar rights to the SRW area as compared to the existing trail and as such will repair and maintain the SRW area and include it in their maintenance schedule.

Financial Impact

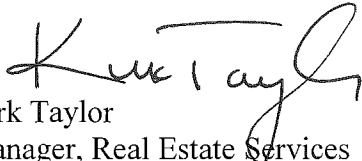
The \$5,000.00 is required for the associated costs to set up the SRW (survey costs, conveyancing and title registration) will be funded by Parks’ Advanced Planning and Design account. There is

no cost for the actual SRW area.

The OBI has been estimated at \$300.00 per year for Parks to add the SRW area to the maintenance schedule for the existing trail.

Conclusion

Staff recommend securing this SRW on the Property and are therefore seeking Council's approval to proceed with this matter.



Kirk Taylor
Manager, Real Estate Services
(604-276-4212)

KT:kb

- Att. 1: Labelled Aerial
2: Photo of Westminster Highway Trail End
3: Proposed SRW Plan

Attachment 1
Labelled Aerial



Attachment 2
Photo of Westminster Highway Trail End



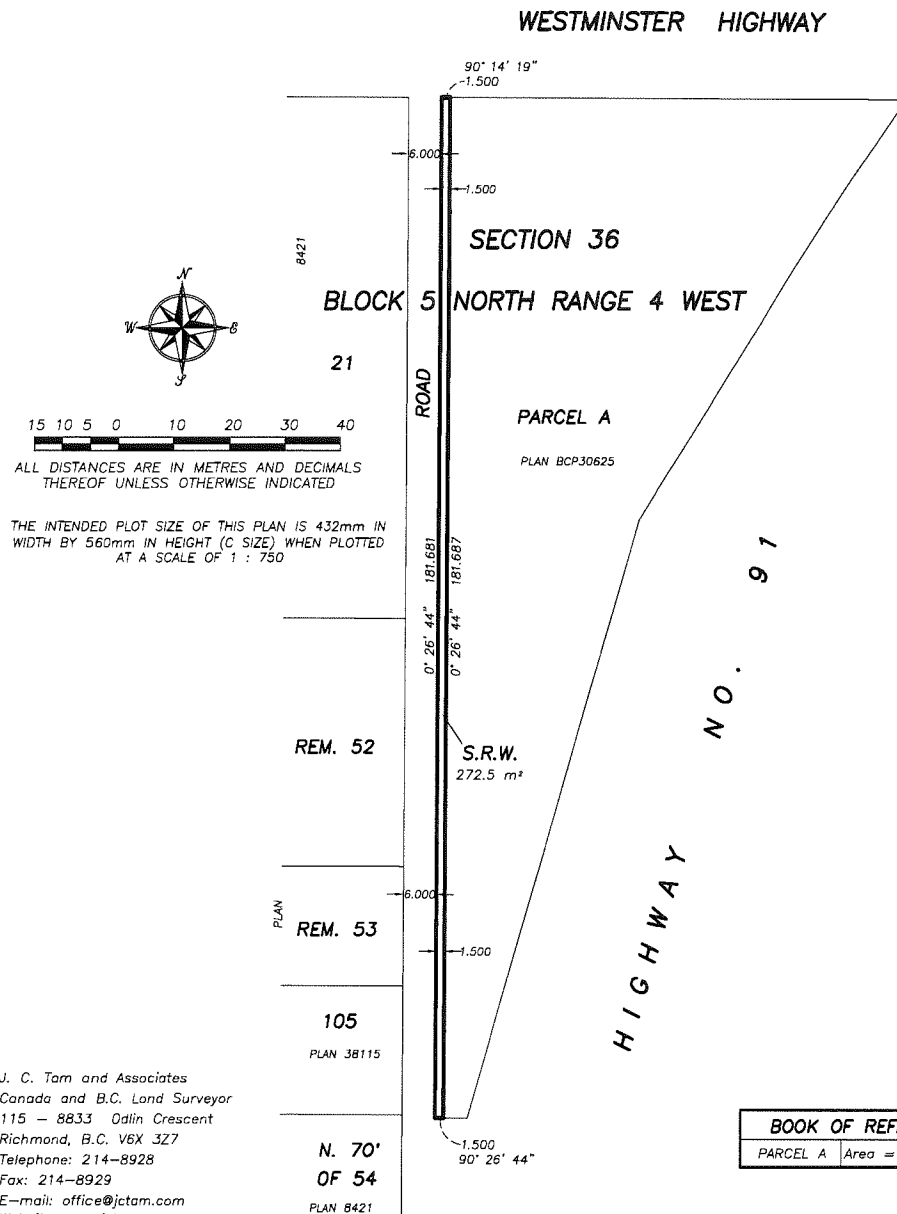
Attachment 3
Proposed SRW Plan

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY
OVER PART OF PARCEL A (PLAN BCP30625)
SECTION 36 BLOCK 5 NORTH RANGE 4 WEST
NEW WESTMINSTER DISTRICT
DEDICATED ROAD ON PLAN LMP30819

PLAN EPP43695

BCGS 92G.015

PURSUANT TO SECTION 99(1)(e), LAND TITLE ACT
FOR PUBLIC ACCESS PURPOSE



DWG No. 5587-SRW-002

The plan is based on the following
Land Title and Survey Authority of BC records:
Plan LMP30819
JOHNSON C. TAM, BCLS 711



City of Richmond

Report to Committee

To: General Purposes Committee

Date: September 13, 2015

From: Phyllis L. Carlyle
General Manager, Law and Community Safety

File: 09-5125-03-01/2015-
Vol 01

Re: Lessons Learned from the Windstorm of August 29, 2015

Staff Recommendation

That the report titled "Lessons Learned from the Windstorm of August 29, 2015", dated September 13, 2015, from the General Manager, Law and Community Safety, be received for information.

Phyllis L. Carlyle
General Manager, Law and Community Safety
(604-276-4104)

REPORT CONCURRENCE	
ROUTED TO:	CONCURRENCE
Communications	<input checked="" type="checkbox"/>
Parks Services	<input checked="" type="checkbox"/>
Roads & Construction	<input checked="" type="checkbox"/>
Sewerage & Drainage	<input checked="" type="checkbox"/>
Fire Rescue	<input checked="" type="checkbox"/>
Transportation	<input checked="" type="checkbox"/>
Information Technology	<input checked="" type="checkbox"/>
Human Resources	<input checked="" type="checkbox"/>
Recreation Services	<input checked="" type="checkbox"/>
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:
APPROVED BY CAO 	

Staff Report

Origin

At the September 8, 2015 General Purposes Committee, there was discussion on the recent windstorm that swept through the Lower Mainland on August 29, 2015 and the potential for staff to examine what was learned as a result of the storm in relation to the City's emergency preparedness. The following referral was carried:

- (1) *That staff examine lessons learned as a result of the recent windstorm in relation to the City's emergency preparedness.*

This report responds to this referral.

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.

- 1.3. *Improved perception of Richmond as a safe community.*

Background

After several months of unseasonably warm and dry weather, a significant rainstorm brought on by two storms that merged two jet streams into a river of sub-tropical moisture, otherwise known as the pineapple express, was forecast.

Environment Canada issued a Special Weather Statement on the afternoon of Thursday August 27 warning of heavy rain on the South Coast with an estimated 80 – 120 mm expected between Friday August 28 and Monday August 31 and the risk of flash flooding due to the drought conditions and the soil's reduced capacity to absorb the rains. WeatherNet, the City's contracted weather forecast service, predicted a stormy Saturday August 29 with moderate to heavy showers and possible thunderstorms, gusty winds in the afternoon, and tree limbs that may come down in the stronger gusts.

On the afternoon of Friday August 28, Environment Canada issued a rainfall warning for the Howe Sound and Metro Vancouver with an estimated 50 – 80 mm forecast for Howe Sound and the North Shore beginning Friday night and continuing on Saturday with lesser amounts expected in other areas of Metro Vancouver and possible localized flooding in low lying areas. WeatherNet again predicted a stormy Saturday beginning with light showers quickly becoming moderate to heavy rains with possible thunderstorms and an increase in wind and continuing to be gusty into Saturday night.

On the morning of Saturday August 29th, a wind warning was issued for Greater Victoria, the Sunshine Coast, Howe Sound and Metro Vancouver, forecasting winds to southeast 70 km/h ahead of the front that morning followed by gusts to 90 km/h early in the afternoon with the passing of the front. WeatherNet, which issued their forecast at noon, repeated the Friday forecast rather than providing a fresh updated one.

The winds grew in intensity starting about 7:00 a.m. until they reached their peak gusts of 80 km/h at 12:16 p.m. and gradually subsided about 4:00 p.m.

Analysis

This was a significant storm that occurred after months of drought conditions. Trees were stressed and weakened by the drought and in full foliage, creating wind sails to catch the wind. Had this happened in winter when we usually experience sub-tropical rain storms, fewer trees and branches would have come down as their branches would be bare of leaves and the soil able to absorb greater amounts of water.

Approximately 35 staff were brought in on overtime to respond to the following impacts of the windstorm:

- (1) The first major power outages occurred at 8:08 am and impacted 12 of the City's sanitary and storm stations. A second wave of power outages occurred around noon, impacting another 21 stations and multiple traffic signals. At one point in the afternoon, 48 sanitary and six drainage stations had lost power. Staff were brought in on overtime to move portable generators and vacuor trucks to maintain operations and prevent flooding. Stations came back on line when power was restored, but staff were required to check them to ensure they were 100% operational.

It is important to note that the City has only nine portable generators to move around to all the pump stations that had lost power and had the power outage had a greater impact, the City would not have been able to provide sufficient back up power. Consideration should be given to a capital project submission for additional generators to provide backup power to key City critical infrastructure during a large scale power outage.

- (2) There were over 100 tree failures. Staff worked until 2:00 a.m. Sunday morning and returned later in the day to make the area around the trees safe. Initial response was to simply cut the trees and branches and remove them to the side of the affected roadways, contractors were brought in to remove the fallen debris. This work is anticipated to continue until mid-October.
- (3) Approximately 85 traffic signals lost power at various times during the windstorm. There were approximately 15 traffic signals equipped with Uninterruptable Power Supplies (UPS) which were not affected by the power failures and continued to function normally throughout the storm. Most of the 85 traffic signals which lost power came back to normal operation automatically once power was restored, while approximately 11 traffic signals remained in red flash mode which required a manual reset. The City's traffic signal system automatically sends a text message to Traffic Signals staff and a maintenance contractor (Cobra Electric) when a location goes into flashing red mode for manual reset or when the UPS is activated. The Works Yard Dispatch communicates directly with Cobra Electric at all times on any public calls regarding other signals issues including power failures. As the UPS were proven to be reliable in providing continuous power to maintain normal and safe traffic operation during the power failure, staff are

continuing to expand their addition to other key intersections as part of the City's annual capital program for traffic signal improvements.

- (4) E-Comm was significantly overwhelmed by the windstorm with over 40% of calls to 911 receiving a busy signal. E-Comm also reported a challenge with the downstreaming of calls to emergency response agencies. E-Comm needs to develop more call taking capacity to meet the demands of an emergency and to formalize the downgrading of response deployment of emergency response agencies quickly especially in high volume incidents.
- (5) Richmond Fire Rescue had 61 calls over the same date last year, representing a 244% increase in call volume, all relating to wires and trees down, motor vehicle accidents at intersections where traffic signals had lost power, citizens trapped in elevators, and alarms triggered by the power outage.
- (6) Public Works Dispatch received 25 calls for downed wires, each location requiring staff response to keep the area clear until BC Hydro was able to respond.
- (7) Watermania and the Richmond Ice Centre lost power from 1:00 p.m. until their respective closures on Saturday and reopened on Sunday without incident.
- (8) Thompson Community Centre, West Richmond Community Centre and Hamilton Community Centre all lost power but remained open with limited operations using natural daylight.
- (9) Security alarms for numerous City facilities were activated by the power outage. While the alarms had back up power and the facilities remained secure, nevertheless alarms were triggered to the monitoring company and from there to Public Works Dispatch.

An estimated 450 – 500 calls were received by Public Works Dispatch. A second dispatcher was brought on to assist with the call volume at 1:00 p.m. From 3:00 p.m. – 5:00 p.m., three dispatchers responded, with one dispatcher leaving at 5:00 p.m. and the second at 5:40 p.m. While one dispatcher received incoming calls allowing the other to make outgoing calls to dispatch response resources, a second dispatch workstation would support multiple dispatchers in an emergency. Calls to BC Hydro to report downed wires were placed in queue on hold for up to 30 minutes. New protocols have been developed to support Public Works Dispatch when there are high call volumes. Staff will examine the feasibility of a second dispatch work station, and in large scale events, consider activating the emergency call centre as required.

Contributing to the volume of calls to Dispatch was the inability of the BC Hydro website to cope with the volume of people accessing it. An estimated 750,000 people lost power in the windstorm on Vancouver Island and the South Coast with no access to information on how long their outage would last. Many turned to their local authority hoping for information.

From a communications to the public perspective, staff ran a number of advisories throughout the weekend based on the rainfall warning and monitored the City's response to the storm and social media. Most social media traffic was related to the power outages and the traffic gridlock resulting from the traffic signals offline. Staff responded by posting a Tweet advising that City

crews were working hard to address problems and advised motorists to remain off roads unless necessary.

The City's smartphone network was critical to mobilizing and coordinating staff and resource deployment in a very effective manner and enabled staff to distribute real time multi-media situation reports.

Following the windstorm, staff did take advantage of the windstorm to promote emergency preparedness and signup to the City's Emergency Notification System at RichmondBCAlert.ca. This is a standard communications protocol after any significant emergency that occurs either locally, in the region, or worldwide.

Given the extended shutdown of the BC Hydro website during the storm, staff are reviewing the resiliency of the City's website and associated systems to ensure it is capable of handling the high volume of traffic likely to occur during a major emergency and to review existing contingency plans should the website go down in an emergency.

From an emergency management perspective, the response to the windstorm was managed within the usual operational parameters and did not trigger an emergency response. Had it been a prolonged event, occurred during winter with low temperatures, or resulted in an evacuation, etc, then the Emergency Operations Centre may be activated to manage the response.

The City will apply for Disaster Financial Assistance for eligible response and recovery costs. Examples of response costs would be overtime for staff to remove trees or large branches to ensure public safety or maintain essential public works and local authorities may receive 100 % of eligible response costs. Recovery costs would include debris removal for secondary and residential streets and sidewalks, etc. and may be reimbursed at 80% of costs over \$1,000.

Of note are the onerous processes to apply for Disaster Financial Assistance. Required documentation to support an application includes:

1. Purchase requisition that includes justification why the purchase was essential to incident response
2. Invoices for all goods and services being claimed.
3. Proof of payment, including financial reports, i.e. timesheets, general ledger detail, complete with copies of cheques. To support overtime costs, copies of timesheets to verify dates and hours of overtime, payroll records to demonstrate calculation of overtime hours, rates, etc., and financial reports to verify payments are required. Documentation should include whether an employee is casual or full time, pay rate, type of work, regular hours per day, days per week in a daily overtime master spreadsheet so that overtime is evident.
4. GST calculations – as only the portion not recoverable by GST rebate is applicable.

While staff have codes that can be set up for easier tracking of emergency expense costs to support the City's application for Disaster Financial Assistance, generation of the required supporting documentation will require dedicated resources to complete.

Lessons Learned

1. Weather Forecasts: For significant weather events, staff to monitor weather forecasts from different sources to ensure the City has as accurate a forecast as possible.
2. Disaster Financial Assistance: Staff to set up Hansen and PeopleSoft codes for events that have the potential to be eligible for Disaster Financial Assistance.
3. Portable Generators: Staff to develop business cases for additional portable generators for future capital budget submissions.
4. Critical Infrastructure: Power redundancy for critical infrastructure is necessary for continued operations. Staff to review critical infrastructure to ensure there is alternate power supply capability. This may include transfer switches, permanent standby generators, photovoltaic cells, wind generated power, etc. Retrofitting may be required for existing structures, and for new facilities, incorporation into design and construction.
5. Generator Fuel: Staff to develop procedures for portable and permanent generator fuelling so that fuel levels are monitored, fuelled during extended power outages and refuelled after every use.
6. Traffic Signals: Staff to continue to incorporate the inclusion of an alternative power source, such as a UPS, as part of the traffic signal improvement program so that traffic signals can continue to function normally during a power outage.
7. E-Comm: E-Comm is aware that they were significantly overwhelmed by the windstorm. Staff will continue to support E-Comm and their efforts to increase their capacity.
8. BC Hydro: BC Hydro's call taking capacity, website and response to downed wires were significantly overwhelmed during the windstorm. Staff have obtained non-public contact information for BC Hydro to report power outages for a more immediate response and their expected return to service.
9. PW Dispatch Capacity: Staff to examine the feasibility of a second dispatch work station and, for large scale events with high call volumes, consider activating the emergency call centre.
10. City Website: Staff to review the resiliency of the City's website and associated systems to ensure it is capable of handling the high volume of traffic likely to occur during a major emergency and to review existing contingency plans should the website go down in an emergency.

11. Staff Development: Staff have been working hard on creating a culture through training and support to foster team development and the building of capacity for critical timely decision-making. The effectiveness of the City's response is an indication that staff should continue to work in this direction.

Financial Impact

None

Conclusion

Staff responded to the windstorm of August 29, 2015 using their usual operational response protocols. The windstorm was an excellent reminder to the general public to be prepared for any emergency that may occur and expect that it may continue for days, just as the City continues to be prepared to respond to any emergency.



Deborah Procter
Manager, Emergency Programs
(604-244-1211)



Tom Stewart
Director, Public Works Operations
(604-233-3301)

DP:dp



City of Richmond

Report to Committee

To: General Purposes Committee

Date: October 9, 2015

From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6160-01/2015-Vol
01

Re: **Update on Port Metro Vancouver Project and Environmental Review
Application Process**

Staff Recommendation

That comments in the report titled "Update on Port Metro Vancouver Project and Environmental Review Application Process" for projects and activities within Port Metro Vancouver's jurisdiction, dated October 9, 2015 from the Director, Engineering, be forwarded to Port Metro Vancouver, local Members of Parliament and the Federal Ministry of the Environment.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Intergovernmental Relations & Protocol Unit Development Applications	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

For many years, approvals through the Fraser River Estuary Management Program (FREMP) were required for development that impacted the Fraser River foreshore. For proposed development in the estuary management plan area, under a voluntary intergovernmental working agreement, FREMP facilitated a coordinated review process with partner agencies. Partner agencies involved in the environmental review committee included Environment Canada, Fisheries and Oceans Canada, BC Ministry of Environment, Metro Vancouver and Port Metro Vancouver. The coordinated review process took place in advance of required development approval processes and was used to inform these decisions. To support the review process, FREMP took a lead role in rating the foreshore's ecological value by establishing a green, yellow and red coding system – red coded areas were the most productive habitats, yellow coded habitats included features that are of moderate value and green coded areas were already developed or in an urban condition. In 2013, FREMP was disbanded as support from agencies was withdrawn.

When FREMP disbanded in 2013, development within Richmond's foreshore region remained subject to required development approvals. The majority of the foreshore region is owned by the Provincial Crown, however, Port Metro Vancouver (PMV) held the head lease for the north, middle and south arm of the Fraser River until 2015, and as such held jurisdiction for development approvals in these areas. Since 2015, the head lease for the north, middle and south arm of the Fraser River has reverted back to the Provincial Crown, and the Ministry of Forests Lands Natural Resource Operations is the lead agency for development approvals in this area.

PMV continues to hold jurisdiction for federal lands and navigable water in the Fraser River and in 2015 introduced a new project and environmental review process for projects and activities within their jurisdiction. The intent of this report is to provide an update on the PMV process, including an overview of opportunities for stakeholder and public consultation in PMV projects. In addition, on September 25, 2015, the City received a letter from the Ron Hallman, President, Canadian Environmental Assessment Agency (CEAA) responding to Council resolutions regarding comments on the adopted PMV Land Use Plan.

Background

In order to fulfill their responsibilities under the *Canada Marine Act*, the *Canadian Environmental Assessment Act 2012* and the *Port Authorities Operations Regulations*, PMV developed a new project and environmental review process for projects and activities within their jurisdiction. This new approach was driven by an increase in the number of development permits and levels of public interest in PMV's permit process. The approach is intended to support greater transparency, clarity and accountability in PMV's environmental review process. Under the new process, proposed works and activities within PMV jurisdiction need to undergo an environmental review process, and be compatible with the PMV Land Use Plan (2014) and the lease conditions of the proposed site.

The PMV Land Use Plan (2014) is based on seven planning areas. The Majority of Richmond falls into Planning Area 7: Fraser River North, South and Middle Arm The eastern edge of the

city falls into Planning Area 5: Fraser River Central. As anticipated, the new area of PMV jurisdiction is considerably reduced upon reversion of the head lease to the province.

Analysis

Under the new permit process, PMV has categorized projects and activities into one of four categories, A, B, C and D, described below (see Attachment 1 for more info). A is the least complex, and D is the most complex. Categories are as follows:

- **Category A:** Projects are minor in scale, may be temporary in nature, and have predictable, minimal potential impacts with no consultation anticipated. Example projects include: one-for-one pile replacement; maintenance dredging; and repair or replacement of existing utilities located near water.
- **Category B:** Projects are relatively minor in scale, but have attributes requiring additional technical analysis, possibly requiring specialized mitigations. Projects have low potential for environmental and community impacts and may require public, Aboriginal and stakeholder consultation. Example projects include: most shoreline protection works; installation of a new storm water outfall; and expansion of an existing wharf in an area that is not environmentally sensitive.
- **Category C:** Projects are generally larger or more complicated, and may require additional technical studies to support their review. Projects have moderate potential for environmental and community impacts and stakeholder, Aboriginal and stakeholder consultation is anticipated. Example projects include: placement of fill in-water for the purpose of creating land; installation of structures which may impact neighbouring communities; and construction/demolition activities in an environmentally sensitive area.
- **Category D:** Projects are large and complicated, potentially involving significant commodity capacity increases or new commodities, and usually require a variety of supporting technical studies. Projects have a higher likelihood for environmental and community impacts and will require public, Aboriginal and stakeholder consultation. Example projects include: large-scale infrastructure/transportation; development; substantial terminal capacity increases which may significantly impact road, rail or marine traffic; and projects with multiple potential environmental and community impacts and requiring multiple technical reports.

PMV has a Project and Environmental Review Categories Guide (July 2015) that provides applicants with further direction on the level of review required for specific projects or activities.

For C, D and sometimes B classified projects the applicant must undergo a preliminary project review before submitting an application. Technical guidelines have been established to assist applicants in determining the scope of required studies. Habitat classification mapping established under the Fraser River Estuary Management Plan (FREMP) and associated development guidelines are not part of the technical guideline documents. FREMP habitat classifications are however, identified in PMV's Land Use Plan (2014) where it is identified as an important input to development review.

With the closure of FREMP and the coordinated review process that this program facilitated, governing agencies recognized the importance of developing a new model of integrated management that could uphold the integrity of the habitat in the plan area. Habitat classification mapping and the habitat inventories that have been created to inform the classification mapping are now held by the Department of Fisheries and Oceans. City staff have informed PMV of the desire to include the existing FREMP coding as a requirement in their technical guiding documents to support consistency with baseline information currently being required through the City's Capital projects and development process. In addition, the letter correspondence from CEAA indicates the withdrawal of Environment Canada from FREMP due to the lack of alignment with the Department's priorities and that regional environmental objectives could be more effectively achieved through other mechanisms. City staff will continue to consider the FREMP habitat classification system and associated development guidelines in their feedback for the PMV consultation processes.

The PMV has two technical guideline documents that outline the requirements for public and stakeholder consultation. Consultation will occur for projects that are anticipated to have community or environmental impact. For category A and B projects, PMV advises that public and stakeholder consultation is not anticipated. The public may be given notice of construction depending on the project location of A and B classified projects, and the local municipality may be consulted with as a stakeholder if for example, new connections to public infrastructure are proposed. It remains ambiguous as to how the PMV will consistently determine when the City needs to be engaged in A and B classified projects. Further discussion will take place over the following months between City and PMV staff to clarify the need for public consultation on all projects.

Public and stakeholder consultation is required for C and D classified projects. For category D projects, two rounds of consultation will be required, lasting 10-20 business days each. Proposed mitigation measures and feedback reports that detail how feedback has been considered are to be provided to those engaged in consultation. For major projects that may have significant impact to city land and/or infrastructure, or introduce changes in vessel movement, city staff will request time in the consultation process to incorporate Council direction into the feedback. PMV has acknowledged the need for adequate timelines related to Council processes and indicated flexibility in this regard.

Under the *Canadian Environmental Assessment Act 2012*, PMV is required to report annually to parliament on C, D, and sometimes B projects where an environmental decision has been made, and this report is posted on the PMV website. City staff are also working with PMV staff to monitor the consultation process for C and D classified project and provide feedback to PMV on the new process as necessary. Discussions regarding full disclosure of all project categories will be on-going as well.

Aside from the above, staff also noted a number of key issues that are not reflected in the PMV led process; these issues were highlighted in previous feedback provided by staff to PMV. Accordingly, there is a recommendation in this report to forward these comments to Port Metro Vancouver, local Members of Parliament and the Federal Ministry of the Environment. Key issues include:


- There is no recognition of City Policies or Bylaws and how the PMV permit process will address a project that may contradict Official Community Plans, development permits or adjacent land uses.
- It remains unclear how or when the City will be notified and if and how public consultation will be carried out for A and B projects. Public consultation or notification should be a requirement regardless of project size or category.
- The categorization appears to be independent of the ecological values along the foreshore or value of the impacted habitat. While the FREMP coding is contained in PMV's Land Use Plan, they are only informally connected to permitting and review process. The prior FREMP process directed development outside of environmentally sensitive areas, and where this was not feasible allowed a proponent to measure their project in terms of cost and complexity based upon the ecological impact mitigation measures associated with their project.
- Only part of Richmond's foreshore is covered under this PMV permit process. The balance of the foreshore is managed by the Province's Ministry of Forest, Land, and Natural Resource Operations. There appears to be no reference to or coordination of the processes for projects spanning areas of foreshore under jurisdiction of both governments.

Financial Impact

None at this time; staff will continue to receive PMV referrals.

Conclusion

City staff will continue to work with PMV to implement the new environmental review process.



for
Lesley Douglas, B.Sc., R.P.Bio.
Manager Environmental Sustainability
(604-247-4672)

Project and Environmental Review Categories		
Category A 1-10 business days estimated for review*	<ul style="list-style-type: none"> • Projects are minor in scale and may be temporary in nature • Projects have predictable, minimal potential impacts • No consultation anticipated <p>Example projects: One-for-one pile replacement, maintenance dredging, repair or replacement of existing utilities located near water</p>	Simple
Category B 10-60 business days estimated for review*	<ul style="list-style-type: none"> • Projects are relatively minor in scale, but have attributes requiring additional technical analysis and may require specialized mitigations • Projects have low potential for environmental and community impacts • May require public and stakeholder notification • May require Aboriginal consultation <p>Example projects: Most shoreline protection works, installation of a new stormwater outfall, expansion of an existing wharf in an area that is not environmentally sensitive</p>	
Category C 60-120 business days estimated for review*	<ul style="list-style-type: none"> • Projects are generally larger or more complicated, and may require additional technical studies to support their review • Projects have moderate potential for environmental and community impacts • Public and stakeholder consultation anticipated • Aboriginal consultation anticipated <p>Example projects: Placement of fill in-water for the purpose of creating land, installation of structures which may impact neighbouring communities, construction/demolition activities in an environmentally sensitive area</p>	
Category D 120-170 business days estimated for review*	<ul style="list-style-type: none"> • Projects are large and complicated, potentially involving significant commodity capacity increases or new commodities, and usually require a variety of supporting technical studies • Projects have higher likelihood for environmental and community impacts • Public and stakeholder consultation required • Aboriginal consultation required <p>Example projects: Large-scale infrastructure/transportation development, substantial terminal capacity increases which may significantly impact road, rail or marine traffic, projects with multiple potential environmental and community impacts and requiring multiple technical reports</p>	Complex

**Note the review timelines identified for each Project and Environmental Review Category are estimates only and may be dependent on the level of consultation required. Review timelines begin when a submission is considered by Port Metro Vancouver to be a complete application, and end when an applicant is advised of Port Metro Vancouver's decision on the application.*



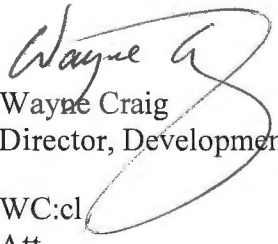
City of Richmond

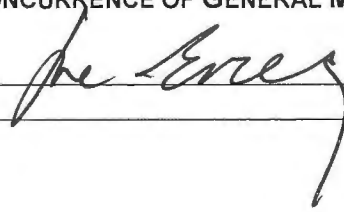
Report to Committee Planning and Development Division

To: Planning Committee
From: Wayne Craig
Director, Development
Date: September 23, 2015
File: RZ 15-691744
Re: Application by Maryem Ahbib for Rezoning at 7220 Railway Avenue from Single Detached (RS1/E) to Compact Single Detached (RC2)

Staff Recommendations:

1. That the following recommendation be forwarded to a Public Hearing:
 - a) That Single-Family Lot Size Policy 5463 for the area generally bounded by Railway Avenue, Blundell Road, and No. 2 Road, in a portion of Section 13 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5463 (Attachment 5).
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, for the rezoning of 7220 Railway Avenue from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)", be introduced and given first reading.


Wayne Craig
Director, Development
WC:cl
Att.

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

Staff Report

Origin

Maryem Ahbib has applied to the City of Richmond for permission to rezone the property at 7220 Railway Avenue from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two (2) lots with vehicle access to/from the existing operational rear lane (Attachment 1). A survey of the subject site showing the proposed subdivision plan is included in Attachment 2.

In order to consider this rezoning application, an amendment to Single-Family Lot Size Policy 5463 is required to remove the subject site from the Lot Size Policy, along with three (3) other properties fronting Railway Avenue north of Linfield Gate, which have existing lane access. Further discussion on the proposed amendment to Lot Size Policy 5463 is provided below.

Findings of Fact

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

Surrounding Development

The subject site contains an older character single-detached dwelling, which is proposed to be demolished. Existing development immediately surrounding the subject site is as follows:

To the North are two (2) lots zoned “Single Detached (RS1/E)” containing single-family dwellings, which are each the subject of an active rezoning application to the “Coach Houses (RCH1)” zone to permit subdivision to create small lots, each with a principal dwelling and accessory coach house above a detached garage with access from the rear lane (RZ 14-674043 and RZ 15-710175).

To the South is a lot zoned “Single Detached (RS1/E)” that contains an existing non-conforming duplex.

To the East, immediately across the rear lane is a lot zoned “Single Detached (RS1/E)” fronting Lindsay Road, which contains a single-family dwelling.

To the West, immediately across Railway Avenue, is the Railway Greenway trail on City-owned property.

Related Policies & Studies

Official Community Plan

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

Arterial Road Policy

Since 2001, the City has encouraged redevelopment to compact lots along arterial roads where access is or can be made available to a rear lane. The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach house lots, with rear lane access.

Where such conditions exist on lots that are governed by a Lot Size Policy that is older than five (5) years, there is past precedent in place for amending the Lot Size Policy to exclude the properties fronting the arterial road.

It is on this basis that the proposed rezoning application and amendment to the Lot Size Policy are being considered.

Lot Size Policy 5463

The subject site is located within the area governed by Lot Size Policy 5463, adopted by Council on February 19, 1996 (Attachment 4). The Lot Size Policy permits those properties along Railway Avenue with rear lane access to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone (i.e., 12 m wide lots, 360 m² in area).

Consideration of the rezoning application at the subject site requires an amendment to Lot Size Policy 5463. The proposed amendment to the Lot Size Policy is to exclude four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy (i.e., 7180, 7200, 7220, and 7240 Railway Avenue). All other provisions of the Lot Size Policy would remain unchanged. The proposed amendment to Lot Size Policy 5463 is shown in Attachment 5.

A letter dated May 27, 2015 (Attachment 6), was sent to the owners and residents of all properties located within the area governed by Lot Size Policy 5463 to describe the proposed amendment to the Lot Size Policy and to advise them of the proposed rezoning application at the subject site. The letter indicated that any comments or concerns with either the proposed amendment to the Lot Size Policy or the proposed rezoning of 7220 Railway Avenue, were to be submitted to the City by June 26, 2015.

In response to the letter, the City received two (2) pieces of email correspondence (see Attachment 7):

- One (1) of which expressed support for the infill development application as it was an optimal location to increase density as the lot is located on an arterial road with a transit stop within a short walk; and
- One (1) of which expressed opposition to the proposal.

An amendment to the Lot Size Policy to enable the subject site and three (3) other lots along this block of Railway Avenue to redevelop for compact lots and coach houses is supported on the basis of: a) consistency with the Arterial Road Policy designation for this block in the OCP; b) locating infill development where there is existing access to transit, parks, community centres

etc.; and c) the ability to utilize the existing operational rear lane in keeping with the Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

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. Other than the public consultation process described above for the proposed Lot Size Policy amendment, staff have not received any comments from the public about the development proposal in response to the placement of the rezoning sign on the property.

Should the proposed amendment to Lot Size Policy 5463 be endorsed by City Council and the rezoning bylaw associated with this application be granted 1st reading, the rezoning bylaw would proceed to a Public Hearing for consideration, at which time further opportunity for public input into the proposal will be provided.

Analysis

Proposed Site Access

Access to the proposed lots is to be from the existing operational rear lane, with no access permitted to Railway Avenue, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

Trees & Landscaping

A survey has been submitted by the applicant, which shows that there are no bylaw-sized trees on the subject property (Attachment 2).

To ensure that the front yards of the proposed lot are enhanced at future development stage, the applicant is required to submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a security in the amount of 100% of a cost estimate for the works provided by the Registered Landscape Architect (including 10% contingency, fencing, hard surfaces, trees, soft landscaping, and installation). The Landscape Plan must respond to the guidelines of the Arterial Road Policy, including the planting and maintenance of two (2) trees in the front yard of each lot proposed. The Landscape Plan, Cost Estimate, and Security are required to be submitted prior to final adoption of the rezoning bylaw. The Security will be reduced by 70% after construction and landscaping on the proposed lots is completed and a landscaping inspection has been passed by City staff. The City will retain 30% of the Security for a one (1) year maintenance period to ensure that the landscaping survives.

Affordable Housing Strategy

For single-family development proposals received prior to September 14, 2015, Richmond's Affordable Housing Strategy requires a secondary suite within a dwelling on 50% of new lots created through rezoning and subdivision, or a cash-in-lieu contribution of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve Fund. This rezoning application was submitted on January 28, 2015, and is subject to these requirements.

The applicant proposes to provide a legal secondary suite on one (1) of the two (2) lots proposed at the subject site. To ensure that the secondary suite is built to the satisfaction of the City in accordance with the City's Affordable Housing Strategy, the applicant is required to enter into a legal agreement registered on title stating that no final Building Permit inspection will be granted until the secondary suite is constructed to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. Registration of this legal agreement is required prior to final adoption of the rezoning bylaw. This agreement may be discharged from Title (at the initiation of the applicant) on the lot where the secondary suite is not required by the Affordable Housing Strategy after the requirements are satisfied.

Site Servicing and Frontage Improvements

Prior to final adoption of the rezoning bylaw, the applicant is required to enter into a Servicing Agreement for the design and construction of off-site improvements along Railway Avenue and the rear lane, as described in Attachment 8.

Financial Impact

This 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

This proposal is to rezone the property at 7220 Railway Avenue from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two (2) lots, with vehicle access to/from the existing rear lane. Concurrent with the rezoning application, the applicant requests that Council consider an amendment to Lot Size Policy 5463 to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy.

This rezoning application complies with the applicable land use designations for the subject site that are contained within the OCP.

The list of Rezoning Considerations associated with this application is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that the proposed amendment to Lot Size Policy 5463 to exclude four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy be approved.

It is further recommended that Zoning Bylaw 8500, Amendment Bylaw 9292 be introduced and given first reading.



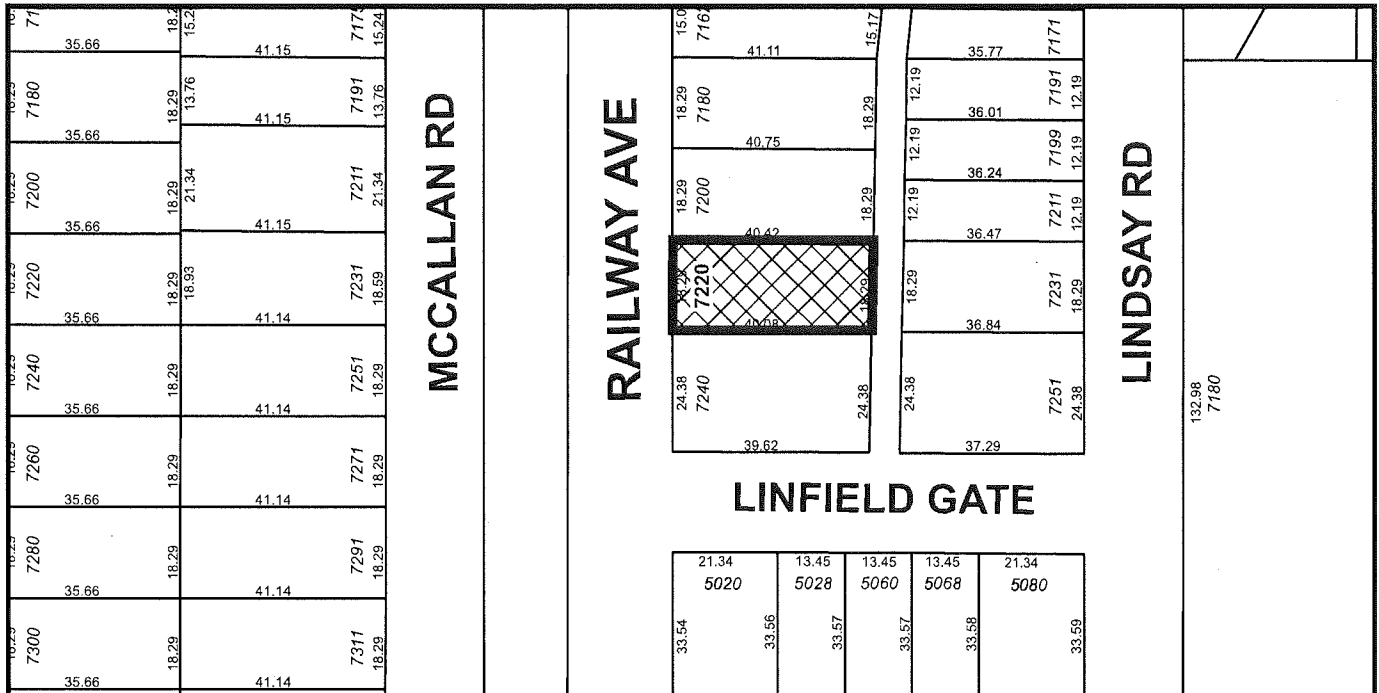
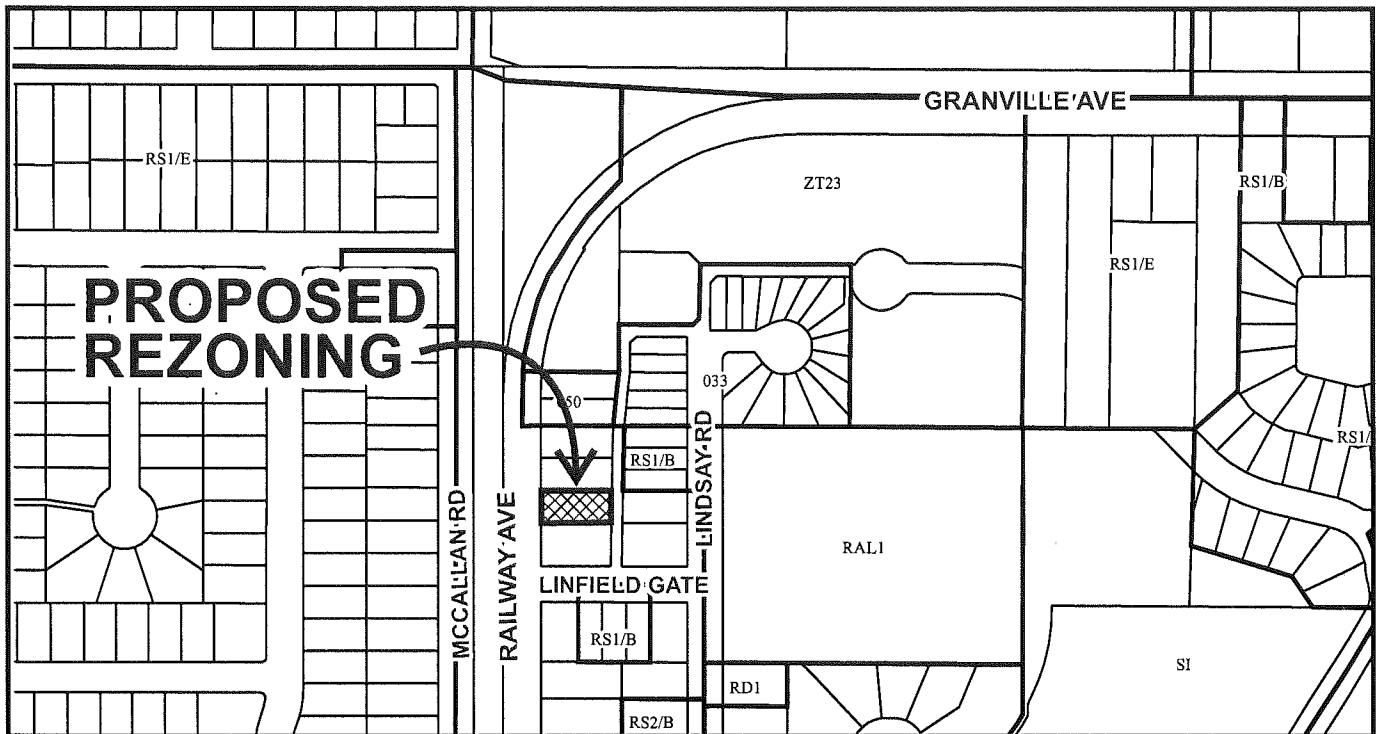
Cynthia Lussier
Planning Technician

CL:rg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Survey showing proposed subdivision plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Lot Size Policy 5463
- Attachment 5: Proposed amendment to Lot Size Policy 5463
- Attachment 6: City's letter dated May 27, 2015
- Attachment 7: Correspondence received from residents
- Attachment 8: Rezoning Considerations



City of
Richmond



RZ 15-691744

Original Date: 02/10/15

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 15-691744

Original Date: 02/10/15

Revision Date

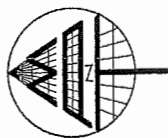
Note: Dimensions are in METRES

**SURVEY PLAN OF LOT 215 SECTION 13
BLOCK 4 NORTH RANGE 7 WEST
NEW WESTMINSTER DISTRICT PLAN 40948**

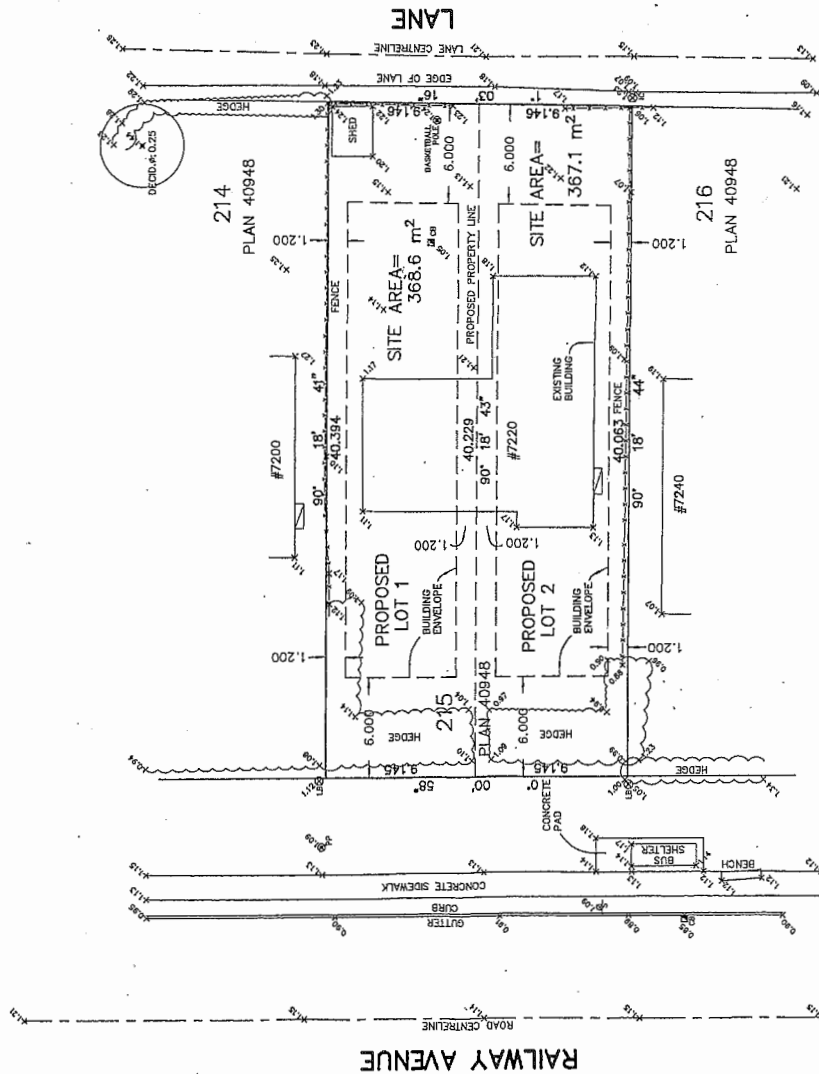
FOR SUBDIVISION APPLICATION

PARCEL IDENTIFIER (PID): 004-506-472

CIVIC ADDRESS
#7220 RAILWAY AVENUE
RICHMOND, B.C.



CNCL - 99



NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND IPM MONUMENT #234 (77H4881) WITH AN ELEVATION OF 1.125 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND LEGAL FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREIN.

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MATSON PECK & TOPPLIS

SURVEYORS & ENGINEERS

#320 - 1120 HURSTHURST WAY

RICHMOND, B.C. V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17773-001-1PG-000LWG

R-15-17773-1PG

CLIENT REF: BENN PANESAR

CERTIFIED CORRECT
THIS 27TH DAY OF JANUARY, 2015

[Signature]
B.C.L.S.

DATE OF SURVEY: JANUARY 21, 2015

NTS



RZ 15-691744

Attachment 3

Address: 7220 Railway Avenue

Applicant: Maryem Ahbib

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Madan Jhim Poonam Mehay	To be determined
Site Size (m²):	735.7 m ² (7,919 ft ²)	Proposed north lot – 368.6 m ² Proposed south lot – 367.1 m ²
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
Lot Size Policy Designation:	Lots along Railway Avenue with lane access are permitted to rezone and subdivide in accordance with RS2/B	Proposed amendment to remove the four (4) existing lots fronting Railway Avenue with rear lane access north of Linfield Drive to be excluded from the Lot Size Policy
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	The Arterial Road Policy designates the subject site for redevelopment to compact lots and coach houses	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Lot Coverage – Buildings:	Max. 50%	Max. 50%	none
Lot Coverage – Non-Porous Surfaces:	Max. 70%	Max. 70%	none
Lot Coverage – Live plant material:	Min. 20%	Min. 20%	none
Lot Size (min. dimensions):	270 m ²	Proposed north lot – 368.6 m ² Proposed south lot – 367.1 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2 ½ storeys	2 ½ storeys	none



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council: February 19, 1996	POLICY 5463
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7	



POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone in accordance with the provisions of Single-Family Housing District, Subdivision Area H (R1/H) in Zoning and Development Bylaw 5300, with the exception that:

1. Single-Family Housing District, Subdivision Area E (R1/E) applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties with duplexes on them with the exception that Single-Family Housing District, Subdivision Area E (R1/E) applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. Single-Family Housing District, Subdivision Area B (R1/B) applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Bylaw No. 5300.

-  Subdivision permitted as per **R1/H** with the exception that **R1/B** applies to existing duplexes and **R1/E** applies to lots facing No. 2 Road and Blundell Road that do not have a lane or internal road access.
 -  Subdivision permitted as per **R1/B** with the exception that **R1/E** applies to lots facing Railway Avenue that do not have a lane or internal road access.



POLICY 5463
SECTION 13, 4-7

Adopted Date: 02/19/96

Amended Date:



City of Richmond

Policy Manual

Page 1 of 2	Adopted by Council:	DRAFT PROPOSED POLICY 5463
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 13-4-7	

POLICY 5463:

The following policy establishes lot sizes for properties within the area generally bounded by **Railway Avenue, Blundell Road and No. 2 Road**, in a portion of Section 13-4-7 as shown on the attached map:

That properties within the area generally bounded by Railway Avenue, Blundell Road and No. 2 Road, in a portion of Section 13-4-7, be permitted to rezone and subdivide in accordance with the provisions of the "Single Detached (RS2/H)" zone in Richmond Zoning Bylaw 8500, with the exception that:

1. The "Single Detached (RS2/E)" zone applies to lots with frontage on No. 2 Road and Blundell Road that do not have a lane or internal road access;
2. The "Single Detached (RS2/B)" zone applies to properties with duplexes on them with the exception that the "Single Detached (RS2/E)" zone applies to those properties with frontage on No. 2 Road and Blundell Road that do not have lane or internal road access;
3. The "Single Detached (RS2/B)" zone applies to properties generally fronting Lindsay Road and Linfield Gate in the western portion of Section 13-4-7; and

That this policy be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless amended according to Richmond Zoning Bylaw 8500.



City of Richmond

6911 No. 3 Road,
Richmond, BC V6Y 2C1
www.richmond.ca

May 27, 2015

File: RZ 14-674043
RZ 15-691744

Planning and Development Department
Development Applications
Fax: 604-276-4052

Dear Owner/Resident:

Re: Proposed amendment to Single-Family Lot Size Policy 5463 and proposed rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue

This is to advise you that the City of Richmond has received two (2) rezoning applications for properties in your neighbourhood at 7180 Railway Avenue and 7220 Railway Avenue. These applications also propose an amendment to Single-Family Lot Size Policy 5463 that is established for your neighbourhood. Details on these applications are provided below:

- **Rezoning Application at 7180 Railway Avenue:** Landcraft Homes Ltd. has applied to the City of Richmond for permission to rezone 7180 Railway Avenue from "Single Detached (RS1/E)" to "Coach Houses (RCH1)" to permit subdivision into two (2) lots, each with a principal dwelling and detached coach house with vehicle access to and from the existing rear lane. The application is being processed under City file RZ 14-674043. A location map and proposed subdivision plan of the subject site is included in **Attachment 1**.
- **Rezoning Application at 7220 Railway Avenue:** Maryem Ahbib has applied to the City of Richmond for permission to rezone 7220 Railway Avenue from "Single Detached (RS1/E)" to "Compact Single Detached (RC2)" to permit subdivision into two (2) compact lots with vehicle access to and from the existing rear lane. The application is being processed under City File RZ 15-691744. A location map and proposed subdivision plan of the subject site is included in **Attachment 2**.

Single-Family Lot Size Policy 5463

In 1996, City Council adopted Lot Size Policy 5463 to establish the lot sizes that would be considered on properties generally bounded by Railway Avenue, Blundell Road, and No. 2 Road (see **Attachment 3**). The Lot Size Policy provides the following direction:

- Properties along No. 2 Road, Blundell Road, and Railway Avenue are restricted to the "Single Detached (RS1/E)" zone (i.e., 18 m wide lots, 550 m² in area), with the exception that those lots with lane or internal road access may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone (i.e., 12 m wide lots, 360 m² in area);
- Properties with duplexes in the neighbourhood and along on arterial roads with lane or internal road access may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone;
- Properties fronting Lindsay Road and Linfield Gate may be permitted to rezone and subdivide in accordance with the "Single Detached (RS2/B)" zone; and

- Other remaining lots in the neighbourhood (as shown on the attached map), may be permitted to rezone and subdivide in accordance with the “Single Detached (RS1/H)” zone (i.e., 16.5 m wide lots, 360 m² in area).

Proposed Amendment to Single-Family Lot Size Policy 5463

The Lot Size Policy currently permits the two (2) subject properties (7180 and 7220 Railway Avenue) to rezone and subdivide in accordance with the “Single Detached (RS1/B)” zone.

Consistent with the Arterial Road Policy in Richmond’s Official Community Plan, which allows for compact lot and coach house development at a higher density on designated properties along arterial roads with lane access, the applicants at 7180 and 7220 Railway Avenue are requesting permission to amend Lot Size Policy 5463 and to rezone the subject properties to permit a subdivision to create two (2) smaller lots with vehicle access to/from the existing rear lane (note: vehicle access to Railway Avenue is not permitted).

The proposed amendment to Lot Size Policy 5463 is to exclude the four (4) properties fronting Railway Avenue with existing rear lane access north of Linfield Gate from the Lot Size Policy (i.e., 7180, 7200, 7220, and 7240 Railway Avenue). All other provisions of Lot Size Policy 5463 would remain unchanged. The proposed amendment to Lot Size Policy 5463 is shown in **Attachment 4**.

The minimum lot dimensions, area, and density of the zones proposed for 7180 and 7220 Railway Avenue are listed below:

Site Address	Proposed Zone	Min. Width	Min. Depth	Min. Area	Max. FAR	Purpose
7180 Railway Avenue	“Coach Houses (RCH1”	9.0 m (29.5 ft)	35.0 m (114.8 ft)	315.0 m ² (3,390.6 ft ²)	0.6	Single-detached housing and a detached coach house
7220 Railway Avenue	“Compact Single Detached (RC2)”	9.0 m (29.5 ft)	24.0 m (78.7 ft)	270.0 m ² (2,906.3 ft ²)	0.6 applied to a max. of 464.5 m ² of lot area, together with 0.30 applied to the balance of lot area in excess of 464.5 m ²	Single-Detached housing

Process

Please review the accompanying materials. Please forward any comments or concerns you may have about the proposed amendment to Lot Size Policy 5463, and/or the redevelopment proposals at 7180 Railway Avenue and 7220 Railway Avenue, to my attention at the following address by **Friday June 26, 2015**:

Cynthia Lussier, Planning Technician – Design
Development Applications Department
City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Staff will complete reports to Planning Committee on the proposed Lot Size Policy amendment and rezoning applications, and will incorporate your feedback as part of the reports. If the applications are supported by the Planning Committee, both applications would then be subsequently considered by Richmond City Council at a Council meeting and a Public Hearing. You will be provided with the opportunity to address Council directly if the proposed amendment to Lot Size Policy 5463 and the rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue proceed to a Public Hearing.

It is emphasized that the proposed amendment to Lot Size Policy 5463 and proposed rezoning applications at 7180 Railway Avenue and 7220 Railway Avenue does not change the zoning permitted on other properties in the area. Any future rezoning applications on other properties within the Lot Size Policy area must undergo the standard rezoning application review process, which involves a Public Hearing process.

If you have any questions or require further explanation, please contact me by phone at 604-276-4108, or via email at clussier@richmond.ca.

Sincerely,



Cynthia Lussier
Planning Technician - Design

AY/CL:cl

Attachments:

- Attachment 1: Location Map and Proposed Subdivision Plan of Rezoning Application at 7180 Railway Avenue (RZ 14-674043)
- Attachment 2: Location Map and Proposed Subdivision Plan of Rezoning Application at 7220 Railway Avenue (RZ 15-691744)
- Attachment 3: Existing Single-Family Lot Size Policy 5463
- Attachment 4: Draft Proposed Amendment to Single-Family Lot Size Policy 5463

Lussier, Cynthia

Subject: FW: street address entered twice in database

From: Mike Davison [<mailto:mazzyfan@live.com>]
Sent: Monday, 01 June 2015 5:02 PM
To: Lussier, Cynthia
Subject: RE: street address entered twice in database

Hi Cynthia,

There were 2 Files:

RZ 14-674043
RZ 15-691744

Regarding 7180 & 7220 Railway Ave.

One proposal doubles the # of dwellings on the lot while the other quadruples it but the lots are on an arterial road with a transit stop within a ~2 walk so as optimal a location to increase density as there is.

Regards,
Mike

From: CLussier@richmond.ca
To: mazzyfan@live.com
Subject: RE: street address entered twice in database
Date: Mon, 1 Jun 2015 19:47:01 +0000

Hi Mike
Thank you for your email.
I'm not familiar with which development application your email is associated.

It is my assumption that the envelopes you received contained information about a development proposal in your area.
If so, what is the address for the development site?

Once I have an address, I can look into whether there were any other problems with the mailout.

In the meantime, do you have any concerns about the development application?

Please let me know if you do.

Cynthia Lussier
Planning Technician
Development Applications Division
City of Richmond
Tel: 604-276-4108

Email: clussier@richmond.ca
www.richmond.ca

From: Mike Davison [<mailto:mazzyfan@live.com>]
Sent: Friday, 29 May 2015 8:46 PM
To: Lussier, Cynthia
Subject: street address entered twice in database

Hello Cynthia,

Two envelopes with the exact same planning information were delivered to my address and so one should be deleted. Below I give the exact info (including punctuation and whether in upper or lower case) that was on the mailing labels:

OCCUPANT
5111 BLUNDELL RD
RICHMOND, BC V7C 1H3

OCCUPANT,
5111 Blundell Rd
Richmond, BC, V7C 1H3

Thanks,
Mike

Lussier, Cynthia

From: Kerry Starchuk [kerrystarchuk@hotmail.com]
Sent: Wednesday, 24 June 2015 8:31 AM
To: Lussier, Cynthia
Subject: Re Letter May 23, 2015

Re: RZ14-674043
RZ15 -691744

To Whom this may concern,

I received a letter about zoning on Railway Avenue. Why waste my time reading this crap and sending it out to all the residents?

The city is going to do what they want and really couldn't care less about what the residents want. There was a petition on

Railway about development of town houses and it was ignored.

Greed has taken over this city and there will be long term consequences.

**For the City of Richmond to be the most
appealing, livable, and well-managed
community in Canada.**

Have a nice day!

Regards,

Kerry Starchuk

cc: Carol Day - Councillor



Address: 7220 Railway Avenue

File No.: RZ 15-691744

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9292, the developer is required to complete the following:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including 10% contingency, fencing, hard surfaces, trees, soft landscaping, and installation costs). The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
2. Registration of a flood indemnity covenant on title.
3. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on one (1) of the two (2) future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.
4. Enter into a Servicing Agreement* for the design and construction of off-site improvements along Railway Avenue and the rear lane. The scope of works is to include (but is not limited to) the following:
 - regrading of the rear lane to create a center swale and installation of a 200 mm storm sewer complete with manholes and inspection chambers from the subject site's north property line tying into the existing drainage system on Linfield Gate. The City will fund approximately 31 m of this work, subject to funding approval.
 - upgrading of the existing storm sewer service connection and inspection chamber at the subject site's south corner along the Railway Avenue frontage to City of Richmond standards.
 - installation of a new storm service connection complete with inspection chamber along the Railway Avenue frontage at the subject site's northwest corner.
 - construction of a new 1.5 m wide concrete sidewalk at the property line along Railway Avenue, with connections to the existing sidewalk north and south of the subject site.
 - removal of the existing sidewalk next to the curb and backfilling of the area between the new sidewalk and curb with a grassed boulevard to include trees, lighting, and other utility requirements as determined through the Servicing Agreement review process (note: the sidewalk and boulevard works must not affect the existing bus stop pad and bus shelter located in the development frontage).
 - reconstruction of the existing rear lane along the entire length of the east frontage of the site to the current City lane design standards (5.4 m wide pavement and 0.3 m wide rollover curb on both sides of the lane, along with lane lighting).
 - The Servicing Agreement design is to include the design of the following required water, storm, and sanitary service connection works:

Water Works

- Using the OCP Model, there is 55.4 L/s of water available at a 20 psi residual at the Railway Avenue east frontage and 421.7 L/s of water available at a 20 psi residual at the Railway Avenue west frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s.
- 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 and Building designs.

- At the developer's cost, the City is to a) cut and cap all existing water service connections at the watermain, along Railway Avenue frontage; and b) install two (2) new 25 mm water service connections complete with meters and meter boxes along the Railway Avenue frontage.

Sanitary Sewer Works

- At the developer's cost, the City is to: a) upgrade the existing sanitary service connection and inspection chamber at the site's southeast corner along the rear lane frontage to City of Richmond standards, to service the proposed south lot; and b) install one (1) new sanitary service connection complete with new inspection chamber (approximately 5 m south from the north property line) along the rear lane frontage to service the proposed north lot.
- General Items:
The developer is to coordinate with BC Hydro, Telus and other private communication service providers:
 - for their servicing requirements;
 - to underground proposed 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 to coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

Notes:

Further details on the scope of work associated with the Servicing Agreement to be confirmed during the Servicing Agreement design and review process.

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.

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

- Payment of Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and Servicing Costs.

At Building Permit* stage, the developer must complete the following requirements:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- 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 9292 (RZ 15-691744)
7220 Railway Avenue**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 004-506-472

Lot 215 Section 13 Block 4 North Range 7 West New Westminster District Plan 40948

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9292"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by BIL
APPROVED by Director or Solicitor <i>hl</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee Planning and Development Division

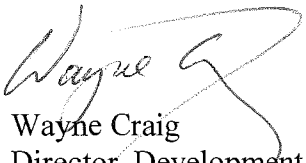
To: Planning Committee
From: Wayne Craig
Director, Development

Date: October 14, 2015
File: ZT 15-695231

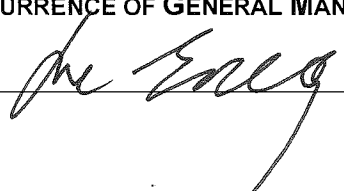
Re: Application by Oval 8 Holdings Ltd. for a Zoning Text Amendment to the "High Rise Apartment and Olympic Oval (ZMU4) - Oval Village (City Centre)" Zone at 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, and 6899 Pearson Way

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9487, for a Zoning Text Amendment to the "High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)" zone, a site-specific zone applicable at 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, and 6899 Pearson Way, to permit changes to the approved subdivision plan, be introduced and given first reading.


Wayne Craig
Director, Development

WC:spc
Att. 9

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Real Estate Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	

Staff Report

Origin

Oval 8 Holdings Ltd. (Aspac Developments) has applied to the City of Richmond for a Zoning Text Amendment to the “High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)” zone, the site-specific zone applicable to “River Green”, a multi-phase, high density, mixed use development along the Middle Arm of the Fraser River between the No. 2 Road and Dinsmore Bridges. More specifically, the purpose of the proposed Zoning Text Amendment is to change the subdivision boundaries of the portion of the ZMU4 zone situated east of Hollybridge Way (i.e. between the Richmond Olympic Oval and Gilbert Road) (Attachments 1, 2, and 3) to:

- Consolidate three (3) residential lots into one to improve site planning (Attachments 4 and Attachment 7, Schedule A);
- Consolidate and expand Public Rights of Passage right-of-way areas secured prior to rezoning adoption for walkways and related uses on the three (3) affected lots to provide for a larger, central, riverfront park space (Attachments 5 and 6);
- Construct, at the developer’s sole cost, a new “Temporary Public Open Space” and related City dike/park improvements, to be completed prior to occupancy of the developer’s first phase east of the Richmond Olympic Oval (i.e. Lot 9, currently under construction) for public use until the proposed central public open space is constructed by the developer in its ultimate form in the developer’s fourth/final phase east of the Oval (Attachment 7); and
- Create a fee-simple lot and transfer it to City ownership (at no cost to the City), which lot shall be the future site of a City-owned, stand-alone, turnkey, affordable, child care facility to be constructed by the developer (at the developer’s sole cost) as per legal agreements registered on title prior to rezoning. (Attachment 9, Schedule D)

Findings of Fact

To date, development approvals in the subject area of “River Green” (i.e. east of the Richmond Olympic Oval) include:

- Rezoning (RZ 09-460962): October 2011 / adopted
- Zoning Text Amendment:
 - i. Affordable Housing Value Transfer (ZT 12-610289) September 2013 / adopted
- Development Permits:
 - i. Lot 9 @ riverfront (DP 11-587954) July 2013 / issued
 - ii. Lot 12 @ River Road (DP 11-587896) July 2013 / issued
- Building Permit:
 - i. Lot 9 @ riverfront (BP 13-651592) February 2015 / issued

A Development Application Data Sheet, providing details about the subject development proposal, is attached. (Attachment 8)

Surrounding Development

The subject site is located in the City Centre's Oval Village, an emerging high-rise, high density, mixed use community focussed around the Richmond Olympic Oval, the river, and an array of pedestrian-oriented retail and recreational amenities. Development near the subject site includes:

To the North: The Middle Arm of the Fraser River, dike, and related public amenities and park.

To the East: A City-owned, heritage-designated woodlot at 6900 River Road (the restoration and interpretation of which is the responsibility of the "River Green" developer, as per RZ 09-460962), beyond which is the Gilbert Road approach to the Dinsmore Bridge and light-industrial lands designated for future park use.

To the South: River Road, beyond which lies several sites that are currently under development with high-rise, high density, residential and mixed use buildings, similar in scale and character to the subject "River Green" development.

To the West: Hollybridge Way and canal, beyond which is the Richmond Olympic Oval and the balance of "River Green" (ZMU4-zoned) lands, including Aspac's sales centre and its first phase of residential development (which is occupied).

Related Policies & Studies

Official Community Plan / City Centre Area Plan (Schedule 2.10)

The subject development proposal is in conformance with City Centre Area Plan (CCAP) policies, including:

- Specific Land Use Map: Oval Village (2031), which designates "River Green" for mid- and high-rise, mixed use development (i.e. "Urban Centre T5" and "Village Centre Bonus") with pedestrian-oriented retail and related uses along River Road and a maximum density of 3.0 floor area ratio (FAR);
- Park and public open space linkages, which direct that development of the subject site includes open space features designed to enhance public access to and enjoyment of the City Centre's riverfront; and
- "Village Centre (commercial) Bonus", which requires that at least 5% of bonus floor area is constructed as a City-owned, affordable child care (to a turnkey level of finish, at the developer's sole cost).

As per legal agreements registered on title with respect to RZ 09-460962, in the third phase of development (east of the Richmond Olympic Oval), the developer must construct a 464.5 m² (5,000 ft²) City-owned, affordable child care facility and related outdoor program space and required parking on the subject site, to a turnkey level of finish, at the developer's sole cost.

Public Consultation

Informational signage is posted on the subject site to notify the public of the subject application. At the time of writing this report, no public comment had been received. The statutory Public Hearing will provide neighbours and other interested parties with an opportunity to provide comment.

Analysis

The subject portion of “River Green” (i.e. situated east of the Richmond Olympic Oval) is comprised of five lots zoned for high-density development, including:

- Three (3) waterfront lots zoned for residential uses only; and
- Two (2) lots that front River Road and are zoned for mixed residential/commercial uses, together with (on the east lot only) an affordable child care facility to be constructed by the developer (as per density bonus provisions in “River Green’s” ZMU4 zone).

In addition, through the rezoning of the subject portion of “River Green”, Public Rights of Passage right-of-ways were registered on title to secure 5,473.9 m² (1.35 ac) of the three (3) waterfront lots for public open space purposes, generally in the form of public walkways linking Pearson Way with the City dike and waterfront park.

The developer has requested the subject Zoning Text Amendment on the basis of the following:

- The Middle Arm waterfront is an increasingly popular destination and would benefit from better public access, but planned linkages in the vicinity of “River Green” are limited to Hollybridge Way and the meandering public walkway right-of-ways secured through the site’s original rezoning;
- The consolidation of “River Green’s” three (3) waterfront lots would facilitate the consolidation and expansion of two (2) of the development’s public walkway right-of-ways for use as a larger, central open space that could enhance public access and views to the City dike/waterfront park and accommodate a greater range of informal recreation activities (e.g., children’s play);
- In addition, lot consolidation and subdivision would facilitate the creation of a fee simple lot, to be transferred to the City, for a stand-alone, affordable, turnkey child care (which facility would be constructed by the developer, at the developer’s sole cost, as per density bonus provisions in “River Green’s” ZMU4 zone); and
- The form of development on the consolidated residential lot would be more efficient.

Staff are supportive of the developer’s proposal on the basis that:

- The developer proposes to increase “River Green’s” total area of publicly-accessible open space (east of the Oval) from 1.35 ac to 1.5 ac (5,473.9 m² to 6,076.2 m²);
- Consolidation and expansion of “River Green’s” public open space will enhance its amenity without any cost to the City because the developer will be solely responsible for construction and maintenance (as per legal agreements to be registered on title);
- The developer proposes to accelerate the delivery of public open space amenities within “River Green” with a “Temporary Public Open Space”, which space shall be constructed prior to occupancy of the developer’s first phase east of the Oval (i.e. Lot 9) and maintained for public use until it is replaced by the permanent central public open space in the developer’s final phase (i.e. new Lot 17), all at the developer’s sole cost;
- Transfer of a fee simple lot to the City for child care and community amenity purposes provides the City with a valuable asset and greatly enhances the ability of the City to ensure the affordable and effective operation of the child care facility;

- Proximity of the proposed child care lot to the existing City-owned (heritage woodlot) park at 6900 River Road will enhance the child care experience and visually expand the park's frontage in a key City Centre "gateway" location;
- Low-rise development on the proposed City-owned child care lot will reduce potential development impacts on significant trees and landscape features within the City-owned (heritage woodlot) park, as per the environmental assessment submitted by a registered environmental consultant and arborist on behalf of the developer;
- The development efficiencies achieved by the proposed residential lot consolidation provides for:
 - i. Reduced lot coverage (i.e. 37% versus 45%);
 - ii. Increased tower separation from adjacent lots on and off "River Green" (i.e. previous 24 m minimum separation is increased to 35 m or more);
 - iii. Broad, landscaped areas adjacent to the dike that will visually expand and enhance the public's waterfront park experience
 - iv. Improved views across/around the "River Green" development, both at grade and from surrounding towers;
 - v. Reduced shadowing of on-site public open space and the existing City-owned (heritage woodlot) park at 6900 River Road; and
 - vi. No impacts on parking, vehicle access, residential amenity space, streetscape character or other City Centre Area Plan objectives or related requirements; and
- The developer is not requesting any increase in density or relaxation in development requirements approved by Council via "River Green's" original rezoning (RZ 09-460962).

Sustainability

The developer shall be required to design and construct the subject development to satisfy the following standards:

- Residential and Mixed Use Buildings: LEED Silver (equivalent) standards and City District Energy Utility hook-up (for 70% of space heating); and
- City-Owned Child Care Facility: As for residential and mixed use buildings or, as determined by the City, alternative standards (e.g., Passive House, Net Zero Energy Building) with the aim of achieving greater energy efficiency without increased cost to the developer.

Zoning Bylaw

To facilitate the developer's proposed subdivision changes, amendments to "River Green's" site-specific ZMU4 zone are required (as per Zoning Amendment Bylaw 9487), including:

- Permitted Uses: Addition of "community amenity space" on the proposed City-owned child care lot and changes to the reference map to reflect the proposed subdivision;
- Permitted Density: Public open space density bonus requirements and maximum buildable floor areas for residential and non-residential uses are clarified;
- Permitted Lot Coverage: Requirements for the City-owned child care lot (45% max.) and consolidated residential lot (37% max.);
- Permitted Heights: Requirements for the City-owned child care lot (18 m max.); and
- Subdivision Provisions/Minimum Lot Size: Requirements for the City-owned child care lot and consolidated residential lot.

Site Servicing and Frontage Improvements

All off-site Engineering, Transportation, and Parks requirements with respect to “River Green” were identified and secured via the original rezoning (RZ 09-460962). Legal agreements are registered on title requiring that necessary improvements are designed and constructed, as the developer’s sole cost, on a phase-by-phase basis via the City’s standard Servicing Agreement and/or Development Permit processes. Prior to adoption of the subject Zoning Text Amendment bylaw, minor adjustments to the phasing of works arising from the developer’s proposed subdivision change will be addressed via revisions to legal agreements registered on title.

Existing Legal Encumbrances

Various existing legal agreements registered on title must be revised to facilitate “River Green’s” proposed subdivision changes, transfer of the proposed child care lot to the City, development and public open space phasing, and related requirements. These revisions are itemized in the attached Zoning Text Amendment Considerations (Attachment 9).

Financial Impact or Economic Impact

As a result of the subject application, it is proposed that the City will take ownership of developer-contributed assets related to the child care facility, including building and land improvements. The anticipated operating budget impact for the ongoing maintenance of these assets is estimated to be \$40,000 (upon completion of the facility, projected for 2018), which cost will be considered as part of the 2018 Operating budget. Note that operating costs for the child care were anticipated at the time of the original rezoning (RZ 09-460962).

Conclusion

Staff recommend support for the subject Zoning Text Amendment on the basis that it will facilitate a change in “River Green’s” existing subdivision, which will benefit the developer, the general public, and the City through improved site design, enhanced public open space, and the transfer of a fee simple lot to the City for child care purposes.

It is recommended that Zoning Bylaw 8500, Amendment Bylaw 9487 be introduced and given first reading.

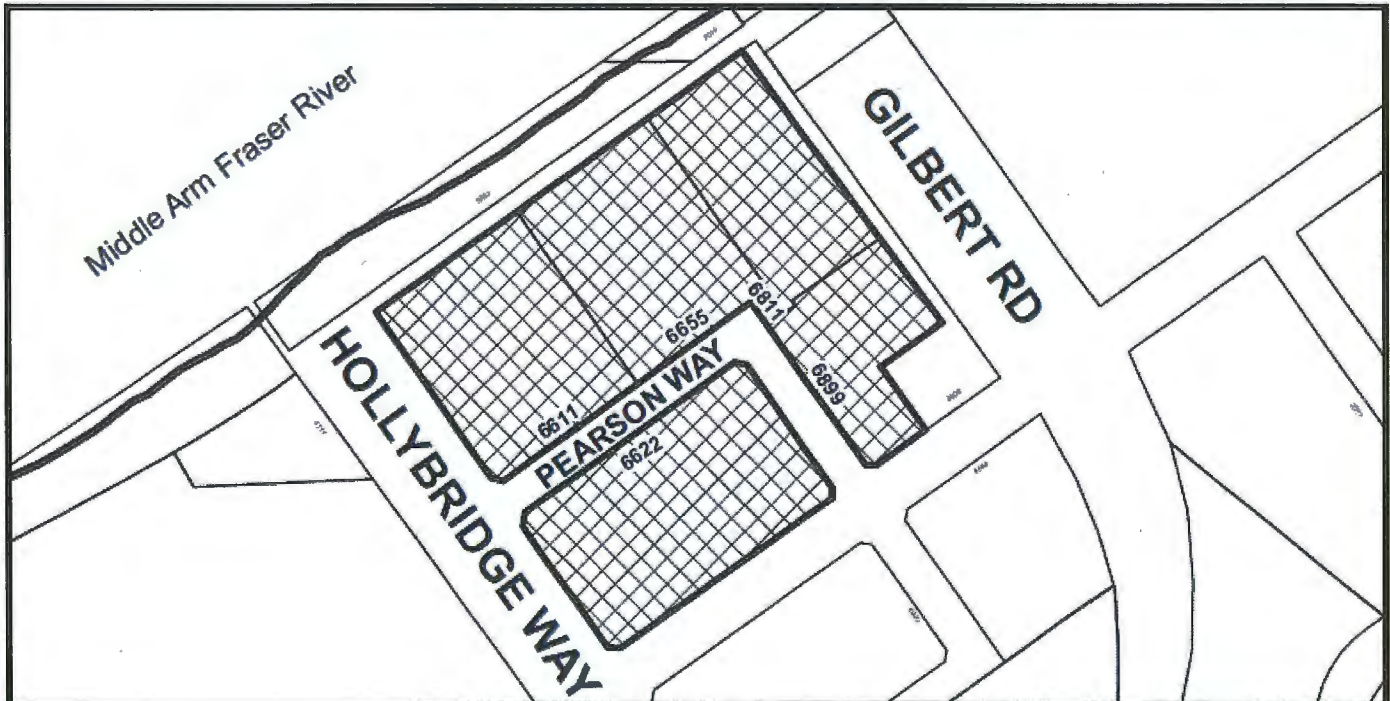
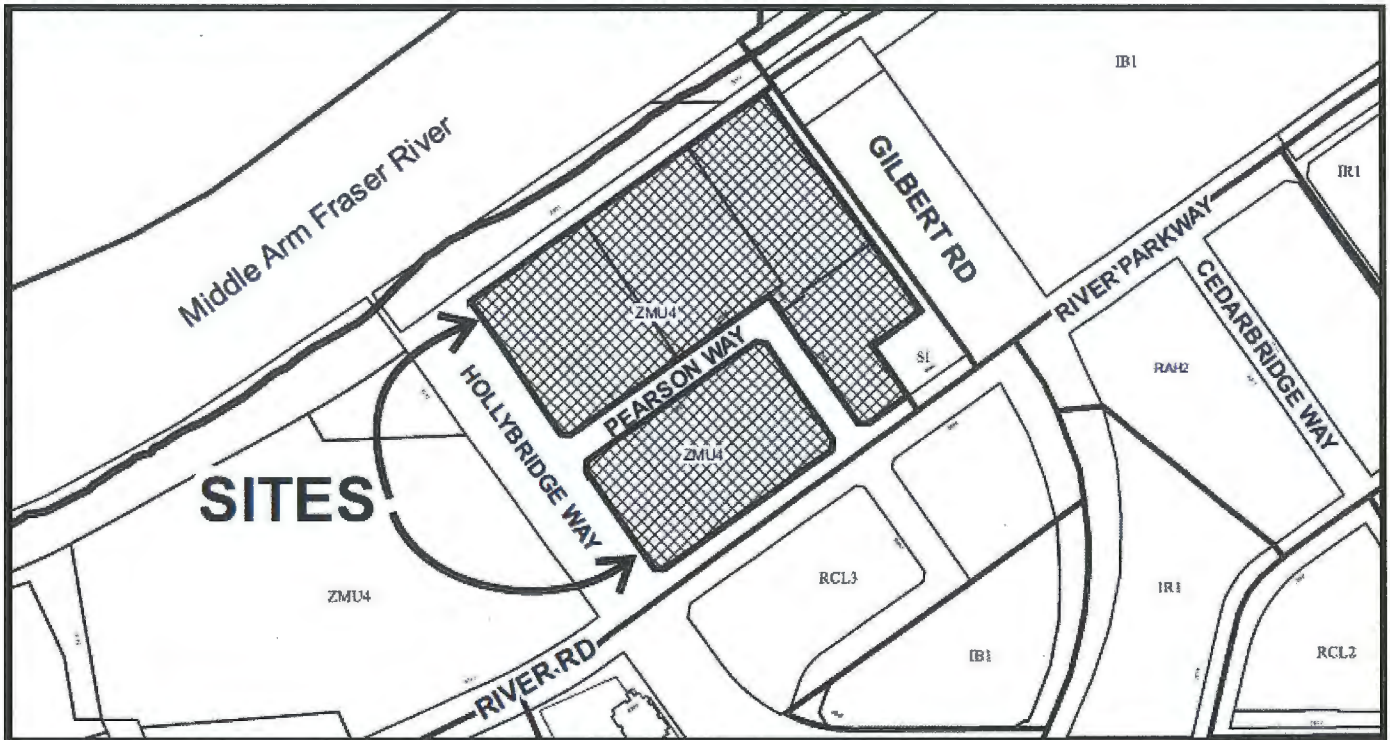


Suzanne Carter-Huffman
Senior Planner/Urban Design

SPC:spc

- Attachment 1: Location Map
- Attachment 2: Aerial Photograph
- Attachment 3: “River Green” Location Map
- Attachment 4: Proposed Site Planning Change
- Attachment 5: Proposed Public Open Space Change
- Attachment 6: Proposed “Permanent” Public Open Space @ New Lot 17
- Attachment 7: Proposed “Temporary” Public Open Space @ New Lot 17
- Attachment 8: Development Application Data Sheet
- Attachment 9: Zoning Text Amendment Considerations

Attachment 1
Location Map



ZT 15-695231

Original Date: 04/16/15

Revision Date: 10/13/15

Note: Dimensions are in METRES

Attachment 2
Aerial Photograph



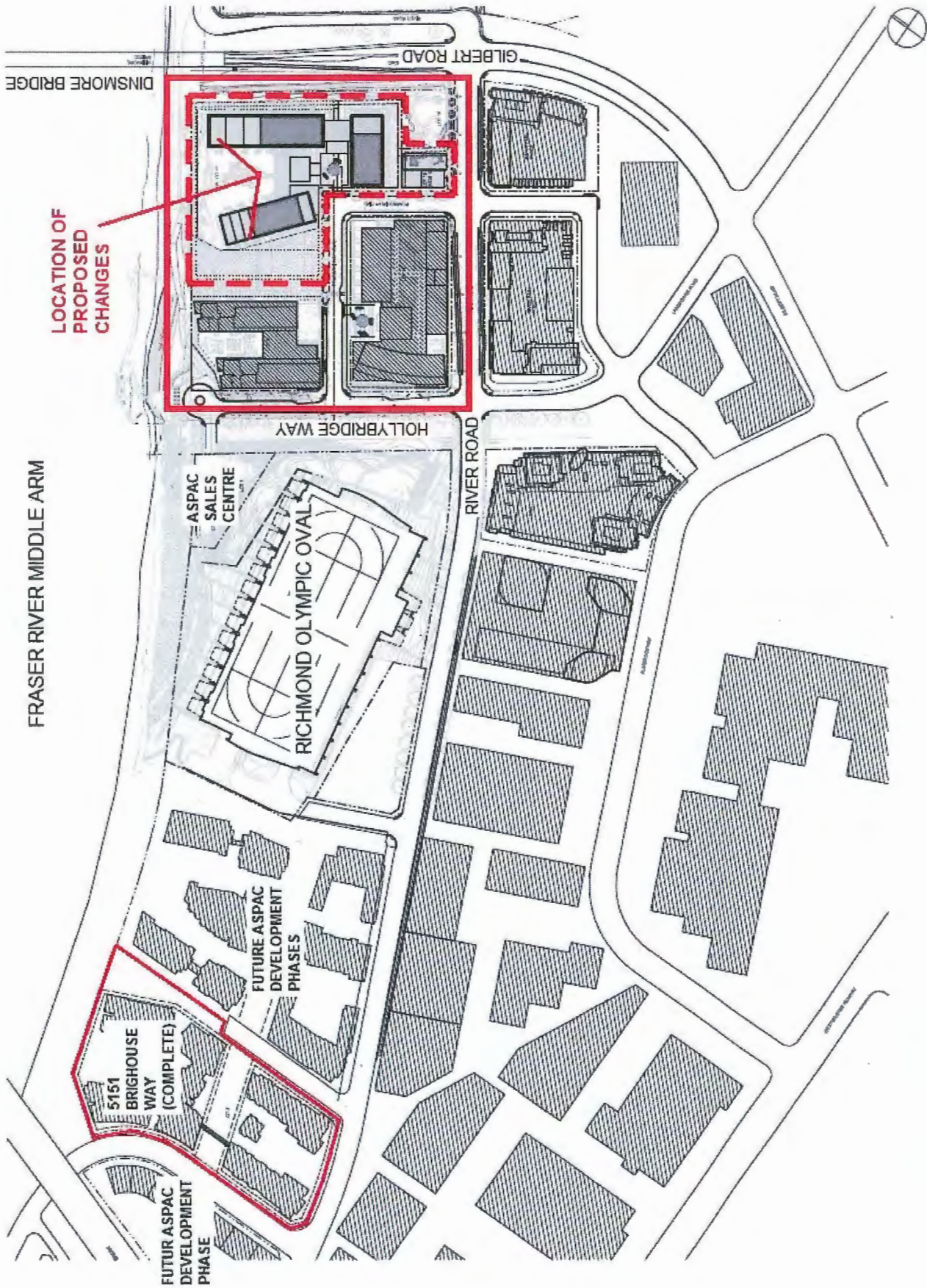
ZT 15-695231

Original Date: 04/16/15

Revision Date: 10/13/15

Note: Dimensions are in METRES

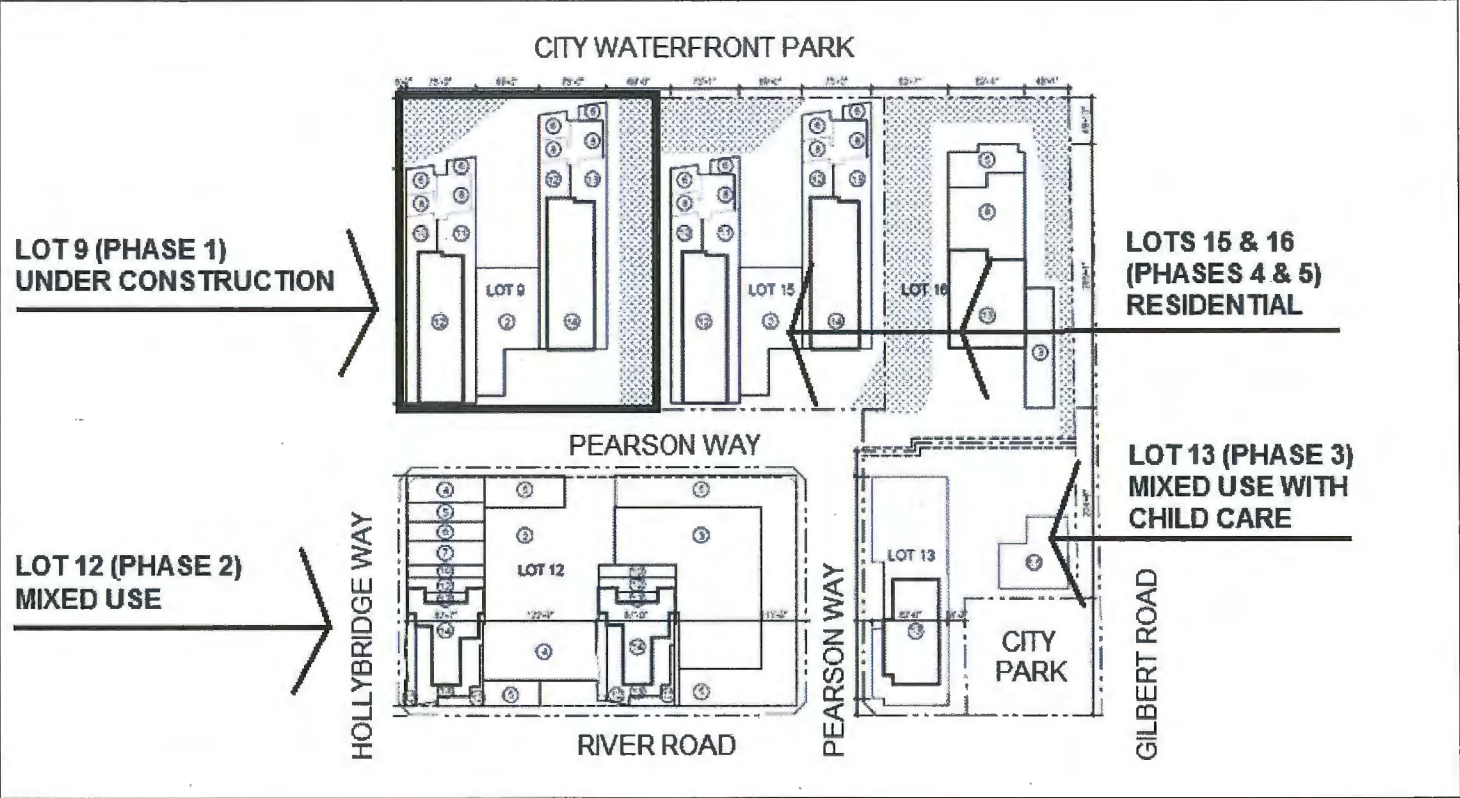
Attachment 3
 "River Green" Location Map



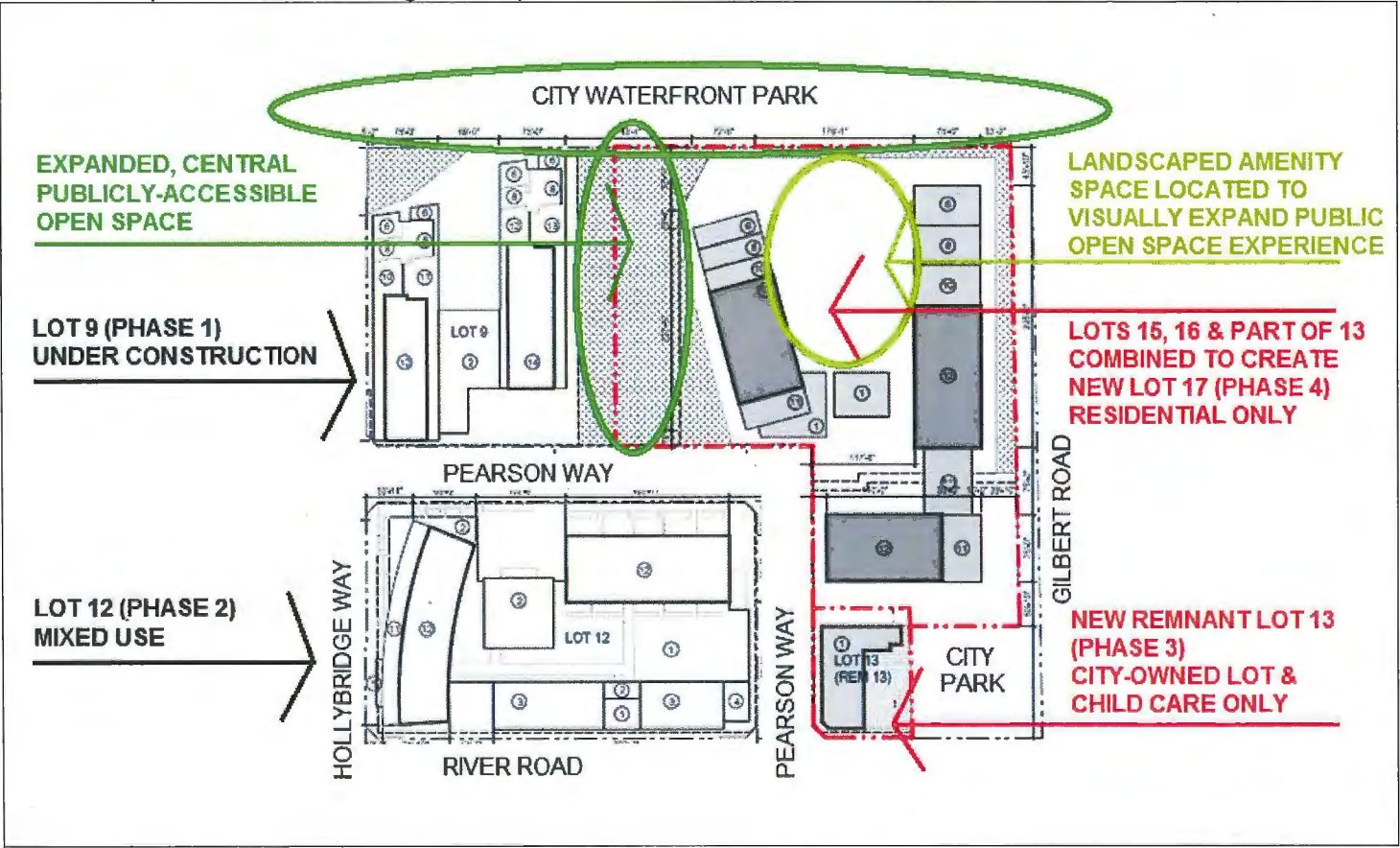
24 AUG 2015
 SCALE: N.T.S.

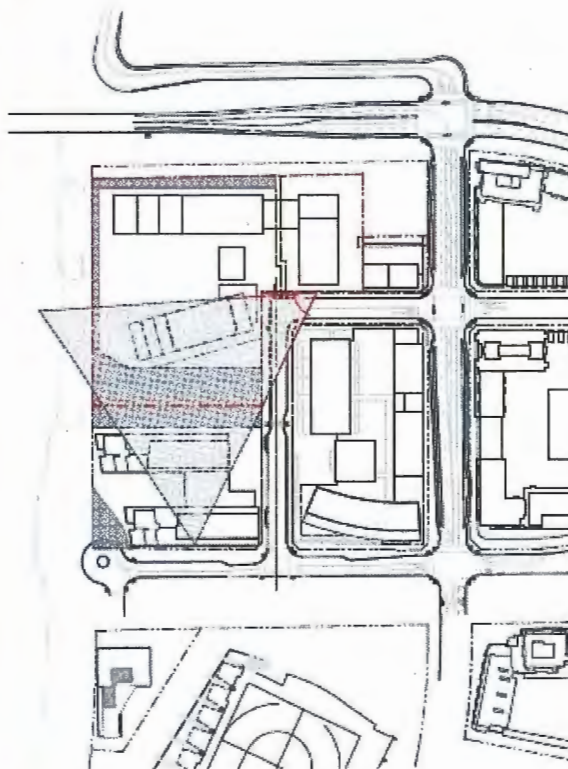
RIVER GREEN ZONING TEXT AMENDMENT
 PROPOSED RIVER GREEN MASTER PLAN

Original Site Planning Concept



Proposed Site Planning Concept

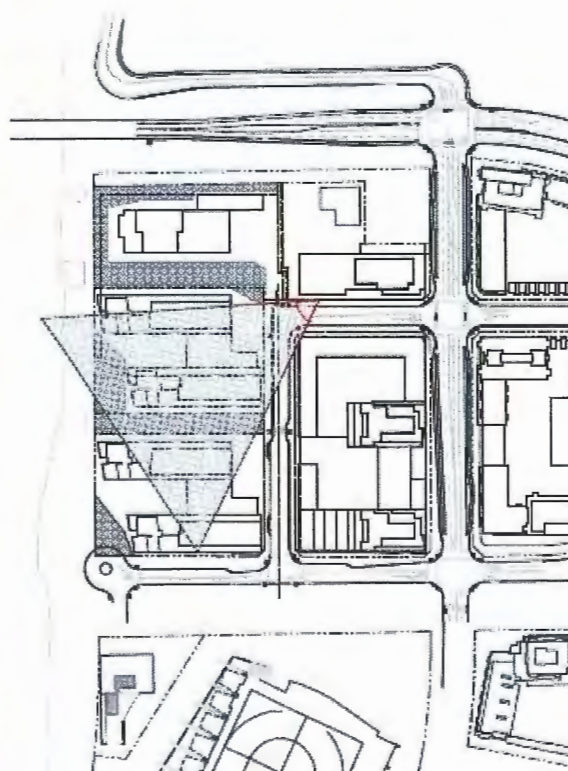




Proposed Master Plan View from Pearson Way (N-S)
• One large integrated open space
• Major views to waterfront

PROPOSED DEVELOPMENT CONCEPT

The same street-level view will open on to the expanded public open space & access to the City waterfront park

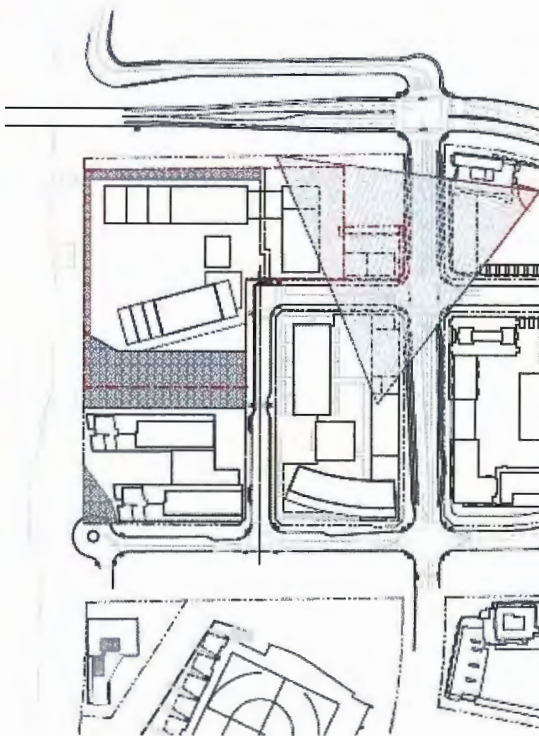


Original Master Plan View from Pearson Way (N-S)
• Two narrow pedestrian views
• Minimum views to waterfront

ORIGINAL DEVELOPMENT CONCEPT

Street-level view looking north along Pearson Way opens on to buildings.

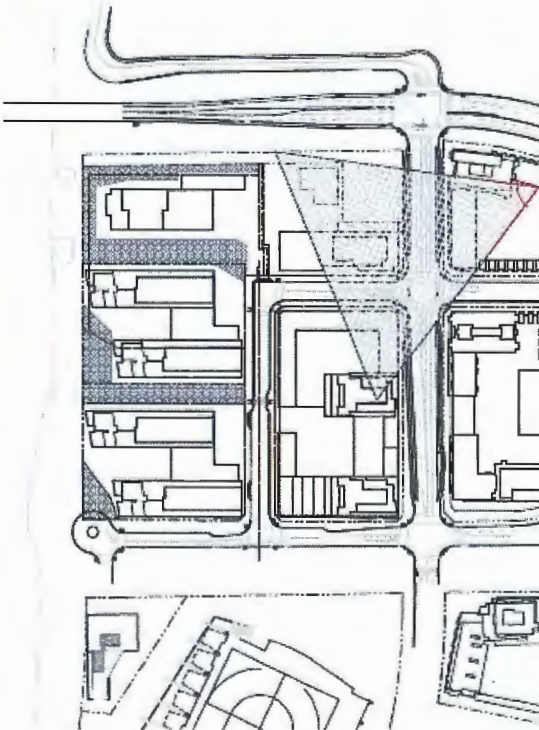
RIVER GREEN ZONING TEXT AMENDMENT
PEDESTRIAN VIEW - FROM PEARSON WAY (N-S)



- Proposed Master Plan Bird's Eye View from southeast
- Massing of 4 buildings on waterfront
 - Major public views and one large integrated open space on waterfront

PROPOSED DEVELOPMENT CONCEPT

The same high-level view will be enhanced by reduced building height on New Remnant Lot 13 (City-owned, 1-storey child care), greater building separation between New Lot 17 & Lot 9 (under construction) & expanded landscaped areas.



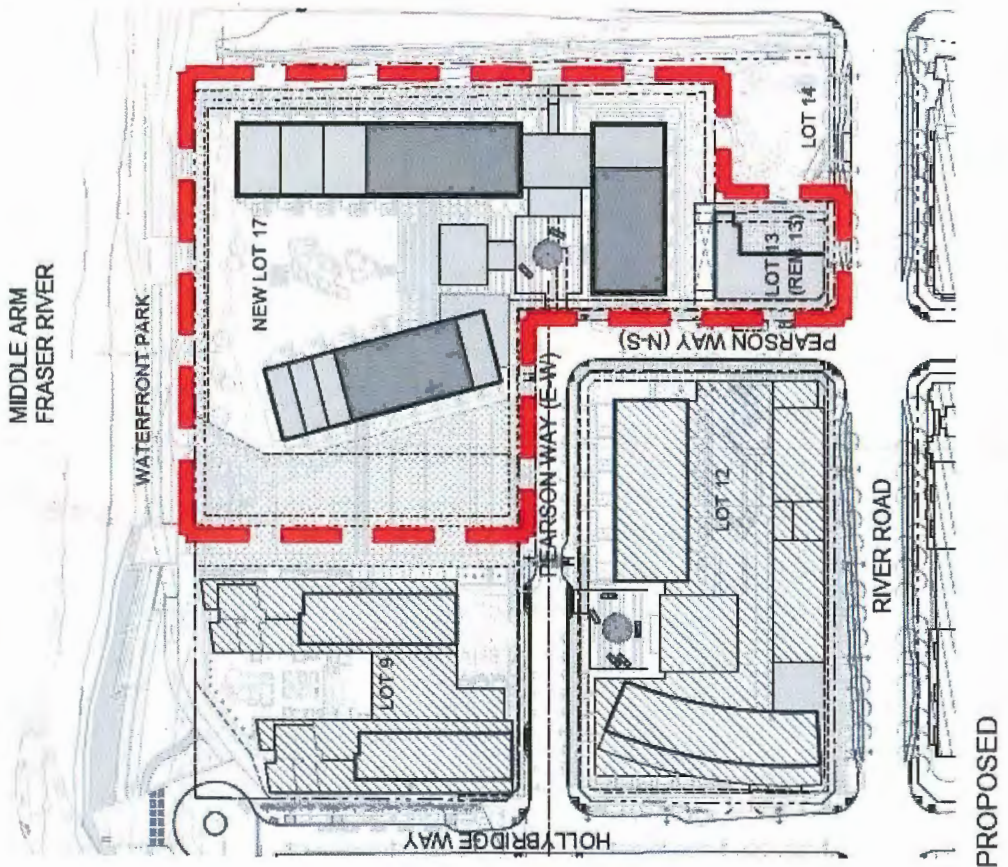
- Original Master Plan Bird's Eye View from Southeast
- Massing of 5 buildings on waterfront
 - Limit public views and open space configuration

ORIGINAL DEVELOPMENT CONCEPT

High-level view across the subject site towards the river.

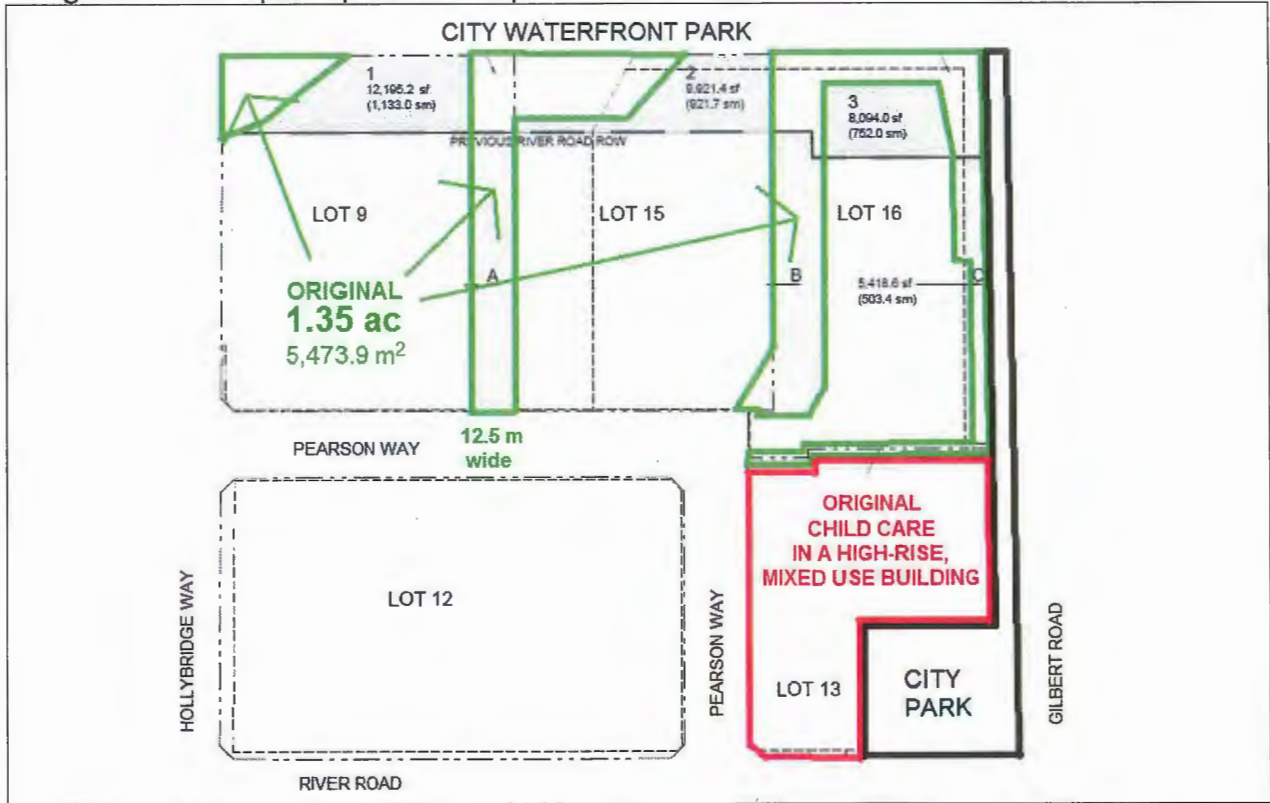
RIVER GREEN ZONING TEXT AMENDMENT
BIRD'S EYE VIEW - OVERVIEW OF RIVER GREEN SITE

Attachment 4
Proposed Site Planning Change

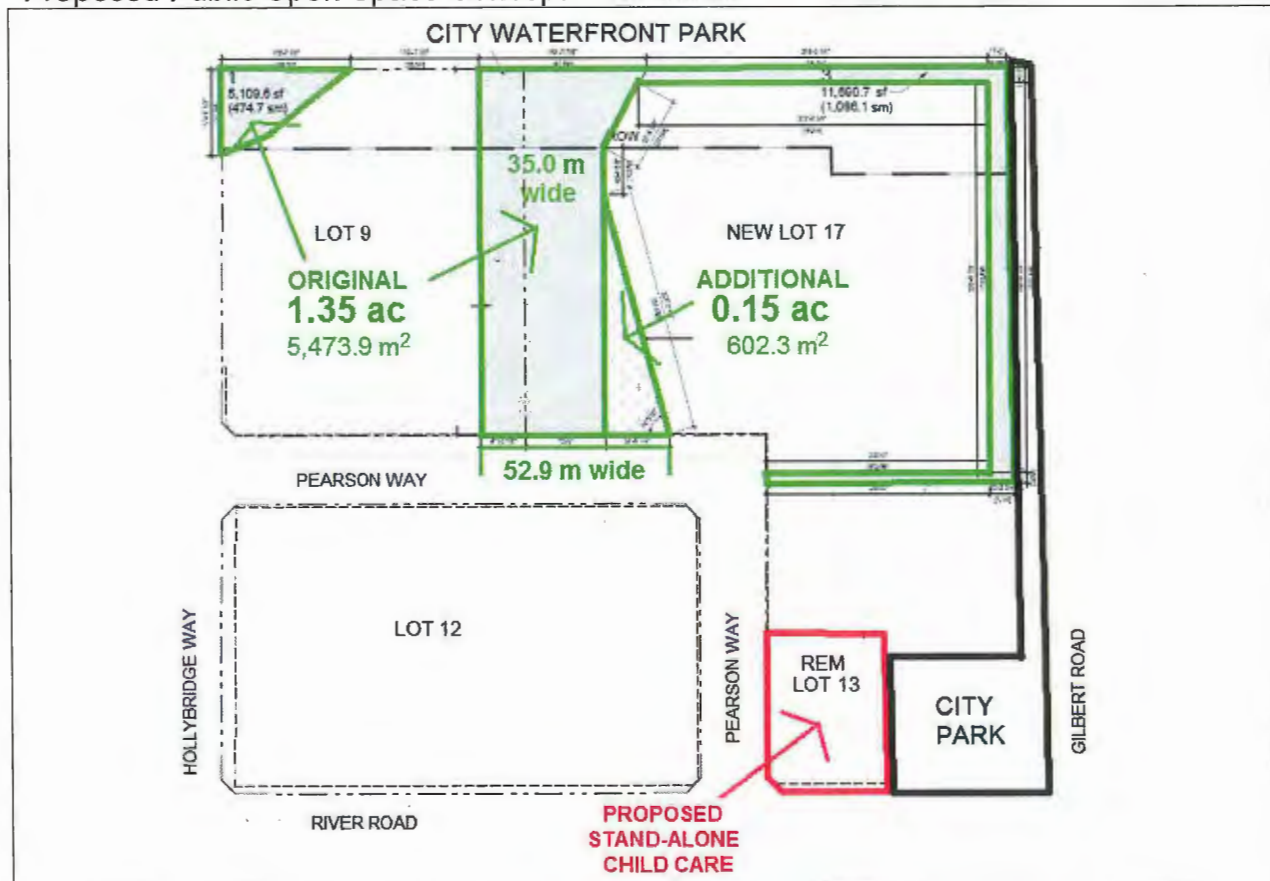


The scale of building on New Lot 17 will be similar to that of the developer's recently completed buildings located west of the Richmond Olympic Oval; however, the separation between New Lot 17 towers and surrounding future towers will be greater.

Original Public Open Space Concept – 1.35 acres



Proposed Public Open Space Concept – 1.5 acres



Waterfront Park / Dike Phase 2 (To be built with the construction of New Lot 17)



Phase 2 Legend Permanent Public Open Spaces / Park Construction of New Lot 17 Temporary Condition - To keep Dike Trail

Proposed "Temporary" Public Open Space @ New Lot 17
(to be completed prior to occupancy of Lot 9)

Waterfront Park / Dike Phase 1 Expanded (To be built with the construction of Lot 9)



Phase 1 Expanded Legend Permanent Park Lot 9 Lot 12 Lot 13 Lot 14 Temporary Condition - Not shown Public Open Space / Temp Dike Trail



Development Application Data Sheet
Development Applications Department

ZT 15-695231

Address: 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, and 6899 Pearson Way

Applicant: Oval 8 Holdings Ltd. (Aspac Developments Ltd.)

Planning Area(s): City Centre (Oval Village)

	Existing	Proposed
Owner	Oval 8 Holdings Inc. No. 0805724	No change
Lot Sizes Affected by Proposed Subdivision Change	Lot 13: 4,814 m2 Lot 15: 8,066 m2 Lot 16: 6,814 m2 TOTAL: 19,694 m2	New Remnant Lot 13 (child care): 1,486 m2 New Lot 17 (residential): 18,208 m2 TOTAL: 19,694 m2
Land Uses	Lot 13: Vacant Lot 15: Vacant Lot 16: Office (mid-2016 demolition)	New Remnant Lot 13: City-owned child care New Lot 17: High-rise residential & public open space
OCP Designation	Mixed Use Park	No change
City Centre Area Plan	Urban Centre T5 Village Centre Bonus Pedestrian Linkages	No change
Zoning	High Rise Apartment and Olympic Oval (ZMU4) – Oval Village (City Centre)	No change; HOWEVER: - Zoning amendments are proposed to facilitate the requested subdivision change
Heritage	Neighbouring City park @ 6900 River Road (Lot 14) designated as a Heritage (landscape) Area	No change

	Existing ZMU4 Requirements	Proposed	Variance
Floor Area Ratio	East of Richmond Oval: 2.9 FAR	No change	None permitted
Lot Coverage	Lot 13: 90% Lot 15: 45% Lot 16: 45%	New Remnant Lot 13: 45% New Lot 17: 37%	None
Lot Size (Minimum)	Lot 13: 4,700 m2 Lot 15: 7,900 m2 Lot 16: 6,700 m2	New Remnant Lot 13: 1,485 m2 New Lot 17: 18,000 m2	None
Setback	River Road: 3.0 m Pearson Way: 3.0 m	No change	None
Height (Maximum)	Within 50.0 m of the dike: 25.0 m, but may be increased to 47.0 m based on approved design Elsewhere: 47.0 m	No change, EXCEPT: - New Remnant Lot 13 reduced to 18.0 m	None
Off-Street Parking Spaces	As per Richmond Zoning Bylaw, EXCEPT a portion of visitor parking may be located off-site	No change (i.e. maximum off-site visitor parking spaces is unchanged)	None



Zoning Text Amendment Considerations

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

Address: 6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877 & 6899 Pearson Way

File No.: ZT 15-695231

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9487, the developer is required to complete the following:

1. Registration of a Subdivision Plan, generally as indicated by the attached Preliminary Subdivision Plan (Schedule A), to consolidate and subdivide existing Lots 13, 15, and 16 to create two (2) new fee simple lots:
 - 1.1. Lot 17 (i.e. existing Lot 15, Lot 16, and north portion of Lot 13), fronting Pearson Way and measuring approximately 18,208.1 m² in size, which lot shall be used by the developer for multiple-family residential and public open space purposes; and
 - 1.2. Remnant Lot 13 (i.e. south portion of existing Lot 13), fronting River Road and Pearson Way and measuring at least 1,485.8 m² in size, which lot shall be used to satisfy the developer's City-owned affordable child care facility requirements.
2. Enter into legal agreement(s), to the satisfaction of the City, to secure transfer of ownership of new Remnant Lot 13, measuring at least 1,485.8 m² in size (Schedule A), together with the child care facility required to be constructed by the developer, at the developer's sole cost, on new Remnant Lot 13 (as per legal agreements registered on title prior to adoption of RZ 09-460962 and updated via the subject bylaw adoption processes for ZT 15-695231), to the City for \$10 as a fee simple tenure, free and clear of encumbrances, for community amenity (e.g., child care) and related purposes.
 - 2.1. The primary business terms of the required transfer shall be to the satisfaction of the Manager, Real Estate Services, the City Solicitor, and the Director of Development and may include, but may not be limited to, requirements that:
 - 2.1.1. The lot and developer-constructed child care facility are not transferred to the City before the child care facility receives final Building Permit inspection granting occupancy; and
 - 2.1.2. All costs associated with the transfer shall be borne by the developer.
 - 2.2. Development phasing requirements with respect to the transfer of new Remnant Lot 13 and the child care facility to the City shall include, but not be limited to:
 - 2.2.1. "No development" shall be permitted on new Lot 17, restricting Development Permit* issuance for new Lot 17, in whole or in part, until the developer designs and secures construction of the required child care facility on new Remnant Lot 13 to the satisfaction of the Director of Development, Manager of Community Social Development, Senior Manager of Parks, and Director of Engineering as per an approved Development Permit* for new Remnant Lot 13;
 - 2.2.2. "No building" shall be permitted on new Lot 17 (except for City-approved improvements within the "Temporary Public Open Space" SRW area), restricting Building Permit* issuance for new Lot 17, in whole or in part, until the required child care facility is included in a Building Permit* for new Remnant Lot 13 to the satisfaction of the Director of Development, Manager of Community Social Development, Senior Manager of Parks, and Director of Engineering as per an approved Building Permit* for new Remnant Lot 13; and
 - 2.2.3. "No occupancy" shall be permitted on new Lot 17, restricting final Building Permit inspection granting occupancy for new Lot 17, in whole or in part, until the entirety of the required child care facility on new Remnant Lot 13 receives final Building Permit* inspection granting occupancy.

3. Granting of a Public Rights of Passage statutory right-of-way (SRW) for public open space and related purposes on new Lot 17, generally as indicated by the attached Preliminary Permanent Public Open Space SRW Plan (Schedule B).
 - 3.1. The size of the SRW area shall be at least 4,325.1 m², which shall be comprised of the area of:
 - 3.1.1. The original 5,256.9 m² "adjacent to the waterfront park" SRW area registered on Lots 9, 10, and 11, as per RZ 09-460962 (BB1991702 to BB1991705 / Plan BCP49386) and amended upon the creation of Lot 15 (formerly Lot 10) and 16 (formerly Lot 11), *excluding* the 1,751.1 m² SRW area subsequently registered on Lot 9 via DP 11-587954, as shown in Schedule C (CA3218553 to CA3218556, CA3218557 to CA3218560, and CA3218561 to CA3218564), *which "adjacent to the waterfront park" SRW shall be discharged and replaced prior to adoption of the subject bylaw: 3,505.8 m², which area includes:*
 - a) Existing Lot 15 SRW area (as shown in Schedule C): 1,733.1 m²;
 - b) Existing Lot 16 SRW area (as shown in Schedule C): 1,645.3 m²; and
 - c) Remnant SRW area NOT accommodated on Lot 9 via DP 11-587954: 127.4 m²;
 - 3.1.2. The existing "pedestrian walkway and utilities" SRW along the common property line of existing Lots 13 and 16 (BB1991712 & BB1991713 / Plan BCP49388), *which "pedestrian walkway and utilities" SRW shall be discharged and replaced prior to adoption of the subject bylaw: 217.0 m² (i.e. 108.5 m² on each lot); and*
 - 3.1.3. The developer's proposed additional public open space SRW area on new Lot 17 (i.e. over and above the total "adjacent to the waterfront park" and "pedestrian walkway and utilities" SRW areas required via RZ 09-460962): 602.3 m².
 - 3.2. The SRW area shall provide for the same uses, encroachments, and related activities and features as generally provided for under the existing "adjacent to the waterfront park" and "pedestrian walkway and utilities" SRW areas, as determined to the satisfaction of the City, which shall include, but may not be limited to:
 - 3.2.1. 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, utilities, and bylaw enforcement;
 - 3.2.2. Building encroachments into the SRW area in the form of parking structures and related features, provided that such encroachments are located entirely below finished grade and do not compromise the City's intended public use or enjoyment, design quality, or landscaping (e.g., tree planting) of the SRW area, as determined to the satisfaction of the Director of Development and Senior Manager, Parks via the City's standard Development Permit* and Servicing Agreement* processes;
 - 3.2.3. Revisions to the boundary of the SRW area, as determined to the satisfaction of the Director of Development and Senior Manager, Parks via the City's standard Development Permit* processes, provided that the intended public use of the SRW area is not compromised and the minimum required size of the SRW area is not reduced (i.e. at least 4,325.1 m²); and
 - 3.2.4. The design, construction, and maintenance of the right-of-way and all associated liability to be the responsibility of the owner, as determined to the satisfaction of the City.

Note: The developer shall not be eligible for Development Cost Charge credits with respect to public open space or related improvements within the SRW area.
 - 3.3. In addition to Section 3.2, the SRW shall expressly provide for its development, in part, as a Temporary Public Open Space, which shall include, but may not be limited to:
 - 3.3.1. A strip of land for public use/access (within the SRW area) measuring at least 20.0 m wide along the entire west property line of new Lot 17, together with additional space (not intended for general public uses/access) to accommodate a landscape buffer (e.g., hedge, fence), slope, retaining walls, and/or other features necessary to safely and attractively demise the publicly-accessible portion of the Temporary Public Open Space from the remainder of new Lot 17 and address the differential in finished grade between the two areas;

- 3.3.2. Revisions to the boundary of the Temporary Public Open Space SRW area, as determined to the satisfaction of the Director of Development and Senior Manager, Parks via the City's standard Servicing Agreement* processes, provided that the total size of the publicly-accessible portion of the Temporary Public Open Space is not reduced;
- 3.3.3. 24-hour-a-day, universally accessible, pedestrian, bicycle, and emergency and service vehicle access, together with related uses, features, utilities, and bylaw enforcement;
- 3.3.4. No building encroachments within the publicly-accessible portion of the Temporary Public Open Space;
- 3.3.5. Raising the finished grade of the publicly-accessible portion of the Temporary Public Open Space to that of the adjacent City-owned dike/park;
- 3.3.6. The design, construction, and maintenance of the affected SRW area and all associated liability to be the responsibility of the owner, as determined to the satisfaction of the City; and
- 3.3.7. Maintenance of the Temporary Public Open Space for uninterrupted public use until such time as the City agrees, in writing, that it must be removed, in whole or in part, to facilitate the development of new Lot 17 and construction of permanent public open space features within the SRW area in compliance with an approved Development Permit*.

Note: The developer shall not be eligible for Development Cost Charge credits with respect to the Temporary Public Open Space.

- 3.4. Legal agreements shall be registered on title with respect to the owner's development of public open space works within the SRW area as follows:
 - 3.4.1. Prior to adoption of the subject Zoning Amendment Bylaw 9487, the developer shall expand the scope of the developer's approved Servicing Agreement for dike and waterfront park works (SA 13-633917 and SA 13-633918), as determined to the satisfaction of the City, to include:
 - a) The design and construction of the Temporary Public Open Space, including raising the finished grade of the publicly-accessible portion of the park to that of the adjacent City-owned dike/park (e.g., fill, lawn, gravel path, landscape buffer with fence, grade-change treatment);
 - b) The design and construction of related improvements within the City-owned dike and waterfront park along the north side of new Lot 17; and
 - c) Letter of Credit, as required, for the expanded scope of works.
 - 3.4.2. For Lot 9, no final Building Permit inspection shall be granted, restricting occupancy of Lot 9 in whole or in part, until the Temporary Public Open Space on new Lot 17 and related improvements within the City-owned dike/waterfront park area are completed to the satisfaction of the City, as per SA 13-633918.
 - 3.4.3. For new Lot 17:
 - a) "No development" shall be permitted, restricting Development Permit* issuance for new Lot 17, in whole or in part, until the developer designs and secures construction to the City's satisfaction (as per an approved Development Permit* and Landscape Letter of Credit) of the public open space area occupying the:
 - Entirety of the new Lot 17 SRW area; and
 - "Remnant portion" of Lot 9's contiguous Public Rights of Passage SRW area.
(See "Note" below.)
 - b) "No building" shall be permitted, restricting Building Permit* issuance for new Lot 17, in whole or in part, until the design of the entirety of the new Lot 17 SRW area and "remnant portion" of Lot 9's contiguous Public Rights of Passage SRW area (see "Note" below) are included in the Building Permit* drawings to the satisfaction of the Director of Development and Senior Manager, Parks.
 - c) "No occupancy" shall be permitted, restricting final Building Permit* inspection granting occupancy for new Lot 17, in whole or in part, until the entirety of the new Lot 17 SRW area and "remnant portion" of Lot 9's contiguous Public Rights of Passage SRW area (see "Note" below) are constructed to the satisfaction of the City.

Note: The City-approved Development Permit for Lot 9, DP 11-587954, includes landscape within two Public Rights of Passage SRWs that together encompass a space measuring 12.5 m wide and extending along the entire length of the lot's east property line. This Lot 9 SRW area will be contiguous to the subject SRW area on new Lot 17 (as shown in Schedules B and C). It is the intent of the City that the Lot 9 and new Lot 17 SRW areas are designed, constructed, maintained, and operated as one public open space area when new Lot 17's Temporary Public Open Space is completed and, subsequently, when the new Lot 17 SRW area is completed in its final form. In light of this, it is the intent of the City with respect to the "remnant" portion of the Lot 9 SRW area (i.e. an approximately 9.0 m wide strip of land situated east of the approved 3.5 m wide public walkway, to be constructed over Lot 9's parking structure) that:

- *Prior to occupancy of Lot 9, this "remnant" Lot 9 SRW area is developed as lawn, without decorative paving, furnishings, or other features (secured via the existing Landscape Letter of Credit for DP 11-587954); and*
- *Via the Development Permit*, Building Permit*, and occupancy approval processes for new Lot 17, this "remnant" Lot 9 SRW area is comprehensively designed and constructed with the SRW area located on new Lot 17.*

4. Updating of the "Child Care Terms of Reference", attached as Schedule H to the Rezoning Considerations for RZ 09-460962 and referenced in legal documents registered on title, to:
 - 4.1. Reflect the proposed change in form of development (i.e. stand-alone, one-storey building over one level of below-grade parking on a fee-simple, City-owned lot, with loading and garbage/recycling pick-up on-street/curb-side on Pearson Way);
 - 4.2. Include the "Child Care - Illustrative Concept Drawings" attached to these Zoning Text Amendment Considerations as Schedule D (which "concept drawing" shall be understood to illustrate general intent without constraining design development, as determined to the satisfaction of the Director of Development, Manager of Community Social Development, and Director of Engineering); and
 - 4.3. Require the developer to design and construct the child care facility to satisfy the following requirements, to the satisfaction of the Director of Engineering and Director of Development:
 - 4.3.1. LEED Silver (equivalent) and City District Energy Utility service/hook-up (for 70% of space heating); or
 - 4.3.2. Alternative requirements (e.g., Passive House, Net Zero Energy Building), as determined to the sole satisfaction of the City, with the aim of achieving greater energy efficiency while generally being cost-neutral to the developer (i.e. generally equal in cost to the developer's LEED and DEU requirements).
5. Registration of changes to or replacement or discharge of various existing legal agreements registered on title, which may include, but may not be limited to, the following.

Note: "TS" numbers refer to items listed in the Master Summary of Title Encumbrances submitted by the applicant on September 11, 2015 and saved as REDMS #4746201.

- 5.1. (TS2) CA2355841 – Extend the notation of ESA DP 11-593370 across the entirety of new Lot 17.
- 5.2. (TS4) AD147604 – Extend the notation of DVP No. 89-367 across the entirety new Lot 17.
- 5.3. (TS5) AD217827 – Extend the notation of DVP No. 89-367 across the entirety new Lot 17.
- 5.4. (TS6) BB1991763 – Discharge of the temporary vehicle access easement because the affected areas are consolidated.
- 5.5. (TS7) BB1991764 – Discharge of the temporary vehicle access easement because the affected areas are consolidated.
- 5.6. (TS8) BB1991771 – Discharge of the temporary vehicle access easement because the affected areas are consolidated.
- 5.7. (TS9) CA3289620 – Partial release. (Coordinate with TS35.)
- 5.8. (TS10 & TS55) BB1991772 – Discharge of the temporary vehicle access easement because the affected areas are consolidated.

- 5.9. (TS13) CA3217702 – Discharge of the visitor parking easement benefitting new Remnant Lot 13 over Lot 12. (*Note: The easement shall remain in effect for the benefit of new Lot 17 over Lot 12.*)
- 5.10. (TS14 & TS64) CA4510746 & CA4510747 – Extend the crane swing easement over the entirety of new Lot 17.
- 5.11. (TS18) BP171973 (Plan LMP46822) – Discharge of sanitary sewer agreement (i.e. sewer abandoned). (*Note: Approval of Richmond Engineering Department required.*)
- 5.12. (TS21) BB1991699 – Discharge of “no separate sale” covenant over new Remnant Lot 13. (*Note: The covenant shall remain in effect over other lots.*)
- 5.13. (TS22 & TS23) BB1991702 & BB1991703 (Plan BCP49386) – Discharge and replace the “adjacent to the waterfront park” covenant and SRW as per Zoning Text Amendment Consideration 3 (above).
- 5.14. (TS24 & TS25) BB1991712 & BB1991713 (Plan BCP49388) – Discharge and replace “pedestrian walkway and utilities” covenant and SRW on new Lot 17 as per Zoning Text Amendment Consideration 3 (above).
- 5.15. (TS28) BB1991722 – Discharge from new Lot 17 because it has no frontage along new River Road. (Remains on new Remnant Lot 13.)
- 5.16. (TS29) BB1991723 (Plan BCP49390) - Discharge from new Lot 17 because it has no frontage along new River Road. (Remains on new Remnant Lot 13.)
- 5.17. (TS30, TS31, TS32 & TS33) BB1991727 (Plan BCP49391), CA3289616, BB1991728 & BB1991729 – Discharge and replace with new agreement on new Lot 17.
- 5.18. (TS34, TS35, TS36, TS37, TS38, TS39 & TS40) BB1991739, CA3289618, CA3377759, BB1991741, CA3377761, BB1991745 & CA3377763 – Discharge and replace with separate “no development” covenants on new Lot 17 and new Remnant Lot 13, and make corresponding revisions to ensure consistency between the locations of the new lots and various development requirements and features. In addition, clarification shall be provided with respect to:
 - 5.18.1. Phasing – The order of phasing shall be Lot 9, Lot 12, new Remnant Lot 13 (City child care), and new Lot 17.
 - 5.18.2. District Energy Utility (DEU) – The developer is required to use DEU for a minimum of 70% of space heating;
 - 5.18.3. Park – Replace the meaning of “Pedestrian Walkway” with that portion of the proposed Public Rights of Passage SRW on new Lot 17 linking Lot 14 (City park) with Pearson Way and make the design and construction of the SRW area the sole responsibility of the developer of new Lot 17 (as per Zoning Text Amendment Consideration 3, above).
 - 5.18.4. Child Care – The “Child Care Terms of Reference” attached as Schedule H to the Rezoning Considerations for RZ 09-460962 shall be updated as per Zoning Text Amendment Consideration 4 (above).
- 5.19. (TS43, TS44, TS62 & TS63) BB1991751, BB1991752, CA3289625 & CA3289626 – Discharge and replace Airport Noise Covenants.
- 5.20. (TS49, TS50, TS51, TS52, TS53, TS54 & TS55) BB1991763, BB1991764, BB1991765, BB1991766, BB1991771, BB1991772 & CA3289621 (Plan BCP49391) – Discharge easements and related covenants because lots are to be consolidated.
- 5.21. (TS56) BB1991773 - Discharge because lots are to be consolidated.
- 5.22. (TS57) BB1991774 - Discharge because lots are to be consolidated.
- 5.23. (TS59) BB1350876 – Extend over the portion of Lot 13 within new Lot 17.
- 5.24. (TS61) CA3217706 & CA3217707 – Discharge from new Remnant Lot 13 (City lot).

NOTE:

* This requires a separate application.

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

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

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

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

SIGNED COPY ON FILE (REDMS #4761012)

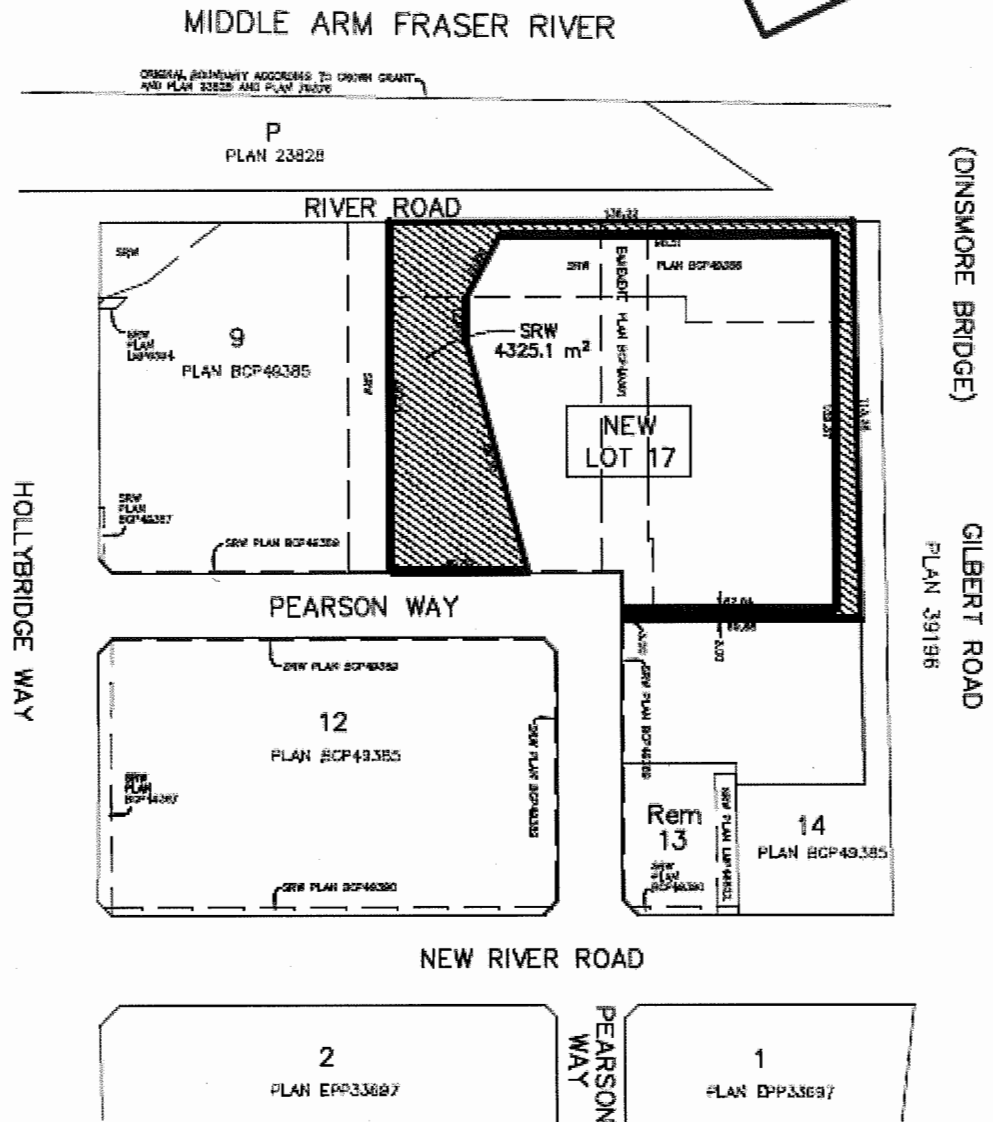
Signed _____

Date _____

SKETCH PLAN OF PROPOSED STATUTORY RIGHT OF WAYS
OVER NEW LOT 17 SECTIONS 5 AND 6 BLOCK 4 NORTH
RANGE 6 WEST AND SECTION 31 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT

FOR THE PURPOSE OF PUBLIC OPEN SPACE

DRAFT



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MATSON PECK & TOPLISS

SURVEYORS & ENGINEERS

#320 - 11120 HORSESHOE WAY

RICHMOND, B.C., V7A 5H7

PH: 604-270-9331

FAX: 604-270-4137

CADFILE: 17941-2015-OCT 5-PRO-SRW.DWG

R-15-17941-PRO-SRW

LEGEND
SCALE 1:2000



ALL DISTANCES ARE IN METRES

DATE: OCTOBER 5, 2015

DRAFT



ORIGINAL, PRELIMINARY ADDRESS TO CROWN GRANT,
AND PLAN BOOKS AND PLAN BOOKS

P
PLAN 23820

HOLLYBRIDGE WAY

(DINSMORE BRIDGE)

GILBERT ROAD

PLN 3135

12

PLAN #CP49385

SEE PLAN #CP49385

SEE PLAN #CP49385

SEE PLAN #CP49385

SEE PLAN #CP49385

2
PLAN EPP33687

**PEAKSUN
WAY**

1
#LAN OPP35697

© COPYRIGHT

CADFILE: 17941-2015-OCT 5-EX-SRW-1.DWG

R-15-17941-EX-SRW

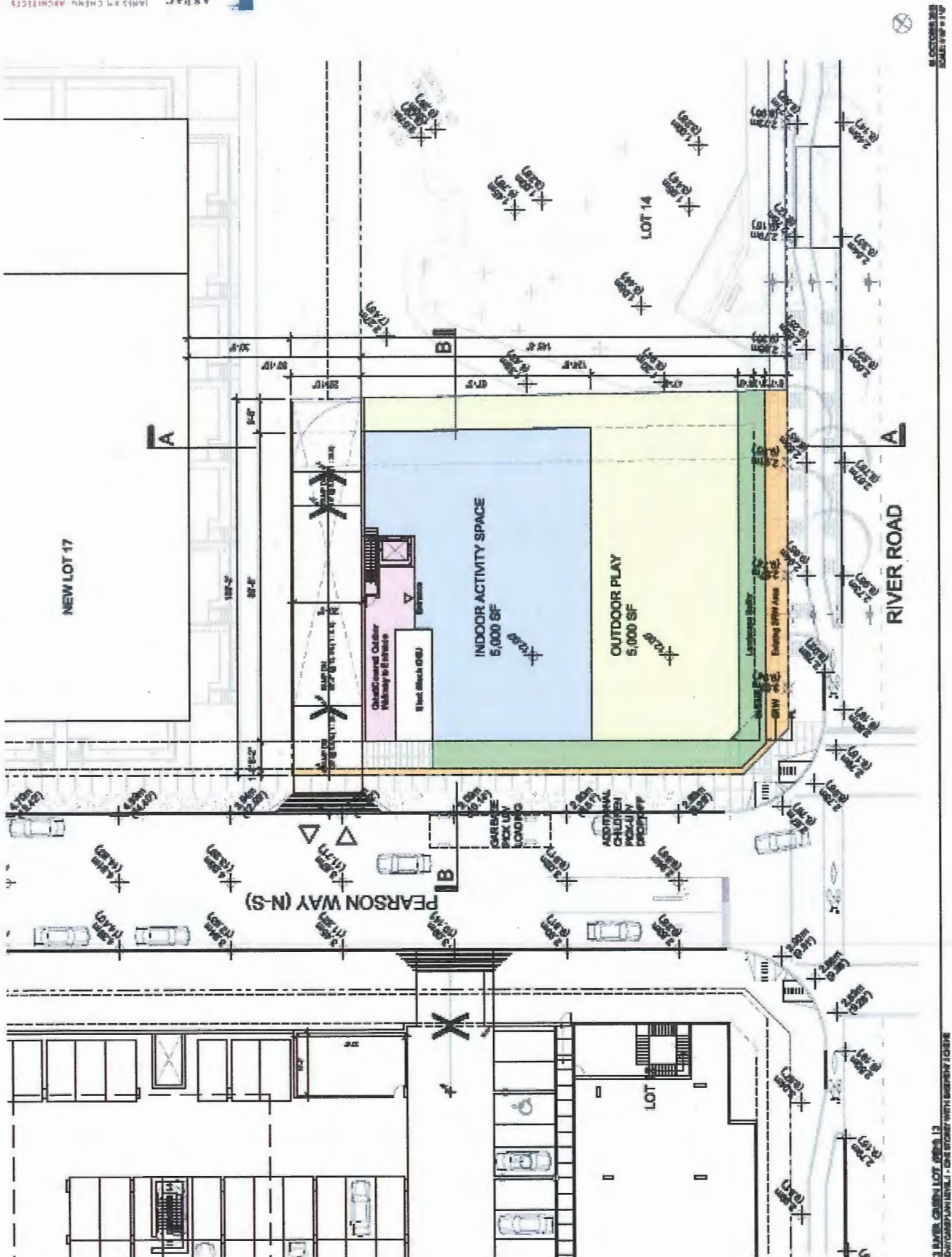
A horizontal scale bar with four segments labeled 50, 0, 50, and 100 from left to right. The bar is black with white tick marks at the segment boundaries.

ALL DISTANCES ARE IN METRES

DATE: OCTOBER 6, 2015

SCHEDULE D
 Child Care – Illustrative Concept Drawings (REDMS #4750570)

ASAP
 LAND & CHINA ARCHITECTS

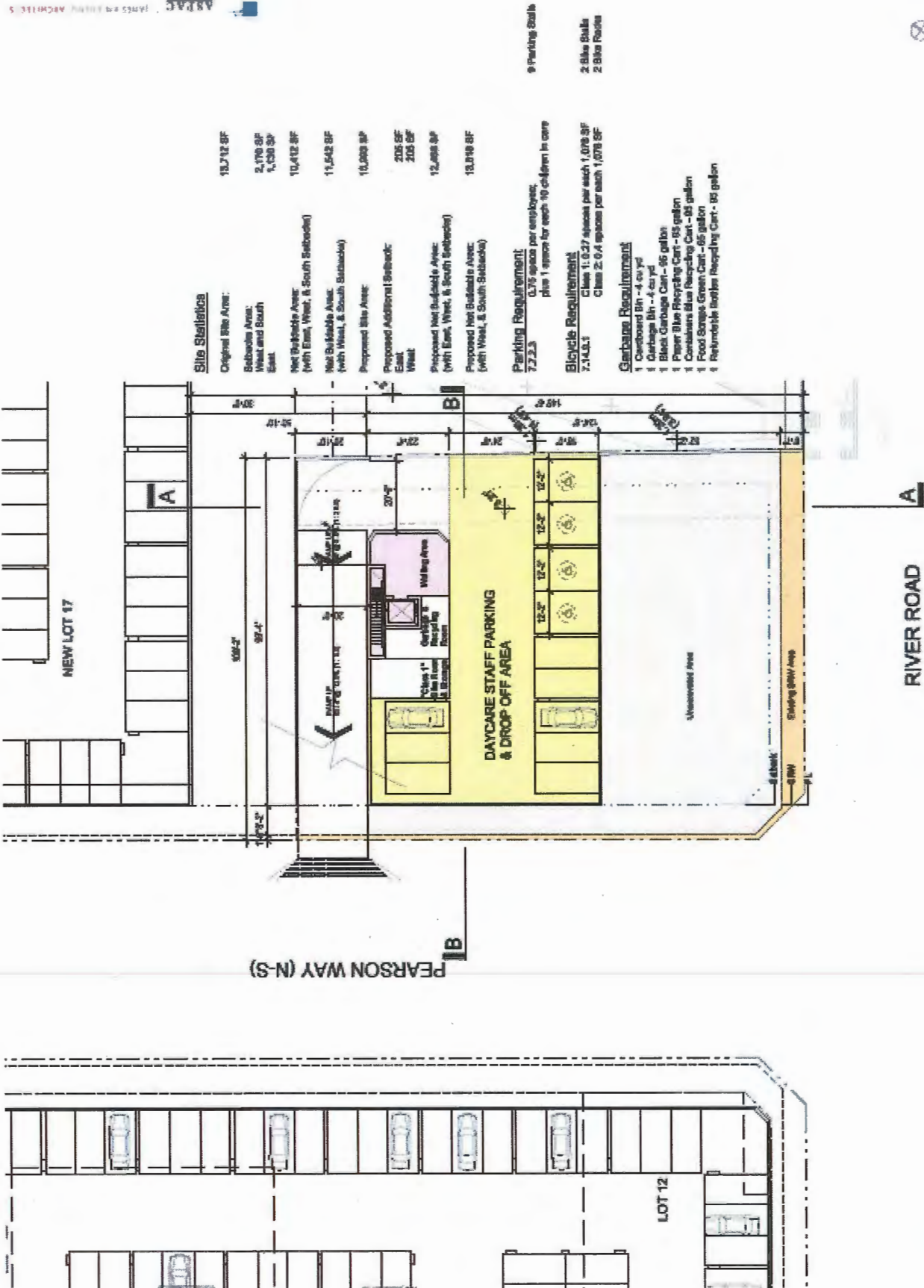


CNCL - 141

SCHEDULE D

Child Care – Illustrative Concept Drawings (REDMS #4750570)

ALPAC JAMES R. ARCHITECTS



Site Statistics

Original Site Area:	13,712 SF
Setback Area:	2,176 SF
West and South	1,138 SF
East	10,412 SF
Net Buildable Area:	11,542 SF
(With East, West, & South Setbacks)	
Net Buildable Area:	10,000 SF
(With East, West, & South Setbacks)	
Proposed Additional Setback:	205 SF
East	205 SF
West	12,000 SF
Proposed Net Buildable Area:	13,018 SF
(With East, West, & South Setbacks)	

Parking Requirement

72.2.3 0.75 spaces per employee,
plus 1 space for each 10 children in care

Bicycle Requirement

7.14.0.1 Class 1: 0.37 spaces per each 1,018 SF
Class 2: 0.4 spaces per each 1,078 SF

Garbage Requirement

- 1 Cardboard Bin - 4 cu yd
- 1 Garbage Bin - 4 cu yd
- 1 Black Garbage Cart - 65 gallon
- 1 Paper Blue Recycling Cart - 65 gallon
- 1 Containers Blue Recycling Cart - 65 gallon
- 1 Food Waste Green Cart - 65 gallon
- 1 Reusable Bottom Recycling Cart - 65 gallon

9 Parking Stalls

2 Blue Stalls
2 Black Stalls

RIVER ROAD

A

PEARSON WAY (N-S)

B

NEW LOT 17

LOT 12

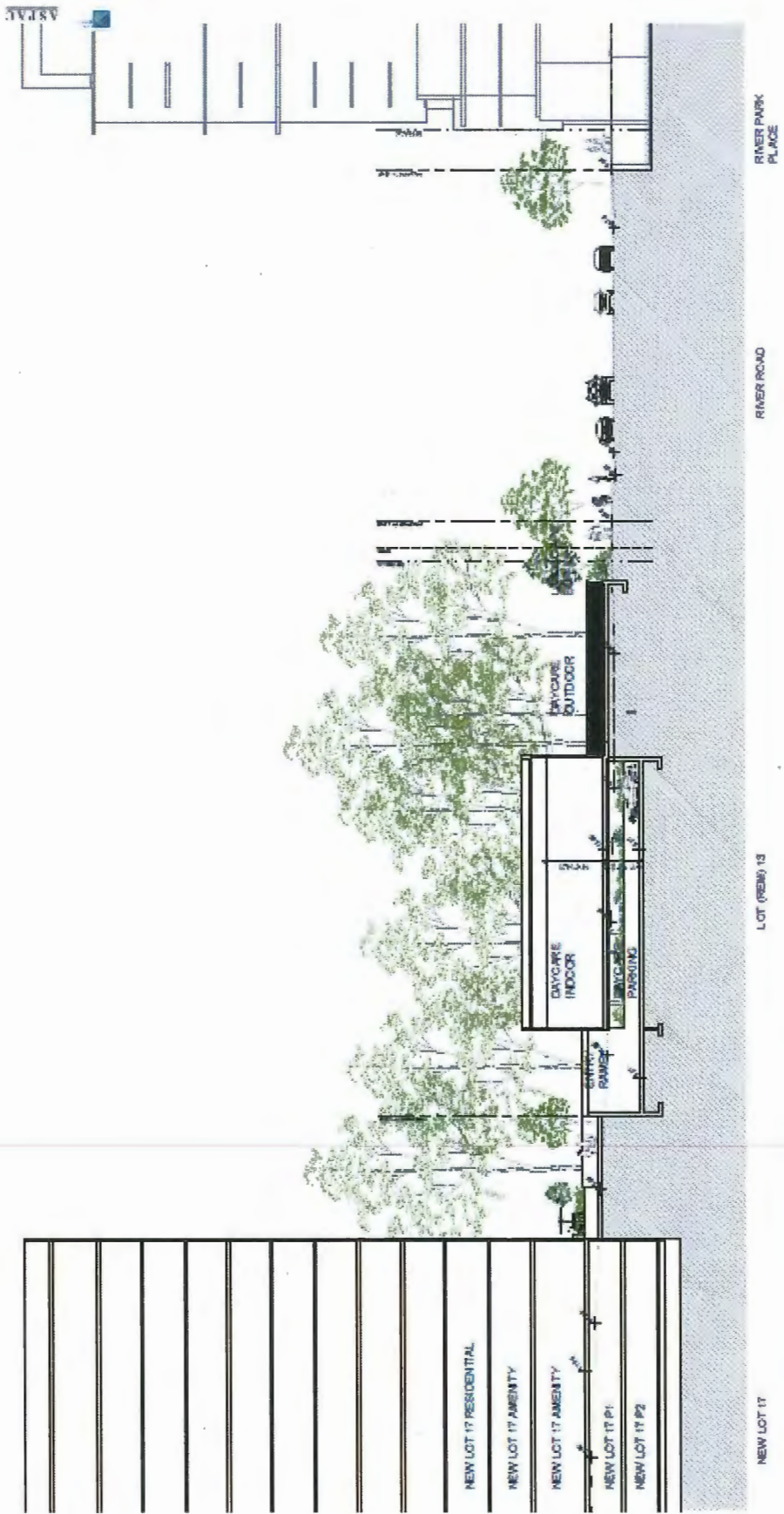
CNCL - 142

10 OCTOBER 2011
SCALE: 1/8" = 1'-0"

1. RIVER GREEN LOT 12
DAYCARE (LEVEL 1) - ONE STORY WITH EASEMENT SCHEME

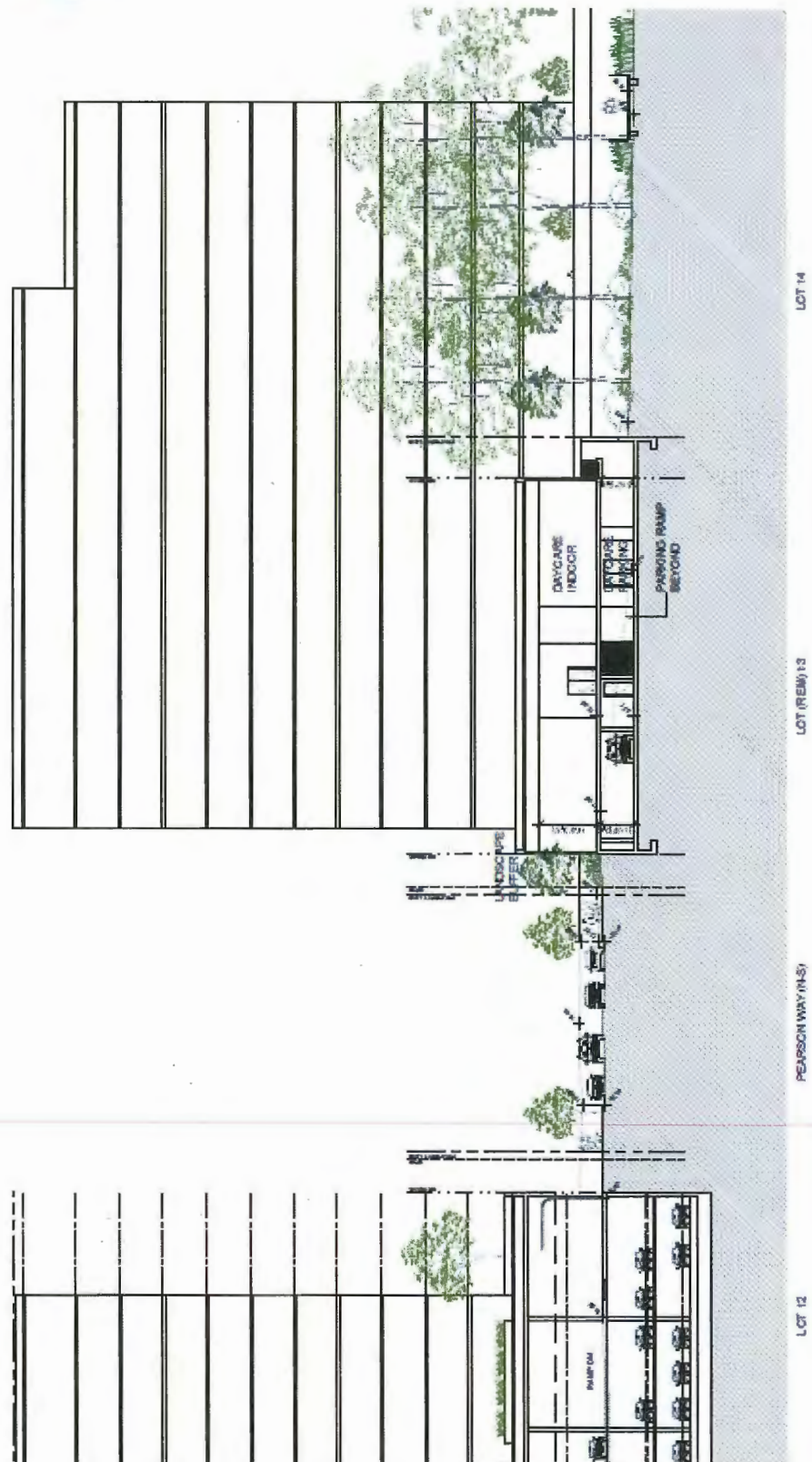
SCHEDULE D
 Child Care – Illustrative Concept Drawings (REDMS #4750570)

JAMES R. & LINDA ARCHITECTS



2. RIVER CREEK LOT (REV) 12
 DAYCARE INDOOR AND OUTDOOR ARE ON BLOCK 12 AND ARE UNDER CURRENT ASSESSING

Child Care – Illustrative Concept Drawings (REDMS #4750570)



100 CACTOIDS, 28.5
100 ALB. 17.02 = 1.62

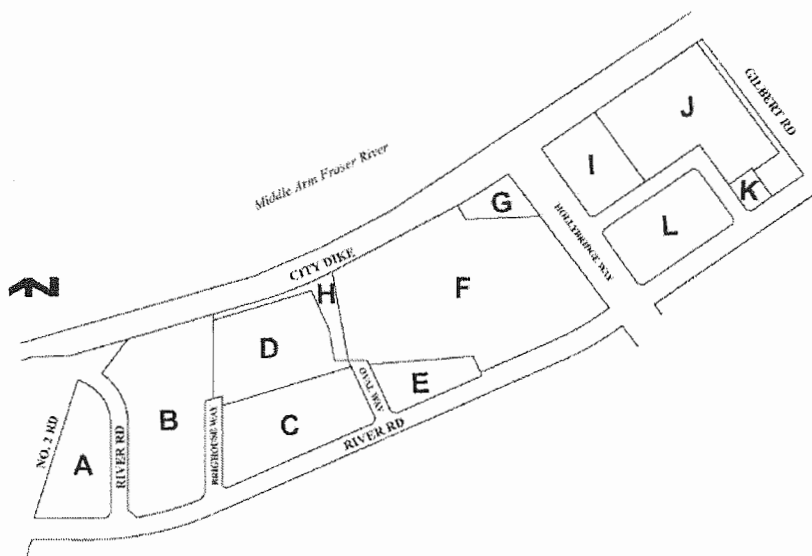
RIVER QUEEN LOT MEMO 13



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9487 (15-695231)
6611, 6622, 6633, 6655, 6688, 6699, 6811, 6877, and 6899 Pearson Way**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - 1.1. In Section 20.4.2 Permitted Uses:
 - 1.1.1. Inserting “**amenity space, community**” as a Permitted Use; and
 - 1.1.2. Repealing Diagram 1 and replacing it with following:



- 1.2. In Section 20.4.4 Permitted Density:
 - 1.2.1. In Sub-Section 1, repealing ““L”, and “M”” and replacing it with “and “L””;
 - 1.2.2. In Sub-Section 2(d), repealing ““L”, and “M”” and replacing it with “and “L””;

1.2.3. Repealing Sub-Section 3 and replacing it with the following:

“Notwithstanding Sections 20.4.4.2d, the reference to “1.2” is increased to a higher **density** of “2.9” provided that:

- a) for the area identified as “I”, “J”, “K”, and “L” in Diagram 1, Section 20.4.2, prior to first occupancy of the **building**, the **owner**:
 - i) provides a **community amenity** contribution of \$1 million to the **City** for the Oval Village waterfront;
 - ii) pays or secures to the satisfaction of the **City** a monetary contribution of \$6,791,769 to the **City’s** capital Affordable Housing Reserve Fund established pursuant to Reserve Fund Establishment Bylaw No. 7812;
 - iii) grants to the **City**, via a statutory **right-of-way** or as otherwise determined to the satisfaction of the **City**, rights of public use over a suitably landscaped area of the **site**, at least 6,076.2 m² in size, for **park** and related purposes (but excluding sidewalk widening) within the areas identified as “I” and “J” in Diagram 1, Section 20.4.2, including:
 - for “I”: an area of at least 1,751.1 m²; and
 - for “J”: an area of at least 4,325.1 m²; and
 - iv) enters into legal agreement(s) with the **City**, registered against the title to the **lot** and secured via Letter(s) of Credit, at the sole cost of the **owner** and in an amount to be determined to the satisfaction of the **City**, for **child care**; and
- b) prior to first occupancy of the **building** within the area identified as “J” and “K” in Diagram 1, Section 20.4.2, the **owner**, within the area identified as “K” in Diagram 1, Section 20.4.2:
 - i) provides a **child care** facility, the **habitable space** of which shall be at least 464.5 m², excluding **floor area** not intended for the exclusive **use** of the **child care** and **floor area** not included in the calculation of **floor area ratio**; and
 - ii) transfers the **child care** facility and not less than 1,485.0 m² of land to the **City** as fee simple for **child care** or **community amenity space** purposes.”

1.2.4. Repealing Sub-Section 4 and replacing it with the following:

“Notwithstanding Sections 20.4.4.1, 20.4.4.2, and 20.4.4.3, for the area identified as “A”, “B”, “C”, “D”, “E”, “F”, “G”, “H”, “I”, “J”, and “L” in Diagram 1, Section 20.4.2:

- a) the maximum total combined **floor area**, regardless of subdivision, shall not exceed 454,013.2 m², of which the **floor area** of residential

uses shall not exceed 292,929.6 m² and the **floor area** of other **uses** shall not exceed 161,083.6 m²; and

- b) the maximum **floor area** for the areas indicated as “A”, “B”, “C”, “D”, “E”, “F”, “G”, “H”, “I”, “J”, and “L” shall not exceed:
 - i) for “A”, “C”, and “D”: 116,572.1 m², total combined **floor area** regardless of subdivision, for residential **uses** and nil for other **uses**;
 - ii) for “B”: 65,480.0 m² for residential **uses** and nil for other **uses**;
 - iii) for “E”, “F”, and “H”: , total combined **floor area** regardless of subdivision, nil for residential **uses** and 155,456.0 m² for other **uses**;
 - iv) for “G”: nil for residential **uses** and 2,365.7 m² for other **uses**;
 - v) for “I”: 27,650.0 m² for residential **uses** and nil for other **uses**; and
 - vi) for “J” and “L”: , total combined **floor area** regardless of subdivision, 83,227.5 m² for residential **uses** and 3,261.9 m² for other **uses** (provided that all non-residential **uses** are located on “L”).”; and

1.2.5. In Sub-Section 6, repealing “**child care purposes**” and replacing it with “**child care or community amenity space purposes** within the area identified as “K” in Diagram 1, Section 20.4.2”;

1.3. In Section 20.4.5 Permitted Lot Coverage:

1.3.1. In Sub-Section 2, repealing ““L”, and “M”” and replacing it with “and “L””;

1.3.2. In Sub-Section 5, repealing ““I”, “J”, and “K”” and replacing it with ““I” and “K””; and

1.3.3. Following Sub-Section 5, inserting a new Sub-Section 6 as follows:

“For the area identified as “J” in Diagram 1, Section 20.4.2, the maximum **lot coverage** shall be 37% (which for the purposes of this bylaw for area “J” only shall mean the percentage of the total horizontal **lot area** that is covered by **buildings** and all enclosed and/or supported **structures**, including landscaped roofs over **parking spaces** where such roofs are situated above **finished site grade**, but excluding **eaves**, **balconies**, unroofed patios and raised decks, and landscaped roofs over **parking spaces** where such landscaped roofs are situated at or below **finished site grade**). A minimum of 40% of the **lot** shall be covered by a combination of trees, shrubs, native and ornamental plants or other landscape material specified in a Development Permit approved by the **City**.”

- 1.4. In Section 20.4.6 Yards & Setbacks:
 - 1.4.1. In Sub-Section 1(e), following “Notwithstanding Section 20.4.6.1:a.ii,” inserting “in the area identified as “L” in Diagram 1, Section 20.4.2,”;
 - 1.4.2. In Sub-Section 2(a), repealing ““L”, “M”” and replacing it with “and “L””; and
 - 1.4.3. In Sub-Section 2(b), repealing “less then 3.0 m” and replacing it with “less than 3.0 m”;
- 1.5. In Section 20.4.7 Permitted Heights:
 - 1.5.1. In Sub-Section 4, repealing ““G” and H” and replacing it with ““G”, “H”, and “K””;
 - 1.5.2. In Sub-Section 6, in the opening phrase, repealing “and “K”” and replacing it with “and “L””; and
 - 1.5.3. In Sub-Section 6(c), repealing “Section 20.4.7.5.b” and replacing it with “Section 20.4.7.6.b”;
- 1.6. In Section 20.4.8 Subdivision Provisions/Minimum Lot Size:
 - 1.6.1. In Sub-Section 2(i), repealing “7,900.0 m²” and replacing it with “18,000.0 m²”;
 - 1.6.2. In Sub-Section 2(j), repealing “6,700.0 m²” and replacing it with “1,485.0 m²” and, at the end of the Sub-Section, inserting “and”;
 - 1.6.3. In Sub-Section 2(k), at the end of the Sub-Section, repealing “and”; and
 - 1.6.4. Repealing Sub-Section 2(l);
- 1.7. In Section 20.4.10 On-Site Parking and Loading:
 - 1.7.1. In Sub-Section 2(c), in the opening phrase, repealing ““I”, “J”, “K”, and “M” and replacing it with ““I” and “J””;
 - 1.7.2. In Sub-Section 2(c)(i), repealing ““K”, “L”, and “M” and replacing it with “and “L””;
 - 1.7.3. Repealing Sub-Section 2(c)(iii) and replacing it with the following:

“a minimum of 12 residential visitor **parking spaces** are provided on area “I” and a minimum of 36 residential visitor **parking spaces** are provided on area “J”.”; and
 - 1.7.4. Repealing Sub-Section 2(c)(iv);

- 1.8. In Section 20.4.11 Other Regulations:
 - 1.8.1. Repealing Sub-Section 1;
 - 1.8.2. Repealing Sub-Section 2;
 - 1.8.3. Repealing Sub-Section 4;
 - 1.8.4. Repealing Sub-Section 5 and replacing it with the following:

“The following **uses** are permitted within the area identified as “K” in Diagram 1, Section 20.4.2:

 - a) **amenity space, community**; and
 - b) **child care.**”;
 - 1.8.5. Repealing Sub-Section 6; and
 - 1.8.6. In Sub-Section 7, repealing ““L”, and “M”” and replacing it with “and “L””; and
 - 1.9. Making various text and graphic amendments to ensure consistency throughout the Richmond Zoning Bylaw 8500 as amended.
2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9487**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR_____
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by <i>he</i>
APPROVED by Director or Solicitor <i>al</i>



City of Richmond

Report to Committee

To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Date: September 25, 2015
File: 10-6600-10-01/2015-
Vol 01
Re: Alexandra District Energy Utility Bylaw No. 8641 Amendment Bylaw No. 9298

Staff Recommendation

That the Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9298 be introduced and given first, second and third readings.

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

Att. 1

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

Staff Report

Origin

In 2010, Council adopted the Alexandra District Energy Utility Bylaw No. 8641 establishing the rate for the delivery of energy for space heating, cooling and domestic hot water heating within the Alexandra District Energy Utility (ADEU) service area.

The purpose of this report is to recommend 2016 ADEU service rates.

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

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

4.1. Continued implementation of the sustainability framework.

4.2. Innovative projects and initiatives to advance sustainability.

Analysis

2015 Rates

The 2015 rate was developed on the basis of delivering energy to residential customers and is in effect for most of the ADEU service area. This is comprised of:

1. Capacity Charge (Fixed) - monthly charge of \$0.084 per square foot of the building gross floor area, and a monthly charge of \$1.125 per kilowatt of the annual peak heating load supplied by DEU, as shown in the energy modeling report required under Section 21.1.(c); and
2. Volumetric Charge (Variable) - charge of \$3.599 per megawatt hour of energy consumed by the building.

In July 2014, Council adopted a separate rate for large format retail buildings (defined as the Area A in the Bylaw). The current 2015 rate in effect for Area A of the service area is comprised of:

1. Capacity Charge (Fixed) - monthly charge of \$0.0452 per square foot of the building gross floor area; and
2. Volumetric Charge (Variable) - charge of \$0.00 per megawatt hour of energy consumed by the building.

When the detailed design of the energy delivery system for Area A is complete, staff will bring forward recommendations to Council on how this rate should be divided into fixed and variable charges, as is the case with the residential rate.

Factors Considered in Creating the Rates

Factors that were considered when developing the 2016 ADEU rate options include:

- **Competitive Rate:** The rate should provide end users with annual energy costs that are less than or equal to conventional system energy costs, based on the same level of service.
- **Cost Recovery:** The ADEU was established on the basis that all capital and operating costs would ultimately be recovered through revenues from user fees. The financial model included recovery of the capital investment over time and built in a rate increase year over year to cover the fuel cost increases, inflation, etc. to ensure the financial viability of the system.
- **Forecasted Utility Costs:** Utility cost (electricity and natural gas) increases are outside the City's control. Nonetheless, these commodity costs directly impact the operation cost of the ADEU. BC Hydro's 10 year plan projects an electricity rate increase of 6% in 2016. Natural gas costs are expected to increase by 5.4% (residential and Lower Mainland) according to the Multi-Year Performance Based Ratemaking Plan for 2014-2019.
- **Consumer and Municipal Price Indexes:** Other factors to consider include various price indexes. For example, the Consumer Price Index (CPI) is estimated by the Finance Department at 2.2% based on the average of recent BC forecasts, while the Municipal Price Index (MPI) is estimated at 2.7%.

Proposed 2016 ADEU Rates

Taking into consideration the above factors, three options are presented for consideration.

Option 1 – No increase to ADEU rate for services (Not recommended)

Under the Option 1, the rate would not change from the 2015 rate.

The ADEU remains in its early days of operation and the expansion to its full capacity is still under construction. As a result, the utility (electricity and natural gas), operation, and maintenance costs are still largely based on projections of the financial model. Variation from the model will affect the long term performance of the ADEU. For example, the revenue may vary from the projected revenue in the financial model depending on the speed of the neighbourhood's development and occupancy. The financial modeling of the ADEU has taken into consideration modest rate increases similar to projected increase rates for conventional energy. A status quo approach may have a negative impact on the financial performance of the ADEU. For example, it may cause an extension of the payback period, reduction of internal rate of return, etc.

Option 2 – 2% increase to ADEU rate for services (Not recommended)

Under this option, the rate would increase modestly to slightly less than the Consumer Price Index (CPI – projected at 2.2%). While a 2% rate increase will partially cover the estimated utility (electricity and natural gas), operation, and maintenance cost increases, it is below the estimated

“business as usual” (BAU) cost of energy commodity (electricity and natural gas) increases that customers not serviced by a DEU would face and is below the increase projected in the ADEU financial business model. Since BAU costs are expected to increase over the CPI, this option is not recommended.

Option 3 – 4% increase to ADEU rate for services (Recommended)

The proposed 4% rate increase under this option follows the ADEU financial model and is below the estimated BAU rates increase that customers would pay based on projected conventional utility costs, which are 6% and 5.4% respectively for electricity and natural gas.

The ADEU financial model follows the principle of full cost recovery. To mitigate potential financial risks, it is recommended that the City follow the financial model in the early years of the utility operation and annually adjust the rates accordingly. As more data is collected about the connected building’s energy loads and consumption and operation and maintenance costs, the model will be updated and annual rate adjustment may follow more judicious year to year financial indicators, to ensure that the financial performance continues to meet its obligations.

Table 1: Proposed Rates for Services, excluding Area A

	2015	2016 Option 1 0% Increase	2016 Option 2 2% Increase	2016 Option 3 4% Increase
Capacity Charge One: Monthly charge per square foot of the building gross floor area	\$0.084	\$0.084	\$0.086	\$0.087
Capacity Charge Two: Monthly charge per kilowatt of the annual peak heating load supplied by DEU	\$1.125	\$1.125	\$1.148	\$1.170
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	\$3.599	\$3.599	\$3.671	\$3.743

Table 2: Proposed Rates for Services, Applicable to Area A

	2015	2016 Option 1 0% Increase	2016 Option 2 2% Increase	2016 Option 3 4% Increase
Capacity Charge: Monthly charge per square foot of the building gross floor area	\$0.0452	\$0.0452	\$0.0461	\$0.0470
Volumetric Charge: Charge per megawatt hour of energy consumed by the building	\$0.00	\$0.00	\$0.00	\$0.00

The recommended rate outlined in the proposed Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9298 (Attachment 1), represents full cost recovery for the delivery of energy within the ADEU service area.

Proposed Housekeeping Amendments to Bylaw

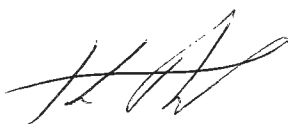
The Alexandra District Energy Utility Bylaw No. 8641 uses the term “Services Agreement” to define the agreement between the Service Provider and Customer. This term is also used in documents related to other City infrastructure, such as sanitary sewer, water, and storm sewer, and as a result there have been instances of confusion among parties working with the Bylaw. It is proposed that the term “Service Agreement” is replaced with “Energy Services Agreement” to ensure clarity. Additional proposed changes include minor housekeeping items within the Bylaw to further ensure clarity. These proposed changes are outlined in Attachment 1.

Financial Impact

None at this time.

Conclusion

The recommended 4% increase (Option 3) for the 2016 ADEU service rate supports Council’s objective to keep the annual energy costs for ADEU customers competitive with conventional energy costs, based on the same level of service. As a comparison to conventional system energy costs, the 4% rate increase is below the estimated rate increase for BC Hydro and Fortis. The rate increase also ensures cost recovery to offset the City’s capital investment and operating costs. Staff will continuously monitor energy costs and review the rate to ensure rate fairness for consumers and cost recovery for the City. The proposed housekeeping amendments will provide greater clarity when working with Alexandra District Energy Utility Bylaw No. 8641 in the future.



Kevin Roberts
Project Engineer, District Energy
(604-204-8512)



Alen Postolka
Manager, District Energy
(604-276-4283)

Att.1: Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9298



**Alexandra District Energy Utility Bylaw No. 8641,
Amendment Bylaw No. 9298**

The Council of the City of Richmond enacts as follows:

1. The **Alexandra District Energy Utility Bylaw No. 8641**, as amended, is further amended:

- (a) by revising Section 1.2(w) containing the defined term “Service Related Charges” by deleting the word “HST” and replacing it with the words “GST, PST” so that Section 1.2(w) now reads as follows:

“(w) “**Service Related Charges**” include, but are not limited to, the fees specified in Schedule B (Fees), the rates and charges specified in Schedule C (Rates and Charges), GST, PST and all other taxes applicable to the Services;”

- (b) by adding a new Section 1.2(o) to read as follows:

1.2(o) “**Energy Services Agreement**” has the meaning given in Section 5.1 of this Bylaw;

- (c) by deleting in its entirety the existing Section 1.2(y) containing the defined term “Services Agreement;

- (d) by re-numbering all sub-sections in Section 1.2 as necessary so that they maintain sequential numerical order;

- (e) by replacing the capitalized term “Services Agreement” with the new defined term “Energy Services Agreement” in each instance the capitalized term “Services Agreement” is used in **Alexandra District Energy Utility Bylaw No. 8641**, namely in the following Sections:

Section 4.2

Section 5.1

Section 5.2

Section 5.3
Section 5.4
Section 9.1
Section 13.1
Section 13.6
Section 14.3
Section 14.7
Section 17.2
Section 18.1
Section 18.2
Section 18.3
Section 23.3
Section 23.5
Section 23.6

- (f) by revising Section 6.2(b) by adding the words “supply and” before the word “install” so that Section 6.2(b) now reads as follows:

“6.2(b) supply and install the Heat Exchanger and Meter Set upon payment of the applicable installation fees set out in Schedule B (Fees) to this Bylaw; and”

- (g) by revising Section 6.2(c) by adding the words “supply and” before the word “install” and by adding a comma and the words “upon payment of the applicable installation fees set out in Schedule B (Fees) to this Bylaw” after the words “Service Provider” at the end of the section so that Section 6.2(c) now reads as follows:

“6.2(c) supply and install the Service Connection from the DEU to the Delivery Point on the Designated Property using the route which is the most suitable to the Service Provider, upon payment of the applicable installation fees set out in Schedule B (Fees) to this Bylaw.”

- (h) by revising Section 6.3 (c) by deleting the duplication of the words “for all” in the first line so that section 6.3(c) now reads as follows:

“6.3(c) the Customer pays the Service Provider in advance for all additional costs as determined by the Service Provider to install the Heat Exchanger, Meter Set and Service Connection in accordance with the Customer’s request; and”

- (i) by revising Section 6.8(b) by deleting the word “water” and replacing it with the word “fluid” so that Section 6.8(b) now reads as follows:

“(b) treating all fluid in the building mechanical system sufficiently to prevent corrosion of the Heat Exchangers.”

- (j) by revising Section 6.11 by adding the words “or permit to be constructed” after the words “A Customer must not construct” so that Section 6.11 now reads as follows:

“6.11 A Customer must not construct or permit to be constructed any permanent structure which, in the sole opinion of the Service Provider, obstructs access to a Service Connection, Heat Exchanger or Meter Set.”

- (k) by revising Section 7.2 by deleting each use of the word “kilowatt” and replacing it with the words “megawatt hours” so that Section 7.2 now reads as follows:

“7.2 The quantity of Energy delivered to a Designated Property will be metered using apparatus approved by the Service Provider. The amount of Energy registered by the Meter Set during each billing period will be converted to megawatt hours and rounded to the nearest one-tenth of a megawatt hour.”

- (l) by revising Sections 13.2(c) and (d) by deleting each use of the word “kilowatt” and replacing it with the word “megawatt” so that Sections 13.2(c) and (d) now read as follows

“(c) the number of megawatt hours of heat energy supplied to the Heat Exchanger and Meter Set; and

(d) the number of megawatt hours of heat energy returned from the Heat Exchanger and Meter Set.”

- (m) by revising the heading to Part 18 so that it reads as follows:

PART 18: TERMINATION OF ENERGY SERVICES AGREEMENT

- (n) by inserting a new Section 21.1(c) to read as follows:

“21.1(c) a duly signed Energy Services Agreement;”

- (o) by re-numbering all sub-sections in Section 21.1 as necessary so that they maintain sequential numerical order;

(p) by deleting Schedule C (Rates and Charges) in its entirety and replacing with a new Schedule C as attached as the Schedule A to this Amendment Bylaw

2. This Bylaw is cited as "Alexandra District Energy Utility Bylaw No. 8641, Amendment Bylaw No. 9298".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER

Schedule A to Amendment Bylaw No. 9298**SCHEDULE C to BYLAW NO. 8641****Rates and Charges****PART 1 - RATES FOR SERVICES**

The following charges will constitute the Rates for Services for the Service Area excluding shaded Area A as shown in Schedule A to this Bylaw:

- (a) Capacity charge – a monthly charge of \$0.087 per square foot of gross floor area, and a monthly charge of \$1.170 per kilowatt of the annual peak heating load supplied by DEU as shown in the energy modeling report required under Section 21.1.(c); and
- (b) Volumetric charge – a charge of \$3.743 per megawatt hour of Energy returned from the Heat Exchanger and Meter Set at the Designated Property.

PART 2 - RATES FOR SERVICES APPLICABLE TO AREA A

The following charges will constitute the Rates for Services applicable only to the Designated Properties identified within the shaded area (Area A) shown in Schedule A to this bylaw:

- (a) Capacity charge – a monthly charge of \$0.0470 per square foot of gross floor area; and
- (b) Volumetric charge – a charge of \$0.00 per megawatt hour of Energy returned from the Heat Exchangers and Meter Sets at the Designated Property.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: September 25, 2015

From: John Irving, P.Eng. MPA
Director, Engineering

File: 10-6600-10-02/2015-
Vol 01

Re: Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9299

Staff Recommendation

That the Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9299 be introduced and given first, second and third readings.

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

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

Staff Report

Origin

In 2014, Council adopted the Oval Village District Energy Utility Bylaw No. 9134 (Bylaw) establishing governing regulations and the rate for the delivery of energy for space and domestic hot water heating within the Oval Village District Energy Utility (OVDEU) service area.

The purpose of this report is to:

- a) Recommend 2016 OVDEU service rates
- b) Recommend the expansion of the service area so that it encompasses two new development sites
- c) Replace the term “Services Agreement” with “Energy Services Agreement” in the Bylaw

This report supports Council’s 2014-2018 Term Goal #8 Sustainability:

8.1. Continued implementation and significant progress towards achieving the City’s Sustainability Framework, and associated targets.

8.2. Review opportunities for increasing sustainable development requirements for all new developments, including consideration of increasing requirements for sustainable roof treatments (e.g. rooftop gardens, solar panels, etc.) and energy security (e.g. use of local renewable energy sources, use of district energy systems, etc.).

Background

In 2013, under Council direction, the Lulu Island Energy Company (LIEC) was established as a wholly-owned corporation of the City for the purposes of managing district energy utilities on the City’s behalf. District Energy Utilities Agreement between the City and the LIEC was executed in 2014, assigning the LIEC the function of providing district energy services on behalf of the City.

The LIEC encompasses the Oval Village District Energy Utility (OVDEU) service area and administers the associated operations, assets and liabilities. All capital and operating costs are recovered through revenues from user fees, ensuring that the business is cost neutral over time for the City of Richmond’s residents. In 2014, in order to accomplish these goals, LIEC and Corix Utilities entered into a design-build-finance-operate-maintain concession agreement. The City is the sole shareholder of the LIEC and Council sets the rates to customers.

Analysis

Proposed 2016 OVDEU Rates

The 2015 OVDEU rate is comprised of:

1. Capacity Charge (Fixed) - monthly charge of \$0.0458 per square foot of the building gross floor area; and
2. Volumetric Charge (Variable) - charge of \$28.20 per megawatt hour of energy returned from the Heat Exchanger and Meter Set at the Designated Property.

Factors that were considered when developing the 2016 OVDEU rate options are:

- **Competitive Rate:** The rate should provide end users with annual energy costs that are less than or equal to conventional system energy costs, based on the same level of service.
- **Cost Recovery:** The OVDEU was established on the basis that all capital and operating costs would ultimately be recovered through revenues from user fees. The financial model included recovery of the capital investment over time and built in a rate increase year over year to cover for the fuel cost increases, inflation, etc. to ensure the financial viability of the system.
- **Financial Obligations from LIEC to Corix:** The OVDEU business was established based on the concept that all capital and operating costs would be recovered through revenues from user fees, ensuring that the business would be cost neutral over time. In order to fulfill these requirements, LIEC executed a concession agreement with Corix Utilities to design, construct, finance, operate and maintain the OVDEU. Under this agreement, Corix is entitled to recover from LIEC any costs and expenses that are incurred in accordance with prudent utility practice.
- **Forecasted Utility Costs:** Utility cost (electricity and natural gas) increases are outside the City's control. Nonetheless, these commodity costs directly impact the operation cost of the OVDEU. BC Hydro's 10 year plan projects an electricity rate increase of 6% in 2016. Natural gas costs are expected to increase by 5.4 % (residential and Lower Mainland) according to the Multi-Year Performance Based Ratemaking Plan for 2014 through 2019.
- **Consumer and Municipal Price Indexes:** Other factors to consider include various price indexes. For example, the consumer price index (CPI) is estimated by the Finance Department at 2.2% based on the average of recent BC forecasts, while municipal price index (MPI) is estimated at 2.7%.

Taking into consideration the above factors, three options are presented for consideration:

Option 1 – No increase to the OVDEU rate for services (Not recommended)

Under the “status quo” option, the rate would not change from the 2015 rate.

The OVDEU is in its early days of operation, and as a result the utility (electricity and natural gas), operation and maintenance costs are still largely based on projections of the original financial model. Variation from the model will affect the long term performance of the OVDEU. For example, the revenue may vary from the projected revenue in the financial model depending on the speed of development and occupancy. The financial model of the OVDEU has taken into consideration modest rate increases similar to projected increase rates for conventional energy. A status quo approach would have a negative impact on the financial performance of the OVDEU and could affect LIEC’s business model.

Option 2 – 2% increase to OVDEU rate for services (Not recommended)

A 2% increase would only partially cover the estimated utility (electricity and natural gas), operation and maintenance cost increases. At this stage, the OVDEU relies on natural gas to provide energy services to customers and therefore natural gas cost takes a considerable portion of OVDEU expenses. This rate increase is also below the projected increase used in the OVDEU financial model. Hence, an increase of only 2% would have a negative impact on the financial performance of the OVDEU and could affect LIEC’s business model.

Option 3 – 4% increase to OVDEU rate for services (Recommended)

The proposed 4% rate increase under this option follows the OVDEU financial model and is below the estimated business as usual (BAU) rates increase that the customers would pay based on projected conventional utility costs, which are 6% and 5.4% respectively for electricity and natural gas.

The OVDEU financial model and LIEC business model follows the principle of full cost recovery. To mitigate potential financial risks, it is recommended that the City follow the financial model as much as possible in the early years of the utility operation and annually adjust the rates as per the model. As the utility collects more actual data about the connected buildings’ energy loads and consumption, operation and maintenance costs, the model will be continuously updated and the annual rate adjustment may follow closer year to year financial indicators, to ensure that the business is sustainable, economically viable and beneficial for LIEC and its customers.

These options are displayed in Table 1.

Table 1: Proposed Rates for Services

	2015	2016		
		Option 1 0% Increase	Option 2 2% Increase	Option 3 4% Increase
Capacity Charge	\$0.0458	\$0.0458	\$0.0467	\$0.0476
- monthly charge per square foot of the building gross floor area				
Volumetric Charge	\$28.20	\$28.20	\$28.764	\$29.328
- charge per megawatt hour of energy consumed by the building				

The LIEC is a service provider appointed by Council to provide energy services to OVDEU customers on behalf of the City. City Council is the regulator and the rate setting body for the OVDEU service area. In accordance with this structure, LIEC staff have prepared the above rate analysis, and the LIEC Board of Directors has reviewed and approved the recommended 2016 OVDEU rate for services (Attachment No.1).

Proposed Expansion of the Service Area

When the project was initiated, the service area included all the active developments, entailing a range of mixed-use or multi-family residential buildings. As presented to Council in 2014, staff would bring proposals to Council for the expansion of the service area boundary, as new developments take place in the vicinity of the current service area. Two new developments adjacent to the existing service area are now in the active stage of development (Attachment No. 2), shown in Table 2 below. The information from this table is preliminary and subject to change.

Table 2: New Developments Bordering the Current Service Area

Development	Address	Size/Type	Application Process
Hallmark Holdings	7811 Alderbridge Way	35,800 m ²	Rezoning
Xpec Elmbridge Holdings	7100 Elmbridge Way	24,900 m ²	Development Permit

Further to the LIEC being the OVDEU service provider, LIEC staff have assessed the economy and technical feasibility of connecting the two new developments to the OVDEU system. In order to leverage economies of scale and realize the long-term social, economic and environmental benefits of district energy, expansion to service new developments is a key opportunity. Benefits of scale in this scenario relate to:

- Spreading the capital costs over a larger customer base
- Maximizing potential for introducing waste heat as an energy source

- Maintain low rates to OVDEU customers
- Reducing greenhouse gas emissions

The LIEC Board of Directors has reviewed the expansion potential and recommends that these two new developments are included in the OVDEU service area.

Proposed Housekeeping Amendment to Bylaw

Staff propose to replace the currently used term "Services Agreement" in the Bylaw with the term "Energy Services Agreement." The purpose of this housekeeping amendment is to place the Oval Village District Energy Bylaw No. 9134 within the district energy context, as the term "services agreement" is also used in documents related to other City infrastructure: sanitary, water and storm. Another benefit is that the amendment will bring the terminology more in line with the Concession Agreement with Corix Utilities.

Financial Impact

None at this time.

Conclusion

The recommended 4% increase (Option 3) for the 2016 OVDEU service rate supports Council's objective to keep the annual energy costs for OVDEU customers competitive with conventional energy costs, based on the same level of service. As a comparison to conventional system energy costs, the proposed 4% rate increase is below the estimated rates increase by BC Hydro and Fortis. At the same time, the proposed rate ensures cost recovery of the capital and operating costs, and that the OVDEU business is cost neutral over time for the City of Richmond's residents. Staff will continuously monitor energy costs and review the rate to ensure rate fairness for the consumers and cost recovery for the City.

For: 

Doru Lazar, MBA, P.Eng., PMP
Senior Project Manager
(604-204-8695)



Alen Postolka, P.Eng., CP, CEM
District Energy Manager
(604-276-4283)

DL:dl

Att. 1: Oval Village District Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9299
Att. 2: Proposed Expansion of the Service Area



**Oval Village District Energy Utility Bylaw No. 9134
Amendment Bylaw No. 9299**

The Council of the City of Richmond enacts as follows:

1. The **Oval Village District Energy Utility Bylaw No. 9134** is amended by deleting **Schedule A (Boundaries of Service Area)** of the Bylaw in its entirety and replacing it with a new Schedule A as attached as Schedule A to this Amendment Bylaw.
2. The **Oval Village District Energy Utility Bylaw No. 9134** is amended in **Schedule B General Terms and Conditions** as follows:
 - (a) by deleting in its entirety the existing Section 1.1(aa) containing the defined term "Services Agreement";
 - (b) by adding a new Section 1.1(p) to read as follows:

1.1(p) "Energy Services Agreement" has the meaning given in Section 3.1 of these General Terms and Conditions;
 - (c) by re-numbering all sub-sections in Section 1.1 as necessary so that they maintain sequential numerical order;
 - (d) by replacing the capitalized term "Services Agreement" with the new defined term "Energy Services Agreement" in each instance the capitalized term "Services Agreement" is used in **Schedule B** of the **Oval Village District Energy Utility Bylaw No. 9134**, namely in the following Sections:

Section 2.2

Section 3.1

Section 3.2

Section 3.3

Section 3.4

Section 7.1

Section 11.1

Section 11.6

Section 12.3

Section 12.7

Section 16.1
 Section 16.2
 Section 16.3
 Section 19.9
 Section 21.3
 Section 21.5
 Section 21.6

(e) by revising the heading to Part 16 so that it reads as follows:

PART 16: TERMINATION OF ENERGY SERVICES AGREEMENT

(f) by deleting **Schedule D (Rates and Charges)** of the Bylaw in its entirety and replacing it with a new Schedule D as attached as Schedule B to this Amendment Bylaw.

3. This Bylaw is cited as "**Oval Village Energy Utility Bylaw No. 9134, Amendment Bylaw No. 9299**".

FIRST READING

SECOND READING

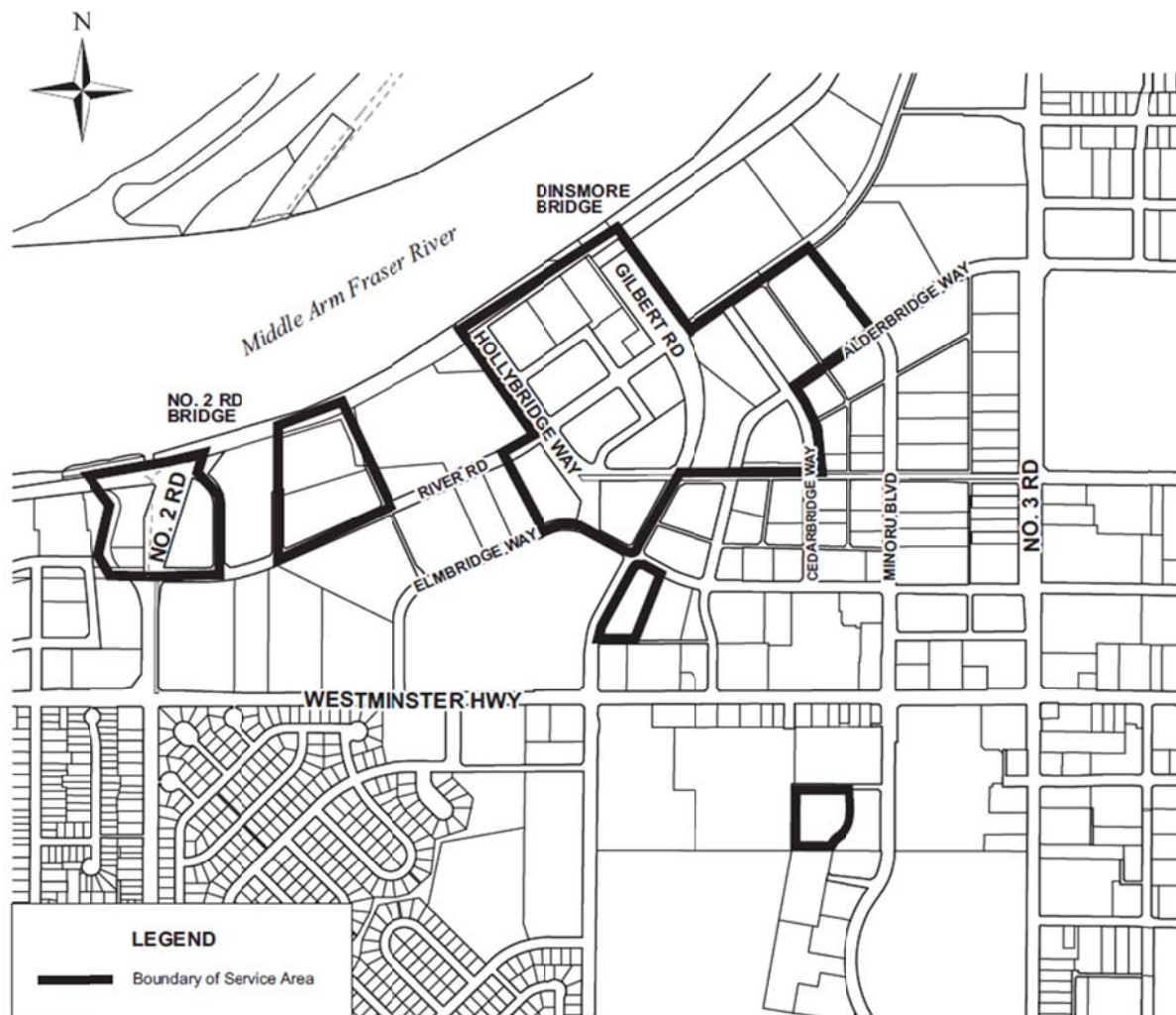
THIRD READING

ADOPTED

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

 MAYOR

 CORPORATE OFFICER

Schedule A to Amendment Bylaw No. 9299**SCHEDULE A****Boundaries of Service Area**

Schedule B to Amendment Bylaw No. 9299**SCHEDULE D****Rates and Charges****PART 1 - RATES FOR SERVICES**

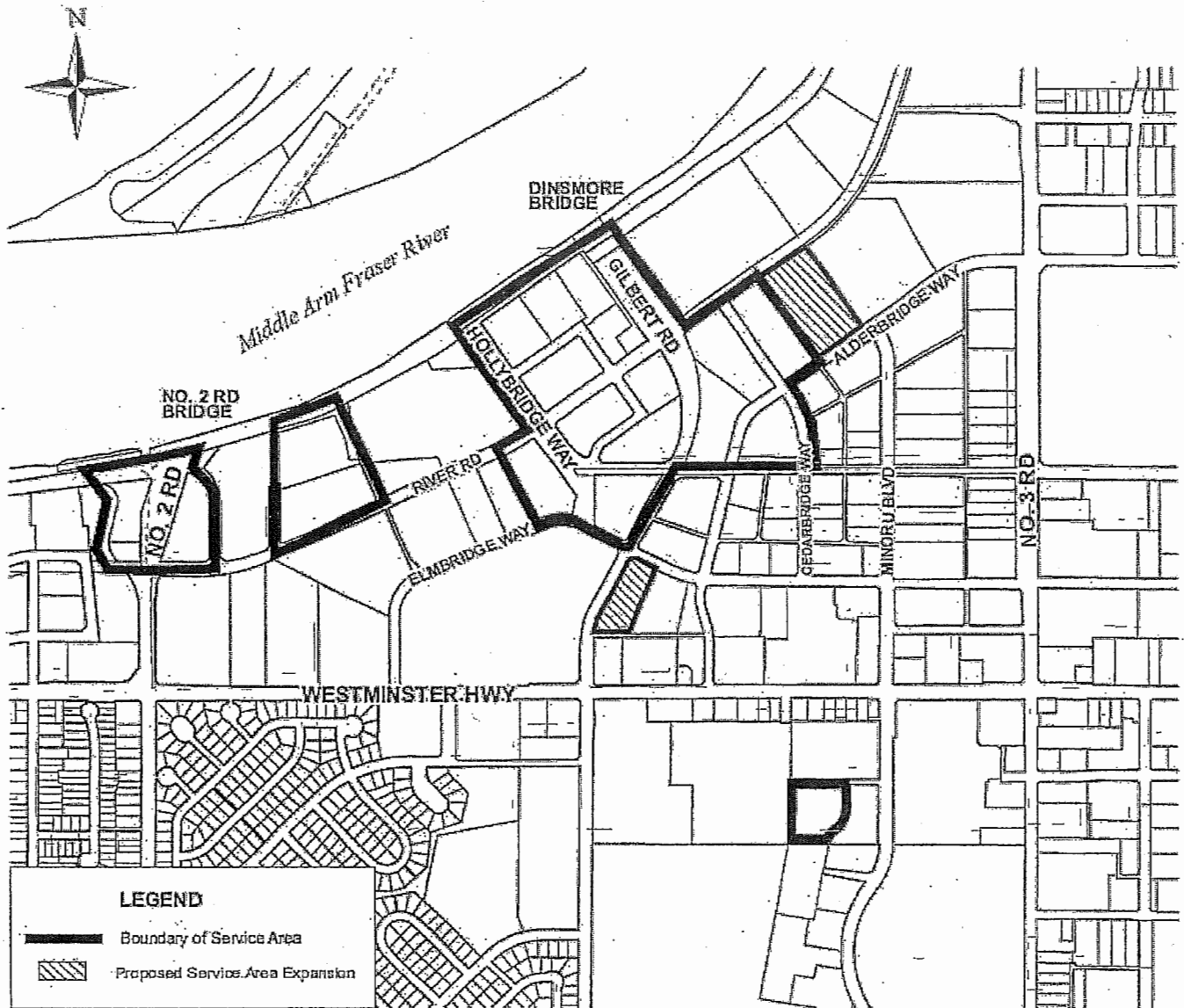
The following charges, as amended from time to time, will constitute the Rates for Services:

- (a) capacity charge - a monthly charge of \$0.0476 per square foot of gross floor area;
and
- (b) volumetric charge – a monthly charge of \$29.328 per megawatt hour of Energy
returned from the Heat Exchanger and Meter Set at the Designated Property.

PART 2 - EXCESS DEMAND FEE

Excess demand fee of \$0.14 for each watt per square foot of the aggregate of the estimated peak heat energy demand referred to in section 19.1(e) (i), (ii), and (iii) that exceeds 6 watts per square foot.

Attachment No.2-Proposed Expansion of the Oval Village Service Area





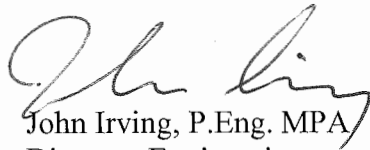
City of Richmond



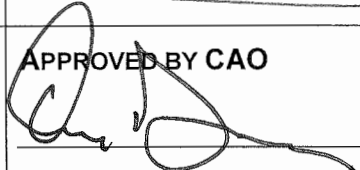
Report to Committee

To: Public Works and Transportation Committee
From: John Irving, P.Eng. MPA
Director, Engineering
Date: October 5, 2015
File: 10-6125-07-02/2015-
Vol 01
Re: Small and Medium Enterprise Greenhouse Gas Management Program

Staff Recommendation

That the development and implementation of a Greenhouse Gas Management program for small and medium enterprises be endorsed.


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

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

Staff Report

Origin

This report proposes that a Greenhouse Gas (GHG) Management program for small and medium enterprises (SMEs) be endorsed.

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

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

4.2. Innovative projects and initiatives to advance sustainability.

Background

Richmond's 2041 OCP includes aggressive targets to reduce the community's energy use 10 per cent by 2020, and to reduce community GHG emissions 33 per cent by 2020 and 80 per cent by 2050. The 2014 Community Energy and Emissions Plan (CEEP) identifies that business operations account for more than 33 per cent of community emissions. Accordingly, the CEEP commits Richmond to a variety of strategies to reduce business emissions, including:

Strategy 8: Encourage Energy Efficient Businesses

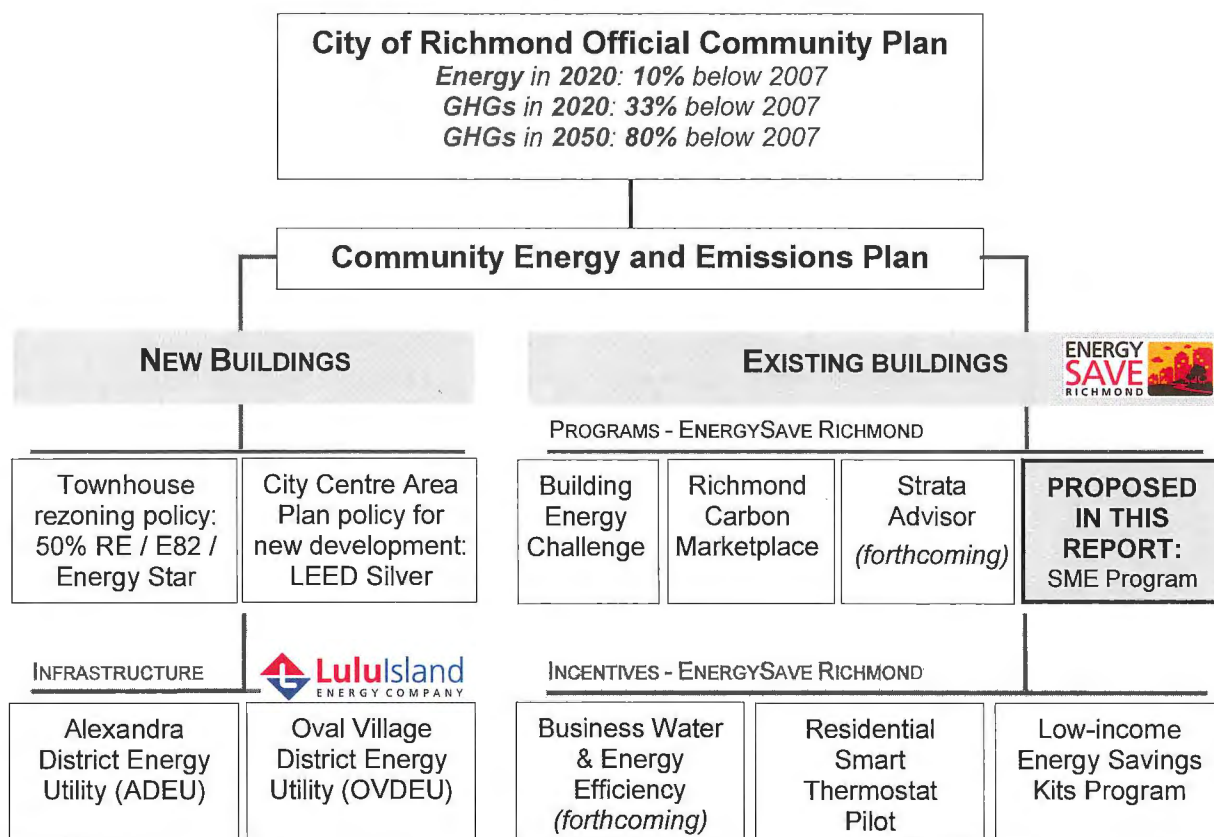
Strategy 3: Improve the Performance of the Existing Building Stock

Strategy 6: Facilitate Changes in Transportation Behaviour and Mode Choice

Additionally, as a signatory to the Climate Action Charter, the City has committed to being "carbon neutral" in its corporate operations. Carbon neutrality is achieved by reducing emissions, and balancing remaining emissions with carbon credits. The Joint Provincial-UBCM Green Communities Committee has established protocols for how local governments can generate carbon balancing credits by supporting energy projects in their communities.

Analysis

The City has established "EnergySave Richmond" as an umbrella initiative, encompassing multiple different city energy programs that support strategies in the CEEP. Active EnergySave programs can be reviewed by visiting www.energy.richmond.ca. EnergySave Richmond is also used as a vehicle to promote programs offered by BC Hydro, FortisBC, Metro Vancouver and other organizations providing solutions that can reduce energy spending and emissions for Richmond's households and businesses. The figure below illustrates elements of Richmond's climate and energy actions, including EnergySave programs.



Current Status of Existing Programs

Staff are preparing a Community Energy and Emissions Plan Update that will include updated information on the EnergySave programs and incentives noted above. The following briefly describes the current status of these initiatives:

- **Building Energy Challenge:** Launched in December 2014, the Challenge is a friendly competition between building operations managers to reduce annual energy use. Program participants managing over 5 million square feet of Richmond building space are now registered, and 3 energy management workshops have been provided for participants.
- **Richmond Carbon Marketplace (RCM):** This pilot program encourages Richmond organizations to increase their investment in improved energy efficiency and reduced GHG emissions by providing project support and financial incentives in exchange for carbon offsets. Local GHG “offsets” achieved through this program will be eligible for use by the City to reduce the City’s own corporate GHG emissions footprint.
- **Residential Smart Thermostat Pilot:** In July 2015, the City launched its pilot Smart Thermostat incentive program, and will continue to receive application to the program until November 2015.

- **Low-income Energy Savings Kits Program:** The Low-Income Energy Savings Kits Program is offered by BC Hydro and FortisBC. Staff have promoted the program at multiple community events, workshops for key stakeholder organizations, and conducted a mailing campaign to promote the program. BC Hydro notes increased participation in Richmond associated with these efforts.
- **Business Water and Energy Efficiency Program:** This program will provide water and energy saving fixtures free of charge to businesses. Staff are in the process of launching the program and securing a funding agreement with a major utility
- **Strata Energy Advisor:** This program will provide advising services to multifamily stratas considering energy improvements in Richmond. Staff are working with regional stakeholders to ensure alignment with other programs before launching the program locally.

Related Past City Programs

In 2013, the City of Richmond partnered with Climate Smart to deliver a Program for 11 Richmond-based businesses on a 1-year pilot basis. Climate Smart is a BC social enterprise with the purpose of enabling small- and medium-sized enterprises (SMEs) to reduce their GHG emissions while cutting costs and fulfilling their corporate social responsibility objectives. The average projected operating costs savings to businesses per tonne of CO₂e identified through the Climate Smart program is approximately \$400. Businesses that participate with Climate Smart for multiple years average a 9.6 per cent reduction in GHG emissions by their third year of participation.

Climate Smart's services have also been offered to regional businesses through Metro Vancouver. Metro Vancouver is currently engaging Climate Smart to design a GHG management program that may be offered across the region, anticipated for late 2016 or 2017.

In June 2015, Council approved a Business Water & Energy Efficiency program. This program focuses on directly installing water and energy efficient fixtures in businesses. The broader program proposed in this report will complement this more specific direct install program and will be engaging the same target audience.

Proposed New Program for Small and Medium Enterprises

This report proposes to implement the first year of a multi-year GHG management program targeted at Richmond SMEs. The program will assist SMEs:

- **Measure emissions.** Emissions will be measured from a range of sources, which may include facilities, vehicle fleets, waste, material consumption, employee commuting and other sources.
- **Identify emissions reduction opportunities.** Based on businesses inventory of emissions and known opportunities for their sectors, the program will identify useful emissions reductions opportunities. This will include referring businesses to utility programs, government programs, and other emissions reduction services.

- **Implement emissions reductions projects.** The program will provide capacity building and support for organizations undertaking emissions reduction projects.
- **Communicate and leverage successes.** The program will provide guidance on how organizations can promote their emissions reduction successes.

Staff shall explore opportunities to secure ownership of the credits generated through this program as part of efforts to continue to meet the City's carbon neutral commitments. It is intended that participating businesses shall commit emission reduction credits resulting from the proposed program to the City, up to the value of the annual incentive provided by the City for that firm.

The City will work with Metro Vancouver, utilities, and other stakeholders to align its programming with other services offered in the region. This will provide for a simpler, more user-friendly experience for participating SMEs.


Financial Impact

Staff estimate that up to \$40,000 will be required to fund the first year of the program, sufficient to support the participation of 15-20 Richmond-based companies over the coming year. These funds can be drawn from the City's Carbon Neutral Provisions Fund, which is earmarked for emission reduction activities. Participating businesses are expected to contribute an average of \$1500 annually by way of membership fees proportionate to each firm's size. The energy savings and GHG reduction benefits of participating in the initiative are projected to result in significant net cost savings for participating companies: Climate Smart reports that businesses have achieved an average of \$11,000 in annual energy savings¹ from participating in their program. This new initiative will also result in reduced community emissions, and the potential for additional GHG reductions suitable for sale to the City through the Richmond Carbon Marketplace initiative.

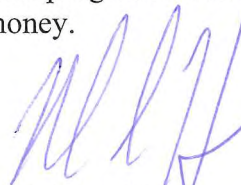
Program support for future years will be brought forward as part of the 2016 operating budget, at which time staff expects greater clarity regarding opportunities to coordinate with the proposed Metro Vancouver initiative.

Conclusion

This report proposes that the City support a GHG management program for small and medium enterprises to reduce GHG emissions and save businesses money.



Brendan McEwen
Sustainability Manager
(604-247-4676)



Nicholas Heap
Sustainability Project Manager
(604-783-4267)

¹ Savings for individual companies range from \$0 to more than \$100,000 per year.



City of Richmond

Report to Committee

To: Public Works and Transportation Committee **Date:** October 2, 2015
From: Tom Stewart, ASCT.
Director, Public Works Operations **File:** 10-6370-01/2013-Vol
01
Re: **Management of Waste and Recyclable Materials from Demolition Activities**

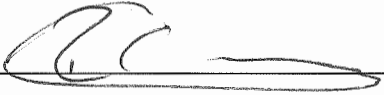

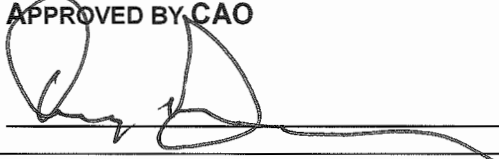
Staff Recommendation

That:

1. staff prepare a Demolition Waste and Recyclable Materials Bylaw which establishes the following requirements for management of waste from single-family home demolitions:
 - a. achieve a minimum of 70% diversion of demolition waste, and
 - b. establish a \$250 non-refundable fee assessed as part of the demolition permit application process, and
 - c. establish a \$2/square foot refundable fee, based on demolition waste recycling performance, and
 - d. require that demolition contractors/builders submit a Waste Disposal and Recycling Services Plan as part of their demolition permit application, and a Compliance Report at the conclusion of the demolition process.
2. a new Building Inspector 1 position be approved and a position complement control number assigned; and
3. this program be considered as part of the 2016 Operating Budget process.

Tom Stewart, ASCT.
Director, Public Works Operations
(604-233-3301)

Att. 2

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

Staff Report

Origin

At their April 18, 2007 meeting, Public Works and Transportation Committee passed the following referral motion:

That the matter of requiring the submission of a demolition waste recycling plan as a requirement of the issuance of demolition permits be referred to staff for review and comment to the Committee on the feasibility of the proposal.

In addition, at their March 3, 2015 meeting, Planning Committee passed the following referral motion, in part, per Item (4):

That staff: . . . (4) examine options to restructure demolition fees and regulate the recycling of demolition material; and report back.

This matter has been pending subject to actions at the regional level relating to the development of the Integrated Solid Waste and Resource Management Plan (ISWRMP), which includes an action item (2.4.1) that requires demolition recycling at construction/demolition sites. In addition, the region has been working to establish some consistency through the development of a model bylaw that could be tailored and implemented by local governments as well as help foster development of facilities for processing waste and using recycled products from demolitions. In addition, a clean wood waste disposal ban at regional facilities was implemented in January 2015. These are among many action items identified in the ISWRMP that will be necessary to reach regional waste diversion targets of 70% by 2015 and 80% by 2020.

The regulatory authority to require recycling at demolition sites rests with local governments. To assist with this, the model/suggested bylaw approach developed by Metro Vancouver was used by Richmond staff to spearhead consultation with Richmond's Small Builders Group. The consultation process included undertaking a pilot project to compare current practices against a varying range of options for increased recycling.

This report presents the results of the consultation process and pilot project, and recommends development of a bylaw to require recycling of demolition waste from single-family home demolitions.

Analysis

Background

Based on 2013 Metro Vancouver recycling and solid waste quantity data, demolition, landclearing and construction (DLC) waste accounts for 30% of total waste disposed in the region, or approximately 392,000 tonnes. The majority of the disposed waste is made up of wood waste and mineral aggregates (rubble, soil, asphalt products, concrete and stucco, etc.). The balance includes metals, plastics, organics, glass and hazardous waste. Past waste composition studies for Metro Vancouver indicate that over 55% of DLC waste is from single-family residential demolition. Diversion rates are lowest for single-family residential

demolitions, compared to demolitions of multi-family residential or non-residential structures. The most impactful initiative, therefore, would be one that targets single-family residential home demolitions.

Over 510 demolition permits are issued on average annually in Richmond based on five year trend data. A summary of demolition permit activity over the last five years is provided below for information:

2010: 558
2011: 653
2012: 492
2013: 332
2014: 521

In 2010, Richmond's demolition permit activity represented approximately 20% of that across the region. Based on disposal tonnages at the Vancouver Landfill in 2012 and 2013, it is estimated that 70,000 tonnes of demolition waste disposed of from projects in the region originates in Richmond. Collectively, demolitions in the four largest municipalities (Richmond, Vancouver, Surrey and Burnaby) represent about 70% of the demolition activity happening across the region. It is expected that up to 80% of waste from demolition, land clearing and construction activities can be captured for recycling to help advance the region's diversion goals.

In light of the significant proportion of demolition waste originating from Richmond, actions to promote recycling of demolition waste are an important consideration to support established regional waste diversion targets. This includes initiatives that are both corporate and community based.

Corporate Action

As an initial step and as part of leading by example, Council adopted Policy 2308 at their June 23, 2014 meeting (Attachment 1). This policy establishes a target of 80% diversion for waste from City facilities-based projects, including demolition and construction activities. This policy is administered by the Project Development section of the Engineering and Public Works Division.

Community Action

Pilot Program Results

To establish an effective approach to promote recycling at the community level, consultation with Richmond's Small Builders Group was undertaken. The scope included waste from single-family home demolitions, based on Metro Vancouver's findings, which indicate that the majority of material sent to disposal facilities is from this sector. Construction waste and that from demolitions of multi-family residential or non-residential structures are not targeted at this time based on low demolition waste volumes from these sectors. In construction, this is principally due to economic reasons. Current industry practices relating to management of demolition waste from multi-family and non-residential structures is already at an advanced stage.

The consultation process with Richmond's Small Builders Group included seeking their input on Metro Vancouver's model bylaw as well as undertaking a pilot project in the spring of 2014. The pilot project involved testing four different recycling options at properties in Richmond to assess:

1. *Steady State*: To gain an understanding of current practices for demolition of single-family homes and diversion rates achieved.
2. *Maximum Recycling*: Use a deconstruction approach to determine maximum achievable diversion rates.
3. *Accelerated Recycling*: Aim to achieve at least a 70% diversion rate by recovering some specific materials that are not generally sorted and recovered on typical demolition projects.
4. *Mixed Loads to Recycling Facility*: An approach where normal demolition waste practices are followed with remaining waste taken to a demolition waste recycling facility. This approach is very similar to the current practise where mixed demolition materials are loaded onto a truck. However, instead of being hauled to a landfill, the materials are taken to a designated facility where materials are sorted for recycling.

Four similar-styled single family homes located in Richmond were selected for this pilot program at 9431, 9451, 9471 and 9491 Williams Road.

The results of the pilot project are summarized in the following table. This project showed that diversion rates of up to 90% can be achieved, with low to moderate time and cost impacts.

Spring, 2014: Single-family Home Demolition Recycling Pilot Initiative				
Address:	9491 Williams	9431 Williams	9451 Williams	9471 Williams
Objective	Steady State	Maximum Recycling	Accelerated Recycling	Mixed Loads to Recycling Facility
Recycling Activity Location	On Site	On Site	On Site	Off Site (mixed loads separated for recycling)
Materials Recycled ¹	<ul style="list-style-type: none"> Concrete Metals 	<ul style="list-style-type: none"> Clean wood Concrete Clean drywall Metals Mattress Asphalt 	<ul style="list-style-type: none"> Trees Concrete Metals 	<ul style="list-style-type: none"> Clean wood Trees Concrete Clean drywall
Total Cost (\$) (excludes hazardous materials)	\$ 13,548.45	\$ 18,236.21	\$ 13,916.20	\$ 21,115.81
Total Cost per ft ² (excludes hazardous materials)	\$ 6.86	\$ 9.36	\$ 5.14	\$ 7.01
Cost Variance Compared to Steady State (per ft ²)	0%	+ 36%	N/A	+2.18%
Diversion Rate	51.6%	90.1%	54.3%	89.4%
Duration (work days)	3	10	5	4

¹ Hazardous materials were managed separately for each site based on WorkSafe BC Occupational Health and Safety Regulation Part 20

Receiving Facilities

There are a number of licensed facilities in Richmond and the region that are able to accept demolition waste. These facilities are outlined in Attachment 2.

One potential concern with implementing initiatives designed to increase recycling is that existing facilities may not be able to manage increasing waste volumes (as other communities follow suit). This has been discussed at the regional level, where it is recognized that this is a supply and demand issue. As with past recycling initiatives, there is confidence that as demand for recycling services for demolition waste increases, the business opportunity will drive new facilities and increased market capacity. As it stands, there is considered to be sufficient recycling capacity to manage increased recycling volumes from a Richmond-based bylaw approach.

Approaches in Other Cities

1. The City of Vancouver introduced the following as a condition of receiving a building permit effective September, 2014:
 - 90% waste diversion from demolitions involving pre 1940's character homes, and
 - 75% recycling of other pre 1940's homes.
2. The City of Port Moody has a demolition waste management/recycling fee (set by bylaw) that is refundable based on recycling performance if at least 70% diversion is achieved.
3. The City of North Vancouver has a Council endorsed policy that requires recycling of specified materials.
4. The District of West Vancouver requires the owner to sign a notarized statutory declaration listing where material has been taken for recycling.
5. The City of New Westminster undertook a pilot program in 2015 as part of seeking consultation on the proposed Metro Vancouver bylaw that directs 100% of loads containing recyclable materials to recycling facilities.

Options

The following three options are presented for Council's consideration in relation to demolition waste recycling:

1. *Adopt Metro Vancouver Model Bylaw:*

The Metro Vancouver model bylaw would direct all source-separated or mixed loads containing recyclable materials from demolition projects to approved recycling facilities, including private facilities licensed by Metro Vancouver. The Metro Vancouver model bylaw establishes a structure where no non-refundable fees are paid. Instead, proponents pay a fee (established by the local government) which is refundable based on their recycling performance. In other words, if 100% waste diversion is achieved, they receive 100% of their fee back. If 80% diversion is achieved, they receive 80% of their fee back.

Local governments set their refundable fees at a level where forfeited fees cover administration costs and other costs associated with demolition waste management.

This option was reviewed with Richmond's Small Builders Group and was considered to be too difficult to achieve as a starting point. Discussion and preference was to establish what would still be a stretch target for industry at the outset, gradually increasing as industry practices mature. Therefore, this option is not recommended.

2. *Retain Status Quo:*

As per the findings from the pilot program, industry is already recycling just over one-half of waste (~51.6%) based on current practices including waste disposal bans and prohibitions, economies of scale, etc. Under this option, Council would take a hands-off approach and allow the industry to mature independent of any additional requirements or regulations placed on builders by the City.

This option is not recommended as it does not give the catalyst that might otherwise be needed to further waste diversion to advance the targets in the ISWRMP.

3. *Adopt a Richmond-Specific Bylaw Approach (RECOMMENDED):*

After considering the results of the pilot program and receiving input from the Small Builders Group, another option is to develop a bylaw/policy approach specific to Richmond. Under this option, a stretch target of 70% would initially be established, increasing to 80% over time as industry practices mature. Builders would pay an upfront, non-refundable fee (to cover additional administration costs), plus a fee which is 100% refundable if the 70% waste diversion target is achieved.

This is the recommended option as it will help advance demolition waste recycling and create a level playing field for builders. This option was supported by Richmond's Small Builders Group.

In reviewing both the Metro Vancouver model bylaw and the results of the pilot project with Richmond's Small Builders Group, the following key elements were developed:

- A bylaw requirement to achieve a minimum of 70% diversion of demolition waste from single-family home demolitions. As industry practices mature, the minimum diversion rate can be increased to 80%;
- A \$250 non-refundable fee assessed as part of the demolition permit application process, collected as Building Approval revenue. This fee will be retained to support an additional Building Inspector position that will be required to administer the project.
- A \$2/square foot refundable fee. The fee is refundable based on recycling performance achieved, i.e. x/70. For example, if 70% waste diversion is achieved, the entire fee is fully refunded. The amount of the refund is reduced proportionately if waste diversion is less than 70%. Based on an average of 510 permits issued

annually and an average single-family demolition of 2,000 square feet, annual Building Approval revenue would be \$2.04 million. It is assumed that all of this amount would be refunded, for no net budgetary impact.

- The bylaw and program is to be fully administered by the Building Approvals group.
- Demolition contractors/builders will be required to complete a Waste Disposal and Recycling Services Plan and pay the applicable fees as part of their demolition permit application. At the conclusion of the demolition, the contractor must submit a compliance report, with supporting receipts attached for review by the City. Compliance reports are reviewed by the City for accuracy/completeness and appropriate refundable fees applied based on recycling performance.

Under the proposed approach, it is estimated that 10% of total regional demolition waste could be diverted (50%-70% of 70,000 tonnes = 35,000 to 49,000 tonnes/392,000). This corresponds to the diversion of about 3% of the overall regional waste going to disposal (35,000 to 49,000 tonnes/1,328,000 tonnes). When considered against overall total regional waste generation (including recycling) of 3,348,000 tonnes, the estimated diversion of 35,000-49,000 tonnes from this initiative would represent one percentage point closer to the regional diversion goal of 80% by 2020.

Resource Requirements

Staff note that a new position for a Building Inspector to administer this program is required due to the added workload. Generally, three hours per permit is required at the commencement of the program, or one full time equivalent for every 500 permits. Once the program is established, the required processing time reduces to two hours per permit. Based on this range and the average number of demolition permits issued by the City annually (approximately 510) as well as the expectation that future demolition permit activity will be higher, it is estimated that one new full-time equivalent position will be required. Staff, therefore, are seeking approval for a new full time building inspector position as part of this initiative.

Next Steps

Should Council support the recommended approach, staff would recommend that a Demolition Waste and Recyclable Materials Bylaw be prepared and brought to Council for consideration. Staff envision the new requirements coming into effect in the first quarter of 2016 to allow industry sufficient notice and time to adapt their practices.

Financial Impact

The cost for a building inspector is \$115,220, including fringe, fleet vehicle and related items. Full cost recovery for this additional resource will be recovered as part of the proposed \$250 demolition waste permit fee, for no net budgetary impact, i.e., the estimated revenue from the demolition waste permit fee is \$127,500, based on issuing an average of 510 permits.

The above expenditure amounts and offsetting revenues will be included in the 2016 budget process, for consideration.

Conclusion

Development of a process to require demolition recycling is a key initiative identified in the Regional Integrated Solid Waste and Resource Management Plan. After consultation with Richmond's Small Builders Group, staff are recommending support for development of a Richmond-specific bylaw to require 70% waste diversion for demolition of residential single-family homes, commencing in 2016.



Suzanne Bycraft
Manager, Fleet & Environmental Programs
(604-233-3338)



Gavin Woo, P. Eng.
Senior Manager, Building Approvals
(604-276-4113)

- Att. 1: Policy 2308 – Management of Waste and Recyclable Materials from City Facilities
Demolition and Construction Activities
2: Demolition Waste, Recycling and Disposal Facilities at and Near Richmond



City of
Richmond

Policy Manual

Page 1 of 1	Adopted by Council: June 23, 2014	Policy 2308
File Ref: 6370-00	MANAGEMENT OF WASTE AND RECYCLABLE MATERIALS FROM CITY FACILITIES DEMOLITION AND CONSTRUCTION ACTIVITIES	

POLICY 2308:

It is Council policy that:

1. TARGETS

- 1.1 The City of Richmond will target a diversion rate of 80% by weight for the demolition of City facilities houses, new facility construction, and major facility renovations, recognizing that in some instances it will not be feasible to achieve this target in a fiscally prudent manner.

2. OBJECTIVE

The City of Richmond will:

- 2.1 Continue to increase the reuse and recycling of demolition, land clearing and construction (DLC) waste from City facilities.
 - (a) Require contractors to provide a Waste Disposal and Recycling Services Plan for demolition and construction projects.
 - (i) Require contractors to provide a Compliance Report, documenting adherence to the Plan.
 - (b) Prioritize the salvage of building components for reuse, then recycling, and finally other waste diversion and disposal technologies, whenever technically feasible and fiscally prudent.
 - (c) Encourage contractors to recycle and/or salvage for reuse wood especially, to help build markets for wood waste diversion, and avoid disposal.
 - (i) Require that all clean/untreated wood waste be reused or recycled.
- 2.2 Seek to improve DLC waste management practices in the demolition and waste management industries.
 - (a) Document and share the City's DLC waste management practices with industry.
- 2.3 Ensure the demolition activities of City facilities shall comply with the applicable health and safety regulations.
 - (a) Ensure a qualified person inspects the site to identify hazardous materials that may be handled, disturbed or removed.
 - (b) Ensure the City is provided the resulting hazardous materials report.

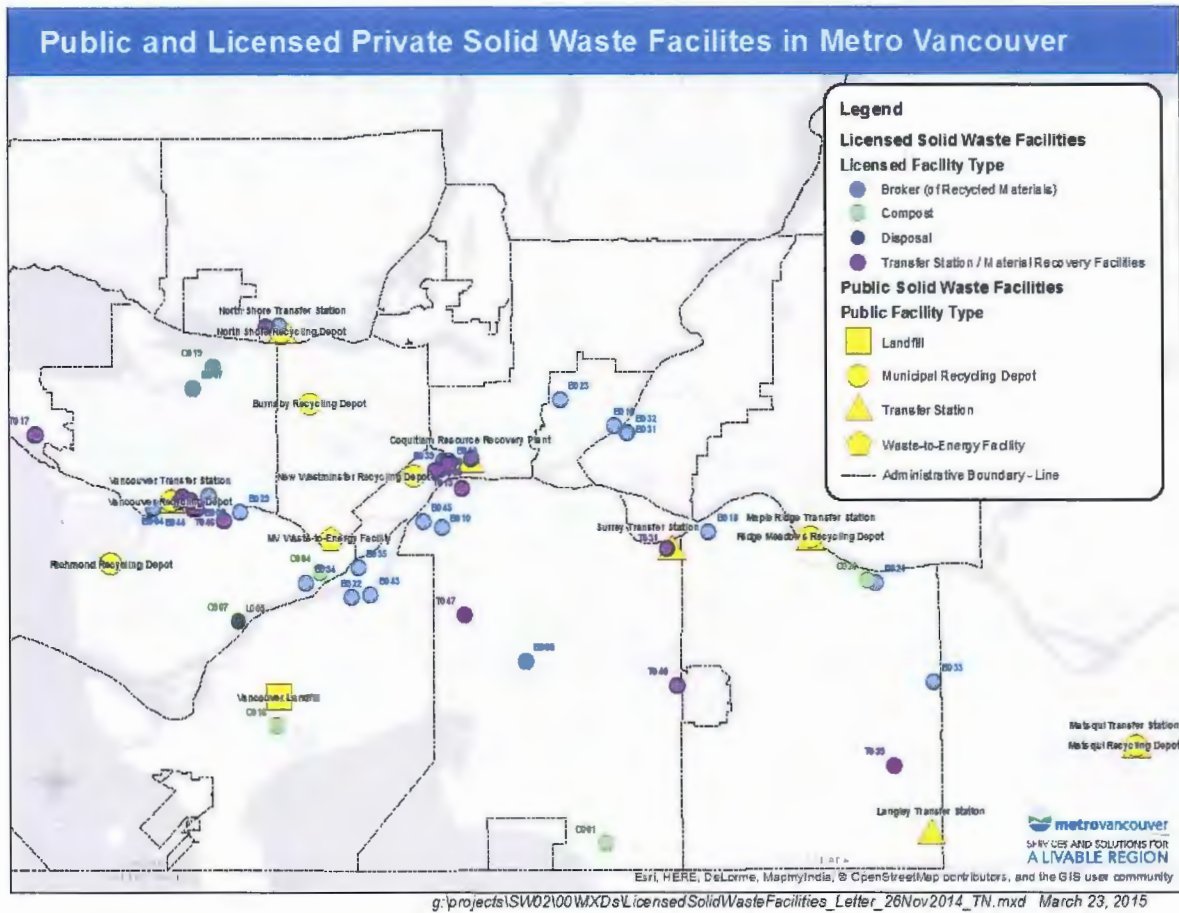
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Attachment 2

Demolition Waste, Recycling and Disposal Facilities At and Near Richmond

		Address	Issued	Status	Material
Licensed specific material brokers					
1	B008 New West Gypsum Recycling (B.C.) Inc	38 Vulcan St., New Westminster, BC	1997	Active	Gypsum drywall
2	B022 Basran Fuels Ltd.	9486 River Road, Delta, BC	2011	Active	Wood waste
3	B034 Lafarge Canada Inc.	7611 # 9 Road, Richmond, BC	2011	Active	
4	GRE Manufacturing Cdn. Inc	10064 River Road, Delta, BC	2013	Active	Glass
5	Stonewolf Ventures Ltd. (Tidy Trailers)	11571 Twigg Place, Richmond, BC	2013	Active	DLC Materials
Currently don't require a license (using specific recycled materials, used building material retailers)					
6	Lock Block	115-13171 Mitchell Road Richmond, BC			Concrete
7	Columbia Bitulithic Lafarge	13340 Mitchell Road, Richmond, BC			Concrete, asphalt
8	Richmond Steel	11760 Mitchell Road Richmond, BC			Metals
9	Ailed Salvage and Metals	11651 Twigg Pl, Richmond, BC			Metals
10	Mainland Sand and Gravel	- 12500 No 5 Rd, Richmond, BC - 14271 River Rd, Richmond, BC			Concrete, asphalt
11	Regional Recycling	13300 Vulcan Way, Richmond, BC			Cardboard, scrap metal
12	Richvan Holdings Ltd.	15300 River Rd, Richmond, BC			Concrete, asphalt
13	Fairway Disposal	11566 Twigg Place, Richmond, BC			Concrete, asphalt
14	Jack's New and Used	4912 Still Creek Ave, Burnaby, BC			Used building materials
15	Habitat for Humanity	7977 Enterprise Street, Burnaby, BC 69 West 69 th Avenue, Vancouver, BC			Used building materials
Licensed DLC MRFs, transfer stations, or landfills with recycling drop-off					
16	T001 Urban Wood Waste Recyclers Ltd.	110 East 69th Avenue, Vancouver, BC	1997	Active	Wood waste
17	T027 Urban Wood Waste Recyclers Ltd.	4 Spruce Street, New Westminster, BC	2003	Active	Wood waste
18	T003 726223 B.C. Ltd. (Waste-Away Disposal Services)	11560 Twigg Place, Richmond, BC	1996	Active	
19	T005 Inner-City Demolition Ltd.	11640 Twigg Place, Richmond, BC	1998	Active	Concrete, asphalt, cardboard, land clearing debris, plates, soap metal, wood, mixed construction waste
20	T045 (Mitchell Island MRF)	11611 Twigg Place, Richmond, BC	2007	Active	
21	Northwest Group Properties	460 East Kent Avenue South, Vancouver, BC	2013	Active	
22	Smithers Enterprises	8501 Ontario St, Vancouver, BC			
23	Pacific Carpet Recycling (PAC Recycling)	130 – 2351 No.6 Road, Richmond, BC	2014	Active	Used carpet
24	EcoWaste Industries	15111 Williams Rd, Richmond, BC	1997	Active	Wood, gypsum, drywall, metal
25	Vancouver South Transfer Station	377 West Kent Avenue North, Vancouver, BC			Wood
26	Vancouver Landfill	5400 72nd Street, Delta, BC			Drywall

Attachment 2 (cont'd)



Attachment 2 (cont'd)



Metro Vancouver Licensed Solid Waste and Recyclable Material Facilities

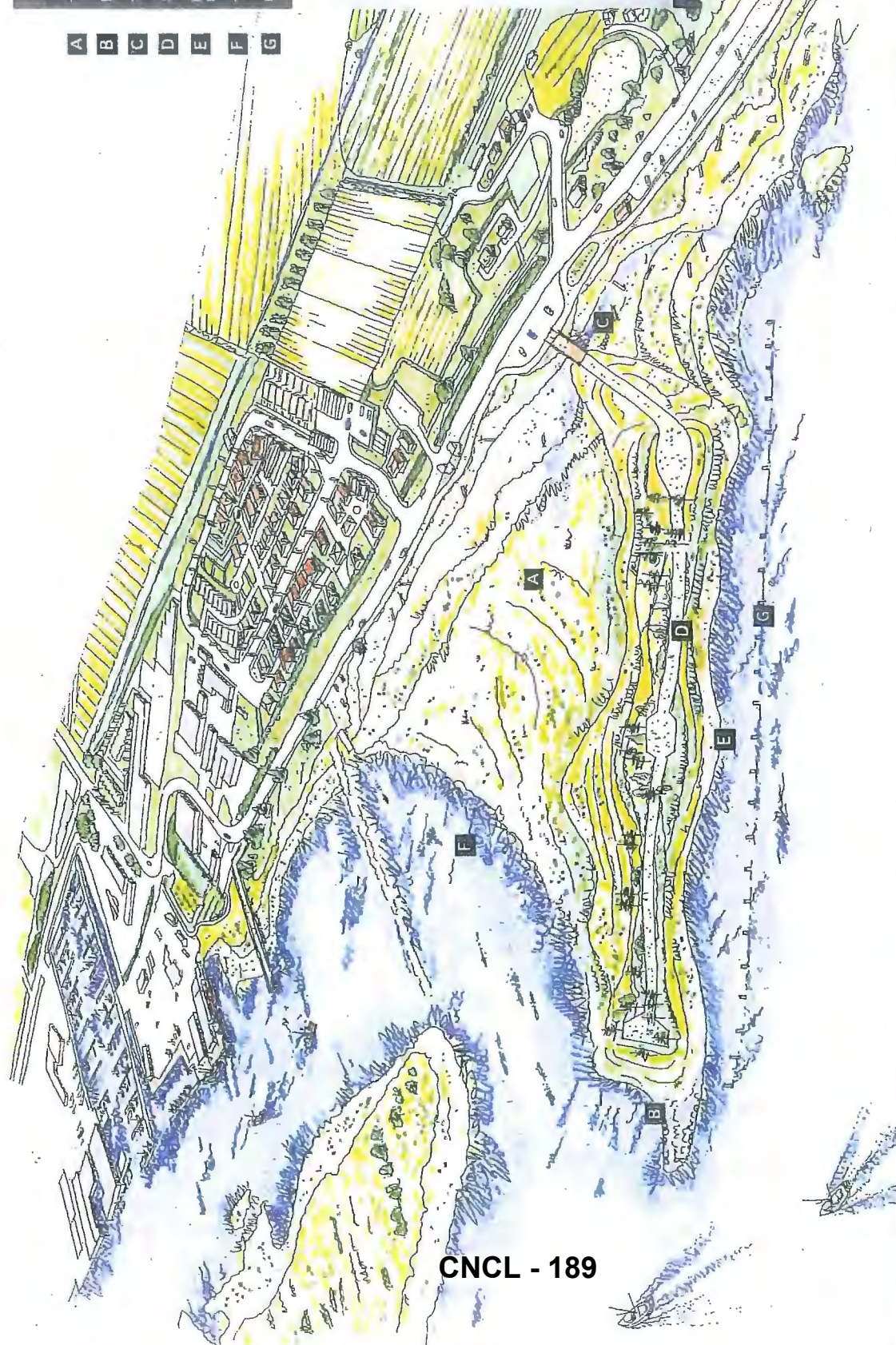
License	Licensed Name	Site Address	Issued	Status
B002	733166 B.C. Ltd. (Western Material Recovery)	11610 Twigg Pl., Richmond, BC	2000	Active
B003	Halton Recycling Ltd. (Emterra Environmental)	132 Riverside Dr., North Vancouver, BC	1997	Active
B004	Halton Recycling Ltd. (Emterra Environmental)	955 W. Kent N. Ave., Vancouver, BC	1997	Active
B005	Halton Recycling Ltd. (Emterra Environmental)	6362 -148th St., Surrey, BC	1997	Active
B008	New West Gypsum Recycling (B.C.) Inc.	38 Vulcan St., New Westminster, BC	1997	Active
B010	Cascades Recovery Inc.	12345 - 104 Ave., Surrey, BC	1997	Active
B013	Wastech Services Ltd.	1001 United Blvd., Coquitlam, BC	1997	Active
B016	Augustine Trucking Ltd.	1708 Perkins St., Port Coquitlam, BC	2001	Active
B018	Cloverdale Fuels Co. Ltd.	20408 - 102B Avenue, Langley, BC	2004	Active
B021	James Environmental Services	8910 - 256th Avenue, Langley, BC	2008	Active
B022	Basran Fuels Ltd.	9486 River Road, Delta, BC	2011	Active
B023	Happy Star's Recycling Services Ltd.	1603 Langan Ave., Port Coquitlam, BC	2009	Active
B029	Urban Impact Recycling Ltd.	15360 Knox Way, Richmond, BC	2010	Active
B031	Augustine Soil & Mulch Ltd.	17949 Kennedy Road, Pitt Meadows, BC	2011	Active
B032	Meadows Landscape Supply Ltd.	17949 Kennedy Road, Pitt Meadows, BC	2011	Active
B033	Recyc-Mattress Inc.	Unit 212 - 27353 58th Crescent, Langley, BC	2011	Active
B034	Lafarge Canada Inc.	7611 #9 Road, Richmond, BC	2011	Active
B035	Canadian Mattress Recycling Inc.	1210 Cliveden Avenue, Delta, BC	2011	Active
B039	Urban Impact Recycling Ltd.	5 Capilano Way, New Westminster, BC	2011	Active
B043	GRE Manufacturing Cdn. Inc.	10064 River Road, Delta, BC	2013	Active
B044	Stonewolf Ventures Ltd.	11571 Twigg Place, Richmond, BC	2013	Active
B045	International Material Recovery Inc.	10619 Timberland Road, Surrey, BC	2013	Active
B046	Pacific Mattress Recycling Inc.	8275 Sherbrooke Street, Vancouver, BC	2014	Active
B047	Recycling Alternative	449 Industrial Ave, Vancouver, BC	2014	Active
C001	Baird Cattle & Border Feedlot Corp.	17256 - 8th Ave., Surrey, BC	1997	Active
C004	Fraser Richmond Soil & Fibre Ltd.	End of No. 8 Rd., Richmond, BC	1997	Active
C007	Ecowaste Industries Ltd.	15111 Williams Rd., Richmond, BC	1997	Active
C016	Enviro-Smart Organics Ltd.	4295 72nd Street, Delta, BC	2011	Active
C019	Strathcona Business Improvement Association	1235 East Hasting Street, Vancouver, BC	2012	Active
C020	Glenval Organics Ltd.	25330 88th Avenue, Langley, BC	2013	Active
L005	Ecowaste Industries Ltd.	15111 Williams Rd., Richmond, BC	1997	Active
T001	Urban Wood Waste Recyclers Ltd.	110 East 69th Ave., Vancouver, BC	1997	Active
T003	726223 B.C. Ltd. (Waste-Away Disposal Services)	11560 Twigg Pl. Richmond, BC	1996	Active
T005	Inner-City Demolition Ltd.	11640 Twigg Pl. Richmond, BC	1998	Active
T009	Wastech Services Ltd.	1200 United Blvd., Coquitlam, BC	1997	Active
T013	Bright Sky Disposal Ltd.	12863 - 116 Ave., Surrey, BC	1998	Active
T015	King Kubota Services Ltd.	140 Mountain Hwy, North Vancouver, BC	1998	Active
T017	The University of British Columbia	6055 Nurseries Rd., Vancouver, BC	1999	Active
T027	Urban Wood Waste Recyclers Ltd.	4 Spruce Street, New Westminster, BC	2003	Active
T031	Wastech Services Ltd.	9770 - 192nd Street, Surrey, BC	2004	Active
T032	AWS Transport Ltd.	11 Braid Street, New Westminster, BC	2006	Active
T039	Cloverdale Disposal Ltd.	26116 31B Avenue, Langley, BC	2012	Active
T040	Northwest Group Properties Inc.	19500 - 56th Avenue, Surrey, BC	2012	Active
T041	Northwest Group Properties Inc.	460 East Kent Avenue South, Vancouver, BC	2013	Active
T042	Smithers Enterprises Inc.	8501 Ontario Street, Vancouver, BC	2013	Active
T043	Eagle Disposal Inc.	11611 Twigg Place, Richmond, BC	2013	Active
T044	Northwest Group Properties Inc.	460 East Kent Avenue South, Vancouver, BC	2014	Active
T046	Pacific Carpet Recycling (PAC Recycling)	130 - 2351 No. 6 Road, Richmond, BC	2014	Active
T047	Great West Disposal Inc.	7800 Anvil Way, Surrey, BC	2014	Active

as of June 1, 2015

Source: <http://www.metrovancouver.org/services/Permits-regulations-enforcement/PermitRegulationEnforcementPublications/ActiveSolidWasteLicenceList.pdf>

A	B	C	D	E	F	G
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- LONGITUDINAL FLAT MARSH
ROCK TRAINING WALL
LONGITUDINAL FISH PASSAGE
SHEAR BOOM REPLACEMENT
BENEFICIAL USE OF COASTAL
BREEZEGATE LOCATION
LONGITUDINAL ACCESS
EXISTING DEBRIS SHEAL



CNCL - 189

STEVESTON SITE AERIAL

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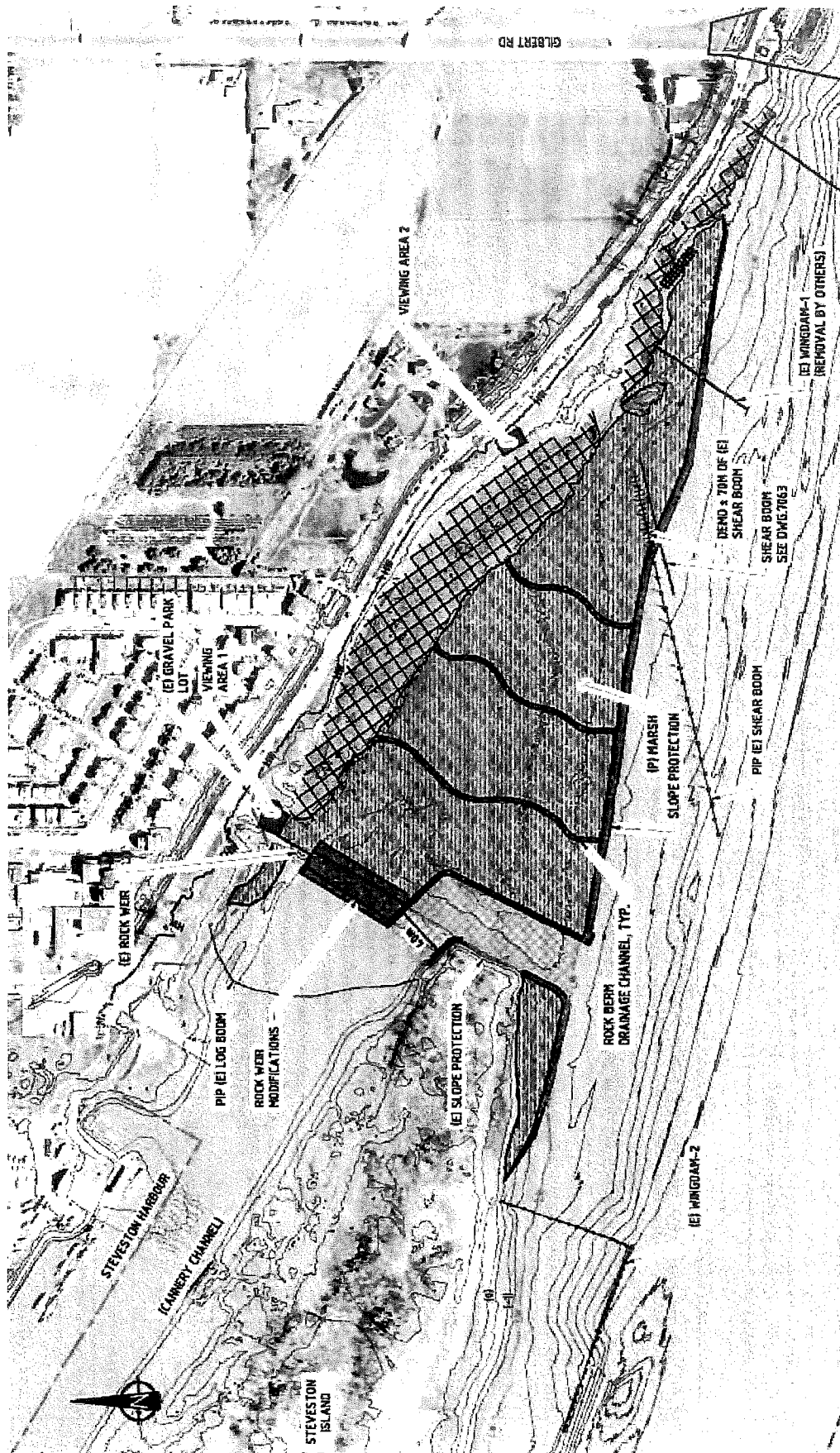
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STEVESTON COMMUNITY FISHING HARBOUR -
LONG TERM DEVELOPMENT PLAN



<p>Legend</p> <ul style="list-style-type: none"> Lot Boundary District Lot Proposed Lease Area VFPA Navigational Jurisdiction 	<p>DRAFT</p> <p>High Water Mark (2010)</p> <p>Low Water Mark (2010)</p> <p>0 25 50 100 Metres</p>	<p>Scale: SHOWN CUSTOMER:</p> <p>Onelway</p> <p>DATE: 15/01/2015</p> <p>DRAWN: KR</p> <p>EDITED: ...</p> <p>APPROVED: ...</p> <p>WorleyParsons</p> <p>Steveston Island Tidal Marsh Project</p> <p>Proposed Lease Area</p> <p>WorleyParsons PROJECT No: 307071-00719</p> <p>REV: A</p>
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OPTION 3A: NOTCH IN WEIR

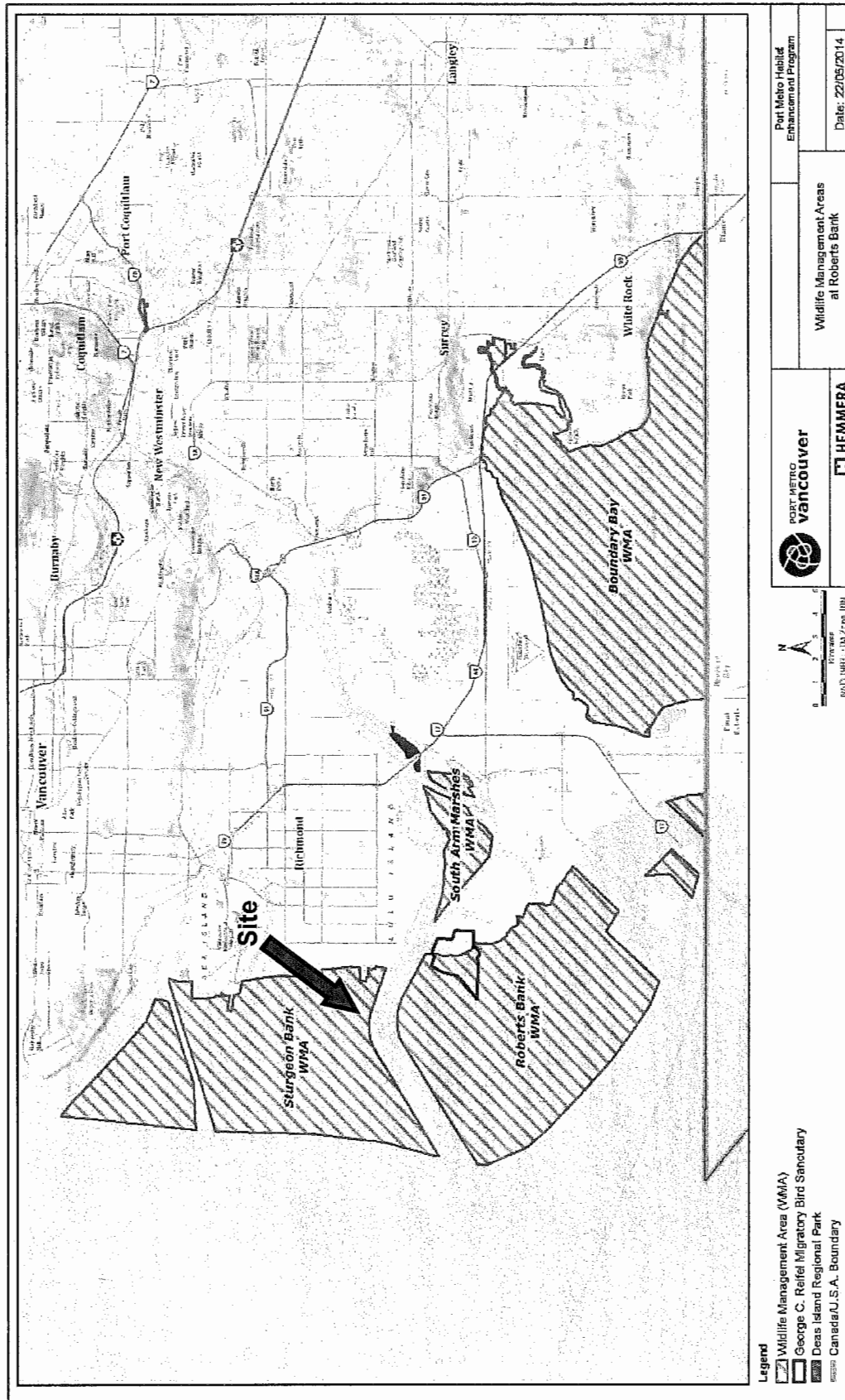


Figure 3 Location of the Sturgeon Bank WMA in relation to the Site



Permissive Exemption (2016) Bylaw No. 9271

The Council of the City of Richmond enacts as follows:

1. This Bylaw is cited as “**Permissive Exemption (2016) Bylaw No. 9271**”.

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 2016 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 2016 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: SCHOOL AND TENANTED RELIGIOUS PROPERTIES PERMISSIVE EXEMPTION

- 2.1 Pursuant to Section 224(2)(h) of the Community Charter, the whole or portions of the parcels of land surrounding buildings set apart and in use as an institution of learning, and wholly in use for the purpose of furnishing the instruction accepted as equivalent to that funded in a public school, shown on Schedule C are hereby exempt from taxation for the 2016 year.
- 2.2 Notwithstanding Section 2.1 of this bylaw, no additional exemption from taxation pursuant to Section 224(2)(h) 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)(l) of the Community Charter.
- 2.3 Pursuant to Section 224(2)(g) of the Community Charter, the portions of land and improvements shown on Schedule D are hereby exempt from taxation for the 2016 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 E are hereby exempt from taxation for the 2016 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 F are hereby exempt from taxation for the 2016 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 G are hereby exempt from taxation for the 2016 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 H are hereby exempt from taxation for the 2016 year.
- 3.6** Pursuant to Section 224(2)(i) of the Community Charter, the whole or portions of land and improvements shown on Schedule I are hereby exempt from taxation for the 2016 year.
- 3.7** Pursuant to Section 224(2)(d) of the Community Charter, the whole or portions of land and improvements shown on Schedule J are hereby exempt from taxation for the 2016 year.

PART FOUR: MISCELLANEOUS PROVISIONS

- 4.1** Schedules A through J inclusive, which are attached hereto, form a part of this bylaw.
- 4.2** Permissive Exemption Bylaw 9158 is here by repealed in its entirety.
- 4.3** This Bylaw is cited as “**Permissive Exemption (2016) Bylaw No. 9271**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

OCT 13 2015

OCT 13 2015

OCT 13 2015

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

MAYOR

CORPORATE OFFICER

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 9271

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 Westminster 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 Westminster District Plan 17824	Beth Tikvah Congregation and Centre Association 9711 Geal Road Richmond, B.C. V7E 1R4
Brighthouse 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 Westminster District Plan 47516	Congregation of the United Church of BC 8151 Bennett Road Richmond, B.C. V6Y 1N4
Canadian Martyrs Parish (054-145-000) 5771 Granville Avenue	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
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 Westminster 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 Westminster District Plan LMP9785	Christian Reformed Church of Richmond 9280 No. 2 Road Richmond, B.C. V7E 2C8

SCHEDULE A to BYLAW 9271

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) 840 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

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 9271

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) 1114 Westminster 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

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 9271

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS
The Public School of Vancouver Archdiocese (067-043-063) 8251 St. Albans Road	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	Catholic Independent Schools of Vancouver Archdiocese St. Paul's Roman Catholic Parish 8251 St. Alban's Road Richmond, B.C. V6Y 2L2
Richmond (Bethel) Mennonite Church (030-869-001) 10160 No. 5 Road	PID 017 945 054 Lot A (BF302986) Section 31 Block 4 North Range 5 West New Westminster District Plan 35312	B.C. Conference of the Mennonite Brethren Churches 10200 No. 5 Road Richmond, B.C. V7A 4E5
Richmond Chinese Evangelical Free Church (025-162-005) 8040 No 5 Road	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	Richmond Chinese Evangelical Free Church Inc. 8040 No. 5 Road Richmond, B.C. V6Y 2V4
Richmond Chinese Alliance Church (102-369-073) 10100 No. 1 Road	PID 003-898-474 Lot 68 Section 35 Block 4 North Range 7 West New Westminster District Plan 31799	Christian and Missionary Alliance (Canadian Pacific District) 107 – 7585 132 nd Street Surrey, B.C. V2W 1K5
Richmond Faith Fellowship (085-780-002) 11960 Montego Street	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	Northwest Canada Conference Evangelical Church 11960 Montego Street Richmond, B.C. V6X 1H4
Richmond Gospel Hall (098-373-006) 5651 Francis Road	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	Congregation of the Richmond Gospel Hall 5651 Francis Road Richmond, B.C. V7C 1K2

SCHEDULE A to BYLAW 9271

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

PLACE OF PUBLIC WORSHIP PROPER & HALL

SCHEDULE A to BYLAW 9271

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 Barnmond 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 (086-082-008) 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 9271

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

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**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9271

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 25,000 sq. ft. for parking	Remainder of land not exempted	100%	0%
Assumption of the Blessed Virgin Mary Ukrainian Catholic Church (098-394-005) 890 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%

Bylaw 9271
PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP

SCHEDULE B to BYLAW 9271

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 Parish (044-145-000) 5771 Granville Avenue 203	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%

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9271

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%

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**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9271

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 (026-195-007) 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

Bylaw 9271
PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP

SCHEDULE B to BYLAW 9271

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 9271

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
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 (065-972-089) 6640 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%

Bylaw 9271
PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP

SCHEDULE B to BYLAW 9271

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
Richmond Pentecostal Church (060-300-000) 9300 Westminster Highway	PID 024-957-828 Lot 107 Section 10 Block 4 North Range 6 West New Westminster District Plan 64615	Pentecostal Assemblies of Canada 9300 Westminster Highway Richmond, B.C. V6X 1B1	58.7% 8,093.7 m ² 2 acres	51.3% 5,690.3 m ² 1.4 acres	100%	0%

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PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP

SCHEDULE B to BYLAW 9271

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>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>
	<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>					

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**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9271

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: 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. 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 9271

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
St. Joseph The Worker Parish (099-300-034) 4451 Williams Road (Site Area 8.268 acres) 3.26 and 5.00 acres	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	Roman Catholic Archbishop of Vancouver St. Joseph the Worker Parish 4451 Williams Road Richmond, B.C. V7E 1J7	38.8% (School portion exempted under Schedule C) 9,397.07 m ² 2.32 acres	61.2% 14,838.13 m ² 3.67 acres	60% 635.4 m ²	40% 423.6 m ²
St. Monica's Parish (040-800-004) 12011 Woodhead Road (Site Area 1.60 acres) Manse and Hall	PID 024-840-319 Lot A Section 31 Block 5 North Range 5 West New Westminster District Plan LMP47203	Roman Catholic Archbishop of Vancouver St. Monica's Parish 12011 Woodhead Road Richmond, B.C. V6V 1G2	Note: The land under the manse is exempt; the manse itself is not exempt. 73.35% 4,744.33 m ² 1.17 acres	Note: The land under the manse is exempt; the manse itself is not exempt. 26.65% 1,723.67 m ² 0.43 acres	0% of Manse 100% of Religious Hall	100% of Manse 196.8 m ²
St. Paul's Roman Catholic Parish (067-043-063) 8251 St. Alban's Road (Site Area 4.77 acres)	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	Catholic Independent Schools of Vancouver Archdiocese St. Paul's Roman Catholic Parish 8251 St. Alban's Road Richmond, B.C. V6Y 2L2	52.5% 10,112.8 m ² 2.5 acres	47.5% 9,133.2 m ² 2.27 acres	100%	0%

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9271

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%
Thragu Monastery Association (025-193-000) 8140 No. 5 Road Richmond, B.C. V6Y 2V4	PID 027-242-838 Lot A Section 19 Block 4N Range 5W New Westminster District Plan BCP32842	Thragu 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
Thragu 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	Thragu 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 9271

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 (024-438-000) 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

**PORTIONS OF LAND & IMPROVEMENTS
FOR PLACE OF PUBLIC WORSHIP**

SCHEDULE B to BYLAW 9271

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 9271

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE
Choice School For Gifted Children (001-870-000) 20451 Westminster Highway (Site area: 0.35 ha (0.862 acres))	PID 003-934-268 Lot 78 Section 4 Block 4 North Range 4 West New Westminster District Plan 1593	Choice School For Gifted Children 20451 Westminster Highway Richmond, B.C. V6V 1B1	100% 3,552 m ² 0.862 acres	0%
Choice School For Gifted Children (001-871-004) 20411 Westminster Highway	PID 003-937-160 Lot 79 Section 4 Block 4 North Range 4 West New Westminster District Plan 1593	Choice School For Gifted Children 20451 Westminster Highway Richmond, B.C. V6V 1B3	100% 3,422 m ² 0.846 acres	0%
Cornerstone Christian Academy School (024-279-000) 12011 Blundell Road (Site area: 11,104 square feet)	PID 002-555-310 South Half of the South West Quarter Section 18 Block 4 North Range 5 West New Westminster District Except Firstly: Part Dedicated Road on Plan NWP87640 Secondly: Parcel E (Bylaw LMP4874) Thirdly: Parcel F (Bylaw Plan MP12615) Fourthly: Part on SRW Plan 21735	Cornerstone Evangelical Baptist Church of Vancouver 2642 45th Avenue East Vancouver, B.C. V5R 3C1	100% (School portion: 2% of total property) 1,031.6 m ²	0%

SCHEDULE C to BYLAW 9271

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE
Muslim School of B.C. (025-243-080) 12300 Blundell Road (Site area: 1.09 ha (2.69 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	B.C. Muslim Association 12300 Blundell Road Richmond, B.C. V6W 1B3	100% (56.4% of total property) 10,903.97 m ² 2.694 acres	0%
Richmond Christian School (029-076-081) 5240 Woodwards Road (Site area: 0.971 ha (2.4 acres))	PID 002-145-057 Lot 137 Except: Part Subdivided by Plan 70297 Section 25 Block 4 North Range 7 West New Westminster District Plan 56073	Richmond Christian School Association 5240 Woodwards Road Richmond, B.C. V7E 1H1	100% 9,751 m ² 2.4 acres	0%
Richmond Christian School (030-887-000) 10260 No. 5 Road (Site area: 2.23 ha (5.52 acres))	PID 027-072-657 Section 31 Block 4 North Range 5 West New Westminster District Plan BCP 30119	Richmond Christian School Association 10260 No. 5 Road Richmond, B.C. V7A 4E5	47.4% 10,598.5 m ² 2.616 acres	52.6% 11,755.5 m ² 2.904 acres

SCHEDULE C to BYLAW 9271

NAME, ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	MAILING ADDRESS	PROPORTION OF LAND EXEMPTED FROM TAXATION	PROPORTION OF LAND TAXABLE
Richmond Jewish Day School (025-151-060) 8760 No. 5 Road (Site area: 0.95 ha (2.349 acres))	PID 000-676-811 Lot 3 Except: Firstly, Parcel "A" (Reference Plan 8809) Secondly; Parcel "B" (Explanatory Plan 10524), Section 19 Block 4 North Range 5 West New Westminster District Plan 5239	Richmond Jewish Day School Society of B.C. Inc. 8760 No. 5 Road Richmond, B.C. V6Y 2V4	56.8% 5,396.7 m ² 1.334 acres	43.2% 4,104.3 m ² 1.015 acres
St Joseph the Worker School (025-300-034) 4451 Williams Road (Site area: [3.346 ha (8.268 acres)] 1.319 ha (3.26 acres) and 2.0235 ha (5.00 acres))	PID 010-887-725 Parcel "C" (Explanatory Plan 8670) Lots 3 and 4 Except: Part Subdivided by Plan 30525; Section 26 Block 4 North Range 7 West New Westminster District Plan 3139	Roman Catholic Archbishop of Vancouver St. Joseph's Parish 4451 Williams Road Richmond, B.C. V7E 1J7	100% (additional to Schedule B) 9,198.8 m ² 2.27 acres	0% (Fully exempt for school portion)

SCHEDULE D to BYLAW 9271

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

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SCHEDULE E to BYLAW 9271

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

**CHARITABLE, PHILANTHROPIC & OTHER
NOT-FOR-PROFIT – COMMUNITY CARE OR
ASSISTED LIVING**

SCHEDULE F to BYLAW 9271

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) 4551 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
(082-622-000) 11331 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 F to BYLAW 9271

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
(065-575-028) 4423 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
(065-515-105) 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 F to BYLAW 9271

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	Western Recovery Foundation Turning Point Recovery Society 10411 Odlin Road Richmond BC V6X 1E3

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CHARITABLE, PHILANTHROPIC & OTHER
NOT-FOR-PROFIT - ELDERLY CITIZENS HOUSING

SCHEDULE G to BYLAW 9271

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

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SCHEDULE H to BYLAW 9271

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
(041-892-000) 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 BC
(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%	Richmond Caring Place 140 – 7000 Minoru Boulevard Richmond, B.C. V6Y 3Z5

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SCHEDULE H to BYLAW 9271

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
(062-050-002) 6021 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

SCHEDULE I to BYLAW 9271

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
(051-221-010) 11551 Dyke Road	PID 014-924-781 Dedicated Park Plan 565772		Girl Guides of Canada 1476 West 8th Avenue Vancouver, BC V6H 1E1
(083-665-000) 7411 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
(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

SCHEDULE I to BYLAW 9271

ROLL NO. & CIVIC ADDRESS	LEGAL DESCRIPTION OF PROPERTY	PORTION OF LAND AND IMPROVEMENT EXEMPTED FROM TAXATION	OWNER/HOLDER (MAILING ADDRESS)
(082-479-000) 7760 River Road	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
(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
(057-290-001) 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
(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 J to BYLAW 9271

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
(031-588-086) 1414 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
(031-589-003) 14300 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 J to BYLAW 9271

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

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**5 Year Financial Plan (2015-2019) Bylaw 9220
Amendment Bylaw 9296**

The Council of the City of Richmond enacts as follows:

1. Schedule "A", Schedule "B", and Schedule "C" of the 5 Year Financial Plan (2015-2019) Bylaw 9220, are deleted and replaced with Schedule "A", Schedule "B", and Schedule "C" attached to and forming part of this amendment bylaw.
2. This Bylaw is cited as "**5 Year Financial Plan (2015-2019) Bylaw 9220, Amendment Bylaw 9296**".

FIRST READING

OCT 13 2015

SECOND READING

OCT 13 2015

THIRD READING

OCT 13 2015

ADOPTED

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

MAYOR

CORPORATE OFFICER

SCHEDULE A:

CITY OF RICHMOND
5 YEAR AMENDED FINANCIAL PLAN (2015-2019)
FUNDING SOURCES/TRANSFERS
(In \$000's)

	2015 Amended	2016	2017	2018	2019
Operating and Utility Funding Sources					
Property Taxes	\$189,796	\$197,851	\$206,047	\$214,411	\$222,867
Utilities	100,642	103,814	107,852	111,491	115,308
Fees and Charges	34,432	32,982	33,160	33,643	34,122
Gaming Revenue	18,030	18,030	18,030	18,030	18,030
Investment Income	16,228	16,233	16,238	16,248	16,257
Payments in Lieu of Taxes	13,473	13,473	13,473	13,473	13,473
Grants	4,784	4,187	4,206	4,235	4,265
Penalties and Interest on Taxes	1,015	1,015	1,015	1,015	1,015
Total Operating and Utility Funding Sources	\$378,400	\$387,585	\$400,021	\$412,546	\$425,337
Capital Funding Sources					
Transfer from DCC Reserve	\$23,828	\$12,931	\$18,300	\$14,230	\$10,264
Transfer from Other Funds and Reserves	134,751	57,518	49,370	47,361	56,551
External Contributions	8,635	775	375	375	375
Carryforward Prior Years	259,175	222,637	181,352	131,575	116,122
Developer Contributed Assets	55,000	55,000	55,000	55,000	55,000
Total Capital Funding Sources	\$481,389	\$348,861	\$304,397	\$248,541	\$238,312
Total Operating, Utility and Capital Funding Sources	\$859,789	\$736,446	\$704,418	\$661,087	\$663,649
Transfers					
Transfer from Capital Equity	\$49,416	\$48,463	\$52,349	\$56,928	\$57,052
Transfer from Surplus	13,797	2,133	1,966	1,896	1,901
Total Transfers	\$63,213	\$50,596	\$54,315	\$58,824	\$58,953
TOTAL FUNDING SOURCES AND TRANSFERS	\$923,002	\$787,042	\$758,733	\$719,911	\$722,602

SCHEDULE A (CONT'D):

CITY OF RICHMOND
5 YEAR AMENDED FINANCIAL PLAN (2015-2019)
EXPENDITURES/TRANSFERS
(In \$000's)

	2015 Amended	2016	2017	2018	2019
Expenditures/Transfers					
Utility Budget					
Utilities	\$79,056	\$81,490	\$85,410	\$88,863	\$92,488
Transfer to Drainage Improvement Replacement Reserve	10,411	10,468	10,584	10,771	10,962
Transfer to Watermain Replacement Reserve	7,500	7,500	7,500	7,500	7,500
Transfer to Sanitary Sewer Reserve	4,256	4,256	4,256	4,256	4,256
Transfer to Equipment Replacement Reserve	100	100	100	100	100
Amortization	7,375	7,375	7,375	7,375	7,375
Total Utility Budget	\$108,698	\$111,189	\$115,225	\$118,865	\$122,681
Operating Budget					
Law and Community Safety	\$87,391	\$89,173	\$91,177	\$93,518	\$95,802
Transfer to Equipment Replacement Reserve	983	983	983	983	983
Amortization	2,620	2,620	2,620	2,620	2,620
Community Services	50,109	48,642	50,338	51,325	52,310
Richmond Public Library	8,768	8,632	8,727	8,876	9,027
Transfer to Capital Building & Infrastructure Reserve	252	252	252	252	252
Amortization	5,056	4,104	7,990	12,569	12,693
Engineering and Public Works	40,520	37,836	38,532	39,491	40,419
Transfer to Equipment Replacement Reserve	1,675	1,675	1,675	1,675	1,675
Amortization	22,932	22,932	22,932	22,932	22,932
Finance and Corporate Services	24,395	22,598	22,845	23,242	23,645
Amortization	1,295	1,295	1,295	1,295	1,295
Planning and Development	12,792	12,485	12,709	12,967	13,249
Amortization	923	923	923	923	923
Corporate Administration	8,531	8,235	8,296	8,427	8,560
Fiscal	11,604	11,478	12,717	14,266	15,961
Municipal Debt Interest	1,678	1,678	1,678	1,678	1,678
Municipal Debt Principal	4,232	4,232	4,232	4,232	4,232
Transfer to Capital Building & Infrastructure Reserve	13,704	13,764	15,735	17,779	19,898
Transfer to Capital Reserve	12,990	12,990	12,990	12,990	12,990
Transfer Investment Income to Statutory Reserves	11,250	11,250	11,250	11,250	11,250
Amortization	9,215	9,215	9,215	9,215	9,215
Total Operating Budget	\$332,915	\$326,992	\$339,111	\$352,505	\$361,609
Capital Plan					
Current Year Capital Expenditures	\$167,214	\$71,224	\$68,045	\$61,966	\$67,190
Carryforward Prior Years	259,175	222,637	181,352	131,575	116,122
Developer Contributed Assets	55,000	55,000	55,000	55,000	55,000
Total Capital Plan	\$481,389	\$348,861	\$304,397	\$248,541	\$238,312
TOTAL EXPENDITURES/TRANSFERS	\$923,002	\$787,042	\$758,733	\$719,911	\$722,602
Proposed Property Tax Increase	1.89%	2.98%	2.98%	2.99%	2.96%

SCHEDULE B:

CITY OF RICHMOND
5 YEAR AMENDED FINANCIAL PLAN
CAPITAL FUNDING SOURCES (2015-2019)
(In \$000's)

	2015 Amended	2016	2017	2018	2019
DCC Reserves					
Drainage	\$644	\$-	\$644	\$3,411	\$97
Parks Acquisition	9,527	3,762	3,762	3,762	3,762
Parks Development	5,250	2,680	2,649	1,364	1,787
Roads	4,855	4,969	10,045	3,634	3,633
Sanitary Sewer	2,648	724	613	1,354	-
Water	904	796	587	705	985
Total DCC Reserves	\$23,828	\$12,931	\$18,300	\$14,230	\$10,264
Statutory Reserves					
Affordable Housing Reserve Fund	\$24,830	\$750	\$750	\$605	\$-
Capital Building and Infrastructure Reserve Fund	115	600	-	-	1,800
Capital Reserve Fund	26,870	10,692	10,734	13,066	12,574
Child Care Development Reserve Fund	10	50	50	50	50
Drainage Improvement Reserve Fund	10,664	9,895	10,162	6,764	10,458
Equipment Replacement Reserve Fund	2,850	3,336	2,682	2,852	3,140
Legacy Reserve Fund	16,600	-	-	-	-
Leisure Facilities Reserve Fund	1,180	-	-	-	-
Neighbourhood Improvement Reserve Fund	240	-	-	-	-
Public Art Program Reserve Fund	408	100	100	100	100
Sanitary Sewer Reserve Fund	6,082	4,996	4,657	3,936	3,890
Waterfront Improvement Reserve Fund	500	250	-	250	-
Watermain Replacement Reserve Fund	7,829	11,427	9,048	8,363	9,025
Total Statutory Reserves	\$98,178	\$42,096	\$38,183	\$35,986	\$41,037
Other Sources					
Appropriated Surplus	\$34,361	\$13,652	\$9,417	\$9,505	\$14,964
Enterprise	892	450	450	550	550
Water Metering Provision	1,320	1,320	1,320	1,320	-
Grant, Developer and Community Contributions	8,635	775	375	375	375
Total Other Sources	\$45,208	\$16,197	\$11,562	\$11,750	\$15,889
TOTAL CAPITAL FUNDING	\$167,214	\$71,224	\$68,045	\$61,966	\$67,190

SCHEDULE C:

**CITY OF RICHMOND
5 YEAR AMENDED FINANCIAL PLAN (2015-2019)
STATEMENT OF POLICIES AND OBJECTIVES**

Revenue Proportions By Funding Source

Property taxes are the largest portion of revenue for any municipality. Taxes provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. These include services such as community safety, general government, libraries and park maintenance.

Objective:

- Maintain revenue proportion from property taxes at current level or lower

Policies:

- Tax increases will be at CPI + 1% for transfers to reserves
- Annually, review and increase user fee levels by consumer price index (CPI).
- Any increase in alternative revenues and economic development beyond all financial strategy targets can be utilized for increased levels of service or to reduce the tax rate.

Table 1 shows the proportion of total revenue proposed to be raised from each funding source in 2015.

Table 1:

Funding Source	% of Total Revenue
Property Taxes	50.2%
Utilities	26.6%
Fees and Charges	9.1%
Gaming Revenue	4.8%
Investment Income	4.3%
Payments in Lieu of Taxes	3.5%
Grants	1.2%
Penalties and Interest on Taxes	0.3%
Total Operating and Utility Funding Sources	100.0%

SCHEDULE C (CONT'D):

**CITY OF RICHMOND
5 YEAR AMENDED FINANCIAL PLAN (2015-2019)
STATEMENT OF POLICIES AND OBJECTIVES**

Distribution of Property Taxes

Table 2 provides the estimated 2015 distribution of property tax revenue among the property classes.

Objective:

- Maintain the City's business to residential tax ratio in the middle in comparison to other municipalities. This will ensure that the City will remain competitive with other municipalities in attracting and retaining businesses.

Policies:

- Regularly review and compare the City's tax ratio between residential property owners and business property owners relative to other municipalities in Metro Vancouver.
- Continue economic development initiatives to attract businesses to the City of Richmond.

Table 2: (Estimated based on the 2015 Completed Roll figures)

Property Class	% of Tax Burden
Residential (1)	54.6%
Business (6)	35.5%
Light Industry (5)	8.2%
Others (2,4,8 & 9)	1.7%
Total	100.0%

Permissive Tax Exemptions

Objective:

- Council passes the annual permissive exemption bylaw to exempt certain properties from property tax in accordance with guidelines set out by Council Policy and the Community Charter. There is no legal obligation to grant exemptions.
- Permissive exemptions are evaluated with consideration to minimizing the tax burden to be shifted to the general taxpayer.

Policy:

- Exemptions are reviewed on an annual basis and are granted to those organizations meeting the requirements as set out under Council Policy 3561 and Sections 220 and 224 of the *Community Charter*.



Richmond Zoning Bylaw 8500
Amendment Bylaw 9218 (RZ 11-586707)
8395 RUSKIN PLACE

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. 003-528-901

Lot 35 Section 33 Block 4 North Range 6 West New Westminster District Plan 18353

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9218"**.

FIRST READING

MAR 09 2015

A PUBLIC HEARING WAS HELD ON

APR 20 2015

SECOND READING

APR 20 2015

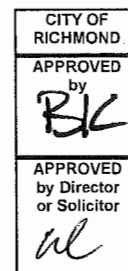
THIRD READING

APR 20 2015

OTHER REQUIREMENTS SATISFIED

OCT 21 2015

ADOPTED



MAYOR

CORPORATE OFFICER

